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Help Save Daly City's Only Community Garden on Ohlone Land and Territory

Started July 3, 2021
Petition to Vice-Mayor, City of Daly City Juslyn Manalo and 12 others

4,557
Signatures

5,000
Next Goal

53 people signed this week

Sign this petition

Why this petition matters



Started by **Debbie Santiago**

When my family moved to Daly City in 2004 my son discovered a beautiful community garden within walking distance of our home. Growing fruits and vegetables with friends and neighbors helped teach my son and niece to respect and share earth's bounty.

My mother and I are enrolled members of the **Washoe Tribe of Nevada and California**. Together we hold small ceremonies in the Daly City Community Garden and sing traditional Washiw songs to honor Mother Earth and all her beauty. The garden has given my family a sense of peace and harmony.

Over the past two decades gardeners have nurtured the land and Mother Earth has responded by providing a second chance for indigenous plants, hummingbirds, hawks, bees, frogs, Mission Blue Butterflies, California Gartersnakes, and deer that drink from seasonal wetlands. Everything you see and touch in the garden is living and sacred. Please help me save it.

Here's the Problem: High School District Trustees Plan to Bulldoze Daly City's Only Community Garden

Daly City, the second most populous city in San Mateo County, with a population of 104,901 according to the 2020 census, is home to only one community garden. However, this single food forest is under threat because Jefferson Union High School District (JUHSD) intends to demolish it. This community garden, an urban oasis and a vital food source for residents for over two decades, is located at 699 Serramonte Blvd in Daly City. Shockingly, the district's plan is to repurpose this sacred space into a dump site for asphalt and construction debris as part of a 15-year phased development project that includes the construction of five apartment buildings, eventually totaling 1,113 rental units. It's important to note that these units will be built on public school district property and leased to a private property management company.

The local Sierra Club chapter, along with various other community organizations including the NAACP, have communicated their concerns to the City, urging them to preserve this invaluable garden space.

Spare the Garden: Don't Bulldoze It, Dump on It, Or Build Over It

The current site for the garden is ideal because the ridgeline above the garden protects a fruit

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Ramaytush Ohlone, the original inhabitants of the San Francisco Peninsula, who sustained themselves through hunting, fishing, and gathering. The garden and the surrounding trees not only provide valuable community resources but also contribute to preserving this green space with cultural and historical importance.

School District's Heavy-Handed Tactics Targeting Gardeners

District trustees who support demolishing the garden directed staff to implement an authoritarian culture of intimidation and fear. In 2020, as the Covid pandemic spiked JUHSD began ramping up harassment. School district tactics included verbally berating gardeners by telling them to stay away, erecting an 8’ cyclone fence with a padlocked gate, installing a video surveillance system near the gate, installing a loudspeaker, cutting off water from all garden spigots and removing redwood trees. Additionally, gardeners were required to pay for fingerprints and an FBI background check to access the garden by appointment. Staff said they were concerned about crime however when asked if the school district had reported any incidents to police administrators said no crime was reported. Toni Presta, Superintendent of JUHSD has not refunded the public's money for fingerprints and background checks. Presently, JUHSD has allocated resources to employ security guards tasked with overseeing the garden. Unfortunately, there have been reports of security personnel engaging in drug use, both within the garden and in the adjacent parking area, which concerns gardeners.

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In 1769, Spanish colonizers arrived in Northern California and constructed missions to Christianize my ancestors and take our land. Between the years 1769 and 1834, the number of Native Californians dropped from 300,000 to 250,000. After California entered into the Union in 1850, the state government perpetrated massacres against the Ohlone people. Many of the leaders of these massacres were rewarded with positions in state and federal government. These massacres have been described as genocide. During the 1940’s through the 1960’s the state disenrolled eight-hundred tribes including the Ohlone to gain control of their land and territory. Native Californians who were relocated during this era faced culture shock and discrimination. Today, many of us are **leading the effort** for cultural and historical recognition of our tribes.

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Bulldozing Daly City's only community garden and killing trees to develop **market-rate**

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plants, hundreds of trees, a seasonal wetland and wildlife including the Mission Blue Butterfly and the California Garter Snake.

The garden has a rich history of serving as a communal space for Indigenous families, Latinx families, and families of Color, allowing them to cultivate crops and raise chickens. Gardeners forage for plants that hold significance in the medicine and dietary practices of the Ramaytush Ohlone. Additionally, the garden serves as a site for multi-generational seasonal ceremonies led by Indigenous elders, encompassing approximately 2 acres of public land.

This garden is especially important because it's the only community garden in Daly City, where access to greenspace and parkland is extremely limited and underfunded. In recent years, the Daly City Council made the regrettable decision to defund Westmoor Park, a space they previously leased from JUHSD. Consequently, the park lease was terminated, and JUHSD is now utilizing the land to construct new office buildings for the elected board of trustees and administrators.

Regrettably, there appears to be a lack of accountability among locally elected officials who may not fully grasp the detrimental consequences of trading a public garden and park for market-rate housing. This shortsighted approach by the JUHSD Board of Trustees has resulted in detrimental policy decisions and an unwarranted focus on expansion that deviates from the District's stated mission of "Excellence Through Equity."

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There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and the unhoused.

The garden was initially established many decades ago as a therapeutic school garden project but swiftly transformed into a beloved community garden. Today, it stands as a cherished source of immense public benefit and a point of pride for the community. This garden not only offers opportunities for both active and passive recreation but also promotes healthy nutrition, a crucial aspect given the concerns surrounding malnutrition and obesity, especially considering the limited availability of community gardens in Daly City.

Furthermore, considering the low ratio of counselors to students in JUHSD, the garden plays a significant role in supporting student mental health. The shortage of community gardens in Daly City has had a detrimental impact on its residents, particularly during the COVID-19

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given its significant population of minority families with deep-rooted traditions of actively tending to gardens, orchards, and farms. These practices are tied to food security and cultural traditions, making the presence of community gardens even more critical for the community's well-being.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. As global warming intensifies food costs will continue to increase and food scarcity will need to be addressed through community gardening. Gardens play a multifaceted role in mitigating climate change impacts by reducing urban heat islands, offering various ecosystem services, and improving stormwater retention.

From a socioeconomic standpoint, community gardens build trust, encourage community participation, improve responses to natural disasters, and bolster food security — all of which are pivotal elements in effectively adapting to and building resilience against the effects of climate change. Notably, unlike other green infrastructure solutions such as rain gardens, bioswales, and green roofs, community gardens are uniquely equipped to respond to a broader spectrum of stressors, encompassing economic, social, and political instabilities in addition to their environmental benefits.

Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events.

Stop Reducing Greenspace in Daly City

It is imperative that our elected representatives fulfill their responsibility to address nature-deficit disorder, a condition stemming from the chronic absence of community gardens, green spaces, and parks in Daly City. Nature-deficit disorder has far-reaching consequences, including elevated rates of physical and emotional illnesses, attention deficits, depression, substance abuse, sensory underutilization, and health issues related to poor dietary habits, insufficient physical activity, and acute asthma episodes triggered by unhealthy air quality. Extensive research indicates that nature-deficit disorder erodes ecological literacy and hinders stewardship of the natural world, fostering apathy in the face of climate change crises such as wildfires, sea level rise, and extreme heat – challenges that Daly City urgently needs to address.

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Economic Segregation and Racial Segregation are Intertwined

Economic segregation occurs when individuals or families with lower incomes are confined to certain neighborhoods, or a single building within a multi-building development, due to affordability constraints. This pattern often results in racially homogeneous housing, as people of similar economic backgrounds often share similar racial backgrounds. Consequently, when families are concentrated in poor buildings, it creates racially homogeneous social networks that limit access to educational and employment opportunities. This perpetuates a self-reinforcing cycle that sustains economic disparities, economic segregation, and racially segregated housing.

Low Socioeconomic Status

Socioeconomic status (SES) encompasses not just income but also educational attainment, financial security, and subjective perceptions of social status and social class. SES can encompass quality of life attributes as well as the opportunities and privileges afforded to people within society. The relationship between SES, race and ethnicity is intimately intertwined. Research has shown that in terms of socioeconomic stratification, race and ethnicity often play significant roles in determining a person's SES (U.S. Census Bureau, 2009).

Communities affected by low SES, driven by factors like income-based housing segregation, share common experiences, including limited economic development, substandard health conditions, and fewer educational opportunities. Persistent low SES has been identified as a contributing risk factor that disproportionately affects communities of color residing in income-segregated housing. In contrast, affluent homeowners in predominantly white communities are less likely to experience low SES.

Social-Spatial Segregation

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children of a safe route to and from school. Social-spatial segregation is also apparent by the absence of a rooftop Jacuzzi spa for families in the affordable building, while it is provided to market-rate tenants on Parcel B. The proposed plans raise concerns of income-based discrimination, as emergency generators are exclusively installed in all market-rate buildings, with no provision for the low-income building. Additionally, placing an income segregated daycare center on Parcel C underscores its stigmatization as an income segregated area of the development.

Further Information Available Online

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Thank you, Debbie Santiago

Community Garden Trees (hundreds of trees)

27 Redwoods
3 Madrone
2 Buckeye
4 California Coffee Bean
1 Bay Laurel
2 California elderberry
1 Laurel
2 Douglas Fir

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1 Catalina ironwood (donated by city)
5 Willow
20 Juncus patens (Spreading Rush)
14 Juncus lescurii (San Francisco Rush)
2 Blue Spruce
1 Potted Spruce
1 Alpine Source
1 Austrian Pine
1 Live Oak
1 Noble Fir
3 Maple (big)
2 Japanese Maple
1 Walking Stick Tree
1 White oak
(100+) Acacia

Community Garden Fruit Orchard (over 100 fruit trees)

3 Cherry
2 Plum
8 Nectarines
22 Apple
12 Currants, many varieties
5 Avocado
4 Pears
3 Olive
2 Loquat
2 Kumquat
2 Lemon
2 Buddha Hand Citrus Tree
1 Mexican Lime
1 Meyer Lemon
3 Banana Passion Fruit
6 Blackberries without thorns
1 Lemon Guava
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Wildlife (partial list):

- California Garter Snake
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- Coyote
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- Red-Tailed Hawks
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How to Start a School Petition

English (United States)

53 people signed this week

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SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

March 9, 2022
City of Daly City Council
333 90th St
Daly City, CA 94015

RE: EIR Alternative for the Serramonte Del Rey Site

Dear Mayor Daus-Magbual and Daly City Councilmembers,

In the Environmental Impact Report, please include the study of an alternative that increases building density to allow for nine acres of green open space. The garden and trees should be preserved as a park for Daly City as part of the mitigation from the project. The park could be co-managed by the Association of Ramaytush Ohlone as recommended by the California Natural Resources Agency.

Our letter on the notice of preparation dated June 7th, 2021 asked you to "consider an option to restore the site to parkland under N-EO-82-20." We also wrote that "Preserving public uses such as community gardens and parks serves public needs, safety, and recreation."

We urge the City to use its authority over public health, safety and welfare to fill essential needs in Daly City for more public park lands. This can be realized by requiring the doubling of density at the current unit potential. Doubling the density and saving nine acres of sequestered carbon and wetlands is a feasible change to the Serramonte Del Rey plan to mitigate air quality, traffic, greenhouse gas, and decreased open space problems that will result from the current design.

Sincerely,

Gladwyn d'Souza
Chair, Conservation Committee
Sierra Club Loma Prieta Chapter

Sabrina Brennan
Chair, Equity Committee
Sierra Club Loma Prieta Chapter

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- Coyote
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- Red-Tailed Hawks
- Skunks
- Raccoons
- Ravens
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- Hummingbirds
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From the Daily Journal archives

Protecting homes from climate change disasters

By Kevin Mullin
Jun 27, 2023



Kevin Mullin

Atmospheric rivers and devastating flooding pummeled our communities earlier this year and caused millions of dollars in damage. And our cities and state are not alone; in fact, 1 in 3 homes in the United States are at high risk of natural disasters. That's why the first bill I introduced in Congress would help low-income homeowners weatherize their properties to make them more resilient to climate-driven natural disasters like wildfires, torrential storms and extreme heat.

The Weatherization Resilience and Adaptation Program Act would create a grant program to provide direct assistance to low-income property owners, affordable housing providers, and owners of mobile homes to help protect their homes against the most devastating effects of climate change. The WRAP Act would help homeowners pay for things like double-pane windows or heat resistant roofing, artificial berms and dunes to add flood protection, and the addition of defensible spaces around homes to shield them from wildfires. These solutions can help protect our most vulnerable communities before disaster ever strikes.

Some California homeowners who can afford to make upgrades and improvements have already done so after experiencing years of devastating wildfires and the storms this past winter. But many of our neighbors who simply can't afford to spend thousands of dollars on such projects are left behind. As a nation, we are facing a crushing housing crisis — and climate change is only making the problem worse. Across the country, nearly a third of owner-occupied units are households making less than $50,000. In my district alone, there are tens of thousands of low-income homeowners and many more tenants living in affordable housing. As an increasing number of climate-driven disasters strike, families already struggling to make ends meet cannot afford unexpected expenses or damage and are put at risk of losing their home. This is especially true for households of color who typically live in more disaster-prone areas.

The Biden administration recently announced a nearly $1 billion investment through the Inflation Reduction Act that will assist the owners of federally subsidized affordable housing buildings in becoming more resilient to climate disasters. I fully support this important initial investment. But we can do more, including by helping individual property owners and the owners of other types of low-income housing who are left out of the Inflation Reduction Act program. The WRAP Act would build on the administration's historic action to protect our communities from the most severe effects of climate change.

The WRAP Act has been endorsed by Earthjustice, the Natural Resources Defense Council, and more than a dozen of my Democratic colleagues, including members from not only California, but also Louisiana, Michigan, Ohio, Pennsylvania and Texas. Climate change does not affect us on a partisan basis. It affects communities across the country. The truth is that climate-driven disasters don't care if you live in a red or blue states. They don't care if you are rich or poor. We are all impacted, and we need to work together to prepare for and shield against the most devastating consequences of climate change.

Kevin Mullin represents District 15 in the U.S. House of Representatives. The district includes the Bayside of San Mateo County from Daly City to East Palo Alto and the southeast side of San Francisco.

MORE INFORMATION

Appreciate Mullin’s first bill

PFAS

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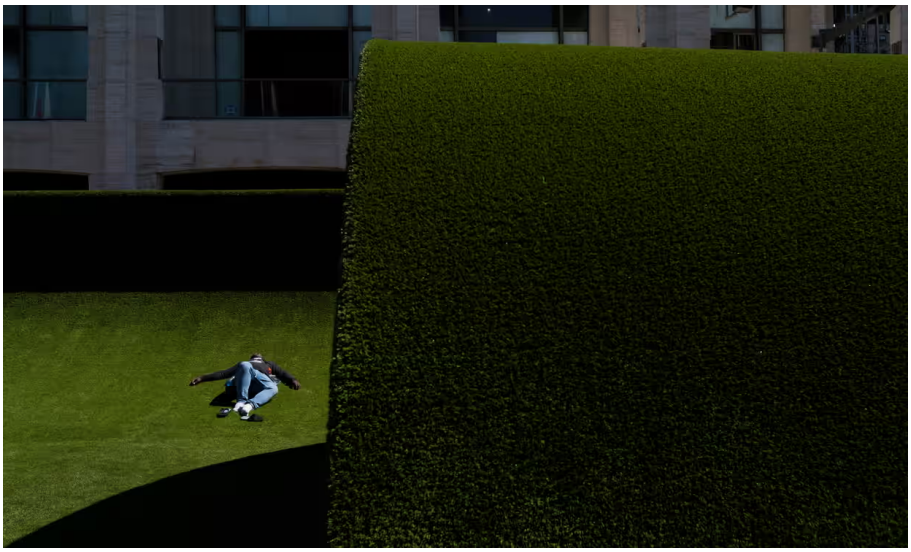
Boston bans artificial turf in parks due to toxic 'forever chemicals'

The city joins a growing number across the US in limiting the use of artificial turf made with dangerous PFAS compounds



Until recently, artificial turf was made with ground-up tires. Photograph: Justin Lane/EPA

Tom Perkins

Fri 30 Sep 2022 06.00 EDT

Boston's mayor, Michelle Wu, has ordered no new artificial turf to be installed in city parks, making Boston the largest municipality in a small but growing number around the nation to limit use of the product because it contains dangerous chemicals.

All artificial turf is made with toxic PFAS compounds and some is still produced with ground-up tires that can contain heavy metals, benzene, VOCs and other carcinogens that can present a health threat. The material also emits high levels of methane, a potent greenhouse gas, and sheds microplastics and other chemicals into waterways.

"We already know there are toxic chemicals in the products, so why would we continue to utilize them and have children roll around on them when we have a safe alternative, which is natural grass?" asked Sarah Evans, an environmental health professor for the Icahn School of Medicine at Mount Sinai.

Beyond chemical risks, the fields can act as heat islands that increase playing field temperatures to as much as 93C (200F), Evans noted. National Football League players are pressuring the league to ban artificial turf because of injuries, while the US national soccer teams will only play on natural grass for the same reason.

The federal government estimates 12,000 synthetic turf fields exist in the US, and at least 1,200 more are installed annually. Proponents say they are easier to maintain than grass fields and are not prone to "flooding", though they do also require significant maintenance. The product is also increasingly used on playgrounds or as alternatives to lawns in drought-plagued regions.

But in recent years, municipalities have begun limiting their use via bans or moratoriums, including at least four in Massachusetts before Boston, two in California's Bay Area and several in Connecticut.

In a statement to the Guardian, a spokesperson for Wu said: "The city has a preference for grass playing surfaces wherever possible and will not be installing playing surfaces with PFAS chemicals moving forward."

Elsewhere, battles over proposed artificial fields are playing out. In Martha's Vineyard, the school district is suing the city for prohibiting an artificial field from being installed because of concerns that it would contaminate an aquifer from which the town draws its drinking water. Meanwhile, voters in Malden, just north of Boston, may settle a heated debate over a proposed artificial field.

In Portsmouth, New Hampshire, city officials thought they had ordered a PFAS-free artificial turf field, but later testing revealed that it contained high levels of the chemicals. A state-level proposal to ban artificial turf recently failed in Massachusetts, and public health advocates and legislators in another state are planning to propose a ban on the material, though they declined to say on the record which state until the proposal is introduced.

Artificial turf is made with several layers including plastic grass blades, plastic backing that holds the blades in place and infill that weighs down the turf and helps blades stand upright. Until recently, infill was always made with recycled rubber tires called crumb rubber. However, independent and Environmental Protection Agency testing found the material contains high levels of dangerous chemicals.

"It seems kind of nonsensical to put ground-up tires in a field where children are playing," said Kyla Bennett, a former EPA official and director of science policy at Public Employees for Environmental Responsibility (Peer).

Some companies have begun using cork as infill, but industry has said the grass blades and backing cannot be made without PFAS.

PFAS, or per- and polyfluoroalkyl substances, are a class of about 12,000 chemicals often used to make products resist water, stain and heat. They are called "forever chemicals" because they don't naturally break down, and are linked to cancer, liver problems, thyroid issues, birth defects, kidney disease, decreased immunity and other serious health problems.

PFAS can be absorbed through the skin, inhaled, ingested or get in open wounds as they break off from the plastic blades, and children are considered more vulnerable to exposure because they are smaller and their bodies are still developing.

Some manufacturers have claimed the amount of PFAS used in artificial turf isn't high enough to be dangerous, or that they use "safe" PFAS. "Independent research has shown time and time again that synthetic turf systems provide many community benefits and continue to meet and exceed regulatory standards for human health, safety and performance," the Synthetic Turf Council, an industry trade group, said in a statement to the Guardian.

But no studies have been completed on how PFAS or other chemicals move from artificial turf to children, so the industry doesn't know if it's safe, Evans said. Moreover, the fields are another of myriad potential daily exposures to PFAS in consumer products, food and water, Evans said.

Public health advocates note all PFAS studied have been found to accumulate in the environment and be toxic to humans, and, once in the

environment, "safe" compounds used in manufacturing break down into unsafe chemicals.

Testing of multiple artificial fields has found the presence of highly toxic PFAS compounds like 6:2 FTOH and PFOS. The EPA recently revised its health advisory for PFOS to state that effectively no level of exposure in drinking water is safe.

"It's only a matter of time before [artificial turf] is banned," Bennett said. "In a few years we're going to be asking, 'How on Earth did we ever allow this to happen?'"

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What Technology Could Reduce Heat Deaths? Trees.

At a time when climate change is making heat waves more frequent and more severe, trees are stationary superheroes: They can lower urban temperatures 10 lifesaving degrees, scientists say.



By Catrin Einhorn

Published July 2, 2021 Updated Sept. 30, 2022

DES MOINES — The trees were supposed to stay.

It didn't matter that the owners of the squat building alongside were planning to redevelop the property. The four eastern red cedars stood on city land, where they had grown for the better part of a century.

"There's no way these trees are coming down," Shane McQuillan, who manages the city's trees, recalled thinking. "The default position for us is, you don't take out big trees to put in small trees."

Here's why: At a time when climate change is making heat waves more frequent and more severe, trees are stationary superheroes. Research shows that heat already kills more people in the United States than hurricanes, tornadoes and other weather-events, perhaps contributing to 12,000 deaths per year. Extreme heat this week in the Pacific Northwest and Canada has killed hundreds.

Trees can lower air temperature in city neighborhoods 10 lifesaving degrees, scientists have found. They also reduce electricity demand for air conditioning, not only sparing money and emissions, but helping avoid potentially catastrophic power failures during heat waves.

"Trees are, quite simply, the most effective strategy, technology, we have to guard against heat in cities," said Brian Stone Jr., a professor of environmental planning at the Georgia Institute of Technology.

So, in Des Moines, Mr. McQuillan worked with the property owners and city planners to find a way to redevelop while keeping the trees.

But one day several months later, he got word that a crew was taking them down.

Mr. McQuillan raced to the site, just a couple blocks from his office. One tree had already been cut to a stump, and another was almost down. Mr. McQuillan halted the work and fought to stay calm. At first he assumed someone had taken matters into their own hands. But after investigating, he came to believe it was simply a mistake; the property had been leased for a restaurant and the tenants seemed sincerely unaware of the agreement.

"There's a defeated feeling," Mr. McQuillan said.

They were two losses in an enormous struggle. Versions of this story are playing out in cities across the country, including Boston, Atlanta, Cleveland, Chicago, Houston, Spokane and Los Angeles, according to the United States Forest Service.

Despite longstanding and ongoing efforts across the country to plant trees, communities in the United States are not adding to their total number or even maintaining it. Research shows that American cities and towns lose the canopy of 36 million trees every year.

‘A challenge to get trees to thrive in the city’

Considering the cast of characters in Des Moines, its urban forest should be thriving. The longtime mayor is an environmentalist. The director of public works hails trees as “the only infrastructure that add value over time.” A nonprofit group plants and tends the next generation of trees while giving green jobs and training to local teenagers.

In recent years, though, the larvae of an iridescent green beetle that arrived from across the ocean, the emerald ash borer, have claimed 6,000 of the city’s 8,000 public ash trees. A storm last year took out about 500 more of all kinds. Another big factor is the everyday losses: The tree felled to repair a water line underneath. The homeowner who removed a tree to build an extension or get more sun on the lawn. Countless new developments where trees were in the way. These are often mature trees whose canopy will take decades to replace.



Shane McQuillan, the urban forestry project manager for Des Moines, with an eastern red cedar he helped to save. Rachel Mummey for The New York Times



Emerald ash borer specimens in a forestry lab. An invasive species native to Asia, they have claimed 6,000 ash trees on public land in Des Moines. Carl D. Walsh/Portland Press Herald via Getty Images

Then, there are the bare-branched victims whose cause of death can only be guessed at: Not enough water? The extra-cold winter combined with all that street salt?

“It’s a challenge to get trees to thrive in the city,” said Phillip Rodbell, who leads a Forest Service team studying the social, economic and ecological impact of urban trees.

At the same time, American cities are facing a heat crisis: The largest are warming at twice the rate of the planet as a whole.

‘It’s hard for us to think of trees as actual infrastructure’

On an afternoon that felt too sweltering for June, a 14-year-old named Kiara Wright bent over a young honey locust along a busy road in Des Moines, carefully splashing water from two five-gallon buckets into the dry soil. The city was in drought, and abundant water is critical to trees for at least two years after the shock of transplanting.

Earlier in the spring Kiara had helped plant that season’s 500 trees, becoming fond enough of them to name a few: Sparkles, Linden, José. Now she was watering, mulching and pulling weeds for $10 an hour. Over the course of the summer, her small team would also learn about financial literacy and shadow people in various green jobs.

“We grow the trees and we grow the teens,” said Kacie Ballard, who coordinates the program for Trees Forever, a nonprofit group that is now planting almost all of the city’s street trees. “It’s cheesy but it’s true.”

Along with the environmental benefits of trees come economic opportunities.

“This is a field where the employers are begging,” said Jad Daley, president and chief executive of American Forests, a nonprofit group. “There is definitely a job waiting.”

Planting in Des Moines will resume in the fall, focusing on formerly redlined communities most in need of trees. Around the country, racist policies have left these neighborhoods especially bare and hot.

Leslie Berckes, director of programs at Trees Forever, hopes to get 1,000 trees in the ground by the end of the year, surpassing an agreement with the city. But the number still feels bittersweet. Four times that many are needed, on public and private land, to reach a state goal of increasing canopy 3 percent by 2050. Instead, she fears their efforts are not enough to stay even.

“We could be keeping pace if we wanted to,” Ms. Berckes said. “We need more money. I know it’s so boring to say.”



A Trees Forever team used a fire hydrant to draw water for newly planted trees last month. Rachel Mummey for The New York Times



Frank Cownie, the Des Moines mayor, standing at center, and Mr. McQuillan, crouching center, helped to plant a new tree in the East Village district of Des Moines. Rachel Mummey for The New York Times

By all accounts the mayor, Frank Cownie, is trying. Des Moines has increased its $200,000 tree planting budget to $300,000 next year and $450,000 the following, with a goal of reaching $1 million. Its forestry department, with a budget of $2 million, employs a team of 13 arborists, up from 11 a couple years ago, who prune the city's trees, extending their lives.

But it's a tricky balancing act.

"You'll hear, 'Why are you doing this, you should be creating homes for the houseless,'" Mayor Cownie said. "Which we are."

The crux of the problem, according to scientists and environmental planners, is that Americans, from everyday citizens to government officials, are often not fully aware of the benefits that trees provide.

In addition to reducing heat, trees filter out air pollution, suck up storm water, store carbon, nurture wildlife and even improve people's mental and physical health.

"It's hard for us to think of trees as actual infrastructure rather than an amenity, and because of that, we don't allocate sufficient funds," said Dr. Stone of the Georgia Institute of Technology. "If we think about it as actual infrastructure on par with investing in roads and sewers and everything else, those costs will become more acceptable to us."

'Trading one risk for another'

A tree's shade, that sweet relief from solar radiation, is only part of its cooling power. Trees also evaporate water, pulling it from the ground and releasing it into the air through their leaves. That's why walking through a forest, or just sitting in a playground surrounded by several large trees, feels more refreshing than the shade of a lone tree.

Carefully positioned trees can reduce a home's energy costs by 25 percent, according to the Department of Energy. Nationwide, urban trees offer an estimated $18.3 billion in air pollution removal, carbon sequestration, lowered energy use in buildings and reduced emissions from power plants.

Still, across the country many people see trees as a nuisance or liability. They drop nuts, seeds and leaves. They buckle sidewalks. They are accused of destroying pipes — wrongly, according to scientists, who say that pipes crack from age, which only then leads nearby trees to send roots toward the leaking water. Some towns and cities avoid the perceived hassle altogether by not planting on the strip of lawn between the sidewalk and the street.

Occasionally, their limbs break or they blow over, posing real danger. With climate change increasing the intensity of storms, David Nowak, a senior scientist with the Forest Service who studies urban trees, acknowledges the risk. Trees close to houses need to be especially well monitored for weakness. But he points out that trees also block wind, reducing the force of storms.

"You're trading one risk for another," Dr. Nowak said. "Branches falling, and having to clean up branches, versus having to clean up broken rooftops."



The Court Avenue District of central Des Moines. The city has increased its $200,000 tree planting budget to $300,000 next year and $450,000 the following, with a goal of reaching $1 million. Rachel Mummey for The New York Times



Members of the 224th Brigade Engineer Battalion, Iowa Army National Guard, broke up downed trees in Cedar Rapids after a storm in 2020. Jim Slosiarek/The Gazette, via Associated Press

One major challenge is persuading property owners, who own a large share of the land in cities and towns, to plant and maintain trees in their yards. It's important to choose the species carefully. Large shade trees offer more cooling and carbon storage than small ornamentals. For wildlife, oaks are usually the best bet, according to Doug Tallamy, a professor of entomology at the University of Delaware. They feed more than 900 species of caterpillars, which, in turn, feed birds, whose populations have plummeted.

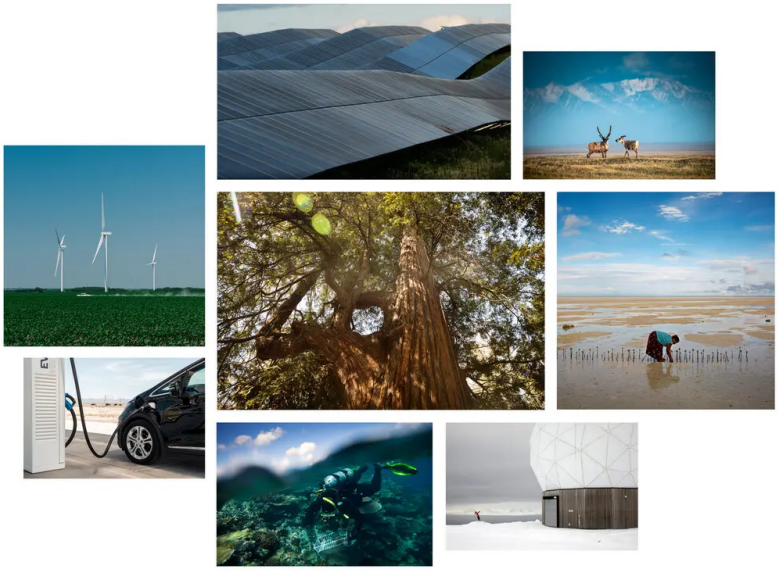
Incentives can help, but tight budgets often keep them modest. In Louisville, Ky., which threw itself into planting more trees after it was found to be the fastest-warming large city in the country, residents can get a $30 "treebate," up to three per household, for planting certain shade trees.

The director of public works in Des Moines, Jonathan Gano, came up with an idea to give away "tiny trees," seedlings that look like mere sticks with roots. Once a year, residents can pick up five each.

"They're tiny, yes," Mr. Gano said. "They're also practically free," costing the city $1 per seedling.

"You could have 99 percent mortality and still be in the money 20 years from now on canopy," Mr. Gano said. "I planted a bunch on my property and about 50 percent of them have survived. One of them's 11 feet tall now."

Sustainability and Climate Change: Join the Discussion



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Catrin Einhorn reports on biodiversity for the Climate and Environment desk. She has also worked on the Investigations desk, where she was part of the Times team that received the 2018 Pulitzer Prize for Public Service for its reporting on sexual harassment. More about Catrin Einhorn

A version of this article appears in print on , Section A, Page 10 of the New York edition with the headline: Trees Save Lives. Yet Cities Aren't Saving Trees.

nature

NEWS | 07 September 2023

Legacy of racist US housing policies extends even to bird data

A discriminatory strategy called redlining, which was implemented in the 1930s, has repercussions today for records of urban biodiversity.

Anil Oza

Ecologist Diego Ellis-Soto has plenty of local bird data to study. On the university campus where he works, more than half a million bird sightings have been recorded over the past century. But Dixwell, a neighbourhood just down the road, has totalled just a few dozen

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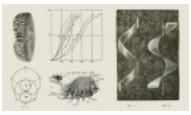

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Sustainability for All.

News • Home & Design

Tackling Community Food Security Through Gardening

From community gardens to gardening groups, working together to grow food makes for a more secure community.

By Elizabeth Waddington Published July 21, 2023 03:44PM EDT



Maskot / Getty Images

Food security is a pressing issue of our time, and unfortunately, it is something that many communities lack. In both developed and developing nations, there is huge fragility in food systems, and both agriculture and food networks leave a lot to be desired.

Food security is not just about the availability of fresh, local produce, though in many areas, a lack of access to food is indeed part of the problem. It is about an overall lack of security and sustainability in the food-producing and food-distribution industries.

We may think that we have food readily available where we live and be used to being able to pick up whatever we need from the store.

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can be the most effective tools we have to change things for the better.

Many around the world are successfully tackling community food security through gardening, and each of us can learn from their example to improve things for our own communities.

Community Gardens & Allotments

Of course, the first and most obvious way that communities can take charge of their own food production and ensure greater food security is by cooperating and collaborating to grow that food together.

Community gardens can take a wide range of different forms and make use of many different areas of land, both large and small. Community growing spaces of all kinds can bring people together to solve many of the different problems that a particular community might face.

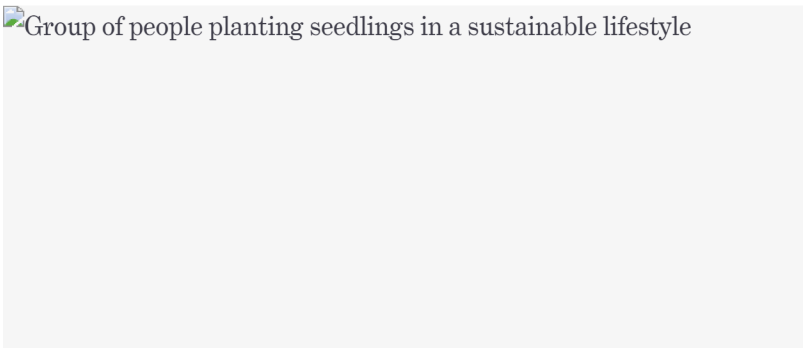
Even the most initially unpromising or urban spaces can potentially, with the right approach and design, become valuable and productive garden spaces.

From street-side verges and city parks to municipal grounds, rooftops, and brownfield sites, there is plenty of potential to create many, many more community gardens and allotment spaces around the globe.

Related: My 7 Best Ideas for a Community Garden

And each new community garden means more local, fresh, seasonal food and a greater connection between that community and the food that they grow. Ultimately, each new community garden space is a blow against food insecurity.

Garden Sharing



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Those of us who have garden space should make the most of it. Of course, life often gets in the way, and some simply feel they do not have the time or energy for much gardening.

Working towards positive outcomes for a community, however, even those who don't have the time or ability to grow their own might share their garden with those who can garden it in return for a share of the produce.

Garden sharing is one of the key ways in which communities can potentially overcome the challenges of finding local land for food production.

Gardening Groups & Knowledge Sharing

Even when the individuals in a community work mostly alone—growing food for themselves and their families—there are still many benefits derived by the community as a whole.

Individual gardeners can also help their communities with food security even if they do not share the produce they grow. They can potentially help simply by sharing their time, knowledge, and gardening skills.

Local gardening groups of all kinds can be extremely beneficial in tackling community food security because they help to disseminate the skills needed for food production through neighborhoods. And, simply put, they get people growing.

Read Next: How to Establish an Intentional Community

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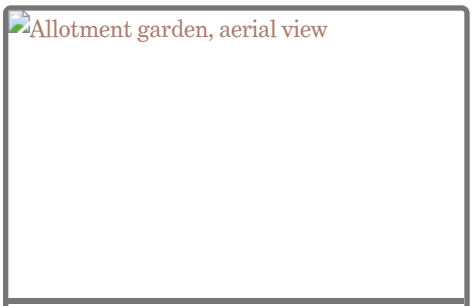

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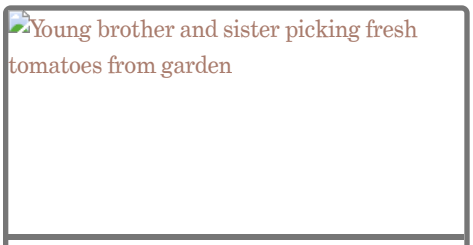

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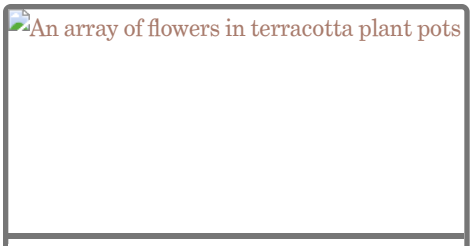

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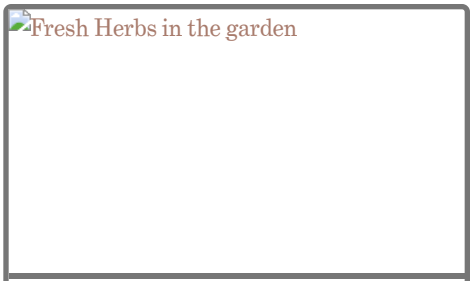

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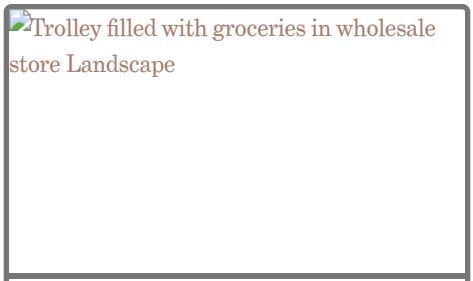

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By Megan McArdle

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Ryan Avent wants to know why it's so damn hard to let a developer put up a building where they want. Kevin Drum offers an answer:

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> OK, let's stop right there, because I think this is the answer to the question. I don't care what you say your objection to a new building is, about 99% of the time the real objections are noise, congestion, and traffic. That's it. Everything else is just cover. It's not really about safety, or aesthetics, or neighborhood character, or the fact that George Washington once slept nearby. It's about noise, congestion, and traffic.

I certainly think that noise, traffic and congestion are factors. They're factors that tend to get short shrift from New Urbanists, who tend to be . . . the kind of people who like living in cities. But along with the benefits of having more people around you comes a lot of stress. People who have chosen to live in a quiet area are probably people who have lower tolerance for that stress. If you're a renter, no problem: just move. But if you own, and the changes make your property harder to sell at the same time as they impair your enjoyment . . . well, it's not shocking that people resist.

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RECOMMENDATIONS FOR CONSTRUCTING ROADSIDE VEGETATION BARRIERS TO IMPROVE NEAR-ROAD AIR QUALITY

The EPA report, *Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality*, summarizes the research findings on the best practices for building roadside vegetative barriers to improve air quality. The recommendations can be used by states, communities and individuals interested in reducing roadside pollution.



The report includes:

- Barrier design recommendations
- Characteristics for best vegetative barriers
- Benefits of combining vegetation with solid noise barriers
- Additional resources

Why study roadside barriers?

EPA is studying the role of roadside barriers in reducing air pollution near homes, schools and other buildings close to a major roadway. More than 45 million people in the U.S. are estimated to live, work or attend school within 300 feet of roadways where high concentrations of air pollution have been observed due to motor vehicle emissions. Emissions from brake and tire wear and suspended road dust can also affect roadways.

Studies show an increase in the incidence and severity of health problems related to exposures to air pollution near roadway traffic, including higher rates of asthma onset and aggravation; cardiovascular disease; impaired lung development in children and other health effects.

What research is EPA doing to examine the role of roadside barriers?

EPA has contributed extensively to research on near-road air pollution that has examined health effects, sources, concentration levels and mitigation strategies, including the use of roadside barriers to reduce air pollution near roads. These barriers include walls built along roads by transportation departments to reduce traffic noise and vegetation barriers of trees and bushes near roadways.

Studies have shown that noise and vegetative barriers can reduce downwind pollutant concentrations near roads. Reduction in pollution is greater when vegetation barriers are thick, with full coverage from the ground to the top of the canopy. Pollutants can escape through gaps in foliage or travel around edges. The combination of solid noise and vegetative barriers may

provide the greatest benefit.

Research has involved:

- Field studies to measure air pollution near existing barriers along busy roadways using stationary and mobile measurement technology.
- Wind tunnel assessments to investigate how trees and bushes can remove some pollutants such as airborne particles.
- Modeling to design and evaluate vegetation barriers and determine best practices for their design and use.

In 2016, two community studies, supported by EPA, will investigate vegetation barriers for air pollution control. Past studies have used existing vegetation to determine their ability to reduce near-road concentrations. The studies will be conducted at a park in Detroit, Mich., and at an elementary school in Oakland, Calif. They will involve communities in designing, planting the vegetative barriers and measuring air quality before and after the planting. EPA is providing scientific expertise to community members to implement the projects.

Key Links:

Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality

Near roadway, railyard, and port research:
https://www.epa.gov/air-research/research-near-roadway-and-other-near-source-air-pollution

Near Roadway Air Pollution and Health: Frequently Asked Questions:
https://www3.epa.gov/otaq/nearroadway.htm#content1

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August 2016

The Washington Post
Democracy Dies in Darkness

HIDDEN PLANET

Why tires — not tailpipes — are spewing more pollution from your cars

Wear and tear on vehicles' tires and brakes emit fine particles into the air, linked to heart and lung disease



By Kasha Patel

Updated July 9, 2023 at 2:56 p.m. EDT | Published July 9, 2023 at 7:00 a.m. EDT

It's time for a summer road trip for you, your car — and your tires and brakes. Recently, scientists are finding wear and tear on your tires and brakes are causing a worrying amount of particulate pollution, which may be a problem for the environment and your health.

For decades, scientists and health officials have warned drivers of the harmful pollutants coming from tailpipes. But as car exhaust systems have become cleaner, pollution linked to heart and lung disease has increased from a different source: tires and brakes.

In fact, wear and tear on tires and brakes have been shown to produce increasingly more particle pollution, by mass, than car exhaust systems did in several real-world and test scenarios. Some of the particles are large enough to see with our eyes. Others are fine particles (known as PM 2.5, with diameters up to 2.5 microns) and ultrafine particles (known as PM 0.1, with diameters of 100 nanometers), which can enter through our bloodstream and harm our organs.

Scientists say the issue will only grow worse as more cars, including heavier electric cars that put more strain on tires, are put on the road. Unlike car tailpipe emissions, brake and tire emissions are not regulated, which suggests the pollution may continue unchecked for the foreseeable future.

"These non-tailpipe emissions are becoming an issue for two reasons," said Heejung Jung, a professor at the University of California, Riverside. "One, it hasn't been regulated. Second, its chemical composition can be potentially more toxic, especially for brakes' [particulate matter] … they're all metallic."

In California, sources other than tailpipes are the dominating source of traffic emissions. A lot of pollution comes from road dust, kicked up from cars driving along the road. In recent years, particulate emissions from brakes and tires are starting to grow as well, even outweighing those from tailpipes in some locations.

In one study, Jung and his colleagues looked at car emission sources along two highways in Long Beach and Anaheim in January and February 2020. In Anaheim, they found brake and tires constituted 30 percent of PM 2.5, whereas exhaust emissions linked to gasoline and diesel constituted 19 percent. In Long Beach, brake and tires constituted 15 percent of PM 2.5 pollution, which was the same as pollution from gas and diesel.

The team's findings match with emission predictions by the California Air Resources Board, a state government agency that aims to reduce air pollution and that funded the emissions research. The agency predicted PM 2.5 pollution from brakes would be greater than exhaust pollution around 2020, given additional cars and cleaner exhaust policies.

But these emission patterns aren't specific to California. Jung said tailpipe emissions have declined in all 50 states, a result of policies from the Environmental Protection Agency. But "in all 50 states, brake and tire emissions are not regulated, so we will see the same thing in other states."

The pollution from your brakes and tires isn't benign, either. Tests by Emissions Analytics, an engineering consulting company based in England, found tires produce about 2,000 times more particle pollution by mass than tailpipes. Although not regulated, those emissions exceed the legal particle limits for exhaust. The emissions also consisted of more than 400 compounds of different sizes and toxicity.

"Traditionally, it's been assumed that it's been big chunks of rubber breaking off tires and it's just captured in the drains and it's not a big problem," said Nick Molden, founder and CEO of Emissions Analytics. "What we've shown from our testing is that it's a mixture of bigger particles, but also ultrafine particles."

Molden says they found particles as small as six nanometers, which can be inhaled. The tires also emit carcinogens. Other studies found metals. He said "water is likely to be the single biggest destinations of these particles" as materials get washed into drains from the road or seep through soil.

While it's known that these chemicals and elements can have grave effects on humans, Molden said there's a gap in knowledge of how many and at what concentrations these compounds end up in humans and animals. Research shows a particular chemical found in tires has been linked to declines in salmon in California, but that could just be the start. "It actually could be more in humans and animals than we thought. We just we don't quite know yet," he said.

That's why it's important to have a good car air filter as well, Molden said.

The issue will only become more pressing as heavier electric vehicles are introduced. Jung said large electric vehicles, due to their large batteries, are at least 50 percent heavier than an internal combustion engine-powered vehicle and will put more wear on tires and cause more pollution.

The solution isn't to get rid of tires or electric cars, but perhaps shift the materials of the tires to natural or non-fossil fuel sources, the scientists said. For instance, many tires are made of synthetic rubber derived from crude oil, which includes carcinogens.

Some companies are experimenting with more sustainable tire sources, such as dandelions. The Goodyear Tire and Rubber Company last year announced a multimillion dollar project supported by the U.S. Department of Defense, Air Force Research Laboratory and a nonprofit, public-private partnership called BioMADE. The goal of the pilot project is to create tires for airplanes and other vehicles for use by the Air Force.

These dandelions aren't ones you would find in your yard. This species, known as *Taraxacum kok-saghyz*, appear more scrubby above ground and have long roots. They are harvested from farmland in Ohio in partnership with Farmed Materials and can be harvested every six months, whereas rubber trees usually take seven years to produce the latex needed for rubber production, according to Goodyear.

The impetus for the project was an effort to be less reliant on natural rubber from overseas, said Melanie Tomczak, the chief technology officer at BioMADE. That would help protect against recent supply chain issues, which would also reduce greenhouse gas emissions. Tomczak added that an offshoot is that you could have secondary health benefits.

Some products, including shoes, are already made using dandelion rubber. Other companies have also developed dandelion tires. But it remains to be seen if dandelion tires can be scaled widely and make fiscal sense.

"It still has to make economic sense in the end to use the natural rubber," Tomczak said. "This project will be a great feasibility study to show that whether that is possible."

General Plan

The City of Daly City General Plan is provided on this page in electronic format for your convenience. If you would like a physical copy of the General Plan, please contact the Planning Division at 650-991-8033 and the document will be printed for you, subject to a document preparation charge. The EIR adopted for the General Plan is available on the Planning Division Library page.

Entire Document & Land Use Map

- 2030 General Plan (amended with 2015 Housing Element) (PDF)
- Land Use Map (PDF)

Individual Sections

- Introduction (PDF)
- Land Use Element (PDF)
- Housing Element - RHNA5 (2014 to 2022 Planning Period) (PDF)
- Circulation Element (PDF)
- Resource Management Element (PDF)
- Safety Element (PDF)
- Noise Element (PDF)

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- Coastal Element (PDF)

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SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

June 7th, 2021

Carmelisa Morales, Associate Planner,
City of Daly City, Planning Division,
333 90th Street,
Daly City, CA 94015
Via email to: cmorales@dalycity.org

Re: Serramonte Del Rey Campus Redevelopment, 699 Serramonte Boulevard APN 091-211-230

Dear Ms. Morales,

The Equity Committee of the Loma Prieta Chapter of the Sierra Club has reviewed the Serramonte Del Rey Campus Redevelopment and appreciates this opportunity to comment on the Notice of Preparation regarding this 22-acre site slated for redevelopment by the Jefferson Union High School District (JUHSD) by dividing it into six parcels to accommodate 1,235 housing units and 14,000 sq ft of residential retail commercial space including a 1400 sq ft Head Start childcare facility. The equity group looks for local development to be consistent with state priorities to promote equity, health, environmental protection, access to fresh food, and public safety. We are concerned with air and noise pollution, nature deficits disorder, disease, jobs, and urban disorders like congestion within Daly City as the city looks to address climate-related crises such as extreme heat, power shutdowns, and sea level rise.

Our comments are organized into five sections that look for remedies to
1 - Keep public uses public.
2 - Preserve public uses such as community gardens and parks.
3 - Fund public uses, like gardens and parks, fairly across the city.
4 - Prevent gentrification and displacement.
5 - Preserve access to Indigenous cultural resources.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated.

Keeping public uses public.

1. No project is the best alternative to preserve public uses and reduce harm since the city cannot meet its Vehicle Miles Travelled (VMT) goals under SB743 and ozone and PM targets under the Clean Air Act. The public uses of the site include the almost 2-acre community garden and the school. According to California air quality standards, the site slated for redevelopment is in an area that is failing to reduce pollutant levels for ozone, PM 10, and PM 2.5 to protect public health and the climate. Daly City and this project area suffer from elevated diesel particulate and other

traffic emissions relative to other census tracts in California according to CalEnviroScreen. People in impacted neighborhoods endure unhealthy community conditions and face barriers in access to health care that result in poor health outcomes and shorter life spans. Scarce transit service and route eliminations or reductions by SamTrans means low-income people have less access to goods and services, employment, and other opportunities. The lack of adequate public transit that this site will experience can often exacerbate those inequities. Families and individuals living in extended Daly City, especially low-income and environmental justice communities who face disproportionate amounts of pollution from industry and transportation also face the worst health outcomes when compared with the affluent sections of Daly City. This area is also difficult to traverse on foot or by bicycle. As the devastating and unjust health and social impacts of COVID-19 have demonstrated, maintaining the status quo is no longer an option. An outcome of the pandemic was the need for adequate outdoor access overwhelming parks, etc. Keeping public uses public is essential to public health by preventing harms like pollution.

1a. The city should have a Growth Management Policy that would prohibit new development to occur unless adequate public facilities like transit, and improvements to environmental quality of life standards are raised in the rest of the city. Projects like this tend to claim that the significant air quality impacts, VMT increases, and poor transit options cannot be mitigated. However, they could be mitigated if the project occurred in a transit-oriented development location such as Daly City's Planned Development Area.

1b. Use transfer of development rights to move the project to a transit-oriented development site. Transfer Of Development Rights are used to move development to less problematic locations where additional public goals can be realized. Belmont, Pacifica, San Francisco have used transfer of development rights in various contexts. Other jurisdictions have moved development through more conventional means such as the theater in Redwood City, and FEMA projects related to removing developments from harm's way such as flooding and wildfire.

1c. A no-project option would be better all-around given the problems with this location meeting public goals for displacing public uses, air quality, public health, safety, and displacement of lower income groups.

Preserving public uses such as community gardens and parks.

2. The school district currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants**,** provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park. For photos of the garden please see the garden's Instagram account @themysticalgarden and additional photos are published here: https://spaces.hightail.com/space/C09Szrz5BR

We support keeping public resource uses public because it more equitably addresses nature-deficit disorder which contributes to a diminished use of the senses, attention difficulties, conditions of obesity, and higher rates of emotional and physical illnesses. Research also suggests that the nature-deficit weakens ecological literacy and stewardship of the natural world, resulting in apathy in the face of climate change disasters such as wildfires, sea level rise, and extreme heat which Daly City needs to counter. Accordingly, we support increasing community gardening opportunities on public lands in Daly City. Preserving public uses such as community gardens and parks serves public needs, safety, and recreation.

2a. The city should provide the park-to-resident ratio for Daly City and how it compares to surrounding cities and the national averages of the typical park and recreation agency offering one park for every 2,277 residents served, with 9.9 acres of parkland per 1,000 residents. Proximity to existing parklands operated by the county or state, including San Bruno Mountain, should not be considered part of the city's own obligation to provide an adequate park-to-resident ratio, particularly since San Mateo County parks underperform with regard to minority access relative to the county's demographic makeup.

2b. Consider an option to restore the site to parkland under N-EO-82-20 to offset the negative effect on the aesthetic, natural, scenic, and historical environmental qualities to the proposed projects vicinity which would be a significant environmental impact under CEQA. There are many options here, for example the site could be a Planned Conservation Area under the One Bay Area Plan.

2c. Preserve the community garden or offer a larger garden to the community proportional to the addition of residents as part of the project. There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and or the homeless.

2d. Study in the EIR the bird habitats within the garden which community gardeners say include raptors and the role of water at the site during bird migration.

The garden was started decades ago as part of a therapeutic school garden project and it continues today as a source of great public benefit and community pride. The garden provides opportunities for active and passive recreation as well as healthy nutrition. This is critically important given concerns about malnutrition and obesity and a disproportionate lack of community gardens in Daly City. Further, given the low proportion of counselors to students in JUHSD, the garden's benefit to student mental health is significant. A shortage of community gardens in Daly City negatively impacts citizens; this hardship became particularly difficult during the COVID-19 pandemic when team sports, gyms and group exercise classes were prohibited by state and local health orders. The need for increased community garden access is particularly relevant in Daly City, given its high percentage of minority families with backgrounds in active tending of gardens, orchards and farms for reasons related to food security and cultural practice.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. Community gardens can reduce urban heat islands, provide various ecosystem services, and increase storm water retention. From a socioeconomic perspective, these gardens also build trust, facilitate participation, improve responses to natural disasters and food security – all vital components of effective adaptation and resilience to climate change. Unlike rain gardens, bioswales, and green roofs, community gardens respond to stressors like economic, social, and political instability. Therefore, the EIR should explain if policies that address climate change explicitly incorporate mitigation strategies like community gardens.

2e. Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events. The EIR should discuss Daly City expanding it's 2016 Project Green Space by taking a fee from projects like this which threaten public resources.

2f. Gardeners at the project site report foraging for plants of significance to the medicine and diet of the Ramaytush Ohlone. The biological section should include a complete list of all plants and trees and explain if these resources should be preserved.

2g. Gardeners also report a high-water table at the garden site and a seasonal wetland. The hydrologic section should explain the significance of any dewatering expected from the project.

Funding public uses like gardens and parks fairly across the city.

3. New developments require substantial public services such as sewer, water, security, and especially stormwater. The infrastructure is paid for by the development, but the upkeep is a public cost at a time when the cost of operations for existing service is rising across the city despite a decrease in use, due to drought, costs, maintenance, and other factors. Hardscape, increasing the cost of stormwater downstream, is a consequence of development. This affects the city's ability to deliver other public services like parks, recreation, safety, libraries, childcare, reliable public transit, etc especially in low-income areas – all of which affect the equity and quality of services that residents can access. These shortfalls occur at a time when increasing climate issues like extreme heat and Public Safety Power Shutdowns have resulted in blackouts creating safety concerns for medically and financially impacted residents. Funding public uses like gardens and parks fairly across the city requires not increasing the disparity with projects like currently proposed at this site.

3a. The EIR should enumerate the cost of providing services to the project and how the city will make operation and maintenance break even.

3b. Provide affordable housing developers the opportunity to develop on half the lots. Affordable housing would be a real community benefit given the median income of residents surrounding the project. Further, with consideration to the Daly City RHNA 5 (2014-2022) planning period, preference should be given to producing housing affordable to very low & low income Daly City residents. It would have been required for most other surplus properties but AB2135 doesn't cover school districts.

3c. Provide a copy of the decision required under Education Code section 17388 which states that the board needs to appoint a committee to advise on the disposal of surplus lands.

3d. The project should include community benefits such as battery powered ventilators and cooling rooms and shelters for community use during extreme events.

3e. The Jefferson Union High School Faculty and Staff Housing Project provided 122 parking spots, in the form of problem hardscape. The 58 surface level spots cost is $2.3M, based on the cost of paving land in Daly City which could have more beneficial uses as community gardens, housing, etc. The 64-unit car barn cost was just under $5M. $7M can build a lot of affordable housing if the project was located in a transit friendly location and not add to the disease burden in the area. At the rate of in-lieu fees in the area you could build 70 more units as a community benefit. The city should look at alternatives to driving to increase public benefits and reduce harms from the project. Housing people instead of cars is a public benefit realized through reduced VMT and air pollution.

3f. Require shuttles as part of the project design.

3g. Study the impacts of increased traffic from the proposed development on out of attainment air quality and road congestion level of service including an analysis of the bicycle pedestrian access to school, transit, and neighborhood services.

Preventing gentrification and displacement.

4. The project will increase gentrification and displacement. Poverty in the project area is the 52nd percentile of the CA census tracts. Adding high-end housing will not address the chronic need for affordable housing at all income levels while increasing harms such as bad air quality and VMT mentioned above. Further, according to CA HCD, housing is unaffordable when more than 30% of a household's income. Therefore, market rate development rental prices would be considered unaffordable to the majority of Daly City Residents, based on median income data. The addition of 1,235 housing units, the majority being market rate, would increase median rental prices in Daly City. Building housing that is unaffordable to the majority of Daly City will accelerate gentrification that is already a serious issue for Daly City households. Other problems that arise include income-based segregation as low-income projects are developed in standalone buildings. Preventing gentrification and displacement addresses public goals related to VMT, greenhouse gas emissions, affordable housing, and preventing homelessness.

4a. The project should consider anti gentrification measures such as an additional in-lieu fee for additional affordable and workforce housing. See point 3B above that suggests affordable housing developments.

Preserving access to Indigenous cultural resource

5. This project is on Ramaytush Ohlone and Muwekma lands. Assembly Bill 52 requires that a project that may cause a substantial adverse change in the significance of an Indigenous cultural resource is a project that may have a significant effect on the environment. The bill requires Daly City to begin consultation with the two Tribes that are traditionally and culturally affiliated with the

geographic area of the proposed project prior to determining whether an environmental impact report is required. We ask that the City of Daly City prepare a document outlining their compliance with California procedures for proper consultation with indigenous groups. Preserving access to Indigenous cultural resources prevents a historical genocidal indifference to native landscapes.

5a. Religious, cultural, and spiritual significance of the area to Tribes be ascertained prior to the EIR for the purpose of protecting, or mitigating impacts to, cultural places by contacting the relevant groups.

5b. As mentioned earlier Indigenous people within the garden community farm native plants for herbal and spiritual needs, a use that should be preserved.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated. The analysis should consider these five significant issues presented in this letter within the EIR to inform council how to mitigate impacts before granting entitlement. Thank you for the opportunity to review and comment.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

SIERRA CLUB
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SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

August 3, 2021

Michael Van Lonkhuysen
City of Daly City, Planning Division
333 90th Street,
Daly City, CA 94015

Via email to: mvanlonkhuysen@dalycity.org

Dear Mr. Van Lonkhuysen and the Planning Commission of Daly City,

Please oppose the preliminary plan and deny the subdivision map plan for Serramonte Del Rey.

1. It converts a public use into a polluting private use. The project should be designed with fewer but taller buildings to preserve Daly City's only community garden and orchard.
2. Preserve public uses, 50% of the site including the Community Garden should be preserved as open space.
3. The current subdivision plan adds to our dangerous polluting climate with an auto oriented development using public money instead of transit-oriented development.

In addition, we ask the project proponent to consider the following when they return with a redone subdivision map:

4. Require that 50% of the site be preserved as a public park with the project facing the park not the freeway. Require that the park include the existing 20-year-old community garden.
5. Require a higher percentage of affordable housing. BART builds 33-100% affordable housing. There is a demand for affordable housing across the state. At least 60% of the project should be affordable.
6. Require that the project be designed as a 5-minute neighborhood. This means all necessary services and public transit should be located within five minutes – schools, daycare, full grocery store, pharmacy, and BART station to ensure a low Vehicle Miles Travelled neighborhood. There should be a single u-shaped street through the project on which the bus that currently runs on Serramonte goes through the project to be transit oriented.
7. Require all electric passive buildings per the recently adopted reach code to reduce greenhouse gases over the lifetime of the units. The site should function as an island-able microgrid during grid instability such as Public Service Power Shutdowns.

8. Require that recycled waste and water be treated on site by designing a living building to reduce reliance on public funding of infrastructure.

    Example: Salesforce Tower in San Francisco uses a water recycling system to treat gray water and black water from the building, reducing the need for 30,000 gallons of freshwater a day.

9. Require carshare service to reduce parking at the rate of one per 20 as presently utilized in Austin, TX. All parking spots should provide electric charging stations. Require carshare and electric micro mobility hubs.
10. Require an electric shuttle through SamTrans to connect other destinations such as school and transit hubs.
11. Reduce the parking to 0.5 unbundled spaces per unit because of the shuttle and the 10-minute headway bus on Serramonte to achieve Transit Oriented Development status. The parking should be unbundled in a structure that is a park once and walk neighborhood. Unbundling reduces parking needs by about a 1/3 according to MTC and reduces cost by about 20% which would benefit the residents of this structure while not reducing revenue.

Explanation:

This project seeks to use public funds to reduce the public's access to greenspace and add pollution. It's impacts to public health come at a time of major fires and droughts when we must do more[1] to protect public health. Please advocate for strong environmental requirements to ensure public safety in new subdivisions in Daly City. Feasible solutions required by CEQA are included in each recommendation.

1. Fewer but taller buildings would ensure reduced grey infrastructure to reduce downstream runoff problems that both taxes public spending on stormwater and contaminates San Francisco Bay.
2. 50% site preservation retains green infrastructure to absorb runoff and retain carbon as a critical resource against rising greenhouse gases and ensure the health benefits of trees remain in Daly City.
3. The two major emitters in Daly City are internal combustion engine cars and natural gas. Both should be eliminated. The project asks for entitlements to add more than 1800 greenhouse gas emitting cars and 1235 units to the subdivision. At the same time, it claims to be transit oriented under MTC's guidelines. Designing the subdivision around a bus route would solve the problem and could reduce traditional driving by adding car share and other shared mobility services. Designing all electric as recommended by the recent reach code would eliminate greenhouse gas emissions from natural gas.
4. There is an extreme shortage of public greenspace in Daly City, much more so than in other Peninsula cities. There are no County parklands, County Park staff or County services. Facing the project towards retained green infrastructure provides

[1] https://www.nature.com/articles/s41586-019-1364-3

residents and the local community with passive and active recreation and gardening opportunities which have been in demand during Covid 19.

5. Affordable housing is in demand across the state. This project on public land with public funds should build more affordable housing. According to the Joint Center for Housing Studies at Harvard 60% of people who need housing can't afford to buy into the market in the Bay Area.
6. Cities are supposed to reduce Vehicle Miles Travelled to reduce greenhouse gases from transportation under AB32 and SB375. A Bus Oriented Development with an accompanying electric shuttle recommended in 9, and parking reducing in 11, guarantees Vehicle Miles Travelled reduction. The site is ideal for a bus-oriented development and reduced parking because surrounding streets do not have parking that would result in overflow problems from the project. The project is located in an Air Quality sewer surrounded by Highways 280, 35, and 1. Reduced driving would benefit Daly City with reduced air pollution[2] from the project as currently designed.
7. A microgrid is resilient in the face of grid instability during periods of extreme heat, emergencies, and Public Safety Power Shutdowns. A microgrid would provide power and ensure that heating and cooling is reduced by designing to passive standards. Passages in San Mateo is 950 units by the Hayward Park train that are being designed to passive standards. Passive is ideally prefabbed which also reduces cost like the recent affordable BART project across from the San Leandro BART station[3]. It would also ensure that the all-electric development had very low-cost power. The state is funding such projects under SGIP[4].
8. Traditional development as contained in the present subdivision map taxes public infrastructure and requires future public bond funding to replace sewer and water infrastructure. Treating waste on site provides recycled water for landscaping, gardening, and other functions such as flushing at a time when water usage is critically short in California.
9. The state intends to be fossil free in passenger vehicles by 2035. However, air and greenhouse gas pollution require cities to go electric faster. Starting with a walkable project in a five-minute neighborhood, with carshare, reduces the cost of electrifying parking considerably, by reducing the number of parking required. Increasing affordability will attract additional subsidies to achieve the goal.
10. An electric shuttle ensures connectivity beyond the reconfigured bus on Serramonte.
11. MTC says[5] that "Typical parking requirements subsidize driving, increasing drive-alone mode shares and act as a barrier to Smart Growth. In residential areas, the cost of building parking is passed on to the resident, increasing housing costs for all users, regardless of car ownership." Parking should be reduced and unbundled with carshare to meet AB32 and SB743. Designing for micro mobility reduces cost,

[2] https://www.who.int/health-topics/air-pollution#tab=tab_1

[3] https://www.bizjournals.com/sanfrancisco/print-edition/2015/10/30/san-leandro-bart-affordable-housing-modular-build.html

[4] https://www.stem.com/resources/incentives-programs/california-sgip/?gclid=CjwKCAjwr56IBhAvEiwA1fuqGutdSrL4yj_luY83D9UzhJ8xjESKIHHiJKNeA5sGukKa8XTHBCcPJhoC088QAvD_BwE

[5] https://parkingpolicy.com/reduced-requirements/

pollution, and greenhouse gases from the subdivision design. For examples see San Francisco and Oakland.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

June 7th, 2021

Carmelisa Morales, Associate Planner,
City of Daly City, Planning Division,
333 90th Street,
Daly City, CA 94015
Via email to: cmorales@dalycity.org

Re: Serramonte Del Rey Campus Redevelopment, 699 Serramonte Boulevard APN 091-211-230

Dear Ms. Morales,

The Equity Committee of the Loma Prieta Chapter of the Sierra Club has reviewed the Serramonte Del Rey Campus Redevelopment and appreciates this opportunity to comment on the Notice of Preparation regarding this 22-acre site slated for redevelopment by the Jefferson Union High School District (JUHSD) by dividing it into six parcels to accommodate 1,235 housing units and 14,000 sq ft of residential retail commercial space including a 1400 sq ft Head Start childcare facility. The equity group looks for local development to be consistent with state priorities to promote equity, health, environmental protection, access to fresh food, and public safety. We are concerned with air and noise pollution, nature deficits disorder, disease, jobs, and urban disorders like congestion within Daly City as the city looks to address climate-related crises such as extreme heat, power shutdowns, and sea level rise.

Our comments are organized into five sections that look for remedies to
1 - Keep public uses public.
2 - Preserve public uses such as community gardens and parks.
3 - Fund public uses, like gardens and parks, fairly across the city.
4 - Prevent gentrification and displacement.
5 - Preserve access to Indigenous cultural resources.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated.

Keeping public uses public.

1. No project is the best alternative to preserve public uses and reduce harm since the city cannot meet its Vehicle Miles Travelled (VMT) goals under SB743 and ozone and PM targets under the Clean Air Act. The public uses of the site include the almost 2-acre community garden and the school. According to California air quality standards, the site slated for redevelopment is in an area that is failing to reduce pollutant levels for ozone, PM 10, and PM 2.5 to protect public health and the climate. Daly City and this project area suffer from elevated diesel particulate and other

traffic emissions relative to other census tracts in California according to CalEnviroScreen. People in impacted neighborhoods endure unhealthy community conditions and face barriers in access to health care that result in poor health outcomes and shorter life spans. Scarce transit service and route eliminations or reductions by SamTrans means low-income people have less access to goods and services, employment, and other opportunities. The lack of adequate public transit that this site will experience can often exacerbate those inequities. Families and individuals living in extended Daly City, especially low-income and environmental justice communities who face disproportionate amounts of pollution from industry and transportation also face the worst health outcomes when compared with the affluent sections of Daly City. This area is also difficult to traverse on foot or by bicycle. As the devastating and unjust health and social impacts of COVID-19 have demonstrated, maintaining the status quo is no longer an option. An outcome of the pandemic was the need for adequate outdoor access overwhelming parks, etc. Keeping public uses public is essential to public health by preventing harms like pollution.

1a. The city should have a Growth Management Policy that would prohibit new development to occur unless adequate public facilities like transit, and improvements to environmental quality of life standards are raised in the rest of the city. Projects like this tend to claim that the significant air quality impacts, VMT increases, and poor transit options cannot be mitigated. However, they could be mitigated if the project occurred in a transit-oriented development location such as Daly City's Planned Development Area.

1b. Use transfer of development rights to move the project to a transit-oriented development site. Transfer Of Development Rights are used to move development to less problematic locations where additional public goals can be realized. Belmont, Pacifica, San Francisco have used transfer of development rights in various contexts. Other jurisdictions have moved development through more conventional means such as the theater in Redwood City, and FEMA projects related to removing developments from harm's way such as flooding and wildfire.

1c. A no-project option would be better all-around given the problems with this location meeting public goals for displacing public uses, air quality, public health, safety, and displacement of lower income groups.

Preserving public uses such as community gardens and parks.

2. The school district currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants**,** provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park. For photos of the garden please see the garden's Instagram account @themysticalgarden and additional photos are published here: https://spaces.hightail.com/space/C09Szrz5BR

We support keeping public resource uses public because it more equitably addresses nature-deficit disorder which contributes to a diminished use of the senses, attention difficulties, conditions of obesity, and higher rates of emotional and physical illnesses. Research also suggests that the nature-deficit weakens ecological literacy and stewardship of the natural world, resulting in apathy in the face of climate change disasters such as wildfires, sea level rise, and extreme heat which Daly City needs to counter. Accordingly, we support increasing community gardening opportunities on public lands in Daly City. Preserving public uses such as community gardens and parks serves public needs, safety, and recreation.

2a. The city should provide the park-to-resident ratio for Daly City and how it compares to surrounding cities and the national averages of the typical park and recreation agency offering one park for every 2,277 residents served, with 9.9 acres of parkland per 1,000 residents. Proximity to existing parklands operated by the county or state, including San Bruno Mountain, should not be considered part of the city's own obligation to provide an adequate park-to-resident ratio, particularly since San Mateo County parks underperform with regard to minority access relative to the county's demographic makeup.

2b. Consider an option to restore the site to parkland under N-EO-82-20 to offset the negative effect on the aesthetic, natural, scenic, and historical environmental qualities to the proposed projects vicinity which would be a significant environmental impact under CEQA. There are many options here, for example the site could be a Planned Conservation Area under the One Bay Area Plan.

2c. Preserve the community garden or offer a larger garden to the community proportional to the addition of residents as part of the project. There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and or the homeless.

2d. Study in the EIR the bird habitats within the garden which community gardeners say include raptors and the role of water at the site during bird migration.

The garden was started decades ago as part of a therapeutic school garden project and it continues today as a source of great public benefit and community pride. The garden provides opportunities for active and passive recreation as well as healthy nutrition. This is critically important given concerns about malnutrition and obesity and a disproportionate lack of community gardens in Daly City. Further, given the low proportion of counselors to students in JUHSD, the garden's benefit to student mental health is significant. A shortage of community gardens in Daly City negatively impacts citizens; this hardship became particularly difficult during the COVID-19 pandemic when team sports, gyms and group exercise classes were prohibited by state and local health orders. The need for increased community garden access is particularly relevant in Daly City, given its high percentage of minority families with backgrounds in active tending of gardens, orchards and farms for reasons related to food security and cultural practice.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. Community gardens can reduce urban heat islands, provide various ecosystem services, and increase storm water retention. From a socioeconomic perspective, these gardens also build trust, facilitate participation, improve responses to natural disasters and food security – all vital components of effective adaptation and resilience to climate change. Unlike rain gardens, bioswales, and green roofs, community gardens respond to stressors like economic, social, and political instability. Therefore, the EIR should explain if policies that address climate change explicitly incorporate mitigation strategies like community gardens.

2e. Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events. The EIR should discuss Daly City expanding it's 2016 Project Green Space by taking a fee from projects like this which threaten public resources.

2f. Gardeners at the project site report foraging for plants of significance to the medicine and diet of the Ramaytush Ohlone. The biological section should include a complete list of all plants and trees and explain if these resources should be preserved.

2g. Gardeners also report a high-water table at the garden site and a seasonal wetland. The hydrologic section should explain the significance of any dewatering expected from the project.

Funding public uses like gardens and parks fairly across the city.

3. New developments require substantial public services such as sewer, water, security, and especially stormwater. The infrastructure is paid for by the development, but the upkeep is a public cost at a time when the cost of operations for existing service is rising across the city despite a decrease in use, due to drought, costs, maintenance, and other factors. Hardscape, increasing the cost of stormwater downstream, is a consequence of development. This affects the city's ability to deliver other public services like parks, recreation, safety, libraries, childcare, reliable public transit, etc especially in low-income areas – all of which affect the equity and quality of services that residents can access. These shortfalls occur at a time when increasing climate issues like extreme heat and Public Safety Power Shutdowns have resulted in blackouts creating safety concerns for medically and financially impacted residents. Funding public uses like gardens and parks fairly across the city requires not increasing the disparity with projects like currently proposed at this site.

3a. The EIR should enumerate the cost of providing services to the project and how the city will make operation and maintenance break even.

3b. Provide affordable housing developers the opportunity to develop on half the lots. Affordable housing would be a real community benefit given the median income of residents surrounding the project. Further, with consideration to the Daly City RHNA 5 (2014-2022) planning period, preference should be given to producing housing affordable to very low & low income Daly City residents. It would have been required for most other surplus properties but AB2135 doesn't cover school districts.

3c. Provide a copy of the decision required under Education Code section 17388 which states that the board needs to appoint a committee to advise on the disposal of surplus lands.

3d. The project should include community benefits such as battery powered ventilators and cooling rooms and shelters for community use during extreme events.

3e. The Jefferson Union High School Faculty and Staff Housing Project provided 122 parking spots, in the form of problem hardscape. The 58 surface level spots cost is $2.3M, based on the cost of paving land in Daly City which could have more beneficial uses as community gardens, housing, etc. The 64-unit car barn cost was just under $5M. $7M can build a lot of affordable housing if the project was located in a transit friendly location and not add to the disease burden in the area. At the rate of in-lieu fees in the area you could build 70 more units as a community benefit. The city should look at alternatives to driving to increase public benefits and reduce harms from the project. Housing people instead of cars is a public benefit realized through reduced VMT and air pollution.

3f. Require shuttles as part of the project design.

3g. Study the impacts of increased traffic from the proposed development on out of attainment air quality and road congestion level of service including an analysis of the bicycle pedestrian access to school, transit, and neighborhood services.

Preventing gentrification and displacement.

4. The project will increase gentrification and displacement. Poverty in the project area is the 52nd percentile of the CA census tracts. Adding high-end housing will not address the chronic need for affordable housing at all income levels while increasing harms such as bad air quality and VMT mentioned above. Further, according to CA HCD, housing is unaffordable when more than 30% of a household's income. Therefore, market rate development rental prices would be considered unaffordable to the majority of Daly City Residents, based on median income data. The addition of 1,235 housing units, the majority being market rate, would increase median rental prices in Daly City. Building housing that is unaffordable to the majority of Daly City will accelerate gentrification that is already a serious issue for Daly City households. Other problems that arise include income-based segregation as low-income projects are developed in standalone buildings. Preventing gentrification and displacement addresses public goals related to VMT, greenhouse gas emissions, affordable housing, and preventing homelessness.

4a. The project should consider anti gentrification measures such as an additional in-lieu fee for additional affordable and workforce housing. See point 3B above that suggests affordable housing developments.

Preserving access to Indigenous cultural resource

5. This project is on Ramaytush Ohlone and Muwekma lands. Assembly Bill 52 requires that a project that may cause a substantial adverse change in the significance of an Indigenous cultural resource is a project that may have a significant effect on the environment. The bill requires Daly City to begin consultation with the two Tribes that are traditionally and culturally affiliated with the

geographic area of the proposed project prior to determining whether an environmental impact report is required. We ask that the City of Daly City prepare a document outlining their compliance with California procedures for proper consultation with indigenous groups. Preserving access to Indigenous cultural resources prevents a historical genocidal indifference to native landscapes.

5a. Religious, cultural, and spiritual significance of the area to Tribes be ascertained prior to the EIR for the purpose of protecting, or mitigating impacts to, cultural places by contacting the relevant groups.

5b. As mentioned earlier Indigenous people within the garden community farm native plants for herbal and spiritual needs, a use that should be preserved.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated. The analysis should consider these five significant issues presented in this letter within the EIR to inform council how to mitigate impacts before granting entitlement. Thank you for the opportunity to review and comment.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

Household Income and Vehicle Fuel Economy in California







MTI Report WP 12-06





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MTI

MINETA TRANSPORTATION INSTITUTE

The Mineta Transportation Institute (MTI) was established by Congress in 1991 as part of the Intermodal Surface Transportation Equity Act (ISTEA) and was reauthorized under the Transportation Equity Act for the 21st century (TEA-21). MTI then successfully competed to be named a Tier 1 Center in 2002 and 2006 in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Most recently, MTI successfully competed in the Surface Transportation Extension Act of 2011 to be named a Tier 1 Transit-Focused University Transportation Center. The Institute is funded by Congress through the United States Department of Transportation's Office of the Assistant Secretary for Research and Technology (OST-R), University Transportation Centers Program, the California Department of Transportation (Caltrans), and by private grants and donations.

The Institute receives oversight from an internationally respected Board of Trustees whose members represent all major surface transportation modes. MTI's focus on policy and management resulted from a Board assessment of the industry's unmet needs and led directly to the choice of the San José State University College of Business as the Institute's home. The Board provides policy direction, assists with needs assessment, and connects the Institute and its programs with the international transportation community.

MTI's transportation policy work is centered on three primary responsibilities:

Research

MTI works to provide policy-oriented research for all levels of government and the private sector to foster the development of optimum surface transportation systems. Research areas include: transportation security; planning and policy development; interrelationships among transportation, land use, and the environment; transportation finance; and collaborative labor-management relations. Certified Research Associates conduct the research. Certification requires an advanced degree, gener-ally a PhD, a record of academic publications, and profession-al references. Research projects culminate in a peer-reviewed publication, available both in hardcopy and on TransWeb, the MTI website (http://transweb.sjsu.edu).

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The educational goal of the Institute is to provide graduate-level education to students seeking a career in the development and operation of surface transportation programs. MTI, through San José State University, offers an AACSB-accredited Master of Science in Transportation Management and a graduate Certificate in Transportation Management that serve to prepare the nation's transportation managers for the 21st century. The master's degree is the highest conferred by the California State University system. With the active assistance of the California Department of Transportation, MTI delivers its classes over a state-of-the-art videoconference network throughout the state of California and via webcasting beyond, allowing working transportation professionals to pursue an advanced degree regardless of their location. To meet the needs of employers seeking a diverse workforce, MTI's education program promotes enrollment to under-represented groups.

Information and Technology Transfer

MTI promotes the availability of completed research to professional organizations and journals and works to integrate the research findings into the graduate education program. In addition to publishing the studies, the Institute also sponsors symposia to disseminate research results to transportation professionals and encourages Research Associates to present their findings at conferences. The World in Motion, MTI's quarterly newsletter, covers innovation in the Institute's research and education programs. MTI's extensive collection of transportation-related publications is integrated into San José State University's world-class Martin Luther King, Jr. Library.

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REPORT WP 12-06

HOUSEHOLD INCOME AND VEHICLE FUEL ECONOMY IN CALIFORNIA

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November 2015

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16. Abstract

This white paper presents the findings from an analysis of the fiscal implications for vehicle owners of changing from the current statewide fuel tax to a "road user charge" (RUC) based on vehicle-miles traveled (VMT). Since 1923, California's motor vehicle fuel tax has provided revenue used to plan, construct, and maintain the state's publicly funded transportation systems. Over time, improvements in vehicle fuel efficiency and the effects of inflation have reduced both the revenue from the fuel tax and its purchasing power. Thus, there is growing interest among policy makers for replacing the state's per-gallon fuel tax with an RUC based on VMT.

This study analyzes the 2010-2011California Household Travel Survey (CHTS) to identify the potential effects this policy change would be likely to have on households across the state. The analysis found that while daily household fuel consumption and VMT both appear to increase with household income, urban and rural households show roughly the same amount of fuel consumption and VMT. No statistically significant difference in cost was found between the two programs in any income group. This suggests that an RUC designed to collect the same amount of revenues statewide as the current fuel tax would not place a significant financial burden on California households.

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EXECUTIVE SUMMARY

This paper presents the results of an analysis of the estimated relative cost of a motor vehicle fuel tax versus a road user charge (RUC) for California households based on current driving habits. The analysis looks at the effects on households by income group and area type (urban versus rural).

The analysis used two data sources:

- California Household Travel Survey (CHTS) – Conducted from 2010 to 2011, this survey collected data on household vehicles (year, make, model) and trip making on a sample travel day for a statewide sample of households.

- Environmental Protection Agency database on vehicle fuel efficiency – This database includes estimated vehicle fuel efficiency by year, make, model, and engine type. Fuel efficiency estimates are provided for city driving and highway driving. An additional composite measure reflects the overall expected fuel efficiency for typical driving cycles.

The following are the main results of this study:

- Daily household fuel consumption and vehicle-miles traveled (VMT) both appear to increase with household income.

- Urban and rural households show roughly the same amount of fuel consumption and VMT.

- Although the analysis found the estimated costs of either program would be slightly different for different income groups and for rural versus urban households, it found no statistically significant difference in cost *between* the two programs in any income group.

- These results are based on sample data and are therefore subject to sampling errors in the data. Fuel efficiency for vehicles of the same make, model, model year, and engine type will differ due of a number of variables, including maintenance, driving cycles, vehicle loads, and fuel type (e.g., regular versus premium).

I. INTRODUCTION

This white paper presents the findings from an analysis of the fiscal implications for vehicle owners of changing from the current statewide fuel tax to a road usage charge (RUC) based on vehicle-miles traveled (VMT). California's motor vehicle fuel tax revenues are used to plan, construct, and maintain the state's publicly funded roads and mass transit systems. The fuel tax is subject to two trends that lead to declining revenues for the state over time: inflation and vehicle fuel efficiency improvements.

Fuel is taxed at a flat per-gallon rate collected when purchased. Like any fixed dollar amount, its buying power erodes over time due to inflation. To offset the reduction, the legislature must periodically pass bills to increase the fuel tax, a task that has proven difficult in the post-Proposition 13 political environment.

Vehicle fuel efficiency has increased over the years due to technological improvements and the Federal government's Corporate Average Fuel Efficiency (CAFE) standards. Thus, even when Californians drive more and produce more wear-and-tear on the transportation system, they use less fuel per mile driven than in the past, resulting in lower revenues for the state. Replacing the fuel tax with an RUC would prevent further erosion of the tax base due to vehicle efficiency improvements because it would tie revenues to roadway use rather than fuel use.

The fuel tax has been in place since 1923.[1] Since it is a regressive tax, (everyone pays the same cost per gallon), low-income drivers spend a proportionately larger share of their income on fuel taxes than do drivers in higher income groups. Low-income households may have adjusted their driving patterns and selected vehicles with a higher fuel efficiency to offset this impact, but that is not yet known. Rural households tend to drive longer distances on less-congested roads than their urban counterparts, which increases fuel efficiency, thus they could end up paying more in taxes under an RUC cost-per-mile program. It is not clear *a priori* whether an RUC would result in higher costs for low-income and rural households. Shedding light on these questions is the primary purpose of this study.

This study seeks to identify the potential effects this change in tax policy is likely to have on households and regions across the state. Primary goals were to 1) calculate average daily VMT and fuel consumption for California households by income group and area type (urban versus rural), and 2) identify any correlations between income and area types, VMT, and fuel consumption. The data and analysis will help California policymakers by identifying the potential effects on California households of transitioning from a fuel tax to an RUC.

The first section briefly describes the methods used to collect and analyze data on travel, vehicle ownership, and fuel consumption in California households. The second section presents the results of the analysis. The paper concludes with a summary of key findings and suggested avenues for future work.

II. DATA AND METHODS

The findings presented in this paper were developed primarily from an analysis of data from the 2010-2011 California Household Travel Survey (CHTS), which is curated by the National Renewable Energy Laboratory (NREL). The CHTS collected multimodal travel behavior characteristics and demographic information from 42,431 households in all of California's 58 counties. The survey was designed to ensure the state's entire population was accurately represented.[2]

The initial analysis was performed on the public-access version of the CHTS dataset (the so-called "cleansed" version, with trip-end locations, household addresses, and vehicle model-types removed to protect respondents' privacy). While the public-access version provides the VMT for each vehicle by household and was sufficient for estimating costs under an RUC, it does not identify vehicle model-types – information that is needed to calculate the fuel consumption, and thus fuel taxes, currently paid by those households. Thus, the authors applied for and received permission to access the full, so-called "Spatial" dataset through the secure portal of NREL's Transportation Secure Data Center.

The fuel efficiency of each vehicle was estimated as follows:

- Determine the year, make, model, and number of cylinders for each vehicle.
- Match these vehicle characteristics to those in the Environmental Protection Agency's (EPA) National Vehicle and Fuel Emissions (NVFE) dataset,[3] specifically, the estimates of combined city/highway fuel efficiency.

Several levels of matching were performed using the following combinations of vehicle characteristics, in descending order of precision:

1. Year, make, model, and number of cylinders
2. Year, make, and model
3. Year, make, and body type
4. Year and make

Several factors limited the percentage of households for which vehicle matches could be completed:

- Some vehicles in the CHTS could not be matched to the NVFE database due to differences in model definitions or body type definitions.
- For a household to be included in the analysis, all vehicles used by a household on the survey travel day had to be matched to those in the NVFE database. Thus, if the data for a household contained any trip by a vehicle that was not identified, the entire household was excluded from the analysis. Similarly, households that

reported any trip with a vehicle that could not be matched to the vehicles in the NVFE database had to be excluded.

Upon analysis, the data for vehicles that were matched using steps 3 and 4 produced spurious results. Thus, the analysis included only vehicles that could be matched in steps 1 and 2. Vehicles were matched for 25% of the eligible households in the CHTS. Our analysis found no systematic bias in the vehicles matched. This suggests that the necessary exclusion of 75% of the vehicles in the CHTS from the final dataset does not meaningfully change the final analysis results.

Once matching was complete, the daily VMT and fuel consumption for all vehicles in each surveyed household were totaled to create the dataset for the final analysis. Analysis was performed as follows:

- **Descriptive statistical analysis:** Average values of total daily household VMT and fuel consumption for household income quintile groups and urban versus rural counties were calculated.

- **Analysis of statistical correlations:** Kendall rank correlation coefficients were generated to discover any statistically significant correlations between the income quintile ranking and daily VMT and fuel consumption estimates for each household.

Findings from this analysis follow.

III. RESULTS

Fuel use and VMT estimates were computed using weighted averages from individual household VMT and fuel use estimates.[4] Because the data were weighted, a method called *bootstrapping*[5] was used to compute the standard errors of the estimates.

Fuel consumption estimates from statistical analysis of the combined CHTS and NVFE datasets are shown in Table 1.

Table 1. Estimated Average Motor Vehicle Fuel Consumption per Day per Household

	Estimated Average Daily Fuel Use (gal)					
	Rural		Urban		Statewide	
Income	Mean	Std Err	Mean	Std Err	Mean	Std Err
$0 - $24,999	0.8	0.06	1.0	0.03	0.9	0.03
$25,000 - $34,999	1.7	0.19	0.9	0.05	1.0	0.05
$35,000 - $49,999	1.2	0.09	1.2	0.05	1.2	0.04
$50,000 - $99,999	1.5	0.08	1.5	0.03	1.5	0.03
$100,000 and over	2.2	0.14	1.9	0.04	1.9	0.04
All income groups	1.3	0.04	1.3	0.02	1.3	0.02

VMT estimate results from statistical analysis of the CHTS data set are shown in Table 2.

Table 2. Average Household Vehicle-Miles Traveled per Day

	Estimated Average Daily VMT					
	Rural		Urban		Statewide	
Income	Mean	Std Err	Mean	Std Err	Mean	Std Err
$0 - $24,999	17.2	1.5	21.0	1.4	20.7	1.2
$25,000 - $34,999	32.8	2.9	23.6	1.1	24.1	1.0
$35,000 - $49,999	32.6	1.9	28.7	1.0	29.0	0.9
$50,000 - $99,999	40.2	1.7	36.6	0.7	36.7	0.7
$100,000 and over	57.4	2.2	46.9	0.8	47.2	0.7
All income groups	31.7	0.9	31.7	0.4	31.7	0.4

The results show that, generally, estimated daily household fuel consumption and VMT increase along with household income. The lowest income quintile group burns approximately 1 gallon of fuel and drives approximately 21 miles per day, while the highest income group burns almost twice as much fuel (1.9 gallons) and travels more than twice as far (47.2 miles) in a typical day.

Comparisons for rural versus urban households show that both consume roughly the same amount of fuel per day (1.3 gallons) and travel roughly the same number of miles (31.7 miles).

We used a nonparametric correlation measure – Kendall tau[6] – to estimate the degree of relation between income groups and fuel consumption (Table 3) and VMT (Table 4). These results confirm that there are statistically significant (all findings shown are significant at the P>0.01 level) and positive relationships between income and these two key travel variables.

Table 3. Correlations Between Estimated Daily Fuel Consumption and Household Income Groups (Quintiles)

Area Type	Kendall τ
Rural	0.159
Urban	0.172
All	0.174

Table 4. Correlations between Daily VMT and Household Income Groups (Quintiles)

Area Type	Kendall τ
Rural	0.238
Urban	0.198
All	0.202

Therefore, for the state as a whole, in both urban and rural areas, higher income households tend to use more fuel and drive further, on average, than lower income households.

To estimate the financial impact of an RUC on California households, the state's current fuel tax (42.4 cents per gallon) was multiplied by the estimated number of gallons consumed per household per day for each household group. An estimated RUC tax of 1.78 cents per mile was used to estimate the daily cost per household under an RUC. This rate would generate revenues roughly equivalent to those of the fuel tax, which currently costs California households an average of 56 cents per day statewide. The estimated daily fuel tax costs for California households are shown in Table 5.

Table 5. Estimated Average Household Daily Fuel Tax Cost

	Estimated Average Fuel Tax Cost (Cents/Day)					
	Rural		Urban		Statewide	
Income	Mean	Std Err	Mean	Std Err	Mean	Std Err
$0 - $24,999	33	3	41	1	40	1
$25,000 - $34,999	72	8	40	2	42	2
$35,000 - $49,999	51	4	51	2	51	2
$50,000 - $99,999	64	3	64	1	64	1
$100,000 and over	95	6	81	2	82	2
All income groups	55	2	56	1	56	1

Note: Based on an assumed fuel tax of 42.4 cents per gallon.

The estimated daily road user charge costs for California households are shown in Table 6.

Table 6. Average Household Daily Road User Charge Cost

	Estimated Road User Charge Payment (Cents/Day)					
	Rural		Urban		Statewide	
Income	Mean	Std Err	Mean	Std Err	Mean	Std Err
$0 - $24,999	31	3	37	3	37	2
$25,000 - $34,999	58	5	42	2	43	2
$35,000 - $49,999	58	3	51	2	52	2
$50,000 - $99,999	72	3	65	1	65	1
$100,000 and over	102	4	84	1	84	1
All income groups	56	2	57	1	56	1

Note: Based on an assumed road user charge of 1.78 cents per mile.

The estimated difference in average cost per household between the current fuel tax and an equivalent road user charge is within one or two standard errors of the estimated mean values across all income groups. Hence, the costs of a road user charge were found to be indistinguishable from the costs of a fuel tax.

Table 7 presents the average vehicle fuel efficiencies per household for each income and area group.

Table 7. Average Household Vehicle Fuel Efficiency

	Average Household MPG					
	Rural		Urban		Statewide	
Income	Mean	Std Err	Mean	Std Err	Mean	Std Err
$0 - $24,999	23.6	0.1	23.9	—	23.9	—
$25,000 - $34,999	24.1	0.2	24.6	—	24.6	—
$35,000 - $49,999	25.1	0.1	24.8	—	24.8	—
$50,000 - $99,999	25.7	0.1	25.6	—	25.6	—
$100,000 and over	26.8	0.1	27.0	—	27.0	—
All income groups	24.8	—	25.2	—	25.2	—

Note: Blank entries denote standard errors less than 0.05.

Table 8 shows correlation results that confirm a statistically significant, although very weak, positive relationship between household income and average household vehicle fuel efficiency.

Table 8. Correlations between Average Household Vehicle MPG and Household Income Groups (Quintiles)

Area Type	Kendall τ
Rural	0.040
Urban	0.079
All	0.079

Since average vehicle fuel efficiencies increase with household income (ranging from a low of 23.9 mpg for the lowest income group to a high of 27.0 mpg for the highest income group), the lower estimated road user charges for the lowest income group are due entirely to the group's shorter driving distances.

IV. ASSESSING THE RESULTS

The results should be interpreted with several cautions:

- Fuel use estimates are based on sample data in the CHTS and are therefore subject to sampling errors in the data.

- Vehicle fuel use estimates are based on the EPA (NVFE) database, which represents the results of tests on a sample of vehicles. As automobile ads warn, “your own mileage may vary.” Fuel efficiency for vehicles of the same model year, make, model, and engine type will differ due to a number of variables, including maintenance, driving cycles, vehicle loads, and fuel type (e.g., regular versus premium).

- VMT estimates are based on sample data, and may have additional errors based on how the original trip distances were calculated in the survey results.

V. SUMMARY AND CONCLUSIONS

This study identifies the financial effects of a proposed change from a fuel tax to an RUC on households in urban and rural areas as well as different income groups across the state. The findings presented were developed primarily from an analysis of the 2010–2011 California Household Travel Survey (CHTS).

The following are the main findings from this study:

- Daily household fuel consumption and vehicle miles traveled (VMT) both appear to increase with increased household income.

- Urban and rural households show roughly the same amount of fuel consumption and VMT.

- Although slight differences in estimated costs were found over different income groups and rural versus urban households, no statistically significant difference was found between a vehicle fuel tax and a road user charge for any income group.

- These results are based on sample data and are therefore subject to sampling errors in the data. Fuel efficiency for vehicles of the same model year, make, model, and engine type will differ due to a number of variables, including maintenance, driving cycles, vehicle loads, and fuel type (e.g., regular versus premium).

Consideration was given as to whether further research efforts would be likely to produce significantly different results from those presented here. Given sufficient resources, several things might be done to refine the results including:

- More detailed weighting of the survey data.

- Additional efforts to more thoroughly clean the data and match vehicles in the survey sample to vehicles in the EPA fuel efficiency database.

Although these efforts could conceivably yield some refinements of the results, they would still not account for the potentially significant differences between fuel efficiency estimates from the EPA database and actual fuel efficiency experienced by drivers due to the variables identified above. Hence, we do not believe that additional efforts to refine the data would significantly change the findings presented in this paper.

This study is limited strictly to estimating the relative cost of a fuel tax versus a road user charge on households by income and area of residence (urban/rural). However, it is important to note that there are other aspects to these two alternatives that should be examined in order to provide complete information to decision makers. For example, it is readily apparent that a fuel tax is an across-the-board tax that applies equally to all vehicles, regardless of size or weight; however, a road user charge could be tiered based on vehicle class, which would more fairly assess vehicles for the actual wear and tear they impose on the road system.

ENDNOTES

1. California Department of Transportation, Fact Sheet. http://www.dot.ca.gov/hq/paffairs/about/cthist.htm

2. Kunzmann, Martin, NUSTATS Research Solutions. 2010–2012 California Household Travel Survey Final Report Appendix. California Department of Transportation, June 2013.

3. U.S. Environmental Protection Agency & U.S. Department of Energy, National Vehicle and Fuel Emissions Dataset. Updated July 16, 2015, downloaded August 21, 2015, http://fueleconomy.gov/feg/download.shtml

4. Household weights from the survey data were used. Estimated weights for individual trips were not used, as these were found to produce pathological results in some cases.

5. Bootstrapping is a resampling method that has found increasing use in statistics over the past 30 years. See Efron, Bradley, and Robert J. Tibshirani, An Introduction to the Bootstrap (Boca Raton, FL: Chapman & Hall, 1998).

6. Kendall tau is a “nonparametric” correlation measure, in that the measure does not assume any particular underlying distribution for the variables. Because they do not rely on any assumptions about the distributions of the variables, nonparametric measures are inherently more robust than parametric correlation measures, such as Pearson correlation, which assumes that the underlying distribution of the variables is Gaussian (normal).

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October 28, 2021



2020 Mobile Source Strategy

CALIFORNIA
AIR RESOURCES BOARD

October 28, 2021

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October 28, 2021

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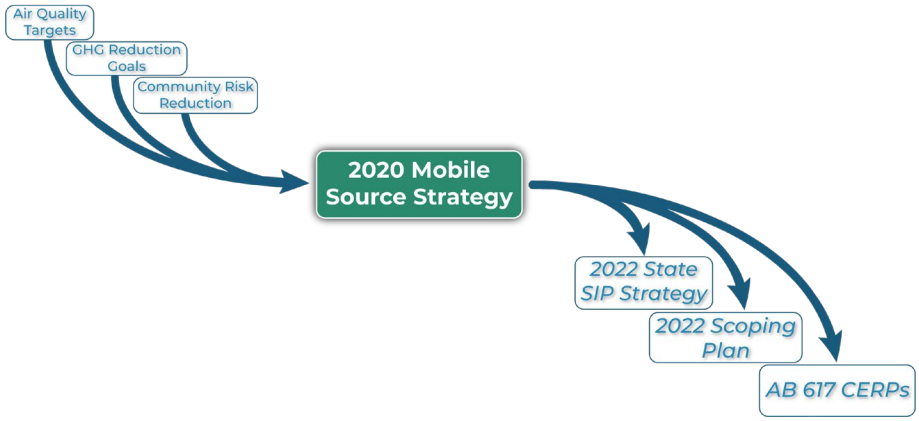
October 28, 2021

Executive Summary

The *California Air Resources Board* (CARB or Board) *2020 Mobile Source Strategy* (2020 Strategy) uses scenario planning to take an integrated approach to identifying the technology trajectories and programmatic concepts to meet our criteria pollutant, greenhouse gas, and toxic air contaminant reduction goals from mobile sources. It's imperative that we optimize our mobile source control programs to maximize emissions reductions from all types of air pollutants in order to meet our many goals and provide immediate benefits in the communities that continue to bear the brunt of poor air quality. Similar to the *2016 Mobile Source Strategy* (2016 Strategy), the 2020 Strategy is a framework that identifies the levels of cleaner technologies necessary to meet our many goals and high-level regulatory concepts that would allow the State to achieve the levels of cleaner technology.

The 2020 Strategy will inform the development of other planning efforts including the State Implementation Plan (SIP) which will translate the concepts included here into concrete measures and commitments for specific levels of emissions reductions, the 2022 Climate Change Scoping Plan (2022 Scoping Plan Update), and Community Emissions Reduction Plans (CERPs) required for communities selected as a part of CARB's Community Air Protection Program. Central to all of these planning efforts, and CARB actions on mobile sources going forward, will be environmental justice as CARB strives to address longstanding environmental and health inequities from elevated levels of toxics, criteria pollutants, and secondary impacts of climate change.



CARB has over 50 years of experience reducing mobile source emissions that have improved air quality and reduced climate pollutants. Through these efforts, the State and our most polluted regions have seen dramatic improvements in ambient air quality and, as a byproduct, CARB has helped California become a world leader in environmental policies and clean technologies. Even with our progress, many areas of the State exceed current health-based ambient air quality standards that the State must legally meet; in addition, many near-source, low-income and disadvantaged communities continue to experience disproportionately high levels of air pollution and the resulting detrimental impacts to their health. Further, climate change is causing extreme heat, devastating wildfires, historic

droughts, torrential storms, causing billions of dollars in property damage and threatening human health and the economy of the residents of California – the unprecedented number of acres burned by wildfires in 2020 reemphasizes that climate change is here now. These immediate threats of climate change demand action and have resulted in a number of State of California and CARB policies to date.

Mobile sources including cars, trucks, tractors, and a myriad of other on-road vehicles and off-road equipment, contribute a majority of smog-forming oxides of nitrogen (NOx), the largest portion of greenhouse gas (GHG) emissions, and are a significant source of toxic air contaminants that directly impact community health. The 2016 Strategy was CARB's first integrated planning effort looking specifically at mobile sources to identify complementary policies to reduce emissions of criteria pollutants, greenhouse gases, and toxics.

In recognition of the value of the 2016 Strategy in relation to the State's ongoing air quality, climate, and community risk reduction challenges, and the ever-evolving vehicle market, the California Legislature passed *Senate Bill (SB) 44*,[1] signed by Governor Newsom into law on September 20, 2019. SB 44 acknowledges the ongoing need to evaluate opportunities for mobile source emissions reductions and requires CARB to update the 2016 Strategy by 2021 and every five years thereafter. Specifically, SB 44 requires CARB to update the 2016 Strategy to include a comprehensive strategy for the deployment of medium- and heavy-duty vehicles for the purpose of meeting air quality standards and reducing GHG emissions. It also directs CARB to set reasonable and achievable goals for reducing emissions by 2030 and 2050 from medium- and heavy-duty vehicles that are consistent with the State's overall goals and maximizes the reduction of criteria air pollutants.

This document, the 2020 Strategy continues the multi-pollutant planning approach to illustrate the pathways forward for the various mobile sectors that are necessary in order to achieve California's numerous goals and targets over the next 30 years. As specified in SB 44, the 2020 Strategy includes scenarios and programmatic concepts that comprehensively address the mechanisms needed to provide for the deployment of clean medium- and heavy-duty on-road vehicles. Because achieving all of the State's near- and longer-term goals requires action across the full spectrum of mobile sources, this document also discusses light-duty on-road vehicles, as well as a wide range of off-road equipment sectors. By including light-duty vehicles and off-road equipment, the 2020 Strategy is more comprehensive than what was required under SB 44 and allows for consideration of fuel and energy use by the light-duty and off-road sectors in addition to the on-road medium- and heavy-duty sectors. The scenarios and concepts included in the 2020 Strategy provide emissions reductions for the purpose of meeting federal ambient air quality standards and substantially reducing greenhouse gas emissions from motor vehicles.

[1] Skinner, Chapter 297, Statutes of 2019

Last year, Governor Newsom signed *Executive Order N-79-20*[2] which established a goal that 100 percent of California sales of new passenger cars and trucks be zero-emission by 2035. In addition, the Governor's order set a goal to transition all drayage trucks to zero-emission by 2035, all off-road equipment to zero-emission where feasible by 2035, and the remainder of medium- and heavy-duty vehicles to zero-emission where feasible by 2045. With this order and many other recent actions, Governor Newsom has recognized that air pollution remains a challenge for California that requires bold action, and that climate change is happening now, affecting the health and safety all Californians. Under the order, CARB is tasked to work with our State agency partners to develop regulations to achieve these goals taking into account technological feasibility and cost effectiveness.

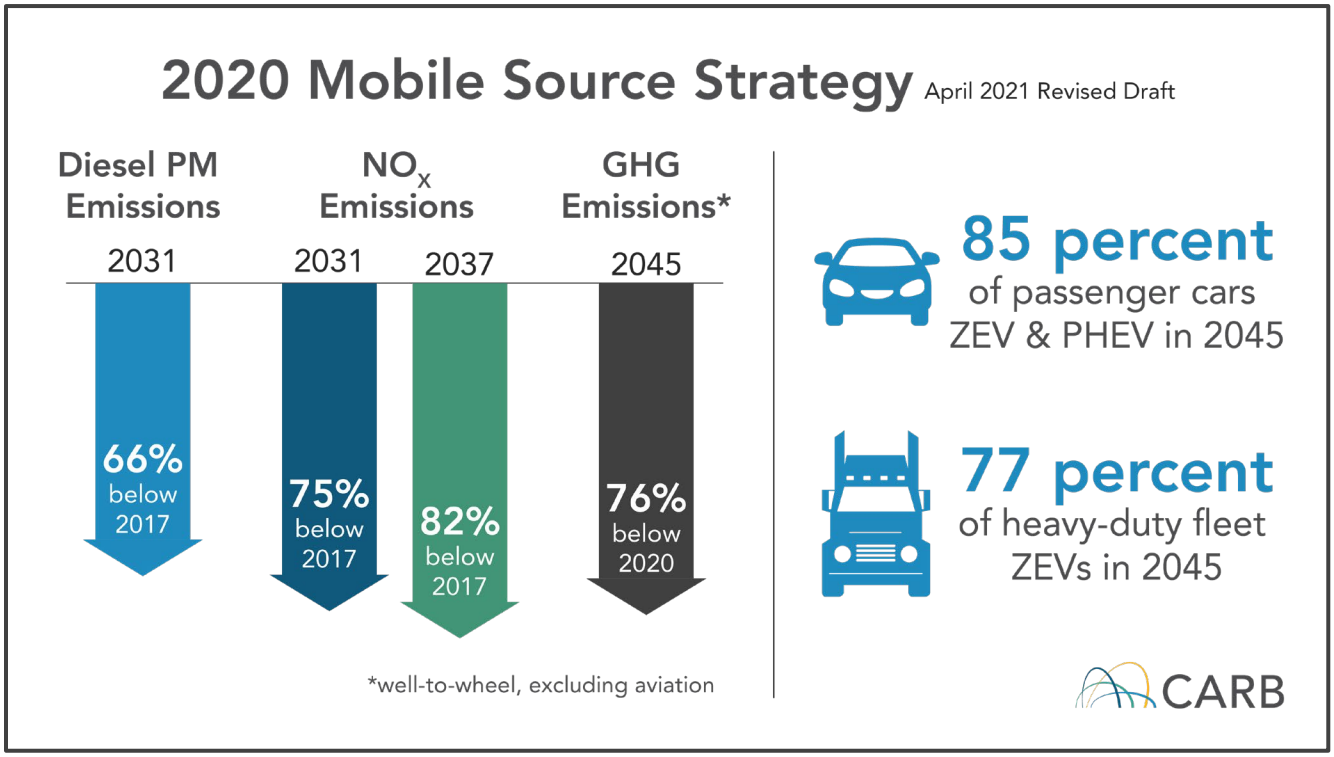
On April 21, 2021, Governor Newsom joined a bipartisan group of twelve governors from across the country calling for the Biden Administration to build on its early action to tackle climate change by creating a path to ensure that all new vehicles sold in the U.S. will be zero-emission in the near future, and by amplifying states' investments in ZEV charging and fueling infrastructure. The *letter* from the coalition of states calls on the Administration to bolster the clean vehicle transition's growing momentum nationwide by setting standards to require all new passenger cars and light-duty trucks sold to be zero-emission by 2035 and all new medium-duty and heavy-duty vehicles sold to be zero-emission by 2045, consistent with the pathways that are identified in the 2020 Strategy for California.

Further, on July 16, 2021, the Governor signed the *2021-22 State Budget* which included unprecedented levels of investment in zero-emission vehicles and the infrastructure needed to support them. The ZEV budget package includes $2.7 billion in 2021-22 and $3.9 billion collectively over three years for CARB, the California Energy Commission, the California State Transportation Agency, and GO-Biz. For CARB, the ZEV incentive provides over $1.5 billion for clean trucks, buses, and off-road equipment, including an initiative to deploy more than 1,000 zero-emission drayage trucks, 1,000 zero-emission school buses, and 1,000 transit buses, and the necessary infrastructure, to clean up the air in disadvantaged communities. There is also over $900 million in CARB funding to invest in consumer adoption of ZEVs and in clean mobility for low-income and disadvantaged communities. With the 2021-22 State Budget, Governor Newsom is taking a strong stance and proposing the types of investment necessary to move the State forward towards attainment of ambient air quality standards, the State's zero-emission future, and to meeting the goals of Executive Order N-79-20.

[2] Executive Order N-79-20 https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf

2020 Mobile Source Strategy Concepts

Consistent with Executive Order N-79-20 and SB 44, in the 2020 Strategy, staff have identified a suite of strategy concepts, many of which CARB is actively pursuing through individual public processes, that will enable the State to achieve the technology trajectories identified through scenario planning and, consequently, meet California's many goals.



Further, these concepts maximize the criteria pollutant reductions by going to zero-emission where feasible. Specifically, for medium- and heavy-duty vehicles, the scenarios call for the deployment of approximately 1.4 million medium- and heavy-duty zero-emission vehicles (ZEVs) in California by 2045. Statewide, the concepts in the 2020 Strategy could achieve criteria pollutant NOx reductions of over 590 tons per day in 2037, and reduce mobile source fuel consumption by 9.5 billion gallons of gasoline and 3.0 billion gallons of diesel equivalent in 2045. This equates to a well-to-wheel GHG emissions reduction of approximately 94 million metric tons of carbon dioxide equivalent in 2045.

For on-road light-duty vehicles, the 2020 Strategy includes the concepts within the following scope to move the State towards the goal that 100 percent of sales will be ZEVs by 2035:

- Manufacturer requirements to foster clean technology production and sales;
- In-use requirements to accelerate penetration of newer technology;
- Incentive programs to promote and accelerate the use of advanced clean technologies;

- Outreach and education to increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- Infrastructure planning and development to support the transition to cleaner technologies.

For on-road medium- and heavy-duty vehicles, the 2020 Strategy includes the concepts within the following scope to move the State towards the goal that 100 percent of California-registered trucks will be ZEVs by 2045 where feasible:

- Manufacturer requirements to foster clean technology production and sales;
- In-use requirements to accelerate penetration of newer technology;
- Incentive programs to promote and accelerate the use of advanced clean technologies;
- Enhanced enforcement strategies to ensure programs are achieving their anticipated benefits;
- Outreach and education to increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- Infrastructure planning and development to support the transition to cleaner technologies.

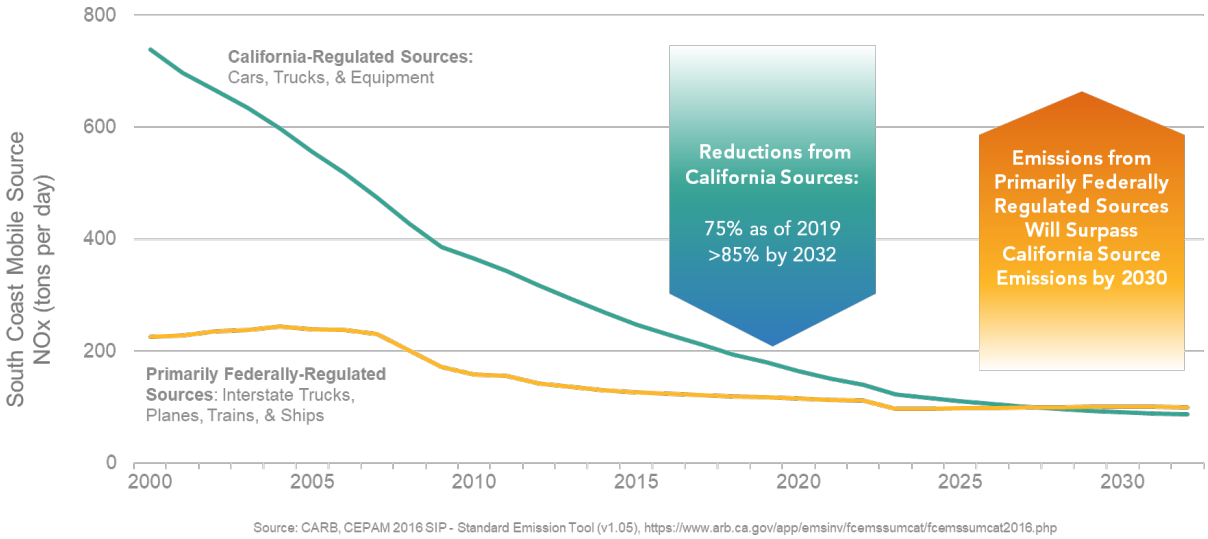
For off-road vehicles and equipment, the 2020 Strategy includes the concepts within the following scope to move the State towards the goal that 100 percent of equipment will be zero-emission by 2035 where technologically feasible:

- Manufacturer requirements to foster clean technology production and sales;
- In-use requirements to accelerate penetration of newer technology;
- Incentive programs to promote and accelerate the use of advanced clean technologies;
- Outreach and education to increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- Infrastructure planning and development to support the transition to cleaner technologies.

Tenets of the 2020 Mobile Source Strategy

As outlined above, a key focus of the 2020 Strategy is advancing the use of zero-emission technologies wherever feasible. Regulatory mechanisms will continue to be the core of CARB's programs and provide the vast majority of emissions reductions identified in the 2020 Strategy. That said, in the near-term, incentive programs to promote and accelerate the use of these and other clean technologies will be essential to meeting our pre-2030 air quality goals and setting us on the trajectory for the future goals. In addition to funding, it is critical that we structure programs so that clean transportation is accessible to all Californians, particularly those in low-income and disadvantaged communities who experience a disproportionate share of pollution impacts.

Further, for California to meet air quality standards, it is imperative that the federal government act decisively to reduce emissions from federally-regulated sources of air pollution, including interstate trucks, ships, locomotives, aircraft, and certain categories of off-road equipment. Absent federal action, by 2030, NOx emissions from federally-regulated sources will exceed emissions from California-regulated mobile sources in the South Coast, California's most challenging ozone nonattainment area.



Source: CARB, CEPAM 2016 SIP - Standard Emission Tool (v1.05), https://www.arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php

Since the release of the 2016 Strategy, CARB and our local partners in California have taken concrete actions to not only petition federal agencies for action, but also to directly reduce emissions using programmatic mechanisms within our respective authorities. Unfortunately, action by the U.S. Environmental Protection Agency (U.S. EPA) to limit emissions from these sources have not yet materialized, making it more challenging to meet federal air quality standards and reduce air pollution that harms public health in California and across the U.S. The 2020 Strategy is a call to action, not only for California, but for the federal government as well.

Public Process for the 2020 Mobile Source Strategy

Staff has engaged in a robust public process throughout development of the 2020 Strategy, including release of the *Workshop Discussion Draft 2020 Mobile Source Strategy* on September 30, 2020, and the *Draft 2020 Mobile Source Strategy* on November 24, 2020. As part of the public comment processes on these earlier drafts, staff received numerous comments that emphasized the importance of near-term mobile source emissions reductions, and further requested that CARB expand upon the discussions of programmatic concepts that could reduce emissions in the next five years. Staff understands the critical importance of reducing emissions in the near-term for attainment of federal standards and to improve air

quality in the most impacted communities and, as such, has identified in subsequent drafts the programs and new concepts that can achieve emissions reductions in the near-term.

In addition, an informational update on the Draft 2020 Strategy was presented to the Board in December 2020. At that time, the Board directed staff to continue to develop the 2020 Strategy for the primary purpose of building on efforts to reduce emissions to meet near-term SIP targets and provide benefits in disadvantaged communities. In addition, the Board directed staff to accelerate the adoption and implementation of the Heavy-Duty Inspection and Maintenance Program, targeting benefits in low-income and disadvantaged communities where possible; and to add to the discussion on efforts to reduce vehicle miles travelled (VMT), while considering how we can better partner with locals and other agencies to tackle housing and land use, and to support transit and biking options.

Staff released the *Revised Draft 2020 Mobile Source Strategy* on April 23, 2021, which incorporated public feedback provided on earlier drafts and also addressed Board direction given at the December hearing. In addition to informational updates to the Board, three public webinars were also held on the 2020 Strategy on March 25, 2020, October 7, 2020, and May 6, 2021, each of which saw high levels of public engagement with more than 200 participants attending each, and staff answering questions through the end of the scheduled time.

Updates Since the Draft Release

In response to public feedback and Board direction received at the December hearing, a number of updates were included in the Revised Draft and this Proposed 2020 Strategy. Chapter 4 of this document discusses in detail the newly-identified and ongoing efforts to achieve reductions in the next five to ten years. This includes measures from the 2016 Strategy and associated *2016 State Strategy for the State Implementation Plan*, for which implementation is ongoing – many of the measures committed to in those plans will achieve substantial near-term reductions. CARB staff have continued to work to identify and develop additional near-term actions to reduce emissions, and find ways to accelerate emissions and target benefits of regulatory programs already in development in priority communities.

In Chapter 2, we further explore the actions that CARB has taken and current efforts to ensure a focus on environmental justice and equity in CARB's programs into the future. CARB has long worked to reduce negative effects from air pollution in the State's most highly-impacted populations, through programs to control emissions from freight transport and other significant sources affecting low-income and disadvantaged communities. In recent years, CARB and the State have been further enabled through *Assembly Bill (AB) 617*[3] programs, *Senate Bill 350*[4] (SB 350) equity efforts, and Low Carbon Transportation to renew

[3] C. Garcia, Chapter 136, Statutes of 2017
[4] De León, Chapter 547, Statutes of 2015

our focus on and engagement with these communities, but disadvantaged communities continue to experience the highest levels of air pollution impacts in California. CARB and the State of California are committed to prioritizing the needs of historically under-served communities in our work – as such, environmental justice will be a core consideration within all CARB actions and programs moving forward.

Concepts included in the 2020 Strategy that will reduce emissions in low-income and disadvantaged communities are shown below and described in further detail in Chapter 2 and Chapter 6.

- Cars and Trucks
    - Cars: Cleaner combustion and zero-emission requirements
    - Trucks and Buses: Zero-emission requirements and regulations to ensure in-use combustion equipment remains clean
    - Vehicle Miles Travelled: Increased access to alternative mobility options such as walking, bicycling, transit, and equitably address land use issues through accelerated infill housing development and other means
- Near-Port Emissions Sources
    - Drayage Trucks: Full transition to zero-emission by 2035
    - Ocean-going Vessels: Cleaner marine engine standards and cleanest vessel visits requirements
    - Commercial Harbor Craft: Clean combustion, renewable fuel and zero-emission requirements
    - Cargo Handling Equipment: Full transition to zero-emission equipment starting in 2026 at ports and railyards
- Commercial/Industrial and Warehouse Emissions Sources
    - Small Off-Road Engines, Forklifts, and Transport Refrigeration Units: Full transition to zero-emission equipment starting in 2024
    - Locomotives: Accelerated turnover to cleanest combustion
    - Construction, Industrial and Mining: Replace dirtiest vehicles with cleanest available technology
- Other Emissions Sources
    - Recreational Boats: Cleanest combustion and zero-emission requirement
    - Aircraft: Cleaner engines, efficiency improvements and zero-emission operation

CARB and the State of California are committed to dismantling embedded systems of disenfranchisement and discrimination, and to prioritizing the needs of historically under-served communities in our work. In order to comprehensively address equity in California's transportation system, we must do more than reduce emissions by transforming the fleet to cleaner and zero-emission vehicles – we must also find ways to provide increased mobility options to the communities who need them and state and local governments must address the land use issues that stand in the way of progress. Historic decision-making favoring single-occupancy vehicle travel shaped many communities. Where and how communities plan and build housing imposes and often reinforces long-standing racial and

economic injustices that leave residents with little choice but to spend significant time and money commuting long distances in search of an affordable place to live. This places a disproportionate burden on low-income Californians, who end up paying the highest proportion of their wages for housing and transportation. In the *Beyond ZEVs* section of Chapter 6, we identify strategies CARB can undertake to help address these issues, which would simultaneously reduce VMT, achieve additional emissions reductions and support implementation of regional planning efforts.

Moving forward, the concepts contained in the 2020 Strategy will be translated into federally-enforceable measures and commitments that will be included in the next *State Implementation Plan* strategy being developed for the 70 parts per billion (ppb) 8-hour ozone standard. Further, the 2020 Strategy will inform mobile source elements of the 2022 Scoping Plan Update, and be incorporated into community emission reduction plans and other CARB planning documents to be released in the coming years. As such, in addition to a final Board hearing on the 2020 Strategy this fall, the concepts included here will see many opportunities for public input as they are incorporated into additional planning documents, and further developed into regulations and other programs through formal rulemaking processes.

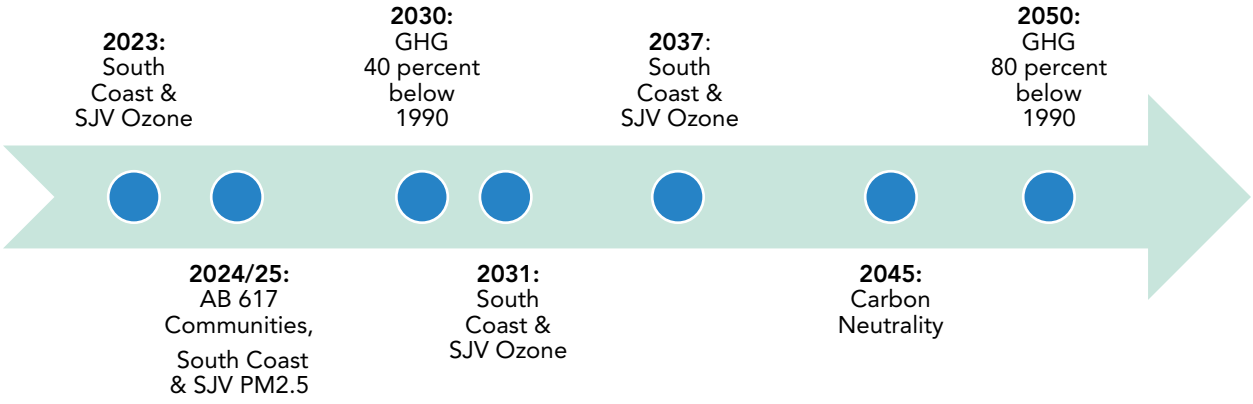
Chapter 1 - Introduction

Over the last 50 years, California air pollution control efforts have resulted in dramatic improvements in smog levels, as well as reductions in a variety of harmful pollutants in urban and rural areas. Despite this progress, the State still has more work to meet many federal and State ambient air quality standards and other health and climate stabilization targets over the next 30 years. Emissions must be reduced from all sources of air pollution in California to not only meet the federal standards, but to minimize negative health effects in the State's most impacted and disadvantaged communities, and to lessen climate impacts.



To that end, much needs to be accomplished. The State of California and CARB have many air quality standards, targets and goals to meet over the next 30 years (Figure 1).

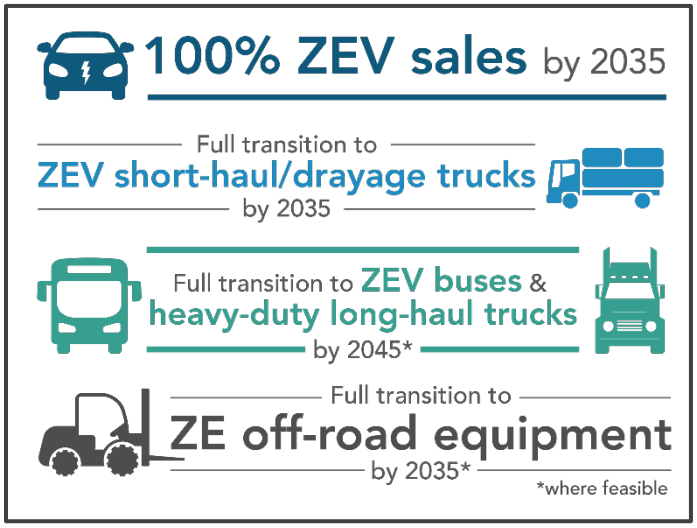
Figure 1 – California's Air Quality Targets and Greenhouse Gas Reduction Goals



The State's climate goals include the mid-term target in 2030 for 40 percent GHG emissions reduction below 1990 levels, codified under *Senate Bill 32*,[5] and longer-term targets for economy-wide carbon neutrality in 2045 as set in *Executive Order B-55-18*, and 80 percent GHG emissions reduction below 1990 levels by 2050 as directed by *Executive Order S-3-05*,

[5] Pavley, Chapter 249, Statutes of 2016

a target that was reinforced by Governor Brown's *Executive Order B-16-2012* that added a 80 percent reduction goal specific to the transportation sector. While our future climate goals are 10, 25, and 30 years into the future, the existential threat of climate change is a crisis of the present and is already causing extreme heat, torrential storms, historic droughts, and the devastating wildfires that California is currently experiencing. In order to forestall the most extreme of impacts of climate change, it's pivotal that we act this decade to curb greenhouse gas emissions.



In recognition of the severity of the climate crisis and the need for immediate action, Governor Newsom signed Executive Order N-79-20 on September 23, 2020. This order established a first-in-the-nation goal for 100 percent of in-state sales of new passenger cars and trucks to be zero-emission by 2035. In addition, the Governor's order set a goal to transition 100 percent of the drayage truck fleet to zero-emission by 2035, all off-road equipment where feasible to zero-emission by 2035, and the remainder of medium- and heavy-duty vehicles to zero-emission where feasible by 2045. Under the order, CARB will work with our State agency partners to develop regulations and strategies to achieve these goals taking into account technological feasibility and cost-effectiveness.

For the national ambient air quality standards (standards), there are legally-obligated deadlines by which areas must attain; these are established by the federal Clean Air Act (Act) and implemented by the U.S. EPA each time a new standard is promulgated based on updated information showing health impacts at increasingly lower levels. California has the two areas with the most critical air quality challenges in the nation, the South Coast Air Basin and the San Joaquin Valley. The near-term targets for these areas are our outlined in Table 1, alongside the mid-term attainment years of 2031 and 2037 for the more recent 8-hour ozone standards.

Table 1 – Attainment Deadlines for National Ambient Air Quality Standards

Attainment Year	Standard
2023	80 ppb 8-hour ozone
2024	35 $\mu g/m^3$ 24-hour PM2.5
2025	12 $\mu g/m^3$ annual PM2.5
2031	75 ppb 8-hour ozone
2037	70 ppb 8-hour ozone

In addition to regional air pollutant levels, many communities in the State experience measurable harm in the form of negative health impacts from high levels of localized pollution. There is an immediate need to reduce emissions and exposure in these highly-impacted, low-income and disadvantaged communities throughout the State, and specifically, communities with Community Emissions Reduction Plans (CERPs) under *AB 617*.[6] Communities selected for CERPs set five and ten-year targets to reduce community exposure; the targets for the first CERPs adopted by the Board begin in 2024, and included in many of these plans is a focus on mobile source measures and reductions.

As research continues to show harmful effects from air pollution at increasingly lower levels, achieving the State's complementary goals, targets and standards will provide much-needed public health protection for the millions of Californians that still breathe unhealthy air and will reduce exposure in the State's most highly-impacted and disadvantaged communities. Meeting California's GHG emissions reduction targets is an essential part of the worldwide action needed to slow global warming and achieve climate stabilization, as California continues to serve as an example on climate action to many across the world. Finally, actions to meet California's public health and climate goals will also provide economic benefits including increasing the demand for skilled labor in green jobs, and will reduce our dependence on petroleum and establish a more secure energy future.

Further, national parks and wilderness areas in California are known for their dramatic landscapes and striking vistas. Views of these natural landscapes are diminished when pollutants from anthropogenic and natural sources scatter and absorb light, reducing clarity, color, and overall visibility. The presence of pollutants that diminish visibility is known as haze. The Act requires states to reduce haze and protect visibility at Class 1 areas known for their vistas. California has 29 Class 1 areas located throughout the State and is required to develop state implementation plans every 10 years to remedy visibility impairment and prevent future visibility degradation at our Class I areas. Mobile source emissions are the dominant source of visibility reducing particulate matter at California's Class I areas. Continued efforts to control emissions from



[6] C. Garcia, Chapter 136, Statutes of 2017

mobile sources is necessary to meet the State's obligation to improve visibility required by the Act.

Mobile sources and the fossil fuels that power them continue to contribute a majority of NOx emissions, a significant precursor to smog and particulate matter, and are the largest portion of GHG emissions in California. The 2016 Strategy demonstrated how the State could target strategies that simultaneously meet air quality standards, achieve greenhouse gas emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption through 2031 through a combination of efforts including widespread actions to deploy both zero-emission and cleaner combustion technologies. The 2016 Strategy included scenarios and measures to deploy zero-emission technologies across a broad spectrum of mobile sources including passenger vehicles, targeted truck and bus applications, forklifts, and other off-road equipment and transport refrigeration units. Actions were also discussed to require cleaner combustion technologies for sectors such as heavy-duty trucks, locomotives, and ocean-going vessels; these measures would provide the bulk of the NOx reductions needed to meet federal air quality standards by statutory deadlines in 2031.

Elements of the 2016 Strategy were incorporated into the *2016 State SIP Strategy* and supported complementary efforts including the *2017 Climate Change Scoping Plan*, the *California Sustainable Freight Action Plan*, and CARB's *Short-Lived Climate Pollutant Reduction Strategy*. Each of these documents drew from the 2016 Strategy to incorporate and build upon the actions and policies relevant to meet individual program goals.

With the passing of SB 44, the California Legislature acknowledged the value of the 2016 Strategy in relation to the State's many air quality, climate, and community risk reduction challenges. By requiring CARB to update the Mobile Source Strategy every five years, SB 44 further acknowledged the ongoing need to evaluate opportunities for mobile source emissions reductions in California as the vehicle and equipment market continues to evolve. Specifically, SB 44 requires CARB to update the 2016 Strategy to include a comprehensive strategy for the deployment of medium and heavy-duty vehicles for the purpose of meeting air quality standards and reducing GHG emissions. In addition to providing a status on the measures in the 2016 Strategy, it also directs CARB to set reasonable and achievable goals for reducing emissions from medium- and heavy-duty vehicles that are consistent with the State's overall goals. Because meeting all of the State's near- and longer-term goals requires action across the full spectrum of mobile sources, this document also discusses light-duty on-road vehicles, as well as a wide range of off-road equipment sectors.

The 2020 Strategy meets the requirements of SB 44 through the inclusion of scenarios and programmatic concepts that comprehensively address the mechanisms needed to provide for the deployment of clean medium- and heavy-duty on-road vehicles. By including light-duty vehicles and off-road equipment, the 2020 Strategy is more comprehensive than what was required under SB 44, and allows for consideration of fuel and energy use by the light-duty and off-road sectors in addition to on-road medium- and heavy-duty vehicles. The

scenarios and concepts included in the 2020 Strategy can illustrate how the state can obtain emissions reductions for the purpose of meeting federal ambient air quality standards and substantially reducing greenhouse gas emissions from motor vehicles.

Defining the scope of actions necessary to implement a strategic vision to meet all of California's goals requires an integrated planning process. In order to identify the strategies and program concepts that will best help CARB and the State meet all of its targets, it is imperative to look comprehensively at the potential benefits to all three categories of pollutants that CARB strives to reduce: criteria pollutants, toxics, and greenhouse gases. As we know that significant emission reductions from mobile sources are needed from all pollutants, this type of coordinated planning effort is essential to address the interplay between pollutants and sources, and consider the benefits of different technologies and energy sources. This planning effort serves as a foundation, but does not substitute for the public process, including analyses and review as required under the California Environmental Quality Act (CEQA), that will take place if CARB pursues each of the individual program concepts.

To take an integrated approach, CARB uses scenario planning tools to quantify changes in ozone and PM2.5 precursor emissions, GHG emissions, diesel toxics emissions, and petroleum usage as various technologies are projected to populate the vehicle and equipment fleets. CARB's tools, known as the *Mobile Emissions Toolkit for Analysis (META)* and *Vision*, are used to evaluate scenarios with varying assumptions about potential technology and fuel mixes, and explore different rates at which those technologies could become widely used. These tools are discussed further in Chapter 6.

The analysis in the 2020 Strategy illustrates scenarios for meeting the State's public health, climate, and community risk reduction goals with a strategy consisting of cleaner vehicle technologies, energy and fuel supply sources, and a reduction in vehicle miles traveled. Technologies, energy sources, and vehicle travel, as well as the best policy tools, will vary by sector based on the status of technology development in various applications, the multi-pollutant benefits, and the interactions between regulatory and programmatic strategies. The scenario analysis identifies the types of technologies and level of penetration into the respective fleets that will be necessary to meet the various goals. While a scenario may outline the overall approach for a sector and include program concepts that will move the State in the needed direction, the specific strategies for each sector will continue to be refined as the planning and public process for implementing specific actions moves forward. The concepts contained in the 2020 Strategy are less defined than the measures included in the 2016 Strategy, in part due to the accelerated timeframe for completing the 2020 Strategy as defined under SB 44. The concepts in the 2020 Strategy will continue to be developed and then translated into more clearly defined measures for the next State SIP Strategy and other CARB planning documents over the coming years.

It is clear that the rate of natural vehicle fleet turnover will not be sufficient to meet near- and long-term air quality or climate goals; as such, actions to accelerate the deployment of

cleaner technologies through regulations, incentives, system efficiency improvements, and support for the use of advanced transportation technologies such as intelligent transportation systems and autonomous and connected vehicles, are critical to achieving both near- and long-term goals in California. Existing mobile source regulatory programs and the many regulatory efforts underway will drive technology development and provide for significant reductions in emissions, but more will be needed. Given that the development and implementation of new regulations takes substantial time, strategic use of incentive funding is essential to achieve earlier penetration of cleaner combustion and zero-emission technologies than would happen through natural turnover, and the associated emissions reductions which are necessary to meet near-term goals.

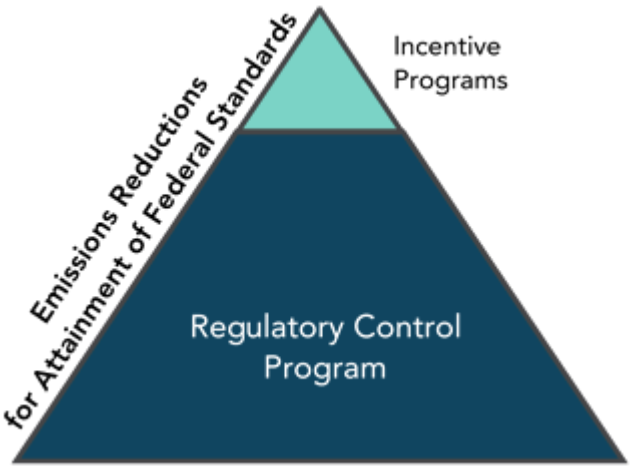
Where We Are Today

While CARB has made substantial progress through its many regulatory and programmatic efforts, there remains a great need for emissions reductions in the immediate future to alleviate negative health impacts and meet federal and State air quality deadlines. Statewide, more than 28 million Californians live in areas that exceed the federal ozone and PM2.5 standards;[7] within those, there are many low-income and disadvantaged communities that experience pollutant levels significantly higher than the federal standards, as well as exposure to toxics, which can have immediate and detrimental health effects.

Of CARB's many goals, the air quality standards that need to be met in the next five years pose immediate challenges and will drive policies and the need for considerable, strategic investment to accelerate the transition to cleaner technologies beyond what would occur through natural fleet turnover. Attainment of the ozone standard in 2023 remains a challenge for the South Coast Air Basin. While some of the needed reductions will be achieved through regulatory measures included in the 2016 Strategy and related SIPs, reductions from federal measures and/or additional incentive funding are needed to achieve a majority of the remaining NOx reductions that are necessary to meet this standard.

[7] Based on 2019 monitored ozone and PM2.5 design values contoured over population by census tract

In the San Joaquin Valley, attainment of PM2.5 standards in 2024 and 2025 is the near-term challenge driving many policies. The *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* and the *San Joaquin Valley Supplement to the 2016 State SIP Strategy* (Valley State SIP Strategy) included State commitments to achieve 32 tpd of NOx and 0.9 tpd of PM2.5 emissions reductions in the San Joaquin Valley beyond the existing emission controls. Almost 90 percent of the reductions needed to meet these PM2.5 standards will come from ongoing implementation of the existing control program, combined with regulatory measures identified in the Valley State SIP Strategy. Since deployment of cleaner technologies through new incentive funding will also be critical, CARB continues to look for innovative opportunities to reduce emissions in the San Joaquin Valley in the near-term.



Reducing exposure to air pollution for residents of low-income and disadvantaged communities throughout the State is a critical near-term driver. The passage of AB 617 and creation of CARB's *Community Air Protection Program* (CAPP) has given the State the opportunity to take a closer look at and dedicate targeted resources towards helping to reduce exposure to harmful pollutants in the State's most heavily-impacted communities. Under the direction of AB 617 and guidelines created under the CAPP, beginning in 2018, CARB annually considers low-income and disadvantaged communities to begin new monitoring programs and emission reduction programs. CERPs are developed through coordination between CARB, local air districts, and community groups, and set five and ten-year targets to reduce community exposure – the targets of current CERPs adopted by the Board begin in 2024, with many programs including a focus on the turnover of dirty mobile sources and their engines to zero-emission technologies, as sought by communities and their representatives.

In support of the goals of AB 617 and the CAPP, the Legislature has appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. Further, AB 617 includes new requirements for the accelerated retrofit of pollution controls on industrial sources, increased penalties, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. The legislation also requires the development of new resources that work together to support emissions reductions in communities, including a *Technology Clearinghouse* to be used to identify rules, regulations, technologies, or practices that could offer emissions or exposure reduction opportunities

within the selected community. Once complete, this tool will allow users to easily find existing rules and identify next generation technologies that are beyond existing regulatory requirements. CARB will prioritize adding sources that are of high importance to existing AB 617 community members to the system as it is developed.

To ensure clean transportation is available to all Californians, SB 350 directed CARB to study the barriers for low-income Californians to access clean transportation options, including those in disadvantaged communities, as well as recommendations on how to increase access. In February 2018, CARB released the Final Guidance Document – *Low-Income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents* (SB 350 Barriers Report). CARB's SB 350 Barriers Report is an initial step in identifying the main barriers low-income residents, including those in disadvantaged and tribal communities, face in accessing clean transportation and mobility options. This effort, together with the CAPP, provide an opportunity to better integrate community, regional, and State-level programs to increase access to clean transportation and provide clean air for all Californians. Ongoing funding will be critical to support the CAPP and related programs and to provide the reductions needed in these impacted communities.

In 2006, California's first GHG reduction target was established under the Assembly Bill 32,[8] the *Global Warming Solutions Act of 2006*. AB 32 created a comprehensive, multi-year process to reduce GHG emissions in California and required CARB to develop a Climate Change Scoping Plan. The first Climate Change Scoping Plan, completed in 2008, described California's approach to achieving the goal of reducing GHG emissions to 1990 levels by 2020. In 2016, four years ahead of schedule, California emissions fell below the 1990 levels of 431 million metric tons carbon dioxide equivalent. Going forward, the next GHG reduction target is a 40 percent reduction from 1990 levels by 2030 as codified in SB 32. The 2017 Climate Change Scoping Plan demonstrated how California will meet the 2030 target and showed that there are substantial emissions reductions still needed. CARB will be working to develop the 2022 Scoping Plan Update over the coming year, which will map out the path to achieving Statewide carbon neutrality in 2045, and the 2050 goal of 80 percent reduction in GHG emissions below 1990 levels. Additionally, the 2022 Scoping Plan Update will be looking to move the State away from the combustion of fossil fuels as much as possible. We know that the transition of the transportation sector to zero-emission vehicles, and more accessible, efficient mobility, will be major factors in meeting these and other future climate goals.

What We Are Learning from the COVID-19 Lockdown

The COVID-19 pandemic and the resulting health and economic crisis have had drastic and wide-ranging impacts on the lives, livelihoods, and behaviors of people around the world. To

[8] Núñez and Pavley, Chapter 488, Statutes of 2006

date, it has taken millions of lives worldwide, and has had a direct impact on countless more. As it pertains to air quality, this pandemic has reemphasized the need to reduce emissions and achieve cleaner air, as air pollution may be a key factor in increasing the vulnerability of individuals to contracting COVID-19, as well as increasing the severity of illness and mortality risk from the virus.[9] CARB is currently funding additional studies to look at the connection between air quality and health impacts of COVID-19.

The measures put into place to slow the spread of COVID-19 resulted in significant changes in human activity that present opportunities to evaluate the real-world effect of those changes on air quality. Most notable are the short-term reductions in both heavy-duty and light-duty VMT across the State's highways and local roads, and the resulting emission reductions. In California, VMT fell to its lowest point in early- to mid-April, with an approximately 25 percent reduction in heavy-duty VMT and 50 to 60 percent reduction in light-duty VMT. Since that time, both heavy-duty and light-duty VMT have steadily increased, with heavy-duty VMT returning to pre-lockdown levels in early June. However, the reductions in VMT in April and May provide an opportunity to test the real-world implications of emissions reductions associated with the on-road mobile sector. Such analysis, though, is complicated by several factors:

1. There is a natural, seasonal reduction in pollution levels (e.g., NOx and carbon monoxide) from March to May, which occurs every year as winter transitions to spring, and separating meteorological effects from VMT-related emissions changes is non-trivial;
2. The largest reductions in heavy-duty VMT occurred outside of the peak ozone season, and ozone chemical regimes can change from spring to summer due to seasonal variations in emission sources including biogenic emissions; and
3. The largest reductions in VMT occurred over a relatively short time period (less than two months), making analysis of impacts more difficult.

CARB staff are working on finalizing an analysis of the effect of reduced VMT on ambient pollution levels and putting those findings in the context of long-term ozone trends and the State's emission control strategy moving forward. Findings will be published in a peer reviewed scientific journal. While the 2020 Strategy is a long-term planning document and COVID-19 stay-at-home orders and related closures are temporary measures, there is potential for changes made during this time to have far-reaching implications for transportation mode choice, shared mobility, vehicle choice, and VMT into the future.

Before the COVID-19 pandemic, Californians were continuing to drive more, and carpool less to work. Auto ownership was increasing and transit ridership was falling across California, and

[9] Petroni et al (2020). Hazardous air pollutant exposure as a contributing factor to COVID-19 mortality in the United States. Environ. Res. Lett. 15 0940a9; Liang, Donghai et al. "Urban Air Pollution May Enhance COVID-19 Case-Fatality and Mortality Rates in the United States." medRxiv : the preprint server for health sciences 2020.05.04.20090746. 7 May. 2020, doi:10.1101/2020.05.04.20090746. Preprint.

there continues to be a relatively small percentage of people that walk and bike to work.[10] Mobility in California dropped dramatically after shelter-in-place orders were enacted early in the COVID-19 pandemic, as people and organizations (including CARB) successfully operationalized widespread teleworking, and continued teleworking is a promising source of commute VMT reduction into the future. However, telework is not a panacea for VMT reduction – only a subset of jobs can support a telework arrangement. Essential workers largely cannot telework, many of whom are lower income or depend on transit services. Transit service has been decimated by fears raised by the pandemic, and we must provide viable modes of transportation that can support our essential workforce.

Mobility and VMT rebounded as mandates eased, but vehicle travel in California became more distributed throughout the day and the roadway network was not as congested in many cities. We have experienced the profound impacts that getting cars off the road has on reducing congestion, especially during peak commute times. We know building more roads only leads to more congestion[11] and now we have seen a future where we can be more efficient with, and prioritize fixing and maintaining, our existing rights-of-way. Total light-duty VMT in California will continue to grow as the State's population grows. As discussed in more detail later, per capita VMT growth must be reduced but continue to accommodate essential travel. Our roadway network was extremely congested prior to the pandemic, and as travel restrictions ease, it is becoming so again. It's critical that we provide viable alternatives to single occupancy vehicle travel as we move forward, with 10 million vehicles expected to be added to our roadways in coming decades.



Health Impacts

Despite decades of progress in improving air quality, large areas of California still suffer some of the worst air quality in the nation. Mobile source emissions contribute to a wide range of heart and lung illnesses, chronic health conditions, increased cancer rates, and premature death. Every year, over 5,000 premature deaths and hundreds of illnesses and emergency room visits for respiratory and cardiovascular disease in California are linked to PM2.5

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[10] CARB. 2018. *2018 PROGRESS REPORT: California's Sustainable Communities and Climate Protection Act.* Available: *https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf*

[11] S. Handy, M. Boarnet. 2014. *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions. https://ww2.arb.ca.gov/sites/default/files/2020-06/Impact_of_Highway_Capacity_and_Induced_Travel_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf*

pollution, of which more than half is produced by mobile sources. [12] Recent research demonstrates that fine particulate pollution impacts not only the heart and respiratory system, but also brain health and adverse birth outcomes.[13] During the COVID-19 pandemic, we have learned that air pollution may be a key factor in increasing the vulnerability of individuals to contracting COVID-19, as well as increasing mortality risk from the virus, and the severity of illness in people suffering from COVID-19.[14] Moreover, for the millions of California residents living in low-income and disadvantaged communities and experiencing disproportionate levels of negative health impacts from air pollution,[15] actions to reduce fossil fuel combustion and move to cleaner power sources are even more important.

Health Impacts from Mobile Source Emissions

Fossil fuel combustion from cars, trucks, buses, and on- and off-road equipment emits criteria air pollutants and their precursors, including NOx and oxides of sulfur (SOx) emissions. While NOx and SOx emissions are harmful in themselves, NOx is also a precursor to ozone, which can cause irritation and damage lung tissue, worsen asthma and chronic illnesses including obstructive pulmonary disease and reduce lung function. [16] Studies have linked short-term ozone exposure with increased risk of death.[17]

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[12] CARB. (2016). Mobile Source Strategy. *https://ww2.arb.ca.gov/resources/documents/2016-state-strategy-state-implementation-plan-federal-ozone-and-pm25-standards*

[13] USEPA. (2019a). Integrated Science Assessment for Ozone and Related Photochemical Oxidants (External Review Draft). Retrieved from *https://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=344670*.
U.S. EPA (2019b). Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, External Review Draft

[14] Petroni et al (2020). Hazardous air pollutant exposure as a contributing factor to COVID-19 mortality in the United States. Environ. Res. Lett. 15 0940a9;
Liang, Donghai et al. "Urban Air Pollution May Enhance COVID-19 Case-Fatality and Mortality Rates in the United States." medRxiv : the preprint server for health sciences 2020.05.04.20090746. 7 May. 2020, doi:10.1101/2020.05.04.20090746. Preprint.

[15] American Lung Association. (2020). State of the Air; Union of Concerned Scientists, U. (2019). Inequitable Exposure to Air Pollution from Vehicles in California (2019); Cushing et al. (2015). Racial/ethnic disparities in cumulative environmental health impacts in California: evidence from a statewide environmental justice screening tool (CalEnviroScreen 1.1). American journal of public health, 105(11), 2341-2348.

[16] U.S. EPA (2019b). Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, External Review Draft.

[17] Ibid.

In addition to contributing to ozone, the biggest impact on health from NOx and SOx emissions comes when they are converted to PM2.5 in the atmosphere. PM2.5 pollution contributes to more fatalities than other air pollutants, and can lodge deep in the lungs or pass through the lungs to enter the blood stream and affect the heart, brain, and other organs.[18] Short-term exposure to PM2.5 pollution is associated with increased hospitalizations and emergency room visits for heart and lung illnesses, and can lead to premature death.[19] Adverse health effects from long-term exposure to PM2.5 pollution include increased risk of heart attacks and heart disease, impaired lung development in children, the development and exacerbation of asthma, and premature death.[20] Other possible impacts from PM2.5 exposure that are being investigated include low birth weight and impacts to the brain.[21]



Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is known as diesel particulate matter (DPM or diesel PM). More than 90 percent of DPM is less than 1 µm in diameter (about 1/70th the diameter of a human hair), and thus is a subset of PM2.5.[22] DPM is typically composed of carbon particles ("soot", also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances such as benzene and formaldehyde. In 1998, CARB identified DPM as a toxic air contaminant which has been linked to increased cancer risk, respiratory and cardiac illnesses and premature deaths.[23] CARB estimates that about 70 percent of total known cancer risk related to air toxics in California is attributable to DPM.[24] Diesel exhaust also contains gaseous pollutants, including volatile organic

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[18] U.S. EPA. (2019a). Integrated Science Assessment for Ozone and Related Photochemical Oxidants (External Review Draft).

[19] Ibid.

[20] Ibid.

[21] Boothe, V. L., Shendell, D. G. (2008). Potential health effects associated with residential proximity to freeways and primary roads: review of scientific literature, 1999–2006. Journal of Environmental Health, 70(8), 33-41.; Wang et al (2020). Traffic-related Metrics and Adverse Birth Outcomes: A Systematic Review and Meta-analysis. Environmental Research, 109752.
Woods et al (2017). The influence of the built environment on adverse birth outcomes. Journal of Neonatal-Perinatal Medicine, 10(3), 233-248.
CARB (2018) Air Pollution and the Brain *https://ww2.arb.ca.gov/resources/fact-sheets/air-pollution-and-brain*

[22] CARB (2020). Overview: Diesel Exhaust & Health *https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health*

[23] Ibid.

[24] Ibid.

compounds and NOx that lead to the formation of PM2.5 and ozone. Most major sources of diesel emissions, such as ships, trains, and trucks, operate in and around ports, rail yards, and heavily traveled roadways, which are often located near highly-populated and disadvantaged communities.

Health Impacts of Climate Change

As stated earlier, mobile sources are the largest contributor of GHG emissions in California; on- and off-road vehicles produce GHG emissions from burning gasoline and diesel, contributing to almost 40 percent of the total State GHG emissions. Diesel engines also emit black carbon, a short lived climate pollutant with over 1,000 times the climate forcing potential of carbon dioxide. Several recent summaries and reports discuss in detail the ways that climate change can impact human health[25] including increased smog formation;[26] a lengthened pollen season; more frequent and severe wildfires;[27] an increased number of extreme heat days[28] which could result in more heat-related sickness and deaths;[29] more pronounced drought extremes;[30] more frequent and severe extreme precipitation events leading to severe flooding;[31] and an increased prevalence of infectious diseases.[32] Climate change is already taking a toll on human health, proving in many ways that taking action to reduce greenhouse gas emissions is urgently needed.

Public Process for the 2020 Mobile Source Strategy

CARB staff has engaged in a robust public process throughout the development of the 2020 Strategy. Staff first invited public and stakeholder participation in March 2020 with a public webinar at which preliminary scenarios, and the expected direction of the 2020 Strategy were presented. Subsequent to that, staff presented the preliminary scenarios and concepts to the Board at an *April 23, 2020* public hearing to obtain feedback from Board members and allow for additional public input.

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[25] USGCRP. (2018). Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, Volume II. U.S. Global Change Research Program; World Health Organization. (2003). Climate change and human health: risks and responses: World Health Organization; NRDC. (2019). Climate Change and Health in California

[26] Kleeman et al. (2010). Climate change impact on air quality in California: California Environmental Protection Agency, Air Resources Board

[27] Singleton et al. (2019). Increasing trends in high-severity fire in the southwestern USA from 1984 to 2015

[28] Milanes, C. (2011). Indicators of Climate Change in California

[29] CARB (2020). Health & Air Pollution. Retrieved from *https://ww2.arb.ca.gov/resources/health-air-pollution*

[30] Mann, M. E., & Gleick, P. H. (2015). Climate change and California drought in the 21st century

[31] Swain et al. (2018). Increasing precipitation volatility in twenty-first-century California; Dettinger, M. (2011). Climate change, atmospheric rivers, and floods in California–a multimodel analysis of storm frequency and magnitude changes; Solomon et al. (2006). Airborne mold and endotoxin concentrations in New Orleans, Louisiana, after flooding, October through November 2005

[32] Lindgren et al. (2012). Monitoring EU emerging infectious disease risk due to climate change

The scenario planning tools, META and Vision, are used to evaluate scenarios with varying assumptions about potential technology and fuel mixes, and explore different rates at which those technologies could become widely used. Staff released a Beta version of META on August 5, 2020, and a Draft version of META alongside on-road light-duty vehicle assumptions from Vision on October 2, 2020, to allow the public and stakeholders to review and provide feedback on detailed assumptions for, and visualization of, the scenarios in the 2020 Strategy.

Further, staff released the *Workshop Discussion Draft 2020 Mobile Source Strategy* on September 30, 2020 with a request for public comment, and held a second public webinar on October 7, 2020. The Workshop Discussion Draft presented the draft scenarios, concepts, and potential reductions as envisioned at that time, and allowed for the public and stakeholders to review every facet of the 2020 Strategy for the first time. Public engagement at the October webinar, as well as the March webinar, was high with more than 300 participants attending each, and staff answered questions through the end of the allotted time and provided additional written responses on the CARB webpage after each webinar.

On November 24, 2020, staff released the *Draft 2020 Mobile Source Strategy* in advance of providing a second informational update to the Board at the December public hearing. At that meeting, the Board directed staff to take more time to develop certain aspects of the 2020 Strategy, before returning to the Board for consideration. Specifically, direction was given to expand in the 2020 Strategy on near-term efforts focused on meeting SIP targets and providing benefits in disadvantaged communities. In addition, the Board directed staff to accelerate the adoption and implementation of control programs, with a focus on targeting benefits in low-income and disadvantaged communities where possible; to include an estimation of technology costs; and to add to the discussion on VMT reduction concepts, while considering how we can better partner with locals and other agencies to tackle housing and land use, and to support transit and biking options.

CARB staff incorporated the Board's direction into the *Revised Draft 2020 Mobile Source Strategy*, released on April 23, 2021. Chapter 2 was added to discuss the actions that CARB has taken and current efforts to ensure a focus on environmental justice and equity in CARB's programs into the future. Staff also added Chapter 4 to provide detail on CARB's newly-identified and ongoing efforts to achieve emissions reductions in the next five to ten years, including measures from the 2016 Mobile Source Strategy and associated 2016 State SIP Strategy for which implementation is ongoing. Staff took comments on the Revised Draft at a public webinar on May 6, 2021 and through a written comment period, and have incorporated feedback as appropriate into this Proposed 2020 Strategy.

In addition to the formal events and releases specific to the 2020 Strategy, staff engaged with the public and stakeholders through a variety of other venues. Updates on the 2020 Strategy were presented at various working groups for other CARB programs; staff participated in stakeholder-facilitated calls with industry and other groups to answer

questions on the 2020 Strategy and scenarios; and throughout the process, staff has engaged with interested parties through individual phone and email correspondence. As we move forward, staff will be continuing to directly seek input and recommendations from community groups both as we finalize the 2020 Strategy, and on the forthcoming planning documents that will translate the concepts contained here into measures and legally-enforceable commitments.

The public process for the programmatic concepts within the 2020 Strategy will continue into the future as these concepts are translated into formal measures in the forthcoming State SIP Strategy and other CARB planning documents to be released over the next few years, and further developed into regulations through formal rulemaking processes. In addition, CEQA analyses will be undertaken as a part of the development of the next State SIP Strategy and other CARB planning documents, as well as for each concept if it is pursued and developed into a regulatory action to be brought to the Board.

Chapter 2 – Prioritizing Environmental Justice & Targeting Benefits in Communities of Concern

The regulatory and programmatic concepts in the 2020 Strategy, especially those targeting the freight sector, have significant potential to reduce emissions and exposure in low-income and disadvantaged communities. While the 2020 Strategy seeks rapid transition to zero-emission technologies Statewide across numerous mobile source sectors, and the use of cleaner combustion and renewable fuels everywhere else, the State must strive to act even more quickly and target the introduction of cleaner and zero-emission vehicles and equipment in the communities that for generations have been bearing the brunt of combustion emissions.

The *California Environmental Protection Agency* (CalEPA) defines "disadvantaged communities" as the top 25 percent most impacted census tracts in the State, as identified by the California Communities Environmental Health Screening Tool, known as *CalEnviroScreen*. Together with low-income communities and low-income households, disadvantaged communities are described in California as "priority populations." CalEnviroScreen is an important tool used to evaluate and quantify the environmental and health disparities experienced by communities in California. Developed by the California Office of Environmental Health Hazard Assessment, CalEnviroScreen uses environmental, health, and socioeconomic information to produce mapped scores for every census tract in the state.

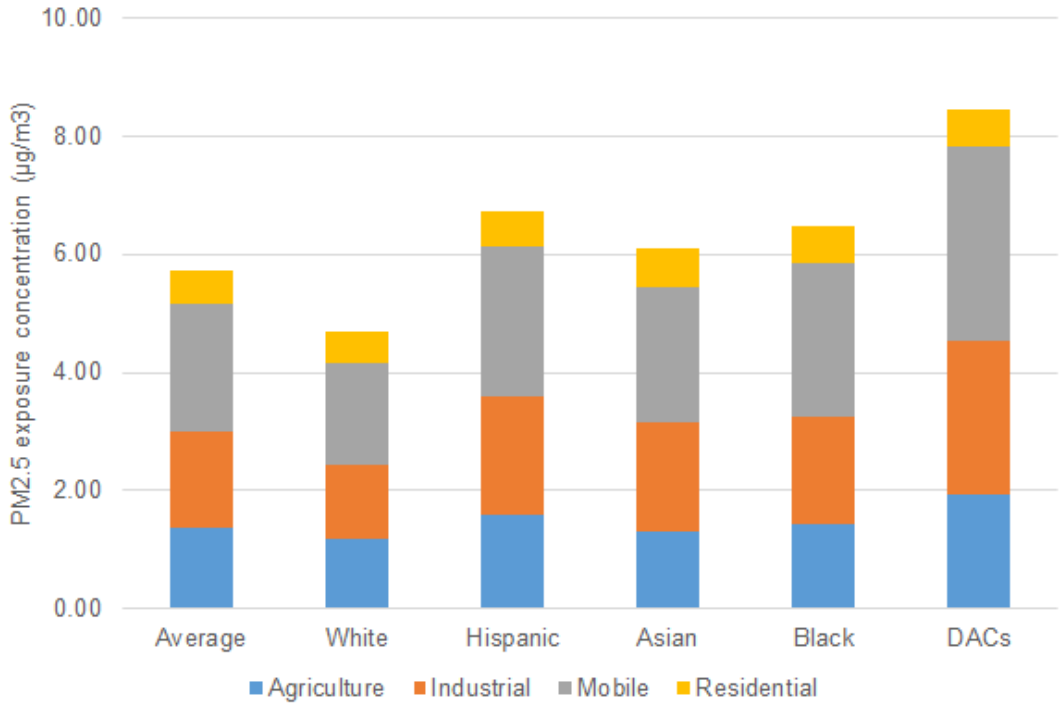
In discussing ways to target benefits in the communities most disproportionately affected by air pollution, it is important to note that certain communities experience significantly higher levels of many types of air pollutants. Due to their formation processes coupled with geographical and meteorological impacts, criteria air pollutants including PM2.5 and ozone are known as regional pollutants and are often at their highest levels in a community that is many miles from the main sources of the emissions of the relevant precursors. In contrast, toxic air contaminants (TACs or toxics) are directly emitted pollutants and, as such, can have the most detrimental impacts on the people and communities nearest the pollution sources. Toxics are, by definition, air pollutants which may cause or contribute to an increase in mortality or an increase in serious illness and often have no known safe levels – it is for these reasons that CARB has been working for over 35 years to control emissions of TACs. That said, both regional and near-source pollutants can have serious detrimental health impacts and are important to control, and the concepts in the 2020 Strategy address both.

Environmental Justice and Pollution Exposure Disparities

Low-income and disadvantaged communities have long faced disproportionate burdens from exposure to air pollution. Research shows large disparities in exposure to pollution between white and non-white populations in California, and between disadvantaged communities and other communities, with Black and Latino populations experiencing significantly greater air

pollution impacts than white populations. Mobile source pollution shows some of the highest disparities; a CARB-funded study indicated that on average, mobile sources account for over 30 percent of total PM2.5 exposures.[33] Figure 2 compares the contributions of several top PM2.5 sources to average PM2.5 exposure concentration by race and in disadvantaged communities. This figure shows that mobile sources are the largest sources of pollution exposure disparity for Black populations and disadvantaged community residents, when compared to the average population in California. Specifically, mobile sources accounted for 45 percent of exposure disparity for the Black population, and 37 percent of exposure disparity for people in disadvantaged communities.

Figure 2 – Top Sources of PM2.5 and their Contribution to PM2.5 Exposures by Race and in Disadvantaged Communities



Communities located near major roadways are also at increased risk of asthma attacks and other respiratory and cardiac effects; often, these communities are low-income communities and communities of color. Studies consistently show that mobile source pollution exposure near major roadways contributes to and exacerbates asthma, impairs lung function, and increases cardiovascular mortality.[34] The exposure to mobile sources' mixture of gaseous and particulate pollutants (including PM, NOx, and benzene) is associated with higher rates of

[33] Apte et al (2019). A Method to Prioritize Sources for Reducing High PM2.5 Exposures in Environmental Justice Communities in California. CARB Research Contract Number 17RD006

[34] Hot Spot Pollution, 1052 and 1057.

heart attacks, strokes, lung cancer, autism, and dementia.[35] Individuals living in communities located near ports and freight hubs are also subject to higher cancer risks than surrounding communities.[36]

People living in areas near freight and other significant sources, and those who work near diesel engines, are at risk of exposure to high quantities of diesel emission fumes.[37] Prolonged exposure to diesel emissions over many years is associated with an increase in workers' risk of cardiovascular, cardiopulmonary and respiratory disease, and lung cancer.[38] The use of diesel-powered on- and off-road equipment can be a major source of exposure to toxic diesel exhaust for workers in a wide range of occupations including agriculture, construction, energy extraction, mining, rail, shipping, transport/logistics, tunneling, vehicle repair, and warehousing.

Children living in these communities are also unduly burdened by adverse health impacts. Results from a groundbreaking, long-term study demonstrated that particle pollution may significantly reduce lung function growth in children,[39] and indicates these effects are likely permanent.[40] Additionally, increased exposure to vehicular traffic pollution was associated with a number of adverse childhood health impacts, including slower lung development,[41]

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[35] USC Environmental Health Centers. (2018). Living Near Busy Roads or Traffic Pollution.

[36] South Coast AQMD (2015). Multiple Air Toxics Exposure Study in the South Coast Air Basin

[37] Garshick et al. (2012). Lung cancer and elemental carbon exposure in trucking industry workers; Pronk et al. (2009). Occupational exposure to diesel engine exhaust: a literature review

[38] HEI. (1995). Diesel Exhaust: A Critical Analysis of Emissions, Exposure and Health Effects. A Special Report of the Institute's Diesel Working Group. Health Effects Institute; Garshick et al. (2008). Lung cancer and vehicle exhaust in trucking industry workers; Brown-McCammon, J. (1988). NIOSH Current Intelligence Bulletin 50-carcinogenic effects of exposure to diesel exhaust; Mauderly, J. L. (1992). Diesel Exhaust, Chapter 5, Environmental Toxicants: Human Exposures and Their Health Effects; Wade, J. F., 3rd, & Newman, L. S. (1993). Diesel asthma. Reactive airways disease following overexposure to locomotive exhaust

[39] Peters et al. (1999). A study of twelve Southern California communities with differing levels and types of air pollution: II. Effects on pulmonary function. American journal of respiratory and critical care medicine, 159(3), 768-775.; Avol, E. L et al. (2001). Respiratory effects of relocating to areas of differing air pollution levels. American journal of respiratory and critical care medicine, 164(11), 2067-2072; Gauderman et al. (2002). Association between air pollution and lung function growth in southern California children: results from a second cohort. Am J Respir Crit Care Med, 166(1), 76-84. doi:10.1164/rccm.2111021

[40] Gauderman et al. (2004). The effect of air pollution on lung development from 10 to 18 years of age. New England Journal of Medicine, 351(11), 1057-1067

[41] Gauderman et al. (2007). Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study. The Lancet, 369(9561), 571-577

increased symptoms and medication use in asthmatic children,[42] and even increases in the development of asthma in children.[43]

Historical Inequities

Although it has not always been acknowledged, pronounced inequities have been experienced by minority groups and have permeated society in the United States and within California throughout our history. As just described, certain communities continue to experience environmental and health inequities from elevated levels of toxics, criteria pollutants, and secondary impacts of climate change. Communities near ports, rail yards, warehouses, and freeways are often low-income and disproportionately communities of color, and they experience a higher concentration of air pollution than other areas due to emissions from mobile sources such as cars, trucks, locomotives, and ships. Many of the same communities also experience pollution impacts from large industrial facilities such as oil refineries. Proximity to smaller sources like chrome platers, metal recycling facilities, oil and gas operations, agricultural burning, and fugitive dust likewise contribute to localized air toxics impacts in many communities across the State.

While discussing the negative impacts from air pollution on low-income and disadvantaged communities, it must be acknowledged that one of the primary causes of the disparities that many communities experience today is the way that land use decisions have historically been, and are still often today, made. This has led to a place where many Californians are too often left with a choice between spending significant time and money commuting long distances, or living in areas that are exposed to unhealthy levels of numerous pollutants, or both. Where we put transportation and housing also imposes and often reinforces long-standing racial and economic injustices by placing a disproportionate burden on low-income Californians, who end up spending the highest proportion of their wages on a place to live and travelling. As is discussed further in Chapter 6, it is imperative that California rethink transportation and housing.

CARB's Programs and Progress in Priority Communities

CARB has been working for over 50 years to reduce exposure to air pollution in California, and a key element for more than 35 years has been the program to control TACs. Several pieces of legislation created the foundation for California's air toxics program. The program started in 1983 with the passage of Assembly Bill 1807 (Tanner, Statutes of 1983), which requires CARB to identify and control toxic air pollutants. Since then, CARB has identified

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[42] Gauderman et al. (2005). Childhood asthma and exposure to traffic and nitrogen dioxide. Epidemiology, 737-743; McConnell et al. (2006). Traffic, susceptibility, and childhood asthma. Environmental Health Perspectives, 114(5), 766-772

[43] McConnell et al. (2010). Childhood incident asthma and traffic-related air pollution at home and school. Environmental Health Perspectives, 118(7), 1021-1026. doi:10.1289/ehp.0901232

more than 200 toxic air pollutants and has adopted and implemented 26 airborne toxic control measures, or ATCMs.

The passage of the Hot Spots Information and Assessment Act (Assembly Bill 2588) in 1988 created a program that requires commercial facilities to report their air toxics emissions, identify facilities that pose significant health risks and to reduce their emissions. Air toxics that have been identified and controlled include numerous substances that are primarily emitted from stationary sources like dry cleaners and chrome platers. Two notable toxics historically emitted by mobile sources are benzene in gasoline and diesel PM from cars and trucks.

CARB identified diesel PM as a TAC in August 1998. Following its identification pursuant to the AB 1807, CARB determined the need and degree to further control diesel PM. With the participation of local air districts, industry, and interested public, CARB prepared a risk management guidance document and the *Diesel Risk Reduction Plan* to inform the regulatory process and achieve further diesel PM emission reductions. The reduction plan proposed new regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce diesel PM emissions by about 90 percent overall from 2000 levels; new retrofit requirements for existing on-road, off-road, and stationary diesel-fueled engines and vehicles where determined to be technically feasible and cost-effective; and new Phase 2 diesel fuel regulations to reduce the sulfur content levels of diesel fuel to no more than 15 ppm to provide the quality of diesel fuel needed by the advanced diesel PM emission controls. Since the Diesel Risk Reduction Plan was completed in 2000, CARB has adopted ATCMs and regulations in alignment with the plan, including the landmark *Truck and Bus Regulation*, and has achieved a statewide reduction in ambient diesel PM levels of over 70 percent from 2000 levels.

In an effort to establish CARB's commitment to prioritizing environmental justice and integrating it into all programs, the Board adopted the *Policies and Actions for Environmental Justice* in December 2001. This established a framework for incorporating environmental justice into CARB's programs consistent with the directives of State law, and identified policies intended to promote the fair treatment of all Californians and cover the full spectrum of CARB activities. Underlying the policies was a recognition that meaningful engagement with community members as we carry out our activities is necessary. People should have the best possible information about the air they breathe and what is being done to reduce unhealthful air pollution in their communities.

Although CARB has been working towards environmental justice for decades, it was through bills passed over the last 5 years that we were given a renewed opportunity to focus and engage directly in community-level planning to benefit priority populations. As directed by SB 350, CARB studied the barriers for low-income Californians to access clean transportation options including those in disadvantaged communities. In February 2018, CARB released the SB 350 Barriers Report which was an initial step in identifying the main barriers that

low-income residents, including those in disadvantaged and tribal communities, face in accessing clean transportation and mobility options.

The passage of AB 617 and creation of CARB's CAPP has given the State the opportunity to take a closer look at and dedicated targeted resources towards helping to reduce exposure to harmful pollutants in the State's most heavily-impacted communities. Under the direction of AB 617 and guidelines created under the CAPP, beginning in 2018, CARB annually considers low-income and disadvantaged communities to begin new monitoring programs and emission reduction programs. CERPs are developed through coordination between CARB, local air districts, and community groups, and set five and ten-year targets to reduce community exposure – the targets of current CERPs adopted by the Board begin in 2024, with many programs including a focus on the turnover of dirty mobile sources and their engines to zero-emission technologies, as sought by communities and their representatives.

In support of the goals of AB 617 and the CAPP, the Legislature has appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. Further, AB 617 includes new requirements for the accelerated retrofit of pollution controls on industrial sources, increased penalties, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. CAPP, together with efforts under SB 350, provide an opportunity to better integrate community, regional, and State-level programs to increase access to clean transportation and provide clean air for disproportionately impacted Californians.

In addition to funding provided through the CAPP, CARB funds a suite of *projects* through the Low Carbon Transportation Program that prioritize equity by providing mobility and advanced technology transportation access to people in low-income and disadvantaged communities. *Clean Cars 4 All* is a program that focuses on providing incentives to lower-income California drivers to scrap their older, high-polluting car and replace it with a zero- or near zero-emission replacement. The *Financing Assistance for Lower-Income Consumers Program*, otherwise known as the Clean Vehicle Assistance Program, and local financing assistance project in the Bay Area, helps lower-income residents finance used or new conventional hybrid electric, plug-in hybrid electric, battery electric, or fuel cell electric vehicles. And finally, the *Clean Mobility Voucher Pilot Program* project supports zero-emission car-sharing, ride-sharing, bike-sharing, and innovative transit services for low-income and disadvantaged communities. All of these projects are specifically designed to benefit members of California's communities most vulnerable to the effects of climate change and poor air quality, and support SB 350 and the State's equity goals.

Other significant factors in CARB's ability to target benefits in disadvantaged communities are the investment minimums for GGRF created under *Assembly Bill 1550*.[44] AB 1550 requires at least 25 percent of California Climate Investment funds go to projects within and benefitting disadvantaged communities, and at least an additional 10 percent is for low-income households or communities. CARB and other State agencies are continually striving to go beyond the requirements of AB 1550, with 57 percent of projects implemented using California Climate Investment funds to date benefiting California's disadvantaged communities and low-income communities and households.[45] Because mobile sources are such a significant source of emissions throughout the State, much of California Climate Investment funding allocated to CARB, including a considerable portion of CAPP funds, is used to incentivize development and deployment of cleaner mobile source technology.

Alongside the planning efforts and specific incentive funding requirements, CARB has recently adopted many regulations, and is in the process of developing others described later in this document, to control emissions from sources that contribute the majority of emissions in many priority communities. These include regulations to control emissions from ocean-going vessels at berth and a number to control emissions from heavy-duty diesel trucks and buses.

Recommendations from Community and EJ Groups

CARB engages in a public process for all regulatory development and major planning efforts. This public process has evolved over time and varies depending on the types of actions being taken, but outreach and communication with community members and environmental justice advocates is now a critical piece of the process. Working directly with people that are experiencing the negative and often serious impacts of air pollution, and representatives of these communities, allows CARB to better identify the ways in which we can reduce emissions and exposure in those areas, and promote environmental justice through our programs and policies.

One of the first direct and significant efforts to engage with environmental justice advocates was borne out of the development of the Climate Change Scoping Plan. AB 32 directed CARB to convene an environmental justice advisory committee (EJAC) to advise the Board in policies and programs involved in implementing AB 32. The EJAC is comprised of representatives from communities in the State with the most significant exposure to air pollution, including, but not limited to, communities with minority populations or low-income populations, or both. CARB reconvenes new EJACs for the development of each updated Scoping Plan, and this process is currently underway for the 2022 Scoping Plan Update.

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[44] Gomez, Chapter 369, Statutes of 2016

[45] 2020 California Climate Investments Annual Report
https://ww2.arb.ca.gov/sites/default/files/classic//cc/capandtrade/auctionproceeds/2020_cci_annual_report.pdf

In addition, communities have been actively engaged as a part of the rulemaking process for many regulations; one such regulatory effort was the 2019 amendments to the Low Carbon Fuel Standard (LCFS). In alignment with additional comments received throughout the regulatory process, provisions were added within the LCFS regulation that require regulated entities to, in specified situations, use credits to support transportation electrification primarily serving low-income and disadvantaged communities, rural areas, or low-income individuals. Additionally, the regulatory amendments added provisions that promote coordination with local environmental justice advocates and local community-based organizations to develop and implement projects that promote transportation electrification in low-income and disadvantaged communities.

Since 2017, CARB has engaged directly with members and representatives of priority populations and their community representatives at an unprecedented level through the CAPP, and through other planning and regulatory processes in part due to new outreach and engagement opportunities created through the CAPP process. Community groups have the most direct stake in the programs that will be implemented in their areas, and as such, have vital perspectives and recommendations for ways that such programs can achieve the most benefits.

With the Revised Draft 2020 Strategy, CARB requested input and recommendations from community groups, and we will continue to do so as we finalize the 2020 Strategy, and progress in the development process to translate the concepts contained here into measures and legally-enforceable commitments in the State SIP Strategy, and incorporate the concepts into the 2022 Scoping Plan Update and CERPs. As with all ongoing and future planning processes across CARB, we will strive to reflect priorities of community members as we move forward in the process to develop the regulatory and programmatic concepts.

Looking forward – Prioritizing Benefits in CARB's Programs

It is thanks to the recommendations from community groups and environmental justice advocates over the last 20 years that have directed CARB staff on ways that our programs can provide direct and sustained benefits to low-income and disadvantaged communities in California. That said, it remains a challenge to incorporate immediate actions into CARB regulations and programs. CARB staff recognizes that a considerable amount of work remains to realize environmental justice and racial equity, and continues to work toward those goals.

Within the 2020 Strategy, there are many programmatic concepts that have the potential to significantly reduce emissions in low-income and disadvantaged communities, as well as promote equity across the State. These concepts that could provide benefits to priority communities are outlined in Table 2.

Table 2 – 2020 Strategy Concepts Providing Benefits in Priority Communities

Type of Community	Source	Strategy Concepts
All (especially those near heavily traveled roads)	Cars	• More aggressive zero-emission sales requirements and strengthened pollutant controls for gasoline and diesel engines starting in 2026 • Vehicle Miles Traveled reduction through increased access to alternative mobility options such as walking, bicycling, transit, and equitably addressing land use issues through accelerated infill housing development and other means
	Trucks	• Accelerate the transition of California truck fleets to zero-emission technology starting in 2023 through both manufacturer and fleet requirements • Clean combustion engines starting in 2024 along with a smog check program for heavy-duty trucks and buses to ensure clean in-use operation starting in 2023
Near-Port	Drayage Trucks	• Starting 2023 only zero-emission trucks can be added to drayage truck registry with a requirement for all drayage trucks to be zero-emission by 2035
	Ocean-Going Vessels	• Require cleanest vessel visits to California ports starting in 2023 • Introduce cleaner marine engine standards (require federal and international actions) in late 2020s
	Commercial Harbor Craft	• Replace older and dirtier vessels with cleanest vessels by 2031 • Renewable diesel required for all vessels starting in 2023 • Zero-emission or hybrid technology requirements for certain vessel types like ferries and excursions
	Cargo Handling Equipment	• Full transition to zero-emission equipment starting in 2026 at ports and railyards

Type of Community	Source	Strategy Concepts
Commercial / Industrial & Warehouse	Small Off-Road Equip, Forklifts, Transport Refrigeration Units	• Full transition to zero-emission equipment starting in 2024 • 100% of lawn & garden and light commercial equipment (e.g., pressure washers) sales being zero-emission starting 2024 • Full transition to zero-emission transport refrigeration unit (TRU) by 2033
	Locomotives	• Replace old locomotive with cleanest ones starting in 2024 • Limit idling time and remanufacturing to reduce in-use emissions in 2030 • Introduce cleaner locomotive engines (U.S. EPA action needed) in late 2020s
	Construction, Industrial & Mining	• Replace older and dirtier equipment with cleanest ones by 2033 • Cleaner off-road engine emission standards in 2027 • Zero-emission and hybrid requirements in late 2020s
Other	Recreational Boats	• New emission standards along with electrification of small outboard and personal watercraft engines
	Aircraft	• Require cleaner aircrafts visiting California's airports • Improve aircraft operational efficiency during landing and takeoffs • Transition to zero-emission auxiliary power units that provide electrical power when the main engines are off

Each of these concepts will be further developed into concrete and enforceable measures as a part of the 2022 State SIP Strategy, as appropriate, and also incorporated into the 2022 Scoping Plan Update, CERPs, as well as other high-level planning efforts. Thus, in addition to a final Board hearing on the 2020 Strategy this summer, the concepts included here will see many opportunities for public input through the processes for these related planning documents and beyond that as they are further developed into regulations and other programs through formal rulemaking processes. As a part of the 2022 State SIP Strategy, CARB will be looking to identify opportunities for focusing implementation and reduction in priority communities.

Chapter 3 – Implementing the 2016 Mobile Source Strategy

The 2016 Strategy included a suite of ambitious emission reduction measures designed to help the State meet a number of challenging air quality standards, achieve GHG emission reductions, decrease health risks from transportation emissions, and reduce petroleum consumption through 2031.

Completed 2016 Mobile Source Strategy Measures

Since the 2016 Strategy, a number of measures have been developed into regulations and, where applicable, adopted by the Board. These measures are listed in Table 3.

Table 3 - Completed 2016 Mobile Source Strategy Measures

2016 Mobile Source Strategy Measure Title	Final Regulation / Project Title	Adopted / Completed
Innovative Technology Certification Flexibility	Regulation to Provide Certification Flexibility for Innovative Heavy-Duty Engines	October 2016
More Stringent National Locomotive Emission Standards (CARB Petition)	CARB Locomotive Emission Standards Petition to U.S. EPA for Rulemaking	April 2017
Medium and Heavy-Duty GHG Phase 2	GHG Emissions Standards for Medium- and Heavy-Duty Engines and Vehicles (Phase 2)	February 2018
Incentive Funding to Achieve Further Emission Reductions from On-Road Heavy-Duty Vehicles	South Coast On-Road Heavy-Duty Vehicle Incentive Measure	March 2018
Lower In-Use Emission Performance Level	• Amendments to the Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program • Amendments to the Emission Control System Warranty Regulations and Maintenance Provisions • Heavy-Duty Omnibus Regulation	• May 2018 • June 2018 • August 2020
Advanced Clean Transit	Innovative Clean Transit Regulation	December 2018
Zero-Emission Airport Shuttle Buses	Zero-Emission Airport Shuttle Bus Regulation	June 2019
Last Mile Delivery	Advanced Clean Truck Regulation	June 2020
Low-NOx Engine Standard – California Action	Heavy-Duty Omnibus Regulation	August 2020

2016 Mobile Source Strategy Measure Title	Final Regulation / Project Title	Adopted / Completed
At-Berth Regulation Amendments	Control Measure for Ocean-Going Vessels At Berth	August 2020

To address federally-regulated locomotives, *CARB petitioned the United States Environmental Protection Agency (U.S. EPA) to undertake rulemaking to strengthen the existing Emission Standards for Locomotives and Locomotive Engines regulation*. The petition, submitted pursuant to the Act and relevant codes,[46] was sent to U.S. EPA in April 2017 and California air districts, as well as environmental groups and other entities, submitted letters to U.S. EPA in support of the petition. Since that time, there has been no action at the federal level, but CARB is moving forward with the programmatic mechanisms available under State authority to reduce emissions from locomotives in California – this is described further in Chapter 2 and Chapter 6.

Progress has been made in finalizing actions to control emissions from heavy-duty vehicles. The first regulatory success was the adoption of California's *Regulation to Provide Certification Flexibility for Innovative Heavy-Duty Engines*.[47] This regulation encouraged manufacturers to accelerate development and market launch of a diversity of cleaner medium- and heavy-duty vehicles and engines by providing defined certification and on-board diagnostic (OBD) compliance flexibility. The *GHG Emission Standards for Medium- and Heavy-Duty Engines and Vehicles (Phase 2)* regulation was adopted by the Board in February 2018. This new round of vehicle and engine GHG standards built upon the Phase 1 standards adopted federally in 2011 and in California in 2013. In addition to harmonizing with the federal Phase 2 standards finalized by U.S. EPA in October 2016, the CARB regulation includes some more stringent, California-only provisions that are necessary to meet California's unique air quality challenges. Shortly thereafter, the Board adopted the *South Coast On-Road Heavy-Duty Vehicle Incentive Measure* in March 2018 and submitted it to U.S. EPA for inclusion in the California SIP. This action consisted of a measure to report on emission reductions from the turnover of heavy-duty trucks to cleaner technologies funded through the *Carl Moyer Memorial Air Quality Standards Attainment Program* (Moyer Program) in the South Coast Air Basin.



[46] Title 5, United States Code (U.S.C.) section 553(e)

[47] *https://ww3.arb.ca.gov/regact/2016/itr2016/itr2016.htm*

In mid-2018, two elements of the Lower In-Use Emission Performance Level were adopted, the lower opacity limits for heavy-duty vehicles included as part of the Amendments to the *Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program* in May 2018,[48] and Amendments to the Emission Control System Warranty Regulations and Maintenance Provisions in June 2018.[49] Together, these two regulatory changes ensure lower levels of engine deterioration while heavy-duty vehicles are in operation. The lower opacity levels also provide CARB's enforcement team with the tools needed to take corrective action against trucks with high exhaust PM emissions.

The *Innovative Clean Transit (ICT) Regulation* targets reductions in transit fleets by requiring transit agencies to gradually transition their buses to zero-emission technologies. ICT was adopted by the Board in December 2018 and has helped to advance heavy-duty ZEV deployment, with buses acting as a beachhead in the heavy-duty sector. The *Zero-Emission Airport Shuttle Regulation* was adopted in June 2019 and targets airport shuttle buses, another beachhead market for zero-emission heavy-duty vehicles. The regulation requires airport shuttle operators to begin adding zero-emission shuttles to their fleets in 2027, and to complete the transition to ZEV by the end of 2035.

The Last Mile Delivery measure in the 2016 Strategy envisioned a regulation with a strong focus on last mile delivery vehicles. Through the regulatory development process, the program has evolved substantially into the *Advanced Clean Trucks (ACT) Regulation,* adopted in June 2020, which requires medium-and heavy-duty manufacturers to sell ZEVs as an increasing portion of their annual sales beginning with model year 2024. The rule expanded well beyond the scope of the original measure to include many other heavy-duty vehicle applications beyond last mile delivery, and at the direction of the Board, has been strengthened in order to achieve greater reductions earlier than previously planned. Moreover, in addition to the ACT manufacturer sales requirements adopted last year, CARB staff is now working on complementary fleet requirements that will be brought to the Board for consideration in 2021 and begin implementation in 2023. The ultimate goal of this rulemaking is to transition the State's fleet to zero-emission by 2045 where feasible, and move quicker in certain well suited segments such as last mile delivery, public fleets, drayage, refuse, buses, and utility fleets.

The need for more stringent heavy-duty engine standards at both the State and federal level was discussed in the 2016 Strategy. Because vehicles originally purchased out-of-state contribute approximately 50 percent of the on-road heavy-duty vehicles miles travelled in California, a more stringent national heavy-duty engine standard to complement the State program is needed to achieve the emissions reductions required from this sector. While CARB recently adopted the *Heavy-Duty Omnibus Regulation*, efforts at the federal level are

[48] *https://ww2.arb.ca.gov/rulemaking/2018/heavy-duty-vehicle-inspection-program-and-periodic-smoke-inspection-program*
[49] *https://ww2.arb.ca.gov/rulemaking/2018/hd-warranty-2018*

not expected to be finalized until 2021 or 2022. The national program, known as the U.S. EPA *Cleaner Trucks Initiative*, was announced in November 2018, and an Advanced Notice of Proposed Rulemaking was released on January 21, 2020.[50]

CARB staff is coordinating closely with U.S. EPA technical staff to ensure that the California program will meet the State's needs while preserving the ability to harmonize with the federal program. Furthermore, CARB's *Heavy-Duty Omnibus Regulation* also contains other requirements including longer useful life emission compliance, longer warranty periods, and more stringent in-use performance standards, all of which will improve the real world emissions performance of heavy-duty vehicles. The Omnibus Regulation will result in 23.2 tpd of NOx emission benefits in 2031, the equivalent of taking 16 million light-duty cars off the road. This regulation is estimated to prevent 3,900 premature deaths and 3,150 hospitalizations statewide over the life of the regulation.

The Control Measure for Ocean-Going Vessels At Berth is designed to reduce emissions from ships while docked at a port or marine terminal, otherwise known as at berth. While docked, vessels generate toxic and harmful exhaust that impacts surrounding communities, many of which are disadvantaged. Since 2014, emissions from container, refrigerated cargo (reefer), and cruise vessels have been controlled at berth through CARB's existing At-Berth Regulation which results in a reduction of 80 percent of NOx and PM emissions from those vessel types (around 4,000 visits) by 2020. The recently adopted Control Measure for Ocean-Going Vessels At Berth expands the regulation to include additional vessel types and visits, as well as additional ports and terminals, as originally envisioned in the 2016 Strategy. At the direction of the Board, implementation has been accelerated in order to achieve reductions earlier than previously planned.



[50] *Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine Standards*, 85 Fed. Reg. 3306 (Jan. 21, 2020). *https://www.govinfo.gov/content/pkg/FR-2020-01-21/pdf/2020-00542.pdf*

2016 Mobile Source Strategy Measures in Progress

In addition to those measures already adopted, there are number of other measures that are progressing through the regulatory development process and are slated to be considered by the Board in the next 12 months. These measures are listed in **Table 4**.

Table 4 – 2016 Mobile Source Strategy Measures in Progress

2016 Mobile Source Strategy Measure Title	Working Regulation / Project Title	Anticipated Adoption / Completion
Transport Refrigeration Units Used for Cold Storage	Transport Refrigeration Units	2021
Small Off-Road Engines	Small Off-Road Engines	2021
Lower In-Use Emission Performance Level	Heavy-Duty Inspection and Maintenance Program	2021
Advanced Clean Cars 2	Light-duty Regulations for ZEVs, Criteria Emissions and GHG Emissions	2022
Low-Emission Diesel Requirement	Low-Emission Diesel Requirement	2021
Zero-Emission Forklift Regulation Phase 1	Zero-Emission Forklift Regulation	2022
Lower In-Use Performance Assessment	Lower In-Use Performance Assessment	Ongoing
Incentivize Low-Emission Efficient Ship Visits	Incentivize Low-Emission Efficient Ship Visits	Ongoing

The *Heavy-Duty Inspection and Maintenance Program*, otherwise known as Heavy-Duty I/M, was part of the Lower In-Use Emission Performance Level measure in the 2016 Strategy and the 2016 State SIP Strategy, but was developed further in the *Valley State SIP Strategy* (October 2018). The Heavy-Duty I/M Program will ensure that in-use emission control components and systems on heavy-duty trucks (those above 14,000 pounds gross vehicle weight rating) are properly functioning, so that these vehicles continue to operate at their cleanest possible levels for the duration of their on-road operation. In the past two years, CARB staff has held a series of public workshops and workgroup meetings, and expects to bring a regulation to the Board in 2021. To expand on the emission reduction opportunities, California *Senate Bill 210*[51] was passed by the Legislature and signed into law by Governor Newsom on September 20, 2019. SB 210 enhanced the relevant regulatory authority by requiring that on-road heavy-duty diesel vehicles comply with the forthcoming Heavy-Duty

[51] Leyva, Chapter 298, Statutes of 2019

I/M program in order to register annually with the California Department of Motor Vehicles. This direct tie-in to vehicle registration ensures that the program will achieve maximum emissions reductions.

The Advanced Clean Cars (ACC) regulatory program, adopted in 2012 to control emissions from passenger vehicles, combined the control of smog-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle III Regulation for criteria (LEV III Criteria) and GHG (LEV III GHG) emissions, and a technology-forcing mandate for ZEVs. The program was developed in coordination with U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) and includes emissions standards for vehicle model years through 2025. Because federal agencies have since reversed course and rolled back the national standards for model years 2021 through 2026, in addition to their decision to preempt California's authority to regulate light-duty vehicle GHG emissions and ZEV technology, it is even more important that CARB move forward with California standards for model years 2026 and beyond to preserve the critical emissions reductions from the passenger vehicle sector.[52] The Advanced Clean Cars II measure as discussed in the 2016 Strategy would increase the number of new ZEVs and plug-in hybrid electric vehicles (PHEVs) sold in California, and maximize criteria and GHG emissions reductions by setting standards for post-2025 model year vehicles. Advanced Clean Cars II is currently planned for consideration by the Board in 2022.



The "Lower In-Use Emission Performance Assessment" measure is an ongoing effort to ensure in-use light-duty vehicles continue to operate at their cleanest possible level. As such, both CARB and the Bureau of Automotive Repair (BAR) are continuously improving both the *Smog Check Program* and the *On-Board Diagnostic Program* through various activities. Since the 2016 Strategy was released, CARB staff have presented results of an internal study that documented the effectiveness of the OBD program in improving air quality at the 2019 SAE OBD Symposium, implemented a test program to investigate and analyze in-use vehicles that had passing OBD smog check inspections but high tailpipe emissions,[53] and proposed

[52] *See* The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, 84 Fed. Reg. 51,310 (Sept. 27, 2019). Enforcing new California light-duty vehicle greenhouse gas emission and zero-emission vehicle regulations will depend on restoration of the State's authority to do so.
[53] Project no. 2S19V01, May 2019

changes to the OBD regulation to improve OBD functionality (2021 proposed board hearing date). Additionally, BAR staff have created yearly Smog Check Performance Reports that include various assessments of Smog Check Program data and data collected as part of BAR's Random Roadside Inspection Program. BAR staff have also implemented improved smog inspection procedures and methods to mitigate fraud, such as implementing permanent diagnostic trouble codes as new inspection failure criteria, blocking vehicle inspection certification if fraudulent vehicle testing is suspected, and improving enforcement efforts against smog stations and technicians performing fraudulent inspections.

Other efforts that were included as measures in the 2016 Strategy focused on the off-road and fuels sectors. The Zero-Emission Forklift Regulation is under development by CARB staff, and is anticipated to be considered by the Board in early 2022. The Low-Emission Diesel Fuel Requirement has been discussed at CARB workshops and is planned to be brought to the Board in 2021. Finally, the measure from the 2016 Strategy to Incentivize Low-Emission Efficient Ship Visits is continuing to be explored by staff in conjunction with the South Coast Air Quality Management District and other local entity partners.

Role of Incentive Programs in Reducing Emissions from California's Mobile Fleet

The 2016 Strategy identified a need for incentive funding for mobile source turnover in specific regions and throughout the State. Moving forward, the scenarios detailed Chapter 6 show that in order to meet ambient air quality standards, reduce near-term risk in our most disadvantaged communities, and meet climate targets, a sweeping transformation of the mobile sector will be needed. While regulatory mechanisms have and will continue to achieve a majority of the necessary emissions reductions, incentive funding is of critical importance, especially in the near-term to advance technology development and deployment and accelerate the rate of fleet turnover to the levels needed to meet targets. Since release of the 2016 Strategy, the Legislature has identified and appropriated significant amounts of funding to a variety of CARB's incentive programs. As the State moves forward, it is important to recognize that significant continued public and private investment will be necessary in order to reach the levels of cleaner technology needed in the specified timeframes.

The State, in partnership with the local air districts, has a well-established history of using incentive programs to advance technology development and deployment, and to achieve early emission reductions. Since 1998, CARB and air districts have been administering incentive funding for cleaner vehicles, starting with the Moyer Program. In recognition of the key role that incentives play in complementing State and local air quality regulations to reduce emissions, the scope and scale of California's air quality incentive programs has since greatly expanded, with many new programs building on the success of the Moyer Program.

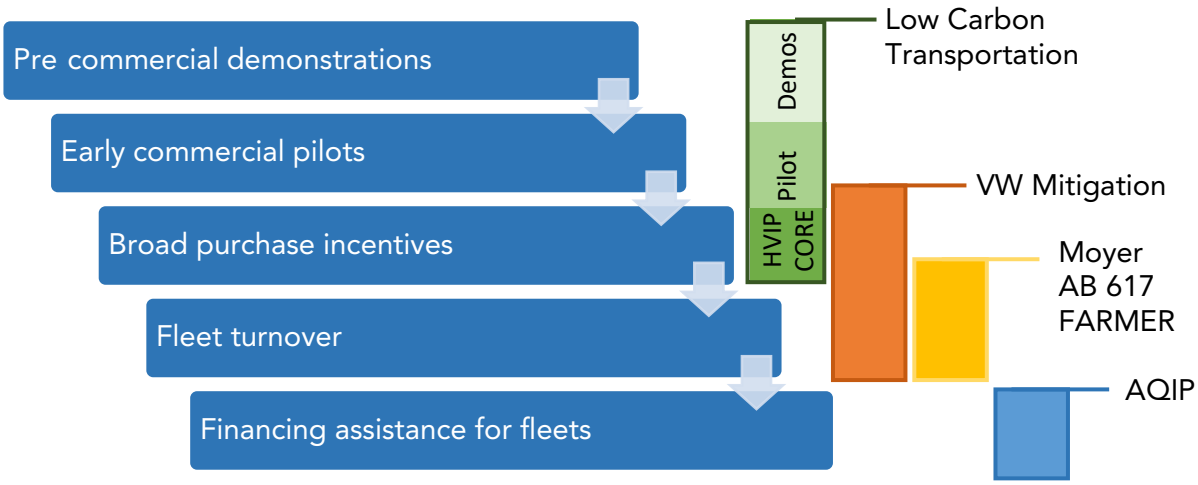
Each of CARB's incentive programs has its own statutory requirements, goals, and categories of eligible projects to make the portfolio diverse and far-reaching. In total, these programs address multiple goals, including:

- Turning over the legacy fleet to achieve cost-effective, emission reductions in support of SIP, air toxics, and community air protection goals;
- Accelerating the introduction and deployment of zero-emission technologies to meet California's air quality and mid-century climate change goals;
- Improving access to clean transportation for low-income households, and investing in the disadvantaged and low-income communities most impacted by pollution; and
- Supporting a green economy.

CARB works each year to prioritize expenditure of available funding between the programs and projects described below to achieve the complementary program goals. This is accomplished with input from the public and interested stakeholders as part of an ongoing public process. The annual Funding Plan for Clean Transportation Incentives is adopted by the Board and is the principal result of this prioritization effort, serving as the blueprint for expending the Clean Transportation Incentives funds appropriated to CARB each year in the State budget. The plan establishes CARB's priorities for the funding cycle, describes the projects CARB intends to fund, and sets funding targets for each project. While the annual Funding Plan for Clean Transportation Incentives includes only programs funded through Low Carbon Transportation Investments and AQIP, funding to the rest of CARB's incentive portfolio is also prioritized on a regular basis to meet the respective program goals.

As can be seen in Figure 3, CARB's portfolio of incentive programs are used to accelerate all stages of technology commercialization by promoting the purchase of cleaner vehicles and equipment, assisting vehicle and equipment owners with the cost of upgrading their vehicles, and increasing development and deployment of cleaner and advanced zero-emission technologies. These programs include the Moyer Program, Low Carbon Transportation Investments, AQIP, the Truck Loan Assistance Program, and the Proposition 1B: Goods Movement Emission Reduction (Prop 1B) Program. More recently established programs include the FARMER Program, AB 617 CAPP incentives, and funds available through the Volkswagen (VW) Environmental Mitigation Trust.

Figure 3 - CARB's Incentive Portfolio



The Moyer Program, funded by dedicated revenue from the Department of Motor Vehicle smog abatement fee and a fee on the purchase of new tires, provides approximately $94 million in grant funding annually through local air districts for cleaner-than-required engines and equipment. Due to the enactment of *Assembly Bill 1274*,[54] funding for the Moyer Program is expected to increase in future years. The Low Carbon Transportation and AQIP programs provide incentive funding with goals of improving access to clean transportation and mobility and reducing greenhouse gas emissions, criteria pollutants, and air toxics by funding accelerated development and early commercial deployment of the cleanest technologies. AQIP, while a related program, is appropriated from a different funding source, the Air Quality Improvement Fund.

Along with the multitude of grant and rebate opportunities available under the Low Carbon Transportation investments and AQIP, the Truck Loan Assistance Program was created through a one-time appropriation of approximately $35 million in the 2008 State Budget to implement a heavy-duty loan program that assists on-road fleets affected by the Truck and Bus Regulation and the Heavy-Duty Tractor-Trailer Greenhouse Gas Regulation. Since that time, CARB has continued to operate this program with subsequently-appropriated AQIP funds of around $28 million annually to provide financing opportunities to small-business truckers who fall below conventional lending criteria and are unable to qualify for traditional financing for cleaner trucks.

In addition to these programs, the Prop 1B Program was created to reduce exposure for populations living near freight corridors and facilities that were being adversely impacted by emissions from goods movement. This program provided incentives to owners of equipment used in freight movement to upgrade to cleaner technologies sooner than required by law or

[54] O'Donnell, Chapter 633, Statutes of 2017

regulation. Voters approved $1 billion in total funding for the air quality element of the Prop 1B Program to complement $2 billion in freight infrastructure funding under the same ballot initiative. While all Prop 1B Program funds have been awarded to the local air districts for implementation, the program framework exists to serve as a mechanism to award clean truck funds through newer funding programs.

In 2015, after a CARB-led investigation, in concert with U.S. EPA, VW admitted to deliberately installing emission defeat devices on nearly 600,000 VW, Audi, and Porsche diesel vehicles sold in the United States, approximately 85,000 of which were sold in California. The VW California settlement agreement includes both a Mitigation Trust to mitigate the excess NOx emissions caused by the company's use of illegal defeat devices in their vehicles, as well as a ZEV Investment Commitment to help grow the State's expanding ZEV program. The Mitigation Trust includes approximately $423 million for California to be used as specified in the settlement agreement. Per the Beneficiary Mitigation Plan approved by CARB in 2018, this funding will be used to replace older heavy-duty trucks, buses, and freight vehicles and equipment with cleaner models, with a focus on zero-emission technologies where available and cleaner combustion everywhere else, as well as to fund light-duty ZEV infrastructure. In addition, there have been mitigation funds established as the result of other settlements from which funding is used to support clean technologies.

Since 2017, the Legislature through various budget bills has established a number of new incentive programs that are implemented through CARB. In addition to the planning and monitoring aspects of the aforementioned AB 617 CAPP, the State Legislature provided funding to achieve early emissions reductions in the communities most impacted by air pollution. Despite the fact that there is not a dedicated funding source for the Community Air Protection Incentives, funding appropriated from GGRF by the Legislature has been substantial. Alongside the 2018 funding allocation, the Legislature expanded the possible uses of AB 617 funds to include: Moyer and Proposition 1B eligible projects with a priority on zero-emission projects; zero-emission charging infrastructure; stationary source projects; and additional projects consistent with the CERPs. CARB and air districts partner to run the program, with CARB developing guidelines and the districts administering funds for their regions. In most cases throughout the State, selected communities have identified mobile source emissions as a target for reductions; therefore, it is likely that a significant portion of the AB 617-allocated funding will incentivize the accelerated turnover to cleaner vehicles and equipment in and around low-income and disadvantaged communities.

As mentioned, CARB funds a suite of *projects* through the Low Carbon Transportation Program that prioritize equity by providing mobility and advanced technology transportation access to people in low-income and disadvantaged communities. *Clean Cars 4 All* is a program that focuses on providing incentives to lower-income California drivers to scrap their older, high-polluting car and replace it with a zero- or near zero-emission replacement. The *Financing Assistance for Lower-Income Consumers Program*, otherwise known as the Clean Vehicle Assistance Program, and local financing assistance project in the Bay Area, helps lower-income residents finance used or new conventional hybrid electric, plug-in hybrid

electric, battery electric, or fuel cell electric vehicles. The *Sustainable Transportation Equity Project* (STEP) is a new pilot that takes a community-based approach to overcoming barriers to clean transportation in disadvantaged and low-income communities throughout California. STEP aims to address community residents' transportation needs, increase residents' access to key destinations (e.g., schools, grocery stores, workplaces, community centers, medical facilities), and reduce greenhouse gas emissions. And finally, the *Clean Mobility Voucher Pilot Program* project supports zero-emission car-sharing, ride-sharing, bike-sharing, and innovative transit services for low-income and disadvantaged communities. All of these projects are specifically designed to benefit members of California's communities most vulnerable to the effects of climate change and poor air quality, and support SB 350 and the State's equity goals.



As part of the 2017 State Budget, the Legislature appropriated $135 million to CARB to reduce agricultural sector emissions through grants, rebates, and other financial incentives for agricultural harvesting equipment, trucks, agricultural pump engines, tractors, and other equipment used in agricultural operations. CARB developed the FARMER Program and approved guidelines that establish the program framework, eligible projects, reporting requirements, and oversight provisions. CARB is directing this funding to air districts to administer for agricultural truck and equipment replacement projects.

Another more recently-established project under the Low Carbon Transportation investments is the Clean Off-Road Equipment Voucher Incentive Project, known as CORE. CORE is designed to accelerate deployment of cleaner off-road technologies by providing a streamlined way for fleets ready to purchase specific zero-emission equipment to receive funding to offset the higher cost of such technologies. This project is analogous to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), but specifically targets zero-emission off-road freight equipment that is currently in the early stages of commercial deployment. Borne out of a $40 million allocation of Low Carbon Transportation funds in the Fiscal Year 2017-18 CARB Low Carbon Transportation and AQIP Funding Plan, CORE provides vouchers to California purchasers and lessees of zero-emission off-road freight equipment on a first-come, first-serve basis, with increased incentives for equipment located in disadvantaged communities.

Given the COVID-19 pandemic and the resulting health and economic crisis, California's 2020 State Budget was drastically different from those enacted in recent years reflected estimated spending of $5.7 billion to respond directly to the COVID-19 pandemic. Despite this fact and the initial budget deficit last year, California has rebounded and proved resilient through the

COVID-19 pandemic such that the fiscal outlook for 2021 is significantly better, as demonstrated by the 2021 State Budget. Among other things, the 2021-22 State Budget includes an unprecedented level of investment in ZEVs, with $2.3 billion for CARB over the next three years as part of a $3.9 billion comprehensive, multi-agency package to accelerate progress toward the state's 2035 and 2045 zero-emission vehicle goals.

Ongoing Push to Identify Potential New Controls

Regardless of near-term challenges with levels of incentive funding or timing of federal regulatory action, CARB is moving forward to address mobile source emissions and will take action where possible to lower emissions now. For the near-term, there is potential for emissions reductions from newer programs that are expected to be considered by the Board over the next couple of years; these could provide significant benefits in communities of concern and the broader regions that need further reductions for attainment of air quality standards. In addition, there are newer regulatory concepts that are in earlier phases of development, but will likely achieve reductions in time for the mid-term 2030, 2031, and 2037 deadlines. These are described in detail in the following chapter.

Chapter 4 - CARB Actions to Achieve Near Term Emissions Reductions

As outlined earlier, California has the two areas with the most critical near-term air quality challenges in the nation, the South Coast and the San Joaquin Valley air basins. The near-term targets for these areas are attainment of the 80 ppb 8-hour ozone standard by 2023, the 35 microgram per cubic meter (μg/m^3) 24-hour fine particulate matter (PM2.5) standard by 2024, and the 12 μg/m^3 annual PM2.5 standard by 2025. Additionally, by 2031, both regions are required to meet the 75 ppb 8-hour ozone standard. Also, there is an immediate need to reduce emissions and exposure in communities that are disproportionately impacted by high levels of localized pollution. The selected communities under California's AB 617 CAPP have five and ten-year targets to reduce exposure, with 2024 being the target date for the first tranche of Community Emissions Reduction Plans (CERPs). Achieving emission reductions through mobile source regulatory actions (e.g., emissions standards) takes time. Emission standards for new vehicles and engines adopted today will not realize substantial emission reductions until years in the future due to the need for manufacturers to design and put into production new models, and the subsequent time for the existing fleet to turnover to newer, cleaner equipment. To achieve near-term emission reductions, CARB has focused on in-use emissions, incentives, and sectors in which proven technology can be more rapidly deployed. Emission reductions from federal and local sources are also critical to achieving near-term targets and are discussed in greater depth later in this chapter.

With respect to regional air quality issues, the overall attainment strategies are defined through the SIP process,[55,56] which considers all sources, mobile, stationary and area sources. Through the SIPs for South Coast and San Joaquin Valley, CARB and the local air districts have committed to NOx and PM emissions reductions from all sectors through various measures, while recognizing that additional measures are needed to attain the standards. For example, to meet the 8-hour ozone standards in South Coast Air Basin, an additional 108 tpd and 88 tpd of NOx emission reduction is needed in 2023 and 2031 respectively,[57] relative to the baseline emissions included in the most recent attainment plans. In San Joaquin Valley, an additional 13 tpd of NOx and 0.1 tpd of PM2.5 emissions reduction are needed to meet the 2024 and 2025 targets,[58] respectively. This section of the 2020 Strategy highlights the major near-term mobile source measures that CARB will consider to make progress towards

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[55] CARB. 2019. South Coast 8-Hour Ozone SIP Update. Available: *https://ww3.arb.ca.gov/planning/sip/planarea/scabsip/2019o3update.pdf*

[56] *https://ww3.arb.ca.gov/board/books/2020/102220/20-11-5pres.pdf*

[57] *https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/1997-ozone-contingency-measure-plan/scab-1997-8-hour-ozone---public-consultation-meeting---presentation.pdf?sfvrsn=6*

[58] *https://ww3.arb.ca.gov/board/books/2020/102220/20-11-5pres.pdf*

attaining the national ambient air quality standards and reducing exposure in impacted communities. As CARB develops the State SIP Strategy and subsequent SIP commitments for submittal to U.S. EPA, we will also consider, in coordination with other local and state agencies, opportunities for emission reductions for other sectors, such as new and existing buildings.

On-Road Vehicles

As previously described, CARB has recently adopted a number of regulations for the on-road heavy-duty sector, including Heavy-Duty Warranty Phase 1, Periodic Smoke Inspection Program (PSIP) Amendments, Innovative Clean Transit (ICT), Zero-Emission Airport Shuttle Bus, Advanced Clean Trucks (ACT), and Heavy-Duty Omnibus (see Chapter 3 for more details). In addition to these adopted measures, CARB is considering a suite of enhanced or new measures to further reduce emissions from heavy-duty vehicles in California such as:

- Heavy-Duty Inspection and Maintenance Program; and
- Advanced Clean Fleets including Zero-Emission Drayage

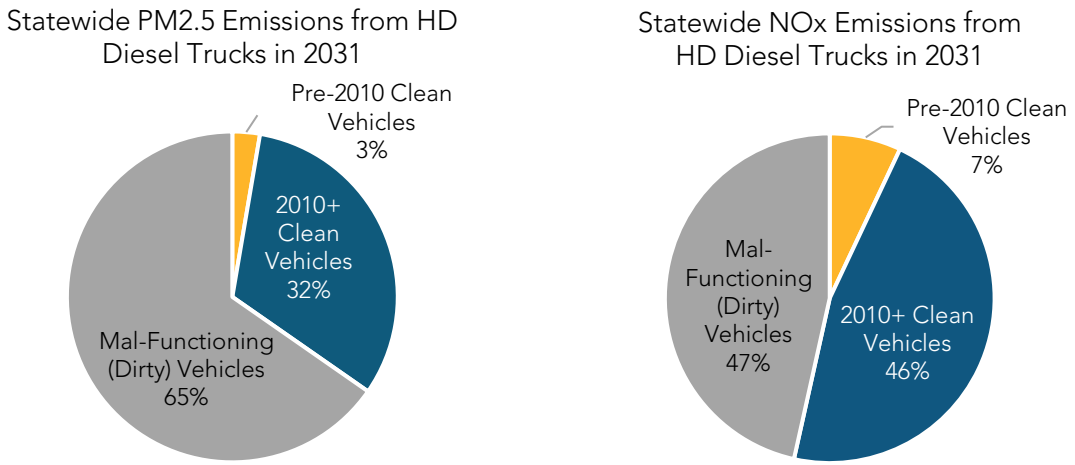
In addition to heavy-duty regulations, CARB is considering Advanced Clean Cars II for the on-road light and medium-duty vehicles.

These measures are further described in the following sections.

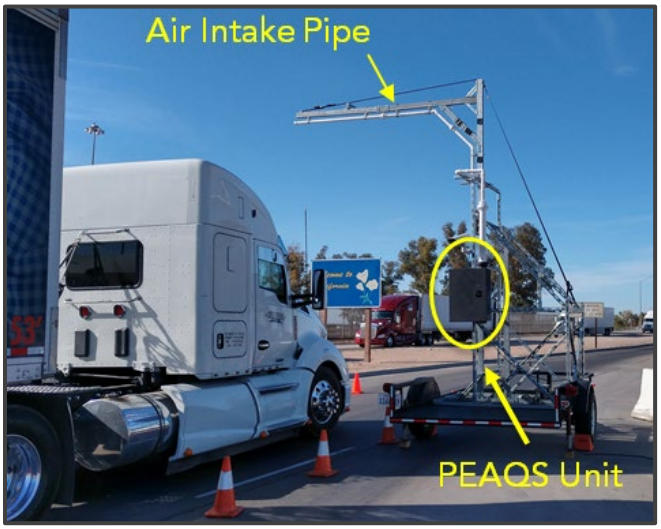
Heavy-Duty Inspection and Maintenance Program – Implementation in 2023

Over the years, CARB has adopted regulations designed to reduce emissions from heavy-duty truck fleets by mandating vehicles to meet stricter emissions standards, and requiring replacement of older engines with cleaner engine technology that includes diesel particulate filters, NOx controls, and OBD. As a result of these collective efforts, emissions from heavy-duty vehicles are lower than in previous years and are continuing to decline. While emissions from heavy-duty trucks are declining, they are still significant; and the majority of heavy-duty truck emissions are now coming from a small percentage of vehicles whose engines and emissions control systems are malfunctioning or are poorly maintained. As shown in Figure 4, CARB staff estimate that by 2031, 65 percent of PM emissions and 47 percent of NOx emissions from heavy-duty diesel trucks will be due to emissions control systems that are malfunctioning or poorly maintained.

Figure 4 – NOx and PM2.5 Emission Contributions from Malfunctioning Heavy-Duty Diesel Trucks in California



CARB staff, in consultation with its state agency partners,[59] is developing a comprehensive heavy-duty vehicle inspection and maintenance program (Heavy-Duty I/M) as directed by Senate Bill 210 (Leyva; Statutes of 2019). The proposed program would apply to all on-road non-gasoline[60] heavy-duty vehicles with a gross vehicle weight rating over 14,000 pounds that operate in California, including vehicles registered out of state and out of country. This robust program would be the first-of-its-kind to rely on remote telematics to periodically download and transmit engines' OBD data to CARB for use in identifying malfunctioning emissions-related components and requiring timely repairs. The periodic testing component would be complemented by roadside emissions monitoring (remote sensing devices and/or CARB's Portable Emissions AcQuisition System, known as PEAQS) to detect high emitting vehicles between periodic test cycles and require additional testing and repair to ensure emissions control components are operating properly. Vehicle owners would be required to demonstrate that their vehicles' emissions



[59] The California Department of Motor Vehicles (DMV), California Highway Patrol (CHP), the Bureau of Automotive Repair (BAR), and the California Department of Food and Agriculture (CDFA).
[60] Heavy-duty gasoline vehicles with a gross vehicle weight rating over 14,000 pounds are already required to comply with BAR's Smog Check program.

control systems are properly functioning, thereby reducing excess NOx and PM emissions resulting from mal-maintenance and tampering. Key program elements include: 1) streamlined testing processes that nearly eliminates vehicle downtime for inspections; 2) requirements for all heavy-duty vehicles to possess a valid compliance certificate accessible upon request by CARB or CHP inspectors; and 3) the ability for DMV to withhold vehicle registration on non-compliant California vehicles. The regulation is projected to begin implementation starting January 1, 2023.

To ensure that the benefits of the Heavy-Duty I/M program will be maximized in the near-term, CARB is planning to deploy a network of PEAQS sensors in the South Coast and San Joaquin Valley regions. PEAQS captures a portion of the emissions from the exhaust plumes of passing heavy-duty vehicles and, within seconds, reports the concentration of pollutants, including carbon dioxide (CO2), black carbon particulate matter (BC), and nitrogen oxide (NO), in the vehicle exhaust.

Since early 2019, CARB has been working to adapt PEAQS into a rugged, autonomous, remote sensing device that can be deployed at locations throughout the state and transmit data back to CARB data servers. These autonomous units also capture identifying characteristics of the vehicle associated with a particular emissions plume.

In August of 2019, CARB staff installed the first autonomous, roadside plume capture, remote sensing device in San Bernardino County. Following that successful rollout, CARB installed the second autonomous PEAQS unit in Riverside County in August of 2020. These systems have monitored thousands of vehicles and are used to enforce opacity emissions standards established by current CARB regulations.

Moving forward, CARB plans to retrofit these two systems with NOx sensors and will install all future systems with NOx sensors to support enforcement of the forthcoming Heavy-Duty I/M Program, which regulates both particulate matter and NOx emissions. Under this regulation, enforcement action will be initiated on high emitting trucks screened by PEAQS and repairs will be required if follow up tests indicate the need for maintenance.

Because of the immediate need for PM and NOx emissions reductions to achieve air quality targets, in advance of the Heavy-Duty I/M regulation, CARB plans to install eight more units within the San Joaquin Valley and South Coast Air Basins by January 1, 2023 bringing the network to a total of 10 systems. Two to three of these systems will be installed over the course of 2021 in Madera, Kern, and Los Angeles Counties. In 2022, CARB will install the remaining five to six systems in Los Angeles, Merced, and Riverside Counties.

CARB staff has conducted a series of public workshops and workgroup meetings for Heavy-Duty I/M to engage stakeholders and invite their input throughout CARB's public process for program development and will continue to do so throughout 2021. The Board will consider the proposed Heavy-Duty I/M regulation at its December 2021 Board hearing.

Advanced Clean Fleets and Zero-Emission Drayage – Implementation in 2023

Besides the Heavy-Duty I/M regulation, CARB is also considering measures to accelerate the turnover of the heavy-duty diesel vehicles by setting zero-emission requirements for fleets. The proposed Advanced Clean Fleets (ACF) regulation will focus on strategies to ensure that the cleanest vehicles are deployed by government, business, and other entities in California to meet their transportation needs. This effort is part of a comprehensive strategy to achieve a zero-emission vehicle truck and bus fleet by 2045 everywhere feasible, and significantly earlier for certain well-suited market segments as directed by the Advanced Clean Trucks resolution and Executive Order N-79-20. The initial focus is on high priority private fleets, public fleets, and drayage fleets, where the initial transition to zero-emission would occur in applications where zero-emission technologies are well suited for use.

The proposed ACF regulation will have multiple components including requirements for public fleets, private and federal fleets, and drayage trucks. In order to make sure fleets have enough ZEVs to meet the ACF requirements, they will likely need to turn over some older vehicles that are past their useful life and replace them with ZEVs. Staff plans to bring a recommendation to the Board in December 2021 with a final decision in early 2022. Implementation would begin in 2023 to complement the approved Advanced Clean Trucks regulation.

To support ACF's drayage targets, CARB is developing zero-emission drayage truck requirements. The current concept will require all Class 7 and 8 drayage trucks operating at intermodal seaports or railyards to be full zero-by 2035. To achieve this target, all trucks that are added to the statewide drayage truck registry shall be zero-emission starting in 2023. In 2035, any truck entering seaports or intermodal railyards would be required to be zero-emission. Over the last couple of months, CARB staff held several workgroup meetings focused on how to transition public fleets, private and federal fleets, and drayage trucks to zero-emissions.[61] CARB also recently initiated an effort called "Project 800" to support the deployment of zero-emission trucks serving California ports with the goal of having 800 zero-emission drayage truck orders in 2021 and to address financial and other technical issues associated with large-scale zero-emission truck deployments in California. As discussed in the December 2020 CARB



[61] *https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events*

Board hearing, CARB staff are also proposing funding and incentive plans to further accelerate the transition of fleets to zero-emission technology.[62]

In addition to near-term measures discussed earlier, it is noteworthy to mention that U.S. EPA is planning to adopt new NOx emission standards for heavy-duty vehicles through an effort known as the Cleaner Trucks Initiative (CTI).[63] U.S. EPA released an Advanced Notice of Proposed Rulemaking in 2020 with potential program elements, including lower NOx emission standards, improvements to in-use testing procedures, lengthened warranty for emission-related components, lengthened useful life, consideration of rebuilding, and incentives to transition to newer technology. These new standards are planned for model year 2027 and newer vehicles. Proposed rulemaking for CTI is expected to take place in 2021.

Advanced Clean Cars (ACC) II – Implementation in 2026

The Advanced Clean Cars (ACC) regulations are responsible for setting criteria pollutant and GHG emission standards for light-duty and medium-duty vehicles and establishing a ZEV requirement. Building on ACC I which reduced fleet average non-methane organic gas (NMOG)+NOx emissions from roughly 0.1 g/mile for new model year 2016 vehicles to 0.03 g/mile for model year 2025 vehicles, ACC II is currently in development to strengthen criteria pollutant control measures beyond model year 2025 and ensure that the regulatory requirements translate into real-world emission benefits and contribute to 2031 attainment of regional SIP targets. Additionally, staff will be proposing how to increase the ZEV requirement towards the 100 percent target established by the Governor's Executive Order N-79-20, as well as creating new requirements for ZEVs to ensure that they can serve as full replacement vehicles for conventional combustion vehicles for further emission reductions. The regulatory package is anticipated for Board consideration in summer 2022.

Given the fleet average basis for NMOG+NOx criteria standards, staff is currently considering various options to prevent new combustion vehicles from being certified at higher emission levels as a greater volume of ZEVs enter the market. Staff is considering whether to exclude ZEVs from the fleet average calculation or lower the fleet average to account for the growing share of ZEVs as well as further promote a transition to cleaner combustion. Staff is also proposing to eliminate some of the highest certification bins to ensure conventional vehicles are forced to certify to cleaner emission levels. The proposed changes further reduce NOx emissions reductions by accounting for aggressive driving conditions and better controlling cold start emissions. Changes to the plug-in hybrid (PHEV) test procedures will also help reduce NOx emissions that are generated by PHEV cold starts that occur during high-power driving.

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[62] *https://content.govdelivery.com/accounts/CARB/bulletins/2b59347*

[63] *https://www.epa.gov/regulations-emissions-vehicles-and-engines/cleaner-trucks-initiative*

Additionally, staff will propose changes for medium-duty vehicles that were recently included in the Heavy-Duty Omnibus Regulation. As this vehicle class can also certify using light-duty chassis certification procedures, staff is currently investigating changes to these procedures and requirements to ensure that equivalent emission reductions are achieved regardless of which regulation a medium-duty vehicle certifies under.

Finally, increasing ZEV market shares as proposed in ACC II will also contribute to NOx emission reductions, but only if these ZEVs are displacing miles driven by combustion vehicles. To ensure these emission benefits are sustained over the full life of the vehicle, proposed new ZEV assurance measures will require manufacturers to provide a warranty and meet a durability requirement, similar to what is required for emission control systems on conventional vehicles. A battery state of health indicator is also being proposed to facilitate warranty claims and ensure consumers can be fully informed on the battery's condition. Lastly, should an older ZEV eventually need repair, staff is proposing that service information be provided by the manufacturer to all licensed repair technicians and not just dealer service centers.

Table 5 lists NOx emission reductions in the South Coast and San Joaquin Valley from the near-term on-road measures discussed above including those that are already adopted by the Board. Targeting in-use malfunctioning vehicles, Heavy-Duty I/M will bring immediate and essential emission reductions once it is implemented. The Heavy-Duty I/M program is anticipated to reduce NOx by 3.5 tpd from South Coast air basin baseline emissions levels in 2023. By 2031, other new measures will provide additional emissions reductions, resulting in overall NOx emission reductions of 38-42 tpd. Similarly, in 2024, near-term measures will provide 11 tpd NOx benefits from the baseline in the San Joaquin Valley. Roadside emissions monitoring with PEAQS through Heavy-Duty I/M and ZE Drayage and ACF will achieve some additional NOx emissions reductions beyond CARB's mobile source commitments in 2016 State SIP Strategy. Note that Heavy-Duty I/M provides more emissions benefits starting in 2024, after the program is fully phased in.

Table 5 – On-Road NOx Emissions Benefits

Measure(s)	South Coast 2023	San Joaquin Valley 2024	South Coast 2031
ACT and Omnibus	<0.1 tpd	<0.1 tpd	7 tpd
Federal CTI	0 tpd	0 tpd	4 tpd
Heavy-Duty I/M	3.5 tpd	11 tpd	18 tpd
ZE Drayage and ACF	0 tpd	<0.1 tpd	6-10 tpd
ACC II	0 tpd	0 tpd	3.2 tpd
Total	3.5 tpd	11 tpd	38-42 tpd

CARB's efforts to reduce PM2.5 emissions statewide are expected to have significant co-benefits in communities that are disproportionately impacted by poor air quality. While exposure to cancer-causing diesel particles has decreased substantially in all communities,

including reductions in disadvantaged communities that are three times greater than other communities, exposure to diesel particles in disadvantaged communities remains on average twice that experienced in non-disadvantaged communities.[64] Consistent with the 2018 CERPs, the near term measures listed in this chapter go beyond existing efforts to further reduce air pollution disparities and will further reduce cumulative exposure to air pollution in disadvantaged communities.[65] In particular, ZE Drayage will result in lower PM2.5 emissions in communities located near ports. Substantial PM2.5 emission reductions from Heavy-Duty I/M will also have co-benefits in communities adjacent to warehouses, ports, railyards and other facilities that generate heavy-duty truck traffic. The near-term on-road measures discussed in this chapter are expected to reduce PM2.5 emissions by 0.6 tpd and 0.9 tpd in 2025 and 2030, respectively. Table 6 provides further details on PM2.5 emission reductions from each measure.

Table 6 – Statewide PM2.5 Benefits from On-Road Measures

Measure(s)	Statewide 2024	Statewide 2025	Statewide 2030
ACT	<0.01 tpd	<0.01 tpd	0.03 tpd
Heavy-Duty I/M	0.5 tpd	0.6 tpd	0.8 tpd
ZE Drayage and ACF	<0.01 tpd	<0.01 tpd	0.2 tpd
ACC II	0 tpd	0 tpd	NYQ
Total	**0.5 tpd**	**0.6 tpd**	**1.0 tpd**

For programs that have not yet been adopted, staff made the following assumptions to estimate emissions benefits. Note that these estimates may be refined later, as these regulations are still under development:

- **ACC II:** Staff used the light-duty vehicle scenario outlined in Chapter 6 of this document to estimate the NOx benefit associated with this program.
- **CTI:** The program requirements are not yet defined. Therefore, initial benefits were estimated by assuming new federally-certified trucks with model year 2027 and newer would have 90 percent cleaner in-use NOx emissions.
- **ACF and Zero-Emission Drayage:** Staff modelled upper-bound emissions benefits by assuming accelerated turnover of vehicles that are older than 18 years of age, or reach 15 years of age and 800,000 miles, to ZEVs for calendar years 2030 and 2031. Similar assumptions were made for lower-bound estimates, but accelerated turnover was only modelled for specific fleet groups, including drayage, refuse, public, utility, and buses. Staff are mainly using these assumptions for modeling the benefit of ACF above and

[64] California Air Resources Board, Air Quality Progress in California Communities, July 23, 2016, available at: *https://www.arb.ca.gov/board/books/2016/062316/16-6-2pres.pdf*
[65] *https://ww2.arb.ca.gov/resources/ab-617-statewide-strategy-summary*

beyond ACT for year 2031. In early years (i.e., 2023 and 2024), staff are assuming that ACF may not provide additional benefit beyond ACT. Staff are currently conducting more detailed level analysis of ACF utilizing the EMFAC2021 model.[66] Preliminary results from these analyses were presented at the March 2021 workshops of Advanced Clean Fleet regulation[67] and the Mobile Source Working Group for Heavy-Duty Trucks Meeting #2.[68] Please note that the emissions benefits presented in this document are based on an earlier version of the EMFAC model, EMFAC2017.

- **Heavy-Duty I/M:** For initial implementation in 2023, staff assumed the program would result in a 27 percent reduction in deterioration for California-registered vehicles and a 14 percent reduction for out-of-state registered vehicles that travel to California. From 2024 to 2030, staff modelled a 74 percent reduction in deterioration for California-registered vehicles and 55 percent for out-of-state vehicles. Finally, for 2031 and subsequent calendar years, an 83 percent reduction in deterioration was assumed for California vehicles and 62 percent for out-of-state. These assumptions are based on the impacts of the whole Heavy-Duty I/M program, including periodic OBD data submission, opacity testing, and high emitter screening.

Off-Road Vehicles and Equipment

For the off-road sector, CARB has recently adopted a Control Measure for Ocean-Going Vessels (OGV) At Berth that expands the regulation to include additional vessel types and visits, as well as additional ports and terminals. The updated regulation expands requirements to include auto carriers (roll-on/roll-off vessels) and tankers, and new ports and terminals, reducing emissions from an additional 2,300+ vessel visits per year. The rule requires that every vessel coming into a regulated California port either use shore power (e.g., plug in to the local electrical grid) or a CARB-approved control technology to reduce harmful emissions. It also requires boiler emission controls for tanker vessels operating boiler-powered, steam-driven pumps to off-load cargo (typically crude petroleum products). The updated rule starts implementation in 2023 for container, reefer and cruise vessels, auto carriers in 2025, and tanker vessels in 2025 for Los Angeles and Long Beach and 2027 for Northern California. While the 2016 State Strategy assumed South Coast NOx reductions of 0.3 and 1 tpd in 2023 and 2031, respectively, the adopted measures result in almost four times higher reductions than previously assumed (i.e., 1.1 and 3.6 tpd of NOx reduction in 2023 and 2031, respectively).

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[66] *https://arb.ca.gov/emfac/*

[67] *https://ww2.arb.ca.gov/sites/default/files/2021-03/210302emissions_ADA.pdf*

[68] *http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2022-aqmp-mobile-source-working-groups*

In addition to the recently adopted OGV At Berth Control Measure, CARB is developing a number of measures for other off-road sectors. The measures include an in-use locomotive regulation, amendments to commercial harbor craft (CHC) regulation, TRU Airborne Toxic Control Measure amendments, and zero-emission requirements for small off-road engines (SORE) and forklifts. For the cargo handling equipment (CHE) and construction sectors, the concepts outlined later in the document will serve as guidelines for future rule-making.



These measures are not limited to specific communities and will provide benefits statewide. However, because they are aimed at freight and industrial facilities, they will provide substantially more benefits to communities near ports, railyards, and industrial facilities. These communities have been among the most negatively impacted by air pollution. These measures are further described in the following sections.

Commercial Harbor Craft (CHC)

The proposed amendments to the regulation for CHC will expand existing requirements to cover more vessel types, have more stringent emission requirements, mandate zero-emission and advanced technologies for certain vessel types, and require the use of renewable diesel for all vessels. Under the new rule, most engines on vessels would need to be turned over to the cleanest available engine (Tier 3 or 4) and be retrofitted with Diesel Particulate Filters (DPFs) starting in 2023, phasing in through 2034. Commercial fishing vessels, which are currently not subject to in-use engine requirements, would need to have Tier 2 or newer engines. New excursion vessels would be required to be zero-emission capable hybrid starting in 2025, and all short-run ferries (those traveling 3 nautical miles or less on a single run) would be required to be full zero-emission by 2026. Renewable diesel would be required for all vessels starting in 2023. Besides climate benefits, renewable diesel has been found to reduce NOx emissions by 10 percent and PM by 30 percent for older engines that do not employ Selective Catalytic Reduction (SCR) systems or DPFs.[69] The proposed regulations could reduce NOx emissions in South Coast by 0.8 tpd and 2.5 tpd in



[69] Durbin, T.D. et al. CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California "Biodiesel Characterization and NOx Mitigation Study," October 2011. Table ES-6, xxxvii.

2023 and 2031, respectively. Since the majority of CHC emissions occur near ports, those emission benefits are especially important for disadvantaged communities surrounding ports such as Los Angeles, Long Beach, and Oakland. The regulation is expected to be considered by the Board in November 2021.

Transport Refrigeration Units



The upcoming regulatory measure for TRUs includes the transition of diesel truck TRUs to zero-emission, a more stringent diesel PM emission standard for the remaining TRU categories, and lower global warming potential refrigerant. The transition of diesel truck TRUs to zero-emission supports the development of zero-emission infrastructure and is in alignment with Executive Order N-79-20. To reduce PM emissions and address the increasing population of TRUs equipped with diesel engines less than 25 horsepower, which have less stringent PM standards, trailer TRUs, domestic shipping container TRUs, railcar TRUs, and TRU generators sets manufactured in 2023 and later would be required to meet the most stringent standard for PM (Ultra-Low Emission TRU or ULETRU). While this measure does not focus on NOx reductions, CARB is evaluating the category for longer-term measures focused on full zero-emission operation of TRUs. This measure is planned for Board consideration in fall 2021 (staff proposal released in summer 2021). The PM reductions focus on protecting public health in and around areas where TRUs congregate, specifically distribution facilities and industrial complexes. Facilities are more likely to be found in disadvantaged communities and low-income neighborhoods, and reducing PM provides near term benefits focused on community health risks. Staff plan to assess zero-emission options for trailer TRUs and the remaining TRU categories in a second rulemaking for Board consideration in the 2023-2024 timeframe.



Locomotives



The draft in-use locomotive regulatory concepts include a Spending Account, Useful Life Limit, a 30-minute idling limit as well as reporting and recordkeeping requirements. The Spending Account rule would require railroads to deposit funds into an account, with a tentative schedule starting in 2023. The funds deposited are calculated based on the locomotive emission levels (NOx and PM) and the annual work performed in California. The deposited funds will be held in each individual railroad's Spending Account and would be required to be used to purchase Tier 4 or cleaner locomotives. CARB is also proposing to ban operation of very old locomotives in California. Railroads traditionally remanufacture locomotives many times to extend their usage. The regulation would restrict the use in California of the oldest, dirtiest locomotives—those that exceed double their useful life and have already been rebuilt several times. The concepts will include mechanisms to transform California's locomotives to zero emissions as directed by Executive Order N-79-20. Based on the current concepts, the Spending Account and Useful Life Limit together could reduce NOx emission in South Coast by 7.0 tpd in 2030. The regulation is expected to be considered by the Board in 2022.

Small Off-Road Engines and Forklifts

SORE and the broad forklift categories of equipment are both excellent candidates for a complete transition to zero-emission operation. CARB is currently moving forward with parallel zero-emission requirements for both sectors, which are expected to be implemented starting with model year 2024.



SORE are spark-ignition engines rated at or below 19 kilowatts (i.e., 25 horsepower). The SORE sector has become increasingly important, and smog-forming emissions from them will exceed light-duty passenger cars in the state in 2021. At the same time, the potential for full zero-emission operation is clear as 48 percent of the lawn and garden equipment and over 70 percent of the light commercial equipment in California are already electric. Note that the fraction of small (i.e., less than 25 hp) generators that are zero-emission lags significantly behind that for other light commercial equipment like air compressors and pressure washers.

CARB is currently developing a proposal to implement significantly tightened exhaust and evaporative emission standards for generator engines and emission standards of zero for

other engines by model year 2024[70]. Starting in model year 2024, the new emission standards will accelerate a transition of all SORE regulated by CARB – or about 90 percent of all SORE in the state – to ZEE. The regulation is expected to be considered by the Board in fall 2021. The remaining 10 percent of SORE includes new engines which are used in construction equipment/vehicles or used in farm equipment/vehicles which are smaller than 175 horsepower that fall under section 209, subsection (e)(1)(A) of the Act. The Act does not grant CARB the authority to regulate the emissions from engines used in these equipment.

CARB staff are also preparing zero emissions requirements for forklifts, which are widely used in industrial and construction applications. The zero emissions requirements, currently in development for feasibility and cost effectiveness, cover all forklifts from all applications, including gasoline, natural gas, and diesel forklifts of all sizes. This measure could be brought before the Board as early as 2022 with implementation starting in 2025.



While these measures may narrowly miss providing benefits in 2023 in South Coast, they will provide significant reductions in the late 2020s and, by 2031, will achieve a combined 6.7 tpd of NOx reductions in South Coast.

Table 7 lists NOx emission reductions in the South Coast and San Joaquin Valley from the near-term off-road measures discussed above. Combined, these off-road measures will achieve approximately 2 tpd of NOx reductions in South Coast in 2023, while achieving 24 tpd of NOx reductions by 2031, and nearly 3 tpd of PM2.5 across the state in 2030. These measures will have a particularly large impact in communities near the ports (especially the Ports of Los Angeles, Long Beach and Oakland), railyards, and distribution centers.

Table 7 – Near-Term Emissions Reductions from the Off-Road Sector

Off Road Sector	NOx (tpd)			PM2.5 (tpd)
	SC 2023	SJV 2024	SC 2031	Statewide 2030
OGV At Berth	1.1	<0.1	3.6	0.09
Locomotive	0	0.55	7	1.1
SORE	0	<0.1	2.8	0.3
TRU	0	<0.1	0.4	0.34
CHC	0.8	<0.1	2.5	0.3
Forklift	0	0	3.7	0.3
CHE	0.1	<0.1	0.9	<0.1
Construction & Mining	<0.1	<0.1	3.4	0.4
Total Off-road	**2.0**	**0.55**	**24.3**	**2.83**

[70] *https://ww2.arb.ca.gov/resources/documents/march-24-2021-workshop-slides*

Potential Near-term Emissions Reductions

Table 8 summarizes total on-road and off-road NOx emissions benefits in the South Coast and San Joaquin Valley. Please note that some of the regulations and programmatic concepts listed in Table 8 were identified as measures in the 2016 State SIP Strategy; however, some of the new proposals are expected to provide additional emissions reductions beyond what was anticipated in the 2016 State SIP Strategy. For example, while the SORE measure was anticipated to provide 2 tpd of NOx emissions benefit in 2031 in South Coast, the new regulatory proposal is estimated to reduce emissions by almost 3 tpd. Please refer to Table 4 of the 2016 State Strategy for the State Implementation Plan[71] for more details on measures and their anticipated benefits. Measures included in the 2016 State SIP Strategy are marked with an asterisk in Table 8 of this document.

It is important to note that, aside from regulatory actions, achieving our air quality and toxics risks reduction goals depends on incentive funds to advance clean technologies and to accelerate the replacement of older engines with new cleaner technologies. Because the success of incentive measures depends on future funding allocation, staff conservatively opted to only list the incentive measures that are most likely to be implemented and result in near term emission reductions. An example of these measures is the "San Joaquin Valley Agricultural Equipment Incentive Measure" where staff demonstrated a NOx emissions reduction of almost 5.9 tpd as a result of agricultural equipment turnover that occurred between 2015 and 2019 through various incentive programs such as Carl Moyer, FARMER, and the Natural Resources Conservation Service (NRCS) grant program provided by U.S. Department of Agriculture. It is worth noting that the Governor has proposed as part of the 2021-22 State Budget an additional $363 million be allocated over two years for continued replacement and upgrades of agricultural diesel engines through the FARMER Program (this proposal is still under consideration by the Legislature). Based on the State Budget approved in July 2021, the pending FARMER Program funding, and funding provided through Carl Moyer and NRCS grant programs, staff anticipates that an additional 5.1 tpd of emissions reductions can be achieved through 2024 to meet the overall emissions reduction commitment of 11 tpd for agricultural equipment replacement. This is presented as "San Joaquin Valley Agricultural Equipment Incentive Measure 2" in Table 8.

Included in Table 8 are also the anticipated emissions reductions from *Clean Truck Fund Rate* (CTF Rate) which has been under development since 2018 by the San Pedro Bay Ports. This measure has been adopted, but has yet to be acted on. Once implemented, the measure is anticipated to generate approximately $120 million per year, enough to replace 1,200 diesel

[71] *https://ww3.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf*

trucks a year with cleaner technologies. The measure is further described later in this document.

Table 8 - Overall NOx (tpd) Emissions Reductions in South Coast (SC) and San Joaquin Valley (SJV) for Mobile Source Measures (Adopted and In-progress)

Measures	Adoption	Implementation	SC 2023	SJV 2024	SC 2031
Amendments to HDVIP and PSIP*	2018	2019	N/A	N/A	N/A
Innovative Clean Transit*	2018	2023	<0.1	<0.1	0.2
South Coast On-Road Heavy-Duty Vehicle Incentive Measure*	2018	2019	1	N/A	N/A
San Joaquin Valley Agricultural Equipment Incentive Measure 1**	2019	2015	N/A	5.9	N/A
San Joaquin Valley Agricultural Equipment Incentive Measure 2**	2025	2015	N/A	5.1	N/A
Zero-Emission Airport Shuttle*	2019	2027	<0.1	<0.1	<0.1
Ocean Going Vessels At Berth*	2020	2024	1.1	<0.1	3.6
ACT and Heavy-Duty Omnibus*	2020	2024	<0.1	<0.1	7
U.S. EPA CTI*	2021	~2027	0	0	4
Commercial Harbor Craft	2021	2023	0.8	<0.1	2.5
Heavy-Duty I/M**	2021	2023	3.5	11	18
Zero-Emission Drayage and Advanced Clean Fleet	2021	2023	0	<0.1	6-10
Small Off-Road Engines*	2021	2024	0	<0.1	2.8
Transport Refrigeration Unit*	2021	2024	0	<0.1	0.4
In-Use Locomotive	2022	2024	0	0.55	7
Advanced Clean Cars II*	2022	2026	0	0	3.2
Zero-Emission Forklift*	2022	2025	0	0	3.7
Cargo Handling Equipment	TBD	TBD	0.1	<0.1	0.9
Construction & Mining	TBD	TBD	<0.1	<0.1	3.4
San Pedro Bay Ports Clean Truck Fund Rate	2020	TBD	1.4***	N/A	N/A
TOTAL			**7.9**	**22.55**	**63-67**

* Identified in 2016 State SIP Strategy

** Identified in San Joaquin Valley Supplement to the 2016 State Strategy for the State Implementation Plan[72]

*** Assuming that the San Pedro Bay Ports Clean Truck Fund Rate program can generate $240M between 2022 – 2023 (total of two years). Of course, with further delay in the program implementation the emissions reduction will end up being lower.

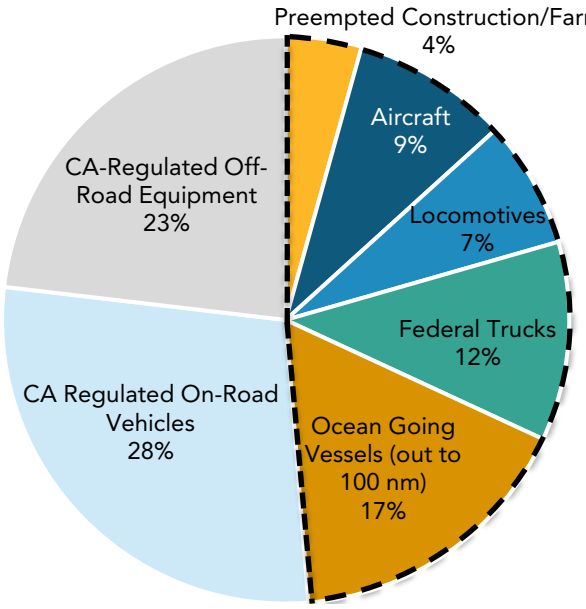
[72] *https://ww3.arb.ca.gov/planning/sip/2016sip/valleystrategy.pdf*

Achieving Near Term Air Quality Goals Requires Further Emissions Reductions at Federal and Local Level

As illustrated in Table 8, while the proposed measures achieve significant near-term emission reductions in both South Coast and San Joaquin Valley, they do not fully address the emissions reductions needed to meet federal air quality standards in 2023, 2024, and 2031. For South Coast, the measures listed in Table 8 will achieve an additional nearly 8 tpd of NOx emissions reductions in 2023 which is significantly less than the 108 tpd NOx emissions reductions needed to meet the 8-hour ozone standard of 80 ppb. Despite a significant number of regulatory actions and incentive programs considered by CARB, it will be very challenging for the South Coast and San Joaquin regions to attain the federal ambient air quality standards for ozone and particulate matter without additional emissions reductions by local, federal, and international entities.

For California to meet federally mandated air quality standards, it is imperative that through a combination of regulatory action and infusion of incentive funding, the federal government act decisively to significantly reduce emissions from federally regulated sources of air pollution in California, including interstate trucks, ships, locomotives, aircraft, and certain categories of off-road equipment. Figure 5 shows that in 2023, NOx emissions from federally regulated sources contribute almost 50 percent of mobile source NOx emissions in the South Coast air basin. This graphic clearly demonstrates why the lack of action by the previous federal administration has hindered the region in achieving the emissions reductions needed to attain ambient air quality standards in 2023 and emphasizes the need for aggressive and immediate actions to address emissions from these sources.

Figure 5 - NOx Emission Contributions from Primarily Federally Regulated Sources in South Coast Air Basin in 2023



In 2023, primarily-federally regulated sources account for almost 50 percent of mobile source NOx emissions in the South Coast Air Basin

In order to achieve necessary reductions from these sources, staff proposed the following actions for each of the mobile source sectors that are primarily regulated by the federal government. These measures are further discussed in Chapter 6 of this document through the proposed scenario concepts.

I. **Heavy-Duty Trucks (Lead Agency: U.S. EPA) – Actions needed by 2021**
   - Adopt federal Low-NOx heavy-duty truck emission standards
   - Adopt national level zero emission truck requirements along with more stringent GHG standards for medium- and heavy-duty vehicles
   - Enable state leadership on zero emission trucks by prioritizing federal grants toward zero emission technology and their associated infrastructure

II. **Locomotives (Lead Agency: U.S. EPA) – Actions needed by 2022**
   - Adopt more stringent standards for new locomotives and require remanufactured locomotives to meet current standards
   - Establish zero emission standards for switchers and provide funding toward technology and infrastructure development for zero emission line-haul locomotives

III. **Off-Road Engines (Lead Agency: U.S. EPA) – Actions needed by 2022**
   - Adopt more stringent emission standards for off-road engines (gasoline and diesel) including preempted categories
   - Establish zero emission standards for off-road engines where feasible
   - Prioritize federal technology demonstration funding to zero emission off-road equipment

IV. **Marine Vessels (Lead Agency: U.S. EPA) – Actions needed by 2023**
   - Advocate in International Maritime Organization (IMO) for more stringent NOx and PM standards for marine engines
   - Establish clean fuel and clean vessel visit requirements for ocean going vessels at national level

V. **Aviation (Lead Agencies: U.S. EPA/Federal Aviation Administration) – Actions needed by 2023**
   - Develop more stringent criteria and GHG standards for aircraft engines
   - Establish clean visit, clean fuel, and zero emission on-ground operation requirements for aircrafts

CARB will continue to work closely with U.S. EPA and other federal agencies on these proposed concepts to ensure that they achieve the needed emissions reductions for meeting national ambient air quality standards and support development of future state implementation plans. While regulatory action at the federal and international level will help drive the introduction of cleaner technologies, fuels, and fueling infrastructure, their emissions reductions rely on the pace of natural fleet turnover which is not always sufficient

to meet California's immediate near-term needs, especially in 2023. Additional funding mechanisms, partnerships, research and demonstration projects, and other innovative strategies can incentivize accelerated deployment of the cleanest technologies. As noted earlier, the 2021-22 State Budget includes unprecedented levels of investment in zero-emission vehicles and the infrastructure needed to support them. Specifically, the final budget devotes $3.9 billion over the next three years to fast-forward the State's zero-emission vehicle goals. While this proposal can significantly accelerate the pace of market development for zero emissions technologies and achieve further near-term emissions reductions, federal funding will be crucial to fully address the NOx reductions needed in the South Coast air basin by 2023. If provided, the federal funding can help recoup the necessary emissions reductions from federal sources that were not achieved during the previous federal administration.

Aside from actions at the federal and international level, efforts at local levels are needed to help the non-attainment regions in California meet the national ambient air quality standards. Efforts like road pricing could contribute to reducing air pollution. In addition, freight operations at major ports in California generate significant emissions from ships, trucks, trains, tugboats, and terminal equipment, thus contributing to regional air quality issues and local health risk. According to the *2017 Clean Air Action Plan,* despite significant progress in reducing diesel toxics as well as NOx emissions, the Ports of Los Angeles and Long Beach remain the largest source of pollution in Southern California. Additionally, the recent increases in cargo movement during the pandemic demonstrate the necessity for additional actions to reduce the freight industry's impacts on regional air quality as well as local communities' exposure to air toxics. According to recent container statistics provided by the Ports, in the past two years the San Pedro Bay Ports (SPBP) have seen an average increase of 50 percent in cargo movement (twenty-foot equivalent units - TEU). This rapid increase in cargo movement has resulted in unprecedented levels of marine vessel congestion and resulting regional and near source pollution impacts. When marine vessel congestion peaked in February 2021, up to 40 vessels were queued near the SPBP. In comparison, in previous years, only one vessel on average was waiting to enter the Ports.

Table 9 – Container Statistics at San Pedro Bay Ports

Ports	Container Statistics (twenty foot equivalent units TEU)			
	March 2019	March 2020	March 2021	Percent increase since 2019
Port of Los Angeles	650,977	449,568	957,599	47%
Port of Long Beach	552,821	517,664	840,387	52%
Total	**1,203,798**	**967,232**	**1,797,986**	**49%**

The *2017 Clean Air Action Plan* developed by the Ports of Los Angeles and Long Beach has identified several emission reduction and efficiency improvement strategies that can be implemented locally to further reduce emissions within the next few years. These actions rely on accelerating the adoption of cleaner engine technologies and operational changes

through incentives and new requirements. An important part of these strategies is the proposed modification to the Clean Trucks Programs with a goal of transitioning to zero emission trucks by 2035. A critical element in the implementation of the Clean Trucks Program is the establishment of a *Clean Truck Fund Rate* (CTF Rate) which has been under development since 2018. As outlined in the *2017 Clean Air Action Plan*, beginning in 2020, the Ports were planning to charge a rate for loaded containers hauled by heavy-duty trucks that enter or exit the Ports' terminals, with exemptions for trucks that have engines certified to the CARB Heavy-Duty Omnibus manufacturing standard or better (i.e., zero emission). The funds collected through this process would be allocated to a clean truck funding program that would incentivize the purchase of cleaner drayage trucks. Despite the Ports' *economic analysis* demonstrating minimal cargo diversion if the Ports charged upward of $70 per TEU, the Long Beach and Los Angeles Port Commissions adopted a CTF Rate of $10 per TEU for loaded containers hauled by heavy-duty trucks that enter or exit Port terminals. Based on recent cargo volumes and anticipated rebates, this CTF Rate could generate approximately $120 million per year[73] which could be used to annually replace up to 1,200 trucks a year with cleaner technologies. Although, the CTF Rate was adopted by the Ports in March 2020, it has not yet been implemented due to concerns about the economic impacts of COVID on the worldwide economy. The delayed implementation of this program is resulting in a loss of potential air pollution mitigation revenue of approximately $10 million per month for incentivizing the introduction of cleaner trucks in the South Coast region. If this program had been implemented as planned, it would have generated a minimum of $480 million between 2020 and 2023 (Table 10), enough to replace almost 4,800 diesel trucks with cleaner technology. This is equivalent to replacing almost one-third of the population of active drayage trucks operating at these ports and would have resulted in approximately 2.5 tpd of additional NOx emissions reductions in South Coast by 2023. This illustrates the critical role that these local programs can play in maximizing near term emission reductions, and why it is important to implement them as quickly as possible. CARB will continue working closely with the Ports and other local authorities to further develop and implement the local measures needed to improve air quality and reduce near source exposure in the region.

Table 10 - Actual and Anticipated Revenue from Ports' CTF Rate Program Between 2020 and 2023

Year	Anticipated Revenue	Actual Revenue
2020	$120 million	$0
2021	$120 million	TBD
2022	$120 million	TBD
2023	$120 million	TBD
Total	**$480 million**	TBD

[73] According to Ports' statistics, in 2020 more than 11.8 million TEU of loaded containers were have either entered or exited the San Pedro Bay Ports' terminals

Chapter 5 - Pathways Forward to Meet California Goals

Defining the scope of actions necessary to implement a strategic vision to meet all of California's goals requires an integrated planning process. In order to identify the strategies and program concepts that will best help CARB and the State meet all of its targets, it is imperative to look comprehensively at the potential benefits to all three categories of pollutants that CARB strives to reduce: criteria pollutants, toxics, and greenhouse gases. To do this, CARB uses scenario planning tools to quantify changes in ozone and PM2.5 precursor emissions, GHG emissions, diesel toxics emissions, and petroleum usage as various technologies are projected to populate the vehicle and equipment fleets. CARB's tools, known as the *Mobile Emissions Toolkit for Analysis (META)* and *Vision*, are used to evaluate scenarios with varying assumptions about potential technology and fuel mixes, and explore different rates at which those technologies could become widely used.

Integrated planning is critical to evaluate strategy concept scenarios for meeting the State's public health, climate, and community risk reduction goals. Technologies, energy sources, and vehicle travel, as well as the best policy tools, will vary by sector based on the status of technology development in various applications, the multi-pollutant benefits, and the interactions between regulatory and programmatic strategies. CARB staff have identified in the 2020 Strategy a suite of strategy concepts, many of which CARB is actively pursuing through individual public processes, that will enable the State to achieve the technology trajectories identified in the scenarios and, consequently, meet California's many goals. The concepts contained in the 2020 Strategy will continue to be developed and translated into measures for the next State SIP Strategy and other CARB planning documents over the coming years. By maximizing the use of zero-emission technology, these concepts maximize the emission reductions of criteria pollutants, greenhouse gases, and toxics.

For on-road light-duty vehicles, these concepts include:

- manufacturer requirements to foster clean technology production and sales;
- in-use requirements to accelerate penetration of newer technology; and
- incentive programs to promote and accelerate the use of advanced clean technologies
- outreach and education to increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- infrastructure planning and development to support the transition to cleaner technologies.

For on-road medium- and heavy-duty vehicles, concepts include:

- manufacturer requirements to foster clean technology production and sales;
- in-use requirements to accelerate penetration of newer technology;
- incentive programs to promote and accelerate the use of advanced clean technologies;

- enhanced enforcement strategies to ensure programs are achieving their anticipated benefits;
- outreach and education to increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- infrastructure planning and development to support the transition to cleaner technologies.

For off-road vehicles and equipment, concepts include:

- manufacturer requirements to foster clean technology production and sales;
- in-use requirements to accelerate penetration of newer technology;
- incentive programs to promote and accelerate the use of advanced clean technologies;
- outreach and education to and increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- infrastructure planning and development to support the transition to cleaner technologies.

In the near term, incentive programs to promote and accelerate the use of advanced technologies will be key to meeting our pre-2030 air quality goals.

Potential Emissions Reductions of Scenario Trajectories

A summary of scenario assumptions, along with the total statewide fuel use and NOx emissions reductions from the 2020 Strategy scenarios, is provided in Table 11, and Figure 6 and Figure 7. As shown, the scenarios in the 2020 Strategy would achieve an overall statewide NOx emissions reduction of 531 and 592 tpd in 2031 and 2037 respectively, which are equivalent to 48 and 55 percent reduction from projected baseline NOx emissions (including stationary and area source) in those years.[74] Also, as a result of these strategies, mobile source NOx emissions in 2031 and 2037 will be 75 and 82 percent below 2017 baseline. The scenarios will also reduce mobile source fuel consumption by 9.5 billion gallons of gasoline and 3.0 billion gallons of diesel equivalent in 2045. This equates to a well-to-wheel (WTW) GHG emissions reduction of approximately 94 million metric tons of carbon dioxide equivalent (MMT CO2e) in 2045, or 76 percent reduction from 2020.

[74] According to 2016 South Coast AQMP, the preliminary projections, based upon ozone "isopleths" developed for the 2031 emission scenarios indicate that 2037 Basin NOx carrying capacity to meet the 70 ppb standard could be as low as 75 tpd. This is additional 62 percent NOx reduction beyond the projected 2037 baseline and 25 tpd of additional NOx emission reductions between 2031 and 2037.

Table 11 - Summary of the 2020 MSS Scenarios

Category		Scenario Assumptions
On-Road	Light-Duty Vehicles	• 70% ZEV + PHEV sales in 2030 • 100% ZEV + PHEV sales in 2035 • 7.9 M ZEV by 2030 • 27.9 M ZEV+PHEV by 2045
	VMT	• ~15% reduction in statewide light-duty VMT by 2050 compared to business as usual
	On-Road Motorcycles	• Alignment with EU5 standard for MY2024+ motorcycles • 100% ZEM sales in 2035 and onward
	Medium-Duty Vehicles	• 100% ZEV sales starting 2035
	Heavy-Duty Vehicles	• Reflect Heavy-Duty Omnibus, ACT, and Heavy-Duty I/M starting in 2024, and federal 0.02 g/bhp-hr starting in 2027 • 100% of model year 2035 and newer vehicles registered in California will be ZEV • Accelerated turnover of older trucks
Off-Road	Off-Road Efficiency Improvement[75]	• Zero-emissions and hybridization where feasible with the goal of 12 percent reduction in GHG by 2030, and 30 percent by 2040
	Off-Road Tier V Standard	• Tier 5 being introduced starting in 2028-2030 • 50 – 90% NOx reduction from current Tier 4f standard
	Rail	• 100% of replaced locomotives will be Tier 4 • Remanufacturing limit • Tier 5 being introduced in 2028

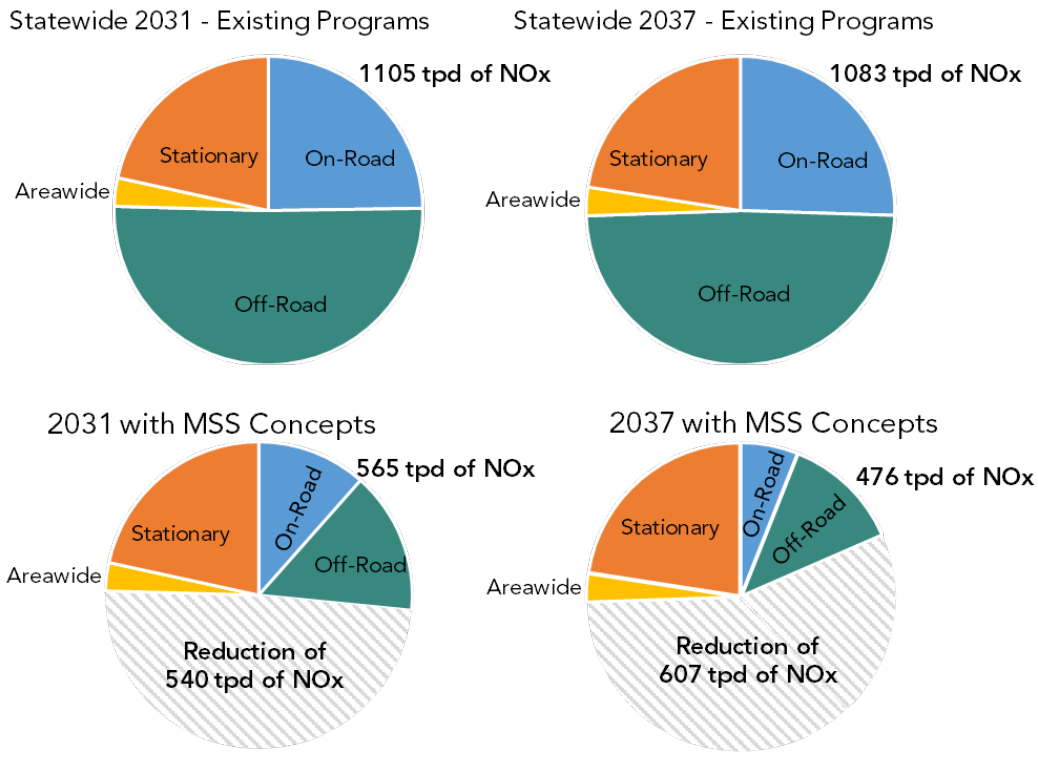
[75] Excluding categories such as CHE and TRU that are going to zero-emission in other scenarios. This is done to avoid double counting

Category		Scenario Assumptions
	Ocean Going Vessels *(out to 100 nm)*	• 100% of Tier 0/1/2 visits are phased out by 2031 • Tier 3 visits begin in 2025 (begin replacing all Tier 0-2) • Tier 4 visits begin in 2028 (no additional Tier 3 visits)
	Construction	• Full turnover of Tier 0/1/2 to Tier 4f by 2033
Off-Road	SORE	• All non-federally preempt SORE sales except for generators will be zero-emission by 2024 (2028 for generators)
	Aircraft	• 25 percent derate during take-off • 40 percent reduction in Taxi time • Single engine taxiing • 40 percent reduction in APU usage
	Transport Refrigeration Units	• Accelerated penetration of electric TRU (from 10% in 2024 to 100% in 2033)
	Commercial Harbor Craft	• All vessels (including commercial fishing) being Tier 4/5 by 2031 • Introduction of Plug-in hybrid for excursions and diesel-electric for tugs by 2030
	Cargo Handling Equipment	• Begin transition to full electric operation beginning in 2026 (accelerated turnover)
	Agriculture	• An incentive based concept consistent with the 2018 SJV SIP
	Airport Ground Support Equipment	• Full electrification transition from 2025-2034
	Forklifts	• Transition to zero-emission technology starting in 2025 with fully electric fleet by 2034
	Recreational Watercraft	• New THC + NOx standards of 40 and 70 percent below current levels • Electrification of small outboard and PWC engines

CARB staff will continue to develop the concepts in order to translate them into measures that will be included in the State SIP Strategy being developed for the 70 ppb 8-hour ozone standard, along with other CARB planning documents to be released in the coming years.

The 2020 Strategy scenarios illustrate that even with extremely aggressive electrification, accelerated turnover, coupled with aggressive VMT reductions and fuel decarbonization,[76] the mobile source sector alone cannot become carbon neutral by 2045. This emphasized the importance of CDR strategies such as mechanical and land-based sequestration. This economy-wide approach that includes consideration of CDR is introduced in a recent report by Energy and Environmental Economics (E3). [77] The E3 report provides insights into the types of economy-wide transformation that will be necessary to achieve carbon neutrality by mid-century.

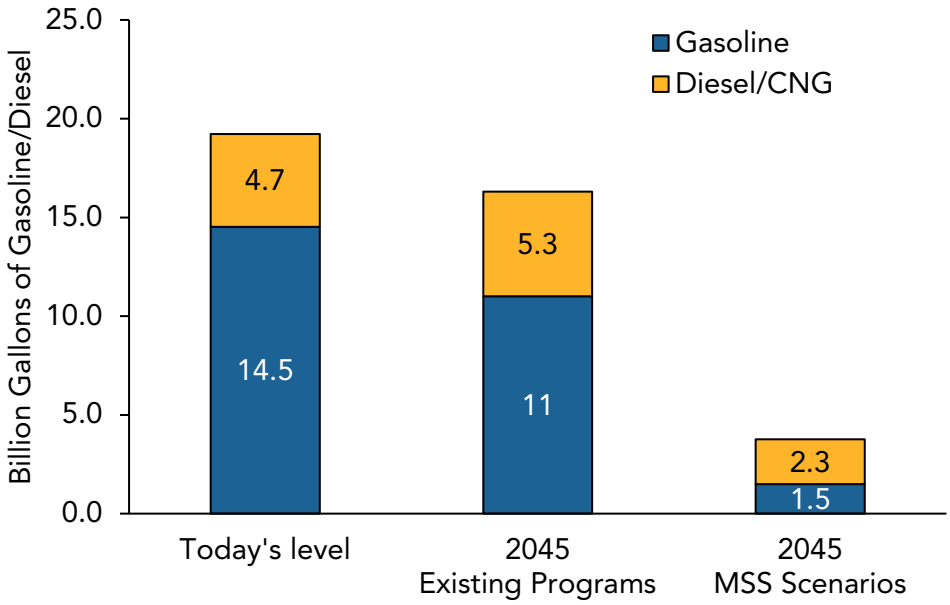
Figure 6 - Impact of the 2020 Strategy Scenario on Statewide NOx Emissions in 2031 and 2037



* Emissions from ocean going vessels are considered out to 100 nm

[76] Fuel decarbonization refers to a group of strategies, including SB 100 electric grid requirements, liquid fuel carbon reductions through the Low Carbon Fuel Standard (LCFS), and other actions.
[77] Achieving Carbon Neutrality in California: PATHWAYS Scenarios Developed for the California Air Resources Board *https://ww2.arb.ca.gov/sites/default/files/2020-08/e3_cn_draft_report_aug2020.pdf*

Figure 7 - Impact of the 2020 Strategy Scenario on Mobile Source Liquid Fuel Consumption in 2045



Additional Health Benefits of the Transition Away from Combustion

Shifting to electric transportation will reduce pollution-related death and illness. State and regional emissions will decline substantially as fossil fuel burning vehicles are replaced by ZEVs and vehicles using renewable energy sources. The potential health benefits of phasing out fossil fuels in the transportation and off-road sectors and of reducing emissions of air pollutants and climate pollutants are substantial.

A 2018 literature review looking at 65 articles demonstrated there was consistent agreement that increasing the adoption of ZEVs would reduce emissions of GHGs and some criteria pollutants.[78] Few studies have been conducted looking at the health impacts of switching to cleaner cars, but a study completed in the U.S. estimates that 3700 to 6400 premature deaths would be avoided with a transition to hydrogen fuel cell vehicles in combination with a renewable energy infrastructure for vehicle charging.[79]

Active and public modes of transportation can play a critical role in low-income and disadvantaged community mobility and access, and provide critical connectivity opportunities

[78] Requia et al. (2018). How clean are electric vehicles? Evidence-based review of the effects of electric mobility on air pollutants, greenhouse gas emissions and human health. Atmospheric Environment.
[79] Jacobson et al. (2005). Cleaning the air and improving health with hydrogen fuel-cell vehicles. Science.

where residents do not have access to a personal vehicle. Further leveraging these options across the State, as is discussed in the next chapter, will reduce pollution-related death and illness, and improve health, especially for those who face disproportionate burdens from air pollution exposure. Active transportation such as walking and biking can enhance health benefits from increased physical activity. Most public transit is accompanied by other forms of transportation such as walking and/or biking. State and regional emissions will decline substantially since riding public transportation can significantly replace passenger car trips and in addition can increase individual's physical wellbeing from walking or biking to the public transportation. Even after considering exposure to air pollutants and potential traffic injury, the health benefits of active transportation and public transit can still be substantial.[80]



Active transportation and public transit will not only contribute to a reduction in fossil fuel burning vehicles, but also will improve various health outcomes such as mental illness, cardiovascular diseases, and cancer.[81] Additionally, walking, biking, and other variants of active transportation such as scooters will create a more social and cohesive environment, and improve an individual's quality of life and increased life expectancy.[82] The potential health benefits from replacing fossil fuels in the transportation sector with public transportation and active transport are substantial. More needs to be done to make sure that these critical transportation options are safe, accessible, and meet the needs of low-income and disadvantaged communities.

Role of Cleaner Combustion and Zero-Emission On-Road Heavy-Duty Vehicles

As we look forward, it is evident that there are certain areas where CARB, other State and local agencies, and other partners, will need to dedicate extra attention to fully analyze and determine the best path into the future. In order to meet our numerous standards, targets, and goals over the next thirty years, California will need to see a substantial transition of the mobile fleet, with zero-emission vehicles dominating the on-road fleet and certain off-road

[80] Maizlish et al. (2013). Health cobenefits and transportation-related reductions in greenhouse gas emissions in the San Francisco Bay area

[81] Furie, G. L., & Desai, M. M. (2012). Active Transportation and Cardiovascular Disease Risk Factors in U.S. Adults; Mueller et al. (2015). Health impact assessment of active transportation: A systematic review

[82] Sallis et al. (2004). Active transportation and physical activity: opportunities for collaboration on transportation and public health research

sectors, and penetrating into the remaining off-road sectors wherever possible, with cleaner combustion engine technologies and renewable fuels everywhere else.

All forms of cleaner heavy-duty trucks and buses will be critical to achieving ambient air quality standards, near-term risk reduction goals, and climate targets. CARB has a number of programs already in place or under development to require and otherwise encourage the adoption of clean on-road heavy-duty vehicles; these include the Truck and Bus Regulation, the Heavy-Duty Omnibus Regulation, the Advanced Clean Trucks Rule, the forthcoming Advanced Clean Fleets rule, and various incentive programs including the Moyer Program.

Trucks certified to CARB's previous optional low NOx standard are currently in-use, and as such, are highly important for achieving more near-term SIP deadlines including attainment of the 80 ppb ozone standard in the South Coast Air Basin in 2023, attainment of PM2.5 standards in the San Joaquin Valley in 2024 and 2025, and attainment of the 75 ppb ozone standard throughout the State by 2031. CARB's recently adopted Heavy-Duty Omnibus Regulation includes more stringent engine standards which will phase in statewide starting in 2024. It is expected that trucks manufactured to meet this standard or already certified to meet the pre-existing optional standard (0.02 grams per brake horsepower-hour) will contribute significant near-term NOx reductions for attainment, as well as to near-source risk reduction in and around disadvantaged communities.

That said, as emphasized by Governor Newsom's recent Executive Order, zero-emission trucks already play an important role in reducing emissions throughout the State and will be especially critical to meet long-term climate goals. In order to put California on track to meet climate goals in 2045 and 2050, 1.4 million medium- and heavy-duty ZEVs are necessary. An important first step to move the State in this direction is the Advanced Clean Trucks Rule, which was adopted by the Board in June 2020 and will implement manufacturer sales requirements beginning in 2024. CARB staff is also working to develop and bring to the Board the complementary Advanced Clean Fleets rule which will be brought to the Board for consideration by the end of 2021.

Furthermore, the State of California announced last year a Memorandum of Agreement with 14 other states and the District of Columbia to accelerate truck and bus electrification, with a goal of ensuring that 100 percent of all new medium- and heavy-duty vehicle sales are ZEV by 2050, and an interim target of 30 percent ZEV sales by 2030. While California will need to see 100 percent of on-road heavy-duty vehicle sales be ZEV by 2035, increased out-of-state sales of ZEV trucks will also be important for emissions reductions given that it's estimated that around 50 percent of heavy-duty vehicle miles travelled on California roads is driven by trucks first sold out-of-state.

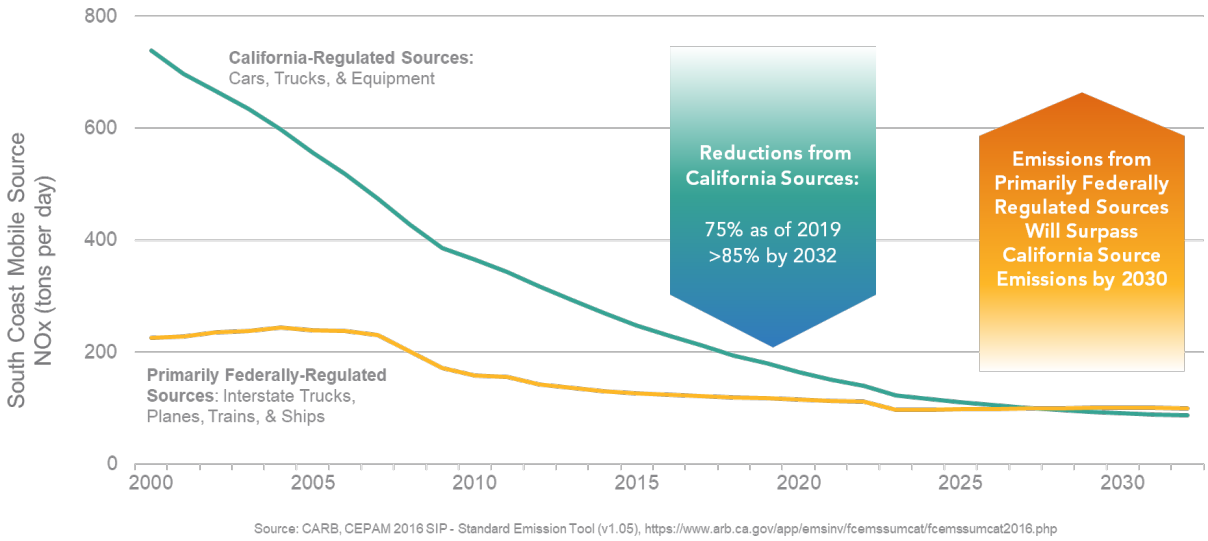
Addressing Emissions from Primarily-Federally Regulated Sources

In addition to reducing emissions from on-road vehicles and off-road equipment, another critical effort will be to ensure reductions in emissions from sources that are primarily

regulated at the federal and international level. In the 2016 Strategy, CARB discussed actions we could take at the State level and those that could be taken by U.S. EPA to achieve reductions from these sectors, which include ships, locomotives, aircraft, and certain off-road equipment. Since that time, CARB and our local partners in California have taken concrete actions to not only petition federal agencies for action, but also to directly reduce emissions using programmatic mechanisms within our respective authorities. Unfortunately, since the release of the 2016 Strategy and the subsequent petitions, action by U.S. EPA to limit emissions from these sources has yet to materialize, making it more challenging to meet federal air quality standards and reduce air pollution that harms public health in California and across the U.S.

As shown in Figure 8, NOx emissions from California-regulated mobile sources in the South Coast have declined by 75 percent since 2000 while emissions from primarily federally-regulated mobile sources have declined by half that amount over the same time period. More significantly, whereas California-regulated mobile sources accounted for more than three times the NOx emissions of federally-regulated mobile sources in the South Coast in 2000, by 2030 NOx emissions from federally-regulated sources in South Coast will exceed emissions from California-regulated sources. These trends highlight the need for aggressive and immediate federal action to address emissions from interstate trucks, aircraft, locomotives, and ships, ensuring that the costs of attaining federal air quality standards are borne by all sources of air pollution.

Figure 8 – Federal Action is Increasingly Critical



Source: CARB, CEPAM 2016 SIP - Standard Emission Tool (v1.05), https://www.arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php

While engine standards do exist at the federal and international level for new aircraft, locomotives, and ocean-going vessel engines and equipment, these standards do not reflect the current state of technology. In addition, equipment in these categories tends to remain in operation for long periods of time. As a result, emissions from these categories have not

decreased at the same pace as those for other mobile sources in California. Achieving the magnitude of emission reductions necessary from these categories will require strong action at the federal and international level, coupled with State and local advocacy and action to facilitate these efforts. It is critical to continue to reduce emissions from in-use equipment through new national emission standards for newly manufactured and remanufactured locomotives, adoption of more stringent emission standards for new ocean-going vessels and efficiency requirements for existing vessels, and by spurring the early implementation of clean technologies via mechanisms to incentivize the use of those technologies in California.

In addition to off-road sources that are primarily regulated at the federal level, heavy-duty trucks are another category where action at the federal level is essential to California's success. As mentioned previously, approximately half of heavy-duty VMT within California is driven by trucks first sold out-of-state. Without a more stringent federal engine standard, newer model year 2024+ vehicles certified or first sold outside of California will lack stringent standards. This will make it very challenging for California to meet federal air quality standards, particularly in areas with extreme air quality issues such as the South Coast Air Basin and the San Joaquin Valley. Currently, U.S. EPA is developing the Cleaner Trucks Initiative, which has many of the same elements as CARB's recently-adopted Heavy-Duty Omnibus Regulation and begins in 2027. On January 21, 2020, U.S. EPA released an Advanced Notice of Proposed Rulemaking for pre-proposal comments.

Regardless of the timing of federal action on emission standards, CARB is moving forward and will take action where possible to lower emissions now. As described earlier, CARB has identified strategies available to lower emissions from locomotives, aircraft, and ocean-going vessels. This includes partnerships with ports and engine manufacturers to incentivize the use of cleaner technologies in California and to encourage the production of cleaner, more efficient engine technologies.

Targeting Benefits in Low-Income and Disadvantaged Communities

CARB has long worked to reduce negative effects of air pollution in the State's most highly-impacted populations through programs to control emissions from freight transport and other significant sources affecting low-income and disadvantaged communities. In recent years, CARB and the State have been enabled through AB 617 programs, SB 350 equity efforts, and Low Carbon Transportation to renew our focus on and engagement with these communities. As discussed earlier, disadvantaged communities experience the highest levels of air pollution impacts in California. In addition, populations in these communities are generally more likely to be impacted by the COVID-19 health and economic crisis, in part due to already-high pollution exposure and impacts. As such, the need is greater than ever to reduce emissions and exposure in low-income and disadvantaged communities throughout the State, while also meeting community-identified clean transportation and mobility needs.

CARB's AB 617 CAPP is a first-of-its-kind statewide effort that includes community air monitoring and CERPs with the primary purpose of reducing exposure in communities most

impacted by air pollution. The program provides an opportunity to continue to enhance our air quality planning efforts and better integrate community, regional, and State level programs to provide clean air for all Californians, and is a complimentary mechanism through which CARB works to improve air quality in highly-impacted communities. Throughout the AB 617 process to date, many communities and their representatives have continually sought a transition of the dirtiest mobile sources in their communities to zero-emission technology as fast as possible.

There are also a number of Low Carbon Transportation projects designed to advance CARB's equity goals, including meaningful community engagement and inclusion in policy decisions, increasing access to critical goods and services, and improving connectivity to public transit and other clean options in communities, while reducing GHG emissions. And as previously described, the investment minimums for GGRF created under *Assembly Bill 1550*[83] also play a significant role in CARB's ability to target benefits in disadvantaged communities. CARB and other State agencies are continually striving to go beyond the requirements of AB 1550, with 57 percent of projects implemented using California Climate Investment funds to date benefiting California's disadvantaged communities and low-income communities and households.[84] Because mobile sources are such a significant source of emissions throughout the State, much of California Climate Investment funding allocated to CARB, including a considerable portion of CAPP funds, is used to incentivize development and deployment of cleaner mobile source technology.

Moving forward, CARB will continue to go above and beyond these various mandates to improve air quality and reduce exposure to criteria pollutants and toxics in low-income and disadvantaged communities. Many of the measures proposed in the 2016 Strategy have since been adopted by CARB as regulations and will provide substantial emissions and health benefits in these communities. In addition, programs under development and new concepts discussed here in the 2020 Strategy, including the Heavy-Duty Inspection and Maintenance Program and the Locomotive Emission Reduction Measure, have immense potential to provide additional benefits. More broadly, across all programs moving forward, CARB is working to factor in environmental justice and accelerate controls in communities of concern where feasible, and to engage more directly with community members throughout the regulatory development and implementation process.

Ramifications of the Current Health and Economic Crisis

The COVID-19 pandemic has already had extreme effects on lives and livelihoods, as well as on federal, State, and local budgets. In 2020, the State confronted a budget deficit of $54.3 billion, and the State Budget reflected estimated spending of $5.7 billion to respond

[83] Gomez, Chapter 369, Statutes of 2016
[84] 2020 California Climate Investments Annual Report
https://ww2.arb.ca.gov/sites/default/files/classic//cc/capandtrade/auctionproceeds/2020_cci_annual_report.pdf

directly to the COVID-19 pandemic. Despite the initial budget deficit last year, California has rebounded and proved resilient through the COVID-19 pandemic such that the fiscal outlook for 2021 is significantly better, as demonstrated by the Governor's 2021 State Budget proposal. Amongst other things, in the proposed 2021 State Budget, Governor Newsom included a $1.5 billion comprehensive strategy to achieve the state's zero-emission vehicle goals by 2035 and 2045, including securitizing up to $1 billion to accelerate the pace and scale of the infrastructure needed to support zero-emission vehicles. That said, with the deferral on GGRF appropriations handled through the Cap-and-Trade Expenditure Plan and funding levels for many incentives to achieve mobile source emissions reductions still uncertain, all efforts to reduce emissions and exposure are especially critical during this time. Air pollution can have a wide variety of negative effects on respiratory health, and COVID-19 has been shown to pose greater risk to individuals suffering from respiratory illnesses. In addition, both COVID-19 and air pollution are seen to have a disproportionate impact on disadvantaged communities and people of color.

Even prior to the current crisis, incentive funding was not yet at the levels needed to achieve the level of vehicle and equipment turnover necessary for attainment of near-term SIP deadlines. Given the reduced monetary resources available for incentives in the near-term due to COVID-19, increased emissions reductions from regulatory programs may be necessary.

Ongoing Need for Incentive Funding to Support Clean Technology

Regulations take considerable time to develop and in many instances, lead-time and transition periods are necessary for industry to feasibly comply; despite this challenge, significant emissions reductions are needed from mobile sources in California over the next 5, 10, and 30 years. In recent years, the Board has repeatedly directed staff to advance regulatory deadlines where feasible in order to reduce emissions earlier than previously planned. To the extent possible, CARB will continue to explore areas where it may be possible to achieve emissions reductions earlier than currently scheduled in a developing regulation or by amending an existing regulation.

While regulatory mechanisms have and will continue to achieve a majority of the necessary emissions reductions, incentive funding is of critical importance, especially in the near-term to advance technology development and deployment and accelerate the rate of fleet turnover to the levels needed to meet targets. Substantial funding and investment will be needed from all levels of government, and the private sector, to deploy clean technologies and the infrastructure to support them. Despite the delay in some funding appropriations specifically dedicated to incentive-based turnover of mobile source vehicles and equipment as a result of the COVID-19 pandemic, there is the potential to leverage other funding that may be available in this year's budget and in coming years to achieve emission reductions from the mobile fleet and from other sources of air pollution statewide. The $1.5 billion included in the Governor's proposed 2021 State Budget towards achieve the state's zero-emission vehicle goals by 2035 and 2045 could play a substantial role, and it is likely that funding from a

federal infrastructure would directly support the transition to clean and zero-emission vehicles as well.

Like California has shown for decades, clean technologies and the markets evolving around them are compatible with, and contribute to, a thriving State economy. As the State moves forward and works to revive California from the current economic crisis, it is imperative that we use the funds that are available to achieve the maximum benefit possible for all Californians, and this includes reducing mobile source emissions through a transition to zero-emission technologies, and otherwise supporting the green economy.

Chapter 6 - 2020 Mobile Source Strategy Scenario Concepts

In California, on-road and off-road mobile sources are the largest contributor to NOx and GHG emissions. In 2017, direct emissions from mobile sources were responsible for 80 percent of statewide NOx (Figure 9) and 40 percent of statewide GHG (Figure 10) emissions when excluding emissions from the production of fuels that power them.

Figure 9 – 2017 Statewide NOx Emissions by Sector

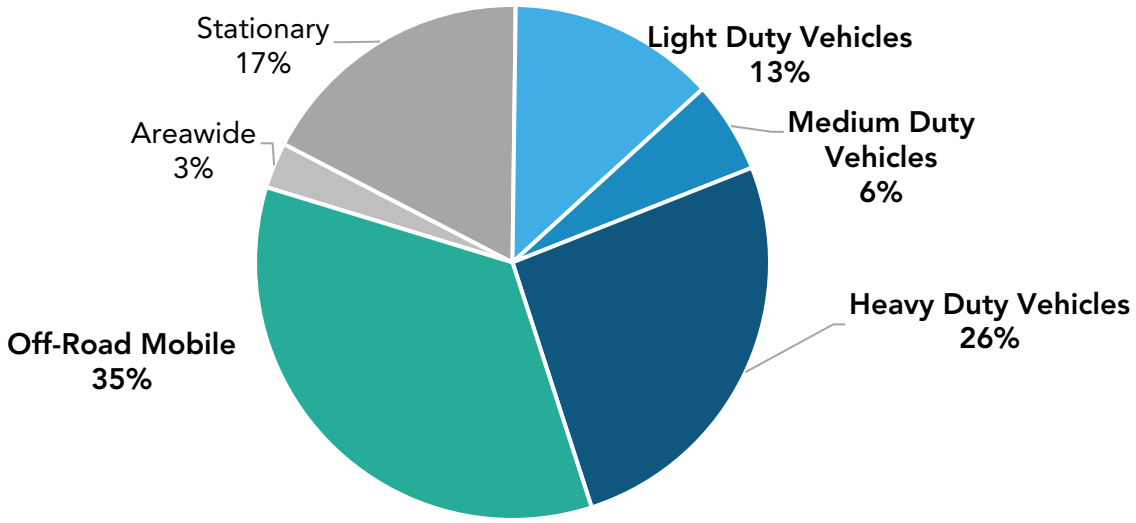
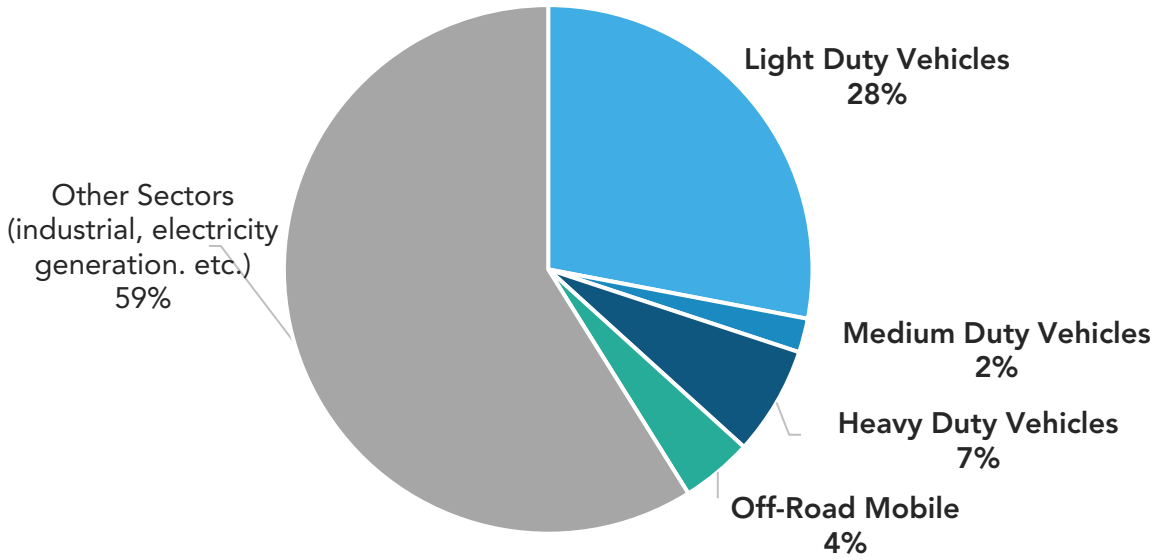


Figure 10 – 2017 Statewide GHG Emissions by Sector



As outlined earlier in the document, while significant progress has been made in reducing mobile source emissions in California, substantial additional emissions reductions from today's levels are required to meet air quality standards and California's climate goals. The 2020 MSS presents a top-down scenario modeling approach that defines the technology mixes needed to achieve these emissions reduction targets. These scenarios are also reflective of the scale of technology transformation that needs to happen within California's mobile source sector. While the scenarios define the technology mixes, they do not necessarily pinpoint the strategies and policy tools that could be used to achieve them. Such a level of transformation requires multiple policy tools as no one tool will achieve all of our goals. Potential policy tools could include, but are not limited to, the following:

- Manufacturer requirements to foster clean technology production and sales;
- In-use requirements to accelerate penetration of newer technology;
- Incentive programs to promote and accelerate the use of advanced clean technologies;
- Zero-emission vehicle fueling and charging infrastructure planning and development;
- Regional land use and transportation planning to enable more transit and mobility options, and to encourage less VMT for mobility needs;
- Transportation pricing to permanently signal to users the mobility options that are more sustainable;
- Enhanced enforcement strategies; and
- Outreach and education to bridge the knowledge gap and increase consumer acceptance of advanced vehicle technologies.

The scenarios developed for the 2020 MSS would require major changes to mobile source sectors, particularly a transformation to zero-emission technologies wherever feasible, and near zero-emission technologies with the cleanest, lowest-carbon fuels everywhere else.

Scenario Modeling Tools

Vision for Clean Air

CARB's *Vision for Clean Air Framework*, first released in 2012, was developed to enhance CARB's ability to conduct transportation policy, multi-pollutant analyses to inform air quality and climate planning. It allows for the evaluation of technology, energy, and transportation system policy evaluations across multiple sectors and pollutants. In support of the 2016 Strategy, CARB released the updated and expanded Vision 2.1. For the 2020 MSS, staff are using the same modeling framework, but with updated light-duty vehicle population and emission rates from EMFAC2017, [85] updated vehicle activity from California's metropolitan

[85] California Air Resources Board (CARB) (2017). EMFAC2017 Web Database (v1.0.2) (*https://arb.ca.gov/emfac/2017*)

planning organizations (MPOs), and refined technology adoption forecasts. Refined technology adoption rates for zero-emission vehicles were updated based on the preliminary ZEV market projection analysis presented in the July 30, 2020 EMFAC 202x workshop.[86] Scenario assumptions for the light-duty vehicle sector are described later in this chapter.

Mobile Emissions Toolkit for Analysis (META)

META was developed to facilitate the updates included in the 2020 MSS. It uses the most current emissions inventory data as the basic framework and incorporates major strategies to reduce criteria and GHG emissions, to present what-if scenarios of technology mix, fuel consumption, and emissions for the on-road heavy-duty and off-road sectors. The META tool provides the explicit technical details and spells out strategy assumptions of the scenario analyses. Most importantly, it provides transparency for the 2020 MSS development. Scenarios visualized through the META tool are used to understand how different combinations of concepts will transform the technology mix of the future vehicle fleet and associated emissions.

The on-road medium- and heavy-duty scenarios in META used population and emission outputs from EMFAC2017 with vehicle activities from MPO travel demand models. This version of EMFAC is used for SIP and transportation conformity purposes. EMFAC2017 incorporated emissions reductions from regulations that had been officially adopted before the end of 2017. The emission benefits of regulations adopted between now and then, such as ACT, are modeled off-line within the META tool. EMFAC2017 outputs served as a baseline for populations and tailpipe emissions, broken down by EMFAC categories. This tool applies the scenario assumptions outlined later in this chapter to the baseline, and then calculates scenario technology population mixes, emissions, and fuel consumption for the 2020 MSS. META on-road allows for scenario selection (for heavy-duty only) and output type, including pollutant and fuel type. There are also options to model what-if scenarios with different combinations of cleaner combustion application scope and ZEV phase-in schedules. This provides an opportunity for end users to compare results with 2020 MSS scenarios.

META-Off-road allows users to visualize the baseline and 2020 MSS scenario results and view assumptions for each off-road sector. Baseline inventories for each off-road sector in META are based on the most recent inventory results. In the Results pages, users may select outputs such as population, fuel use, NOx, PM2.5, and carbon dioxide (CO2) emissions for each off-road sector in the South Coast Air Basin, the San Joaquin Valley, and statewide domains. The "Results-Totals" page shows the comparison of annual totals between the baseline and MSS scenario. The "Results-Detailed" page provides detailed outputs broken down by either Tier group or fuel type for both scenarios. The "Scenario Description" page provides a summary of the data sources, inventory status, current rule concepts, 2020 MSS

[86] *https://ww2.arb.ca.gov/sites/default/files/2020-07/EMFAC202x_2nd_Workshop_07302020_ADA.pdf*

scenario details, and next step for CARB for each sector. The "Detailed Data" tab provides the detailed data behind each scenario.

On-Road Light-Duty Vehicles

Baseline and Existing Policies

In California, the light-duty vehicle sector contributes a sizeable proportion of current NOx and GHG emissions. Light-duty vehicles are defined as vehicles with a gross vehicle weight rating (GVWR) less than or equal to 8,500 lbs. As shown in Figure 9 above, light-duty vehicles contribute 13 percent of the total NOx emissions statewide in 2017. In the South Coast Air Basin specifically, light-duty vehicles comprised 18 percent of the 2017 NOx emissions inventory. This represents a smaller proportion of the inventory than in prior years as a result of the aggressive light-duty vehicles regulations and incentives in effect. Future emission baseline projections are shown later in this section.

As shown in Figure 10 above, light-duty vehicles comprise 28 percent of the GHG emissions in California, or about 70 percent of the direct emissions from vehicles or equipment. The indirect or upstream emissions from fuel production (for all transportation modes) are 7 percent for refineries, 4.1 percent for oil/gas extraction, 0.9 percent for pipelines, and 0.7 percent for agriculture fuel production.[87] When coupled with the direct emissions from all transportation sources, the total GHG emissions from mobile sources and their fuel production represent more than 50 percent of the total statewide GHG inventory. The light-duty vehicle portion of the upstream fuel emissions depend on the emission characteristics of producing gasoline, as opposed to diesel or other petroleum products, at refineries.

The sizable emission contribution of the light-duty vehicle sector is the primary reason that numerous existing policies have been adopted by CARB to control future year emissions, as shown in the next section. Taking into account currently adopted regulations and major CARB programs, emission inventory projections for the light-duty sector are provided below in Table 12.[88] Emission projections for future years provide a critical glimpse into whether current policies are sufficient for achieving emission targets, or if additional actions are necessary.

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[87] CARB GHG emissions inventory: *https://ww2.arb.ca.gov/ghg-inventory-data*

[88] To be consistent with SIP planning inventory, emissions in Table 12 are estimated based VMT provided by MPOs as custom VMT inputs to EMFAC2017. As a result, the GHG emissions for light-duty vehicles in 2017 is lower than the official GHG inventory

Table 12 - Baseline NOx and GHG Emission Projections for Light-Duty Vehicles

NOx Statewide	2017	2031	2037
Tailpipe, tons per day (tpd)	184.2	47.9	40.2
% Change from 2017	-	-74%	-78%
*GHG Statewide**	2017	2030	2045
Vehicle, MMT CO2e/yr	98.8	68.9	61.8
% Change (vehicle) from 2017	-	-30%	-37%
WTW, MMT CO2e/yr**	118.5	83.7	74.8
% Change (WTW) from 2017	-	-29%	-37%

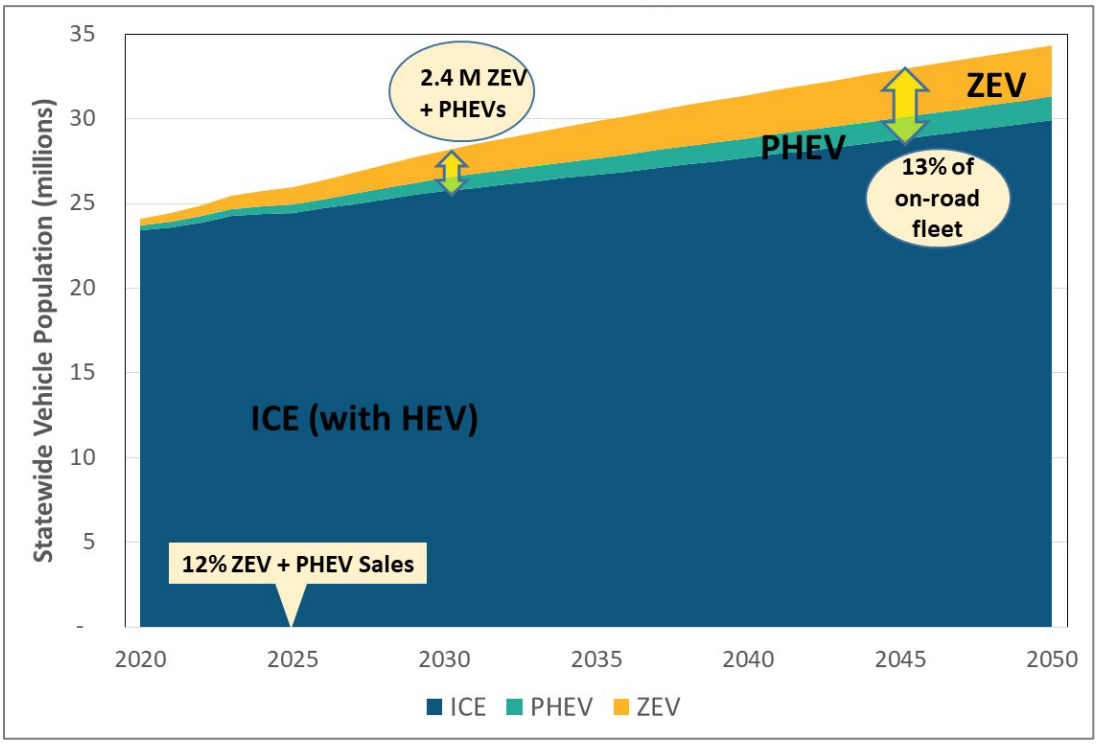
*Excludes biogenic sources
**WTW = Well-to-wheel emissions, including upstream fuel production and delivery

The table for statewide GHG emissions includes both vehicle emissions, and an inclusion of upstream fuel production emissions – this is known as "well-to-wheel" (WTW) when included with vehicle emissions. The analysis accounts for lower fuel lifecyle carbon content (both electricity and gasoline) over time. CARB staff estimated emissions from producing gasoline in 2020 and 2030, accounting for the anticipated lower carbon-intensity ethanol fuel blends in reformulated gasoline (E10 fuel) due to the 2018 *Low Carbon Fuel Standard* (LCFS) amendments. Emissions from producing electricity accounts for California's power generation mix under the *Senate Bill 100*[89] renewable requirements (a 60 percent renewable portfolio standard by 2030) and the phase-out of coal generation. These assumptions consider the unique conditions in California and show that driving an electric vehicle produces significantly lower emissions than a conventional gasoline vehicle.

Because of current programs, Table 12 shows that light-duty vehicle emissions are projected to decline significantly in the next several decades. However, this is still not sufficient to achieve future emission targets. For additional context, Figure 11 below shows the baseline projection of electric vehicles in the on-road fleet. This shows the State is likely to achieve the Governor Brown's target of 1.5 million zero-emission vehicles (including PHEVs) by 2025, as directed in Executive Order B-16-12 which guides State agencies to take actions to support the commercialization of ZEVs and launch the path to the 2050 climate targets, while providing air quality co-benefits. Figure 11, however, also shows that current programs across State agencies will only achieve approximately half of the 5 million ZEVs and PHEVs by 2030 directed in the Governor Brown's *Executive Order B-48-18*, signed in 2018 (noted as 2.4 million in the figure). This 5 million goal represents the path necessary for the 2030 SB 32 climate statutory requirements.

[89] De Léon, Chapter 312, Statutes of 2018

Figure 11 - Baseline Statewide Light-Duty Vehicle Technology Projections for the On-Road Fleet

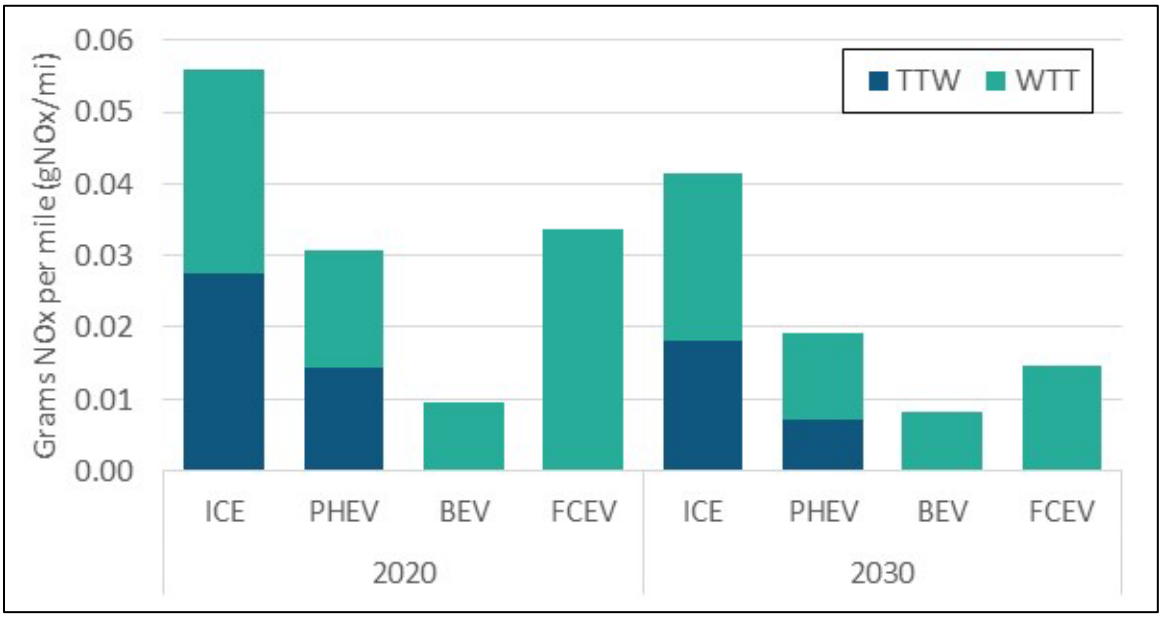


CARB staff have quantified the marginal difference in emissions between driving a mile with a new gasoline conventional vehicle compared to varying electric drive vehicles, coupled with California specific upstream fuel facility emission factors. [90] The figures below show the emissions per mile for a gasoline vehicle (ICE) compared to a PHEV, BEV, and FCEV in California. The data displays both the tailpipe emissions ("tank-to-wheel" or TTW) and upstream emissions associated with producing and delivering the fuel to the vehicles ("well-to-tank" or WTT). Combined, this is called a well-to-wheel emissions analysis comparing varying powertrain types. The analysis compares new passenger vehicles in two different years to account for improved vehicle fuel efficiency and fuel carbon content (electricity, hydrogen and gasoline) over time based on current vehicle and fuel regulations. The PHEVs are assumed to have a percent eVMT of 48 percent in 2020 and 70 percent in 2030. As noted earlier, staff estimated emissions from vehicles using the most current CARB on-road vehicle inventory using EMFAC2017.

[90] California Air Resources Board (CARB) (2019). Staff Report: Initial Statement of Reasons. Public Hearing to Consider Electric Vehicle Supply Equipment (EVSE) Standards. Release Date: May 7, 2019. (*https://ww3.arb.ca.gov/regact/2019/evse2019/isor.pdf*)

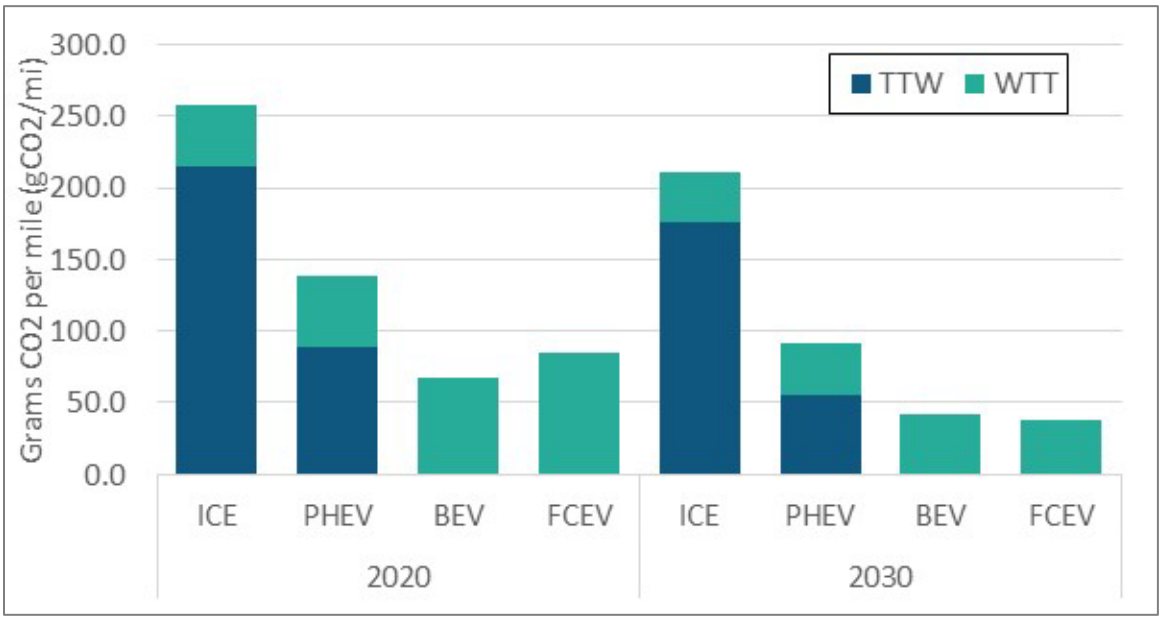
The results are presented below for NOx and GHG emissions assuming a passenger car classification. The accompanying model includes further results for light-duty trucks.[91] Figure 12 shows that CARB staff project the WTW NOx emissions for the BEV to be 83 percent lower in 2020 compared to a conventional vehicle, and slightly decreasing to 80 percent lower in 2030. Figure 13 shows that CARB staff project well-to-wheel GHG emissions from a new BEV to be about 74 percent lower than a new gasoline vehicle in 2020, and increases to 80 percent lower in 2030. This trend highlights that BEVs have much lower emissions, and that for GHG emissions the difference is growing over time as emissions from producing electricity are expected to become lower.

Figure 12 - NOx Emission Factors for Four Vehicle Technology Types in a Passenger Car (grams of NOx/mile)



[91] California Air Resources Board (CARB) Vision program model results for well-to-wheel emission factor comparison, *https://ww2.arb.ca.gov/resources/documents/vision-scenario-planning*

Figure 13 - GHG Emission Factors for Four Vehicle Technology Types in a Passenger Car (grams of CO2e/mile)



Current Light-Duty Vehicle Policies

CARB has been regulating light-duty vehicles for over 50 years. Some policies in place are described below. As discussed earlier, CARB's currently effective regulations to control emissions from passenger vehicles are collectively called the Advanced Clean Cars (ACC) program. This California program combined the control of smog-causing pollutants and GHG emissions into a single coordinated package of regulations: LEV III Criteria, LEV III GHG, and a technology-forcing mandate for ZEVs.

When CARB adopted ACC in 2012, the Board committed to conducting a comprehensive midterm review of three elements of the program: 1) the ZEV regulation, 2) the 1 milligram per mile particulate matter standard, and 3) the light-duty vehicle GHG standards for 2022 and later model years. Staff's review was conducted at the same time as a similar U.S. EPA and NHTSA midterm evaluation of the federal light-duty vehicle greenhouse gas and fuel economy standards for 2022 through 2025 model years at the national level. CARB concluded the following for its midterm review at its March 2017 hearing:

- Adopted GHG standards remain appropriate for 2022 through 2025 model years;
- Continue with existing technology-forcing ZEV requirements to develop the market;
- Direct staff to immediately begin rule development for 2026 and subsequent model years;
- Continue and expand complementary policies to help support an expanding ZEV market; and

- The particulate matter standard is feasible but further action is needed to ensure robust control.

On April 13, 2018, however, the previous federal administration took a significant step toward dismantling the harmonized national program for reducing light-duty vehicle greenhouse gas emissions when it issued a revised, abbreviated final determination that the federal GHG and fuel economy standards for model year 2022 through 2025 vehicles were no longer appropriate, revoking the previous, comprehensive determination that the standards were appropriate.[92] Over the course of the next year and a half, the previous federal administration revoked California's Clean Air Act waiver for its GHG and ZEV light-duty standards, issued a regulation that those standards are preempted by the Energy Policy and Conservation Act (EPCA), and significantly relaxed the federal light-duty vehicle GHG and fuel economy standards.[93] CARB challenged these actions and the litigation is pending.[94] Additionally, *CARB finalized a voluntary agreement with five automakers* to adhere to more aggressive emission reductions on a contractual basis than required by the relaxed federal standards. On January 20, 2021, President Biden ordered U.S. EPA and NHTSA to consider rescinding these actions.[95]

California and International Policy to Phase out ICEs

Most recently, on September 23, 2020, Governor Newsom signed Executive Order N-79-20 establishing a goal for 100 percent of in-state sales of new passenger cars and trucks to be zero-emission by 2035.[96] The Governor's order also directs CARB to develop and propose regulations towards reaching 100 percent zero-emission vehicle sales. Such an ambitious goal is the first in the United States, and complements what others are doing around the world. The specifics of each national target vary slightly in that some explicitly require 100 percent sales of electric vehicles while others require the opposite of 0 percent new gasoline, diesel, or fossil fuel vehicles. Timelines for these also vary widely with Norway, the most aggressive country targeting 100 percent electric vehicle sales by 2025, while Costa Rica and Germany are aiming for these levels by 2050 (see Table 13 for full listing of countries and target

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[92] 83 Fed. Reg. 16,077 (Apr. 13, 2018).

[93] *See* Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks, 83 Fed. Reg. 42,986 (Aug. 24, 2018); SAFE Vehicles Rule Part One: One National Program, 84 Fed. Reg. 51,310 (Sept. 27, 2019); SAFE Vehicles Rule for Model Years 2021-2016 Passenger Cars and Light Trucks, 85 Fed. Reg. 24,174 (Apr. 30, 2020).

[94] *See California v. Wheeler, et al.* United States Court of Appeals, District of Columbia Circuit, Case No. 19-1239, consolidated under No. 19-1230 along with Nos. 19-1241, 19-1242, 19-1243, 19-1245, 19-1246, and 19-1249; *California v. Wheeler, et al.*, United States Court of Appeals, District of Columbia Circuit, Case No. 20-1167, consolidated with Nos. 20-1145, 20-1168, 20-1169, 20-1173, 20-1174, 20-1176, and 20-1177.

[95] Executive Order No. 13990 of January 20, 2021, Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis, § 2(a)(ii), 86 Fed. Reg. 7,037 (Jan. 25, 2021).

[96] Available at https://www.library.ca.gov/Content/pdf/GovernmentPublications/executive-order-proclamation/40-N-79-20.pdf.

dates[97]). Such targets send strong policy signals to the market. France and Spain have codified these targets as formal laws that would make these targets legally binding and enforceable requirements.

Table 13 - Countries with 100% ZEV Sales or Phase Outs of Gasoline, Diesel, or Fossil Fuels

Target Year	Country (target type)
2025	Norway (EV only)
2030	Iceland (no gasoline/diesel vehicles) Ireland (no fossil fuel vehicles) Israel (no gasoline/diesel vehicles) Netherlands (EV only) Sweden (no gasoline/diesel vehicles)
2032	Scotland (no gasoline/diesel vehicles)
2035	Denmark (no gasoline/diesel /PHEV) UK (no gasoline/diesel /PHEV)
2040	Canada (EV only) France (no fossil fuel vehicles) Portugal (no ICE vehicles) Singapore (no ICE vehicles) Sri Lanka (EV/HEV only) Spain (EV only)
2050	Costa Rica (EV only) Germany (EV only)

ZEV market support in partnership with California State Agencies

As described in CARB's *Senate Bill 498*[98] report,[99] California has a suite of regulatory, incentive, and supporting programs that accelerate the adoption of ZEVs (light-duty but also medium- and heavy-duty vehicles). The regulatory programs help ensure that vehicles are manufactured and supplied to the market (e.g., the ACC ZEV regulation) or procured for a certain usage (e.g., heavy-duty vehicle fleet requirements). Incentive programs help spur demand for these vehicles by encouraging consumers and fleet operators to purchase or lease ZEVs by offsetting some of the additional upfront costs of ZEVs compared to conventional vehicles (e.g., purchase rebates through the Clean Vehicle Rebate Project) or by developing and testing new technologies through demonstrations and pilots (e.g., the

[97] International Council for Clean Transportation (July 2020). Update on the global transition to electric vehicles through 2019. *https://theicct.org/sites/default/files/publications/update-global-EV-stats-sept2020-EN.pdf*
[98] Skinner, Chapter 628, Statutes of 2017
[99] California Air Resources Board (CARB) (2020). Assessment of CARB's Zero-Emission Vehicle Programs Per Senate Bill 498. July 2020. (*https://ww3.arb.ca.gov/programs/zev/SB-498-Report-072320.pdf*)

Advanced Technology Demonstration Project). The supporting programs also play a critical role in facilitating ZEV market growth by providing ZEV fuels and refueling infrastructure (e.g., the LCFS and the Clean Transportation Program), building ZEV awareness, and sharing best practices among different jurisdictions through collaboration. These three types of programs work together to accelerate the ZEV market by fostering supply and demand across all phases of ZEV technology commercialization and market development.

Assembly Bill 2127[100] requires the California Energy Commission (CEC) to conduct a statewide assessment of the electric vehicle charging infrastructure needs in support of the 5 million ZEV by 2030 target issued in Executive Order B-48-18. Developed through a collaboration between the CEC and National Renewable Energy Laboratory (NREL), the current version of Electric Vehicle Infrastructure Projection model (EVI-Pro 2), incorporates observed travel and charging data and evolving market and technology conditions to estimate the charging demand to meet the needs of future PEV drivers. EVI-Pro 2 designs the supply of charging infrastructure capable of meeting this demand, and quantifies the associated load impacts from charging. EVI-Pro 2 also leverages MSS county level projections to achieve more granular results and a higher degree of spatial resolution. More information on the CEC's electric vehicle charging infrastructure assessment is on the CEC's *AB 2127 webpage*.

The State also has a number of electric vehicle charging infrastructure programs. The *Clean Transportation Program*, administered by the CEC, provides funding to support PEV infrastructure through various grant solicitations. Additionally, CEC manages the *California Electric Vehicle Infrastructure Project* (CALeVIP) to provide streamlined incentives for electric vehicle charging infrastructure, and through 2019, CEC has allocated $71 million for charger rebates. The California Public Utilities Commission (CPUC) authorizes investor-owned electric utilities to undertake transportation electrification activities. In 2016, the CPUC approved charging infrastructure pilot programs for three large investor-owned utilities – Pacific Gas and Electric, Southern California Edison, and San Diego Gas and Electric – to install charging stations for a combined budget of up to $197 million.[101] In 2018, the CPUC approved additional investor-owned utility projects to deploy charging infrastructure pursuant to *Senate Bill 350*.[102] To date, CPUC has approved over $780 million for transportation electrification programs under SB 350.[103] Finally, *Volkswagen*, through its subsidiary Electrify America, has agreed to invest $800 million over a 10-year period for ZEV infrastructure,

[100] Ting, Chapter 365, Statutes of 2018
[101] California Public Utility Commission, 2019. Summary of CPUC Actions to Support Zero-Emission Vehicle Adoption. *https://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442459998*
[102] De León, Chapter 547, Statutes of 2015
[103] California Public Utility Commission, Approved SB350 Projects. Accessed July 27, 2020: *https://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442457944*

education, and access in California as part of a settlement with CARB. Electrify America will invest $200 million in four installments over the next 10 years.[104]

The State also has a few important programs to support the rollout of hydrogen fueling infrastructure for light-duty vehicles. CARB's LCFS *Hydrogen Refueling Infrastructure* credit provision has initiated the development of nine stations. Additionally, as part of the *Assembly Bill 8*[105] program aimed at establishing at least 100 stations (45 existing stations are open, with retail service today), the CEC released its latest Grant Funding Opportunity 19-602 to solicit applications to co-fund new hydrogen fueling stations, with awards expected to be announced soon. To facilitate opening of new hydrogen fueling stations, CARB staff assists light-duty vehicle manufacturers and retail station operators by conducting independent testing to verify compliance with SAE fueling protocols. These are necessary steps to move California's hydrogen fueling and fuel cell electric vehicle (FCEV) industries out of the current early adopter phase and into the broader mass-market.

Scenario Analysis – Targeting New Vehicle Technology

Targets

As noted earlier, the State has a number of emission reduction targets that apply either to all sectors in the economy, or to the transportation sector as a whole (all mobile sources, including on-road and off-road sectors). Given the size of the contribution from light-duty vehicles to the 2017 emissions inventory, this sub-sector will need to make strong contributions toward regional and Statewide emission targets. Therefore, for the purposes of creating a reference for these light-duty scenarios, the results are compared to an equal-share reduction of the broader targets. This includes a 62 percent NOx reduction in 2037 below the baseline 2037 NOx projections, citing preliminary estimates of the needed NOx reductions to meet the 70 ppb 8-hour ozone standard.[106] For GHG emissions, with an uncertainty of whether natural and working lands will not provide increased carbon sinks over time, this analysis assumes mobile sources will need to achieve zero carbon emissions by 2045 on a full well-to-wheel basis. CARB will be comprehensively evaluating strategies to achieve carbon neutrality through the 2022 Scoping Plan Update process, including renewable fuel supply constraints and unique challenges in varying sectors.

In principle, to achieve full carbon neutrality by 2045 with direct vehicle and fuel production emissions from the light-duty vehicle sector, the entire on-road light-duty vehicle fleet needs to be either some form of an electric vehicle using renewable electricity/hydrogen or an internal combustion engine using sustainable biofuels. When considering the additional

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[104] Volkswagen Group of America, 2017. California ZEV Investment Plan: Cycle 1. *https://www.electrifyamerica.com/our-plan*

[105] Perea, Chapter 401, Statutes of 2013

[106] *https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15*

constraint of dramatically reducing the criteria emissions from the vehicles themselves, separate from the upstream fuel production, the necessity for ZEVs becomes even stronger.

The scenario described below is aggressive, as there are certain limitations that inhibit fully achieving carbon neutrality with direct vehicle and fuel production emissions. These limitations include the pace at which new ZEV sales can grow, the scrappage of legacy gasoline vehicles, and biomass supply limitations and competition from other sectors, among other factors. There are many combinations of strategies that can help to achieve these air quality and 2045 GHG light-duty vehicle equal-share emission targets, so the challenge is to identify the combination with the greatest chances for success, knowing that every individual strategy will need to be extremely aggressive. The following list describes key scenario considerations and assumptions that were considered.

Framework for Scenario Development

The strategies and scenarios described below do not reflect a market feasibility analysis, but rather were identified as strategies that are technically possible but most likely only under optimal policy and market conditions. The technology and fuel assumptions reflect staff's current understanding of the vehicle and fuel technologies that have been developed and are already entering the market. Staff then make assumptions about their future potential market growth.

Advanced vehicle technology and efficiency improvement form the foundation for the scenarios. Given the large incremental improvement in emissions per vehicle from electrification, the scenarios focus on aggressively moving to all-electric technologies, coupled with increases in conventional vehicle improvements. These strategies were assumed to have a correlation related to automaker investments – much of the industry will focus investments on electrification, but conventional vehicles will see a scaling up of existing efficiency strategies, such as hybrid powertrains (as compared to widespread investments in new innovations for conventional engine technology). Battery-electric vehicles were the dominant technology selected for the scenarios, but fuel cell electric vehicles are assumed to continue their growth in the market and are included in the scenarios.

Further, the scenarios rely solely on new light-duty vehicle sales as the mechanism to change the fleet's technology mix and did not assume any retrofit or accelerated scrappage policies. Finally, new mobility trends, namely ride-hailing services with high-mileage vehicles and connected, autonomous vehicles, create opportunities to substantially increase electric vehicle miles traveled (eVMT) by the fleet as a subset of vehicles are more intensively used and thus retired more quickly.

The fuel supply sector will need to transition to nearly all renewable sources to achieve the equal-share emission targets. However, partly because there are limits to renewable sources depending on the fuel type, the results shown here do not quite achieve the "equal share" targets used in this analysis. These scenarios will be revisited as CARB develops the renewable fuel assessments for the 2022 Scoping Plan Update. Transportation electricity will

leverage the same grid supply mix that is changing economy-wide in response to State statutes for an aggressive renewable portfolio standard. Hydrogen was assumed to transition to all renewable sources, though there is currently no statute requiring these high levels. To offset remaining liquid fuel usage in the light-duty fleet, the 2016 Strategy had assumed that renewable "drop-in" gasoline would emerge on the market by 2020. However, a review of fuel technology advancements and new expected fuels shows that renewable gasoline is not being seriously developed for California markets. This, coupled with the ongoing supply constraint of low carbon biofuels anticipated to be primarily used in heavier mobile sources, led to the assumption that biofuels beyond ethanol in E10 would not be used in these light-duty vehicle scenarios.

Reducing vehicle miles traveled is necessary to directly and immediately reduce mobile source emissions, and to bring the light-duty transportation sector within striking distance of carbon neutrality by 2045 and attainment of the 70 ppb 8-hour ozone standard in 2037. This scenario assumes a 15 percent reduction in statewide light-duty VMT by 2050 compared to business as usual assumption, the same as the 2016 Mobile Source Strategy and the 2017 Scoping Plan. Further, the VMT reduction strategy areas discussed in this document reflect the nature of the actions necessary to achieve the level of reductions in the scenario. In addition to providing congestion mitigation and improved community mobility, VMT reduction also reduces fuel demand, and therefore can reduce investments and land-use impacts from advanced fuel sources (e.g. biofuels, build out of solar and wind, etc.).

Scenario Input Assumptions

Multiple scenarios were created to evaluate the impacts of varying the pace of ZEV sales, with a particular focus on either 2035 or 2040 as dates at which conventional vehicle sales could end. In the scenarios, PHEV sales were included, but at a declining ratio to ZEV sales and also assuming greater all-electric driving range[107] than exhibited by PHEVs in the market today. The primary scenario selected assumed conventional vehicle sales end in 2035, with ZEV and PHEV sales reaching 100 percent by that date. Several specific technology and fuel assumptions are listed below, many of which would require new policy actions.

- The relative ratio of combined ZEV and PHEV sales start at 75 percent ZEV/25 percent PHEV in 2030 scaling to 90 percent/10 percent in 2045 (see Figure 14). The rationale for this assumption reflects a projection that as pure ZEV technology advances, PHEV costs will be relatively higher than BEVs given the complexity of two powertrains (combustion engines and electric systems), and this cost differential will affect market demand. Additionally, to achieve the emission targets, pure ZEV technology will need to be prioritized.

[107] Modeled as a larger "percent eVMT" which represents the proportion of a PHEV's annual driving that is solely from the electric drive system.

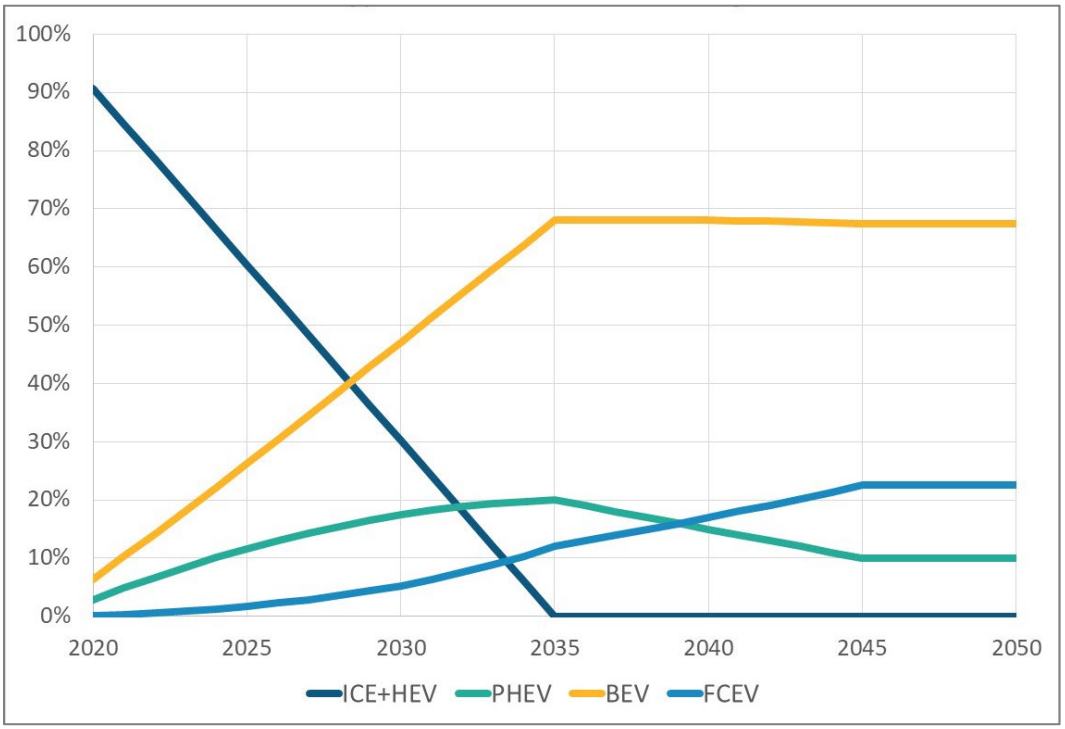
- The relative ratio of combined BEV and FCEV sales start at 90 percent BEV/10 percent FCEV in 2030 scaling to 75 percent/25 percent by 2045 (see Figure 14). The rationale for this assumption reflects increasing FCEV adoption as hydrogen fueling infrastructure expands and a subset of the vehicle market that will still require frequent fast refueling, particularly in larger vehicle classes.
- PHEV eVMT is fixed at 70 percent (or about 52 miles of all-electric range) for passenger cars and 50 percent (or about 28 miles of all-electric range) for light trucks for all years after 2030. Although technology will continue to improve beyond 2030, these values were kept constant in future years given that the technology will need to be used on a larger number of larger vehicle platforms as the market grows. The scenarios assume the technology improvements will be needed to maintain the eVMT performance on heavier vehicles, some of which will require towing capability.
- New gasoline-only vehicles, including hybrids (non-plugged vehicles), are assumed to have reduced GHG emissions by 2.0 percent per year from 2026 to 2035. This assumption reflects an investment by the automotive industry in ongoing conventional vehicle improvements while focusing most investments on ZEVs, and likely would require a regulatory change to California's vehicle standards.
- BEV and FCEV new vehicle efficiency is assumed to improve at 0.5 percent per year from 2026 to 2045. This assumption reflects greater emphasis on cost reduction of components and systems rather than on further improvements to efficiency.
- NOx emission factors do not change for new vehicles in any of the vehicle classes. This assumption reflects the need for vehicles to remain clean and to prevent a backslide on emission certification levels as a result of the increasing fraction of ZEVs. To accomplish this, light-duty vehicle regulations will need to change to protect against backsliding. The effect would be that as ZEV sales increase, the total light-duty new vehicle fleet average for NOx emissions will decline. It is possible to additionally assume conventional vehicle NOx emission levels will decline, in addition to ZEV sales. CARB staff are considering this as a regulatory option in addition to regulatory provisions to protect against emission certification backsliding.
- By 2045, approximately 90 percent of electricity and all hydrogen is assumed to be from renewable sources. Per SB 100, electricity must be 60 percent renewable by 2030 (when coupled with nuclear and large hydro, the grid is likely to be higher than 60 percent of zero carbon sources by 2030); the statute further requires 100 percent zero carbon on the grid retail sales by 2045.[108] It is assumed 100 percent electrolytic

[108] SB 100 requires that 100 percent of retails sales of electricity come from RPS-eligible and zero-carbon resources by 2045. SB 100 does not define zero-carbon resources. An interagency effort is underway to evaluate potential paths to achieving the 2045 goal, and this process evaluates electricity generation technologies that could be eligible zero-carbon resources and will model potential resource mix scenarios for 2045. Refer to *https://www.energy.ca.gov/sb100* for more information about this process. SB 100 allows for a small amount of electricity generated by natural gas in 2045 which could be replaced by renewably sourced bio-methane, but this scenario did not assume bio-methane was available for electricity production.

hydrogen will utilize growing curtailed renewable electricity as utilities procure more zero GHG generation to meet the Renewable Portfolio Standard (RPS).

- For remaining liquid fuel demand in 2045, all scenarios assume E10 ethanol blend in gasoline as the fuel.

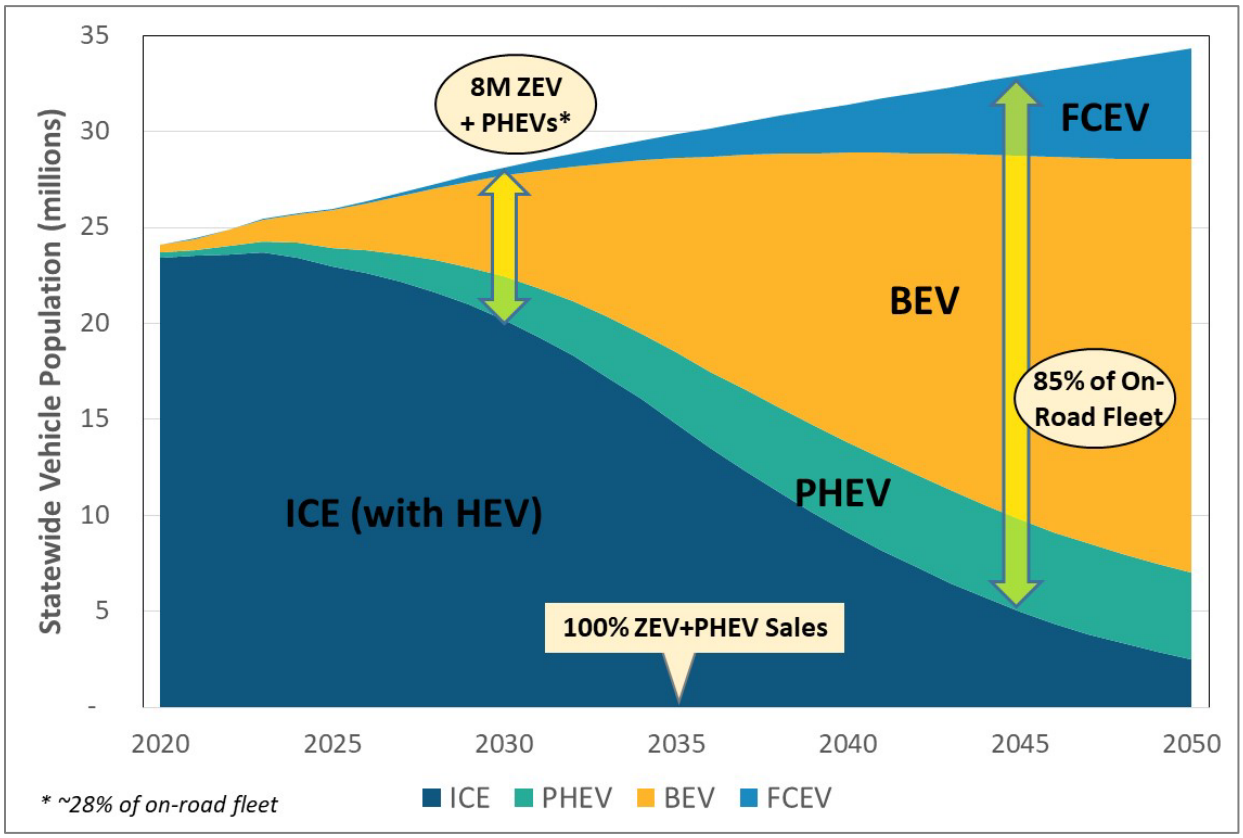
Figure 14 – Light-Duty Vehicle Sales Fractions by Technology Type



Scenario Results and Trends

In the primary scenario where new sales of ZEVs and PHEVs reach 100 percent in 2035, the on-road fleet still includes 15 percent conventional or hybrid vehicles in 2045, as shown in Figure 15. In 2045, 16 percent of total VMT is from conventional vehicles or PHEVs not using electricity. Given the aggressive nature of sales before 2035, up to 8 million ZEVs and PHEVs would be in the fleet by 2030, well above the Governor Brown's target of 5 million ZEVs by 2030. This modeled scenario reflects the more aggressive climate target being evaluated here compared to when Governor Brown established the 5 million ZEV target.

Figure 15 – Statewide Light-Duty Vehicle Technology Penetration in the On-Road Fleet



Under this fleet composition, combined with the fuel mix changes and VMT reduction assumptions, the primary scenario generates a 17 percent reduction in NOx emissions in 2031 and a 43 percent reduction in 2037 relative to baseline projections of tailpipe emissions Statewide for each of those years. GHG emissions in 2045 are 87 percent lower than 2020 levels.

Figure 16 - Statewide Light-Duty Vehicle NOx Emissions (Tailpipe)

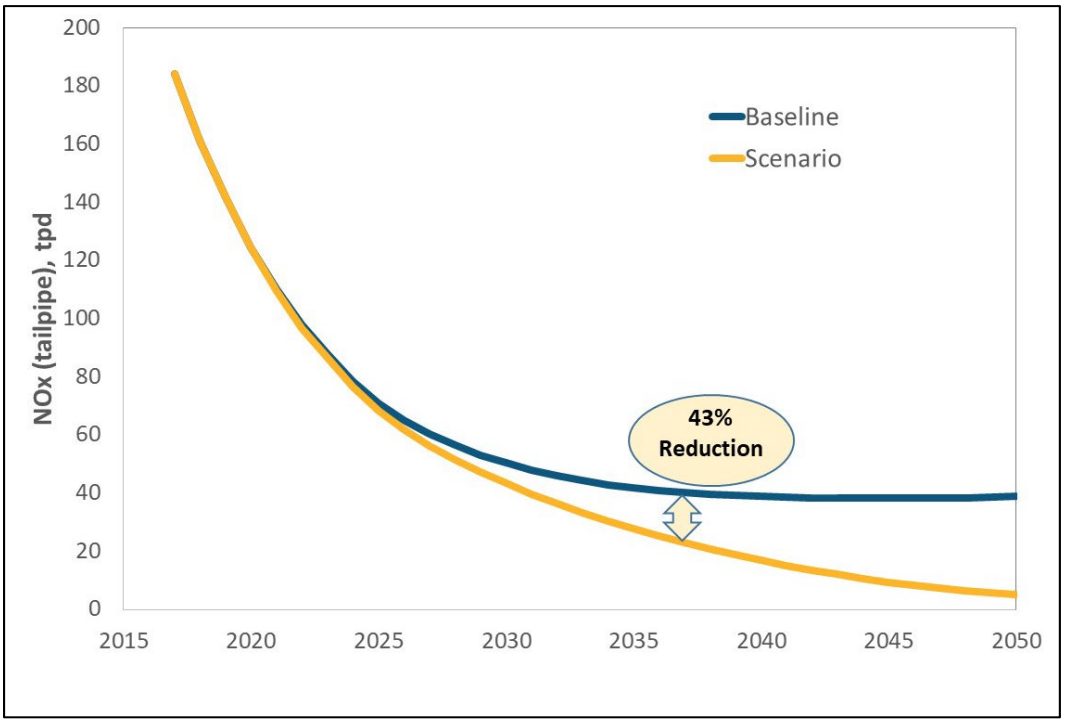


Figure 17 – Statewide Light-Duty Vehicle GHG Emissions (Well-to-Wheel)

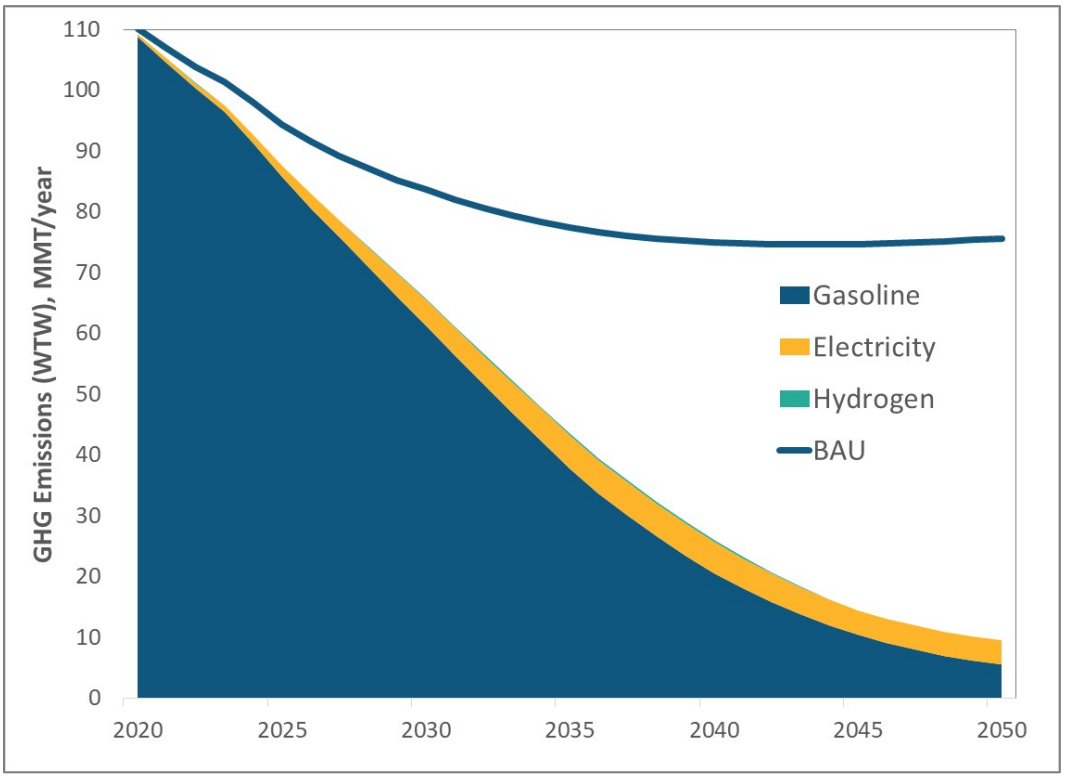
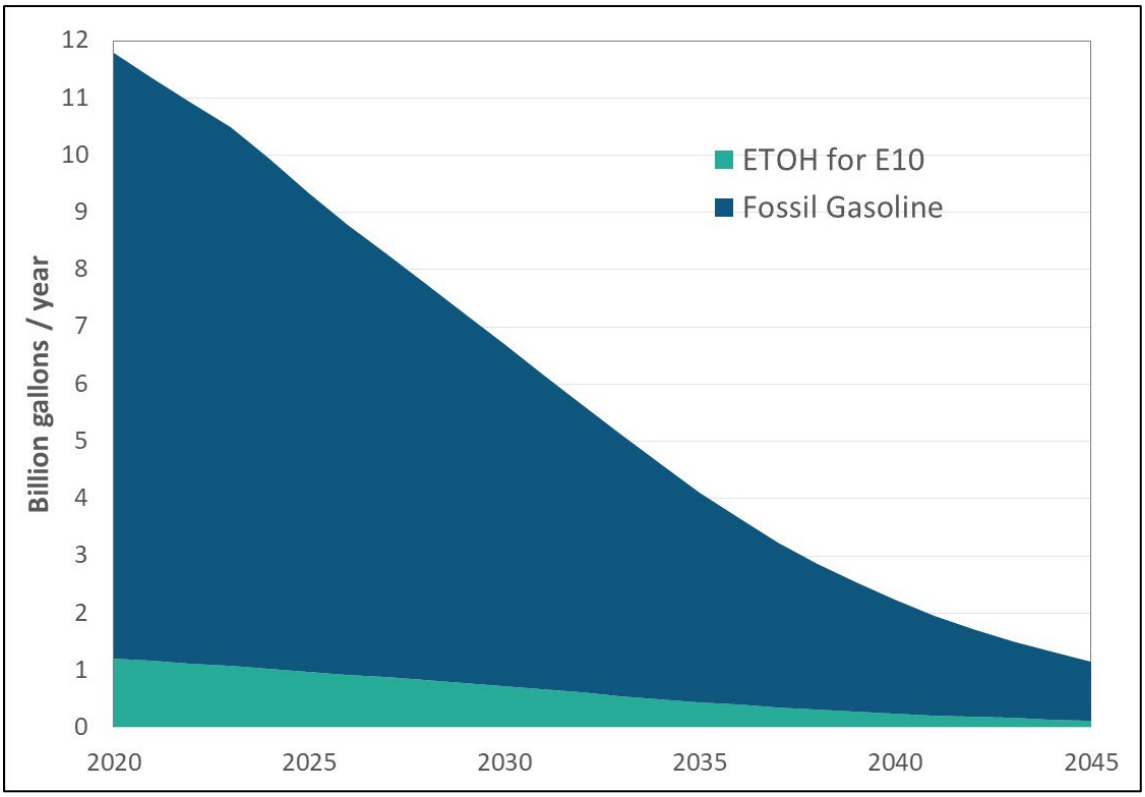


Figure 18 shows the total liquid fuel usage for the light-duty fleet over time. Although a relatively small portion of the on-road fleet in 2045, combustion vehicles would still consume 1.2 billion gallons of liquid fuel in 2045 – only 30 percent of which would be used by PHEVs – and contribute roughly three quarters of the fleet's GHG emissions (see Figure 17). Therefore, the quantity of liquid fuel demand that remains in 2045 has an oversized influence on achieving the light-duty equal share emission targets. Separately, GHG emissions from electricity usage in vehicles would not be zero due to some remaining fossil natural gas usage for electricity generation but will be a small impact.

Figure 18 – Light-Duty Vehicle Liquid Fuel Demand (fossil gasoline, ethanol for E10)



Discussion of Results

The light-duty vehicle scenarios reveal that even with extremely aggressive electrification, coupled with aggressive VMT reductions and fuel decarbonization,[109] the sector still cannot achieve its "equal share" of the reductions for NOx and GHG emissions in 2037 and 2045 respectively assumed for this analysis.[110] The emission reductions are sizeable, however, with a 43 percent reduction in 2037 of tailpipe NOx emissions below the 2037 baseline, and an 87 percent reduction of well-to-wheel GHG emission reductions in 2045 below 2020 levels.

The earliest possible date by which staff believe conventional vehicle sales possibly could end is 2035, and although automotive battery technology costs are rapidly declining, achieving this sales trajectory still faces broader market challenges of insufficient ZEV fueling infrastructure, electric drive manufacturing scale-up constraints, battery and fuel cell raw material supply constraints and uncertainty in consumer demand, particularly with lower income households. The next few years will be very telling in terms of new electric vehicle

[109] Fuel decarbonization refers to a group of strategies, including SB 100 electric grid requirements, liquid fuel carbon reductions through the Low Carbon Fuel Standard (LCFS), and other actions.
[110] As noted earlier, the "equal share" target for GHG emissions in this analysis is carbon neutrality for the light-duty sector by 2045.

models entering the market, and consumers seeing wider choices and fuel infrastructure advancements.

The scenarios also reveal that while the State needs to push as hard as possible on electrification, CARB also needs to continue taking action to reduce NOx and GHG emissions from new conventional vehicles. A sizeable fraction of the on-road fleet in the later years will still use combustion engines, so new emission standards in model years 2026 to 2035 will have important benefits. For NOx emissions, this includes the need to strongly consider "anti-back-sliding" actions on conventional vehicles in the light-duty fleet average standards as ZEV sales scale up (as simulated in these scenarios), and possibly going further to require the fleet average standard to be lower, thus requiring conventional vehicles to get cleaner (not simulated in this scenario). For GHG emissions, an additional reason to consider new conventional vehicle GHG emission reductions (as simulated in this scenario with efficiency improvement assumptions) is the cumulative climate change mitigation for the years before electrification becomes dominant. This is noted because the difference in the 2045 annual GHG emission results from the scenario, with and without the conventional vehicle GHG improvements is small. But cumulative GHG emissions over time for these conventional vehicles will not be trivial.

Further reductions from conventional vehicles would be possible with select actions not evaluated in these scenarios. For example, to further control NOx emissions, targeted policies (e.g. regulation changes) could focus on cold start emissions. For GHG emissions, advanced biofuels could be used, but were not considered here given the limitations on biomass supply.

Scenario Analysis – Accelerated Vehicle Retirement

As described above, phasing out new internal combustion engine light-duty vehicles by 2035 is not sufficient to achieve the needed NOx emission reductions to meet the 2031 ozone standard in the South Coast Air Basin or the 2045 Statewide climate neutrality goal, assuming an equal share emission target for light-duty vehicles. Further emission reductions in the light-duty sector could be achieved through a suite of actions including accelerated vehicle turnover programs.

This section focuses on an accelerated turnover scenario where the oldest light-duty vehicles registered in the South Coast Air Basin—those with the highest criteria emissions—are replaced with ZEVs or other alternative transportation options. California has several related incentive programs in place, but the scale of these would need to increase significantly to make up the gap to achieve the 2031 ozone standard in 2031 and the 2045 climate target.

Equity considerations, including the specific clean transportation and mobility needs of low-income and disadvantaged communities, must be foundational to the design and implementation of accelerated vehicle turnover programs, *in addition to* enabling more individuals to purchase new electric vehicles. This includes understanding and overcoming some of the biggest barriers to ZEV adoption—affordability, access, awareness, and utility—

as identified in CARB's SB 350 Barriers Report.[111] CARB's light-duty vehicle replacement and incentive programs, in addition to ongoing outreach and education efforts, play a large role in addressing these barriers and increasing adoption of ZEVs and use of other, more sustainable transportation modes.

Current Scrappage Programs

- *Vehicle Scrappage:* California's Bureau of Automotive Repair (BAR) administers the Consumer Assistance Program, [112] which provides either an incentive of $1,000 or $1,500 for the voluntary scrappage of an eligible operational vehicle, with the higher incentive amount provided to consumers having a household income of less than or equal to 225 percent of the Federal poverty level.[113,]
- *Vehicle Scrappage and Replacement*: Clean Cars 4 All[114] provides incentives to lower-income vehicle owners living in disadvantaged communities to retire a functioning, high-polluting vehicle and replace it with a new or used ZEV, PHEV, conventional hybrid vehicle, or an alternative mobility voucher. The average incentive amount is approximately $8,500, although this varies both by income level and vehicle technology of the replacement vehicle. An additional incentive of up to $2,000 is available for the installation of electric vehicle charging infrastructure. Clean Cars 4 All is administered through several air districts across the State. Some air districts run a similar vehicle retirement and replacement program but allow for the replacement vehicle to be a conventional internal combustion engine vehicle if it meets a minimum fuel economy standard.

Scenario – Vehicle Population Implications

- Retiring approximately 160,000 vehicles older than model year 2000 registered in the South Coast Air Basin by 2031 would yield emission reductions of approximately 3.1 tpd of tailpipe NOx and 0.3 MMT/yr of WTW GHG in the year 2031.
- Retiring an additional 125,000 vehicles older than model year 2006 by 2037 in the basin would result in emission reductions of 1.8 tpd of NOx and 0.4 MMT/yr of GHG in 2037.
- Assuming the 160,000 vehicles are turned over equally for the next decade between 2021 and 2031, the increased scale of vehicle turnover needed—16,000 vehicles every year—would be about a ten-fold increase compared to the annual number of vehicles retired in the South Coast Air District through Clean Cars 4 All.

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[111] *https://ww2.arb.ca.gov/sites/default/files/2018-08/sb350_final_guidance_document_022118.pdf*

[112] *https://www.bar.ca.gov/Consumer/Consumer_Assistance_Program/*

[113] In order to qualify for the program, the vehicle must fail a Smog Check inspection. However, low-income consumers are also eligible to participate in program if vehicle passes a Smog Check inspection within the last 180 days.

[114] Previously known as the Enhanced Fleet Modernization Program Plus-Up.

- In 2031, these 160,000 older vehicles would contribute approximately 22 percent of the total light-duty vehicle NOx tailpipe emissions in the South Coast Air Basin while only representing 1.5 percent of all light-duty vehicles expected to be registered in the basin, according to EMFAC.
- Retiring an additional 125,000 vehicles older than model year 2006 between 2031 and 2037 in the basin would result in emission reductions of 1.8 tpd of NOx and 0.4 MMT/yr of GHG in 2037.

Anticipated Regulatory Actions

Advanced Clean Cars II

The ACC regulations are responsible for setting criteria pollutant and GHG emission standards for light-duty and medium-duty vehicles and establishing a ZEV mandate (although CARB's authority for the GHG and ZEV light-duty vehicle regulations has been preempted by federal action in the SAFE Rules - which California is contesting and the federal agencies have been directed to reconsider). ACC II is currently in development to strengthen these standards beyond model year 2025, and the regulatory proposal is anticipated for Board consideration in late 2021. Staff provided an informational Board update in May 2020, outlining staff's preliminary thoughts on real-world emission reduction measures for combustion vehicles, cold-start emission reductions, improved emission control for plug-in hybrid vehicles, and new medium-duty requirements.

Staff are also considering potential changes to the ZEV regulation stringency and new ZEV assurance measures like vehicle warranty, durability, standardized data requirements, and battery state-of-health monitoring requirements to ensure emission benefits from ZEVs. These latter ZEV assurance measures will be necessary to support wide-scale adoption of ZEVs, not just in the new vehicle market but in the used vehicle market as well. As new vehicle buyers typically do not own their vehicles for the entirety of the vehicles' life, warranty and durability requirements are especially important to ensure that subsequent owners can experience the full utility of a ZEV powertrain in order to realize the expected emission reductions. Additionally, CARB is proposing that the battery's state of health be accessible to drivers without the use of any specialized equipment so that vehicle owners are able to understand the vehicle's need for repair and warranty qualifications or that used vehicle buyers will be able to evaluate the health of the battery. More detailed data would also be required to allow for repair technicians to assess the vehicle's need for repair or for those in the battery repair or reuse industry to better assess the remaining battery life and ideal second life application. Finally, CARB is considering proposing that ZEV powertrain service and repair information be available to independent technicians to allow for vehicle servicing by non-dealer technicians. This provision will help ensure independent repair shops can continue to participate in the market as more ZEVs are added to California's fleet and also provide consumers with more options for their vehicle servicing needs. All these measures are designed to ensure ZEVs fulfill their potential to reduce emissions.

Clean Miles Standard

Senate Bill 1014,[115] the Clean Miles Standard and Incentive Program, requires CARB to develop and the CPUC to implement a GHG reduction program for transportation network companies (TNC) such as Uber and Lyft. SB 1014 directs CARB to adopt GHG per-passenger-mile reduction and percent eVMT targets for TNCs by January 1, 2021. Staff anticipates achieving GHG goals through increased use of ZEVs and increased pooling, as well as use of transit and micro mobility modes of transportation facilitated by the TNCs. The program will begin in 2023 and increase in stringency through 2030. The *Clean Miles Standard* regulatory proposal is currently being developed; staff provided an informational Board update in January 2020 and the regulation is scheduled for Board consideration in early 2021. The Standardized Regulatory Impact Assessment has been made public, and the program expects to achieve at least 0.25 MMT CO2e/year of GHG emission reductions in 2030.

Additional Information

Sensitivity scenarios

In addition to the main scenario presented in this chapter, staff have evaluated a number of additional scenarios to gain an understanding of how certain assumptions influence the emissions results. This is important given that the main scenario does not yet achieve the light-duty equal share emission targets noted earlier. The first sensitivity scenario explored how influential the ZEV sales target was on the results of the main scenario. The sensitivity scenario explored a delayed date of 2040 for the end of conventional vehicle sales. As noted earlier, staff will revisit these scenarios as part of the 2022 Scoping Plan Update, and the fuel supply assumptions may change, affecting the emission results.

Scenario with conventional vehicle sales ending in 2040 instead of 2035

- +4 MMT/yr GHG emissions in 2045 compared to the 2035 scenario (83 percent reduction instead of 87 percent below 2020 baseline emissions)
- +3.4 tpd additional NOx tailpipe emissions in 2037 Statewide compared to the 2035 scenario (35 percent reduction instead of 43 percent below 2037 baseline emissions)
- 1.6 billion gallons liquid fuel demand (instead of 1.2 billion gallons in the 2035 scenario)

Scenario with aggressive growth in ride hailing vehicles

- Assumes growth in high-mileage ride hailing services, including driverless automated ride-hailing in later years

[115] Skinner, Chapter 369, Statutes of 2018

- Slightly lower vehicle population for same mobility needs as vehicle age requirements force older vehicles out of the ride hailing fleets
- Overall increase in light-duty VMT as increased "deadhead miles" over compensate for increased pooling assumptions in the scenario. In 2045, the ride-hailing scenario results in 944 million miles per day statewide compared to 905 million miles in the main scenario,
- Increased deadhead VMT over-compensates for slightly higher fraction of the fleet as electric, creating a small increase in the sector's GHG emissions. In 2045, well-to-wheel GHG emissions rise by +0.5 MMT/yr. However, had electrification not been prioritized on the ride-hailing vehicles in this scenario, the rise in GHG emissions would have been larger.

Additional details on equity considerations

A cornerstone to addressing mobility equity is to focus on meeting the clean transportation needs and utility of low-income and disadvantaged community households. Previously identified barriers must be overcome in order to advance transportation equity:

- *Affordability*: Advanced technology vehicles currently have higher upfront costs than conventional vehicles. There is less ability to leverage traditional financing options.
- *Access*: There is a lack of new and used ZEV options at dealerships, used car lots, and infrastructure available in their communities. Home charging is frequently not a viable option for those who rent or live in multi-unit dwellings. Information on ZEVs, their benefits, and low-cost financing options is not widely available.
- *Awareness*: Communities do not have as much information on advanced technologies and how they can meet their needs. There is often a lack of transparency of the risks associated with new or used ZEV battery life.
- *Utility*: ZEVs need to meet unique community needs, including longer battery range for those living farther from destinations, sufficient space to transport tools and materials or family members, and ability to charge in public spaces. Alternative mobility options need to be safe, convenient, and affordable.

Providing a variety of solutions to address these barriers is essential in meeting the unique clean transportation needs of underserved communities. Some examples include:

- Incentives provided through the Clean Vehicle Rebate Project and Clean Cars 4 All Program provide low-income consumers with affordable financing and more options when purchasing or leasing new and used ZEVs.
- The Clean Vehicle Assistance Program helps low-income Californians access grants and loans for new and used ZEVs.
- The Zero-Emission Assurance Project, once launched, will help address concerns regarding ZEV battery life and mitigate the risk of buying used ZEVs by providing a rebate for the purchase of a replacement battery.

- Assurance measures being considered through the ZEV regulation—such as requiring a battery state-of-health indicator and adding a useful life and minimum warranty requirements—will reduce the risk of owning future new and used ZEVs and benefit the secondary ZEV market, which is crucial to increasing access among low-income consumers.
- The One Stop Shop Pilot Project provides a multi-pronged approach of expanding, prioritizing, and tailoring ZEV and clean mobility outreach and education in underserved communities, including how advanced technologies can meet their needs.

Beyond ZEVs: The Need to Reduce VMT

Governor Newsom's Executive Order N-79-20 to phase out the sale of internal combustion engine (ICE) vehicles by 2035 will result in substantial emission reductions from light-duty passenger vehicles, but ZEVs alone will not be sufficient to achieve the State's climate and air quality goals. Even with phasing out the sale of new ICE vehicles, 30 percent of light-duty vehicles will still be gas-powered in 2045, by which time California must achieve carbon neutrality to help prevent the worst impacts of climate change. Reducing vehicle miles traveled (VMT) is necessary to directly and immediately reduce mobile source emissions, and to bring the light-duty transportation sector within striking distance of carbon neutrality by 2045 and attainment of the 70 ppb 8-hour ozone standard in 2037.

Reducing vehicle miles traveled (VMT) is necessary to directly and immediately reduce mobile source emissions, and to bring the light-duty transportation sector within striking distance of carbon neutrality by 2045 and attainment of the 70 ppb 8-hour ozone standard in 2037.

CARB's previous *2016 Mobile Source Strategy* and *2017 Climate Change Scoping Plan* emphasized the critical role VMT reductions play in attaining 8-hour ozone standards, and meeting California's 2030 climate goals. This update to the Mobile Source Strategy uses the same targets for reducing VMT as these previous plans, which aim to reduce light-duty VMT by 15 percent by 2050 compared to business as usual. The intent of this section of the 2020 Mobile Source Strategy is to identify strategies CARB can undertake to assist in achieving additional reductions and support implementation of regional SCSs. In addition to needing to substantially reduce emissions, our growing dependence on cars also threatens our ability to achieve California's critical health and equity goals. Historic decision-making favoring single-occupancy vehicle travel has shaped many communities. Where and how communities plan and build housing also imposes and often reinforces long-standing racial and economic injustices that leave residents with little choice but to spend significant time and money commuting long distances in search of an affordable place to live. This places a disproportionate burden on low-income Californians, who end up paying the highest proportion of their wages for housing and transportation.[116] Meanwhile, growth in VMT, where it involves or incentivizes land conversion, impedes California's ability to store carbon and maintain resilient ecosystems and the life-sustaining resources they provide, including clean air and water, food, and fiber.

[116] CARB's 2018 Progress Report showed that as housing is becoming less affordable, California's low-income residents are relocating at greater rates than the rest of the population. Low-income residents are moving at greater rates to inland parts of Southern California and to the San Joaquin Valley, especially near the boundary of the Bay Area. Few are moving into the coastal areas of Southern California and the Bay Area, the latter of which has the highest displacement risk in the state.

Moreover, auto ownership is expensive. Low- and moderate-income households spent over half their yearly income to acquire their last vehicle,[117] and it costs on average $9,000 per year to own, maintain, and operate a private vehicle, which represents about 16 percent of average US household expenditures.[118] Rural and suburban households report about 25 percent more VMT than urban households, and thus, incur higher cost burdens.[119] Finally, building and maintaining roads is expensive - roadway maintenance costs alone have ballooned to over $1.4 billion per year in California.[120] California's roads have some of the worst congestion in the nation, and 10 million more vehicles are projected to be on the road by 2050.

Without additional policy intervention, VMT may continue to rise. California needs to re-envision its built environment in a way that reduces the number and length of trips people make, as well as make walking, biking, transit, and other mobility options become more viable. Along with reducing GHG emissions and air pollution,[121,122] lowering transportation expenses by driving less helps people meet other critical household needs, accumulate wealth, buy homes closer to key destinations, and increase discretionary income. Less driving will reduce congestion, save the State money by not having to build expensive new transportation infrastructure, and reduce overall costs to maintain the road system.

Reducing VMT is difficult. Many factors influence an individual's travel choices, and they interact with one another in a complex manner that is not always well understood. Investments in viable travel alternatives such as transit, cycling, and walking, as well as regional growth patterns all play a role in influencing personal travel behavior. It is also important to acknowledge that other factors determined at a macro-level, such as gas prices and employment, play a significant role in influencing personal travel behavior.[123] When

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[117] Pierce, G. DeShazo, J.R., et al. 2019. Designing Light-Duty Vehicle Incentives for Low- and Moderate-Income Households. *https://ww3.arb.ca.gov/research/single-project.php?row_id=65259*

[118] Handy, S. 2020. Reducing Car Dependence Has Economic, Environmental, and Social Benefits. UC Davis: National Center for Sustainable Transportation. http://dx.doi.org/10.7922/G2J101FV Retrieved from *https://escholarship.org/uc/item/7js9s5jk*

[119] Pierce, G. DeShazo, J.R., et al. 2019. Designing Light-Duty Vehicle Incentives for Low- and Moderate-Income Households. https://ww3.arb.ca.gov/research/single-project.php?row_id=65259

[120] Bureau of Transportation Statistics. 2015. Highway Statistics 2015. Table SF-12. *https://www.fhwa.dot.gov/policyinformation/statistics/2015/sf12.cfm*

[121] Ewing, R., Hamidi S. 2016. Urban sprawl as a risk factor in motor vehicle crashes. *https://doi.org/10.1177/0042098014562331*

[122] Busch, B., Lew, E., & Distefano, J. 2015. Moving California Forward: How Smart Growth Can Help California Reach Its 2030 Climate Target While Creating Economic and Environmental CoBenefits. Joint report by Energy Innovation Policy and Technology LLC, and Calthorpe Analytics. Available: *https://energyinnovation.org/wp-content/uploads/2015/11/Moving-California-Forward-Full-Report.pdf*

[123] Travel behavior is influenced by a number of factors including income, the costs of owning and operating a vehicle, other travel options, the time cost of travel, urbanization, and highway capacity. During the last SB 375 Target Setting Update MPOs cited a rebound effect of increased overall driving due to increasing vehicle fuel

CARB released its *2018 Progress Report to the Legislature on SB 375 Implementation* (SB 375 Progress Report), the report day-lighted several issues that impede California's success in reducing VMT and that despite our collective efforts to put in place transportation plans with more coordinated land use plans and policies that would reduce transportation emissions, implementation of those plans is not occurring as envisioned. These shortcomings do not rest fully on any particular entity, but fixing them will require greater leadership across all levels of government. The report identified a number of key areas for future action and additional collaboration, including: aligning certain State funding sources with environmental, equity, and other priorities; increasing affordable travel and housing choices in under-served communities; developing sustainable and equitable methods of funding the transportation system; deploying new mobility options that complement environmental and equity priorities; piloting innovative approaches to speed adoption of clean transportation options; improving access to data; and updating and strengthening SB 375. This document is intended to identify actions that CARB, for its part, can undertake to begin to advance implementation of those recommendations.

The recipe for success in reducing VMT requires many ingredients, but two essential ones include a focus on equity and partnerships.

Addressing Equity

Historically, many transportation and land use policies in California created, exacerbated, and perpetuated systems through which white, middle- and high-income populations advanced their privilege at the expense and detriment of Black, Indigenous and People of Color (BIPOC) communities, people of low-income, and other under-served communities. In turn, those systems contributed to the stark disparities Californians observe today across race and levels of income in relation to access to quality housing, educational attainment, employment rates, and general health and life expectancy, among others.[124] CARB is committed to dismantling embedded systems of disenfranchisement and discrimination, and to prioritizing the needs of historically under-served communities in our work. The 2020 Strategy aims to mark a decisive step by CARB on a much longer path to develop the knowhow and frameworks for collaboration to combat longstanding inequities through California's transportation and land use policies and programs.

State transportation agencies have reviewed their past policies and impacts, and acknowledged their contributions to structural inequities. In June 2020, CalSTA Secretary David S. Kim made an official statement recognizing that the expansion and improvement of

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efficiency, as a significant factor making it difficult to achieving their targets. As part of the Advanced Clean Car II Rulemaking, CARB will analyze the rebound effect

[124] For example, life expectancy varies by as much as 21 years in the San Joaquin Valley depending on zip code; zip codes with the lowest life expectancy tend to have a higher percentage of Hispanic and low-income residents. (Joint Center for Political and Economic Studies; Fresno State's Central Valley Health Policy Institute. 2012. Place Matters for Health in the San Joaquin Valley: Ensuring Opportunities for Good Health for All)

California's transportation system disproportionately benefitted some population groups and burdened others, and that "far too often, past transportation decisions quite literally put up barriers, divided communities, and amplified racial inequalities, particularly in our Black and Brown neighborhoods."[125] In December 2020, the California Department of Transportation (Caltrans) issued its own Equity Statement affirming that "communities of color and under-served communities experienced fewer benefits and a greater share of negative impacts associated with our state's transportation system."[126] Finally, in January 2021, the California Transportation Commission (CTC) declared that "new highways were frequently constructed through predominately Black, Latino, Asian, and low-income neighborhoods to meet the needs of primarily white suburban commuters, and through tribal lands" while other "racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services."[127]

Land use policy has been another structural pillar for socioeconomic and environmental inequity in California. The current makeup of our cities – their patterns of racial and social segregation, investment and underinvestment, and residents' varying rates of income, education and health – is heavily rooted in legacy federal urban renewal, housing, and mortgage insurance programs that codified and advanced racial discrimination dating back to the 1930s.[128] Local governments in California acted to protect these federal programs through zoning decisions that "drove new industrial facilities to or near redlined communities, while at the same time upholding race restrictions through local covenants."[129]

Last fall, CARB adopted *Resolution 20-33* acknowledging that "impacts from air pollutants and greenhouse gases disproportionally affect communities of color … condemn(ing) racism and racial bias in all forms and in all spaces, and welcom(ing) the opportunity to establish and enhance proactive measures to ensure racial equity permeates all of CARB's activities both internal and external."[130] Upholding that commitment will require introspection on our potential role effecting inequitable outcomes (intentionally or unintentionally) through decades of work focused on reducing air pollution and greenhouse gas emissions. It will also require that, moving forward, CARB center equity in all its efforts by prioritizing the needs of those most and worst affected by air pollution and the impacts of climate change, such as BIPOC communities, low-income communities, and other under-served communities. CARB

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[125] CalSTA, Secretary David S. Kim Issues Statement on Racial Equity, Justice and Inclusion in Transportation, 2020.
https://calsta.ca.gov/press-releases/2020-06-12-statement-on-racial-equity
[126] Caltrans, Caltrans Equity Statement, 2020. *https://dot.ca.gov/about-caltrans/equity-statement*
[127] CTC, Racial Equity Statement, 2021. *https://catc.ca.gov/about/racial-equity-statement*
[128] Richard Rothstein, The Color of Law: A Forgotten History of How Our Government Segregated America. 2017.
[129] CalEPA. Pollution and Prejudice: Redlining and Environmental Injustice in California. 2021.
https://storymaps.arcgis.com/stories/f167b251809c43778a2f9f040f43d2f5
[130] CARB. Resolution 20-33: A Commitment to Racial Equity and Social Justice. 2020.
https://ww3.arb.ca.gov/board/res/2020/res20-33.pdf

believes that true changes will not come from just investing in these communities, but also from ensuring that these communities have a more active role in needs assessment, solutions design, and planning processes that lead to such investments and other strategic policy decisions.

CARB is taking key steps in that direction with the 2020 Strategy. In developing the strategies and actions to reduce VMT included here, equity outcomes have been a key consideration. CARB is making commitments to expand our collaboration with under-served communities in transportation needs assessments to identify clean mobility projects for funding; to studying and providing recommendations to develop equitable road pricing programs; and to crafting a strategy of State policy solutions that increase the development of equitable infill housing projects. However, CARB is cognizant that centering equity in our work also requires considering how an action engages within the historic and ongoing context of systemic racism. For example, there is a potential for road pricing and infill housing programs to work against equity if agencies do not appropriately design and implement them. Recent decades have been marked by a significant in-migration of white and middle- and high-income households and businesses to the core of California's most populous cities, a steep increase in core city rents and real estate values, and the relocation of BIPOC and low-income communities to peripheral areas further away from employment hubs, key services, and good transit service. Strategies that increase infill and transit-oriented development have brought up concerns around displacement of existing residents due to increasing land values. In addition, as the housing cost burden is rising in every region, for all income-levels, pricing strategies raise serious concerns. Pricing can put a greater burden on low-income Californians, who also experience greater cost burdens from vehicle ownership than wealthier Californians or who have no alternatives to driving. CARB and its partners will need to confront these realities head on when developing solutions.

Integral to CARB's push to center equity in its VMT reduction work will be building new structures for engagement, co-creation, implementation, and program evaluation with BIPOC, low-income, and under-served communities. Over the years, CARB's various programs and agency-wide perspectives on equity have benefitted greatly from the participation, ideas and activism of local communities, community-based organizations (CBO) and non-governmental organizations (NGOs) concerned with equity issues. As CARB moves to further develop and implement the VMT reduction strategies and actions identified in the 2020 Strategy, it is committed to elevating and empowering under-served communities' voices in the decision-making process; identifying who will benefit or be burdened by a given decision (including examining potential unintended consequences of a decision); designing strategies to advance equity and mitigate unintended negative consequences; and, to structuring mechanisms for successful implementation and evaluation of impacts. CARB will intentionally lead these efforts with a racial justice perspective to confront the impacts of a long history of systemic racial inequity and the intersectionality of race with low-income and other under-served communities. CARB will also closely monitor its efforts to collaborate with BIPOC communities across multiple geographies and fields of policy intervention so that it can continue to learn and improve over time.

CARB does not hold all the answers, but it is committed to the work of building out robust structures to center equity in its work and to prioritizing the needs of under-served communities. The great urgency of racial and other inequities today demands that we take actions now, learn by doing, and improve our approach iteratively. Ahead of the 2020 Strategy lies the development of the 2022 Scoping Plan Update, where we will be working closely with State agency partners like CalSTA, Caltrans, and the CTC who are similarly committed to prioritizing transportation equity in State policy. Let this be an invitation to all stakeholders, and particularly local communities and CBOs, to reach out to CARB and engage in shaping how the agency advances equity moving forward through the 2020 Strategy, the Scoping Plan update, and CARB's work at-large.

Partnerships

Growth in VMT is governed by a host of interconnected factors that are not confined by political boundaries or addressed through singular policy domains; successful VMT reduction policy relies on reinforcement across all levels of government using multiple policy levers. Meeting the magnitude and complexity of the challenge will require improved alignment across multiple agencies and systems that address the interconnected relationship of land use, housing, economic and workforce development, transportation investments, and travel choices.

An important State effort that reflects, and seeks to address, this complexity is the Climate Action Plan for Transportation Infrastructure (CAPTI) that CalSTA is developing in collaboration with CARB and other State agency partners, pursuant to Executive Order N-19-19. Executive Order N-19-19 directs CalSTA to leverage the State's $5 billion transportation funding portfolio in a manner to help achieve the goals in the 2017 Climate Change Scoping Plan. Over the course of the last year, CalSTA and partner agencies have identified a number of actions to better align transportation investment priorities with State climate goals. Actions that involve CARB and aim to reduce VMT are included in this document.

Another key partnership opportunity is the reconvening of the State Agency-Metropolitan Planning Organization (MPO) Working Group. Through this Working Group, CARB staff are working with the Governor's Office of Planning and Research (OPR), MPOs, and other State agencies to support improvements to regional planning and SB 375. As part of this effort, CARB staff are working with MPOs to discuss principles for establishing an evaluation framework that can help prioritize State funding in a manner with the greatest potential to advance SCS implementation.

CARB is also:

- Participating in the State's Housing and Transportation Coordination Working Group, which facilitates cross-disciplinary learning and collaboration, including funding program guideline changes to better incentivize coordinated housing and transportation projects with State funds.

- Holding joint meetings with the CTC and Department of Housing and Community Development (HCD) twice a year to help better align state transportation, housing, climate, and air quality programs and policies.
- Collaborating with State and regional partners to enhance our understanding of travel behavior. For example, a partnership between CARB, Caltrans and the Sacramento Area Council of Governments (SACOG) is leading to new approaches to use "big data" to assess regional travel patterns in the Sacramento region and enhance planning.[131]
- Participating in the interagency Transportation Research Roundup Group to ensure that State-funded transportation research is well-coordinated, and to identify cross-agency research collaboration opportunities.

Continuing to build on and expand partnership opportunities will be an important and necessary component of CARB's work to achieve greater VMT reductions and meet our collective emissions reduction goals. The actions identified in this chapter are examples of this view, all of which will require collaboration and partnerships across multiple State agencies, regional and local government, tribal governments, transit operators, air districts, private companies, and environmental and community-based organizations.

Process to Develop VMT Actions in the Mobile Source Strategy

The 2020 Strategy represents a waypoint in a broader interagency and stakeholder process that lies ahead to identify actions to reduce passenger VMT. Specifically, while the 2020 Strategy identifies a suite of actions CARB could take under its authority, the 2022 Scoping Plan Update will identify a broader set of actions across State government to reduce VMT to meet State climate goals. This process will be outlined in more detail at the end of this section.

The scope of this chapter in the 2020 Strategy includes concepts organized around eight strategy areas that build from or support related, ongoing efforts, or would be new actions that CARB could initiate under its existing authority within the next several years. These eight strategy areas represent often mentioned types of strategies for reducing VMT and are aligned with the challenge and opportunity areas explored in CARB's *SB 375 Progress Report*, which relied on input from MPOs; academics; builders; environmental, public health, and equity advocates; State and local government practitioners; and public stakeholders.

The strategy areas are:

1. Increase Transportation Choices and Improve Access
2. Authorize and Implement Equitable Pricing of Transportation

[131] *www.sacog.org/post/big-data-pilot-project-transportation-planning-replica*

3. Align State Funding Programs to Reduce Vehicle Travel and Achieve the State's Greenhouse Gas Emissions Reduction Goals
4. Shape the Deployment of New Mobility Options in Ways That Reduce VMT
5. Better Align Land Use Planning with the Scoping Plan's Goals
6. Accelerate Infill Housing Production
7. Support Local and Regional Partners to Implement VMT Reduction Measures
8. Elevate the State of Science to Inform the Development and Implementation of Sustainable Community and Transportation Policies

In the next section, CARB staff provides additional detail on the importance of each strategy area in reducing VMT, current challenges and opportunities, and a description of the concepts CARB could undertake. Because CARB's existing authority is limited when it comes to VMT-reducing actions, staff have identified areas where new resources and legislation would be necessary. Above all, strong partnerships, alignment, and close collaboration across State agencies, MPOs, and affected stakeholders will be critical to maximize impact.

In each of the following strategy areas, CARB staff identify why the strategy is important for VMT reduction, known challenges and opportunities, and actions it could pursue in the near-term to advance the strategy.

Strategy Area 1: Increase Transportation Choices and Improve Access

Increasing viable options other than a personal vehicle, such as walking, bicycling, transit, or other emerging mobility options to get people where they need to go more conveniently and frequently is a necessary step to VMT reduction. However, decades of transportation and land use planning practices have created car-dependent communities in which driving is a virtual necessity to access most destinations. In addition, residents and visitors face a disaggregated public transportation network that is often not as friendly to use as it might be, is costly to operate, and faces new competition for ridership in many places. Transit ridership has fallen across California and there continues to be a relatively small percentage of people who walk and bike to work, approximately 4.5 percent.[132] COVID-19 has taken a particularly devastating toll on transit, with several agencies dealing with public perceptions about contagion, record-low ridership and resulting revenue losses, and detrimental service cuts that affect vulnerable groups and essential workers in the greatest need of transit services.

Overall, the need for greater investments in all modes is needed to advance transportation choices to help slow VMT growth. Important strides to increase funding for transportation choices have been made, including increasing public transit, road maintenance, and active transportation spending, but as CARB's SB 375 Progress Report shows, more must be done to shift transportation investments and accelerate progress on climate, accessibility, health

[132] CARB. 2018. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. Available: *https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf*

and equity benefits. Caltrans' *California Transportation Plan 2050* (CTP 2050) offers some insight into the substantial magnitude of funding needed to implement this transformation and uses a compilation of the MPO regional transportation plans (RTP) and SCSs to estimate the lower bound cost, of more than $1 trillion over the next 20 years. While CARB acknowledges the substantial need for increased investment, this document highlights and focuses on actions CARB could immediately undertake within its authority to help advance these broader objectives.

Recently, CARB has invested efforts in identifying and overcoming barriers to clean transportation access for low-income residents. As discussed previously, CARB published the SB 350 Barriers Report in February 2018. Through the statewide public process to develop recommendations for this study, residents and stakeholders stressed that transportation and mobility needs vary widely across communities and across demographic groups within communities. Residents of low-income and disadvantaged communities stated their interests and needs were not being adequately considered during transportation planning efforts that affected their communities. And yet, in order for clean transportation projects to successfully reduce GHG emissions and VMT, residents have to buy into and utilize the implemented clean transportation services. Consequently, the SB 350 Barriers Report recommends expanding assessments of community residents' transportation needs to identify barriers to accessing and adopting clean, transportation and mobility options for low-income communities and communities most burdened by air pollution. The study also recommends involving those community residents in transportation planning and project implementation.

CARB has piloted this approach in two funding programs - the Clean Mobility Options (CMO) Voucher Pilot and the Sustainable Transportation Equity Project (STEP). So far, CARB is funding 24 small-scale community transportation needs assessments (totaling $1.15 million) through CMO and eight larger-scale community transportation needs assessments and planning projects (totaling $1.75 million) through STEP. Based on the proposals received in the STEP solicitation and the CMO voucher application window, there is significant demand for transportation needs assessments. STEP received 20 Planning and Capacity Building Grant proposals requesting $7.2 million in total and was oversubscribed by more than four times the available funding, while CMO received 44 needs assessment voucher applications requesting $2 million in total and was oversubscribed by twice the available funding.

CARB is also funding clean transportation projects selected to fulfill unmet transportation needs identified by community residents. In STEP, CARB is investing $17.8 million in VMT-reducing projects in three communities that have conducted and plan to continue extensive community engagement through the grant's duration. Through CMO, CARB is investing $20 million in shared mobility project vouchers in communities statewide. Based on demand for these pilots, it is also clear that more funding is needed to implement clean mobility projects identified by community residents.

The impacts of COVID-19 on transit agencies have been immense, but also present an opportunity to implement changes to increase transportation choices. Monterey-Salinas

Transit, in a first-of-its kind partnership with Caltrans and Visa to implement contactless payments in public transit buses, is already discovering that during the COVID-19 pandemic, customers prefer this form of payment over cash.[133] Contactless payments may provide an opportunity to renew transit ridership after the pandemic. London, for example, in its first year accepting contactless payments, saw a four to five percent growth in ridership.[134] Contactless payments will also lower the cost for transit providers, as it is expensive to operate and maintain cash collection systems. These savings can be passed on to riders.[135] Washington D.C, for example, spends 10 cents per dollar collecting cash fares, but just 4 cents per dollar on credit/debit card fares.[136]

Having so many different transit systems also makes it harder for riders to understand and use the services available to them. Opportunities to align services include the California Integrated Travel Project (Cal-ITP), which aims to implement a statewide contactless integrated fare payment and data reporting system that allows for seamless fare payment and collection across transit agencies and mobility service providers. Cal-ITP would not require a unique card, app, ticket, or account for each transit service, increasing the accessibility and usability of diverse transportation options. Cal-ITP would standardize contactless payments allowing transit riders to pay from bank cards (such as credit, debit, and prepaid cards) and smart devices equipped with mobile wallets. This simplifies the payment process across modes and service providers, and provides real-time data services for trip planning. Importantly, as part of this effort, Cal-ITP is working to address solutions for California's most underserved communities and un- and underbanked transit users by offering a unique verification system for individuals to receive free or reduced fares across all California transit providers without having to prove eligibility to each transit agency, thereby making it easier to use transit.

In light of these challenges and opportunities, CARB could expand work to identify community needs, fund an array of transportation choices to meet those needs, and reduce barriers to the use of transit.

Strategy Area 2: Authorize and Implement Equitable Pricing of Transportation

Adjusting price signals in ways that make it advantageous to travel via carpool, public transit, and active transportation than to drive alone can provide a powerful incentive to shift travel

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[133] MST. 2020. MST Announces A New Partnership with Caltrans, Visa Introducing Contactless Fare Payment Demonstration. Available https://mst.org/news_items/mst-announces-a-new-partnership-with-caltrans-visa-introducing-contactless-fare-payment-demonstration/

[134] Transport for London. 2016. Commissioner's Report. Available: http://content.tfl.gov.uk/board-160203-item05-commissioners-report-v2.pdf

[135] Caltrans. 2021. CAL-ITP. Available: https://www.calitp.org/

[136] Caltrans. 2021. CAL-ITP. Available: https://www.calitp.org/

patterns and reduce congestion while also providing revenue that may be reinvested to expand travel choices. Research and analysis show that pricing – whether through congestion pricing, tolling, parking pricing, or cordon pricing-is one of the most effective strategies for reducing statewide VMT and GHG emissions when paired with effective alternatives to driving alone.[137,138]

Pricing transportation can take many forms. It can be a charge to motorists for use of the roadway network based on how many miles they drive, instead of how many gallons of gas they use, under a "user pays" principle. Pricing can also take the form of behavioral pricing policies that are meant to incentivize users to prioritize or avoid certain trips, or to switch to other modes. These can include instituting pricing for operating vehicles in certain lanes at peak times, driving into certain designated areas, parking in prime locations, as well as instituting lower-cost transit passes, and pricing structures that encourage carpooling or avoiding unnecessary trips.

Pricing, however, raises serious equity concerns, especially for those Californians already paying a significant portion of their income on housing and transportation. This is made even worse as the housing cost burden is rising in every region, for all income levels.[139] As housing prices have soared in job centers, commutes can lengthen if people have to drive further to find a home they can afford. Pricing can also put a greater burden on low-income Californians, whose household transportation cost burden is already higher than wealthier Californians due in part to these households driving older and less efficient cars. Thus, any strategies developed will need to consider these equity concerns and ensure that they do not place an additional burden on those already struggling with rising housing and transportation costs, and those who have no alternatives to driving.

While further progress on pricing strategies would require State action, five regions in California report they have already adopted or are beginning to consider pricing, including some rural regions with heavy tourist traffic or heavy traffic passing through their region.[140] They include implementing congestion-based bridge tolls that vary the cost of the toll based on whether or not the driving occurs during peak commute hours; creating networks of express lanes that are free to transit, carpools, vanpools, and motorcycles and that are available to single-occupant vehicles for a toll; educating the public about the high costs of traffic congestion and the possibility of creating mobility zones via congestion pricing; and valuating means-based pricing strategies for public transit.

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[137] https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/ctp-2050-v3-a11y.pdf
[138] *Carbon Neutrality Studies: Vehicle Emissions and Fossil Fuel Demand and Supply | CalEPA*
[139] CARB. 2018. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. Available: *https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf*

[140] CARB. 2018. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. Available: *https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf*

These pricing strategies also help regions overcome significant losses in revenue from State and federal gas taxes as a result of more fuel-efficient vehicles and ZEVs.[141] The Southern California Association of Governments (SCAG), for example, assumes increases in federal gas taxes, revenue from a yet-to-be implemented mileage-based user fee that replaces the gas tax, local pricing policies (e.g., congestion and parking) and fees placed on transportation network companies (TNCs). These new revenue sources amount to $128 billion – nearly 20 percent of the RTP's budget - and are important to implementing the SCS.

Equitable pricing can also achieve other important benefits aside from VMT and GHG reductions. As analyzed in Caltrans' CTP 2050, the impacts of increasing the cost of driving in California's most congested counties (exempting the lowest income quintile) and implementing cordon pricing in California's ten most populous downtowns results in a positive economic impact. As travelers shift from driving to other modes, reduced congestion allows for faster and more efficient travel for those who rely on roadways, including freight vehicles.

Changing the structure of costs people incur to access the transportation system provides an opportunity to more equitably and sustainably reduce congestion, increase transportation choices, and fund the transportation system as a whole. Any transportation system pricing program, regional or state, will need to be implemented in conjunction with requirements to use the resulting revenue to invest in alternatives to driving alone, with a particular focus on ensuring low-income residents have affordable access to jobs and other key destinations. Revenues from pricing could be used to fund shuttles, enhance transit service, facilitate pooling by ride-hailing, install protected bike lanes, implement bike-and scooter-sharing, as well as provide financial incentives, including low-and no-cost transit passes.

In light of these challenges and opportunities, CARB could collaborate with other agencies in developing an equitable pricing strategy. (This action supports implementation of the CAPTI.)

Strategy Area 3: Align State Funding Programs to Reduce Vehicle Travel and Achieve the State's Greenhouse Gas Emissions Reduction Goals

A critical test of progress on VMT reduction is whether investments have shifted in ways that improve transportation choices, especially those that make it easy for people to drive less. Improving the alignment of funding, especially funding for transportation infrastructure, with State and regional goals is a necessary strategy for success. Yet, few funding sources exist that prioritize climate mitigation or VMT reduction, and the overall ratio of dollars planned to be spent on roads versus on infrastructure supporting other transportation modes in the largest regions of California has shown remarkably little shift since SB 375 became law in

[141] See Figure 17 showing the decline in total liquid fuel usage for the light-duty fleet over time under the primary scenario.

2008.[142] Structural factors also make it difficult to align SCS planning and transportation funding allocations, in part because many funding decisions are not controlled by the MPOs who develop the regional SCS plans.[143]

New opportunities have made it possible for State agencies to improve collaboration on reducing passenger VMT, while simultaneously advancing crucial climate, health, housing, equity, and conservation goals. For example, the Road Repair and Accountability Act of 2017 (SB 1)[144] made significant and supportive shifts away from past transportation packages, provided essential funding for fixing existing infrastructure, and increased investment in multi-modal programs. In addition, Governor Newsom issued two EOs that provide direction for State transportation spending, including support for VMT reduction projects. *Executive Order N-19-19* directs CalSTA to leverage $5 billion in annual discretionary State transportation funds to reduce GHG emissions in the transportation sector and align transportation spending with the State's Climate Change Scoping Plan, where feasible. It also calls for actions from multiple State agencies to reduce GHG emissions and mitigate the impacts of climate change (e.g., direct investments to support smart growth to increase infill housing production; reduce congestion through strategies that encourage a reduction in driving and invest further in walking, biking, and transit). As discussed earlier, *Executive Order N-79-20* explicitly points to the critical role of transit, passenger rail, active transportation, complete streets, and micro-mobility as tools to expand mobility options, encourage mode shift, and reduce overall VMT, and further directs CalSTA to identify near-term actions and investment strategies by July 15, 2021 to improve clean transportation and sustainable freight and transit options. The draft *Investment Framework* for the Climate Action Plan for Transportation Infrastructure developed in response to the EO identifies guiding principles for investments that will help achieve VMT reductions, such as "Investing in networks of safe and accessible bicycle and pedestrian infrastructure," "Promoting projects that do not increase passenger vehicle travel," and "Promoting compact infill development while protecting residents and businesses from displacement."

One action in CAPTI that CARB proposes to lead is a collaborative process with state and regional partners to develop a framework for identifying projects that best advance the objectives of the RTP/SCSs and the Scoping Plan. In a time of constrained resources, the framework is intended to both help prioritize projects that do the best job of advancing SCS implementation and to send clear and consistent signals about what types of transportation and land use projects will bring the State important SCS benefits. These benefits include improvements in public health, especially in communities that are already the most burdened by pollution, as well as conservation of natural and working lands, expanded access to homes

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[142] CARB. 2018. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. Available: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf
[143] CARB. 2018. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. Available: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf
[144] Beall, Chapter 5, Statutes of 2017

that are affordable to households at a range of income levels, reduced traffic congestion and road maintenance burden, improved transportation choices for people of all incomes, and planning for attainment of air quality standards.

In light of these challenges and opportunities, CARB could explore collaboratively developing tools that help advance project selection and transportation planning to better align with climate and equity goals. (This action supports implementation of the CAPTI.)

Strategy Area 4: Shape the Deployment of New Mobility Options in Ways That Reduce VMT

New mobility brings together technology, transportation services, as well as public and private business models into a new transportation landscape providing new options for travelers such as public and private bike and scooter share, carsharing, ride-hailing, on-demand delivery, on-demand transit, and automated vehicles. These services offer the opportunity to transform our transportation system in ways that help reduce VMT by providing options for riders that need them and slowing growth in auto ownership, optimizing linkages with public transit, as well as helping to facilitate carpooling.

However, without additional State policy, these services could also increase VMT and GHG emissions, result in safety concerns, and exacerbate equity issues related to service gaps and costs by disrupting and competing with existing services. For example, VMT by ride-hailing services offered by transportation network companies (TNCs) grew 24-fold between 2014 and 2018, with a 2018 TNC share of total light-duty VMT in California of 1.2 percent.[145] TNC growth is expected to continue growing until market saturation. The share of trips from TNCs is still small compared to trips overall, but is rapidly increasing and contributing to congestion, especially in urban areas.[146] With dead-head miles (one-way trips without a passenger), VMT from TNCs is greater than the equivalent would be if driven in personal vehicles.[147,148]

Additionally, changes in transportation behavior resulting from the COVID-19 pandemic are also contributing to the changing transportation landscape. In particular, the pandemic has accelerated the growth of on-demand delivery services even further.[149] The share of VMT

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[145] CPUC. 2014-2018 Transportation Network Companies historical data provided to CARB.

[146] San Francisco County Transportation Authority. 2018. TNCs and Congestion: Final Report. Available: *https://www.sfcta.org/sites/default/files/2019-05/TNCs_Congestion_Report_181015_Finals.pdf*

[147] CARB. 2019. Clean Miles Standard 2018 Base Year Emissions Inventory Report. Available: *https://ww2.arb.ca.gov/sites/default/files/2019-12/SB%201014%20-%20Base%20year%20Emissions%20Inventory_December_2019.pdf*

[148] Henao, A., Marshall, W.E. The impact of ride-hailing on vehicle miles traveled. Transportation 46, 2173–2194 (2019). *https://doi.org/10.1007/s11116-018-9923-2*

[149] Matson G. et al. Longitudinal Analysis of COVID-19 Impacts on Mobility: An Early Snapshot of the Emerging Changes in Travel Behavior" (2021). https://escholarship.org/uc/item/2pg7k2gt

coming from new mobility services will increase rapidly as the use of these delivery services continues growing, especially without any policies in place to help make these services more efficient and sustainable.

In light of these challenges and opportunities, CARB could continue and expand regulations around new mobility services to help support an expanding ZEV market and an efficient transportation system.

Strategy Area 5: Better Align Land Use Planning and Development with the Scoping Plan's Goals

Integrated planning that aligns land use and housing development with transportation options that are accessible to and near daily needs reduces the number and length of vehicle trips. Densifying development through infill, making sure growth occurs in walkable or transit-oriented areas, and disallowing leapfrog development out in natural or agricultural areas are known land use strategies for supporting VMT reduction. While land use decision-making in California is under the control of cities and counties, myriad state polices in California affect land use development patterns. In recent years, California has adopted new laws to support growth through infill and transit-oriented development through the CEQA and housing planning processes, as well as put in place competitive funding programs to support these objectives through State transportation, housing, and climate investment programs.

Most prominently, SB 375 was adopted in 2008 and intended to be the State's primary mechanism to achieve significant emissions reductions from changed land use patterns and improved transportation. The law set forth new requirements for California's MPOs to include sustainable communities strategies within their RTP, and was intended to set forth a long-range vision for the region's land use allocation. However, as described in more detail in *CARB's SB 375 Progress Report*, many of the forecasted results of this State policy, including achievement of more compact growth and per capita VMT reduction, have been slow to occur.

Stakeholders interviewed by CARB staff during preparation of the SB 375 Progress Report pointed out that the regional SCSs' impact on local development decisions to date are minor. Interviewees cited fundamental challenges to achieving greater consistency between local plans and the SCS. These challenges included issues with the clarity of SCS plans and not being able to easily distinguish whether a potential local action supports or interferes with implementing the region's SCS, as well as lack of direct, ongoing and predictable incentives or penalties to localities that support conformance with SB 375 goals. Interviewees also cited the elimination of key tools for land use change, specifically, the loss of redevelopment revenue in 2012 as continuing to have a major impact.

In addition to identifying challenges pertaining to local alignment with regional plans, interviewees identified opportunities to strengthen local and regional plan alignment with State VMT reduction goals. In particular, interviewees pointed out that the SB 375 law itself

could be changed to require State and regional alignment on VMT reduction targets out to 2050, so that regional and local planning efforts focus on identifying needed long-term land use and transportation systems strategies, as opposed to vehicle technology strategies that advance GHG emissions reductions only.

A combination of changes to law are needed to help address these challenges and increase delivery of the current SB 375 program's targeted VMT reductions from land use change. To address the issue of clarifying VMT reduction goals and timelines between government agencies, the legislature would need to add authority for CARB to set regional VMT-based targets for 2035, 2045, and 2050, aligned with key State climate planning milestones. To help with the issue of clarity of SCS plans and local implementation of them, SB 375 would need to be modified to direct MPOs to identify what transportation, housing, and land use project investments and supporting local implementation actions are most critical to achieving its SCS VMT reduction strategies and targets, and to monitor whether its local agencies are implementing land use decisions that conform. In cases where a local agency is taking action that will interfere with its regional SCS's VMT reduction goal, the legislature could direct MPOs to issue a formal warning to the local agency and report on outcomes to State partner agencies. Requiring these SCS plan clarifications could help increase likelihood of delivering SB 375 VMT reductions by providing clear and consistent signals to local agencies on the amount, type, accessibility characteristics of growth needed in its communities to achieve California's SB 375 goals so that the agency can more easily operationalize that information in its planning, funding, and permitting processes. State agencies would also be able to use identified local priority investments and actions to help better align and prioritize State funding decisions toward VMT reduction.

In light of these challenges and opportunities, CARB could update SB 375 to provide actions and incentives that help advance SCS implementation.

Aligning land use planning to meet California's VMT reduction needs also means providing a counterbalance and complement to urban development strategies through strategies like land conservation. Conservation is an effective method to reduce VMT and provides extensive co-benefits beyond reducing transportation emissions. When natural and agricultural lands are lost to more intensive uses, the carbon stored in the soil and plant biomass on the land is degraded or lost as carbon dioxide.[150] In addition, the construction of roads and sprawl-style development leads to the parcelization and fragmentation of natural and working lands. This fragmentation can make it more difficult and costly to implement effective conservation and restoration management strategies. Protecting agricultural lands from conversion to developed lands also helps protect natural lands by limiting the relocation

[150] California loses, on average, approximately 50,000 acres of farmland per year, mostly due to urbanization. Strategic Growth Council. 2019. Annual Report to the Legislature: 2018-2019 Fiscal year. California Department of Conservation. Division of Land Resource Protections Farmland Mapping and Monitoring Program. https://www.conservation.ca.gov/dlrp/fmmp

of agricultural production.[151,152,153] As agricultural production relocates, it is likely to move farther from existing support infrastructure such as markets, processors, and farm worker housing. Directing new growth to existing communities without displacing current residents can prevent the conversion of natural and working lands, and the associated impacts to climate, water, and air, while fostering compact development that reduces VMT. And, as highlighted during the pandemic, there is significant demand for outdoor recreational opportunities. Creating and maintaining walkable and bikeable outdoor recreation within cities can provide a multitude of other benefits, including improved public health, economic vitality, wildlife habitat conservation, and community cohesiveness.

Further, as we chart a path towards carbon neutrality, direct GHG emission reductions alone are not enough to reach our ambitious goals. Carbon sequestration is also necessary to achieve carbon neutrality, and investments in the conservation and restoration of natural and working lands are essential for storing carbon in ways that are resilient to the effects of climate change. In accordance with Governor Newsom's *Executive Order N-82-20*, agencies are required to analyze and project the impact of climate change and other stressors on California's biodiversity, advance multi-benefit and cooperative approaches to steward natural and working lands, and CARB is expanding efforts to understand the relationship and synergies of taking an integrated cross-sector approach.

In light of these challenges and opportunities, CARB could update State planning guidance to better connect State climate, transportation, and conservation goals with regional planning. (This action supports implementation of the CAPTI.)

Strategy Area 6: Accelerate Infill Housing Production

Policies that will result in higher densities have often been mentioned in the suite of land use tools that might reduce VMT. These policies include direct changes to land use, such as encouraging urban infill through combinations of infrastructure, zoning, or public finance policies that, for example, focus development around transportation nodes (including transit stations) and job centers.

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[151] From 1973 to 2000, 2,014 km^2 of agricultural lands were converted to urban land use in California. However, overall agricultural land use declined by only 473 km^2 because of conversion of natural lands (predominantly grasslands and shrublands) to agriculture. Sleeter, B. M., Wilson, T. S., Soulard, C. E., & Liu, J. (2011). Estimation of late twentieth century land-cover change in California. Environmental Monitoring and Assessment, 173(1-4), 251-266.

[152] Broadly, as prime farmland near cities is converted to development, rangelands are converted to croplands. Greene, R. P., & Stager, J. (2001). Rangeland to cropland conversions as replacement land for prime farmland lost to urban development. The Social Science Journal, 38(4), 543-555.

[153] From 1984 to 2008, 40 percent of the loss of rangelands in California was due to conversion to more intensive agricultural use. Cameron, D. R., Marty, J., & Holland, R. F. (2014). Whither the rangeland?: Protection and conversion in California's rangeland ecosystems. PLoS One, 9(8), e103468.

Accelerating infill housing production will need to be a key strategy in the context of California's severe housing shortage. To meet current demand, keep pace with future growth, and provide a safe, decent, and affordable home for all Californians, State estimates suggest that we need to build over 2 million new homes and more than double the pre-2020 pace of development over the next decade. The housing shortage contributes to increased VMT, and hinders our ability to meet GHG reduction goals. The dearth of available and affordable housing – particularly in high market demand areas with a diversity of viable, low-carbon transportation choices – forces households to live farther from their destinations and drive greater distances to meet their basic needs, contributing to the rise in per capita VMT, as reported in CARB's SB 375 Progress Report.

Additionally, in virtually all regions of the state, and at all but the highest income levels, the shortage of available and affordable homes also affects quality of life, economic prosperity, and resilience to climate impacts, and exacerbates widening social and racial equity gaps. It means as California housing prices soar to some of the highest in the nation, households pay ever greater shares of their income on rent or mortgage payments, not only hurting household finances but potentially constraining their expenditures at local businesses. Californians then also have fewer options to choose the neighborhood or even the region in which they live, and have limited access to employment, schools, and economic mobility. Importantly, all of these impacts disproportionately affect low-income households and communities of color, which are already disadvantaged by historic and present-day discrimination in housing law and practice, and broader patterns of systemic and institutionalized racism.

The causes of these issues are intertwined; so are the solutions. As VMT rises, equity gaps widen rather than narrow, and the basic costs of living grow more unattainable for Californians, it is ever more imperative to address the nexus of housing, climate and equity objectives holistically, rather than as separate policy goals. For these reasons, *where* and *how* we build new housing matters – and will shape our ability to meet GHG reduction goals and advance social and racial equity. Building housing in types and locations that reduce long commutes and dependence on cars – e.g. places that are higher-density, location-efficient, and well-served by low-carbon transportation options – helps reduce VMT and GHG emissions, enhance climate resilience, improve quality of life, and increase access to economic opportunity.

The current imbalance of housing supply can be attributed to many factors. CARB's SB 375 Progress Report summarizes key challenge areas cited during interviews with builders, regional, and local agencies. These include: State and local regulatory and taxation structures, whether MPO RHNA allocations support local jobs-housing balance, as well as the higher cost and lack of funding opportunities for infill development compared to greenfield development. Political dynamics in many parts of the state pose further hurdles for infill housing as much-needed new housing is often halted or prohibited altogether by extensive and costly local review processes. Additionally, a dearth of financing tools and resources for

infill-supportive infrastructure presents a significant hurdle to infill housing development in many parts of the state.

The challenges and solutions to California's housing crisis are numerous, complex, and a topic of extensive scholarship and debate. Fundamentally, however, future growth that aligns California's housing, climate, and equity goals will require broad, systemic changes and significant, multi-sector collaboration and innovation. This includes technological, financial, regulatory, political, and public education measures to deliver new housing faster, cheaper, and with greater efficiency in ways that also advance climate and equity goals – and avoid unintended consequences like gentrification and displacement.

Since 2017, the Legislature has passed a series of housing bills designed to address California's housing shortage and affordability crisis. It is too soon to know what net effect these tools will have on the backlog of affordable housing need. However, given the magnitude of current housing shortfalls, as well as CARB's findings on the importance of accelerating infill to further implementation of SCS plans, it is clear that more tools to directly address California's biggest housing challenges will almost certainly be needed.

Fortunately, the dynamic current state of California and the nation - on the brink of a slow but inevitable recovery from the impacts of COVID-19, in an era of renewed commitment to social and racial justice, and at the outset of a new federal administration – is ripe with possibility. And, CARB is well-positioned to play a strategic role in supporting collaborative efforts to achieve innovation and systemic change in where and how we grow.

To accelerate infill housing production that advances CARB's VMT reduction goals, CARB has recently expanded its work on policy development at the intersection of housing, climate, and equity – in collaboration with State agency partners and many others. CARB's objectives in taking on this work are to advance housing production, GHG/VMT reduction, social and racial equity, and health and safety – including climate resilience. By working to achieve overlapping benefits for housing, climate, equity, resilience *and* health and safety outcomes, CARB's goal is to demonstrate it is not only possible but also mutually beneficial to pursue multiple policy objectives holistically to achieve a better California for all.

In light of these challenges and opportunities, CARB could study and explore infill housing development barriers and potential state solutions. CARB could also develop tools to increase outreach to stakeholders and alignment of housing, transportation and climate goals.

Strategy Area 7: Support Local and Regional Partners to Implement VMT Reduction Measures

Slower growth in VMT from more efficient land use development patterns is necessary to achieve deeper reductions in the transportation sector, and regional and local agencies are uniquely positioned to influence the future of the built environment and its associated GHG emissions. These agencies are tackling a multitude of issues that aim to increase housing and

mitigate the impacts of expanding freight sectors and other changes in land use and transportation systems.

SB 743[154] went into effect statewide on July 1, 2020 and fundamentally changes the way public agencies assess the impacts of land use and infrastructure projects. Specifically, public agencies will no longer identify localized traffic congestion as a significant impact on the environment under the CEQA, and will focus on the impact driving and auto dependence have on our environment. OPR and Caltrans both recognize VMT as a useful measure of this impact. To that end, land use development projects approved by local governments and capacity-increasing projects on the State Highway System where Caltrans is the lead agency (or when Caltrans designates another entity as the lead agency) will be evaluated based on the project's propensity to increase VMT. This important structural and philosophical shift presents opportunities to streamline and lower the costs for infill development projects in low-VMT areas, and to identify and mitigate the environmental impacts from VMT where they occur.

When a lead agency identifies a significant impact, it must identify feasible mitigation measures that could avoid or substantially reduce that impact.[155] Under the new SB 743 paradigm, transportation impacts extend well beyond the localized conditions around the project site. Opportunities to mitigate VMT outside of the project site (e.g., elsewhere in the region) may be an appropriate form of mitigation[156], if all feasible on-site mitigation has been exhausted. However, there is currently no administrative mechanism to transfer funding and responsibility from a lead agency approving a project (e.g., local jurisdiction) to a responsible party that could implement off-site VMT mitigation measures (e.g., transit agency, mobility service provider). To overcome this barrier to implementing off-site VMT mitigation, individual jurisdictions are currently exploring the feasibility of VMT mitigation banking at different geographies, and stakeholders believe there may be a role for the State to make it easier for local governments to find local projects that mitigate VMT, deliver multiple community benefits, and prioritize equity considerations. Importantly, because CEQA requires impacts to be mitigated to the extent feasible, having options to simultaneously mitigate GHG emissions, criteria air pollutants, and VMT would benefit developers of projects and ensure impacts are, in fact, mitigated.

In light of these challenges and opportunities, CARB could work with other state and regional agencies to support the development of a statewide VMT mitigation bank. (This action supports implementation of the CAPTI.)

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154 Steinberg, Chapter 386, Statutes of 2013

155 Public Resources Code, § 21002.1, subd. (a)

156 OPR. 2018 (December). Technical Advisory on Evaluating Transportation Impacts in CEQA http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Strategy Area 8: Elevate the State of Science to Inform the Development and Implementation of Sustainable Community and Transportation Policies

CARB has identified important data and research gaps that stand in the way of our ability to develop and implement more effective VMT reduction policies. For example, the development of the SB 375 Progress Report highlighted that there is not a standardized way to measure passenger VMT, and reliable passenger VMT data are not available at the regional level. In addition, rapidly evolving emerging mobility services generate significant amounts of data that could provide key insights into their diverse VMT impacts and potential strategies to manage them, but government agencies have very limited access to that data due to concerns around the disclosure of private and proprietary business information. Telework, telemedicine, remote learning, and other remote activities also offer interesting opportunities for trip reduction and curbing peak demands on the transportation system, while also presenting new challenges in terms of the equity impact of these policies and their potential impacts promoting different travel patterns.[157]

Moreover, the COVID-19 pandemic has brought about additional challenges related to tracking VMT and assessing the impact of specific policies on VMT. Everyday practices that framed VMT patterns like going to work, school, shopping, the doctor, and visiting friends and family, among others, were all severely impacted by COVID-19. Numerous households and businesses have taken concrete steps (such as relocating homes or downsizing offices) to respond to these new conditions, and what they expect the world will look like after the COVID-19 pandemic. Attitudes towards commuting in public transit or densely populated workplaces seem to be shifting, and their long-term impact is a major concern.

In response to these challenges, CARB has several research projects and partnerships underway to improve the planning and monitoring of policies to meet transportation, housing, health, and environmental goals. Those projects and partnerships are described in more detailed in the actions listed below. CARB is also seeking to establish a more collaborative relationship between State agencies, MPOs, and local governments to jointly solve shared issues and to better measure progress toward regional targets. Another body of work worth highlighting is CalEPA's research around the State's goal of achieving carbon neutrality by 2045 (in partnership with CARB and other State agency partners). This effort will help inform the upcoming 2022 Scoping Plan Update by identifying scenarios, related strategies, tradeoffs and benefits for areas where action can be taken now, as well as additional actions, targets, policies, research and technology development needed in the medium- and longer-term.

In light of these challenges and opportunities, CARB could develop a Sustainable Transportation and Communities Research Roadmap to identify research that is needed to

[157] Zhu, P., Mason, S.G.. 2014. The impact of telecommuting on personal vehicle usage and environmental sustainability. Int. J. Environ. Sci. Technol. 11, 2185–2200 (2014). https://doi.org/10.1007/s13762-014-0556-5

support CARB and other agencies' efforts related to transportation, housing, land use, and buildings.

Next Steps

The 2020 Strategy represents a waypoint, an early marker, in a larger interagency and stakeholder process that kicks into higher gear this spring to broaden the scope of State-led actions to reduce passenger VMT. Specifically, while the 2020 Strategy identifies a suite of concepts CARB could take under its existing authority within the next several years, the 2022 Scoping Plan Update will define a more complete set of strategies, actions and commitments across State government to further reduce VMT and to also support successful implementation of the regions' SCSs in order to meet air quality standards and the State's climate goals.

CARB will also launch an external engagement process as part of the 2022 Scoping Plan Update this spring to collaborate with regional and local government agencies, community organizations and community leaders, NGOs, academia, and other interested stakeholder partners, to assess proposed actions and identify new actions. Over time, the workshop process is expected to yield an overall strategy of priority short- and long-term actions that would be included in the 2022 Scoping Plan Update. As a result of these efforts, it is possible the actions identified in the 2020 Strategy will evolve.

A draft of the 2022 Scoping Plan Update will be published in Early 2022. This draft will include, at minimum, the overall framework and list of proposed actions to reduce VMT and meet the State's GHG reduction goals. The draft will also document the process to date, including stakeholder and community engagement and input. The final 2022 Scoping Plan Update will be published in late summer 2022, incorporating the feedback received on the draft, and fleshing out in more detail each activity, their expected impact, and their proposed implementation strategies. To stay up-to-date about opportunities for input on passenger VMT reduction strategies, please *subscribe* to CARB's "SB 375 Implementation" email distribution list.

On-road Motorcycles

CARB administers a program for reducing emissions from On-Road Motorcycles (ONMC). Current emissions limits for ONMCs are given in California Code of Regulations (CCR), title 13, sections 1958 (exhaust) and 1976 (evaporative). Requirements for ONMC certification include provisions for demonstrating compliance with the applicable emission standards using specific test procedures, as well as emission labeling and warranty obligations. On-road motorcycles emission standards were last updated in 1998.

There are currently 680,000 on-road motorcycles in the fleet growing slowly to approximately 700,000 vehicles by 2050. CARB's current mobile source emissions inventory demonstrates that as emissions from cars and trucks are reducing at a rapid rate – due to stringent regulation adopted by CARB – the relative emissions contribution from motorcycles will be increasing in future years. Therefore, similar to other mobile source categories, it is important that CARB seek the most cost effective emissions reductions from this sector as well.

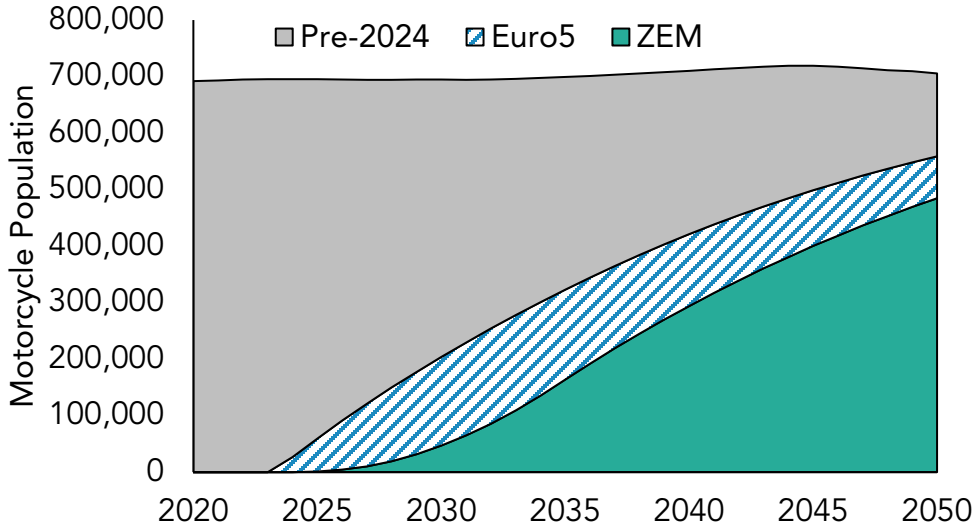
CARB staff are currently in the preliminary stages of developing new regulations for ONMC. An ONMC workshop was held in April 2018 to discuss potential harmonization with the recently adopted European Union (EU) standards for motorcycles. Technical Working Groups with CARB staff and a broad representation of industry stakeholders began meeting in June 2018 to work through challenges related to harmonization, with the goal of developing new emissions for exhaust and evaporative standards for ONMC starting with the 2024 model year. Updates to the on-road motorcycle certification test procedures is scheduled to be presented to the Board in 2021.

From a technological perspective, it is quite feasible to meet the Euro 5 standards. Several models currently being sold in California are actually certified to the Euro 5 standards. In fact, staff analysis of U.S. EPA's motorcycle certification database found that 38.6 percent (117 of 306) of the engine families certified in 2020 have emissions levels that meet, or nearly meet, the Euro 5 standards. In addition, CARB's evaporative testing has shown that there is a need to require more robust evaporative controls on motorcycles similar to what has been in place on passenger cars for decades.

Zero-Emission Motorcycles (ZEMs) will play a role in reducing overall emissions by displacing emissions from internal combustion engines. Historically, some of the challenges facing ZEM adoption have included vehicle cost, limited range, availability of charging stations, and long charging time. With advancements in battery technology and an increase in the number of electric vehicle (EV) charging stations, ZEMs are becoming a more attractive option for motorcyclists.

For the 2020 Strategy, staff have considered a scenario where starting with model year 2024, all new motorcycle sales will meet the Euro 5 standards. Also staff assumed a ZEM sales requirement that will start at 5 percent in 2025 and increases up to 100 percent by 2035 (i.e., model year 2035 and newer motorcycles will be all ZEM). Figure 19 illustrates the number of Euro 5 certified as well as ZEM under this scenario.

Figure 19 – Statewide Projected Motorcycle Populations – MSS Scenario



Staff assessment has shown that this scenario reduces the motorcycle statewide ROG + NOx emissions by approximately 3.1 tpd in 2031, and 7.7 tpd in 2037. Additional ROG reductions will be achieved through more stringent evaporative controls, although these have not been accounted for in staff's assessment. In addition, electrification of motorcycles is projected to reduce fuel consumption by 28 million gallons per year by 2045. These results are shown in Figure 20 and Figure 21.

Figure 20 - Statewide Smog-Forming Projections for On-Road Motorcycles – MSS Scenario

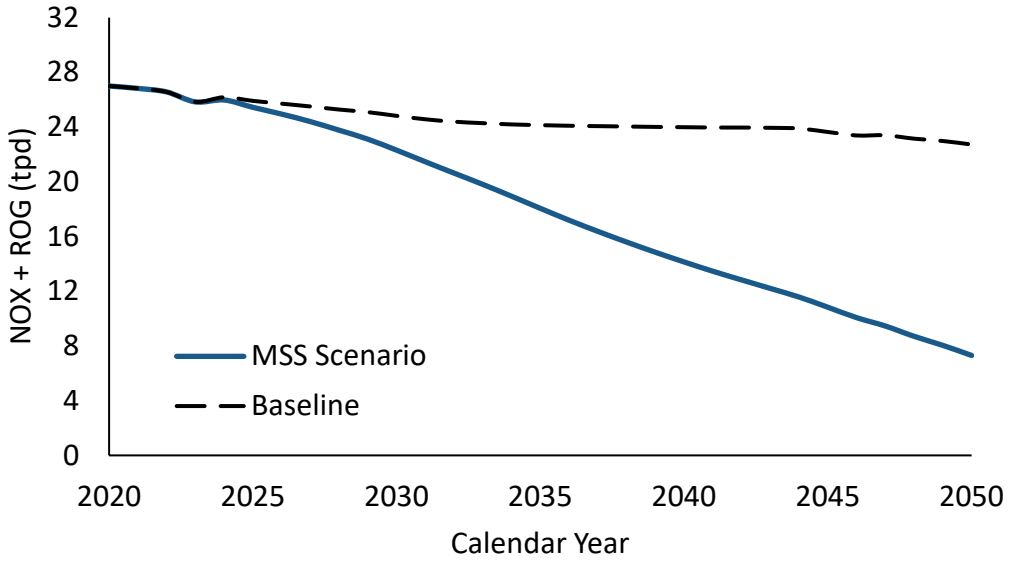
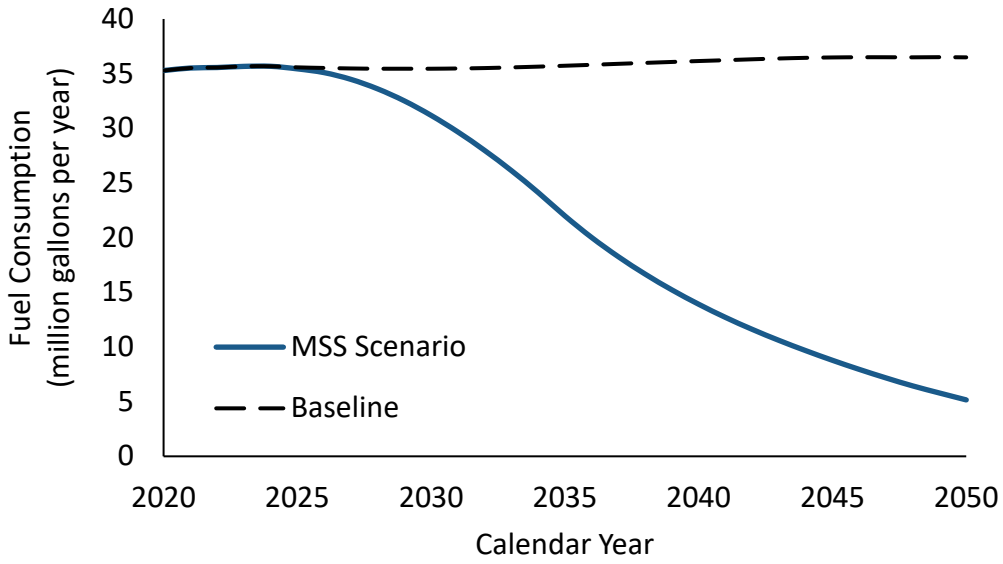


Figure 21 - Statewide Fuel Consumption for On-Road Motorcycles – MSS Scenario



On-Road Medium- and Heavy-Duty Vehicles

In California, medium and heavy-duty vehicles are defined as vehicles with gross vehicle weight rating (GVWR) greater than 8,500 lbs. Emissions from on-road medium and heavy-duty vehicles are major contributors to poor air quality in California. In particular, these vehicles produce emissions in amounts highly disproportionate to the total population of these vehicles, accounting for only 6 percent of the on-road vehicle population, but 72 percent of NOx emissions. The problem is complicated by the large number of heavy-duty vehicles, like long-haul trucks, registered in other states that travel on California's highways and roads, while bringing goods and commerce into and out of our state. For more than a decade, CARB has been working closely with the U.S. EPA, engine and vehicle manufacturers, and other interested parties to address this issue and reduce heavy-duty vehicle emissions in California.

The on-road medium-duty vehicle (MDV) sector includes gasoline and diesel-fueled vehicles with GVWR greater than 8,500 lbs. and less than or equal to 14,001 lbs. This sector contributes approximately 7 percent of statewide mobile source NOx emissions and 5 percent of statewide mobile source GHG emissions. Examples include heavy-duty pick-up trucks and walk-in vans. MDVs currently have a suite of requirements for controlling GHG and criteria pollutant emissions. These include criteria pollutant control through the LEV III standards that are part of the ACC program and GHG emission control through Phase 1 GHG standards for medium- and heavy-duty engines and vehicles starting in 2014. In June 2020, CARB's Board adopted California's pioneering Advanced Clean Trucks (ACT) regulation,[158] which pushes zero-emission technology penetration with sales requirements for medium- and heavy-duty truck manufacturers.

The on-road heavy-duty sector consists of vehicles that have GVWR greater than 14,000 lbs. and are responsible for 33 percent of statewide mobile source NOx and 16 percent of statewide mobile source GHG emissions. This sector is unique from light- or medium-duty on-road sectors because close to half of VMT from the on-road heavy-duty sector is contributed by vehicles sold outside of California, or so called federal-certified vehicles. These federal-certified vehicles fall into two categories: 1) vehicles that were first sold out-of-state and then registered as used vehicles in California, and 2) vehicles that are sold out-of-state and continue to be registered outside of California. In the absence of federal regulation or a fleet rule, a California standard or mandated sales requirement will only impact vehicles that are sold in California but not those that are originally sold outside of California and are then brought into the state as used vehicles.

CARB has made significant strides in reducing both criteria and greenhouse gas pollutants from heavy-duty vehicles through technology-forcing regulations. CARB's *Truck and Bus*

[158] CARB (2019). Proposed Advanced Clean Trucks Regulation *https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks*

Regulation requires all fleets, registered in- and out-of-state, that operate in California to meet stricter NOx standards and have a diesel particulate filter (DPF) by 2023 (i.e. 2010-certified technology).[159] Also, the aforementioned Phase 1 greenhouse gas regulations for heavy-duty trucks and engines, as well as CARB's *Tractor-Trailer Greenhouse Gas (TTGHG) Regulation*, have resulted in fuel efficiency improvements for the heavy-duty sector.[160]

CARB's newly adopted regulations on zero-emission trucks and buses will contribute to achieving both the State's criteria pollutant and GHG reduction goals. The ICT regulation was adopted in December 2018 and requires all public transit agencies to gradually transition to a 100 percent zero-emission bus (ZEB) (either battery-electric or fuel cell) fleet.[161] In addition, as mentioned previously, CARB adopted the ACT regulation in 2020, which requires the sale of heavy-duty ZEVs. To reduce NOx emissions from new on-road heavy-duty engines and ensure these emissions reductions are maintained as engines and vehicles are operated, CARB also adopted the Heavy-Duty Omnibus Regulation in 2020. This regulation includes certification of all combustion vehicles to a stricter standard on the Federal Test Procedure (FTP) cycle and a certification standard on a new low load cycle for 2024 and subsequent model year. Taken together, these requirements ensure lower NOx emissions over a more comprehensive range of vehicle operation. Additionally, this regulation includes in-use performance requirements such as more stringent in-use performance standards, lengthened engine useful life, warranty and durability requirements. Besides, in past few years, CARB adopted multiple regulations, which aimed at improving in-use performance including the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program (PSIP) amendments starting in 2019,[162] and Heavy-Duty Warranty Phase 1 starting in 2022.[163]

As noted in the 2017 Climate Change Scoping Plan,[164] as well as 2016 Mobile Source Strategy, meeting our climate and air quality goals requires sustainable passenger and freight transportation powered by zero-emission technologies everywhere feasible, and cleaner combustion with renewable fuels everywhere else. In addition, the Governor's Executive Order N-79-20 established zero-emission targets for short-haul and drayage truck fleets by 2035 and also for zero-emission bus and long-haul truck fleets where feasible by 2045. To

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[159] CARB (2019). Truck and Bus Regulation Compliance Requirement Overview. *https://ww3.arb.ca.gov/msprog/onrdiesel/documents/fsregsum.pdf*

[160] CARB (2018). Proposed California Greenhouse Gas Emissions Standards for Medium- And Heavy-Duty Engines and Vehicles (Phase 2) And Proposed Amendments To The Tractor-Trailer GHG Regulation. *https://ww2.arb.ca.gov/rulemaking/2018/phase-2-and-tractor-trailer-amendments-regulation*

[161] CARB (2018). Proposed Innovative Clean Transit Regulation, a Replacement of the Fleet Rule for Transit Agencies. *https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit*

[162] *https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program/hdvip-psip*

[163] *https://ww2.arb.ca.gov/rulemaking/2018/hd-warranty-2018*

[164] *https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf*

start on that path, CARB has conducted comprehensive technology and infrastructure assessments for the on-road heavy-duty sector as part of the annual *Funding Plan for Clean Transportation Incentives for Low Carbon Transportation Investments and the Air Quality Improvement Program* (see Long-Term Heavy-Duty Investment Strategy),[165] as well as the ACT regulation.[166] According to these documents, significant progress has been made in the readiness of zero-emission technology for on-road heavy-duty vehicles. Note that technology readiness generally assesses a technology's technical ability to reliably perform in a majority of its typical duty cycles. It can be described as a continuum, progressing from early research and development, through low-volume demonstration and pilot phases, to full technical readiness where it might be considered commercialized. Technically-ready technologies may still face other barriers to market transformation. There have been thousands of successful deployments of battery-electric and fuel cell heavy-duty vehicles that operate locally (i.e. return-to-base operation), including zero-emission transit buses and large-scale purchases of electric delivery vans and trucks. Additionally, drayage and regional-haul applications and refuse trucks are in the demonstration phase with some now commercially available, as shown on HVIP eligibility list.[167]

Heavy-duty ZEVs market and their applications are expanding. According to CALSTART's Zero-Emission Technology Inventory (ZETI) tool,[168,169] currently there are close to 100 different models of zero-emission vans, trucks and buses that are already commercially available from approximately 26 manufacturers globally. The ZETI tool also estimates that by 2023, the number of vehicle models available will grow to more than 200 models from approximately 49 manufacturers based on industry input and market analysis. Note that commercial availability is defined as availability for immediate production based on placed orders. Of the models announced to be available in 2023, 67 of them are planned to be on medium-duty vehicle platforms, and 19 of them will be deployed on heavy-duty platforms. These heavy-duty vehicles will potentially have all-electric ranges from 75 miles (e.g., Volvo VNR Electric) all the way up to 500 to 650 miles (e.g., Nikola Two FC and Tesla Semi) which makes them suitable for long-haul operation. There are also a number of models that are suitable for drayage trucks such as BYD 8TT model, Peterbilt 520EV/579EV, Mercedes Benz

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[165] CARB (2019). Fiscal Year 2019-20 Funding Plan on Clean Transportation Incentives - Appendix D: Heavy-Duty Investment Strategy. *https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan-appd.pdf*

[166] CARB (2019). Staff Report: Initial Statement of Reasons. Public Hearing to Consider the Proposed Advanced Clean Trucks Regulation. Appendix E: Zero-Emission Truck Market Assessment. *https://ww3.arb.ca.gov/regact/2019/act2019/appe.pdf*

[167] CARB (2020). HVIP Eligible Vehicle Catalog (web link: *https://www.californiahvip.org/how-to-participate/#Eligible-Vehicle-Catalog*).

[168] CALSTART is a nonprofit organization working nationally and internationally with businesses and governments to develop clean, efficient transportation solutions.

[169] CALSTART (2020): Drive to Zero's Zero-emission Technology Inventory (ZETI) Tool Version 5.5. *https://globaldrivetozero.org/tools/zero-emission-technology-inventory/*

eActros, and *Freightliner eCascadia Battery Electric Truck*. These are just some examples of the zero-emission technologies that are already or planned to be commercially available in the next 2 to 3 years.

Also in collaboration with the CALSTART, CARB developed a "beachhead" strategy that targets investments on beachhead or first success analysis, identifying the segments of the commercial vehicle market where zero-emission and near clean combustion technology is most likely to succeed first and transfer that success to other applications for different technology pathways. This analysis considered several key identifying factors such as technology readiness, duty cycle and use, industrial activity and capacity, and user economics. For every technology pathway (e.g. zero-emissions), this process starts with one beachhead application and then the success of that first application transfers or spreads to additional applications through, for example, adoption of similar drive trains or expansion of fueling infrastructure. For the zero-emission pathway, the first on-road beachhead application was battery-electric transit buses, which served as a "launch point" for shuttle vans, package and delivery vans and trucks, terminal tractors, class 8 drayage trucks, and regional distribution (freight) trucks. In a similar effort, the Institute of Transportation Studies at the University of California, Davis published a report titled "Zero-Emission Medium- and Heavy-Duty Truck Technology, Markets, and Policy Assessments for California"[170] that assesses zero-emission medium- and heavy-duty vehicle technologies, their associated costs, as well as their projected market share. Several heavy-duty ZEV applications, such as battery-electric transit buses, yard trucks, and city delivery trucks, are already economically favorable despite higher purchase prices. Thanks largely to lower operational costs, the total cost of ownership for these vehicles is often less than their conventionally-fueled counterparts. Similar ZEVs using fuel cells are also attractive assuming a hydrogen cost of five dollars per kilogram.

Additionally, CARB efforts towards heavy-duty decarbonization are consistent with the ongoing efforts across the globe in other jurisdictions. For example, Amsterdam, Netherland, Bergen, Oslo, Norway, British Columbia, and Canada all have set clear timelines to eliminate fossil fuel heavy-duty traffic in their region;[171] the C40 Cities Climate Leadership Group have committed to ensure major areas in the cities are zero-emission by 2030;[172] and multiple local authorities in different counties have released plans to electrify public transportation including buses and coaches in the next decades.[173] In addition to local efforts, a number of

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[170] *https://escholarship.org/uc/item/7n68r0q8*

[171] ICCT Briefing (2020), Update on the global transition to electric vehicles through 2019
ICCT Briefing (2020), The end of the road? An overview of combustion engine car phase-out announcements across Europe

[172] C40 Cities, Green and Healthy Streets: The C40 Fossil Fuel Free Streets Declaration (web link: https://www.c40knowledgehub.org/s/article/Green-and-Healthy-Streets-The-C40-Fossil-Fuel-Free-Streets-Declaration?language=en_US)

[173] ICCT Briefing (2020), Update on the global transition to electric vehicles through 2019

countries have proposed national plans to move towards the zero-emission heavy-duty goal. For instance, Norway has limited that 75 percent of new long-distance coaches and 50 percent of new trucks sold in the country shall be zero-emission vehicles by 2030[174] and Israel plans to ban the sales of diesel and gasoline buses and trucks starting from 2030.[175]

Despite substantial progress made in technology development, there still remain significant barriers to zero-emission transition for the on-road heavy-duty sector, which are outlined in more detail in CARB's Funding Plan for Clean Transportation Incentives for Low Carbon Transportation Investments and the Air Quality Improvement Program.[176] For example, the biggest challenge identified for heavy-duty battery-electric technology is infrastructure availability and cost, which is key for scaling up from a small number of vehicles to larger deployments. CARB staff recognizes that the approaches and design of a heavy-duty vehicle infrastructure system will differ from the infrastructure network for LD vehicles, and may require sector or fleet-specific approaches.

Transition to zero-emission technologies calls for actions and collaboration by multiple agencies. CARB is working collaboratively with other California State agencies to ensure these efforts are well aligned, bring the state into compliance with federal air quality standards, and reduce GHG emissions from mobile sources. Currently, the CEC is developing the Infrastructure Development Strategy with charging infrastructure assessments in response to *Assembly Bill 2127*.[177] This bill requires a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40 percent below 1990 levels by 2030.

As part of their analysis for AB 2127, CEC is collaborating with Lawrence Berkeley National Laboratory (LBNL) to determine the number, locations, and types of charger deployments for MDV and heavy-duty electric vehicle infrastructure ("HEVI-Pro") in California in 2030. HEVI-Pro aims to develop regional charging infrastructure needs for public, shared-private, and private charging, where charging is selected from suitable power levels from overnight charging (<50 kW) to public fast charging (multi-MW), for the range of medium and heavy-duty vehicle applications envisioned in California's transition to ZEVs. The preliminary findings show that 134,000 battery electric MDV and heavy-duty vehicles deployed statewide in 2030 would require approximately 67,000 of 50 kW chargers and 11,000 of 350 kW

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[174] Ibid.

[175] P.K. Senecal et al. (2019), Diversity in transportation: Why a mix of propulsion technologies is the way forward for the future fleet, Results in Engineering **4** *100060* (DOI: 10.1016/j.rineng.2019.100060)

[176] *https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan.pdf*

[177] Ting, Chapter 365, Statutes of 2018 (web link: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB2127)

chargers to complete their trips.[178] CEC plans on releasing the first projections in conjunction with the 2020 Integrated Energy Policy Report, likely in late 2020.

The Transportation Electrification Framework, released by the CPUC in February 2020, directs future investor-owned utility (IOU) investments and programs and ensures these investments are in accord with key State goals and policies. Since 2016, the CPUC authorized IOUs to direct over a billion dollars of funds to transportation electrification infrastructure. Additionally, California Governor's Office of Business and Economic Development (GO-Biz) has been developing Zero-Emission Medium- and Heavy-Duty Vehicle Deployment and Market Acceleration Strategy (Big ZEV Strategy) as part of their ZEV Market Development Strategy. This report will identify State actions and areas where more can be done to overcome barriers to achieve market success and scale.

In addition to infrastructure, the high upfront capital cost relative to conventional ICE vehicles is another challenge. Today and for the near future, battery-electric and fuel cell electric trucks and buses are expected have higher upfront costs when compared to their diesel or gasoline counterparts. This is due to a combination of low volume production and more expensive components, including batteries and fuel cell systems. The incremental upfront cost difference between ZEV and ICE vehicles is expected to decline over time. As with any new technology, there could also be additional upfront costs associated with ZEV deployment, such as professional services for site assessment and infrastructure buildout and planning, additional procurement processes, as well as operator and technician training. As described in detail within the ACT staff report,[179] while BEVs cost more than conventional combustion vehicles initially due to their large upfront investments, they often pay back over time due to their lower operating costs resulting in a favorable total cost of ownership. Financing the vehicles and infrastructure can spread out the payments to be offset with ongoing reductions in operating costs. Additionally, incentive programs for vehicles or infrastructure may allow fleets to lower or eliminate these higher upfront costs. Educating fleets about the lifecycle costs and payback opportunities will be an important part of accelerating the ZEV market.

Mobile Source Strategy Scenarios

Medium-Duty Vehicles

Starting with MDVs (8,501 – 14,000 lbs. GVWR), CARB is developing strategies for reducing criteria pollutants and GHG emissions from this sector, some of which may overlap with

[178] Preliminary findings from the first scenario of the Medium and Heavy-Duty Electric Vehicle Infrastructure Projections (HEVI-Pro) Tool illustrates the wide variation in the on-road vehicle duties and the potential for gigawatt-scale daytime and evening charging requirements. Credit: Lawrence Berkeley National Laboratory: *https://efiling.energy.ca.gov/getdocument.aspx?tn=234209*

[179] CARB (2019). Staff Report: Initial Statement of Reasons. Public Hearing to Consider the Proposed Advanced Clean Trucks Regulation. *https://ww3.arb.ca.gov/regact/2019/act2019/isor.pdf*

light-duty vehicle strategies, and some of which have overlap with heavy-duty vehicle strategies. Looking towards the future with the 2020 MSS scenarios, an important concept for MDV includes zero-emission transformation starting in 2024. One critical piece of this transition is CARB's ACT regulation mentioned earlier. Besides, CARB is developing an Advanced Clean Fleet rule to accelerate the number of medium and heavy-duty ZEV purchases to achieve a full transition to zero-emission vehicles in California as soon as possible. Other concepts include enhanced LEV IV regulations through ACC II and continued energy efficiency improvements and GHG emission reduction through Phase 3 GHG standards, which is a continuation of the Phase 2 GHG standards.[180]

Driven by California's mid-century climate goals as well as the Governor's executive order N-79-20, staff proposed a scenario to fully transform the medium-duty vehicle sector to zero-emission technologies. Built upon the recently adopted ACT regulation, this scenario further extends the ZEV phase-in schedule and assumes 100 percent of model year 2035 and newer MDVs being sold in California to be zero-emission. As mentioned above, achieving this level of ZEVs will require multiple concepts and tools in addition to CARB's currently adopted rules.

Figure 22 shows the technology for medium-duty vehicle population under this 2020 MSS scenario, which results in approximately 580,000 zero-emission MDVs driving on California roadways by 2045. As shown in Figure 25, the scenario will also translate to statewide NOx reductions of 0.25 tpd and 1.11 tpd in 2031 and 2037, respectively. This scale of fleet transformation will result in a fuel saving of about 0.15 billion gallons of diesel per year and 0.26 billion gallons of gasoline per year in 2045 (Figure 23), which translates to a WTW GHG reductions of approximately 3.5 million metric tons (MMT) per year (Figure 24). Also by 2050, the WTW GHG emissions from MDVs will be 86 percent below the 2020 baseline. The WTW analysis presented in this document is only for informational purposes and the assumptions (e.g., renewable and bio-fuel mix) are further described in Appendix A.

[180] CARB (2018). Proposed California Greenhouse Gas Emissions Standards for Medium- And Heavy-Duty Engines and Vehicles (Phase 2) And Proposed Amendments To The Tractor-Trailer GHG Regulation. *https://ww2.arb.ca.gov/rulemaking/2018/phase-2-and-tractor-trailer-amendments-regulation*

Figure 22 – Statewide Medium-Duty Sector Vehicle Population

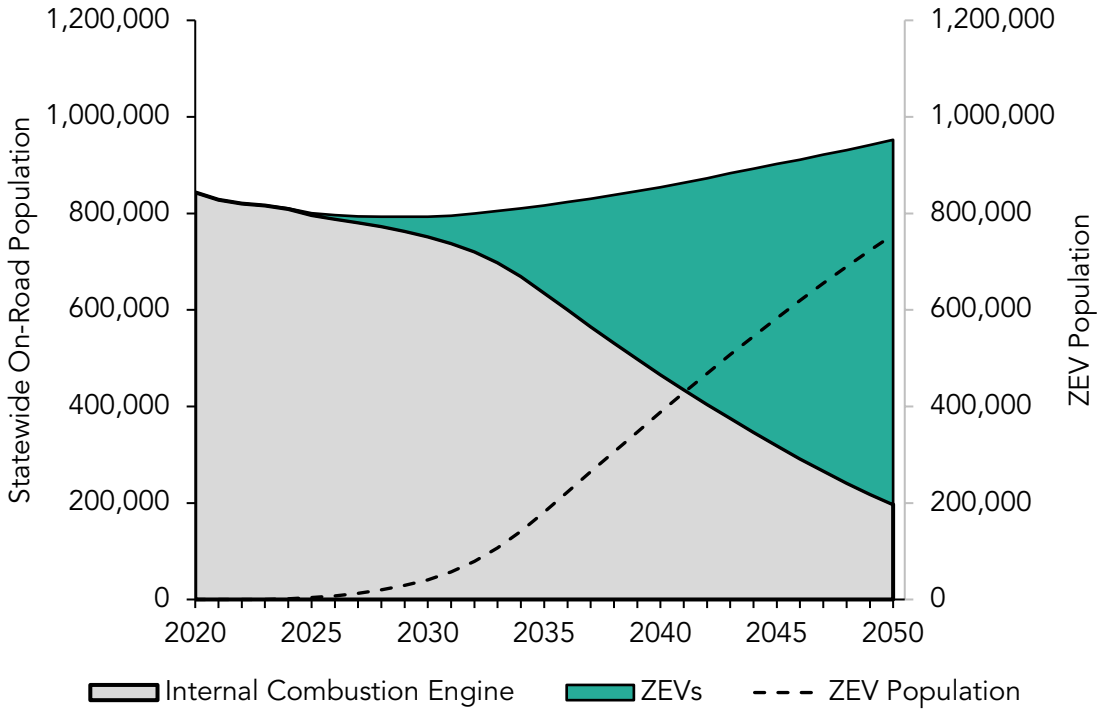


Figure 23 - Statewide Fuel Consumption by Medium-Duty Vehicles

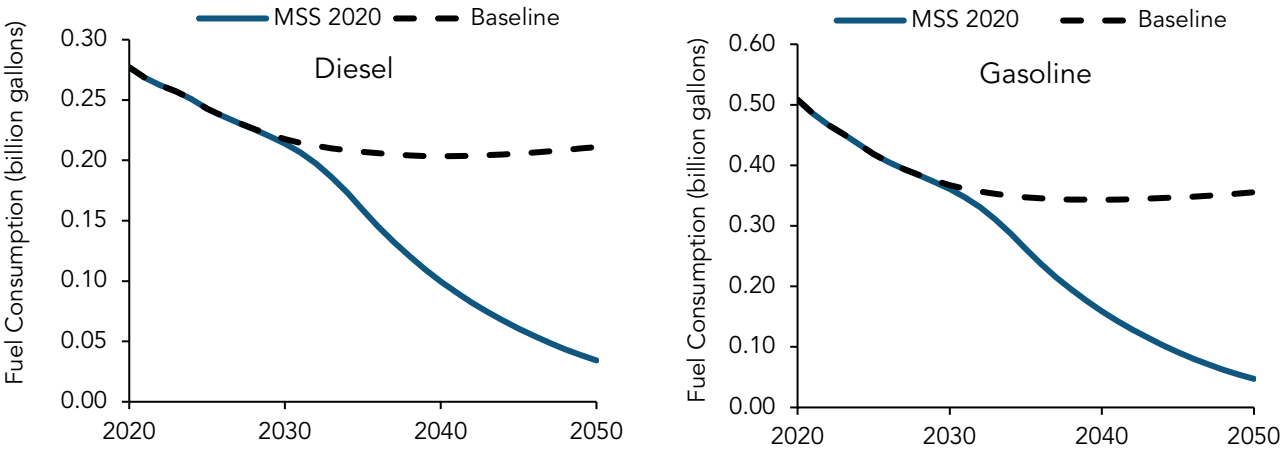


Figure 24 - Statewide Well-to-Wheel GHG Emissions from Medium-Duty Vehicles

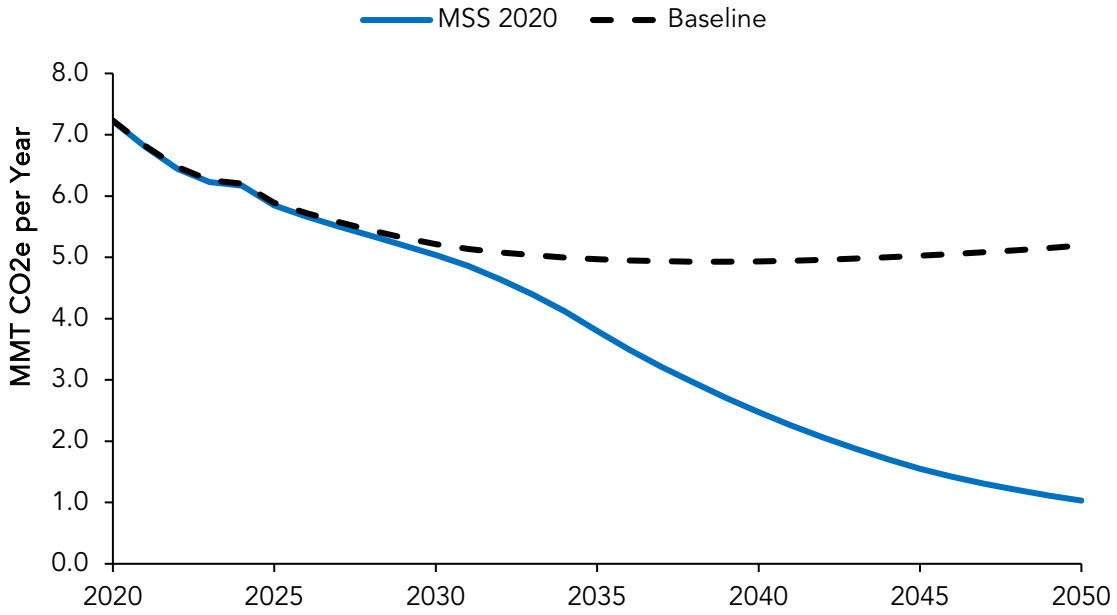
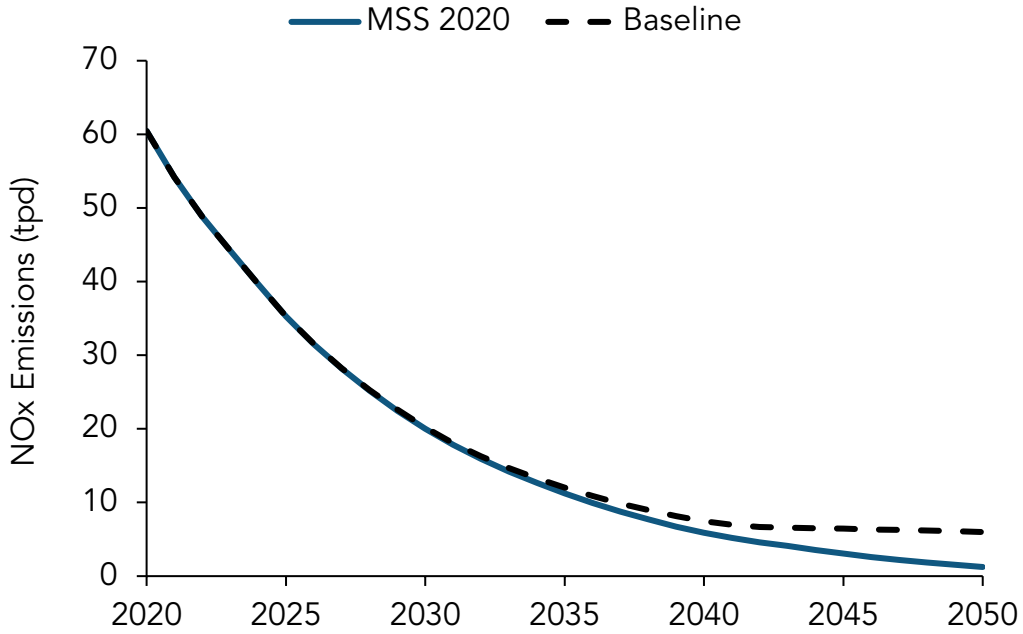


Figure 25 - Statewide NOx Emissions from Medium-Duty Vehicles



Heavy-Duty Vehicles

Moving on to heavy-duty vehicles (above 14,000 lbs. GVWR), the 2020 MSS charts the course for the heavy-duty sector in the future through a range of concepts, the most important of which is the transition to ZEVs. An ambitious ZEV phase-in for newer vehicles and accelerated turnover of older and high emitting vehicles to ZEV ensures that this sector meets both near- and mid-term air quality goals, while simultaneously achieving long-term climate goals. Currently, there are heavy-duty ZEVs on the market that meet both local and regional trucking needs. Many of CARB's incentive programs, such as the Low Carbon Transportation Investments and the Air Quality Improvement Program, have supported introduction of heavy-duty ZEV technology. The recently adopted ACT regulation requires manufactures to produce and sell ZEVs starting from 2024 and the potential advanced clean fleet rule will ensure the purchase and deployment of ZEVs across the fleet.

In addition to ZEVs, cleaner and more efficient ICE technology will also be essential for meeting air quality targets, especially in applications where ZEVs may not yet be capable of serving all duty cycles. As mentioned previously, one example of CARB's effort towards cleaner ICE technology is the Heavy-Duty Omnibus Regulation.

Another critical piece of CARB's heavy-duty concepts includes the Heavy-Duty Inspection and Maintenance (Heavy-Duty I/M) program, which will ensure that the engines and after-treatment systems of heavy-duty vehicles are well-maintained throughout their lifetime. The Heavy-Duty I/M program will require all heavy-duty vehicles operating in California have properly functioning emissions controls systems. This program will be implemented beginning in 2023. On August 12, 2020, CARB staff conducted public workshops to discuss draft concepts for California's future Heavy-Duty I/M program.[181]

OBD systems are going play a critical role in implementation of the Heavy-Duty I/M program. Beginning with the 2022 model year, OBD requirements include Real Emissions Assessment Logging (REAL) requirements for the collection and on-board storage of NOx and CO2 emission data, but there are currently no requirements to report REAL data to CARB. The opportunity exists to make better use of the REAL data, potentially via regular reporting requirements. OBD requirements also need to evolve to account for the much lower emission standards included in the Heavy-Duty Omnibus Regulation.

Considering the above mentioned regulatory activities, staff developed a scenario that strives for zero-emission transformation consistent with governor's Executive Order N-79-20, while emphasizing cleaner combustion technologies for ICE vehicles, utilization of renewable fuels, continued fuel efficiency improvements, as well as enhanced in-use performance. Taking into account those heavy-duty truck market segments that are suitable for transitioning to ZEVs in

[181] *https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program*

the near-term and implementation of the ACT regulation to accelerate ZEV sales, the major assumptions for the phase-in of heavy-duty vehicles includes:

- Delivery and drayage fleets are assumed to have 100 percent ZEV sales starting with model year 2024;
- Vehicle categories with low annual mileage or return-to-base operation, which have similar duty cycle to transit buses, assumed ZEV phase-in that matches the ICT[182] regulation phase-in schedule;
- Other vocational and tractor vehicle categories are assumed to follow the ZEV sales schedule as required by the ACT rule for Class 4-8 and Class 7-8 tractors until model year 2030, after which ZEV sales assumptions ramp up to 100 percent sales in 2035;
- All California registered fleets, whether California certified or not, assumed to follow the same ZEV phase-in schedule. As noted above, there are heavy-duty vehicles that were originally sold out-of-state and then registered in California as used vehicles. This assumption ensures that California fleets (not just those first sold in California) reflect the ambitious ZEV phase-in schedule; and
- For model years 2035 and newer, 100 percent ZEV sales assumed for all vehicle categories.

The remainder of model year 2024 and newer heavy-duty vehicles are cleaned up by more stringent engine standards, either through California's Heavy-Duty Omnibus Regulation for vehicles only first sold (or certified) in California, or through the future federal Cleaner Trucks Initiative[183] for all heavy-duty vehicles operating in California.

While ZEV phase-in and cleaner technologies for ICE vehicles will reduce NOx emissions significantly, meeting CARB's air quality targets in 2031 and 2037 requires additional reductions through accelerated scrappage of older and high-emitting vehicles and replacement with zero-emission technologies before the end of vehicles useful lifetime. With Omnibus and ZEV requirements applying to post-2024 model year vehicles, older pre-2024 model year vehicles will contribute disproportionately to overall NOx emissions. According to the 2016 State SIP Strategy,[184] there is a need for an additional 11 tpd of NOx reductions in the South Coast Air Basin by 2031 to meet the 2015 ozone standards of 75 ppb. To achieve the needed 11 tpd NOx reductions, staff determined that approximately, 31,000 heavy-duty model year 2023 and older vehicles would need to be turned over before their end of lifetime. At the statewide level, this translates to approximately 94,000 heavy-duty vehicles that would need to be scrapped and replaced with zero-emission technologies. Note that this scenario does not specify the exact mechanism of accelerated turnover, but rather

[182] CARB (2018). Proposed Innovative Clean Transit Regulation, a Replacement of the Fleet Rule for Transit Agencies. (*https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit*)

[183] *https://www.epa.gov/regulations-emissions-vehicles-and-engines/cleaner-trucks-initiative*

[184] https://ww2.arb.ca.gov/resources/documents/2016-state-strategy-state-implementation-plan-federal-ozone-and-pm25-standards

defines the number of vehicles that are needed to meet air quality goals. It is also worth noting that turnover through a future regulation is currently limited by "useful life" provisions of the Road Repair and Accountability Act of 2017 (SB1). According to SB 1, should a future in-use regulations be adopted, trucks will not be required to turnover until they have reached 13 years from the model year the engine and emission control systems are certified or until they reach 800,000 vehicle miles traveled (but no longer than 18 years from the model year the engine and emission control systems are certified for use), whichever is later.[185]

Figure 26 shows the technology mix resulting from the heavy-duty scenario developed as part of the 2020 MSS. The scenario results in approximately 830,000 heavy-duty ZEVs in 2045. This equates to about 1.9 billion gallons per year in diesel fuel savings (Figure 27), 0.2 billion gallons per year in gasoline fuel savings, and WTW GHG emissions reductions of 20 MMT per year (Figure 28). Also by 2050, the WTW GHG emissions from heavy-duty vehicles will be 66 percent below the 2020 baseline. As shown in Figure 29, the scenario also provides statewide NOx reductions of 141 tpd and 195 tpd in 2031 and 2037, respectively, which are equivalent to 67 and 86 percent reduction below the current baseline.

Collectively, the 2020 MSS scenarios call for deployment of approximately 1.4 million medium- and heavy-duty ZEVs in California by 2045. This transition to ZEVs will results in a fuel savings of 2.1 billion gallons of diesel and 0.46 billion gallons of gasoline. By 2050, the WTW GHG emissions from MDV and heavy-duty vehicles will be approximately 71 percent below the 2020 baseline (assumptions in Appendix A).

[185] *https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB1*

Figure 26 – Statewide Heavy-Duty Population by Technology Type

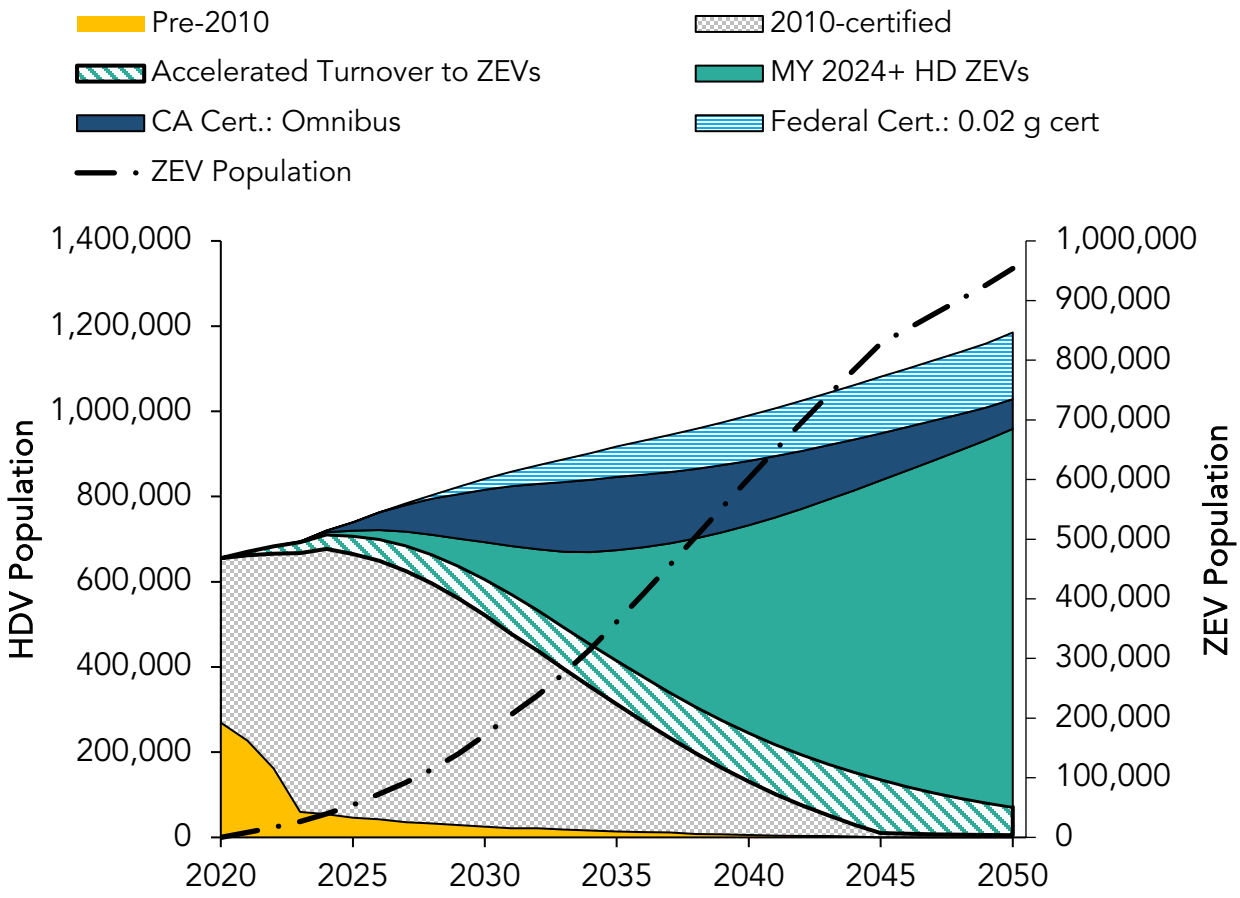


Figure 27 - Statewide Fuel Consumption by Heavy-Duty Vehicles

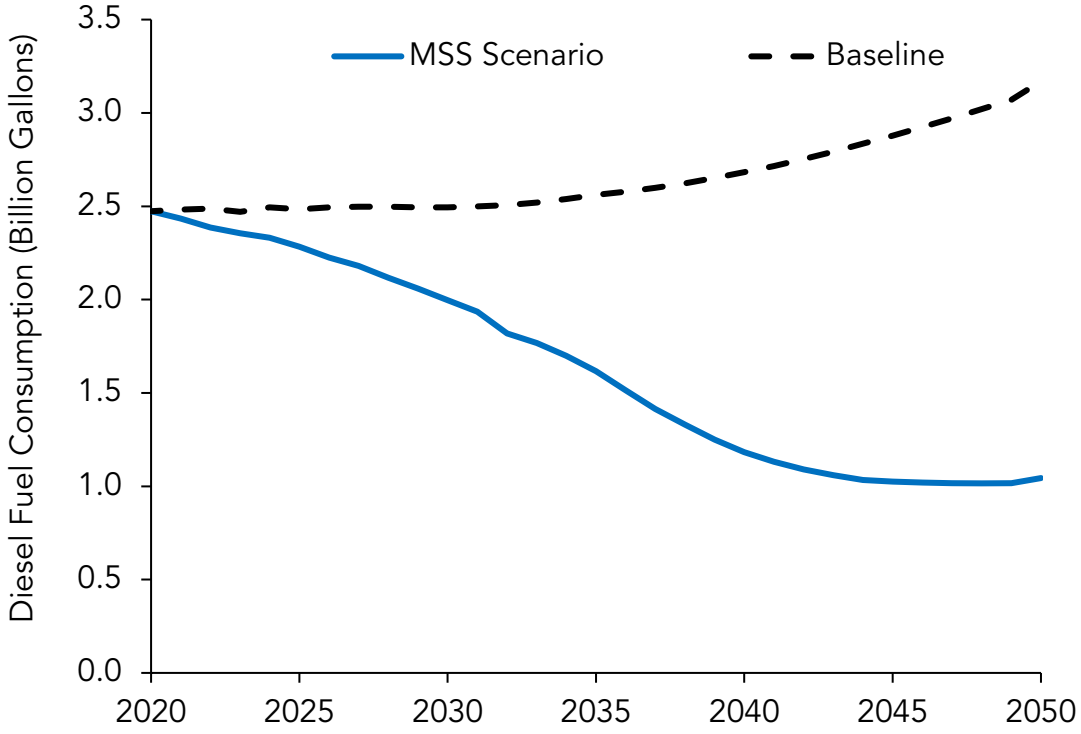
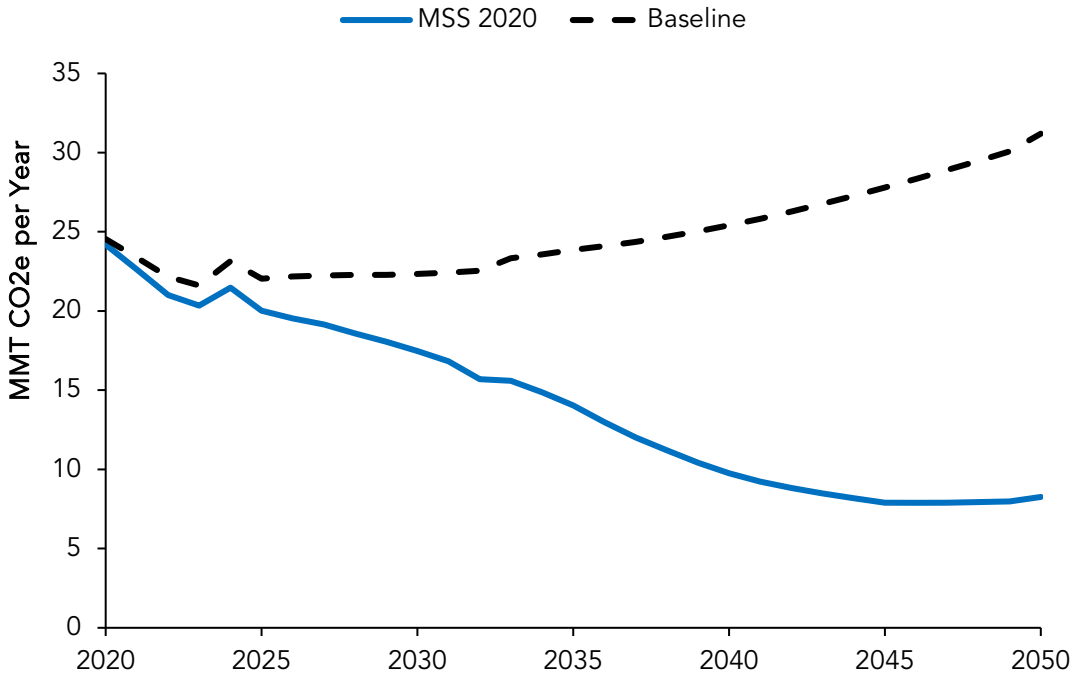
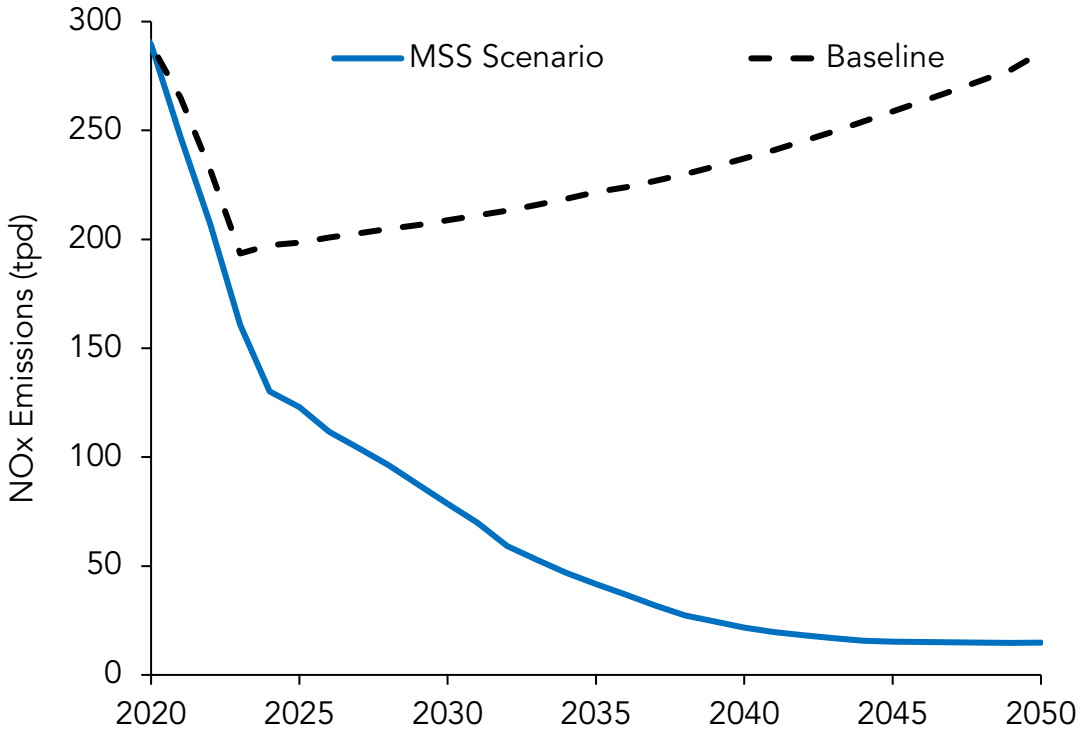


Figure 28 - Statewide Well-To-Wheel GHG Emissions from Heavy-Duty Vehicles[186]



[186] These calculations include the use of a dairy biogas methane emissions factor that differs from the convention in our inventory as it includes avoided methane emissions; this was done to reflect some of the potential systems effects from choices in the MSS. The estimated benefits for the use of dairy biogas do not reflect the accounting convention in the GHG inventory (https://ww2.arb.ca.gov/ghg-inventory-data) and therefore over-estimate the contribution of GHG benefits from the use of RNG in the transportation sector when compared to the accounting framework used in the GHG inventory, which is our primary data set to track progress towards achieving our statewide targets. Avoided methane emissions would occur from this fuel even if used in other sources, so there is no necessary link between those emissions reductions and the transportation system; what is shown here is one of many possible policy scenarios. The use of avoided methane emissions from dairy biogas in this scenario accounts for approximately 0.25% of the cumulative WTW GHG benefits from 2020 to 2045.

Figure 29 - Statewide NOx Emissions from Heavy-Duty Vehicles

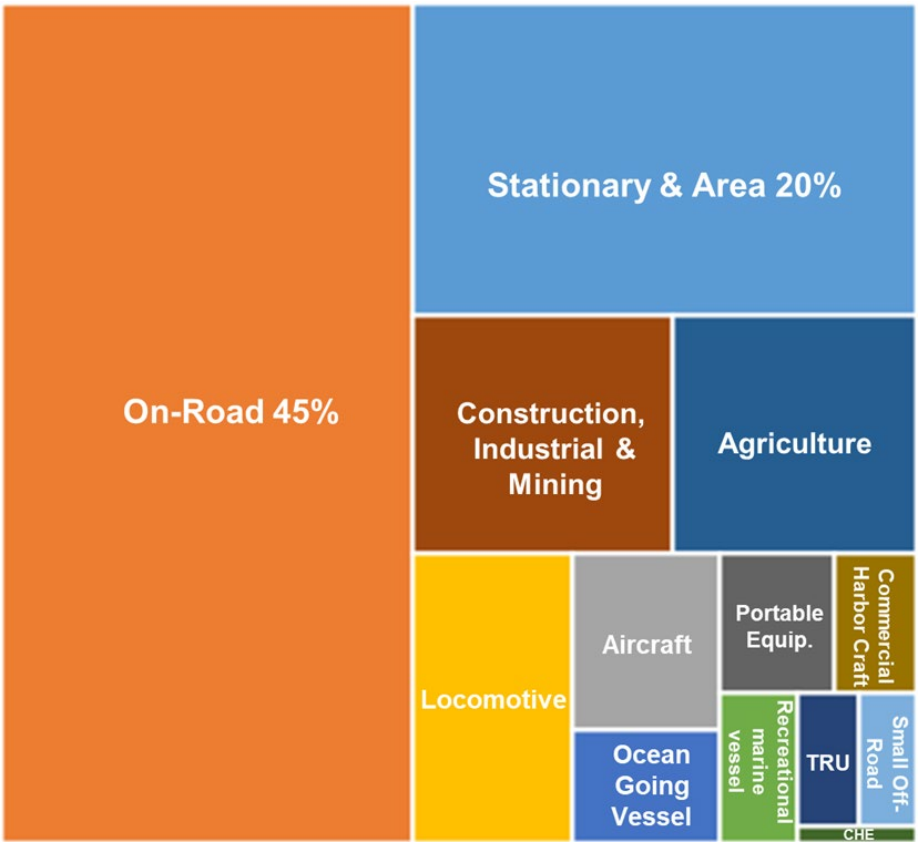


Off-Road Vehicles and Equipment

Off-road equipment covers a wide range of sectors including locomotives, ocean-going vessels, commercial harbor craft, pleasure craft, portable generators, agricultural equipment, construction, mining, oil drilling, lawn and garden, aircrafts, recreational watercraft and many other industries. Off-road engines are significant sources of air pollutants such as NOx, reactive organic gases (ROG), and PM. Figure 30 shows statewide NOx emissions by sector in 2017.[186] Off-road equipment contributes about 35 percent of total statewide NOx emissions in 2017. As the regulations for off-road equipment tend to follow those for on-road vehicles by a few years, the relative contribution of emissions from off-road equipment is expected to continue to grow, absent additional controls. By 2022, off-road equipment will replace on-road vehicles as the largest source of NOx emissions at the statewide level. In addition, off-road equipment consumed 1.5 billion gallons of diesel and more than 400 million gallons of gasoline in 2017 and contributes to about 4 percent of the GHG emissions statewide. Without further progress in improving internal engine efficiency or transitioning to electrification, off-road diesel and gasoline consumption is expected to increase to 2.1 billion and 580 million gallons per year, respectively,[187] by 2045.

[186] CEPAM: California 2019 ozone sip baseline emission projection - version 1.01 planning inventory tool
[187] OFFROAD2017 – ORION, *https://www.arb.ca.gov/orion/*

Figure 30 - 2017 Statewide NOx Emissions by Sector[188]



The mobile source scenarios and concepts to reduce air pollutants and GHG emissions in the off-road sector are developed based on the following guiding principles:

- *Push for zero-emission technologies wherever feasible*: Commercial deployment of zero-emission technologies is still at an early stage for some off-road sectors due to barriers in technology and cost. CARB is working closely to identify those off-road sectors with the most potential for near-term transitions to zero-emissions.
- *Introduction of cleaner combustion technology*: Where electrification is not currently feasible, introduce more stringent emission standards such as Tier 5 to reduce emissions from new internal combustion engines, and OBD standards to ensure emissions from those engines continue to meet expected levels throughout their entire service lives.
- *Accelerated turnover*: Early turnover of older equipment to cleanest available technologies including Tier 4 or 5 engines, hybridization, and retrofit engines with after-treatment technologies such as DPF and selective catalytic reduction (SCR).

[188] OGV 3 nm includes OGV emissions occurring within 3 nautical miles of the California coastline.

- *Renewable fuel:* Use renewable fuels where electrification is not available to reduce GHG emissions.

Given the diversity of equipment and duty cycles that comprises the off-road sector, each sector includes a more detailed description of the specific strategies. Table 14 provides a short summary of the conceptual strategies for each off-road sector.

Table 14 - Summary of Conceptual Off-Road Strategies

Sector	Summary of Strategy
▪ Locomotives	• Significantly accelerate the turnover of all locomotives operating in California to Tier 4 or cleaner • Adopt Tier 5 locomotive standards with U.S. EPA • Accelerate the adoption of zero-emissions locomotives and infrastructure • Replace the oldest switchers at railyards near communities with Tier 4 or cleaner by 2030
▪ Ocean-Going Vessels	• Increase at-berth requirements for auxiliary engines and boilers, while moving towards vessels visits with Tier 3 engines • Adopt Tier 4 marine standards with U.S. EPA and IMO • Work towards zero-emission OGV demonstrations
▪ Construction, Mining, Industrial	• Accelerate turnover and require remaining Tier 0 through Tier 2 engines be turned over by 2033 • Develop Tier 5 standards, including efficiency and hybridization requirements to reduce GHG emissions, as well as first ever requirements for OBD for off-road engines
▪ Agriculture	• Target cost effective reductive reductions in Tier 0 through Tier 2 equipment (tractors and non-tractors) by 2024, and maintain incentive programs to accomplish additional reductions by 2031 • Develop Tier 5 standards, including efficiency and hybridization requirements to reduce GHG emissions
▪ Commercial Harbor Craft	• Increase applicability of Tier 4 marine standards for commercial harbor craft to apply to all vessel types, require DPFs and develop Tier 5 marine standards • Require new and in-use excursion vessels to be plug-in hybrid, new tugboats diesel-electric, and 20 percent of all ferries to be zero-emission by 2030

Sector	Summary of Strategy
▪ Cargo Handling Equipment ▪ Airport Ground Support ▪ Small Off-Road Engines ▪ Transport Refrigeration Units ▪ Forklifts ▪ Spark Ignited Marine Engines	• Accelerate adoption of full zero-emission operation, with 100 percent zero-emission saturation by mid 2030s • Where exceptions apply to a zero-emission mandate, cleaner emissions standards and hybrid electric units would apply
▪ Aircraft	• Improvement in the current Air Traffic Operation (ATO) as well as transitioning to zero-emission technologies such as zero-emission APUs

Off-Road Federal and International Sources

Locomotives

A locomotive is a self-propelled vehicle used to push or pull trains; the combination of one or more locomotives and the attached freight or passenger railcars forms a train. Higher horsepower line-haul locomotives and lower horsepower switcher locomotives operate in California. A typical freight and passenger locomotive in the United States is powered by a diesel engine that drives an electrical generator or alternator. Locomotives and the railway system are an essential part of California's freight and passenger movement network, but also significant contributors to diesel PM, NOx and GHG emissions in California. These emissions often occur in or near densely populated areas and neighborhoods, exposing nearby residents to harmful levels of diesel PM and ground-level ozone.

In the past, CARB has developed and implemented a number of measures to understand and reduce locomotive and railyard emissions, including studies, enforceable agreements, and funding of clean technology. More recently, CARB has been working closely with the railroad industries to develop more representative and up-to-date emission inventories and to identify emission control strategies. CARB's locomotive emission inventory covers four main sectors: Class I line-haul locomotives, Class III (short-line) locomotives, Class I switch locomotives (switchers), and passenger locomotives. Class I railroads, which are defined as those operations that gross over $450 million per year,[189] carry the most freight and are responsible for about 80 percent of NOx and 79 percent of PM produced by all locomotives in California.[190] Union Pacific Railroad (UP) and BNSF Railway (BSNF) are the two Class I freight railroads operating in California. Class III railroads move goods regionally, have lower revenues, and generally have older locomotives, but much lower overall emissions simply due

[189] Association of American Railroads, Rail Statistics of Class 1 Freight Railroads *https://www.aar.org/Documents/Railroad-Statistics.pdf*, accessed December 12, 2016.
[190] CARB locomotive emission inventories, *https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-documentation-road*

to their lower population and usage of locomotives. Switcher locomotives move railcars and sections of trains in and around railyards (but should not be confused with rubber-tired railcar movers, smaller off-road vehicles than move individual railcars in yards, but are not considered switchers). CARB released updated line-haul and short-line emissions inventories in 2017 and is currently developing a new line-haul and switcher inventory based on the 1998 Memoranda of Understanding (MOU) reporting data[191] from the railroads.

According to the latest MOU data, in 2018, Tier 4 line-hauls account for only 4 percent of total line-haul energy use in the South Coast Air Basin, which suggests that rail companies are not purchasing new Tier 4 locomotives, instead relying on older tier locomotives that are being remanufactured and used for the next few decades.[192] In the absence of federal action to address harmful emissions from locomotives and railyards, CARB is developing a regulation[193] to reduce criteria pollutants, toxic air contaminants, and GHG emissions for locomotive in-use, idling, and maintenance activities. This regulation include actions originally presented to CARB's Board in March 2018, as well as new concepts to further reduce locomotive and railyard emissions. This regulation could be implemented at the State and/or air district level, and provide an opportunity for the railroads to further reduce emissions from rail operations and address long-standing environmental justice concerns voiced by communities near railyards. Regulation concepts for locomotives include:

- Establish a locomotive emissions reduction spending account (conceptually this is an account that railroads pay into when using older, dirtier tiers of locomotives, and can use the account funds to purchase newer, cleaner locomotives);
- Adopt an in-use useful life limit;
- Adopt a 30-minute idling limit based on U.S. EPA requirements.

As discussed earlier, in 2017, CARB also petitioned U.S. EPA to exercise its authority[194] to adopt more stringent emission standards for locomotives to help states meet federal air quality standards and climate goals, and address issues affecting public health and welfare.[195] CARB has recommended the NOx and PM emission factor for Tier 5 locomotives to be set at 0.2 grams per brake horsepower-hour (g/bhp-hr) and 0.01 g/bhp-hr, respectively. Tier 5 locomotives also offer 25 percent energy efficiency improvement over the current technology (i.e., Tier 4).

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[191] Summary data can be found at: *https://ww2.arb.ca.gov/1998-mou-summay-data-archive*

[192] More details can be found at: https://ww2.arb.ca.gov/sites/default/files/2020-09/CARBlocoinvwebinar2020.pdf

[193] *https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/railworkshop_11-20-19_english.pdf?sfvrsn=6*

[194] 42 U.S.C. § 7547(a)(5). Nonroad engines and vehicles

[195] Petition for rulemaking: seeking the amendment of the locomotive emission standards, *https://ww2.arb.ca.gov/resources/documents/petition-rulemaking-seeking-amendment-locomotive-emission-standards*, April 2017

CARB is also participating in demonstration projects with the rail industry on battery electric locomotives, with delivery and testing possible near the beginning of 2021. These efforts may offer additional emission reduction options and in the near future, but are not yet reflected in the criteria emission reduction strategies, pending a successful demonstration.

Mobile Source Strategy Scenario

While CARB continues to work closely with stakeholders including rail companies, environmental groups, and communities on expanding the concepts to reduce emissions from locomotives and railyards, staff has also laid out more ambitious and longer-term strategies that are needed to achieve California's near- and mid-term air quality and longer-term climate goals. These strategies aim for a complete phase out of Tier 0 through Tier 2 line-hauls by 2030, coupled with a significant penetration of Tier 4 locomotives, as well as Tier 5 and zero-emissions locomotives once they are available. Following this strategy, almost 90 percent of all line-hauls will become Tier 4 or Tier 5 by 2031. Additionally, the strategy assumes locomotives that are remanufactured twice or more will be prohibited from California operations. The scenario assumes that beginning in 2023, all pre-Tier 0, Tier 0, and Tier 0+ switchers will be replaced with Tier 3 and Tier 4 locomotives by 2030.

Based on the assumptions described above, Figure 31 shows projected NOx emissions by Tier group in the South Coast Air Basin for line-haul locomotives. The dashed line shows the updated baseline emissions. The new baseline is higher than the emissions estimated previously in the 2016 State SIP Strategy. As shown, the scenario will result in almost 12 tpd of NOx reduction in 2031. This reduction is equivalent to 2 tpd of NOx emissions below the emissions estimated in the South Coast 2016 Air Quality Management Plan, which is needed to meet the NOx reduction commitment from mobile sources in 2031.

Figure 31 - South Coast Air Basin NOx Emissions from Locomotives: MSS Scenario

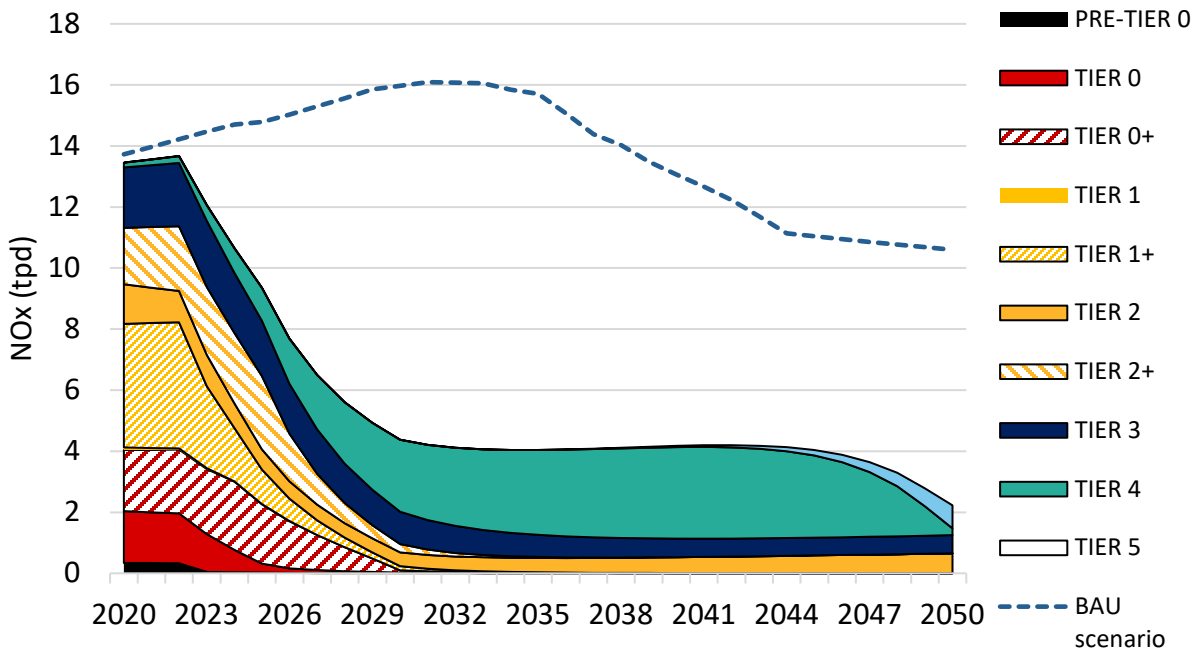
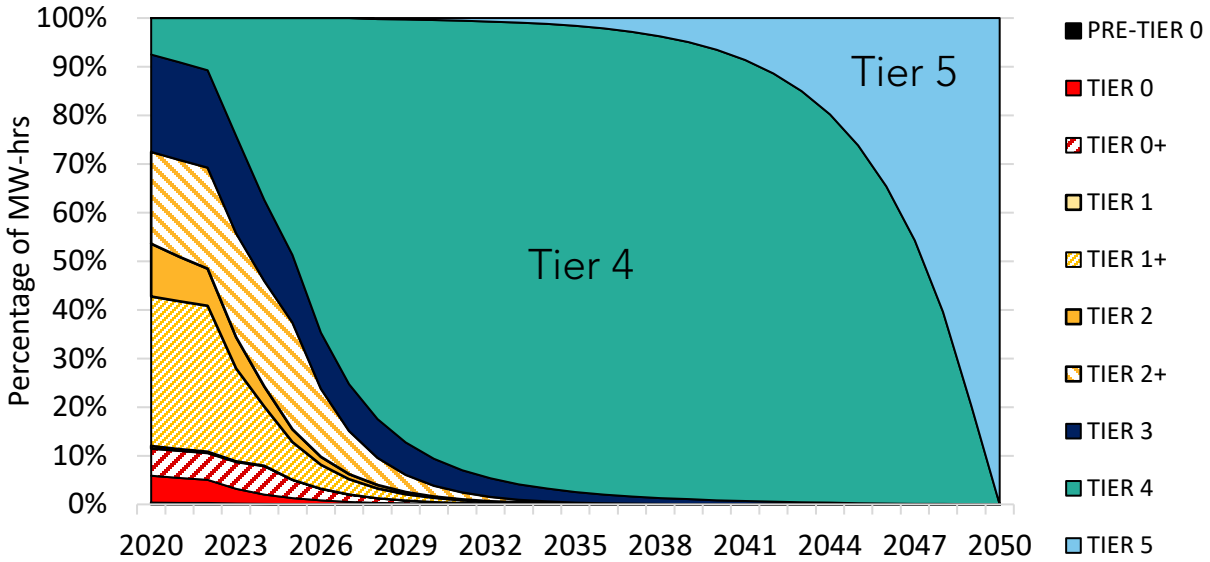


Figure 32 shows the relative energy use by different locomotive Tier groups assuming the technology penetration shown in Figure 31. As described earlier, following the 2020 MSS scenario, Tier 4 and 5 locomotives will make up over 90 percent of the total line-haul activities in 2031.

Figure 32 - South Coast Air Basin Locomotive Energy Use: MSS Scenario



Ocean-Going Vessels

Ocean-Going Vessels (OGV) are large vessels designed for deep water navigation, defined as commercial vessels greater than or equal to 400 feet in length, with a carrying capacity of 10,000 gross tons or more, or propelled by a diesel marine compression ignition engine with a displacement of greater than or equal to 30 liters per cylinder. OGVs include large cargo vessels such as container vessels, tankers, bulk carriers, and car carriers (or "ro-ro" vessels), as well as passenger cruise vessels. These vessels transport containerized cargo; bulk items such as vehicles, cement, and coke; liquids such as oil and petrochemicals; and passengers. OGVs are an important part of California's trade economy, but are also a significant source of GHG emissions, criteria pollutants, and toxic air contaminants especially in areas near ports and marine terminals.

The International Maritime Organization (IMO), under Annex VI ("Regulations for the Prevention of Air Pollution from Ships"), specifies new marine engine NOx standards and sets fuel sulfur limits. CARB has the authority to regulate emissions from auxiliary engines on vessels docked at California ports. CARB set the first OGV At-Berth Regulation in 2007 with compliance requirements that began in 2014.[196] The At-Berth Regulation requires container ships, cruise vessels and refrigerated cargo vessels to turn off their auxiliary engines and utilize shore power for a certain percent of time while at berth. The rule is limited to fleets of vessels making 25 or more visits (five or more for passenger ships) that operate in six California ports: Los Angeles, Long Beach, Oakland, San Diego, San Francisco, and Hueneme. This regulation will result in an 80 percent NOx emission reduction from auxiliary engines from applicable vessel types by 2020.

In August 2020, CARB expanded the At Berth Regulation to cover new vessel types (such as roll-on/roll-off vehicle carriers and tankers), small fleets, new ports and terminals, and increase the usage of shore power. The action will continue to reduce vessel emissions at berth from auxiliary engines, and reduce toxic pollutant exposure in disadvantaged communities near the ports.

Mobile Source Strategy Scenario

While the recent actions target at berth auxiliary engine emissions, emissions from main engines and auxiliary engines during transit, anchorage, and maneuvering must also be addressed in order to achieve NOx reductions needed to meet California's near- and mid-term air quality goals. Currently, very few vessels with Tier 3 main engines visit California ports, even though the Tier 3 engine standard applied to new marine engines beginning in 2016. Tier 2 vessels emit three times higher NOx than Tier 3 vessels; thus, phasing out of older Tier vessels is key to reducing criteria and toxics emissions from OGVs. Under this scenario staff assumed:

[196] *https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation*

1. *Incentivizing vessels visits from cleaner OGVs:* Starting in 2023, replace all Tier 0, Tier 1, and Tier 2 vessel visits in California with visits made by Tier 3 or cleaner vessels by 2031. Current Tier 3 vessel manufacturing data suggest that there may not be sufficient Tier 3 to meet the vessel visits in California, even if California were to receive a large majority of the worldwide Tier 3 vessels. However, these reductions may be achieved by incentivizing visits from Tier 2 vessels that have been retrofitted to reduce NOx emissions. Current retrofit technologies for marine engines include water-in-fuel emulsion, exhaust gas recirculation (EGR) and selective catalytic reduction (SCR). Both EGR and SCR have shown potential to reduce emissions by up to 80 percent. Water-in-fuel emulsion strategies have shown up to 40 percent reduction in NOx emissions, and may provide significant and cost-effective reductions options (particularly at near-port and low load conditions where Tier 3 and other retrofit options may not operate at full potential). All options will be considered to achieve the needed emissions reductions.
2. *Cleaner marine standards:* While marine Tier 3 is considerably cleaner than Tier 2, the Tier 3 NOx standard is still 5 to 10 times higher than the standards for other diesel equipment sectors, and does not include a PM standard. CARB will work with U.S. EPA, U.S. Coast Guard, and other partners to urge IMO to adopt more stringent Tier 4 marine standard by 2028, and establish efficiency requirements for existing vessels. In the 2020 MSS scenario, Tier 4 NOx and PM emission factors are set at 1 g/kw-hr and 0.1 g/kw-hr, respectively.

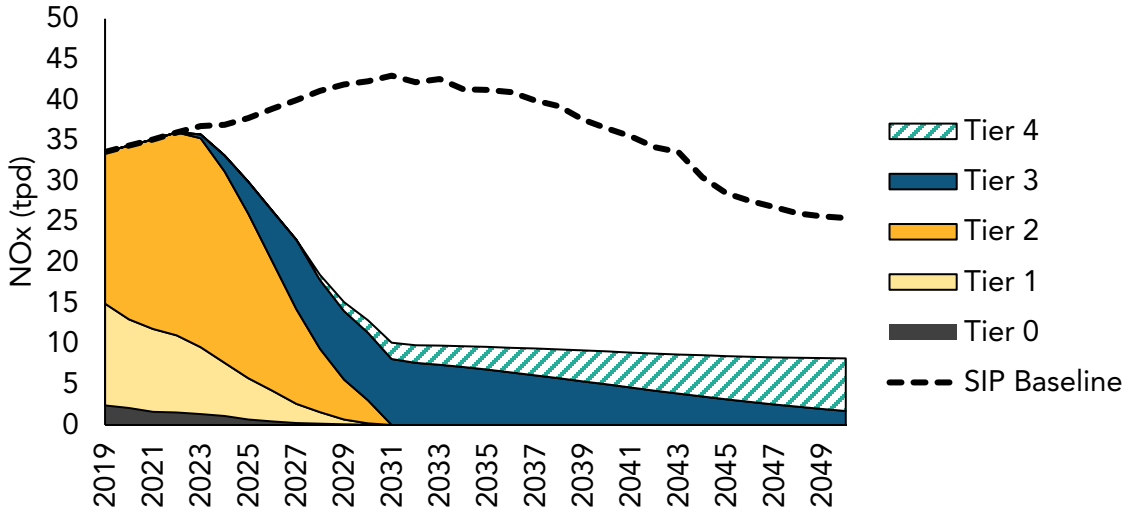
Figure 33 shows the OGV NOx emission projection in the South Coast Air Basin under the MSS scenario. The emissions here include all OGV modes and cover up to 100 nautical miles of operation off the coast of California. The dashed line shows baseline emissions from main and auxiliary engines. The 2020 MSS scenario can reduce NOx emissions by 33 tpd in South Coast by 2031 (a portion of the reductions could also be achieved through Tier 2 retrofits noted above), still short of the target of 38 tpd reduction as identified in the 2016 MSS[197] which relied on earlier Tier 4 engine adoption.

Several major shipping companies are working towards zero-emission vessels. For example, Maersk, the world's largest container shipper, aims to be carbon neutral by 2050 and to have carbon neutral vessels commercially available by 2030.[198] Biofuels, renewable hydrogen and other hydrogen-derived fuels such as ammonia, methanol, batteries and fuel cells are being considered as potential fuel choices for zero-emission vessels. As the zero-emission technologies for marine vessels are still at an early stage and technological feasibility needs to be proven, CARB did not incorporate these strategies in the current 2020 MSS scenario. CARB will consider these strategies in future updates to the MSS as more information becomes available.

[197] Under further deployment of cleaner technologies

[198] *https://www.maersk.com/news/articles/2019/06/26/towards-a-zero-carbon-future*

Figure 33 - South Coast NOx Emissions from All OGV Modes: MSS Scenario



Aircraft

Currently, CARB's official emissions inventory[199] has emissions data for five different aircraft categories that contribute significantly to NOx emissions; these are piston aircraft (civil), agricultural aircraft (crop dusting), jet aircraft (military), jet aircraft (commercial), and jet aircraft (civil). The jet aircraft (commercial) contribute to about 90 percent of NOx emissions from aircraft in California, whereas jet aircraft (military) and jet aircraft (civil) each contribute about 4.5 percent of NOx. Together, the piston aircraft (civil) and agricultural aircraft (crop dusting) produce less than 1 percent of NOx emissions. As significant progress has been made to reduce NOx emissions from on-road, off-road, and area sources in recent years, the NOx emissions from aircraft are becoming increasingly important. For the South Coast Air Basin, about 16.2 tpd of NOx emissions comes from the aircraft in 2020; and by 2031, NOx emissions from the aircraft will increase to about 20.5 tpd by 2031.

The International Civil Aviation Organization (ICAO) is a United Nations intergovernmental body responsible for worldwide planning, implementation, and coordination of civil aviation and emissions. The Committee on Aviation Environmental Protection (CAEP) within ICAO coordinates the development of ICAO emission standards and recommended practices. ICAO standards incorporate a definition of "technological feasibility" that considers in-production and in-development aircraft, resulting in standards that are "technology-following" and do not tend to result in emissions reductions beyond business as usual. The ICAO standards have been the basis of Federal Aviation Administration's aircraft engine performance certification standards, established through U.S. EPA regulations. While U.S.

[199] CEPAM: California 2019 ozone sip baseline emission projection - version 1.01 planning inventory tool

EPA historically has codified the aircraft emission standards adopted by ICAO for harmonization with global airline industry, individual ICAO member states may adopt more stringent standards if desired.

The first NOx standard, adopted in 1981, applied to engines starting in 1986. The standard established a ceiling on NOx emissions at 100 g/kN at rated engine thrust for engine pressure ratio (EPR) of 30. Table 15 shows the progression of NOx emission standards at 30 EPR and Figure 34 shows the comparison between different NOx standards at various EPRs.

Table 15 - Aircraft engine emission standards relevant to NOx

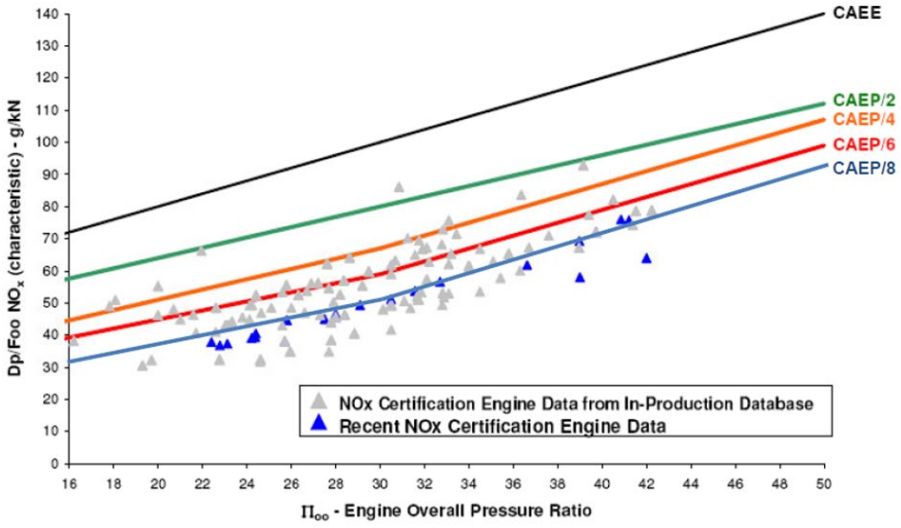
Regulation	Adoption year	NOx @ EPR 30	% NOx below CAEP/1	Newly certified engine
CAEP/1	1981	100 g/kN	0%	1986
CAEP/2	1993	80 g/kN	20%	1996
CAEP/4	1999	67 g/kN	33%	2003
CAEP/6	2005	59 g/kN	41%	2007
CAEP/8	2011	50 g/kN	50%	2013
CAEP/10*	2017	NA	NA	2020

* Note: Focusing on fuel efficiency and CO2 reduction

In January 2021, U.S. EPA adopted GHG emission standards for certain classes of engines used by certain civil subsonic jet airplanes (those with a maximum takeoff mass greater than 5,700 kilograms), as well as larger subsonic propeller-driven airplanes (those powered by turboprop engines with a maximum takeoff mass greater than 8,618 kilograms). These standards are equivalent to the Airplane CO2 Emission Standards adopted by the ICAO in 2017, and therefore reflect only technologies available for in-production and in-development airplanes as of 2017 (expected to be in production by about 2020).[200] Although there are a variety of aircraft and engine technologies under development which show tremendous promise in reducing GHG emissions, the standard does not require a technology response from manufacturers. Furthermore, U.S. EPA did not consider standards for in-use aircraft, more advanced technology under development by the industry (i.e., hybrid and zero-emission technology), or other emission-reduction mechanisms like sustainable aviation fuels or operational measures. CARB urges U.S. EPA to strengthen the standard in terms of stringency, applicability, and time.

[200] Control of Air Pollution from Airplanes and Airplane Engines: GHG Emission Standards and Test Procedures: Final Rule, 86 Fed. Reg. 2136, 2145 (Jan. 11, 2021).

Figure 34 - Comparison of CAEP NOx standards and engine NOx emissions[201]



[201] Jahangir, Ebad. *ICAO Technology Goals Process for Aviation Environmental Protection.* May 12, 2010. http://www.icao.int/Meetings/EnvironmentalColloquium/Documents/2010-Colloquium/3_Jahangir_Icao.pdf

Landing and Take-off (LTO) Cycle

The CAEP is responsible for setting emission measurement procedures and standards for ICAO. These standards and procedures are based on a standardized landing and take-off (LTO) cycle developed to address ground-level air quality issues. The LTO cycle is comprised of six modes; namely, taxi-out, take-off, climb-out, approach, landing, and taxi-in modes (Figure 35 and Figure 36); climb, cruise, and descent operation for aircraft above 3,000 feet are not included in the LTO cycle.

Figure 35- Typical aircraft flight path including the LTO cycle[202]

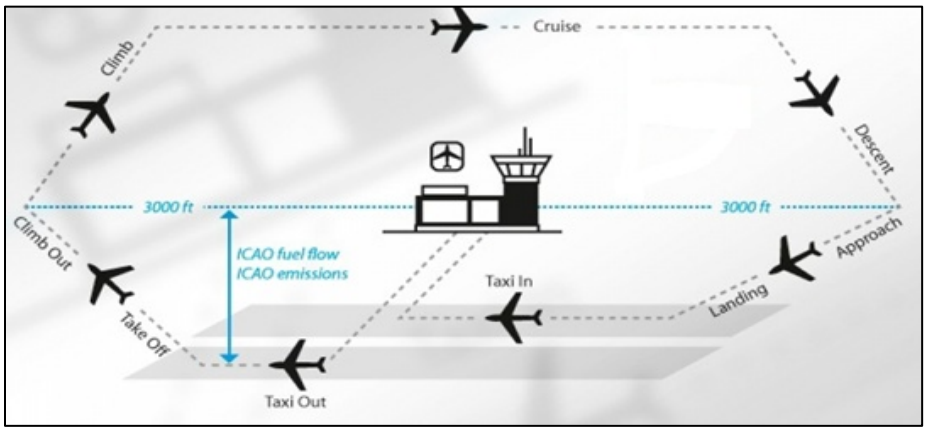
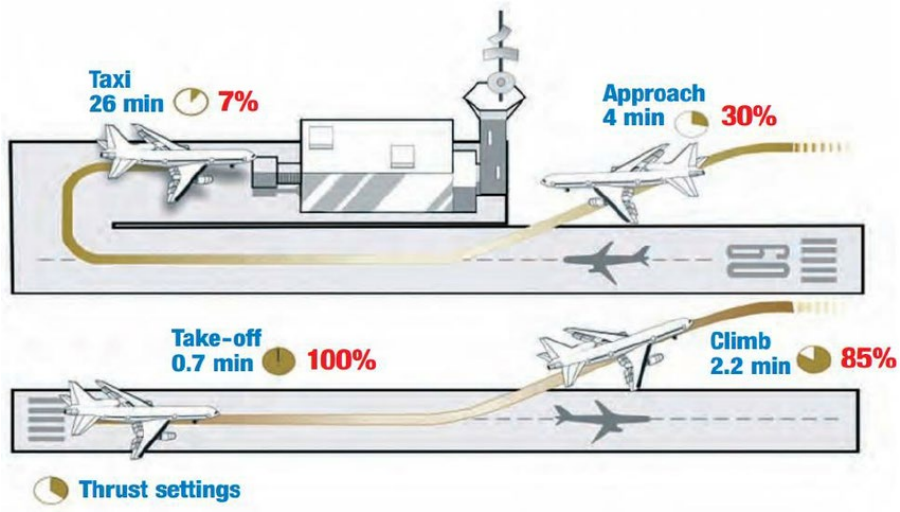


Figure 36- Duration and Thrust Settings within each Segment of the LTO Cycle



[202] Advanced Emission Model. "European Organisation for the Safety of Air Navigation." 2015. https://www.eurocontrol.int/services/advanced-emission-model-aem.

Mobile Source Strategy Scenario

Under the 2020 MSS, staff proposed a scenario focusing on four strategies: (1) improving the current air traffic operation, (2) transitioning toward zero-emission auxiliary power unit (APU), (3) accelerating the turnover of old aircraft, and (4) technology advancement for future aircraft. The following provides additional details for each strategy:

Improve the Current Air Traffic Operation (ATO) during LTO cycle

a) *De-Rated Take Off:* Aircraft are designed to take off safely without full thrust. By not applying full thrust during take-off, aircraft would reduce NOx emissions as well as the level of noise. According to a study conducted by MIT in 2005,[203] each 1 percent of derate can approximately reduce NOx emissions by 0.7 percent below 3000 feet while slightly increasing the fuel burn. A more recent study by Koudis et. al. (2017)[204] has shown that using reduced thrust takeoff reduces fuel consumption, NOx, and black carbon (BC) emissions by 1.0–23.2 percent, 10.7–47.7 percent, and 49.0–71.7 percent respectively, depending on aircraft-engine combinations relative to 100 percent thrust takeoff. Additionally, a study by Electronic Navigation Research Institute of Japan has indicated that reduced thrust near the top of the climb can result in fuel saving[205]. The engine derate can also extend engine life and reduce maintenance cost.[206]
b) *Reduce Power during Taxiing:* Most commercial aircraft are equipped with two to four engines. Aircraft engines, even at idle or minimal power settings, are used to taxi the aircraft while on the ground. Because of this, taxi-in, idle and even taxi-out can be completed with one or more of those engines not operating. If an engine can be shut down during the taxi-in until the aircraft is in an advanced stage of the taxi-out for takeoff, then such a procedure has the potential to reduce fuel burn and criteria emissions such as NOx.[207]
c) *Improved Taxi Time:* Prolonged taxi time for aircraft causes unnecessary waste of fuel and an increase in emissions. By minimizing the taxi time when the aircraft is taxi-in or taxi-out, less fuel will be consumed leading to less NOx emissions. Such a control measure would require real-time optimization of air traffic with constant feedback from all associated airports.

[203] King, M., Waitz, I., 2005. Assessment of the Effects of Operational Procedures and Derated Thrust on American Airlines B777 Emissions from London's Heathrow and Gatwick Airports. Partner, Cambridge, MA.

[204] Koudis, G. S., Hu, S. J., Majumdar, A., Jones, R., & Stettler, M. E. (2017). Airport emissions reductions from reduced thrust takeoff operations. Transportation Research Part D: Transport and Environment, 52, 15-28.

[205] Mori, R., 2020. Fuel-Saving Climb Procedure by Reduced Thrust near Top of Climb. Journal of Aircraft, pp.1-7.

[206] Donaldson, R., Fischer, D., Gough, J., Rysz, M. (2007). Economic Impact of Derated Climb on Large Commercial Engines. Proceedings of the Performance and Flight Operations Engineering Conference.

[207] Sustainable Aviation, Aircraft on the Ground CO2 Reduction Programme, UK's Airport Operators Association

Reduce the Usage for Auxiliary Power Unit

The typical aircraft APU is a small turbine engine that starts the aircraft main engines and powers the electrical systems on the aircraft when the main engines are off. By switching to the on-board rechargeable batteries as the power supply, it would reduce the usage of the gas turbine APU and hence the NOx emissions.

Accelerated Turnover

Similar to other off-road mobile source categories, replacing old aircraft that are powered by the CAEP/1 to CAEP/4 engines with the newer engines (CAEP/8 or newer) can reduce NOx emissions and improve safety, as well as fuel efficiency.

Technology Advancement

The NOx formation correlates with the high temperature and pressure during the combustion process. With innovative research and advanced optimization of engine design, it has been demonstrated that NOx emissions can be further reduced beyond the CAEP/8 standards. For example, under the FAA's Continuous Lower Energy, Emissions, and Noise Phase II (CLEEN II) Program, FAA awarded five-year agreements to Aurora Flight Sciences, Boeing, Collins Aerospace, Delta Tech Ops/MDS Coating Technologies, General Electric, Honeywell, Pratt & Whitney, and Rolls-Royce to accelerate the development of new aircraft and engine technologies. The goal of the program is to achieve 70 percent NOx and 40 percent fuel burn reduction below the CAEP/8 standards. In 2016, GE's Twin Annular Premixing Swirler (TAPS) II combustor matured under CLEEN I and entered into service as part of CFM International's TAPS Leading Edge Aviation Propulsion (LEAP) engine, currently onboard Airbus 320neo, Boeing 737 MAX, and COMAC C919 aircraft. Under CLEEN I, GE engine emissions tests of TAPS II had results that were more than 60 percent below the 2004 ICAO CAEP NOX standards. The FAA anticipates that more of these technologies could go into service in the next several years.[208]

With all of these technology advancements in mind, for the 2020 MSS, staff developed a scenario assuming a phase-in requirement for improving ATO efficiency starting in 2023. Staff assumed that by 2030:

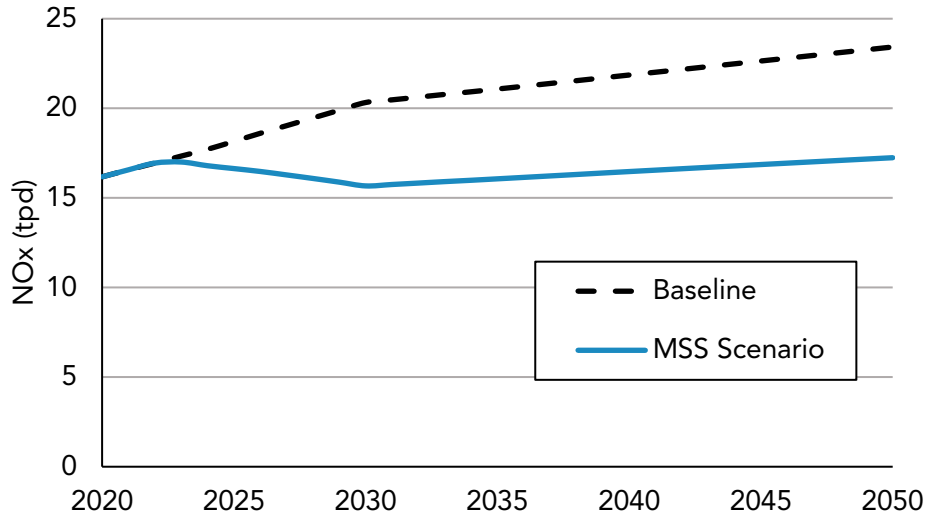
- 90 percent of take offs in California will be 25 percent de-rated (95 percent of take offs by 2050);
- 90 percent of aircrafts will have single engine taxiing (95 percent by 2050);
- 40 percent reduction in taxi time (50 percent by 2050);
- 40 percent reduction in APU usage (95 percent by 2050)

With these assumptions, Figure 37 presents the resultant NOx emissions reductions for the South Coast Air Basin. Without any control, the NOx emissions would increase from 16.2 tpd

[208] *https://www.faa.gov/about/office_org/headquarters_offices/apl/research/aircraft_technology/*

in 2020 to about 20.5 tpd by 2031. However, with improved air traffic operation, and reduced APU usage, NOx emissions will be reduced by 4.7 tpd and 5.2 tpd in 2031 and 2037 respectively. Please note that these estimates do not account for further deployment of cleaner technologies and accelerated turnover of older aircrafts.

Figure 37 - South Coast NOx Emissions from Aircraft: MSS Scenario



It is noteworthy to also mention that as a result of the COVID-19 pandemic, the domestic and worldwide air traffic volume has declined significantly. It is estimated that almost 62 percent of the worldwide passenger jets were grounded right after the COVID-19 pandemic. To save the cost of fuel, most airlines started operating newer aircraft that were most fuel-efficient. Therefore, the airline industry is already accelerating the turnover of the older aircraft based on sound business solutions. Moreover, the COVID-19 pandemic has forced all business sectors and government agencies to reduce travel by encouraging more online meetings. Such new business practice is likely to continue after the COVID-19 pandemic is over.

FAA has recently released its latest Terminal Area Forecast[209] (TAF) report which is the official FAA forecast of aviation activity for U.S. airports. The report contains active airports in the National Plan of Integrated Airport Systems (NPIAS) including FAA-towered airports, Federal contract-towered airports, non-federal towered airports, and non-towered airports. According to the latest report, a total of 924.1 million passengers were enplaned at U.S. airports in 2019. This figure decreased by 44.4 percent in 2020 to 514.0 million enplanements as a result of the COVID-19 pandemic. Total enplanements at U.S. airports are forecast to recover in aggregate to their 2019 level by 2025. The latest aircraft emissions

[209] *https://www.faa.gov/data_research/aviation/taf/*

analysis in South Coast air basin utilizing the 2020 TAF report was presented at the 2022 South Coast AQMP mobile source working group meeting in August 2021.[210]

[210] *http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/2022-AQMP-Mobile-Source-Presentations-Aircraft-8-18-21.pdf?sfvrsn=17*

Off-Road Sectors: Zero-Emission

Cargo Handling Equipment

Cargo handling equipment (CHE) includes any motorized vehicles used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. CHE includes yard tractors, rubber-tired gantry (RTG) cranes, container handlers, forklifts, etc. CHE can be a significant source of diesel PM emissions in communities near the ports and intermodal rail facilities.

CARB initially adopted the CHE regulation on December 8, 2005, and it became effective on December 31, 2006. This regulation was fully implemented by the end of 2017 and has resulted in reductions of diesel PM and NOx at ports and intermodal rail yards throughout California. CARB staff are currently assessing the availability and performance of zero-emission and hybrid technologies to reduce emissions from a fleet predominantly powered by internal combustion engines and evaluating additional solutions that may include efficiency improvements.

Mobile Source Strategy Scenario

As part of the 2020 MSS, CARB staff has developed a scenario where CHE will start transitioning to full electric in 2026, with over 90 percent penetration of electric equipment by 2036. This assumption about aggressive electrification is supported by the fact that currently some electric RTG cranes, electric forklifts, and electric yard tractors are already commercially available. Other technologies are in early production or demonstration phases. Figure 38 shows the technology mix as a result of this scenario. As shown, the zero-emission CHE population share will reach 90 percent by 2036. Figure 39 shows statewide NOx emission from CHE. Statewide NOx emission reductions from CHE in 2031 and 2037 will be 1.1 tpd and 1.5 tpd, respectively. Under this scenario, CHE electrification will reduce diesel fuel use by 115 million gallons in 2045.

Figure 38 - Statewide CHE Population: MSS Scenario

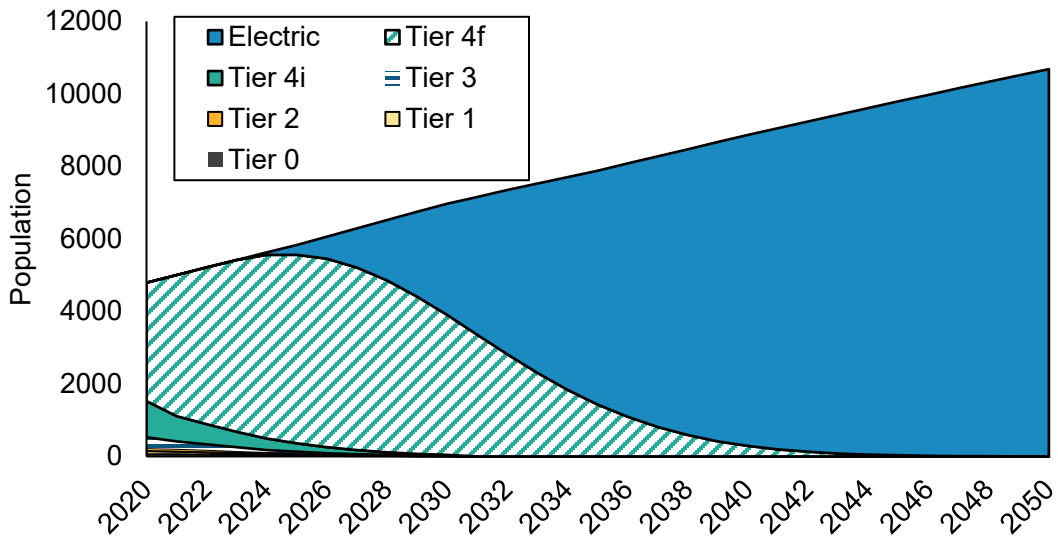
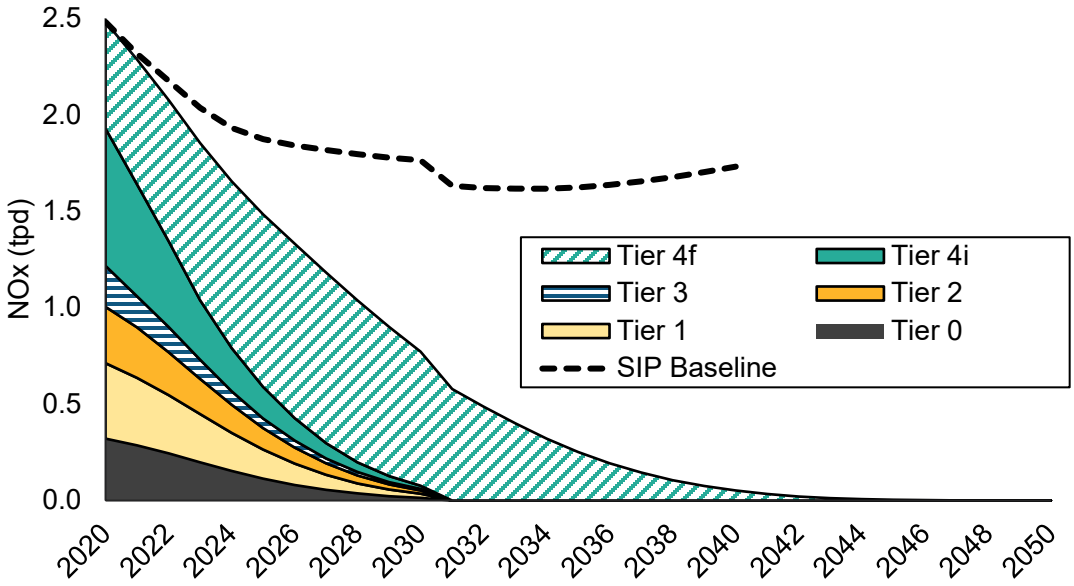


Figure 39 - Statewide CHE NOx Emissions: MSS Scenario



Small Off-Road Engines

Small off-road engines (SORE) are spark-ignition engines rated at or below 19 kilowatts (i.e., 25 horsepower). Engines in this category are primarily used in lawn and garden equipment as well as other small off-road equipment and specialty vehicles. Currently there are

14 million gasoline-powered SORE in California, equivalent to the number of light-duty passenger cars[211] driving on California roadways.

SORE are significant contributors to ROG and NOx, which are ozone precursors. CARB adopted emission standards for SORE in 1990 and was the first agency in the world to control emissions from these engines. While SORE are 40-80 percent cleaner today than they were before CARB's control program began, they are still significantly dirtier than cars. Total smog-forming emissions from SORE will exceed the emissions from light-duty passenger cars in California in 2021 and, without additional regulation, will be almost twice those from California's light-duty passenger vehicle fleet by 2031. Currently, nearly 50 percent of the lawn and garden equipment and 70 percent of the light commercial equipment (such as generators, air compressors, and pressure washers) are electric, based on the survey by California State University, Fullerton.

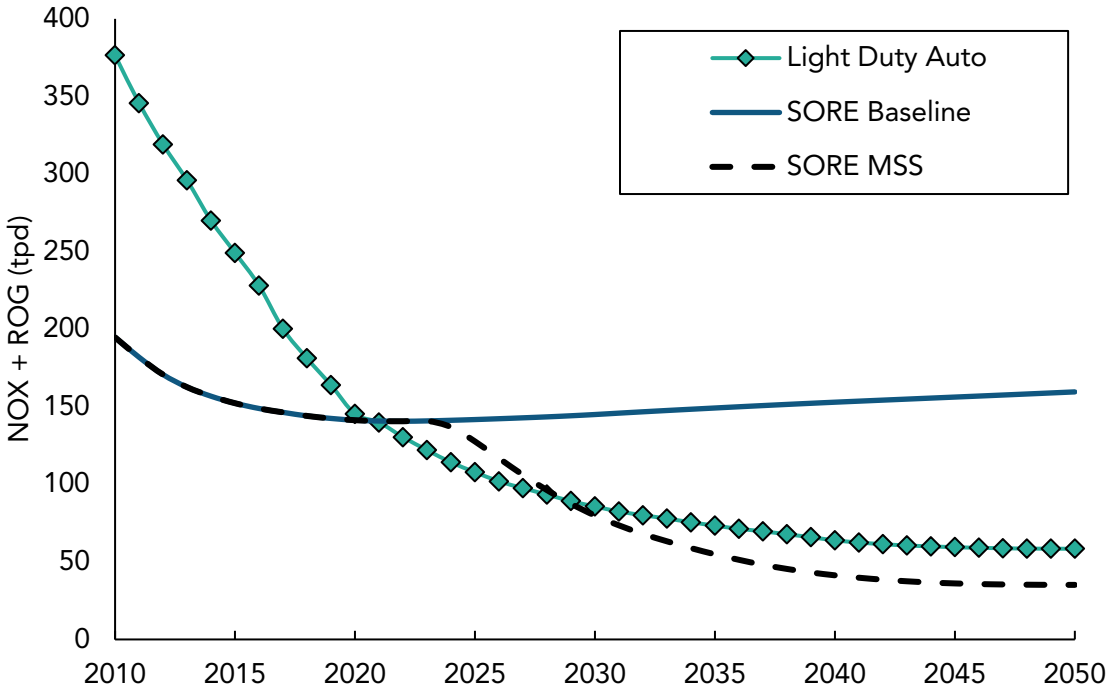
Driven by the State SIP Strategy, Governor Newsom's Executive Order N-79-20, and needs for further reductions of ozone and particulate matter, CARB is currently developing a proposal to implement significantly tightened exhaust and evaporative emission standards for generator engines and emission standards of zero for other engines for model year 2024. Starting in model year 2024,[212] the new emission standards will accelerate a transition of all SORE regulated by CARB – or about 90 percent of all SORE in the state – to zero-emission. The remaining 10 percent of SORE includes new engines which are used in construction equipment or vehicles used in farm equipment or vehicles which are smaller than 175 horsepower that fall under section 209, subsection (e)(1)(A) of the Clean Air Act. The Clean Air Act does not grant CARB the authority to regulate the emissions from engines used in these equipment.

Considering that staff's current proposal would largely transform SORE to zero-emission technology by 2040, no additional 2020 MSS scenarios were modeled for this sector. Figure 40 shows statewide NOx and ROG emission projections from SORE. NOx emission reductions under the 2020 MSS scenario in 2031 and 2037 are 7.9 tpd and 11.8 tpd, respectively. As noted earlier, federally preempt engines account for the majority of remaining emissions after 2031, making up almost 90 percent of the total remaining NOx emissions from SORE by 2040. This again emphasizes the need for federal actions to reduce emissions from preempt equipment. As shown, the current proposal will reduce emissions from SORE in California such that overall emissions will be lower than those from California's light-duty passenger car fleet starting in 2029. Transitioning SORE to zero-emission equipment is estimated to reduce gasoline fuel use by 237 million gallons in 2045.

[211] Referring to LDA category in the EMFAC model

[212] Emission standards of zero would be implemented for model year 2028 and later generator engines

Figure 40 - Statewide Smog-Forming Emission Projections from SORE



Airport Ground Support Equipment

Airport Ground Support Equipment (GSE) are diesel, gasoline, natural gas and electric equipment used at airports. Common equipment includes aircraft tugs, baggage tugs, passenger stairs, and similar equipment. This category is well suited to electrification due to the equipment generally being captive at one location (allowing for the development of charging infrastructure), and the relatively stable power requirements (compared to large mining or construction equipment). Currently, approximately 34 percent of GSE reported to CARB is electric, with 38 percent being diesel, 17 percent gasoline, and 11 percent being natural gas. This proportion of equipment sales in each fuel type does not appear to have changed significantly in the last decade (based on data reported in the DOORS program), meaning that higher penetration of zero-emission equipment may not occur naturally.

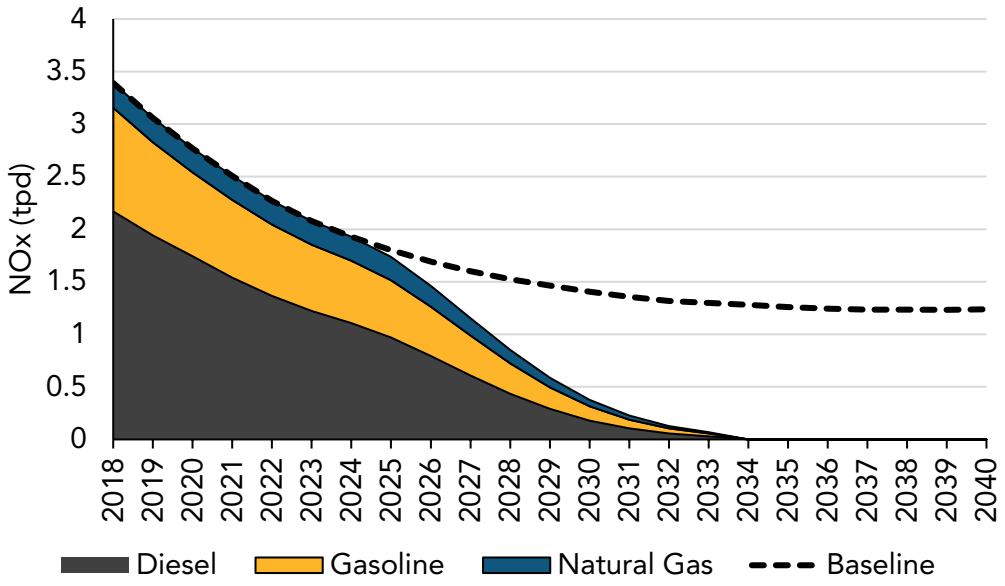
This equipment, although not a relatively large contributor to statewide emissions compared to other categories, is significant source of air pollution and toxic air contaminants to communities located near airports. The use of GSE is clustered and confined to a small area near other sources (such as cars and mass transit to airports, aircraft emissions, and other sources in or near the communities that surround many of the airports in the state). Currently, the diesel portion of this equipment is subject to the In-Use Off-Road Diesel Regulation, which requires these fleets meet approximately a Tier 3 average by 2023.

Mobile Source Strategy Scenario

Under the 2020 MSS, staff assumes full electrification of the remaining diesel, gasoline and LNG equipment, phased in over 10 years from 2025 to 2034. This technology trajectory will require additional electrification infrastructure installed at airports and ground support terminals. As shown in Figure 41, this effort will reduce statewide NOx emissions by about 1 tpd in 2031.

This effort is supported by incentives currently, and may be accomplished with an MOU between the South Coast Air Quality Management District for specific airports in impacted communities.

Figure 41 - Statewide NOx Emissions from GSE: MSS Scenario



Forklifts (Spark Ignition and Diesel)

Forklifts are off-road equipment with a mix of diesel, gasoline, natural gas and electric engines. Forklifts with moderate to low lift capacity are an excellent candidate for full electrification, as they are often captive to facilities, used in urban or industrial areas, and already have electric options available commercially. Larger forklifts may be less suitable to full electrification, due to a mix of available technology and power requirements. A threshold for full electrification will be developed by CARB staff in further developing this strategy, but it is likely to be between 6,000 to 10,000 pound capacity which broadly means full electrification for all forklifts under 50 or 80 horsepower.

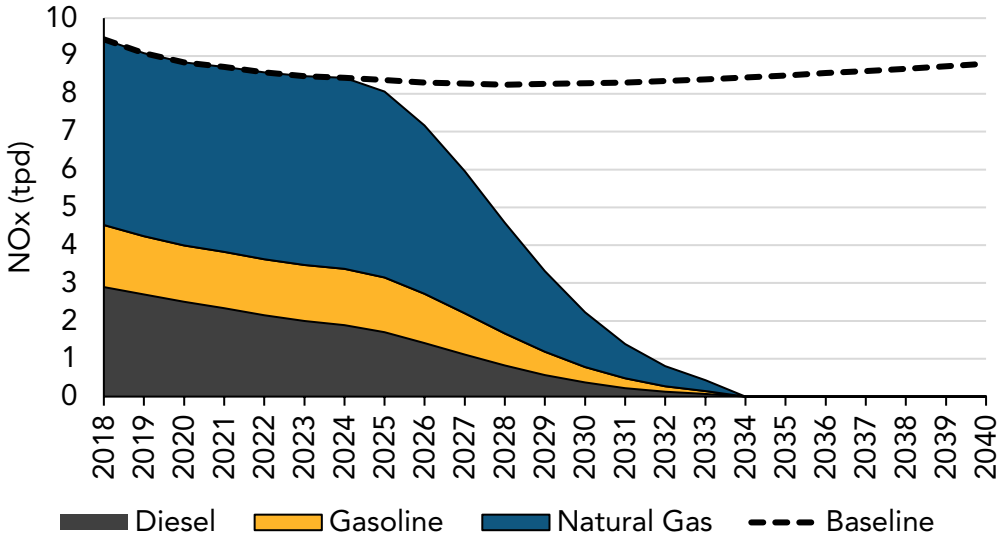
Diesel forklifts over 25 horsepower are currently subject to the *In-Use Off-Road Regulation*, meeting an increasingly stringent fleet average target with a final target in 2023. Gasoline

and CNG forklifts have been subject to the *Large Spark Ignition Regulation*, and completed their final emissions requirements in 2013.

Mobile Source Strategy Scenario

Under this 2020 MSS scenario, staff developed a scenario where forklifts will transition to zero-emission technology starting in 2025, with a possible measure coming to the Board in 2022. Diesel forklifts would need to be pulled from the In-Use Off-Road Regulation and included with forklifts from other fuels in this strategy. As shown in Figure 42, this strategy would result in 6.9 tpd of statewide NOx reduction in 2031.[213]

Figure 42 - Statewide NOx Emissions from Forklifts: MSS Scenario



Transport Refrigeration Units

Transport refrigeration units (TRUs) are diesel-powered refrigeration units installed on vehicles such as trucks, trailers, shipping containers, and rail cars. The CARB TRU emissions inventory also includes TRU generator sets (gensets), which are designed to provide electricity to electrically driven refrigeration units (including systems for semi-trailers, vans, and shipping containers). TRUs are responsible for the safe transportation of refrigerated goods, including meats, produce, dairy, and certain medicine and chemical products. TRUs operate in large numbers at distribution centers, food manufacturing facilities, packing houses, and intermodal facilities.

[213] Although this figure shows the reduction from all forklifts, CARB will assess the impact from smaller fleets, rental equipment (due to the infrastructure required for the end user to charge the forklift), and determine if there is a need for an upward limit on forklift capacity due to technology limitations.

TRUs are a significant source of various pollutants, but are of particular concern due to their PM2.5 emissions at locations and facilities where a large number of TRUs operate simultaneously, concentrating their emissions impact in the surrounding communities. CARB adopted the *TRU Airborne Toxic Control Measure* (ATCM) on February 26, 2004, with amendments in 2010 and 2011, to reduce diesel PM emissions. This regulation requires TRU diesel engines to meet in-use diesel PM emission standards by the end of the seventh year after manufacture.

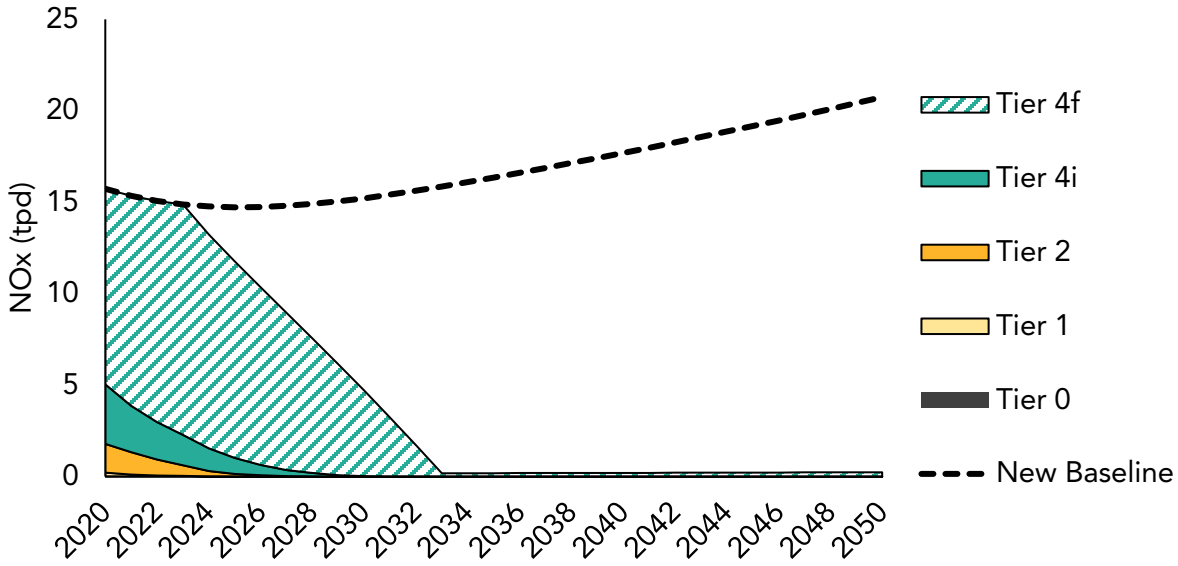
Currently, CARB is pursuing regulatory actions to further reduce emissions from this sector. The current regulatory concepts go beyond the current TRU ATCM by transitioning to zero-emission wherever feasible, as well as increasing the earlier penetration of infrastructure that will be needed for those technologies. The current regulatory proposal requires the following:

- Starting December 31, 2023, all truck TRUs must turnover at least 15 percent each year (for 7 years) to full zero-emission technology. All truck TRUs must be full zero-emission by 2029; and
- Starting December 31, 2023, newly manufactured diesel engines in trailer TRUs, domestic shipping container TRUs, railcar TRUs, and TRU gensets that operate in California, regardless of horsepower, must meet the U.S. EPA Tier 4 final emission standard for 25-50 hp engines. This requirement applies to all diesel engines in trailer TRUs, domestic shipping container TRUs, railcar TRUs, and TRU gensets starting December 31, 2030. The current emission standards for TRU engines below 25 horsepower are significantly higher than those for over 25 horsepower engines. As a result, many TRU engines are between 23 and 25 horsepower. This measure can reduce PM emissions from these engines by 90 percent, and NOx emissions by 71 percent.

Mobile Source Strategy Scenario

As part of the 2020 MSS, staff developed a rapid electrification scenario for TRUs, featuring the share of zero-emission TRUs increasing from 10 percent in 2024 to 100 percent in 2034. Statewide NOx emissions from TRUs will be reduced by 12 tpd in 2031 under the MSS scenario.

Figure 43 - Statewide NOx Emissions from TRU: MSS Scenario



Recreational Marine Vessels

Recreational marine vessels (RMVs) include gasoline powered spark-ignition marine watercraft (SIMW), spark-ignition marine engines (SIMEs), and diesel-powered marine watercraft. A significant ROG emission source in California is the exhaust and evaporative emissions produced by SIMW and SIMEs. In 2015, the Board set standards for evaporative emissions from SIMW, however, the exhaust emissions standards for these watercraft have not been changed since 2009.

Mobile Source Strategy Scenario

Under the 2020 MSS, staff developed a scenario which assumes that from 2029 to 2033, the THC+NOx emission standards for outboard and personal watercraft will be gradually reduced to 40 and 70 percent below current levels for less than 40 kW and above 40 kW engines, respectively.

In addition to these standards changes, which would apply to internal combustion outboard and personal watercraft marine engines only, staff is evaluating the potential for electrification of marine engines in certain applications. Specifically, small outboard engines less than 19 kW, which are not typically operated aggressively or for extended periods, could be replaced with electric motors within a seven-year phase-in period (i.e., from 2029 through 2036). Additionally, 50 percent of existing PWC applications could be powered with electric motors over that same seven-year time period. The inherently lighter mass typical of PWCs is better suited to electric propulsion systems than are other types of marine vessels. Not only would this replacement of internal combustion engines with electric propulsion motors eliminate exhaust emissions, it would also eliminate evaporative emissions, helping to

achieve attainment with ambient air quality standards in the South Coast Air Basin and other areas of the State.

Figure 44 provides potential NOx and ROG emissions reductions under this scenario. As shown, the scenario will achieve a total of 1.4 and 9.2 tpd of ROG + NOx emissions in 2031 and 2037, respectively. In addition to criteria emissions benefit, the proposed scenario will result in reductions in gasoline consumption of about 20 million gallons by 2045 (Figure 45).

Figure 44 - Statewide Smog-Forming Emissions from Recreational Marine Vessels

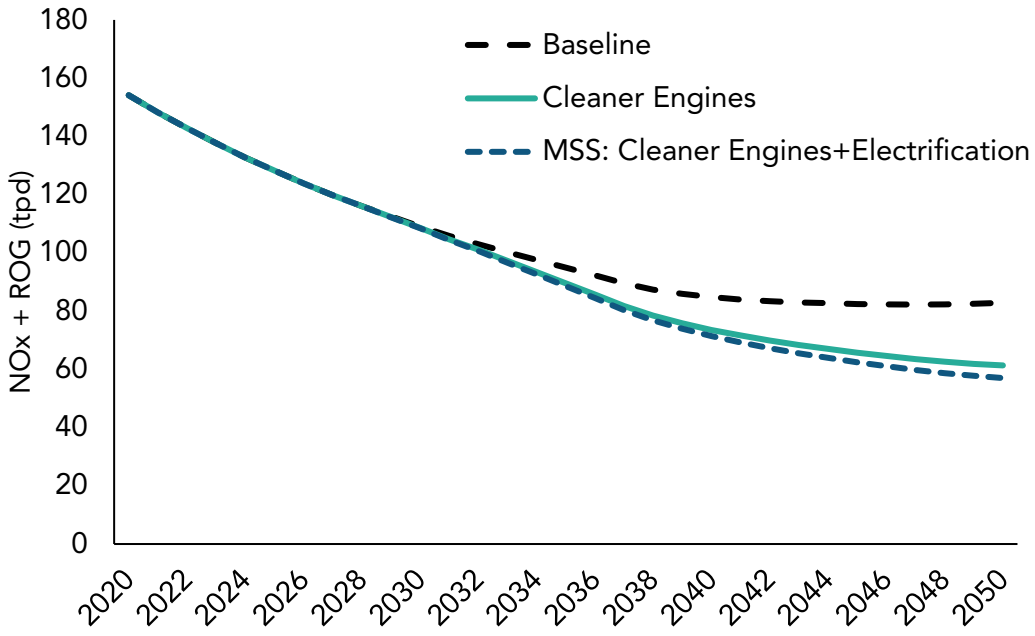
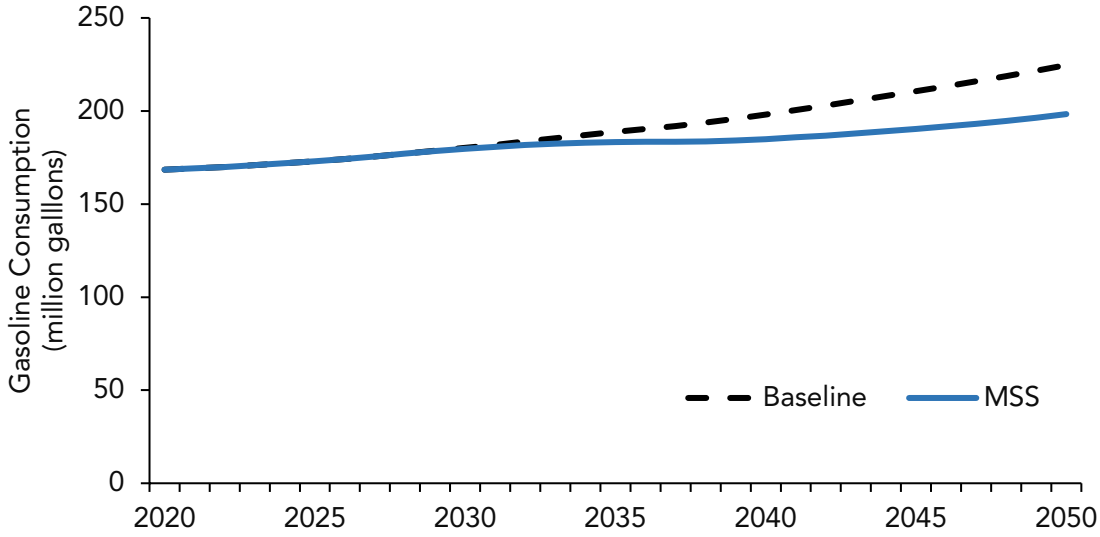


Figure 45 - Statewide Gasoline Fuel Consumption from Recreational Marine Vessels



Off-Road Sectors: Accelerated Turnover and Zero-Emission

Construction and Earthmoving Equipment (In-Use Off-Road)

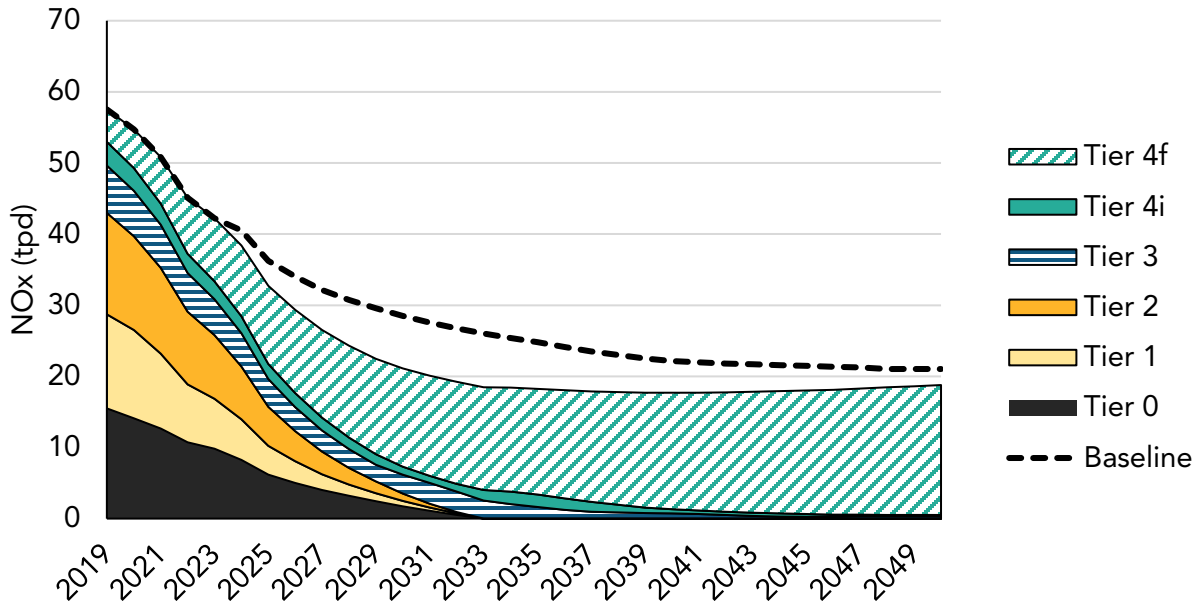
The in-use off-road equipment sector includes equipment used in industries such as construction, mining, industrial, oil drilling, and similar industries, and covers mobile diesel vehicles over 25 horsepower. Common examples are loaders, backhoes, excavators, forklifts, oil rigs, and other off-road equipment.

The diesel equipment in this category is currently subject to CARB's In-Use Off-Road Regulation, passed by the Board in 2008. The existing rule requires that fleets meet an increasingly stringent set of fleet average targets, culminating in 2023 for large fleets (large fleets represent about 73 percent of vehicle ownership). The most stringent fleet average target generally corresponds to roughly a 2012 model year, or a Tier 3 average standard. While this regulation has resulted in significant emissions reductions from the sector, the regulation does allow Tier 0, 1 and 2 equipment to continue operating indefinitely with no activity restrictions (dependent on the mix of other equipment owned by the fleet). For comparison, a single Tier 0 off-road engine in the 100-175 horsepower bin has 80 times higher NOx emissions than a Tier 4 Final off-road engine. By 2031, this Tier 0 equipment will be 32 years old or more, Tier 1 will be 28 to 31 years old, and Tier 2 will be 24 to 27 years old. This equipment, already having provided a long useful life, can continue to operate hundreds or thousands of hours per year with no restrictions under the current rule, with no end date.

Mobile Source Strategy Scenario

For the 2020 MSS, staff developed a scenario where the current In-Use Off-Road Regulation will be extended with the goal of full turnover of Tier 0, 1 and 2 engines between 2024 and 2033. This scenario will allow a 10 year phase out of these engines to cleaner Tier 4 final engines. As illustrated in Figure 46, this scenario will result in a statewide NOx emissions reduction of 7.5 tpd by 2031, with 2.4 tpd in South Coast and 1.7 tpd in the San Joaquin Valley. Diesel PM will be reduced in the sector by 47 percent over the same period.

Figure 46 - Statewide NOx Emissions from In-Use Off-Road: MSS Scenario



Agricultural Equipment

California is the nation's leader in agricultural production, producing over 400 different commodities that generate over $40 billion in annual sales and over 400,000 jobs statewide. Agricultural equipment is used in agricultural goods production and supply, and is a significant contributor to California's air quality issues. The San Joaquin Valley contains over 50 percent of the state's agricultural equipment, and diesel agricultural equipment contributed 18 percent of the NOx emissions in the San Joaquin Valley in 2019.[214]

Since 2009, over $400 million dollars in private and public funding have been invested in the San Joaquin Valley to replace older agricultural tractors with newer and cleaner models. Through 2016, the Natural Resources Conservation Service (NRCS) grant program by U.S. Department of Agriculture, in combination with the San Joaquin Valley Air Pollution Control District's program, has provided over $129 million that helped replace over 5,000 Tier 0 and Tier 1 tractors, plus other agricultural equipment. In 2018, CARB developed the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program,[215] which facilitates distribution of State funds allocated by the California Legislature to incentivize turnover of agricultural equipment. The 2017-18 fiscal year allocated $108 million for San Joaquin Valley agricultural equipment replacement projects. The 2018-19 fiscal year included $132 million statewide for the FARMER program, with approximately 80 percent of

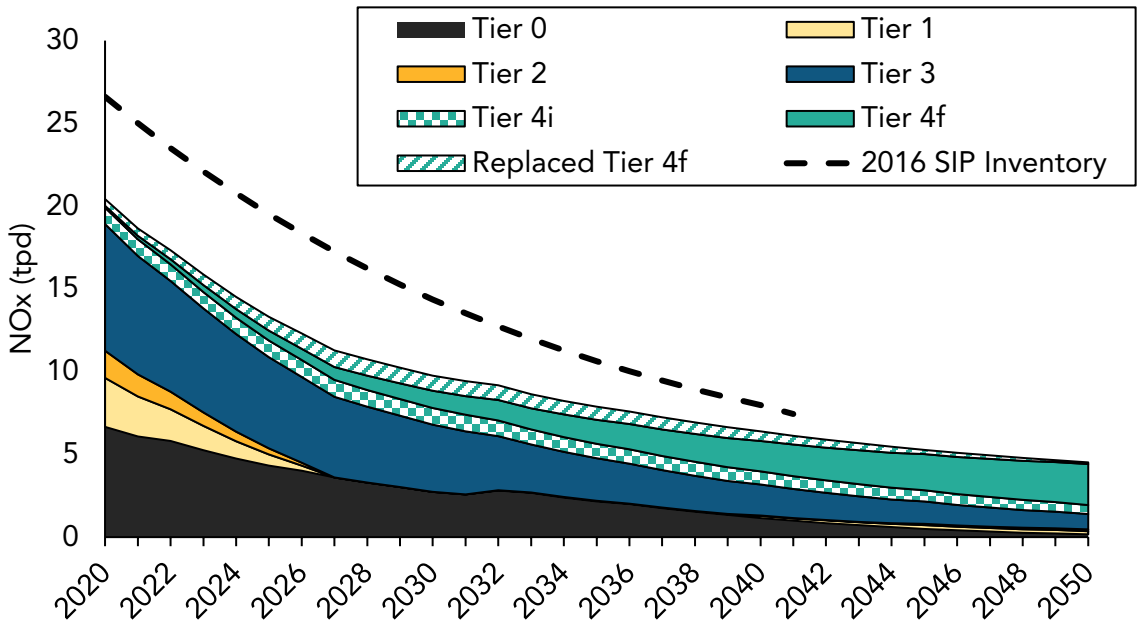
[214] https://www.arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php
[215] CARB FARMER Program, *https://ww2.arb.ca.gov/our-work/programs/farmer-program*

the funds allocated to the SJV. The current goal for emissions reductions is 11 tpd of NOx from agricultural equipment in the San Joaquin Valley by 2024; this is roughly equivalent to replacing all Tier 0, Tier 1 and Tier 2 tractors that are used over 200 hours per year with Tier 4 engines and equipment.

Mobile Source Strategy Scenario

Under this 2020 MSS, staff developed a scenario that assumed continued incentive funding opportunities in the sector through 2031. Figure 47 shows the NOx emissions from farm tractors in the San Joaquin Valley under the baseline (i.e., 2016 SIP inventory) as well as the proposed MSS scenarios. At the average levels of funding over the past 4 years, continued funding through 2031 could replace Tier 0, 1 and 2 equipment in the remaining categories of equipment such as harvesters, bale wagons, tillers, etc. that are used over 100 hours per year, and the remaining Tier 0, 1 and 2 tractors used from 100 to 200 hours per year, with a total reduction of an additional 4 tpd of NOx in the San Joaquin Valley in 2031.

Figure 47 - San Joaquin Valley NOx Emissions from Farm Tractors



Commercial Harbor Craft

Commercial harbor craft (CHC) include any private, commercial, government, or military marine vessels including, but not limited to ferries, excursion vessels, tugboats (including ocean-going tugboats), towboats, crew and supply vessels, work boats, pilot vessels, barges, dredges, and commercial and charter fishing boats. The majority of CHC have diesel engines, which are significant emitters of PM and NOx. CHC emissions are concentrated near the ports, and pose significant health risks to nearby communities.

CARB's CHC Regulation was adopted in 2007 to reduce toxic and criteria emissions to protect public health. It was then amended in 2010 and will be fully implemented by the end of 2022. CARB is currently developing a new emission inventory and rule concept for CHC. The current regulatory concepts establish expanded and more stringent in-use requirements to cover more vessel categories. The concepts also mandate accelerated deployment of zero-emission and advanced technologies in vessel categories where technology feasibility has been demonstrated. For example, based on regulatory concepts released March 2020:

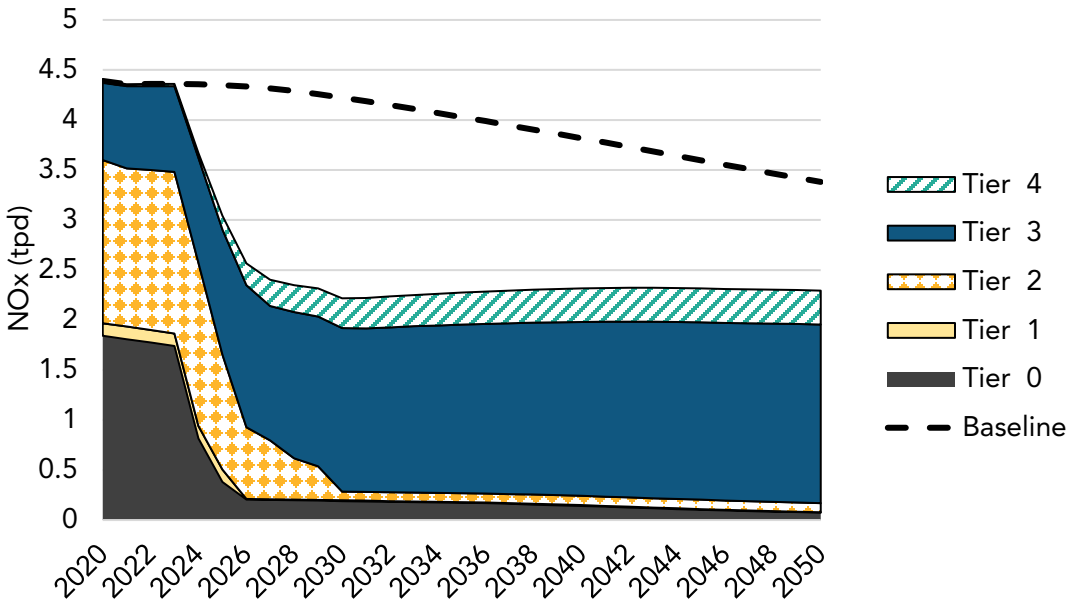
- Starting in 2023, all CHC except for commercial fishing vessels are required to meet the cleanest possible standard and retrofit with DPF based on a compliance schedule. The current regulated CHC categories are ferries, excursion, crew and supply, tug/tow boats, barges, and dredges. The concept will impose in-use requirements on the rest of vessel categories except for commercial fishing vessels, including workboats, pilot vessels, commercial passenger fishing, and all barges over 400 feet in length or otherwise meeting the definition of an ocean-going vessel. The concept also removes the current exemption for engines less than 50 horsepower;
- Starting in 2025, all new tugboats are required to be diesel-electric vessels. Diesel-electric vessels can deliver power to propellers through multiple pathways, such as diesel electro-mechanical propulsion systems, to reduce fuel by eliminating the need to run large main engines when vessel power demand is low (standby or low speed transit modes).[216] Diesel-electric tugboats could achieve about 15 percent fuel efficiency enhancement over their conventional counterparts;
- Starting in 2026, all new excursion vessels are required to be plug-in hybrid vessels that are capable of deriving 30 percent or more of combined propulsion and auxiliary power from a zero-emission tailpipe emission source;
- Starting in 2028, all new and in-use short run ferries are required to be zero-emission.

Figure 48 shows NOx emissions from CHC under the current regulatory concepts.[217] As noted in CARB's March 5, 2020 workshop, emissions under the new baseline emissions inventory are much higher than those estimated previously for the 2016 State SIP Strategy. As a result, the NOx emission reductions from the 2016 SIP baseline under the rule concepts are minimal and therefore more aggressive actions need to be taken in order to achieve the NOx reductions needed to meet the State's air quality goals.

[216] Enhanced Efficiency Diesel-Electric Vessels have been built today in the tugboat sector. By design, the vessels augment mechanical propulsion with auxiliary diesel electric generators using a power take-in (PTI) system to maximize the time diesel engines are operating in their most efficient load range (e.g. typically 80 to 90 percent of maximum rated power).

[217] *https://ww2.arb.ca.gov/resources/documents/public-webinar-notice-march-5-2020*

Figure 48 - South Coast NOx Emissions from CHC: Regulatory Proposal

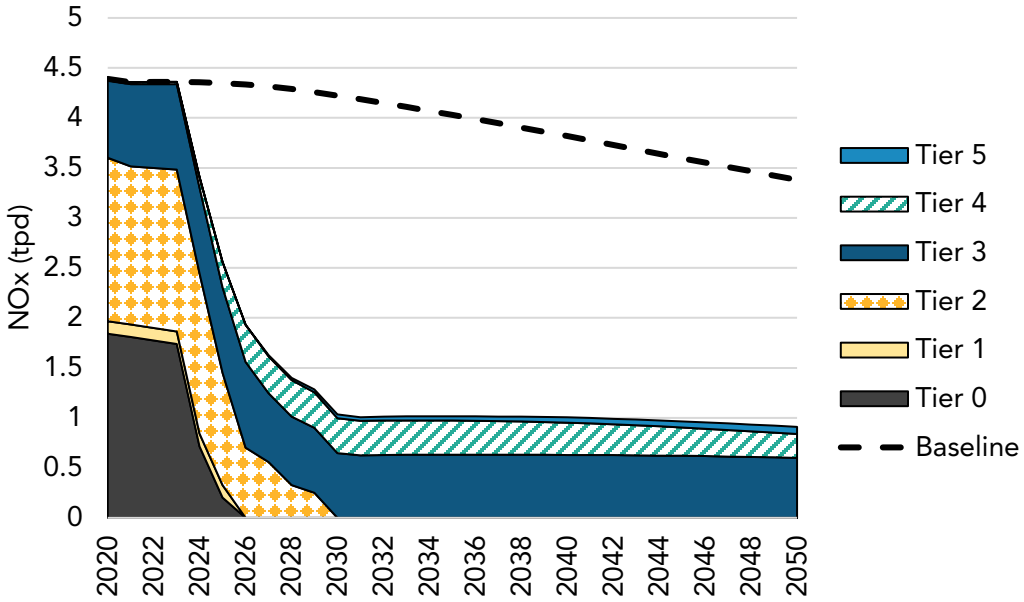


Mobile Source Strategy Scenario

For the 2020 MSS, staff developed a scenario which assumes introduction of Tier 4 and Tier 5 standards with DPF requirements for all CHC in 2024 and 2027, respectively. The scenario also assumes that commercial fishing vessels would no longer be exempted from the emission performance requirements. Current Tier 4 standard only applies to new vessels over 600 kW. This scenario would require Tier 4 engines for all vessel types. Under this scenario, staff assumed a Tier 4 standard which would impose a NOx emission standard of 1.04 g/bhp-hr (three to four times lower than the current Tier 3 levels); and a PM emission standard of 0.027 g/bhp-hr (two to seven times lower than current Tier 3 levels). Also, staff assumed a Tier 5 standard with NOx emissions of 0.20 g/bhp-hr and PM emissions of 0.010 g/bhp-hr. In this scenario, staff assumed that by 2030, all new and in-use excursion vessels would be plug-in hybrid, all new tugboats would be diesel-electric, and 20 percent of all ferries would be zero-emission.

Figure 49 shows NOx emission projections from CHC in the South Coast Air Basin under the 2020 MSS Scenario. As shown, the scenario can achieve over 3 tpd of NOx emissions reduction in 2031, significantly more than is estimated under the current regulatory concept.

Figure 49 - South Coast NOx Emissions from CHC: MSS Scenario

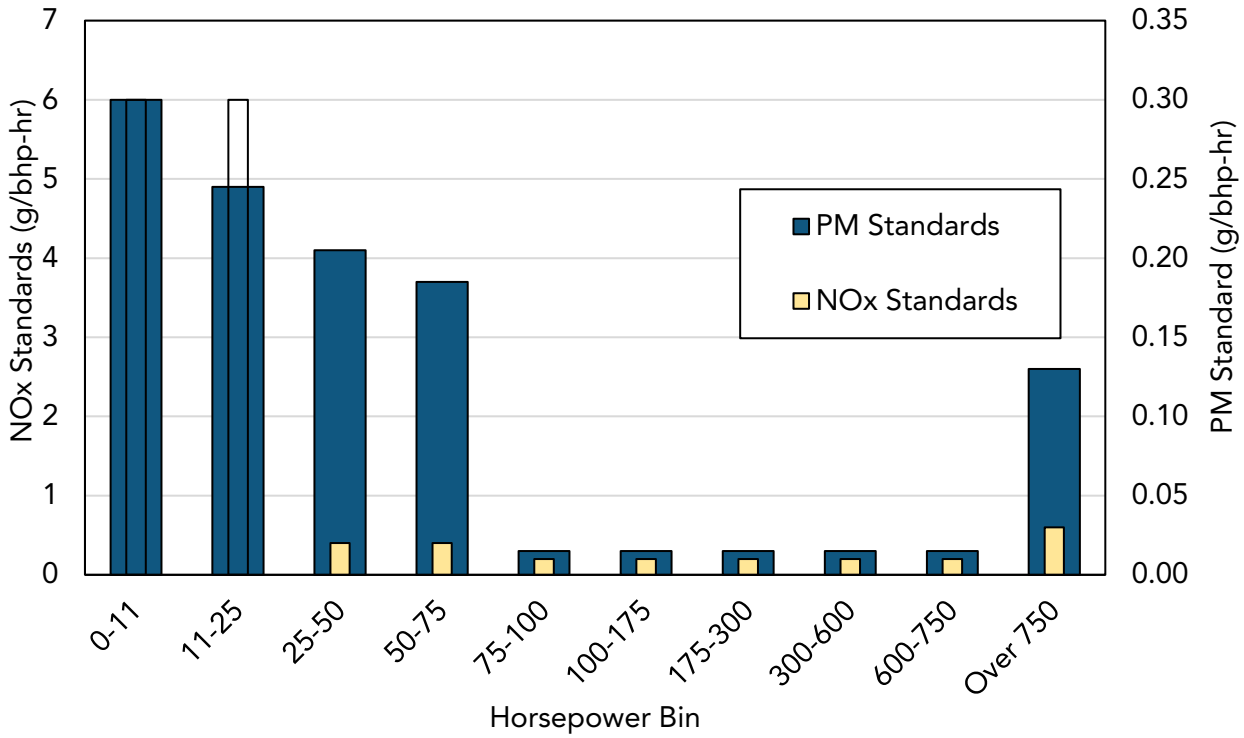


Cleaner and More-Efficient Off-Road Diesel Technology

Cleaner Diesel Technology

The last emissions standards for off-road diesel equipment (Tier 4 Interim and Final standards) were established in May 2004 by U.S. EPA, and took effect starting in 2008 with full implementation in 2015. These standards are shown below in Figure 50. From 75 to 750 horsepower, the standards are approximately equivalent to the 2010 on-road heavy-duty truck emission standards. However, technical challenges in lower and higher horsepower applications created barriers to SCR and DPF requirements, leaving NOx emissions standards in these horsepower bins only slightly below Tier 1 standards in the 50 to 75 horsepower bin, and exactly the same for the 0 to 50 horsepower groups.

Figure 50 - Tier 4 Final Off-Road Diesel Standards for NOx and PM[218]

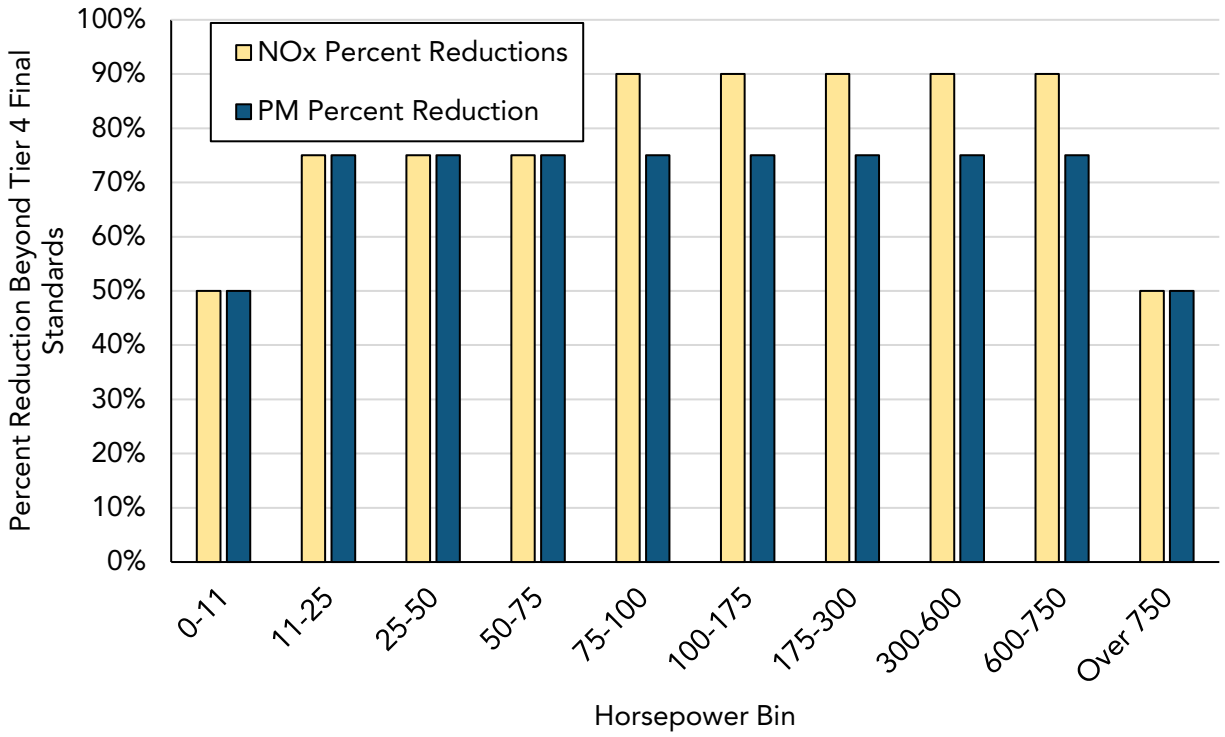


Technology demonstrations for SCR and DPF systems in the last 16 years (in particular the last three years) have shown that significant additional reductions are feasible for off-road engines. Again, the 75 to 750 horsepower groups show the greatest potential for reductions with up to 90 percent NOx reductions below Tier 4 Final as potentially feasible. However,

[218] The less stringent PM standard for <11 hp engines was effective until 2010. Tier 4 HC and NOx are a combined standard for < 75 hp engines.

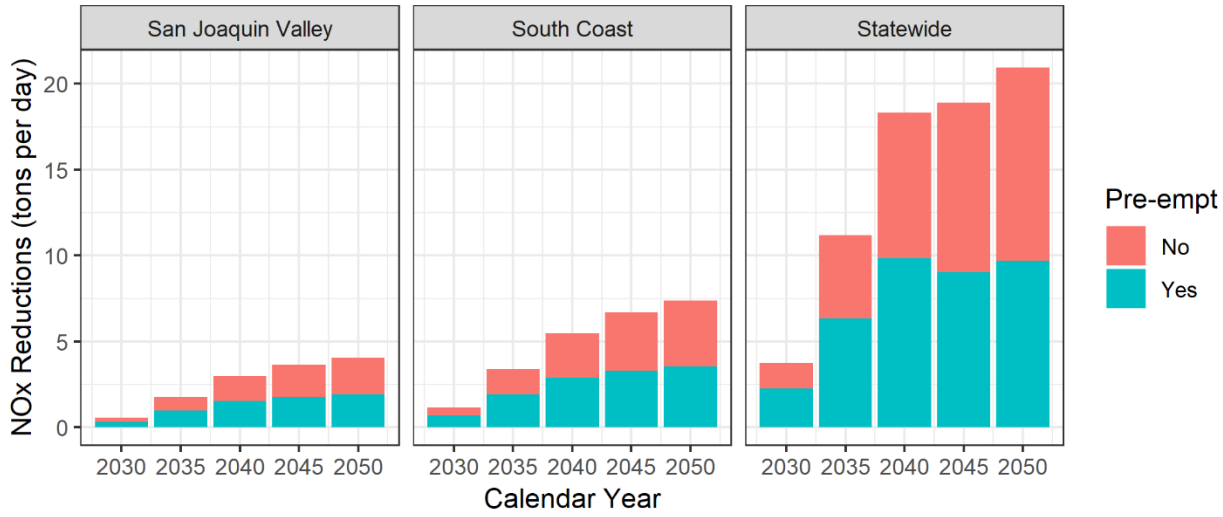
under 75 horsepower, there seems to be significant potential for 50 to 75 percent NOx and PM reductions. This would effectively be the first real NOx reduction requirements for equipment under 25 horsepower, and the most significant PM reduction requirements for equipment under 75 horsepower of all off-road engine standards. The reduction beyond the Tier 4 Final standards is shown below in Figure 51, as the percent reduction from the existing standards.

Figure 51 - Potential NOx and PM Emission Standard Reductions from Tier V Standards



The Tier 5 standards could be implemented as early as 2028 for non-federally preempt equipment, and possibly in 2030 for preempt equipment. While these standards would improve benefits seen from incentive and regulations that accelerate turnover, they would also have a significant positive impact solely due to natural turnover of equipment as shown below in Figure 52, providing up to 18 tpd NOx benefits statewide in 2040.

Figure 52 - Off-Road NOx Emissions Benefits from Tier 5



On-board diagnostics for Off-road

OBD systems are self-diagnostic systems incorporated into a vehicle's on-board computer. They are comprised mainly of software designed to detect emission-control system malfunctions as they occur. This is done by monitoring virtually every component and system that can cause increases in emissions. The OBD system continuously works in the background during vehicle operation to monitor emission-related components and alerts the vehicle operator of detected malfunctions by illuminating the malfunction indicator light (MIL) on the vehicle's instrument panel. Additionally, the OBD system stores important information, including identification of the faulty component or system and the nature of the fault, which allows for quicker diagnosis and proper repair of the problem by technicians. This helps vehicle owners experience less expensive repairs, and promotes repairs being done correctly the first time. OBD systems have also become the basis for emission inspection programs in California and throughout the nation. For light-duty vehicles, all 2000 and newer model year vehicles are inspected nearly exclusively by accessing the OBD system to verify that no emission-related faults are present. For heavy-duty, research is still ongoing to develop such a program, but it is likely that OBD information will play a vital role in the inspection process.

The first generation of OBD systems intended for light- and medium-duty vehicles with three way catalysts and feedback control (referred to as OBD I) was implemented by CARB in 1988, and required monitoring of only a few of the emission-related components on the vehicle (CARB, 1985). In 1989, CARB adopted regulations requiring a second generation of OBD systems (referred to as OBD II) that standardized the system and addressed the shortcomings of the OBD I requirements. OBD II required all 1996 and newer passenger cars, light-duty trucks, and medium-duty vehicles and engines to be equipped with OBD II systems (CARB, 1989).

In 2004, CARB adopted regulations requiring diagnostic systems for heavy-duty vehicles and engines (i.e., vehicles with a GVWR greater than 14,000 pounds). CARB first adopted the Engine Manufacturer Diagnostic (EMD) regulation, which required manufacturers of heavy-duty engines and vehicles to implement diagnostic systems on all 2007 and subsequent MY on-road heavy-duty engines. The EMD regulations were much less comprehensive than the OBD II regulations and were intended for heavy-duty manufacturers to achieve a minimum level of diagnostic capability (CARB, 2004). In 2005, CARB adopted heavy-duty OBD requirements for 2010 and subsequent MY heavy-duty engines and vehicles, which phased in with full implementation required for the 2013 MY (CARB, 2005a).

The OBD system is required to monitor components that can cause emission increases and detect a fault when emissions exceed the emission standards by a certain amount. Emission "thresholds" for these faults are typically either a multiple of the exhaust emission standard (e.g., 2.0 times the applicable standard) or an additive value above the standards (e.g., 0.2 g/bhp-hr above the applicable standards).

OBD systems have been instrumental in reducing emissions for on-road light-, medium-, and heavy-duty vehicles and engines, and the opportunity now exists to expand this benefit to off-road equipment and engines. Concurrent with consideration of Tier 5 emission standards, CARB staff would consider proposing initial off-road OBD requirements, including standardized engine control unit communications and interfaces, threshold monitoring, and recording of emissions history information from on-board NOx sensors (as is done for on-road vehicles via the REAL requirements).

Efficiency Improvement

Off-road diesel equipment is becoming an increasingly important contributor to statewide GHG emissions. By 2045, off-road diesel equipment in California will consume approximately 2.1 billion gallons of diesel fuel, which is equivalent to the annual diesel consumption of approximately 490,000 heavy-duty trucks in California. While the recent state and federal regulatory actions such as national Phase 2 greenhouse gas emissions standards for medium and heavy-duty trucks as well as California's ACT regulation will significantly improve the efficiency of the on-road heavy-duty sector, off-road equipment sectors have generally lagged in hybridization and electrification. In part, this is due to technology and infrastructure hurdles, and in part due to the difficulty of creating targets for fuel efficiency in off-road sectors that lack a universal, objective metric such as miles per gallon. Despite these difficulties, there are already numerous commercial hybrid vehicles available in the construction, mining, and industrial equipment sectors. It is notable that these equipment types were produced with no emissions requirements and demonstrate that hybridization technology is viable for many types of off-road equipment and desirable for end users in many applications. Currently, commercial and demonstration off-road hybrid projects show a range of 14 to 60 percent fuel savings over traditional diesel engines, with an average of 25 percent.

Separately, marine and locomotive sectors do not yet have many commercial applications available but have made significant progress in demonstration projects. Marine engines used in auxiliary engines for ocean going vessels, as well as main engines for some commercial harbor craft have shown potential for hydrogen as a fuel source. Locomotives have shown significant progress in demonstration projects including battery-electric assist, with up to 70 percent fuel savings. In terms of electrification, San Bernardino County Transit Authority is planning to begin revenue service with a single fuel cell multiple unit (MU) in early 2020 and other passenger rail operators have been progressive in adopting the cleanest locomotives, and initiated various efforts to transition to ZE locomotives. Additionally, BNSF will demo a battery-electric locomotive (BEL) from Stockton to Barstow in early 2021. Potentially, large percentage of passenger locomotives can be converted to fuel cell or electrified, but the overall fuel consumption of passenger locomotives is much smaller than freight locomotives. BEL increases efficiency by 10 to 15 percent, but stores little energy, so fuel use converted from diesel to electric will be small. Switchers that account for about 10 percent of freight diesel use could also be converted to electric, but it is unlikely any significant portion of freight line-haul locomotives will be converted to electric (connected to the grid). The current cleanest locomotive (Tier 4) does not have efficiency benefits compared to older locomotives. Tier 5 locomotives, if the standards are adopted, are expected to have 10 to 25 percent efficiency improvement. BELs are expected to provide 10 to 15 percent efficiency improvement to the diesel locomotives, but Tier 5 and BEL improvements will not be accumulative. If freight railroads begin using Tier 5 or hybridized locomotives in 2030, 25 percent efficiency improvement could be achieved.

In this 2020 MSS, staff assumed a scenario where there will be a significant efficiency improvement in off-road diesel engines sold in California beginning in 2028, with some early-action incentive-based penetration in 2025. The overall goal would be a 12 percent reduction in GHG emissions by 2030, and a 30 percent reduction by 2040. Detailed modeling assumptions (e.g., GHG emission benefits and target population of the off-road diesel engine sectors) are described in Table 16. Zero-emission and hybridization requirements could be incorporated into off-road Tier 5 standards for off-road equipment. For Locomotives and marine vessels, such requirements could be incorporated with locomotive Tier 5 standards and marine Tier 4 standards, which requires coordination with U.S. EPA and the IMO. Technology penetration rates for each off-road category will vary depending on their suitability for hybridization or electrification, as well as the rate of equipment turnover – including natural and accelerated turnover by incentives and/or regulatory actions.

Figure 53 demonstrates the potential fuel saving resulting from this scenario. As shown, the scenario will reduce GHG emissions by 25 and 26 percent from the baseline in 2040 and 2050, respectively.

The wide-scale electrification and hybridization transformation will result in a fuel saving of about 0.78 billion gallons of diesel and 0.23 billion gallons of gasoline per year in 2045, which translates to a WTW GHG reductions of approximately 10.45 MMT per year (Figure 54). Also by 2050, the WTW GHG emissions from off-road will be 44 percent below the baseline.

Table 16 – Modeling Parameters for Off-Road Diesel Engine Efficiency Improvement

Sector	Percent fuel savings	Target population of the sector	Penetration Rate Modeled
OGV	▪ 25% on average ▪ Renewable H2 production shows a 99% WTW NOx reduction & 51% reduction with non-renewable method	▪ Hybrid auxiliary engines and boilers → 32% of total fuel consumption ▪ Including car carrier and Roro types also → 35%	▪ Market share increases at 2% annually from 2028
Locomotive	▪ Approx. 25% efficiency improvement	▪ Class I Line-haul, Switcher, Passenger locomotives → 98% of total fuel consumption	▪ Market share increases at 2% annually from 2028
Construction & Mining & Industrial	▪ Approx. 25% on average (up to 70% depending on application type)	▪ 66% of the sector fuel consumption defined by the horsepower range 75 ~ 600hp	▪ Market share increases at 10% annually from 2024 to 2033
Agriculture	▪ Approx. 25% efficiency improvement	▪ 41% of the sector fuel consumption defined by the horsepower range 75 ~ 600hp	▪ Market share increases at 7% annually from 2028
Portable Equipment (PE)	▪ Requires additional demonstrations, but hydrogen has significant potential	-	-
Commercial Harbor Craft (CHC)	▪ Approx. 25% on average	▪ Tug, Ferry, and Excursion populations → 53% of the total sector fuel consumption	▪ Market share increases at 10% annually from 2028 to 2037
Transportation Refrigerator Unit (TRU)	▪ Zero-emission (MSS Scenario)	▪ 100% of the total sector fuel consumption	▪ Market share of E-TRU increases from 10% in 2024 to 100% in 2034
Cargo Handling Equipment (CHE)	▪ Zero-emission (MSS Scenario)	▪ 100% of the total sector fuel consumption	▪ Market share of E-CHE increases from 8% in 2026 to 100% by 2037

Figure 53 - Technology Shifts in Diesel Fuel Use by Sector

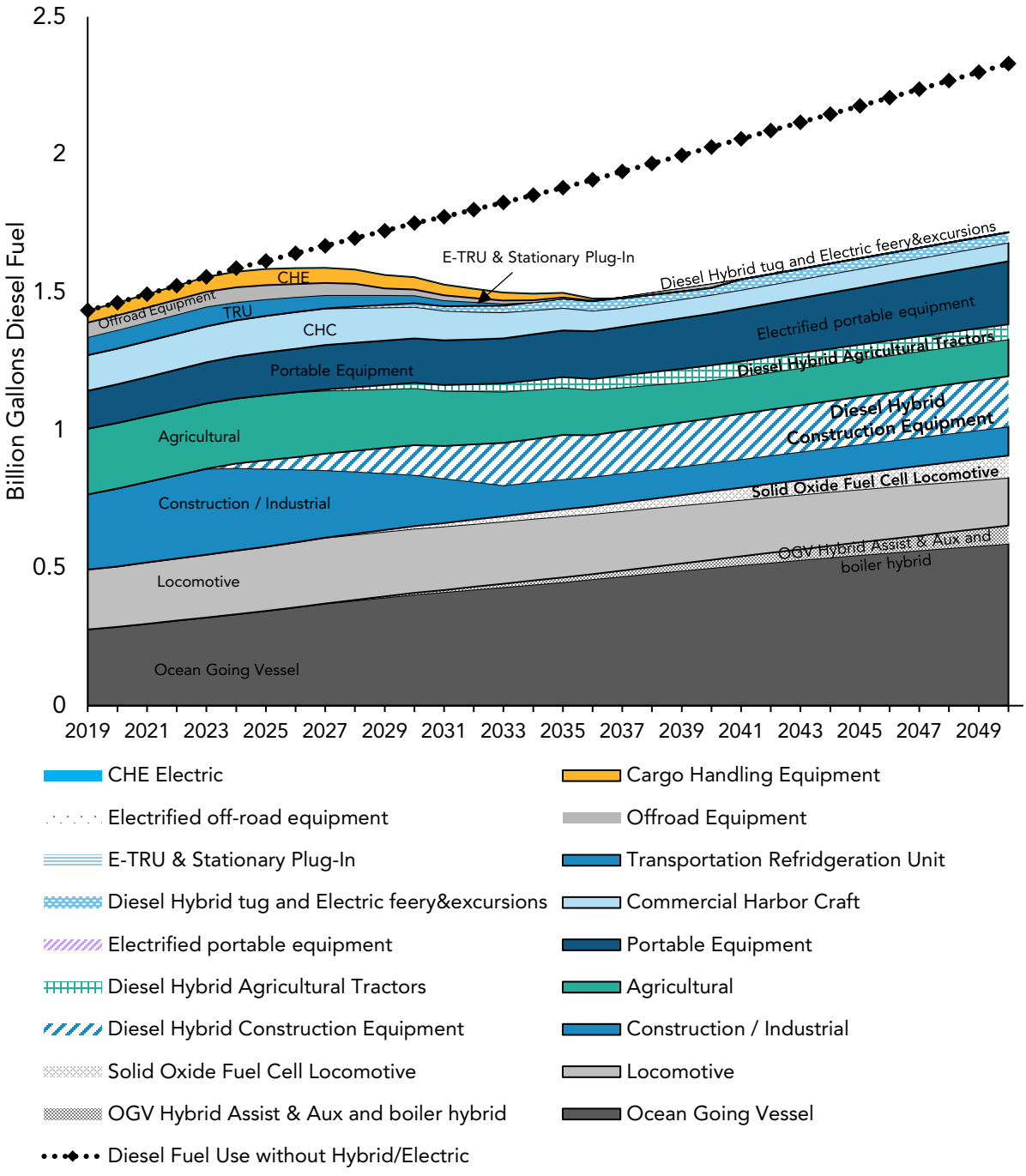
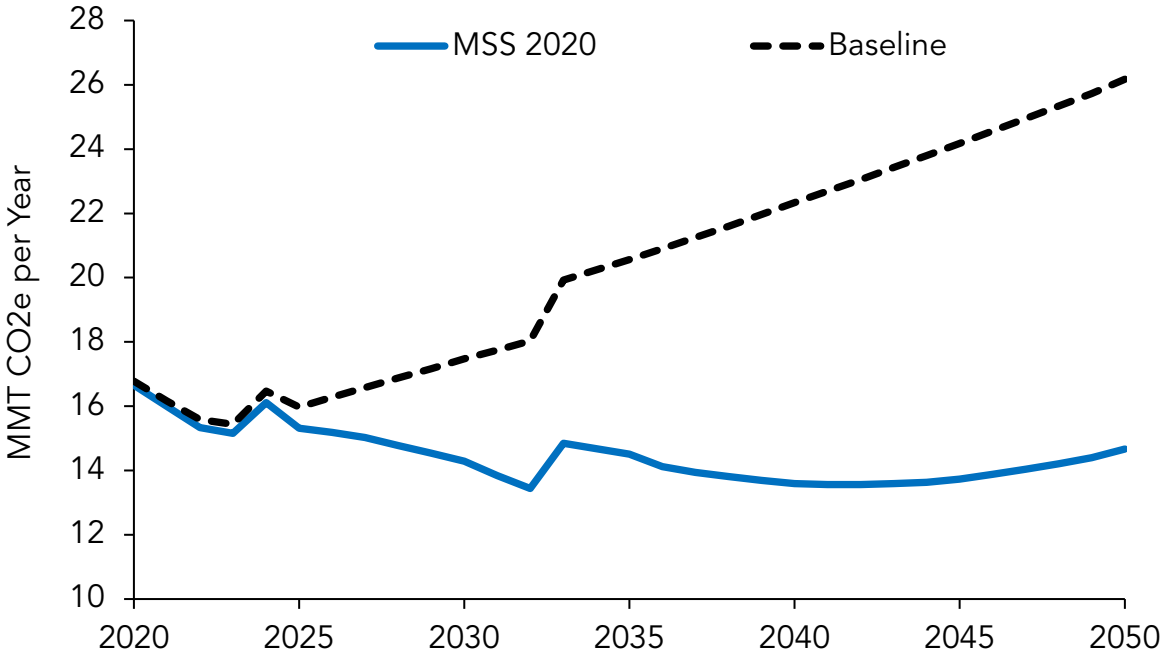


Figure 54 - Statewide Well-to-Wheel GHG Emissions from Off-road Sector[220]



[220] The use of avoided methane emissions from dairy biogas in this scenario accounts for approximately 0.44% of the cumulative WTW GHG benefits from 2020 to 2045.

Summary of Mobile Source Scenarios

A summary of statewide fuel use and NOx emissions reductions from the 2020 Mobile Source Strategy scenarios is provided in Table 17. As shown, the scenarios in the 2020 MSS would achieve an overall statewide NOx emissions reduction of 531 tpd and 592 tpd in 2031 and 2037, respectively, which are equivalent to 48 and 55 percent reduction from projected baseline NOx emissions in those years.[219] In addition, because of these strategies, mobile source NOx emissions in 2031 and 2037 will be 75 and 82 percent below the 2017 baseline. The scenarios will also reduce mobile source fuel consumption by 9.5 billion gallons of gasoline equivalent (GGE) and 3.0 billion gallons of diesel equivalent (DGE) in 2045. This equates to a WTW GHG emissions reduction of approximately 94 MMT CO2e in 2045. In terms of on-road transportation (i.e., on-road light- and heavy-duty vehicles), by 2045, the scenarios would achieve a WTW GHG emissions reductions of approximately 83 percent from the 2020 baseline.

Table 17 - Statewide NOx Emissions Reductions and Fuel Use from the 2020 MSS Scenarios

Category		Scenario Assumptions	Statewide NOx Reduction (tpd) 2031	2037	Statewide Fuel Use Reduction 2045
On Road	Light-Duty Vehicles	• 70% ZEV + PHEV sales in 2030 • 100% ZEV + PHEV sales in 2035 • 7.9 M ZEV by 2030 • 27.9 M ZEV+PHEV by 2045	4.2	13.8	8.8 B GGE 0.1 B DGE
	VMT	• ~15% reduction in statewide light-duty VMT by 2050 compared to business as usual			
	On-Road Motorcycles	• Alignment with EU5 standard for MY2024+ motorcycles • 100% ZEM sales in 2035 and onward	0.73	1.32	0.028 B GGE
	Medium-Duty Vehicles	• 100% ZEV sales starting 2035	0.25	1.11	0.15 B DGE 0.26 B GGE

[219] According to 2016 South Coast AQMP, the preliminary projections, based upon ozone "isopleths" developed for the 2031 emission scenarios indicate that 2037 Basin NOx carrying capacity to meet the 70 ppb standard could be as low as 75 tpd. This is additional 62 percent NOx reduction beyond the projected 2037 baseline and 25 tpd of additional NOx emission reductions between 2031 and 2037.

Category		Scenario Assumptions	Statewide NOx Reduction (tpd) 2031	2037	Statewide Fuel Use Reduction 2045
On-Road	Heavy-Duty Vehicles	• Reflect Heavy-Duty Omnibus, ACT, and Heavy-Duty I/M starting in 2024, and federal 0.02 g/bhp-hr starting in 2027 • 100% of model year 2035 and newer vehicles registered in California will be ZEV • Accelerated turnover of older trucks	141	195	1.9 B DGE 0.2 B GGE
Off Road	Off-Road Efficiency Improvement[220]	• Zero-emissions and hybridization where feasible with the goal of 12 percent reduction in GHG by 2030, and 30 percent by 2040	N/A	N/A	0.54 B DGE
	Off-Road Tier V Standard	• Tier 5 being introduced starting in 2028-2030 • 50 – 90% NOx reduction from current Tier 4f standard	4.7	14.1	N/A
	Rail	• 100% of replaced locomotive will be Tier 4 • Remanufacturing limit • Tier 5 being introduced in 2028	65	52	N/A
	Ocean Going Vessels *(out to 100 nm)*	• 100% of Tier 0/1/2 visits are phased out by 2031 • Tier 3 visits begin in 2025 (begin replacing all Tier 0-2) • Tier 4 visits begin in 2028 (no additional Tier 3 visits)	263	258	N/A
	Construction	• Full turnover of Tier 0/1/2 to Tier 4f by 2033	7.5	5.4	N/A
	SORE	• All non-federally preempt SORE sales except for generators will be zero-emission by 2024 (2028 for generators)	7.9	11.8	0.24 B GGE

[220] Excluding categories such as CHE and TRU that are going to zero-emission in other scenarios. This is done to avoid double counting

Category		Scenario Assumptions	Statewide NOx Reduction (tpd) 2031	2037	Statewide Fuel Use Reduction 2045
Off-Road	Aircraft	• 25 percent derate during take-off • 40 percent reduction in Taxi time • Single engine taxiing • 40 percent reduction in APU usage	12.5	13.3	N/A
	Transport Refrigeration Units	• Accelerated penetration of electric TRU (from 10% in 2024 to 100% in 2034)	12.2	16.7	0.11 B DGE
	Commercial Harbor Craft	• All vessels (including commercial fishing) being Tier 4/5 by 2031 • Introduction of Plug-in hybrid for excursions and diesel-electric for tugs by 2030	11.6	10.8	0.027 B DGE
	Cargo Handling Equipment	• Begin transition to full electric operation beginning in 2026 (accelerated turnover)	1.1	1.6	0.12 B DGE
	Agriculture	• An incentive based concept consistent with the 2018 SJV SIP	N/A	N/A	NYQ
	Airport Ground Support Equipment	• Full electrification transition from 2024-2034	1.1	1.2	0.035 B DGE
	Forklifts	• Transition to zero-emission technology starting in 2025 with fully electric fleet by 2034	6.9	8.6	0.016 B DGE
	Recreational Watercraft	• New THC + NOx standards of 40 and 70 percent below current levels • Electrification of small outboard and PWC engines	0.3	2.2	0.02 B GGE
Total Statewide Emissions/Fuel Use Reductions			**531**	**592**	**9.5 B GGE 3.0 B DGE**

DGE: Diesel Gallons Equivalent
GGE: Gasoline Gallons Equivalent

The 2020 MSS scenarios illustrate that even with extremely aggressive electrification, accelerated turnover, coupled with aggressive VMT reductions and fuel decarbonization,[221] the mobile source sector alone cannot become carbon neutral by 2045. This emphasized the importance of CDR strategies such as mechanical and land-based sequestration. This

[221] Fuel decarbonization refers to a group of strategies, including SB 100 electric grid requirements, liquid fuel carbon reductions through the Low Carbon Fuel Standard (LCFS), and other actions.

economy-wide approach that includes consideration of CDR is introduced in a recent report by Energy and Environmental Economics (E3). [222] The E3 report provides insights into the types of economy-wide transformation that will be necessary to achieve carbon neutrality by mid-century.

CARB staff will continue to develop the concepts described in Table 17 in order to translate them into measures that will be included in the State SIP Strategy being developed for the 70 ppb 8-hour ozone standard, along with the 2022 Scoping Plan Update, and other CARB planning documents to be released in the coming years.

[222] Achieving Carbon Neutrality in California: PATHWAYS Scenarios Developed for the California Air Resources Board *https://ww2.arb.ca.gov/sites/default/files/2020-08/e3_cn_draft_report_aug2020.pdf*

Appendix A - Upstream Energy Emission Factors for Scenario Modeling

Background

As part of the Mobile Source Strategy (MSS) both the emissions associated with the operation of the vehicles (i.e. tank-to-wheel emissions, TTW) and upstream energy production (i.e. well-to-tank emissions, WTT) are assessed. Well-to-tank (WTT) emissions include direct emissions resulting from the processes required for producing, refining and delivering energy. In order to estimate WTT emissions, staff developed WTT emission factors for each of the five transportation fuel types in the MSS, including gasoline, diesel, electricity, hydrogen, and compressed natural gas (CNG). The materials developed in this document are for informational purposes. Assumptions and forecasts for transportation fuels will be revisited in the 2022 Scoping Plan Update.

This technical appendix provides an overview of the methods and data used to estimate upstream emission factors. You can find a more detailed description of these methods on the Vision Scenario Planning webpage.[223]

Scope and Boundary

For the purposes of the 2020 Mobile Source strategy, the scope of the upstream emissions analysis is consistent with current emissions inventory methodologies.[224] For greenhouse gas (GHG) emissions, system scope refers to upstream life-cycle phases of fuel production. AB 32 defines statewide GHG emissions as the total annual emissions of greenhouse gases occurring in California, including all emissions of greenhouse gases from the generation of electricity delivered to and consumed in California.[225] For criteria emissions, only in-state emissions are included. Table 18 lists the system scope and the geographic boundary of the WTT emissions covered in the analysis. The system scope for most of the fuel blendstocks include feedstock and fuel production. For electricity, system loss from transmission and electric vehicle charging is also considered.

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[223] CARB, Vision Scenario Planning webpage. Available: *https://ww2.arb.ca.gov/resources/documents/vision-scenario-planning*

[224] CARB GHG emissions inventory: *https://ww2.arb.ca.gov/ghg-inventory-data*

[225] Nunez, Chapter 488, Statutes of 2006. *https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32*

Table 18 – System Scope and Geographic Boundary by Fuel Type

Fuel Type	Blendstocks	System Scope	Geographic Boundary
GAS	California Reformulated Gasoline Blendstock for Oxygenate Blending (CARBOB)	Crude extraction and transportation (tanker truck and ocean-going-vessel), refinery, fuel transportation (heavy-duty trucks), and evaporative losses of fuel marketing	GHG/Criteria Emission: in-state only
	Conventional ETOH	Feedstock and fuel production	GHG/Criteria Emission: in-state only
	Cellulosic ETOH	Feedstock and fuel production	GHG/Criteria Emission: in-state only
DSL	CARBOB-Diesel	Crude extraction and transportation, refinery, fuel transportation, and market loss	GHG/Criteria Emission: in-state only
	Biodiesel (BD)	Feedstock and fuel production	GHG/Criteria Emission: in-state only
	Renewable Diesel (RD)	Feedstock and fuel production	GHG/Criteria Emission: in-state only
ELE	CA-Grid Electricity	Feedstock production (natural gas recovery), power generation, and system loss for transmission (7%) and charging (15%)	GHG: emissions for in-state generation and import Criteria emission: in-state emission only
HYD	Hydrogen via steam methane reforming process (SMR)	Feedstock and fuel production	GHG/Criteria Emission: in-state only
	Renewable Hydrogen (via Electrolysis)	Feedstock and fuel production	GHG/Criteria Emission: in-state only
CNG	Renewable natural gas (RNG) from landfill gas (LFG)	Feedstock and fuel production	GHG/Criteria Emission: in-state only

Fuel Type	Blendstocks	System Scope	Geographic Boundary
	RNG from dairy biogas	Feedstock and fuel production	GHG/Criteria Emission: in-state only

Methodology

Upstream WTT emission factors for each fuel type (EF_f^{WTT}) are determined by the mix of blendstocks, the blendstock WTT emission factor, and the in-state production ratio, as follows:

$$EF_f^{WTT} = \sum_b (M_{fb} \times EF_{fb} \times R_{fb}) \text{(Equation 1)}$$

where:

EF_f^{WTT} represents the WTT emission factor for each fuel type (*f*)

M_{fb} is the mix (%) for the blendstock (*b*) in the *f* fuel type

EF_{fb} is the WTT emission factor for the blendstock or fuel pathway (b) in the *f* fuel type

R_{fb} is the in-state production ratio[226] of emissions for the blendstock (b) in the *f* fuel type

Blendstock Mix

Each fuel type is comprised of different blendstocks, and it is these blendstocks that determine the emissions intensity of a given fuel. For example, the blendstocks for diesel fuel consumed in California (e.g. B5, B20…etc.) include fossil ultra-low sulfur diesel (ULSD), biodiesel (BD), and renewable diesel (RD). Blendstock mix (M_{fb}) is critical to formulate the WTT emission factor of a fuel type and may vary given changes in supply and demand.

The following assumptions are used for determining blendstock mix.

Liquid Fuels (DSL and GAS)

- LCFS compliance scenario (low demand and low ZEV with 20 percent CI reduction)[227] is used for biofuel supply including ethanol, biodiesel, and renewable diesel through

[226] Please refer to Table 19 for the emissions scope by fuel type. In most cases only the in-state contribution of a fuel's upstream emissions are counted, with the exception of electricity.
[227] CARB, 2018. 2018 Amendments to the LCFS and ADF Regulations, Illustrative Compliance Scenario Calculator. https://www.arb.ca.gov/fuels/lcfs/2018-0815_illustrative_compliance_scenario_calc.xlsx?_ga=2.155021808.917945968.1597354480-1389483658.1577128071

2030. After 2030, BD and RD volumes are assumed to be constant at 500 mm gallon and 1.1 billion gallons annually respectively.
- The supply of cellulosic ethanol (ETOH) after 2030 is held constant at 2030 levels (i.e. 125 mm gallon/yr). The ethanol fraction in California reformulated gasoline (CaRFG) (i.e. E10) is consistent with the LCFS compliance scenario.

Electricity (ELE)

- Only grid electricity is considered, while behind-the-meter renewable power for EV chargers is excluded.
- Generation mix (including contracted imports) and unspecified import information is obtained from the 2019 Renewable Energy Solutions (RESOLVE)[228] model outputs for the preliminary scenario run, "46MMT base 20191001 2045", which is constrained by the SB100 target in 2045.[229]

Hydrogen (HYD)

- The renewable hydrogen supply in the BAU scenario is assumed to be fixed at 35 percent after 2025 based on SB1505.[230]
- The hydrogen supply in the scenario is assumed to be 60 percent by 2030 and 100 percent by 2045 according to the proposed SB662.[231]
- It is also assumed 100 percent electrolytic hydrogen in California will utilize curtailed renewable electricity as utilities procure more zero GHG generation to meet the Renewable Portfolio Standard (RPS).

Compressed Natural Gas (CNG)

- CNG is assumed to be 100 percent RNG starting in 2022, which is projected based on historical LCFS reporting data.[232] The supply of RNG from dairy biogas in the California transportation fuel market reflects the LCFS compliance scenario (low demand and low ZEV with 20 percent CI reduction), which is 24 percent of NG demand in 2030,

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[228] California Public Utilities Commission (CPUC), 2019. RESOLVE Model and Preliminary Results used for 2019 IRP Portfolio Development. *https://www.cpuc.ca.gov/General.aspx?id=6442462824*

[229] SB 100 requires that 100 percent of retails sales of electricity come from Renewables Portfolio Standard-eligible and zero-carbon resources by 2045. SB 100 does not define zero-carbon resources. An interagency effort is underway to evaluate potential paths to achieving the 2045 goal, and this process evaluates electricity generation technologies that could be eligible zero-carbon resources and will model potential resource mix scenarios for 2045. Refer to https://www.energy.ca.gov/sb100 for more information about this process.

[230] Lowenthal, Chapter 877, Statutes of 2006.
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=200520060SB1505

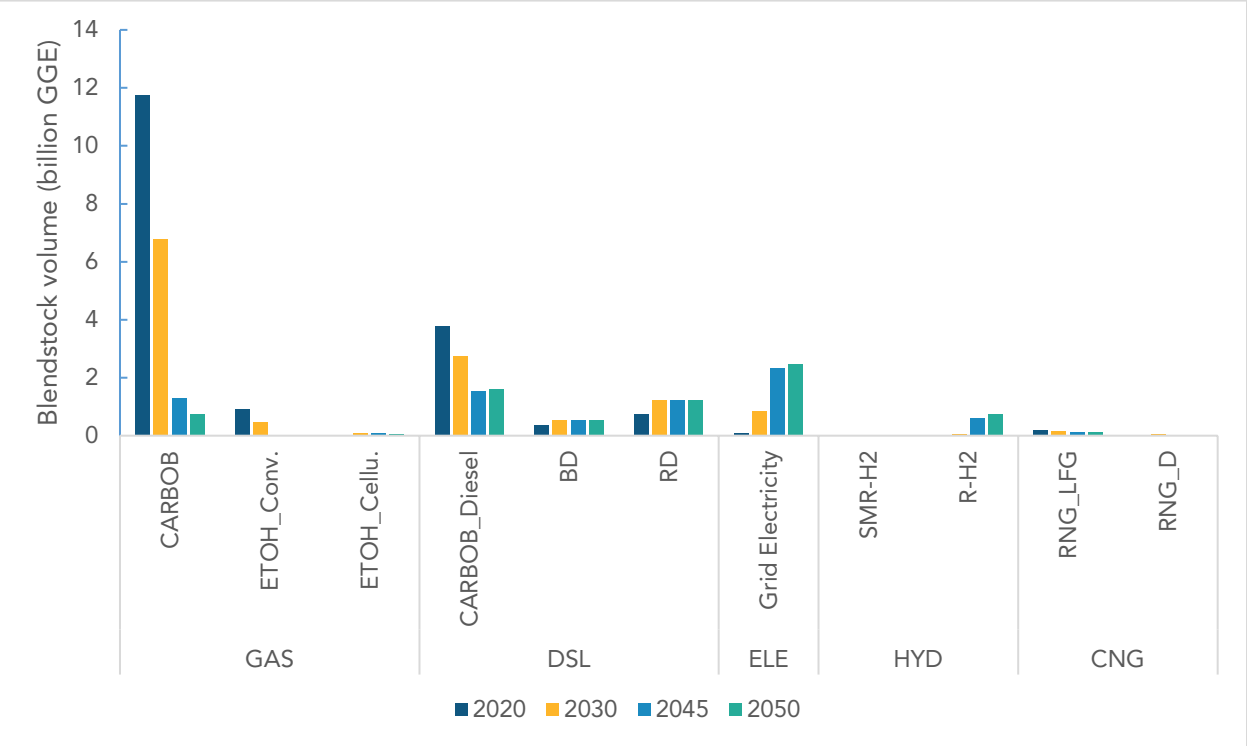
[231] Archuleta, SB-662 Energy: transportation sector: hydrogen.(2019-2020).
http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB662

[232] CARB, LCFS Quarterly Data Spreadsheet.
https://ww3.arb.ca.gov/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_103020.xlsx

(76.56 mm DGE). Other feedstock supplying RNG, including landfill gas (LFG) and organic waste diversion are also considered in this analysis.

Figure 55 below provides the resulting blendstock volumes for the five fuel types in the MSS Scenario.

Figure 55 - Blendstock Volume by Fuel Type



In-State Production Ratio

As discussed earlier, AB 32 defines statewide GHG emissions as the total annual GHG emissions in the state, including all GHG emissions from the generation of electricity delivered to and consumed in California.[233] Therefore, a necessary step for estimating WTT emissions is identifying the in-state production ratio for each blendstock.

The in-state production ratio for any given blendstock is calculated by dividing the in-state supply by the fuel demand and blend-mix. For example, while almost finished fuel products consumed in California are blended in-state, the majority of blendstocks or feedstock are produced and imported from other places.

[233] Nunez, Chapter 488, Statutes of 2006.
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32

CaRFG is blended by ethanol and CARBOB, with 100 percent of CARBOB refined in-state from mostly imported crude oil, and nearly 87 percent of ethanol coming from outside California.[234]

For crude oil, ethanol, and biodiesel the future in-state supply capacity is assumed to be set to 2019 levels, with 2019 capacity data from LCFS reporting data[235] and US Energy Information Administration (US EIA).[236] For RD, 100 percent in-state supply is assumed.[237] Electricity, when used as a transportation fuel, is assumed to be produced in California, while half of hydrogen demand is assumed to be produced in California starting in 2025.[238] CNG is assumed to be 100 percent RNG by 2022 from various feedstocks including dairy manure, landfill gas, and organic waste diversion with a significant portion produced within California.[239] It is also assumed that 10 percent of fossil natural gas produced in the State. Table 19 summarizes the assumptions for blendstocks or fuel pathways applied to all scenarios including BAU.

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[234] CARB, LCFS Dashboard: Share of Liquid Biofuels Produced In-State by Volume 2019. *http://ww3.arb.ca.gov/fuels/lcfs/dashboard/figure10_053120.xlsx;*

[235] CARB, LCFS Dashboard: Major Sources of Crude Supplied to California 2019. *http://ww3.arb.ca.gov/fuels/lcfs/dashboard/crude.xlsx;* CARB, LCFS Dashboard: Share of Liquid Biofuels Produced In-State by Volume 2019. *http://ww3.arb.ca.gov/fuels/lcfs/dashboard/figure10_053120.xlsx.*

[236] US EIA, 2019. U.S. Fuel Ethanol Plant Production Capacity. *https://www.eia.gov/petroleum/ethanolcapacity/index.php;* US EIA, 2020. Monthly Biodiesel Production Report. *https://www.eia.gov/biofuels/biodiesel/production/*

[237] Three refineries in California recently announced their plans for RD production/expansion. *https://adi-analytics.com/2020/02/10/regulations-to-drive-u-s-renewable-diesel-capacity-growth-through-2025/ https://www.mercurynews.com/2020/08/08/marathon-refinery-closure-could-signal-big-transition-for-area-refineries/#:~:text=Meanwhile%2C%20Marathon%20is%20exploring%20a,per%2Dday%20renewable%20diesel%20operation. https://www.mercurynews.com/2020/08/08/marathon-refinery-closure-could-signal-big-transition-for-area-refineries/#:~:text=Meanwhile%2C%20Marathon%20is%20exploring%20a,per%2Dday%20renewable%20diesel%20operation.*

[238] Air Liquide, 2019. Air Liquide committed to producing renewable hydrogen for the West Coast mobility market with new liquid hydrogen plant. *https://www.airliquide.com/united-states-america/air-liquide-committed-producing-renewable-hydrogen-west-coast-mobility-market*.

[239] In-state RNG production capacity considers a recent study. According to the study there will be 160 facilities in California which are capable of producing nearly 119 mm DGE RNG annually (including 43.56 mm DGE from dairy biogas) by January 1, 2024. Cliff Gladstein and Patrick Couch, Gladstein Neandross & Associates (GNA) (2020) An Assessment: California's In-state RNG Supply for Transportation 2020-2024. https://cdn.gladstein.org/pdfs/whitepapers/report-assesment-california-in-state-rng.pdf

Table 19 - In-State Production Ratios by Fuel Type and Blendstock

Fuel Type	Blendstocks/ Pathways	Assumptions	Data source
GAS	CARBOB	Import fraction of crude oil fixed at 2019 level (73%) and 100% CARBOB produced in-state	LCFS
	Conventional ETOH	Capped at 2019 level of CA supply from EIA (230 mm gallon/yr)	EIA
	Cellulosic ETOH	Capped at maximum in-state supply from LCFS data (1.4 mm gallon/yr)	LCFS
DSL	CARBOB-Diesel	Import fraction of crude oil fixed at 2019 level (73%) and 100% CARBOB produced in-state	LCFS
	Biodiesel (BD)	Capped at 2019 level of CA supply from EIA (85 mm gallon/yr)	EIA
	Renewable Diesel (RD)	100% RD produced in-state	Industrial News
ELE	CA-Grid Electricity	100% (AB 32 boundary)	AB 32[240]
HYD	Fossil SMR Hydrogen	50% produced in CA. The feedstock, fossil NG, is assumed 10% in-state produced.	Assumption
	Renewable Hydrogen (via Electrolysis)	50% produced via renewable power in CA	Assumption
CNG	RNG (LFG)	Capped at 2024 level of CA in-state capacity (75.44 mm DGE)	Study[241]
	RNG (Dairy biogas)	Capped at 2024 level of CA in-state capacity (43.56 mm DGE)	Study
	Fossil NG	10% fossil NG produced in State	Assumption

[240] *https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32*

[241] Air Liquide, 2019. Air Liquide committed to producing renewable hydrogen for the West Coast mobility market with new liquid hydrogen plant. *https://www.airliquide.com/united-states-america/air-liquide-committed-producing-renewable-hydrogen-west-coast-mobility-market*.

WTT EF for each Blendstock

WTT emission factors for each blendstock (EF_{fb}) are synthesized from a variety of sources and studies[242,243] as shown in Table 20 below. In general, the WTT GHG emission factors for each blendstock comes from the LCFS compliance scenario tool or average CI of current certified pathways, with the exception of CARBOB, electricity, and renewable hydrogen.

Upstream emissions for electricity are determined by generation mix and imports to the grid supplying California from the RESOLVE model. This annual generation mix data is then imported to CAGREET 3.0 to calculate the annual average emission factors, including emissions at power plants, natural gas extraction, processing, and delivery. Criteria emission factors for electricity generation are developed based on California Emission Inventory Development and Reporting System (CEIDARS), and applied to the total mix of generators located in California.

Hydrogen is assumed to be supplied from two sources, fossil hydrogen through SMR with fossil natural gas and electrolytic hydrogen using renewable power. The WTT GHG emission factor for SMR hydrogen includes emissions from hydrogen production processes and feedstock production (recovery of fossil natural gas). Criteria emission factors for SMR were developed based on CARB's CEIDARS database. Electrolytic hydrogen from renewable power is assumed to have an emission rate of zero.

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[242] Sun et al (2019) Criteria Air Pollutant and Greenhouse Gases Emissions from U.S. Refineries Allocated to Refinery Products, Environ. Sci. Technol. 2019, 53, 11, 6556–6569, DOI: *10.1021/acs.est.8b05870*

[243] D. L. Jones (2010) Potential Air Emission Impacts of Cellulosic Ethanol Production at Seven Demonstration Refineries in the United States, Journal of the Air & Waste Management Association, 60:9, 1118-1143, DOI: 10.3155/1047-3289.60.9.1118

Table 20 - Data Sources for Determining WTT EFs of Blendstocks

Fuel Type	Blendstocks/ Pathways	GHG EFs	Criteria EFs
GAS	CARBOB	*Crude Oil:* Oil Production Greenhouse gas Emissions Estimator (OPGEE) model data[244] *Refinery:* Argonne National Laboratory (ANL) update[245] *T/D:* Emission FACtors model (EMFAC) 2017[246]	*Crude Oil:* CAGREET3.0[247] Refinery: ANL update *T/D and marketing:* California Emission Projections and Analysis Model (CEPAM) database[248]
	Conventional ETOH	Compliance scenarios from LCFS rulemaking documents[249]	*Feedstock*: CAGREET3.0 *Fuel production:* CEIDARS
GAS	Cellulosic ETOH	Compliance scenarios from LCFS rulemaking documents[250]	*Feedstock*: CAGREET3.0 Fuel production: Literature[251]
DSL	CARBOB-Diesel	*Crude Oil:* OPGEE model *Refinery*: ANL update *T/D:* EMFAC	*Crude Oil:* CAGREET3.0 Refinery: ANL update T/D and marketing: CEPAM
	Biodiesel (BD)	Compliance scenario from LCFS rulemaking documents	*Feedstock:* CAGREET3.0 *Fuel production:* CAGREET3.0
	Renewable Diesel (RD)	Compliance scenario from LCFS rulemaking documents	*Feedstock*: CAGREET3.0 *Fuel production:* CAGREET3.0

[244] CARB, 2019. Calculation of 2019 Crude Average Carbon Intensity Value. *https://ww2.arb.ca.gov/sites/default/files/classic//fuels/lcfs/crude-oil/2019_crude_average_ci_value_final.pdf*

[245] ibid. footnote 242

[246] CARB, 2017. EMission FACtor (EMFAC). *https://arb.ca.gov/emfac/*

[247] CARB, 2019. CA-GREET3.0 Model. Available: https://www.arb.ca.gov/fuels/lcfs/ca-greet/ca-greet30-corrected.xlsm?_ga=2.247817287.1944131420.1600710547-1389483658.1577128071

[248] CARB, 2018. CEPAM: 2016 SIP - Standard Emission Tool. https://arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php

[249] CARB, 2019. Low Carbon Fuel Standard Amendments 2019. *https://ww2.arb.ca.gov/rulemaking/2019/lcfs2019*

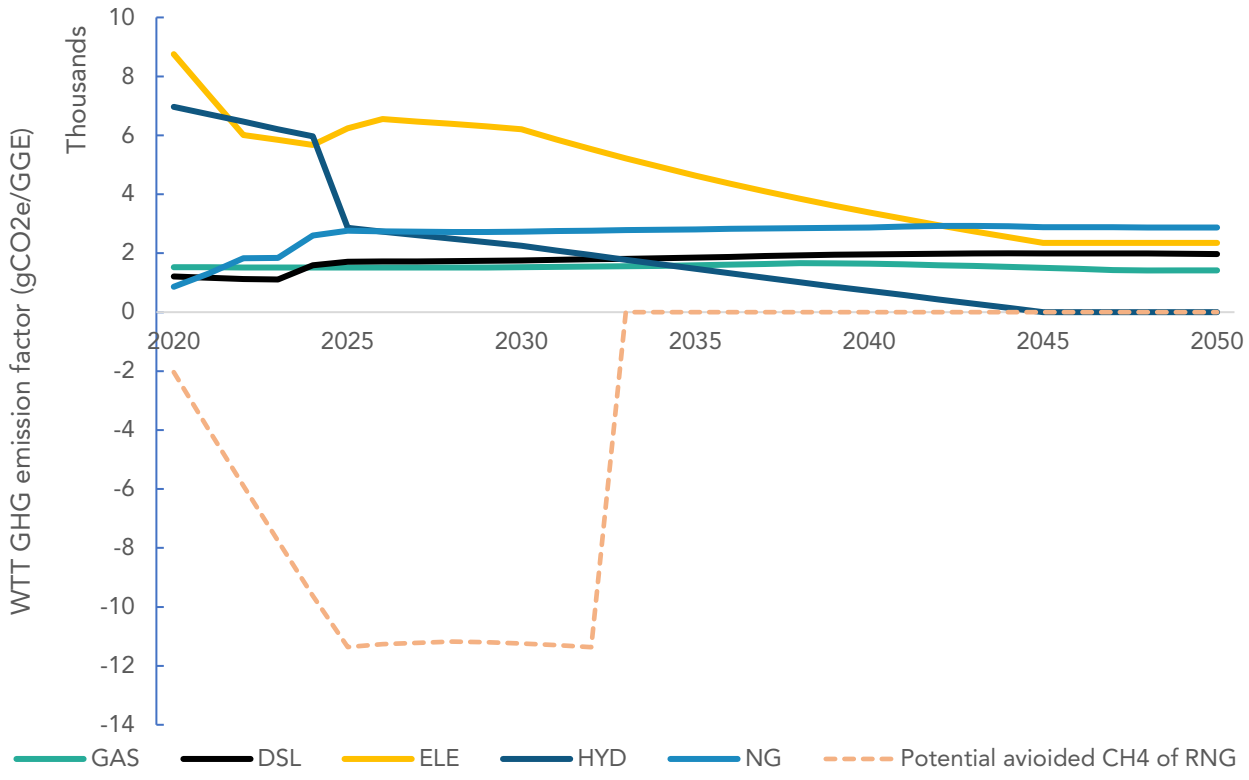
[250] The CI values for ethanol in the Illustrative Compliance Scenario assumed that eventually all ethanol consumed in California is produced with CCS. For a conservative estimate, we use the CI value without CCS credits as we assume all CCS projects located outside of California.

[251] ibid. footnote 243

Fuel Type	Blendstocks/ Pathways	GHG EFs	Criteria EFs
ELE	CA-Grid Electricity	RESOLVE's outputs with CAGREET3.0 EFs	RESOLVE's outputs with EFs developed based on CEIDARS
HYD	Fossil SMR Hydrogen	*Feedstock*: CAGREET3.0 *Fuel production*: CAGREET3.0	*Feedstock*: CAGREET3.0 *Fuel production*: CEIDARS
CNG	RNG (LFG and Others)	Weighted average CI of pathways with LFG, high solids anaerobic digestion (HSAD), and wastewater sludge as feedstock (29 gCO2e/MJ)	USEPA biogas study[252] (assuming 70% recovery)
	RNG (Dairy biogas)	Average CI of pathways in CA with dairy manure as feedstock (-331 gCO2e/MJ)	USEPA biogas study (assuming 85% recovery)
	Fossil NG	Average CI of certified pathway with North American NG as feedstock (80 g CO2e/MJ)	*Feedstock*: CAGREET3.0 *Fuel production:* CAGREET3.0

[252]Williams, R., C. Ely, T. Martynowicz, AND Mike Kosusko. Evaluating the Air Quality, Climate and Economic Impacts of Biogas Management Technologies. U.S. Environmental Protection Agency, Washington, DC, EPA/600/R-16/099, 2016. *https://nepis.epa.gov/Exe/ZyPDF.cgi/P100QCXZ.PDF?Dockey=P100QCXZ.PDF*

Figure 56 - WTT GHG EFs by Fuel Type[255]



[255]The previous figure and associated footnote utilized an accounting method for dairy biogas that included avoided methane emissions and spoke to potential changes to the treatment of avoided dairy methane emissions in the middle of this decade. Any changes would be speculative and are not currently proposed to happen. For better comparability with our GHG inventory, we have clarified the figure with a dotted line showing the effect of avoided methane emissions in this accounting and separately showing the emission factor from natural gas development and distribution, thereby providing better comparability with our primary data set to track progress towards achieving our statewide targets. In our GHG inventory, there is no accounting for avoided methane emissions for any source.

SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

August 3, 2021

Michael Van Lonkhuysen
City of Daly City, Planning Division
333 90th Street,
Daly City, CA 94015

Via email to: mvanlonkhuysen@dalycity.org

Dear Mr. Van Lonkhuysen and the Planning Commission of Daly City,

Please oppose the preliminary plan and deny the subdivision map plan for Serramonte Del Rey.

1. It converts a public use into a polluting private use. The project should be designed with fewer but taller buildings to preserve Daly City's only community garden and orchard.
2. Preserve public uses, 50% of the site including the Community Garden should be preserved as open space.
3. The current subdivision plan adds to our dangerous polluting climate with an auto oriented development using public money instead of transit-oriented development.

In addition, we ask the project proponent to consider the following when they return with a redone subdivision map:

4. Require that 50% of the site be preserved as a public park with the project facing the park not the freeway. Require that the park include the existing 20-year-old community garden.
5. Require a higher percentage of affordable housing. BART builds 33-100% affordable housing. There is a demand for affordable housing across the state. At least 60% of the project should be affordable.
6. Require that the project be designed as a 5-minute neighborhood. This means all necessary services and public transit should be located within five minutes – schools, daycare, full grocery store, pharmacy, and BART station to ensure a low Vehicle Miles Travelled neighborhood. There should be a single u-shaped street through the project on which the bus that currently runs on Serramonte goes through the project to be transit oriented.
7. Require all electric passive buildings per the recently adopted reach code to reduce greenhouse gases over the lifetime of the units. The site should function as an island-able microgrid during grid instability such as Public Service Power Shutdowns.

8. Require that recycled waste and water be treated on site by designing a living building to reduce reliance on public funding of infrastructure.

    Example: Salesforce Tower in San Francisco uses a water recycling system to treat gray water and black water from the building, reducing the need for 30,000 gallons of freshwater a day.

9. Require carshare service to reduce parking at the rate of one per 20 as presently utilized in Austin, TX. All parking spots should provide electric charging stations. Require carshare and electric micro mobility hubs.
10. Require an electric shuttle through SamTrans to connect other destinations such as school and transit hubs.
11. Reduce the parking to 0.5 unbundled spaces per unit because of the shuttle and the 10-minute headway bus on Serramonte to achieve Transit Oriented Development status. The parking should be unbundled in a structure that is a park once and walk neighborhood. Unbundling reduces parking needs by about a 1/3 according to MTC and reduces cost by about 20% which would benefit the residents of this structure while not reducing revenue.

Explanation:

This project seeks to use public funds to reduce the public's access to greenspace and add pollution. It's impacts to public health come at a time of major fires and droughts when we must do more[1] to protect public health. Please advocate for strong environmental requirements to ensure public safety in new subdivisions in Daly City. Feasible solutions required by CEQA are included in each recommendation.

1. Fewer but taller buildings would ensure reduced grey infrastructure to reduce downstream runoff problems that both taxes public spending on stormwater and contaminates San Francisco Bay.
2. 50% site preservation retains green infrastructure to absorb runoff and retain carbon as a critical resource against rising greenhouse gases and ensure the health benefits of trees remain in Daly City.
3. The two major emitters in Daly City are internal combustion engine cars and natural gas. Both should be eliminated. The project asks for entitlements to add more than 1800 greenhouse gas emitting cars and 1235 units to the subdivision. At the same time, it claims to be transit oriented under MTC's guidelines. Designing the subdivision around a bus route would solve the problem and could reduce traditional driving by adding car share and other shared mobility services. Designing all electric as recommended by the recent reach code would eliminate greenhouse gas emissions from natural gas.
4. There is an extreme shortage of public greenspace in Daly City, much more so than in other Peninsula cities. There are no County parklands, County Park staff or County services. Facing the project towards retained green infrastructure provides

[1] https://www.nature.com/articles/s41586-019-1364-3

residents and the local community with passive and active recreation and gardening opportunities which have been in demand during Covid 19.

5. Affordable housing is in demand across the state. This project on public land with public funds should build more affordable housing. According to the Joint Center for Housing Studies at Harvard 60% of people who need housing can't afford to buy into the market in the Bay Area.
6. Cities are supposed to reduce Vehicle Miles Travelled to reduce greenhouse gases from transportation under AB32 and SB375. A Bus Oriented Development with an accompanying electric shuttle recommended in 9, and parking reducing in 11, guarantees Vehicle Miles Travelled reduction. The site is ideal for a bus-oriented development and reduced parking because surrounding streets do not have parking that would result in overflow problems from the project. The project is located in an Air Quality sewer surrounded by Highways 280, 35, and 1. Reduced driving would benefit Daly City with reduced air pollution[2] from the project as currently designed.
7. A microgrid is resilient in the face of grid instability during periods of extreme heat, emergencies, and Public Safety Power Shutdowns. A microgrid would provide power and ensure that heating and cooling is reduced by designing to passive standards. Passages in San Mateo is 950 units by the Hayward Park train that are being designed to passive standards. Passive is ideally prefabbed which also reduces cost like the recent affordable BART project across from the San Leandro BART station[3]. It would also ensure that the all-electric development had very low-cost power. The state is funding such projects under SGIP[4].
8. Traditional development as contained in the present subdivision map taxes public infrastructure and requires future public bond funding to replace sewer and water infrastructure. Treating waste on site provides recycled water for landscaping, gardening, and other functions such as flushing at a time when water usage is critically short in California.
9. The state intends to be fossil free in passenger vehicles by 2035. However, air and greenhouse gas pollution require cities to go electric faster. Starting with a walkable project in a five-minute neighborhood, with carshare, reduces the cost of electrifying parking considerably, by reducing the number of parking required. Increasing affordability will attract additional subsidies to achieve the goal.
10. An electric shuttle ensures connectivity beyond the reconfigured bus on Serramonte.
11. MTC says[5] that "Typical parking requirements subsidize driving, increasing drive-alone mode shares and act as a barrier to Smart Growth. In residential areas, the cost of building parking is passed on to the resident, increasing housing costs for all users, regardless of car ownership." Parking should be reduced and unbundled with carshare to meet AB32 and SB743. Designing for micro mobility reduces cost,

[2] https://www.who.int/health-topics/air-pollution#tab=tab_1

[3] https://www.bizjournals.com/sanfrancisco/print-edition/2015/10/30/san-leandro-bart-affordable-housing-modular-build.html

[4] https://www.stem.com/resources/incentives-programs/california-sgip/?gclid=CjwKCAjwr56IBhAvEiwA1fuqGutdSrL4yj_luY83D9UzhJ8xjESKIHHiJKNeA5sGukKa8XTHBCcPJhoC088QAvD_BwE

[5] https://parkingpolicy.com/reduced-requirements/

pollution, and greenhouse gases from the subdivision design. For examples see San Francisco and Oakland.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

Sales: Annual Large SUV Sales Increase By 20.6% – Chevy Tahoe, GMC, and Cadillac SUVs Dominate!

Huge gains for most SUVs.

By **Andre Smirnov** - January 6, 2022



Can you believe that full-size (truck-based) SUV sales grew by 20.6% year-over-year while the industry has generally struggled with component shortages? That's exactly what happened in 2021 with these large three-row people movers. The other very impressive number is that GM SUVs sales grew by 30.4%. The Chevy Tahoe, Suburban, GMC Yukon, and Cadillac Escalade – all had stellar sales growth in 2021. This is in large part due to that all of the GM SUVs have recently been redesigned, and GM was able to build them in large quantities.

With the exception of the Infiniti QX80 and the Lexus LX, all other full-size SUVs show sales improvements in 2021. I am still including the Dodge Durango in this list for 2021. I will remove the Durango from this group in 2022 as the Jeep Wagoneer and Grand Wagoneer take over for Stellantis as truck-based SUVs.

U.S. Full-size SUV sales: Full-year 2021

Model	2021 sales	2020 sales	Change (%)
Chevrolet Tahoe	106,030	88,238	+20.2%
Ford Expedition	81,988	77,838	+5.3%
GMC Yukon	84,242	63,440	+32.8%

Model	2021 sales	2020 sales	Change (%)
Dodge Durango	65,935	57,828	+14%
Chevrolet Suburban	48,214	37,636	+28.1%
Cadillac Escalade	40,505	24,547	+65.0%
Nissan Armada	22,814	19,640	+16.2%
Lincoln Navigator	15,631	15,252	+2.5%
Infiniti QX80	12,572	16,125	-22.0%
Toyota Sequoia	8,070	7,364	+9.6%
Jeep Wagoneer	5,349	0	New
Toyota Land Cruiser	3,711	3,147	+17.9%
Lexus LX	3,563	4,512	-21.0%
Jeep Grand Wagoneer	2,675	0	New
TOTAL:	**501,299**	**415,567**	**+20.6%**

Take a look how these manufactures compare in combined sales.

GM SUVs: Chevy Tahoe, Suburban, GMC Yukon, and Cadillac Escalade.

Ford SUVs: Ford Expedition and Lincoln Navigator.

Stellantis SUVs: Dodge Durango, Jeep Wagoneer, and Grand Wagoneer.

Nissan SUVs: Nissan Armada and Infiniti QX80.

Toyota SUVs: Toyota Sequoia, Land Cruiser, and Lexus LX.

U.S. Full-size SUV Combined: Full-year 2021

Model	2021 sales	2020 sales	Change (%)
GM SUVs	278,991	213,861	+30.4%
Ford SUVs	97,619	93,090	+4.9%
Stellantis SUVs	73,959	57,828	+27.9%
Nissan SUVs	35,386	35,765	-1.1%
Toyota SUVs	15,344	15,023	+2.1%
TOTAL:	**501,299**	**415,567**	**+20.6%**

Yep, you are seeing it correctly. GM holds over 50% of market share in this segment – even with increased competition.

Andre Smirnov is an Automotive Enthusiast, Producer, Reviewer, Videographer, Writer, Software Engineer, Husband, Father, and Friend.

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Fuel Economy of 2022 Standard SUV 4WD

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	EPA MPG	Owner MPG Estimates
2022 Acura MDX AWD Type-S 6 cyl, 3.0 L, Automatic (S10)		
Compare 	Premium Gasoline **19** combined city/highway MPG 17 city 21 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Aston Martin DBX V8 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **16** combined city/highway MPG 14 city 20 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi SQ7 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **17** combined city/highway MPG 15 city 21 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi SQ8 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **17** combined city/highway MPG 15 city 21 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi RS Q8 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **15** combined city/highway MPG 13 city 19 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi Q7 quattro 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **20** combined city/highway MPG 18 city 23 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi Q8 quattro 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **20** combined city/highway MPG 18 city 23 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi Q7 quattro 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **22** combined city/highway MPG 20 city 25 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Audi e-tron S (20in wheels) Automatic (A1)		
Compare 	Electricity **73** combined city/highway **MPGe** 72 city, 75 highway 46 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi e-tron S (21/22 inch wheels) Automatic (A1)		
Compare 	Electricity **63** combined city/highway **MPGe** 62 city, 64 highway 53 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi e-tron S Sportback (20 inch wheels) Automatic (A1)		
Compare 	Electricity **75** combined city/highway **MPGe** 73 city, 78 highway 45 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi e-tron S Sportback (21/22 inch wheels) Automatic (A1)		
Compare 	Electricity **65** combined city/highway **MPGe** 64 city, 66 highway 52 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi Q4 e-tron quattro Automatic (A1)		
Compare 	Electricity **95** combined city/highway **MPGe** 100 city, 89 highway 36 kWh/100 miles	View Estimates How can I share my MPG?
2022 Audi Q4 e-tron Sportback quattro Automatic (A1)		
Compare 	Electricity **95** combined city/highway **MPGe** 100 city, 89 highway 36 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi e-tron quattro Automatic (A1)		
Compare 	Electricity **78** combined city/highway **MPGe** 78 city, 77 highway 43 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi e-tron Sportback quattro Automatic (A1)		
Compare 	Electricity **77** combined city/highway **MPGe** 76 city, 78 highway 44 kWh/100 miles	Not Available How can I share my MPG?
2022 BMW X5 xDrive40i 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **23** combined city/highway **MPG** 21 city, 25 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 BMW X5 M50i 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway MPG 16 city 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X5 M 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **15** combined city/highway MPG 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X5 M Competition 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **15** combined city/highway MPG 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X6 xDrive40i 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **23** combined city/highway MPG 21 city 25 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X6 M50i 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway MPG 16 city 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X6 M 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **15** combined city/highway MPG 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X6 M Competition 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **15** combined city/highway MPG 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X7 xDrive40i 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway MPG 19 city 24 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X7 M50i 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **17** combined city/highway MPG 15 city 21 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 BMW Alpina XB7 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **17** MPG combined city/highway 15 city 21 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X5 xDrive45e 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Elec+Gas: **50** MPGe combined city/highway 0.1 gal/100mi of gas +63 kWh/100mi Prem. Gas: **20** MPG combined city/highway 5.0 gal/100mi	Not Available How can I share my MPG?
2022 BMW iX xDrive50 (20 inch wheels) Automatic (A1)		
Compare 	Electricity **86** MPGe combined city/highway 86 city 87 highway 39 kWh/100 miles	Not Available How can I share my MPG?
2022 BMW iX xDrive50 (21 inch wheels) Automatic (A1)		
Compare 	Electricity **83** MPGe combined city/highway 82 city 84 highway 41 kWh/100 miles	Not Available How can I share my MPG?
2022 BMW iX xDrive50 (22 inch wheels) Automatic (A1)		
Compare 	Electricity **86** MPGe combined city/highway 86 city 85 highway 39 kWh/100 miles	Not Available How can I share my MPG?
2022 Bentley Bentayga 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **18** MPG combined city/highway 15 city 24 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Bentley Bentayga Speed 12 cyl, 6.0 L, Automatic (S8)		
Compare 	Premium Gasoline **14** MPG combined city/highway 12 city 18 highway 7.1 gals/ 100 miles	Not Available How can I share my MPG?
2022 Buick Enclave AWD 6 cyl, 3.6 L, Automatic 9-spd		
Compare 	Regular Gasoline **20** MPG combined city/highway 17 city 25 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Cadillac Escalade 4WD 6 cyl, 3.0 L, Automatic 10-spd		
Compare 	Diesel **22** MPG combined city/highway 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Cadillac Escalade 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Premium Gasoline Compare 	**16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Cadillac Escalade 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Premium Gasoline Compare 	**16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Traverse AWD 6 cyl, 3.6 L, Automatic 9-spd		
Regular Gasoline Compare 	**20** combined city/highway **MPG** 17 city 25 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Tahoe 4WD 6 cyl, 3.0 L, Automatic 10-spd		
Diesel Compare 	**22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Suburban 4WD 6 cyl, 3.0 L, Automatic 10-spd		
Diesel Compare 	**22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Suburban 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Regular Gasoline Compare 	**16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Tahoe 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Premium Gasoline Compare 	**16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Suburban 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Premium Gasoline Compare 	**16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Tahoe 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Regular Gasoline Compare 	**16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Chevrolet Tahoe 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Regular Gasoline Compare 	**17** combined city/highway **MPG** 15 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Suburban 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Regular Gasoline Compare 	**16** combined city/highway **MPG** 15 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Tahoe 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Premium Gasoline Compare 	**16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Suburban 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Premium Gasoline Compare 	**16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Dodge Durango AWD 8 cyl, 5.7 L, Automatic 8-spd		
Midgrade Gasoline Compare 	**17** combined city/highway **MPG** 14 city 22 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Dodge Durango AWD 6 cyl, 3.6 L, Automatic 8-spd		
Regular Gasoline Compare 	**21** combined city/highway **MPG** 18 city 25 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Dodge Durango SRT AWD 8 cyl, 6.4 L, Automatic 8-spd		
Premium Gasoline Compare 	**15** combined city/highway **MPG** 13 city 19 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Explorer AWD 6 cyl, 3.0 L, Automatic (S10)		
Regular Gasoline Compare 	**20** combined city/highway **MPG** 18 city 24 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Explorer HEV AWD 6 cyl, 3.3 L, Automatic (S10)		
Regular Gasoline Compare 	**25** combined city/highway **MPG** 23 city 26 highway 4.0 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Ford Explorer FFV AWD 6 cyl, 3.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **19** combined city/highway **MPG** 16 city 24 highway 5.3 gals/ 100 miles E85 **13** combined city/highway **MPG** 11 city 15 highway 7.7 gal/100mi	Not Available How can I share my MPG?
2022 Ford Explorer AWD 6 cyl, 3.0 L, Automatic 10-spd		
Compare 	Regular Gasoline **20** combined city/highway **MPG** 18 city 24 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Explorer AWD 4 cyl, 2.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **23** combined city/highway **MPG** 20 city 27 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Explorer Timberline AWD 4 cyl, 2.3 L, Automatic (S10)		
Compare 	Regular Gasoline **21** combined city/highway **MPG** 19 city 22 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Explorer Platinum HEV AWD 6 cyl, 3.3 L, Automatic (S10)		
Compare 	Regular Gasoline **23** combined city/highway **MPG** 23 city 24 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Explorer AWD 4 cyl, 2.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Explorer Timberline AWD 4 cyl, 2.3 L, Automatic (S10)		
Compare 	Regular Gasoline **20** combined city/highway **MPG** 19 city 21 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Expedition 4WD 6 cyl, 3.5 L, Automatic (S10)		
Compare 	Regular Gasoline **18** combined city/highway **MPG** 16 city 22 highway 5.6 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Ford Expedition 4WD 6 cyl, 3.5 L, Automatic (S10)		

	EPA MPG	Owner MPG Estimates
	Regular Gasoline	
Compare 	**18** combined city/highway MPG 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Expedition Timberline AWD 6 cyl, 3.5 L, Automatic (S10)		
	Regular Gasoline	
Compare 	**17** combined city/highway MPG 15 city 19 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Expedition Timberline AWD 6 cyl, 3.5 L, Automatic (S10)		
	Regular Gasoline	
Compare 	**17** combined city/highway MPG 16 city 19 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Bronco Raptor 4WD 6 cyl, 3.0 L, Automatic (S10)		
	Regular Gasoline	
Compare 	**15** combined city/highway MPG 15 city 16 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Acadia AWD 6 cyl, 3.6 L, Automatic 9-spd		
	Regular Gasoline	
Compare 	**21** combined city/highway MPG 19 city 26 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Acadia AWD 4 cyl, 2.0 L, Automatic 9-spd		
	Regular Gasoline	
Compare 	**24** combined city/highway MPG 22 city 27 highway 4.2 gals/ 100 miles	View Estimates How can I share my MPG?
2022 GMC Yukon XL 4WD 6 cyl, 3.0 L, Automatic 10-spd		
	Diesel	
Compare 	**22** combined city/highway MPG 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon 4WD 6 cyl, 3.0 L, Automatic 10-spd		
	Diesel	
Compare 	**22** combined city/highway MPG 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon XL 4WD 8 cyl, 5.3 L, Automatic 10-spd		
	Regular Gasoline	
Compare 	**16** combined city/highway MPG 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon 4WD 8 cyl, 5.3 L, Automatic 10-spd		

	EPA MPG	Owner MPG Estimates
	Regular Gasoline	
Compare 	**16** combined city/highway MPG 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon XL 4WD 8 cyl, 6.2 L, Automatic 10-spd		
	Premium Gasoline	
Compare 	**16** combined city/highway MPG 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon 4WD 8 cyl, 6.2 L, Automatic 10-spd		
	Premium Gasoline	
Compare 	**16** combined city/highway MPG 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon XL 4WD 8 cyl, 5.3 L, Automatic 10-spd		
	Regular Gasoline	
Compare 	**16** combined city/highway MPG 15 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon 4WD 8 cyl, 5.3 L, Automatic 10-spd		
	Regular Gasoline	
Compare 	**17** combined city/highway MPG 15 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon XL 4WD 8 cyl, 6.2 L, Automatic 10-spd		
	Premium Gasoline	
Compare 	**16** combined city/highway MPG 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon 4WD 8 cyl, 6.2 L, Automatic 10-spd		
	Premium Gasoline	
Compare 	**16** combined city/highway MPG 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Genesis GV80 AWD 4 cyl, 2.5 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**22** combined city/highway MPG 21 city 25 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Genesis GV80 AWD 6 cyl, 3.5 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**20** combined city/highway MPG 18 city 23 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Hyundai Palisade AWD 6 cyl, 3.8 L, Automatic (S8)		

	EPA MPG	Owner MPG Estimates
	Regular Gasoline	
Compare 	**21** combined city/highway MPG 19 city 24 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Infiniti QX80 4WD 8 cyl, 5.6 L, Automatic (S7)		
	Premium Gasoline	
Compare 	**15** combined city/highway MPG 13 city 19 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Infiniti QX80 4WD 8 cyl, 5.6 L, Automatic (S7)		
	Premium Gasoline	
Compare 	**15** combined city/highway MPG 13 city 19 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Infiniti QX60 AWD 6 cyl, 3.5 L, Automatic (S9)		
	Premium Gasoline	
Compare 	**22** combined city/highway MPG 20 city 25 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Wagoneer 4WD 8 cyl, 6.4 L, Automatic 8-spd		
	Premium Gasoline	
Compare 	**15** combined city/highway MPG 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Wagoneer 4WD 8 cyl, 5.7 L, Automatic 8-spd		
	Midgrade Gasoline	
Compare 	**17** combined city/highway MPG 15 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Cherokee 4WD 8 cyl, 5.7 L, Automatic 8-spd		
	Midgrade Gasoline	
Compare 	**17** combined city/highway MPG 14 city 22 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Cherokee L 4WD 6 cyl, 3.6 L, Automatic 8-spd		
	Regular Gasoline	
Compare 	**21** combined city/highway MPG 18 city 25 highway 4.8 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Jeep Grand Cherokee L 4WD 8 cyl, 5.7 L, Automatic 8-spd		
	Midgrade Gasoline	
Compare 	**17** combined city/highway MPG 14 city 22 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Cherokee 4WD 6 cyl, 3.6 L, Automatic 8-spd		

	EPA MPG	Owner MPG Estimates
	Regular Gasoline	
Compare 	**22** combined city/highway **MPG** 19 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Cherokee WK 4WD 6 cyl, 3.6 L, Automatic 8-spd		
	Regular Gasoline	
Compare 	**21** combined city/highway **MPG** 18 city 25 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Cherokee 4xe 4 cyl, 2.0 L, Automatic 8-spd		
	Elec+Gas / Reg. Gas	
Compare 	**56** MPGe combined city/highway 0.0 gal/100mi of gas +58 kWh/100mi **23** MPG combined city/highway 4.3 gal/100mi	Not Available How can I share my MPG?
2022 Jeep Grand Wagoneer 4WD 6 cyl, 3.0 L, Automatic 8-spd		
	Premium Gasoline	
Compare 	**17** combined city/highway **MPG** 14 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lamborghini Urus 8 cyl, 4.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**14** combined city/highway **MPG** 12 city 17 highway 7.1 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover Sport 8 cyl, 5.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**19** combined city/highway **MPG** 17 city 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover Sport SVR 8 cyl, 5.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**16** combined city/highway **MPG** 15 city 20 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover Sport P360 MHEV 6 cyl, 3.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**21** combined city/highway **MPG** 19 city 24 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover Sport P400 MHEV 6 cyl, 3.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**21** combined city/highway **MPG** 19 city 24 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 110 MHEV 6 cyl, 3.0 L, Automatic (S8)		

	EPA MPG	Owner MPG Estimates
Compare 	Premium Gasoline **19** combined city/highway **MPG** 17 city, 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 90 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **19** combined city/highway **MPG** 17 city, 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 110 8 cyl, 5.0 L, Automatic (S8)		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city, 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Discovery 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 19 city, 22 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 110 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 17 city, 20 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 90 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **19** combined city/highway **MPG** 18 city, 21 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 90 8 cyl, 5.0 L, Automatic (S8)		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 15 city, 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Discovery MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 18 city, 24 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover Sport PHEV 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Elec+Gas **42** **MPGe** combined city/highway 0.0 gal/100mi of gas +80 kWh/100mi Prem. Gas **19** **MPG** combined city/highway 5.3 gal/100mi	Not Available How can I share my MPG?
2022 Land Rover Range Rover 8 cyl, 5.0 L, Automatic (S8)		

	EPA MPG	Owner MPG Estimates
Premium Gasoline		
Compare 	**18** combined city/highway MPG 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover LWB 8 cyl, 5.0 L, Automatic (S8)		
Premium Gasoline		
Compare 	**18** combined city/highway MPG 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover SVA 8 cyl, 5.0 L, Automatic (S8)		
Premium Gasoline		
Compare 	**16** combined city/highway MPG 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover LWB SVA 8 cyl, 5.0 L, Automatic (S8)		
Premium Gasoline		
Compare 	**15** combined city/highway MPG 13 city 19 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover P360 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Premium Gasoline		
Compare 	**20** combined city/highway MPG 18 city 23 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover P400 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Premium Gasoline		
Compare 	**20** combined city/highway MPG 18 city 23 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover P360 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Premium Gasoline		
Compare 	**21** combined city/highway MPG 18 city 26 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover P400 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Premium Gasoline		
Compare 	**21** combined city/highway MPG 18 city 26 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover P400 LWB MHEV 6 cyl, 3.0 L, Automatic (S8)		
Premium Gasoline		
Compare 	**21** combined city/highway MPG 18 city 26 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover P360 LWB MHEV 6 cyl, 3.0 L, Automatic (S8)		

	EPA MPG	Owner MPG Estimates
	Premium Gasoline	
Compare 	**21** combined city/highway **MPG** 18 city, 26 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover 8 cyl, 4.4 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**18** combined city/highway **MPG** 16 city, 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover LWB 8 cyl, 4.4 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**18** combined city/highway **MPG** 16 city, 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lexus RX 450h L AWD 6 cyl, 3.5 L, Automatic (AV-S6)		
	Premium Gasoline	
Compare 	**29** combined city/highway **MPG** 29 city, 28 highway 3.4 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lexus RX 450h AWD 6 cyl, 3.5 L, Automatic (AV-S6)		
	Premium Gasoline	
Compare 	**30** combined city/highway **MPG** 31 city, 28 highway 3.3 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Lexus GX 460 8 cyl, 4.6 L, Automatic (S6)		
	Premium Gasoline	
Compare 	**16** combined city/highway **MPG** 15 city, 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lexus LX 600 6 cyl, 3.4 L, Automatic (S10)		
	Premium Gasoline	
Compare 	**19** combined city/highway **MPG** 17 city, 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lincoln Aviator AWD 6 cyl, 3.0 L, Automatic (S10)		
	Regular Gasoline	
Compare 	**20** combined city/highway **MPG** 17 city, 24 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lincoln Aviator PHEV AWD 6 cyl, 3.0 L, Automatic (S10)		
	Elec+Gas: **56** MPGe combined city/highway, 0.0 gal/100mi of gas +60 kWh/100mi Reg. Gas: **23** MPG combined city/highway, 4.3 gal/100mi	Not Available How can I share my MPG?
Compare 		
2022 Lincoln Navigator 4WD 6 cyl, 3.5 L, Automatic (S10)		

	EPA MPG	Owner MPG Estimates
	Regular Gasoline	
Compare 	**18** combined city/highway **MPG** 16 city 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Maserati Levante Modena 6 cyl, 3.0 L, Automatic 8-spd		
	Premium Gasoline	
Compare 	**18** combined city/highway **MPG** 16 city 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Maserati Levante GT 6 cyl, 3.0 L, Automatic 8-spd		
	Premium Gasoline	
Compare 	**18** combined city/highway **MPG** 16 city 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Maserati Levante Modena V8 8 cyl, 3.8 L, Automatic 8-spd		
	Premium Gasoline	
Compare 	**16** combined city/highway **MPG** 13 city 20 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Maserati Levante Trofeo 8 cyl, 3.8 L, Automatic 8-spd		
	Premium Gasoline	
Compare 	**16** combined city/highway **MPG** 13 city 20 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLE450 4matic 6 cyl, 3.0 L, Automatic 9-spd		
	Premium Gasoline	
Compare 	**22** combined city/highway **MPG** 20 city 25 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLS450 4matic 6 cyl, 3.0 L, Automatic 9-spd		
	Premium Gasoline	
Compare 	**20** combined city/highway **MPG** 18 city 24 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG GLE53 4matic Plus 6 cyl, 3.0 L, Automatic 9-spd		
	Premium Gasoline	
Compare 	**19** combined city/highway **MPG** 18 city 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG GLE53 4matic Plus Coupe 6 cyl, 3.0 L, Automatic 9-spd		
	Premium Gasoline	
Compare 	**19** combined city/highway **MPG** 17 city 21 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLE450 4matic 6 cyl, 3.0 L, Automatic 9-spd		

	EPA MPG	Owner MPG Estimates
Compare 	Premium Gasoline **22** combined city/highway MPG 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG GLE63 S 4matic Plus Coupe 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **16** combined city/highway MPG 15 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG GLE63 S 4matic Plus 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **16** combined city/highway MPG 15 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG GLS63 4matic Plus 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **15** combined city/highway MPG 14 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLS600 4matic Maybach 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **17** combined city/highway MPG 14 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLE580 4matic 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **18** combined city/highway MPG 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLS580 4matic 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **18** combined city/highway MPG 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz G550 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **16** combined city/highway MPG 14 city 17 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG G63 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **14** combined city/highway MPG 13 city 16 highway 7.1 gals/ 100 miles	Not Available How can I share my MPG?
2022 Nissan Pathfinder 4WD Platinum 6 cyl, 3.5 L, Automatic (S9)		

	EPA MPG	Owner MPG Estimates
	Regular Gasoline	
Compare 	**22** combined city/highway **MPG** 20 city 25 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Nissan Armada 4WD 8 cyl, 5.6 L, Automatic (S7)		
	Premium Gasoline	
Compare 	**15** combined city/highway **MPG** 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Nissan Armada 4WD 8 cyl, 5.6 L, Automatic (S7)		
	Premium Gasoline	
Compare 	**15** combined city/highway **MPG** 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne/Coupe E-Hybrid 6 cyl, 3.0 L, Automatic (S8)		
	Elec+Gas / Prem. Gas	
Compare 	**46** MPGe combined city/highway 0.0 gal/100mi of gas +72 kWh/100mi **21** MPG combined city/highway 4.8 gal/100mi	Not Available How can I share my MPG?
2022 Porsche Cayenne Turbo S/Coupe E-Hybrid 8 cyl, 4.0 L, Automatic (S8)		
	Elec+Gas / Prem. Gas	
Compare 	**42** MPGe combined city/highway 0.0 gal/100mi of gas +82 kWh/100mi **18** MPG combined city/highway 5.6 gal/100mi	Not Available How can I share my MPG?
2022 Porsche Cayenne / Cayenne Coupe 6 cyl, 3.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**19** combined city/highway **MPG** 17 city 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne S 6 cyl, 2.9 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**18** combined city/highway **MPG** 16 city 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne S Coupe 6 cyl, 2.9 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**18** combined city/highway **MPG** 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne Turbo 8 cyl, 4.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne Turbo GT Coupe 8 cyl, 4.0 L, Automatic (S8)		

	EPA MPG	Owner MPG Estimates
	Premium Gasoline	
Compare 	**16** combined city/highway MPG 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne Turbo Coupe 8 cyl, 4.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**17** combined city/highway MPG 15 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne GTS 8 cyl, 4.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**17** combined city/highway MPG 15 city 19 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne GTS Coupe 8 cyl, 4.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**17** combined city/highway MPG 15 city 19 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne 6 cyl, 3.0 L, Automatic (S8)		
	Premium Gasoline	
Compare 	**19** combined city/highway MPG 17 city 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Rivian R1S Automatic (A1)		
	Electricity	
Compare 	**69** combined city/highway MPGe 73 city 65 highway 49 kWh/100 miles	View Estimates How can I share my MPG?
2022 Subaru Ascent 4 cyl, 2.4 L, Automatic (AV-S8)		
	Regular Gasoline	
Compare 	**23** combined city/highway MPG 21 city 27 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Subaru Ascent Limited/Touring/Onyx AWD 4 cyl, 2.4 L, Automatic (AV-S8)		
	Regular Gasoline	
Compare 	**22** combined city/highway MPG 20 city 26 highway 4.5 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Tesla Model X Automatic (A1)		
	Electricity	
Compare 	**102** combined city/highway MPGe 107 city 97 highway 33 kWh/100 miles	Not Available How can I share my MPG?
2022 Tesla Model X Plaid (20 inch wheels) Automatic (A1)		

	EPA MPG	Owner MPG Estimates
Compare 	Electricity **98** combined city/highway **MPGe** 103 city, 93 highway 34 kWh/100 miles	Not Available How can I share my MPG?
2022 Tesla Model X Plaid (22 inch wheels) Automatic (A1)		
Compare 	Electricity **91** combined city/highway **MPGe** 94 city, 88 highway 37 kWh/100 miles	Not Available How can I share my MPG?
2022 Toyota Sequoia 4WD 8 cyl, 5.7 L, Automatic (S6)		
Compare 	Regular Gasoline **14** combined city/highway **MPG** 13 city, 17 highway 7.1 gals/ 100 miles	Not Available How can I share my MPG?
2022 Toyota 4Runner 4WD 6 cyl, 4.0 L, Automatic (S5)		
Compare 	Regular Gasoline **17** combined city/highway **MPG** 16 city, 19 highway 5.9 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Toyota 4Runner 4WD 6 cyl, 4.0 L, Automatic (S5)		
Compare 	Regular Gasoline **17** combined city/highway **MPG** 16 city, 19 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Toyota Highlander Hybrid AWD LTD/PLAT 4 cyl, 2.5 L, Automatic (AV-S6)		
Compare 	Regular Gasoline **35** combined city/highway **MPG** 35 city, 34 highway 2.9 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Toyota Highlander Hybrid AWD 4 cyl, 2.5 L, Automatic (AV-S6)		
Compare 	Regular Gasoline **35** combined city/highway **MPG** 35 city, 35 highway 2.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Volvo XC90 T5 AWD 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **23** combined city/highway **MPG** 20 city, 28 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Volvo XC90 T6 AWD 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **22** combined city/highway **MPG** 19 city, 27 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Volvo XC90 T8 AWD Recharge 4 cyl, 2.0 L, Automatic (S8)		

	EPA MPG		Owner MPG Estimates
	Elec+Gas	Prem. Gas	
Compare 	**55** MPGe combined city/highway 0.1 gal/100mi of gas +58 kWh/100mi	**27** MPG combined city/highway 3.7 gal/100mi	Not Available How can I share my MPG?
2022 Volvo XC90 T8 AWD Recharge ext. Range 4 cyl, 2.0 L, Automatic (S8)			
	Elec+Gas	Prem. Gas	
Compare 	**66** MPGe combined city/highway 0.1 gal/100mi of gas +49 kWh/100mi	**26** MPG combined city/highway 3.8 gal/100mi	View Estimates How can I share my MPG?

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LOW EMISSION CAPACITY BUILDING PROGRAMME

MEASUREMENT, REPORTING AND VERIFICATION (MRV)

TECHNICAL PAPER

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1 Introduction

Measurement, reporting and verification (MRV) is foundational to our global response to climate change. MRV enables countries to meet international reporting requirements such as National Communications, Biennial Update Reports, and National Greenhouse Gas (GHG) Inventories. It also importantly enables countries to demonstrate progress under measures such as Low Emission Development Strategies, intended Nationally Determined Contributions, and nationally appropriate mitigation actions (NAMAs). Finally, MRV processes provide the information that countries need to inform their broader climate change and sustainable economic development objectives.

The Low Emission Capacity Building (LECB) Programme (the Programme, www.lowemissiondevelopment.org) is supporting 25 developing countries to undertake MRV, as part of their broader objectives under the Programme. The Programme was launched in 2011 as a collaboration between UNDP, the European Commission, German Federal Ministry for the Environment (BMUB), and the government of Australia, has MRV as one of the five primary areas of work. For the purposes of this paper, MRV also includes a second primary area of LECB work – GHG national inventory system development – as inventory development can be considered a sub-set of the broader MRV concept. All LECB countries are implementing some form of MRV system, with countries at varying stages of development based on when the work was commenced and their national circumstances.

This paper is based on results from a questionnaire sent to all LECB countries, follow-up discussions, and in-person country visits. Seventeen of the 25 countries under the Programme submitted questionnaire responses, covering all geographic regions[1]. Follow-up interviews were conducted with select countries. Based on the results of these processes, four countries were selected for detailed case studies - Chile, Costa Rica, Lebanon, and the Philippines, with country visits undertaken in Chile, Costa Rica, and the Philippines.

The case study countries demonstrate the different scope of MRV systems that are being developed – a national level database system (Philippines), a common MRV framework and guidance for NAMA developers (Chile), and a specific NAMA-level MRV system (Costa Rica). They also demonstrate the different areas that countries are choosing to emphasise as they develop their systems – utilising existing data sources (the Philippines), augmenting existing data management processes (Lebanon) and developing new data sources (Costa Rica).

The paper is structured around five substantive sections. The first four cover emerging themes arising from the survey process, while the fifth section presents eight broad lessons learned from the case study countries. The first section examines some general system design considerations, such as the scale and scope of systems, the type of guidance applied, and links to international mechanisms. The second and third sections examine governance arrangements and data collection from both new and existing sources. The fourth section discuss technical considerations such as emissions calculations and methodologies and look at some MRV system support tools such as quality assurance/quality control (QA/QC) and verification processes.

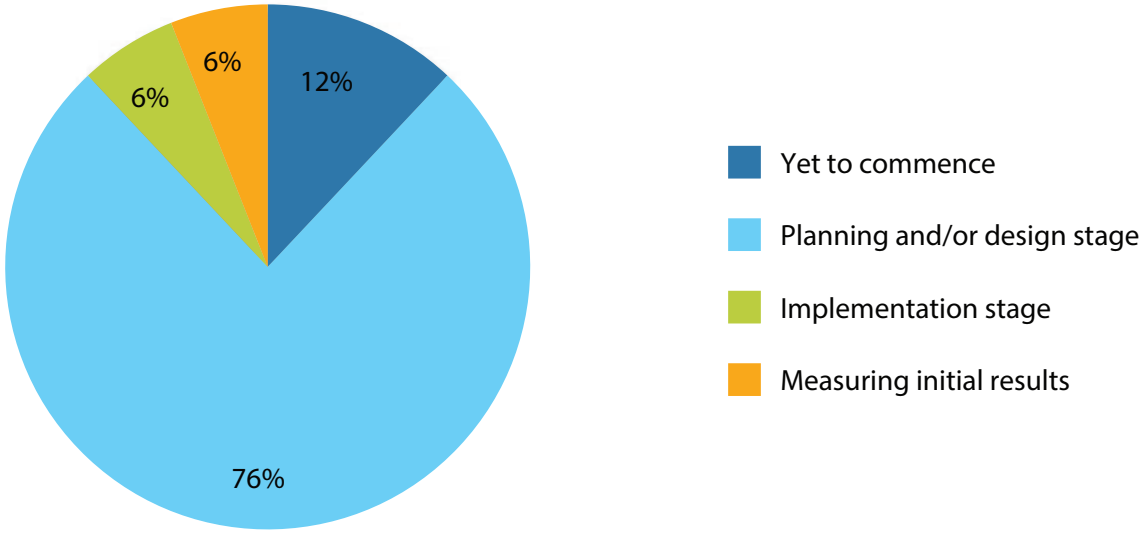
1 Chile, Colombia, Costa Rica, the Democratic Republic of Congo, Ecuador, Egypt, Kenya, Ghana, Indonesia, Lebanon, Mexico, Malaysia, Moldova, the Philippines, Tanzania, Thailand, and Vietnam.

2 System Design Considerations

2.1. SCALE AND SCOPE OF MRV

LECB countries are designing MRV systems at different scales and scopes, and are often implementing systems that cover multiple scales – 65 per cent address the national level, 71 per cent are sector-wide, and 59 per cent are at the project/firm level. Implementing systems with multiple scales can add to the complexity of design and implementation, particularly in countries with limited capacities. Multiple scales also raise the question of how, or whether, to integrate the systems. LECB countries are choosing to integrate systems and to operate systems in parallel. It should be noted the challenge of integrating these data is an issue that developed countries are also grappling with.

FIGURE 1: VARYING STAGES OF LECB PARTNER COUNTRY MRV SYSTEM DEVELOPMENT



Integrating systems is the best long-term solution, but due to the differences in the types and granularity of data being collected this can be difficult to implement. An integrated approach can provide countries with a richer data set, lead to better, more country-specific emissions calculations, and provide an important means to undertake quality assurance/quality control procedures.

A significant proportion of countries (41 per cent) is developing MRV systems that cover GHG emissions but also other variables, including energy consumption, economic indicators, socio-economic indicators, finance/support, and variables under the heading of mitigation co-benefits. Interestingly, if the scale of

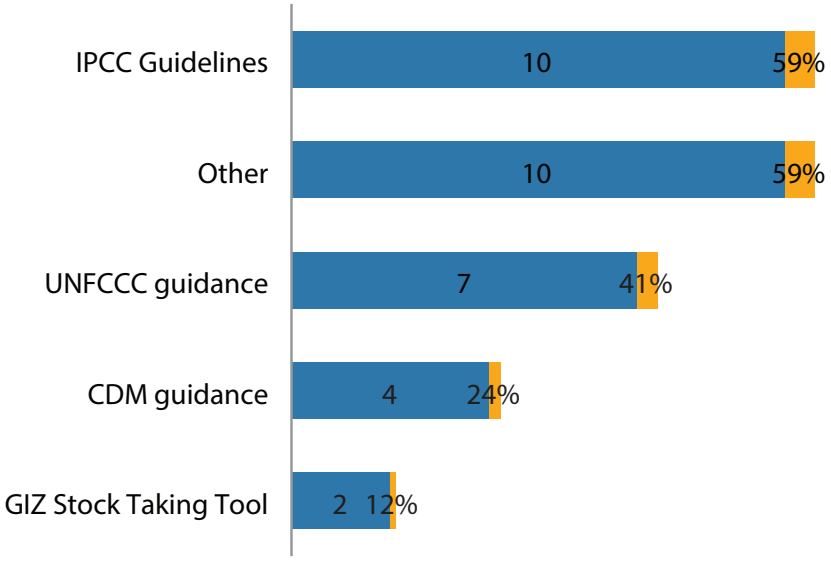
systems is analysed against scope there is no correlation between the two: countries with NAMA level systems are using both GHG and other variables and the same applies to national systems. In fact, those countries with a national scope were more likely than those with a project (NAMA) scope to be using both GHG emissions and other variables. This seems somewhat counter-intuitive as project/firm approaches often have drivers other than GHG emission reductions. For example, in Costa Rica, the primary driver of the livestock NAMA that was assessed as a case study as part of this research is economic benefit and productivity improvements, with GHG mitigation as more of a co-benefit. Therefore collecting non-GHG indicators is important to Costa Rica's NAMA.

2.2. GUIDANCE APPLIED

A range of different guidance is informing MRV system design as presented in Figure 2. The most frequently used guidance cited by LECB countries is the Intergovernmental Panel on Climate Change (IPCC)[2]. However, only 59 per cent of the 17 countries that responded to the survey indicated they are using IPCC guidance for MRV system design, which is rather low. It is not clear why, but it could be a result of a lack of understanding of how the IPCC guidance could be applied in the MRV context. This is particularly the case for NAMA MRV systems. Only Chile and Indonesia indicated they had an expert level of understanding. Further training for LECB countries on the fundamentals of IPCC guidance and its use in MRV system design would be beneficial.

FIGURE 2: GUIDANCE CITED BY LECB PARTNER COUNTRIES ON MRV DESIGN

2.3. LINKS TO OTHER INTERNATIONAL MECHANISMS

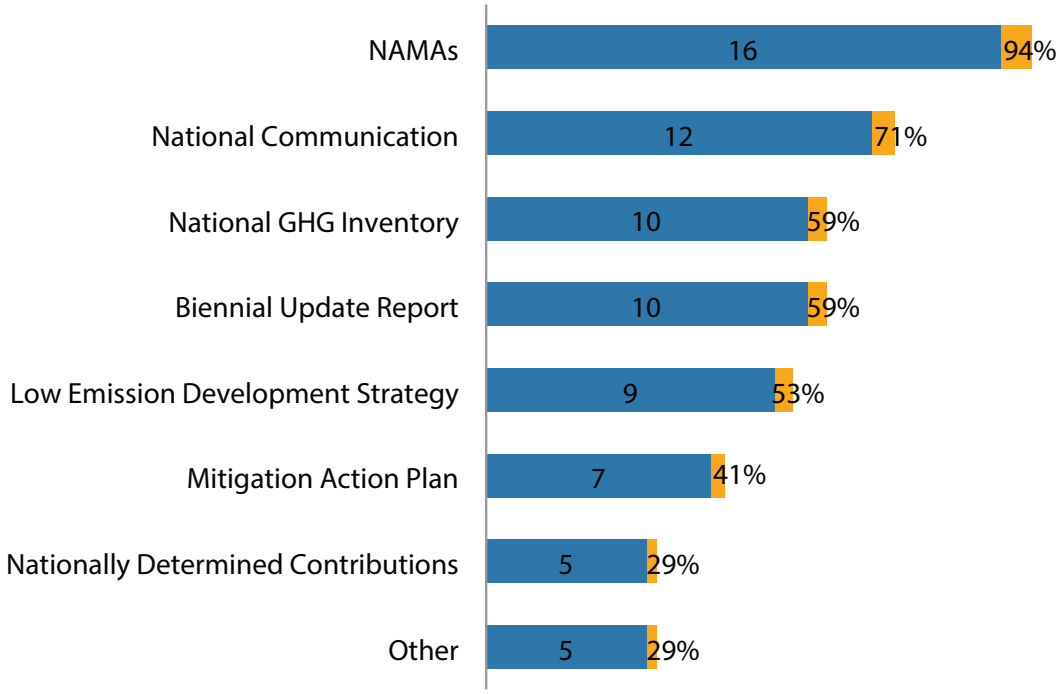


2 The list of responses in the survey included "IPCC guidance". In this paper IPCC guidance is used to refer to the series of guidelines and guidance developed by the IPCC's Task Force on National Greenhouse Gas Inventories to assist national GHG inventory compliers, including: the Revised1996 IPCC Guidelines for National Inventory Greenhouse Gas Inventories; the 2003 Good Practice Guidance for Land Use, Land-Use Change, and Forestry: and the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.

MRV systems are often being designed to inform multiple international mechanisms. Most countries in the survey indicated that they are using MRV systems for NAMAs, National Communications, Biennial Update Reports, National GHG inventories, and Low Emission Development Strategies (LEDS) as presented in Figure 3. This wasn't elaborated in the survey but MRV systems can provide a range of useful data for these international reporting processes. For example, some countries are developing national systems to augment or build national GHG inventories – inventories are submitted as part of National Communications. Another example is that NAMA MRV systems can be used to report progress on mitigation actions for the National Communications and Biennial Update Reports. Finally, both national and NAMA MRV systems can provide policy makers with critical data for use in developing LEDS. A number of countries are also using it for Mitigation Action Plans (MAPS) and intended Nationally Determined Contributions (iNDC).

As with the above examples, both national and NAMA MRV systems can provide valuable data to assist countries in planning MAPS and iNDCs. This shows the value of MRV systems and the value ascribed to MRV systems by LECB countries. It should also be recognised that MRV systems provide benefit beyond international reporting, as they produce valuable information that can inform broader responses to climate change and indeed broader sustainable development objectives. The case study on the Philippines illustrates how countries are linking MRV systems to achieving broader sustainable development objectives (see Annex 4).

FIGURE 3: MRV SYSTEM USAGE BY LECB PARTNER COUNTRIES



Governance

3

Most MRV systems in LECB countries (82 per cent of survey respondents) are not being implemented (and designed) by a single agency - only Colombia, Malaysia and Moldova indicated the system would be managed by one agency. This requires additional coordination and capacity building efforts, but can also be advantageous. National level systems in particular require technical agencies (such as ministries of agriculture, energy, industry, etc.) to provide data and technical assistance. Project/firm level MRV systems may also require, and can benefit from data from other agencies to both supplement direct measurements and for quality assurance / quality control (QA/QC) purposes. The availability of this data though can often be complicated by existing political or organisational dynamics.

Locating a national level MRV system entirely within one agency/ministry should be a deliberate design consideration. It requires building and maintaining technical expertise and systems in this agency/ministry. By comparison, a major advantage of a decentralised approach is that existing expertise in other agencies/departments/ministries can be utilized in the form of knowledge of the sector and networks/relationships. This approach can make it easier to identify and rectify errors in data, particularly in the short term.

The provision of confidential private sector data for MRV systems is often particularly complicated. There are a variety of tools to manage this legitimate concern. For example, data provided for the MRV system can be aggregated to such a degree that individual private sector actors are not identifiable. A decentralised approach can also assist with allaying possible concerns about privacy, as private sector actors may feel more comfortable providing data to an agency that they routinely deal with and have established relationships (e.g., an industry department for cement sector data) rather than to another third party department (e.g., an environment department). The agency would collect all the data, but only provide aggregated data for the MRV system.

With regards to data availability, usability, and quality of reporting, there can be value in formalising arrangements between agencies. For example, a memorandum of understanding could stipulate that certain data be provided at certain times in a certain format. Arrangements of this sort should reflect cultural and organisational norms. For example, if a good working relationship exists between two agencies it is probably not necessary to formally agree on data-sharing and working arrangements.

The optimal arrangement is usually to establish an overarching governance arrangement in the form of legislation, regulation or some form of executive order. Such arrangements can provide formal obligations to government agencies but also industry or industry groups to supply data; however, policy reform could add an extra layer of complexity and required political will. Only Ecuador, Indonesia, Mexico, and the Philippines indicated that they have such arrangements in place at this time.

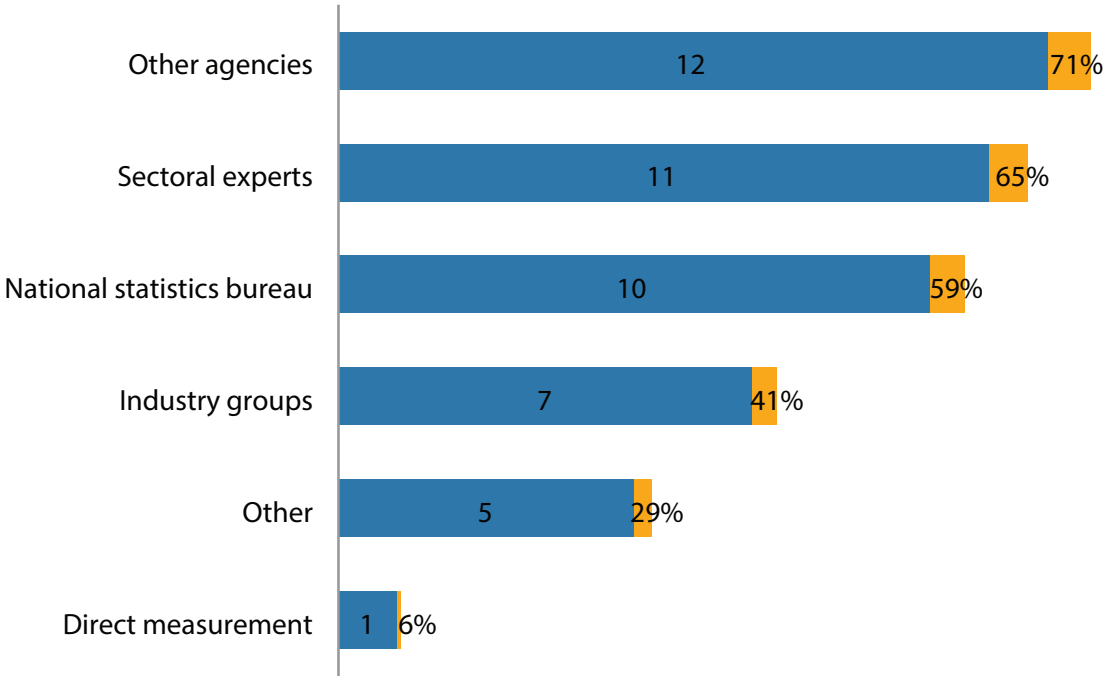
4 Data Collection and Emission Calculations

4.1 EXISTING DATA

MRV systems work best when a range of data is captured – this information can help fill information gaps from any new data collection processes, but importantly also provide the data necessary to assist in QA/QC. A further potential reason to utilize existing data sources is that they can limit costs as collection of new data would not be needed and the data may have already been subject to some QA/QC processes. QA/QC system considerations are discussed in greater detail in Section 5.

LECB countries are deploying a wide range of existing data sources, but there are further opportunities to utilise existing sources. For example, only about 60-70 per cent of countries are using data from national statistics bureaus, other agencies, and/or sector experts, as presented in Figure 4. Noting the earlier point about accessing such data, all countries should be utilising these data sources, where possible. Industry groups can also provide valuable data and LECB countries could consider opportunities to better utilise data from these groups. Only 41 per cent of countries indicated they use data from industry groups.

FIGURE 4: MRV SYSTEM DATA SOURCES IN LECB PARTNER COUNTRIES



4.2 NEW DATA

LECB countries are collecting new data as part of their MRV systems. The collection of new data can be a critical component of MRV systems. However, new data collection can be time consuming and expensive and can also require the establishment of additional data maintenance and archiving resources. It is therefore vital that data collection is well targeted.

Several LECB countries are piggybacking on existing data collection processes to accumulate relevant data. This helps to reduce upfront data collection costs, reduce the additional burden from data maintenance and archiving, and raise the level of coordination between initiatives. In addition, this approach helps to leverage where agencies or sector experts have established relationships with industry.

4.3 EMISSIONS CALCULATIONS AND METHODOLOGY

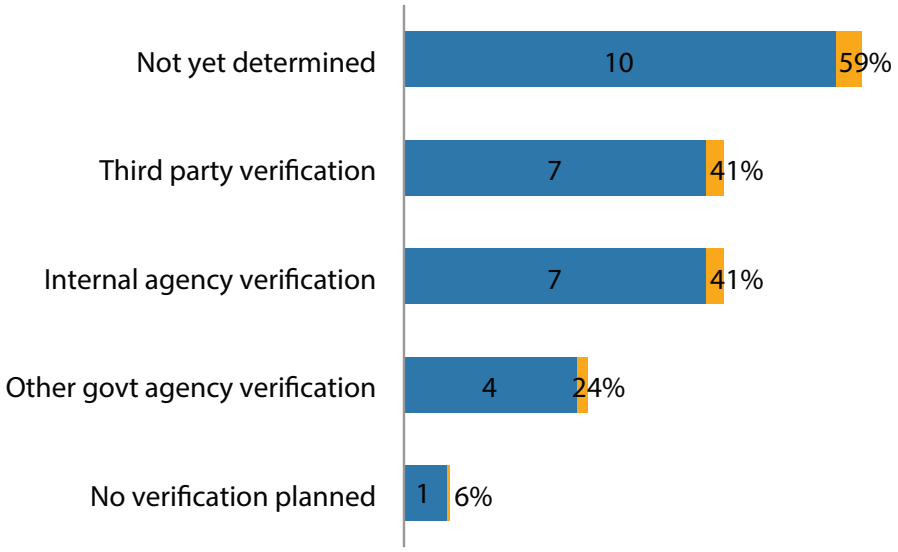
A range of information systems is being used to capture activity data and undertake emissions calculations. A significant proportion of countries (47 per cent) that responded to the LECB questionnaire are using IPCC Excel spreadsheet templates. The same percentage is also using country-specific Excel spreadsheets to undertake emissions calculations. Interestingly, almost a quarter of countries are planning to use an Access database and/or online system for collecting data and undertaking emissions calculations.

5 MRV System Support Tools

5.1. QUALITY ASSURANCE/QUALITY CONTROL

The majority of LECB countries that responded to the survey (76 per cent) indicated that they have not yet determined their QA/QC processes for MRV systems (Figure 5). The fact that so few countries have yet to consider such a fundamental element as QA/QC is an area that merits further consideration. Without QA/QC processes, there is a significant risk that the data being generated will not be of sufficient quality for its intended uses. Volume 1 of the 2006 IPCC Guidelines provides informative and accessible guidance on QA/QC processes. The Guidelines are drafted for the purpose of providing good practice guidance to national GHG inventory compilers, but the advice is equally relevant to NAMA MRV systems. Only Ghana indicated they use the IPCC Guidelines for QA/QC.

FIGURE 5: QA/QC SYSTEM STATUS FOR MRV SYSTEMS



QA/QC approaches need not necessarily be complicated. For example, there are a number of basic quality control checks that can be undertaken, such as confirming formulas for emissions calculations are correct, checking for outliers in data sets, checking current data sets against historical data sets or similar external data, and recording assumptions and other estimation parameters. Only Moldova and Thailand indicated that they are currently undertaking 'basic QA/QC checks'. It should be a goal that all LECB countries include basic QA/QC checks in their MRV systems. As with other areas of MRV systems, the objective is not to start with the perfect QA/QC processes, but rather to start with what is feasible and continuously improve. Countries can start out with basic checks, but work towards developing comprehensive QA/QC processes and plans.

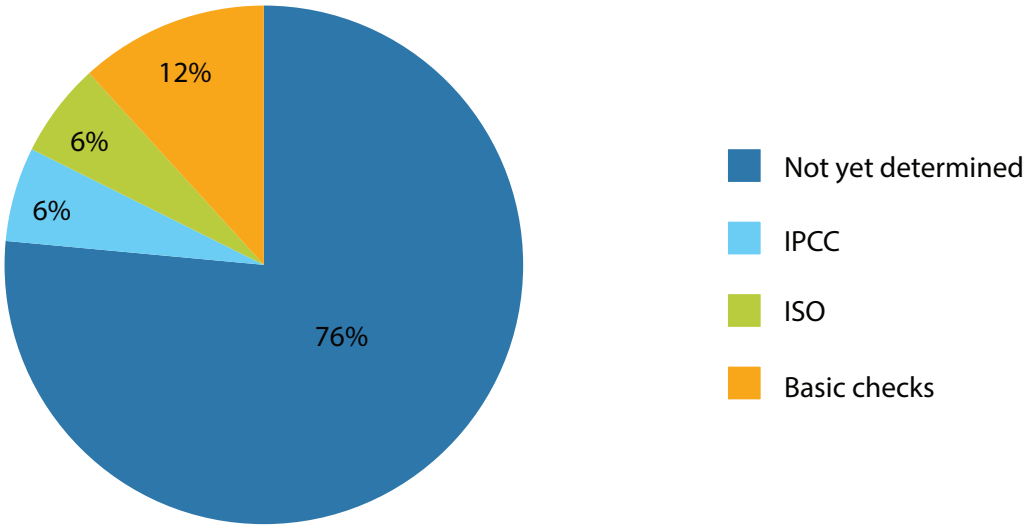
As with other areas of MRV, it is important to think strategically, but implementation can be incremental. It is likely that if countries are thinking about QA/QC they will identify small opportunities to apply techniques. For example, when countries are thinking about QA/QC processes they are more likely to recognise the value of simple techniques such as verifying emission calculation formulas, recording the officials who have entered and checked data, referencing data sources, etc. The opposite is true as well and can lead to missed opportunities.

QA/QC techniques are also a potentially valuable source for improving MRV systems. They provide a structured way to identify areas where data may be weaker and requires improvement. Quality assurances procedures help ensure that external expertise is utilized in the form of external reviews and audits. These processes again provide an important resource for identifying areas for improvement.

5.2. VERIFICATION

Verification is foundational for effective MRV systems. The majority of LECB countries (59 per cent) indicated in the survey that they have not yet determined their verification processes (Figure 6). The fact that so few countries have yet to consider such a fundamental element of MRV such as verification is an area that merits further consideration. As with QA/QC, the limited consideration of verification is likely driven by a lack of understanding of what verification involves, the sorts of actions that developing countries can start with, and/or the perception that a verification strategy should be developed at a later stage of NAMA or inventory development. This suggests further training in this area could be beneficial to LECB countries.

FIGURE 6: VERIFICATION PROCESSES IN MRV SYSTEMS



A positive indication from the survey was that 41 per cent of countries responding have identified opportunities within their own agency for verification. Technical staff not involved in the MRV system implementation can provide an excellent resource for undertaking verification and thereby maximize existing resources. This shows a good understanding in those countries planning verification of how it can be implemented. It also provides a useful example for those countries yet to consider how verification will be incorporated into their system design.

6 Lessons Learned

The countries selected for case studies work at different scopes and emphasise different elements as they develop their MRV systems, but despite this there are a number of common practical ways of working that are being successful applied. These practices or ways of thinking about MRV are presented below as eight lessons learned.

6.1 EXECUTIVE LEVEL GOVERNANCE FRAMEWORKS ARE A VALUABLE ALTERNATIVE TO LEGISLATION/REGULATION

An important component of an effective MRV system is a strong governance framework. Legislation and/or regulation provide the most comprehensive framework, but establishment requires broad political support and for that support to be available at the time the system is being developed. A valuable alternative can be to establish governance structures based on non-legislative, executive-level orders (presidential, ministerial or technical). These orders potentially do not have the full powers of legislation/regulation, such as a strong, enforceable compliance system. However, they are simpler and faster to establish and can be implemented with less political capital. Both Lebanon and the Philippines have implemented or are implementing such arrangements.

Lebanon has developed two executive-level orders for its MRV system. Ministerial Decision 99/1 provides the Ministry of Environment with powers to collect data from commercial, industrial and institutional entities. A second, more powerful order, the Decree on Environmental Compliance of Establishments, has been developed to subsume the Ministerial Decision and provide the Ministry with a stronger mandate to collect data. These orders are not backed by formal compliance mechanisms, and so to help facilitate participation, the reporting tool has been designed to also provide reporting entities with information that potentially has value for their operations (see section 6.4). The reporting process has also been designed to significantly reduce administrative burden.

Similarly, the Climate Change Commission in the Philippines has developed an executive order that will establish the framework for the national MRV system. The President issued the order in November 2014. The executive order is seen to provide a clear signal to agencies of the Government's intentions and provides increased credibility to the MRV system. The executive order will provide the overarching framework under which the Commission's work on MRV can be undertaken. Specifically, it will provide for the establishment of a national GHG inventory system, outline the high-level roles and responsibilities of agencies reporting GHG emissions in support of this system, and provide for the establishment of a national database to underpin the system.

6.2 AUGMENTING EXISTING DATA COLLECTION PROCESS CAN PROVIDE A VALUABLE MEANS TO COLLECT NEW ACTIVITY DATA

The ability to collect and maintain a comprehensive activity data set is a critical component of an effective MRV system. In collecting data for MRV systems (of all scopes and scales) there is value in commencing by augmenting existing processes. This has the advantage of not overburdening stakeholders that possess this data. It is also more sustainable if it is assumed that resources for data collection, maintenance, QA/

QC, data archiving and reporting also accompany these existing processes. Establishing entirely new data collection likely necessitates relatively significant costs and time resources to develop and train for these additional functions. Both Lebanon and the Philippines are augmenting existing data collection processes for their MRV systems.

Lebanon is currently piloting a process to collect new data by piggybacking off the process the Ministry of Industry uses to certify import/export businesses. These entities will be asked additional questions on things like their fuel consumption (for energy and transport purposes), type and quantity of industrial production, etc. While this is basic information, it is considered to provide sufficient data to undertake simple GHG emissions calculations at the business level. In making these changes, a key design consideration was to avoid overly burdening business. Importantly, the additional information will also be used by the Ministry of Industry to better calculate a number of its key indicators. These multiple benefits are important to gain buy-in from other agencies.

In the Philippines, the Environmental Management Bureau is augmenting its self-monitoring reports to include specific questions on GHG emissions. These reports are submitted quarterly by industry and currently cover water, municipal waste, toxic waste, and environmental impacts.

6.3 EXISTING DATA SOURCES ARE A VALUABLE RESOURCE FOR BOTH NATIONAL AND NAMA LEVEL MRV SYSTEMS

The effective use of a wide range of existing data sources is an important element of a successful MRV system (whether national, sectoral or at the NAMA-level). A wide range of existing sources should be considered, including national statistics agencies, government departments/agencies, industry groups, and sector experts. These data may be in aggregated form, and so are particularly useful for national level MRV systems, but they are also valuable for NAMA MRV systems as a means to supplement new, more detailed NAMA-specific data. These data also provide a valuable means to undertake QA/QC and verification of new activity data. Costa Rica and the Philippines in particular are taking steps to utilise existing data sources.

A focus of the Philippines effort to develop a national MRV system has been to utilise existing data sources. To do this a comprehensive review has been undertaken of all potentially relevant activity data. Various processes have been set up to assess what information is currently available, from which sources, and in what form. One of the first tasks conducted was to undertake a gap analysis. This was a consultative process and involved all the relevant agencies. The agencies identified a number of areas where valuable data already exists, as well as other areas that need strengthening. This is being followed up with a more detailed process that includes the classification of data as primary or secondary sources, and categorising the types of information available.

Costa Rica's NAMA MRV system is being designed to access an extensive data set being developed by the Ministry of Agriculture as part of its industry development programme. In fact, Costa Rica is taking the process one step further by integrating the NAMA MRV system with the Ministry's programme. This provides the NAMA with a wealth of existing data to either use as a primary source or for QA/QC and verification purposes. A further advantage of this approach is that it helps to gain buy-in and support from the Ministry. It also enables the NAMA to utilise the Ministry's existing framework for collecting and processing relevant data, including access to technical staff and other necessary resources such as laptop computers and motor vehicles.

Costa Rica is also looking to utilise extensive existing data sets collected by the livestock sector's industry groups. These groups have a wide range of regional and national level data collected over a number of years and maintained electronically. The data has been acquired from a number of sources, including through

ad-hoc questionnaires to members, the group's cattle auction facilities, and information provided by large commercial abattoirs. A further opportunity is the possibility of collaborating with the livestock industry groups to augment their ad-hoc process for updating member's details.

6.4 COLLECTING ACTIVITY DATA FROM INDUSTRY IS EASIER AND MORE EFFECTIVE WHEN THEY SEE VALUE AND BUY INTO THE PROCESS

The ability to acquire data directly from business/industry is important for both national and NAMA MRV systems. Business/industry can be reluctant to provide information for a variety of reasons, such as: they may be asked for the same information from different sources; it may be complicated and time consuming to provide the data; confidentiality is a concern; and no legislation/regulation exists requiring they provide the data. Addressing these issues is an important part of designing effective data collection processes.

Lebanon is working to establish buy-in from business/industry for its national level MRV system. One technique that the Ministry of Environment is applying is to develop a data-reporting tool that collects activity data needed for the GHG inventory, but also provides businesses with a calculator for company-level GHG emissions. This is achieved by an Excel spreadsheet where reporting entities provide information on indicators such as energy consumption in kWh, fuel consumption (gas/diesel oil/LPG), heavy fuel oil (for energy use), raw materials used for industrial processes, etc. The entity's GHG emissions are automatically calculated by applying IPCC default emission factors. The functionality to calculate GHG emissions provides businesses with a useful tool to identify cost reductions and efficiencies and compare their performance against competitors.

Industry support is particularly important for NAMA MRV systems where activity data supplied directly by businesses is the primary source. Costa Rica is addressing this challenge by framing their livestock NAMA in a way that makes economic benefit (productivity) one of the primary objectives. The view in Costa Rica is that by delivering productivity benefits the NAMA will also lead to reductions in GHG emissions. The focus on economic benefits is seen as a pragmatic response to engage individual, often small-scale livestock farmers. These farmers will be vital to collecting activity data and it is felt that the NAMA will need to deliver economic benefits to ensure their continued interest and participation.

Recognising the importance of effectively capturing data, Lebanon has commenced a process to ask business/industry their views. Business/industry will be surveyed on the mechanisms they prefer to use to provide data, for example, whether they prefer existing approaches such as the process of providing annual reports to ministries, or the use of online mechanisms. Their views are also being sought on whether a more centralised data collection process across government would be beneficial. A pilot phase of the survey was launched in late-October 2014.

6.5 COLLECTING ACTIVITY DATA FROM GOVERNMENT INSTITUTIONS IS EASIER AND MORE EFFECTIVE WHEN THEY SEE VALUE AND BUY INTO THE PROCESS

The ability to acquire data directly from government institutions is important for both national and NAMA MRV systems. Like business/industry, government institutions can be reluctant to provide information for a variety of reasons, including: when they see the data as belonging to them; when they are concerned about confidentiality; and when they are not required by legislation/regulation to provide the data. Addressing these issues is an important part of designing effective data collection processes.

The Philippines has focused on accessing existing data and gaining buy-in from relevant government institutions. The decentralised approach adopted makes this particularly important, as other government institutions will be required to collect, submit/process, QA/QC and verify data for their sector. Engagement with these other agencies is being undertaken at three different levels: technical, senior executive, and ministerial. The engagement comprises workshops, training sessions, etc., and includes involving agencies in key decision-making bodies such as 'The Database Keepers Committee', which is responsible for overseeing the design, build and implementation of the database system that underpins the national MRV system.

6.6 ADOPTING A SYSTEMS-BASED APPROACH INCLUDING BUSINESS PROCESS DESIGN, GOVERNANCE, AND IT DESIGN IS IMPORTANT FOR EFFECTIVE MRV

MRV can be best thought of as a system, which includes elements like business process design, governance mechanisms, and information technology (IT) support systems. Data collection, emission factor assessment and development, and emissions calculations are of central importance, but a systems approach helps to make MRV more sustainable and improves transparency, accuracy, comparability, completeness, and consistency.

In Lebanon, ministries recently agreed upon a process to share data across their IT platforms. The Memorandum of Understanding signed enables the Ministry of Environment to directly access relevant activity data from the Ministry of Industry's existing database. This agreement provides the Ministry of Environment with certainty about the type of data, the format, and the time it can be accessed. For the Ministry of Industry, it provides an efficient and consistent means to meet the data provision request. Business processes such as these become increasingly important the greater the range of agencies and data that are collected for the MRV system. The degree to which such arrangements are formalised will depend on a range of factors, such as existing government norms and protocols, organisational relationships and cultural considerations.

The Philippines is developing a new IT support system for its national MRV system. The database is being designed to assist in best utilising the broad range of data currently collected by government departments and institutions. IT systems of this type have the potential to significantly reduce the amount of manual data entry, provide standardised reporting (including to the UNFCCC), assist in effectively archiving data, and may be able to perform automated QA/QC and verification processes.

The Philippines IT support system is being designed in close collaboration with the broad range of potential system users. These agencies have been involved in determining business process design elements such as what data will be made available, when it will be collected, and in what form. Interestingly, this process has also had the effect of making agencies much more aware of the data they have (and could collect) and how it is stored and archived. In the Philippines, some agencies are still collecting and storing data in paper form, so the transition to a full IT support system may take some time.

An integral part of MRV system design in the Philippines has been to agree upon business process design elements with other agencies. The overarching MRV system design that was selected is a decentralised model, with a central co-ordinating agency that houses the database system, but with technical agencies like the Department of Energy and the Philippines Statistics Authority responsible for collecting, entering, maintaining data, as well as undertaking QA/QC functions. The process of agreeing upon this approach helps develop a more complete product, but also helps establish formal and informal networks and assists in gaining buy-in and support. The choice of MRV system design (e.g. decentralised, partially centralised, centralised, etc.) should reflect national circumstances, but business process thinking is universally important.

6.7 IT IS NOT NECESSARY TO IMMEDIATELY LOOK TO INTEGRATE DIFFERENT LEVELS OF MRV SYSTEMS, BUT THERE IS VALUE IN HAVING THE SYSTEMS INFORM EACH OTHER

A fundamental principle of MRV system development is to best utilise existing data. How this is put into practice can be complicated when multiple MRV systems are being developed simultaneously (with each system operating at quite different levels of detail). The reason that this can problematic is that the goals of national level MRV systems and NAMA level systems are quite different. For example, national-level emissions estimates do not require the same fine level of detail that a NAMA-level MRV system needs. Whereas NAMA level MRV systems do not need data from such a wide geographical area.

It is not just LECB countries that are facing the question of how or whether to integrate multiple MRV systems. Many developed countries also grappling with how to integrate data with different levels of detail. Developed countries may for example have data from offset programs or emissions trading schemes in addition to the data they collect as part of their national GHG inventory. Particularly for developing countries, rather than seeking to immediately integrate data, a more reasonable goal could be to have the different systems inform each other. For example, MRV systems operating at different levels can be used for QA/QC or verification purposes.

Chile is not integrating new activity data from their NAMA MRV systems into their national GHG inventory, although this is a long-term goal. Chile has an established inventory system that collects data from a range of existing sources, including the national statistics agency and other government agencies. This includes a continuous improvement process. The new MRV systems being built for Chile's various NAMAs are therefore able to focus on collecting the activity data required for the NAMA. Over time there will likely be opportunities for Chile to utilise activity data or emissions factors from NAMA MRV systems into the inventory.

6.8 INCREASING COMPARABILITY AND CONSISTENCY ACROSS NAMA MRV SYSTEMS IS POSSIBLE WITHOUT COMPROMISING NAMA DEVELOPMENT

Chile is developing a national NAMA MRV framework to inform MRV system design across the broad range of NAMAs currently being developed. This innovative response to MRV system development evolved as a result of a perceived need to ensure consistency and comparability across NAMAs. It also evolved as a direct response to a perceived lack of international guidance on NAMA MRV systems. The MRV framework is intended to provide NAMA proponents with guidance that is sufficiently detailed so practitioners can use it as a tool, but also to have enough flexibility to enable the development of MRV systems to address the specific NAMA needs. Processes are being developed that proponents can follow, such as how to select indicators, determine baselines and targets for indicators, and develop and approve MRV plans. Another important element of the MRV framework is the development of templates for NAMA proponents, such as for MRV plans and a national NAMA progress report template. It is understood that the Framework is already generating considerable interest amongst NAMA proponents in Chile.

7 Conclusion and Recommendations

LECB countries are undertaking a range of excellent work as they establish MRV systems. Most countries are now at the planning/design stage and are developing systems with different scales and scopes, utilising a range of different guidance, and incorporating to a greater or less degree fundamental technical elements. Although countries are making good progress, the survey results suggest that there are several fundamental areas of system design that could be better incorporated into LECB countries' MRV systems.

One broad area where such support would be valuable is guidance on the practical use of the range of tools that the IPCC provides for estimating GHG emissions and removals. This includes how the use of the IPCC Guidelines, various guidance and IPCC emissions calculations templates could be applied in the design of an MRV system.

LECB countries are also generally in need of technical assistance on QA/QC and verification, including practical tools. Incorporating QA/QC and verification into MRV systems is a good example of where countries should be encouraged to think strategically for the longer-term, but to implement incrementally. Such an approach helps ensure that simple opportunities to incorporate QA/QC and/or verification approaches into MRV systems are not missed, but also recognises specific national circumstances and capabilities. The IPCC training suggested above could target QA/QC and verification in addition to other technical areas that countries identify.

To supplement formal training opportunities, the LECB Programme could consider facilitating informal networks of technical experts related to MRV in LECB countries. These national experts could share amongst themselves how they are approaching aspects of systems design such as QA/QC and verification. Small groups could meet either in person or virtually in sessions facilitated by a leading MRV expert.

In addition, it is recommended that the LECB Programme facilitate formal opportunities for MRV system information sharing such as mutual peer reviews. Such a review would provide a country with a different technical perspective. A similar initiative has been underway in Asia for the last 12 years, where technical experts come together annually for workshops on GHG inventories[3]. The initiative includes the opportunity for countries to undertake a mutual 'review' of a sector of their inventory. The UNFCCC provides formal processes, but such a system could provide countries with an obligation-free opportunity to incorporate improvements suggested by a peer. Reviews of this type assist not just the country being reviewed, but also afford the experts undertaking the review an opportunity to learn more about how other countries undertake MRV.

3 The Workshop on GHG Inventories in Asia (WGIA) is an annual event funded by the Government of Japan. For further information see - http://www-gio.nies.go.jp/wgia/wgiaindex-e.html

Annex 1. Case Study on Measurement, Reporting and Verification in Chile

ABSTRACT

This paper outlines work being undertaken on measurement, reporting and verification (MRV) in Chile under the Low Emission Capacity Building Programme (LECB Programme). The paper considers the MRV of greenhouse gas (GHG) emissions, as well as socio-economic and environmental indicators. It does not address MRV of support. The paper focuses on work being undertaken in Chile to develop a national NAMA MRV framework and to develop the NAMA MRV system for the self-supply renewable energy (SSRE) NAMA.

The paper is structured around three substantive sections. The first section outlines the political and organisational context for MRV in Chile. The second describes progress on the first of the two major MRV initiatives being undertaken in Chile – a national NAMA MRV framework. In this section the relationship to the GHG inventory, guidance used to develop the framework, and various design elements are examined and key potential areas for further consideration are identified. The third outlines work on the second major initiative - the MRV system for the SSRE NAMA. This section focuses on system design considerations, use of the existing online platform, data collection and the emissions factors used.

1. POLITICAL AND ORGANISATION CONTEXT

The 2008 National Climate Change Action Plan (NCCAP) frames Chile's response to climate change. The NCCAP sets out six broad lines of action, including identifying mitigation as a way to improve quality of economic growth, reduce overall GHG emissions and decrease adaptation costs[4].

As part of the Copenhagen Accord, in 2009 Chile pledged to take NAMAs to achieve a 20 per cent deviation from business as usual emissions growth trajectory by 2020, projected from the year 2007[5]. The pledge was premised on receiving a relevant level of international support. Energy efficiency, renewable energy and land use, land-use change, and forestry (LULUCF) measures were identified by Chile as the main focus of its NAMAs.

The promotion of renewable energy was also included as one of the six pillars of the Government's National Energy Strategy (2012) and in the National Energy Agenda (2014). Major drivers for the promotion of renewable energy supply in Chile are high energy prices and a dependence on imported fossil fuels. Addressing these issues is part of the Government's broader development objectives. There has been active support by government agencies for programmes to promote renewable energy, including through the SSRE NAMA, which was developed by the Ministry of Energy, the Centre for Renewable Energy (CER), and

4 The Second National Communication submitted by Chile in 2011.

5 http://unfccc.int/files/meetings/cop_15/copenhagen_accord/application/pdf/chilecphaccord_app2.pdf

the Production Development Corporation (CORFO) with support from Germany and the UK through several initiatives. The CER is further developing the SSRE NAMA.

The Office of Climate Change (the Office) within the Ministry of Environment is responsible for preparing the national GHG inventory and for national oversight of NAMA development. Individual NAMAs and their associated MRV systems are being designed by technical agencies such as the CER. The LECB Programme is working with the Office to support the NAMA MRV framework and the national GHG inventory. The LECB Programme is also providing assistance to develop a voluntary carbon management system and Low Emission Development Strategy in Chile.

2. NATIONAL NAMA MRV FRAMEWORK

Chile is establishing a national NAMA MRV framework (the Framework) to provide guidance to the broad range of proponents currently developing NAMAs in Chile. The Framework is also intended to assist in developing standardised institutional arrangements for existing MRV systems. The establishment of a national NAMA MRV framework is an innovative approach. If successful, it could provide a valuable model for other countries where multiple NAMAs are being developed. The practical guidance outlined in the Framework could also potentially provide a useful additional reference for individual NAMA proponents designing MRV systems outside of Chile.

Work to develop the Framework commenced in May 2014, so the Framework is still in the early stages of development. The case study presents the situation in October 2014. The Office advises that the Framework will be finalised by early 2015.

2.1 Systems design and guidance applied

Significant efforts are being undertaken in Chile across a range of public and private organisations to develop NAMAs. There are currently five NAMAs at various stages of development that are registered in the UNFCCC NAMA registry. There are a further nine NAMAs that are actively being considered. These NAMAs cover numerous sectors. The most advanced - the SSRE NAMA - obtained funding from the NAMA Facility[6] for implementation. The other NAMAs currently at the development phase relate to: forestry, organic waste, clean production agreements, and sustainable urban transport in the Santiago metro area.

The Office advises that the decision to commence work on a national NAMA MRV framework was informed by a desire to ensure consistency and comparability across the broad range of NAMAs being developed. It is understood that there is also a view that international guidance is currently insufficient to assist NAMA developers in designing and implementing their MRV systems. The Office advises that a guiding principle for the Framework is that it provides necessary guidance, but is sufficiently flexible to enable the development of MRV systems that address the specific needs of the NAMA. In this way the Office is creating an enabling environment for NAMA MRV systems to develop, rather than to be overly prescriptive.

6 The NAMA Facility is a joint initiative of Germany's Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety and the United Kingdom's Department of Energy and Climate Change. It was set up to support developing countries and emerging economies that show leadership in tackling climate change and want to implement ambitious climate protection measures (NAMAs). For more information see: http://www.nama-facility.org/news.html

2.1.1 Alignment with GHG inventory

Chile has at this stage decided not to integrate activity data collected under NAMA MRV systems into their national GHG inventory. This is an important design choice. Chile has an established national inventory that collects data from a range of existing sources, including the national statistics agency and other government agencies. The Office advises that the focus of NAMA MRV systems should be collecting detailed activity data to meet the specific purposes of the NAMA.

Recognising this design choice, there could still be opportunities for data from the national GHG inventory to provide a valuable quality assurance/quality control (QA/QC) tool for NAMA MRV systems. Over time there may be increasing opportunities to utilise activity data or emissions factors from NAMA MRV systems into the GHG inventory. The Office advises that over the long term it will look to integrate national GHG inventory and NAMA MRV systems.

2.1.2 Guidelines informing systems design

It is understood that while the IPCC's Guidelines for National Greenhouse Gas Inventories[7] are not directly being referenced in the Framework, the principles that underpin the guidelines such as transparency, accuracy, comparability, completeness, and consistency are implicit in the design of the Framework. There may be value in making this reference more explicit to increase recognition of the role of that the IPCC Guidelines could play domestically with NAMA developers, and potentially provide increased international credibility for the Framework.

The Framework utilises the causal chain analysis set out in the draft Policy and Actions Standard 2014, which is being developed under the banner of the Greenhouse Gas Protocol[8]. The draft Framework provides guidance on how to apply the causal chain analysis to inform the selection of indicators for the MRV system. It is understood that several NAMA developers are already looking at applying the causal chain analysis to assist in identifying indicators.

2.1.3 Integrating baselines and target setting

The draft Framework integrates the process of setting baselines and targets into the NAMA MRV process. This is a different approach to that adopted internationally for national GHG inventories where targets are set independently of the national GHG inventory. For an inventory, indicators are identified and evaluated to measure actual GHG emissions and removals. These indicators are then measured and re-measured to determine any change. In this way the national GHG inventory is used to determine the baseline against which the target is formulated, and progress toward the target is measured annually by actual GHG emissions and removals.

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7 The IPCC's Task Force on National Greenhouse Gas Inventories has produced a series of guidelines and guidance for national GHG inventory compliers including: the Revised1996 IPCC Guidelines for National Inventory Greenhouse Gas Inventories; the 2003 Good Practice Guidance for Land Use, Land-Use Change, and Forestry: and the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.

8 The Greenhouse Gas Protocol is a partnership between the World Resource Institute (WRI) and the World Business Council for Sustainable Development (WSCSD). The Greenhouse Gas Protocol is currently developing two new standards to cover 'mitigation accounting'. The Policy and Actions Standard is one of these standards. See http://www.ghgprotocol.org/mitigation-accounting

A similar approach has been adopted for developing countries as part of the MRV framework for REDD+ (reducing emissions from deforestation and forest degradation). Under REDD+, separate processes have been established for establishing baselines/targets and for MRV. The framework for REDD+ reference levels or reference emission levels, which are projections of emissions/removals, was developed through a separate process to the development of national forest monitoring systems and the specific MRV approach established for REDD+.

From a practical perspective, emissions calculations used for national GHG inventories are developed and can evolve to identify and measure those variables responsible for changes in emissions and removals. Importantly this includes being able to track changes in emissions and removals resulting from policy or programmes implemented by government. This logic provides valuable guidance for NAMA MRV systems where indicators should be selected to ensure that the combination of activity data and emissions factors adopted can capture the effects of the policy/programme levers that governments apply through the NAMA.

An important element of the approach adopted in the Framework is the establishment of a step-wise and iterative approach to the development of indicators, targets and policies. This enables NAMAs to be refined to ensure that they are meeting their objective. For example, if preliminary calculations under a NAMA (activity data multiplied by emissions factor) suggest that the initial policy target cannot be met, the policy can be redesigned or the target reduced. There is clearly therefore value in such an approach. However, it may be that this method is suited only where NAMAs are developed by a more 'top down' national approach, rather than at an agency/departmental level. The iterative approach applied in the Framework may be redundant if applied to agency/department level NAMAs, as targets and indicators may have already been fixed by broader government priorities and therefore are not able to be adjusted during the NAMA development process.

2.1.4 Integrating MRV into NAMA design

The issue of when to integrate MRV into NAMA design is an important design consideration. An advantage of the iterative approach set out in the Framework is that MRV is considered at an early stage in the NAMA development process, and there is flexibility to adjust the MRV system on the basis of potentially changing broader objectives of the NAMA. One of the risks of leaving MRV system design until late in the NAMA development process is that it might turn out to be not practical to implement the proposed MRV system to effectively measure the NAMA. For example, it may not be feasible (practically or financially) to collect the activity data that is required as part of the emissions calculation that underpins the NAMA. The LECB Programme officials in Chile don't consider this to be an issue in Chile.

2.1.5 MRV for non-GHG indicators

The Framework is being primarily designed to measure GHG emissions and emissions reductions, but the principles that underpin the Framework are equally applicable to non-GHG indicators. This is a fact that is underlined throughout the Framework.

2.2 QA/QC and verification

The application of QA/QC techniques is essential to an effective MRV system. It is an area that is often not fully developed in NAMA MRV systems.

The Framework provides for the establishment of an MRV plan and includes a template for the plan. This is a useful step as part of a QA/QC system. The Framework provides that the MRV plan is prepared by the NAMA developer and then validated and approved by the Ministry of Environment. Under the Framework, the

MRV plan is a valuable verification tool as it provides a reference point against which a verifier can assess whether the MRV system does what it was established to do as specified in the Plan.

There may be benefit in making more explicit how QA/QC is built into the Framework. One simple way to signal the importance of QA/QC could be to have a section or sub-section dedicated to the subject. QA/QC is best designed and implemented when it is integrated throughout the MRV system, but a dedicated section could potentially highlight to NAMA developers the importance of incorporating QA/QC techniques. For example, there may be opportunities to make NAMA proponents aware of simple quality control techniques such as checking emissions calculations formulas, using checks for inconsistency, standardizing processes, or using existing data as a quality control check for any new activity data that is being collected.

Another area where many NAMA MRV systems could be further developed is verification. It is understood that many NAMA developers are waiting for further international guidance on how to implement verification into NAMA MRV systems. This could be one reason why verification is not specifically addressed in the Framework. That said, drawing on the work of the International Panel on Climate Change's (IPCC) Task Force on National Greenhouse Gas Inventories (NGGI) there are some basic verification techniques that could be valuable for NAMA MRV systems[9]. Whilst the Guidelines are designed for national GHG inventory compilation, they provide an important reference for NAMA MRV systems. The Framework could, for example, include a process where the MRV system is assessed either by a data/statistical expert working elsewhere in the department or another government department. In addition to meeting broad verification objectives, this process could generate some valuable insight – an external perspective can often identify areas not obvious to someone dedicated to the system development.

3. MRV FOR THE SSRE NAMA

3.1 Systems design considerations

The most advanced NAMA being developed in Chile is the SSRE NAMA. The Centre for Renewable Energy (CER) developed the NAMA MRV system, which is based around an online platform that the CER uses to record a range of data for both self-supply and grid-connected renewable energy projects. The NAMA only relates to self-supply renewable energy projects. The CER is currently considering how to augment the platform to incorporate a range of additional indicators (including non-GHG metrics) and develop key additional functionality such as QA/QC and verification.

The online platform creates an excellent base for a NAMA MRV system. Interestingly, the primary driver for initially developing the system was to track and monitor renewable energy projects, rather than being a custom-made system for GHG emissions. The system was designed to enable step-by-step monitoring of progress and a complete database of projects. The system has proven to be a successful tool for tracking projects. The collection and recording of data for GHG emissions was not part of the core functionality under the initial project. That said the activity data collected by the CER in combination with the emissions factors applied are sufficient to enable CER to estimate the GHG emissions reductions associated with the self-supply projects.

9 The NGGI has produced a series of guidelines and guidance for national GHG inventory compliers including: the Revised1996 IPCC Guidelines for National Inventory Greenhouse Gas Inventories; the 2003 Good Practice Guidance for Land Use, Land-Use Change, and Forestry: and the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.

The MRV system for the NAMA currently comprises the online platform and basic archiving and reporting functions. Important associated functions such as QA/QC, verification, uncertainty analysis and emission reporting functions have not yet been development. While the NAMA utilises an online platform to collect data and undertake emissions calculations, the MRV system is currently only operational within the CER. A programme of work is currently underway to further develop the MRV system for the NAMA.

3.2 Utilising existing systems

A range of data are collected and recorded via the online platform for self-supply projects. For example, data is collected on: the renewable energy source and technology, installed capacity, state of the tender if it is needed, whether further finance is required, and a number of other indicators.

In addition to tracking projects, a key requirement of the online platform is to inform government policy-making on renewable energy, including guiding investment decisions. The tool provides policy-makers with maps illustrating where projects are located, by renewable energy source, and generation capacity at each project site. The tool also provides decision-makers with valuable information on renewable energy generation (and emission reduction) potential. To do this the system calculates on a project-by-project and aggregate basis the potential emission reductions compared against the baseline scenario. This involves comparing the actual energy source multiplied by usage with the proposed renewable energy technology multiplied by usage. It also provides decision makers with information on estimated costs of generation to aid in investment decisions. Almost 300 self-supply projects are currently included in the system.

3.3 Data collection

Data is currently entered into the MRV platform by staff in the CER. Data is gathered from a range of sources, in particular from other government agencies that promote renewable energy programmes through a range of means including subsidies. For example, the Ministry of Agriculture manages a programme that encourages renewable energy generation to support irrigation projects. Government agencies provide data (usually in the form of Excel spreadsheets) to the CER from their internal systems. Agency data is supplemented by data gathered by the CER from other public sources.

The data entry process is currently undertaken completely within the CER via a manual data entry process. This is time consuming and creates the potential for human data entry errors; particularly given a QA/QC system is yet to be developed. It is understood that CER is examining options to enable a broader group of users to enter data into the system. This could include other government agencies and potentially also project proponents.

3.4 Planned improvements

The CER is currently considering options to augment the online platform. The CER advises that it currently has sufficient information for GHG emissions calculations, but is considering adding new functionality to collect additional information such as on non-GHG indicators like job created, improvements in air quality, etc.

The CER advises that a range of stakeholders will be included in this process, in particular the private sector, which it sees as critical to shaping the range of indicators included in the NAMA MRV system. This will be the first such consultation with stakeholders. As the online platform was initially intended for internal agency purposes a consultation process with the private and public sector stakeholders was not undertaken.

A further possible augmentation to the system could be to enable a broader group of stakeholders to input data. This could include other agencies and potentially NAMA proponents. The consultation process could include canvassing views on the value of such an amendment.

3.5 Emissions factors

The online platform uses electricity system emission factors developed by the Ministry of Energy for the two main grid electricity systems in Chile – SIC and SING. These emissions factors were developed in accordance with the IPCC 2006 Guidelines for national GHG inventories. Emissions factors were developed for the two other grid systems – Aysén and Magallanes – using the methodology adopted by the Ministry of Energy. The online platform also uses fuel emissions factors for the fuel sources replaced by the SSRE NAMA. The Ministry of Energy developed the emissions factors for each of the grid systems using the IPCC 2006 Guidelines. The sources, calculation and assumptions for each emissions factor are detailed in a set of user manuals that are available via the online platform.

A study was commissioned by the LECB Programme to define country specific factors for different fuel types. The Office is currently discussing the outcomes of this work with the Ministry of Energy.

4. CONCLUSIONS

Chile is focusing on delivering a national NAMA MRV framework (the Framework) to inform MRV system design across the broad range of NAMAs currently being developed domestically.

Chile's innovative response to MRV system development evolved as a result of a perceived need to ensure consistency and comparability across NAMAs and to provide NAMA proponents with additional, detailed guidance on MRV system design. Importantly, the Framework is intended to provide practical guidance, but be sufficiently flexible to enable the development of MRV systems that address the specific needs of the NAMA. It is understood that the Framework is already generating considerable interest amongst NAMA proponents in Chile.

Two areas where additional practical guidance could be particularly valuable are quality assurance/quality control (QA/QC) and verification. It will be important that the framework highlights the importance of QA/QC and verification to NAMA proponents, and identifies concrete options for how these foundation elements of an MRV system can be integrated into NAMA from their inception.

Chile's self-supply renewable energy NAMA provides a useful example of how MRV systems can be built off existing platforms, but also how MRV is more than just a data collection and emissions calculation tool. Chile's Centre for Renewable Energy (CER) is currently investigating modifying its online platform to make the system available to a broader range of users, to incorporate a range of additional indicators (including non-GHG metrics), and develop key additional functionality such as QA/QC and verification.

Annex 2. Case Study on Measurement, Reporting and Verification in Costa Rica

ABSTRACT

This paper outlines work being undertaken on measurement, reporting and verification (MRV) in Costa Rica under the UNDP Low Emission Capacity Building Programme (LECB Programme). The paper considers the MRV of greenhouse gas emissions, as well as socio-economic and environmental indicators. It does not address the MRV of financial support. The paper focuses on the NAMA MRV system being established for a livestock NAMA, as that is the current focus of the LECB Programme.

The paper is structured around five substantive sections. The first section outlines the political and organisational context in Costa Rica. The second describes the major system design considerations, including the primary focus on economic benefits to farmers. The third outlines the practices that are incentivised under the NAMA, which are based around the concept of rotational grazing. The fourth describes data collection processes, both direct measurement and making use of other available sources. The choice of indicators, field-testing process, and assessment of indicators under the direct measurement process are examined in detail. The use of existing and new national and local data sources under the NAMA is also considered. The fifth describes the use of emissions factors for the national greenhouse gas inventory and NAMA and the relationship between the two.

1. POLITICAL AND ORGANISATIONAL CONTEXT

In 2007, Costa Rica launched an international undertaking to become carbon neutral by 2021 (the 200-year anniversary of independence). Costa Rica's new president recently reinforced this commitment at the UN Secretary General's Climate Summit in September 2014. This undertaking can be seen to frame the Government's domestic response to climate change.

The Government of Costa Rica is working to develop a domestic voluntary carbon market to support its international pledge. Companies participating in the programme undertake a process to assess their emissions profile. The market then provides a mechanism whereby companies, if necessary, can purchase emission reductions and/or sequestration in order that they be judged to be carbon neutral. To date thirteen companies have been certified. Another major initiative, which was established in the 1990s, is the national fund for financing forests (FONAFIFO). This initiative provides direct payments to owners of small natural and plantation forests to protect these forests and the ecosystem services they provide. FONAFIFO is funded from a tax on fuel of 3.5 per cent. The Government of Costa Rica, the World Bank and the private sector also provide financial support. It has resulted in the doubling of forest cover from 26 per cent of total land area in 1984 to 52 per cent in 2014[10].

10 SINAC, 2013 - http://www.sinac.go.cr/Paginas/Inicio.aspx

The Ministry of Environment and Energy (MINAE) is the government department with primary responsibility for climate change in Costa Rica. MINAE is focused on developing a range of mitigation measures (in the form of NAMAs) to support the Government's international pledge. The UNEP DTU is currently working with MINAE and the Ministry of Agriculture to develop an overarching low carbon development strategy. In the meantime a more ad-hoc approach is being taken where individual departments are developing NAMAs in areas where they identify mitigation opportunities.

The livestock NAMA is the second NAMA to be developed for the agriculture sector. A coffee NAMA has been in development for the last three years. In December 2013 it was approved for implementation under the NAMA Facility[11]. The Ministry of Agriculture (MAG), under the umbrella of the MINAE, has undertaken work on both NAMAs. The focus on beef and dairy cattle livestock for the NAMA fits well from both an economic and mitigation perspective. The production of beef and dairy cattle in Costa Rica accounts for 30.6 per cent of Costa Rica's total emissions[12]. Beef and dairy cattle in Costa Rica are farmed in a diverse range of soil types, climatic zones and altitudes. Cattle are grazed in open pastures with minimal supplements provided, in particular for the beef sector.

The LECB Programme commenced on 1 March 2013. The primary focus of work in the first year was to build capacity and understanding in government departments and with other stakeholders of the objective of the NAMA concept. MAG is currently rolling out a pilot phase of the livestock NAMA across 100 farms nationwide. The LECB Programme is supporting a sub-component of this pilot programme in twenty farms.

2. SYSTEM DESIGN CONSIDERATIONS

The livestock NAMA is still in development. The activities being promoted under the NAMA and the MRV of the impact of these activities are currently being piloted for six months in 100 farms.

A key defining feature of the livestock NAMA in Costa Rica is the focus on delivering both economic and mitigation benefits. The focus on economics is seen as a practical response to what has been identified as the primary implementation challenge: without active and sustained engagement by the private sector (the farmers and the industry groups) it will be difficult if not impossible to implement the NAMA. It is understood that key actors in MAG and the National Chamber of Meat Producers (CORFOGA) are planning to address this challenge by promoting practices that lead to both productivity and mitigation improvements under the banner of rotational grazing.

The focus on economics is also a process related response. The NAMA is piggybacking off an existing MAG project to improve livestock productivity in beef cattle. By piggybacking off this existing process the NAMA gains buy-in from MAG, but it also importantly enables the NAMA to utilise an existing framework for collecting and processing relevant data. This includes the necessary technical staff, but also technologies (such as electronic ear tagging) and other necessary resources such as motor vehicles.

11 The NAMA Facility is a joint initiative of Germany's Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety and the United Kingdom's Department of Energy and Climate Change. It was set up to support developing countries and emerging economies that show leadership in tackling climate change and want to implement ambitious climate protection measures (NAMAs). For more information see: http://www.nama-facility.org/news.html

12 Costa Rica's Second National Communication to the UNFCCC Secretariat (October 2009).

The MAG livestock productivity project also addressed soil erosion resulting from certain grazing practices and other adaptation related areas. These elements have been included in the livestock NAMA. This holistic approach to farming systems, which focuses on promoting actions that improve productivity, mitigation and adaptive capacities fit well with what is broadly described as climate-smart agriculture (CSA). CSA is a major area of global focus for the agriculture sector, as evidenced by the recent establishment of the Global Alliance on Climate-Smart Agriculture at the UN Secretary General's Climate Summit in September 2014.

The NAMA pilot project is being run in the Brunca region of Costa Rica. This region has a strong livestock industry with farmers willing to test advanced farm management practices. The Brunca region is also home to a very strong livestock industry group - the Livestock Association of the Brunca Region (ACGUS) – which provides members with a range of technical and financial services and support. ACGUS also owns and manages the local stockyard and auction house.

A major emphasis in the development of the NAMA to date has been engaging with stakeholder groups such as ACGUS, in particular in the private sector. CORFOGA, including its regional offices, has been involved from an early stage of the work. In addition, the National Chamber of Milk Producers (CNPL) and the largest milk production cooperative in Costa Rica (Dos Pinos) have been consulted.

Taking into account these system design considerations, project-specific design components of the MRV system such as indicators, target project activities, emission factors, and quality assurance/quality control (QA/QC) are discussed in Sections 3 and 4.

3. PRACTICES INCENTIVISED UNDER THE NAMA

An initial set of practices for use in the pilot project was developed using existing information and relying on expert judgement. It is expected that this list of practices may change at the conclusion of the initial phase of the pilot programme.

The practices were agreed by a group of stakeholders comprising technical staff from CNPL, CORFOGA, Institute of Innovation and Technology Transfer in Agriculture (INTA), LECB, the Tropical Agriculture Research and Higher Education Sector (CATIE), the International Centre for Tropical Agriculture (CIAT) and MAG. The practices selected for inclusion in the NAMA are based around the concept of rotational grazing. The specific list of activities covered is: better fertilizer use; improved pastures; rotational grazing; and use of live fences. CORFOGA advises that these practices were made deliberately broad, so as to provide the farmers with flexibility to emphasise the aspects they see as working best for them. The ultimate aim of the practices is to develop precision livestock locally and adapted to local conditions.

The practices were selected from a range of actions currently promoted by MAG. Selection criteria were developed to assess the relative effectiveness of these practices for the NAMA and these criteria were then ranked. The highest priority was accorded to a hybrid criterion that included productivity, profitability and emission reductions. UNDP officials in Costa Rica advise that the rationale behind this hybrid criterion is that reducing inputs to processes (fertilizer, feed, etc.) will both increase productivity and reduce emissions. The criterion ranked second in importance was the availability of the technology and whether it was proven at the farm level. Other criteria included were an ability to produce measurable results in the short term, acceptance of the practise by farmers (social and economic acceptance), and increasing resilience to the effects of climate change.

The pilot project is expected to provide a more complete understanding of the practices being promoted and their relative benefits. UNDP advises that this could help in the development of a marginal abatement cost curve (MACC) or similar analysis that could inform which practices to prioritize under the NAMA.

4. DATA COLLECTION

4.1 Direct measurement

An extensive on-farm direct measurement process is being developed for the NAMA.

4.1.1 Choice of indicators

An initial set of indicators on which data will be collected has been developed for the pilot project. UNDP officials in Costa Rica note that the list of indicators is deliberately more comprehensive than will be applied for the next phase of the project. They see the pilot phase as a chance to test ideas and build understanding. The same stakeholder group that established the NAMA practices agreed to the indicators selected.

Some indicators require collecting data on a daily basis, such as the volume of milk produced per cow and per farm. Other indicators will be measured every six months, annually, or only when needed (such as when they purchase new equipment). Data will be collected in paper form with the farmers working with technical experts from CORFOGA and MAG who are based in the region. A representative from CORFOGA and MAG will work on the pilot project. The LECB Programme will also hire an expert to lead and manage the NAMA process in the Brunca region. The data collection process is divided up into two parts – less technical, more frequent measurements that the farmers complete themselves and additional measurements collected by the farmer and the technical staff. Much of the responsibility for data collection will fall to the farmer.

The technical experts will be responsible for compiling the information collected into Excel spreadsheets. The volumes of data that will be gathered during the pilot phase and beyond necessitate the establishment of processes to store and archive the data. This decision should include consideration of how to build in quality control techniques. At this stage no quality control techniques have as yet been identified.

Data collection by the technical experts is likely to be time consuming. The farms, although all contained within one region, are spread over a large geographic area and the roads into the farms are often rocky, steep and difficult to access. This impacts on the technical expert resources required for collection purposes. For the pilot project this is not likely to be a factor, but it could be a design consideration when the pilot programme is scaled up.

4.1.2 Field test

A sub-set of three farms in the LECB pilot is currently collecting measurements to test the practicality of the indicators, including the impacts on farmers' time. UNDP officials in Costa Rica advise that the list of indicators could be revised before an updated indicator set is provided to the wider group of 100 pilot farms. Most beef cattle farmers in particular currently collect almost no data, so it will require a cultural shift to engage in the daily collection of data as will be required for the NAMA. This additional imposition on farmers' time suggests that they will be looking to see results in the short-term to justify the effort involved.

4.1.3 Assessment of indicators

It is planned that data will be collected against an extensive range of indicators. It will be important that the indicators selected capture any improvements that farmers are creating. It is suggested that further work could be undertaken to demonstrate how the indicators align with measuring progress under the NAMA practices. It will also be important to ensure that the data collected aligns with work being undertaken to develop Costa Rica's country-specific emissions factors. This is important so that the emissions calculations are able to reflect the emissions reductions arising from the NAMA activities. A risk is that you have good, specific activity data and a country specific emissions factor, but the two cannot be used to produce an emissions calculation.

4.2 Existing or external data

Existing data sources such as national bureaus of statistics can be used to fill gaps in direct measurement and as part of a comprehensive QA/QC process.

4.2.1 Utilising existing national data sources

The National Institute of Meteorology (IMN) currently prepares the greenhouse gas inventory for the agriculture sector, with the support of INTA. While the information used for the inventory is primarily aggregate, national level data, it may provide useful information for quality control purposes.

IMN collects national and regional data on rainfall and temperature. This information could be useful to determine whether climatic conditions are having an impact on the indicators that are being measured under the NAMA.

4.2.2 Utilising existing local data sources

Industry groups can be a useful data source for the pilot and national NAMA phases.

The regional members association of CORFOGA in the Brunca region collect a range of data that could be used for the NAMA MRV system. For example, ACGUS collects information on the sex, weight and price for all animals sold through their cattle auction facility. They have a time series of approximately five years for this data that is stored electronically. ACGUS advises that this information could be provided for the NAMA MRV system. Data is also collected on the health of animals auctioned. A random selection of thirty animals for each auction is tested for brucellosis and tuberculosis. This data is also stored electronically by ACGUS. In addition, ACGUS is working with several universities and research institutions in Costa Rica. These could provide a further source of data for the MRV system.

For the pilot phase of the NAMA, this data could be supplemented through ACGUS's existing membership. ACGUS has a database with basic information about its members. This information is updated on an ad-hoc basis via a survey. ACGUS informally indicated it could possibly ask members some further questions in the next survey for use in the NAMA MRV system. Examples of the type of information that could be collected is the farm use (cattle, dairy, dual purpose), size of farms in hectares, and number of cattle.

CORFOGA advises that it collates regional level data such as that collected by ACGUS. In addition to collecting regional data from cattle auctions, CORFOGA also collects data from the larger abattoirs operating across Costa Rica.

4.2.3 Utilising new local and national data sets

The MAG programme on which the NAMA is piggybacking will provide a comprehensive data set that could be used for quality control purposes for the NAMA MRV system. As part of this programme, MAG will electronically tag all animals. The electronic tags will record information such as gender, breed, lineage, date of birth, chain of ownership from birth to death, name of the owner and location of the farm, and the weight of the cattle. It will also include basic information on the health of the cattle, such as whether it has been tested for brucellosis and tuberculosis.

5. EMISSIONS FACTORS

Research to develop a country-specific emission factor for beef cattle has been underway in Costa Rica for several years. The NAMA will leverage off this research.

5.1 National GHG inventory emissions calculations

INTA advises that it has used an IPCC tier 2 approach for methane emissions from beef and dairy cattle for Costa Rica's most recent national GHG inventory. The estimate was developed using survey information collected by CORFOGA from which a modelled time series of cattle populations was derived (disaggregating by sex and breed).

5.2 Emissions factor development

INTA is continuing its work to develop country-specific emissions factors for beef and dairy cattle. INTA advises that the focus of this work is on developing emissions factors for the different kind of forage, including native grass and brachiaria brizantha. This involves a detailed research programme being run in collaboration with the National Technical University (UTN). The research involves directly measuring methane emissions from cattle using the SF6 tracer technique and gas chromatography.

The work was only commenced after preliminary analysis suggested that the IPCC default emissions factor might not be a good approximation for the conditions in Costa Rica. This is an important first step, as much time and energy can be invested developing country specific emissions factors where IPCC defaults already provide a good estimate. Another important consideration is whether the emission source is a key category[13]. As noted above, methane emissions from beef cattle is a significant contributor to total emissions.

Initial research undertaken at Costa Rica's National University of Technology (UTN) indicates that as suspected the IPCC default does not provide a good approximation for methane emissions for beef and dairy cattle in Costa Rica. The IPCC factor is less well suited to the environmental and climatic conditions in Costa Rica. Further work is required, but the intention is for the research to culminate in a peer-reviewed journal article and for the emissions factor to be used for both the livestock NAMA and the national GHG inventory.

The LECB Programme recently funded an expert from the University of Florida to undertake a peer review of the research being undertaken at UNTN. The findings were positive. LECB Programme officials in Costa Rica advise the peer review concluded the study should enable Costa Rica to have a better understanding of emissions from livestock in tropical conditions based on different diets.

13 As per the IPCC Guidelines for national inventory compilation

5.2.1 Emissions factors for the NAMA

The primary practice improvement under the NAMA is rotational grazing. UNDP officials in Costa Rica have not yet assessed how the change in practice and the activity data being collected under the NAMA would then utilise the emissions factor work being undertaken measuring emissions from cattle eating native grasses and brachiaria brizantha. As noted above, it is important to ensure that the detailed activity data and country specific emissions factors can be used to measure emissions reductions resulting from the NAMA practice (rotational grazing).

6. CONCLUSIONS

Costa Rica is focusing on establishing a NAMA MRV system for its livestock NAMA. UNDP officials in Costa Rica are working closely with the Ministry of Agriculture and a range of other stakeholders to pilot a data collection process that should provide a valuable and comprehensive set of activity data. It is intended that the NAMA MRV system will combine these data with country specific emissions factors that are being developed as part of an ongoing program for the national GHG inventory.

A defining feature of the NAMA being developed in Costa Rica is the focus on delivering economic benefits as well as GHG emission reductions. The delivery of these economic benefits through productivity improvements is in some ways the primary driver of the NAMA.

The view in Costa Rica is that by delivering productivity benefits, the NAMA will also lead to reductions in GHG emissions. The focus on economic benefits can be seen as a pragmatic decision in order to best engage individual, often small-scale livestock farmers. These farmers will be vital to collecting activity data and it is felt that the NAMA will need to deliver economic benefits to ensure their continued interest and participation. An economic focus is also helping to engage a range of institutional stakeholders, including the Ministry of Agriculture and a range of industry groups, and create synergies with existing work. Focusing on productivity improvements provides a valuable tool to engage industry, but it remains important that the NAMA MRV system is able to calculate accurately, cost effectively, and reliably the emissions and changes in emissions associated with the practices being encouraged under the NAMA. This requires collecting activity data and emissions factors that, when combined, demonstrate the effect of the practices being implemented under the NAMA.

Costa Rica, like a number of other LECB countries, is seeking to piggyback off existing processes to collect activity data under its NAMA MRV system. This has several important benefits including reducing costs of data collection and potentially dovetailing with existing systems to process, maintain and archive data. For example, the NAMA is linked to a livestock productivity programme being established by the Ministry of Agriculture.

Engagement with industry is a further defining feature of the NAMA MRV system being built in Costa Rica. This offers potential to again piggyback existing data collection processes and provide access to vital data. For example, the LECB Programme is looking to utilise the wide range of data collected at a regional and national level by industry groups. These industry groups have valuable data that has been collected over an extended time series and maintained electronically. This can provide an important resource for the NAMA MRV system to assist in filling gaps in the new data collection processes but also provide a means to undertake quality assurance and quality control (QA/QC) checks. The engagement with industry is also important to build and maintain the support and trust of the many small-scale farmers that will ultimately participate under the NAMA.

Annex 3. Case Study on Measurement, Reporting and Verification in Lebanon

ABSTRACT

This paper outlines elements of work being undertaken on measurement, reporting and verification (MRV) in Lebanon under the Low Emission Capacity Building Programme (LECB Programme). The paper considers the MRV of greenhouse gas (GHG) emissions, as well as socio-economic and environmental indicators. It does not address MRV of support. The paper focuses on the range of data collection processes being deployed in Lebanon to collect activity data necessary for GHG emissions calculations.

The paper is structured around four substantive sections. The first section outlines the context for MRV system development in Lebanon. The second describes work to augment existing processes to collect GHG activity data. The third outlines a number of new initiatives to collect activity data, two of which are being implemented through non-legislative executive type orders. The fourth examines arrangements for sharing data and quality assurance/quality control (QA/QC) procedures.

1. MRV CONTEXT

Lebanon has submitted two National Communications and associated national GHG inventories to the Secretariat of the United Nations Framework Convention on Climate Change (UNFCCC). The first was submitted in 1999 (with a 1994 inventory base year) and the second in 2011 (with a 2000 inventory base year). Lebanon is currently preparing its third National Communication and its first Biennial Update Report (BUR). The BUR will include information on existing and planned mitigation actions as well as information on MRV and institutional arrangements for the GHG inventory. LECB Programme officials in Lebanon cite the lack of institutional memory from compiling previous inventories, the need to establish institutional arrangements for sharing data between agencies, and greater involvement from the private sector as the major challenges facing the government on MRV.

The LECB Programme in Lebanon, which was launched in March 2013, is currently focused on designing a national-level MRV system that will provide more sustainable and structured data collection, maintenance, archiving, and reporting processes. The LECB Programme is also prioritising and developing NAMAs in a range of sectors.

2 AUGMENTING EXISTING PROCESSES

2.1 Industrial Certification Programme

The LECB Programme is currently piloting a process to collect new GHG activity data by piggybacking off an existing process. The Ministry of Industry is responsible for certifying businesses to import and export products. Businesses apply annually to the Ministry to register and to renew their 'industrial certificate'. The application involves responding to certain basic questions about the business' operations.

The pilot process involves adding several questions to this application, such as fuel use and consumption for energy and transport purposes, type and quantity of industrial production, lubricant use, wastewater production, etc. While this is basic information, Programme officials in Lebanon suggest it provides sufficient data at the business level to undertake simple GHG emissions calculations. To encourage participation, it is important that businesses not see the reporting process as being overly onerous. Thus, businesses are required to fill out a short form of one or two pages only. The practice of adding to existing formal processes as being piloted assists to mainstream the collection of information relevant to GHG emissions calculations. This is a potentially significant development for a national MRV system.

Importantly, the additional information that is being collected will assist the Ministry of Industry to better calculate a number of indicators they use. This dual purpose is essential to gain buy in and support from the Ministry.

The LECB Programme has employed staff to assist the Ministry of Industry to input the additional information collected from the expanded industrial certification process into their database. As a result, the Ministry of Industry's database will contain much of the information required by the Ministry of the Environment for GHG emissions calculations.

3. NEW DATA COLLECTION PROCESSES

3.1 Ministerial Decision 99/1

The Ministry of Environment is also pursuing measures to directly collect activity data for emissions calculations. The LECB Programme provided support to the development of Ministerial Decision 99/1 (April 2013), which provides for direct reporting of GHG emissions to the Ministry by commercial, institutional and industrial enterprises. While Ministerial Decisions do not have the same power as a decree or a law, they still provide the Ministry with a valuable mechanism for collecting necessary data. Therefore, the Ministry needs to rely on methods other than formal compliance measures to facilitate participation. This increases the importance of developing associated processes that businesses value and can buy into and support.

Under the LECB Programme, one means by which the Ministry is seeking this buy-in is through applying a tool that enables complying entities to generate information that can be useful to their business. An Excel spreadsheet has been developed where reporting entities provide information on activity data used for calculation of GHG inventories. This data includes kWh of electricity used, private generator specifications, gas/diesel oil consumption, liquid petroleum gas and heavy fuel oil consumption (for energy use), gasoline and diesel (for transport) consumption, and raw materials used for industrial processes as well as quantity of industrial production. The entity's GHG emissions are then calculated by applying IPCC default emission factors. The functionality to calculate GHG emissions (carbon footprint) at a firm level provides businesses with a useful external metric against which to compare against other businesses, and to measure their performance over time and identify cost reduction potential or gained efficiency. The Ministry issues certificates of reporting to entities meeting the reporting requirements to acknowledge their cooperation. There has been a five-fold increase in the number of entities reporting under Ministerial Decision 99/1 in 2014 compared to 2013.

The Ministry uses the information collected through the process in several ways. It is used to assist in verifying aggregate data for use in the national GHG inventory. It is also used to estimate energy consumption by the residential sector. The new data should enable the Ministry to separately report energy consumption for manufacturing industries and construction (MIC) and residential, as encouraged under the IPCC guidelines. In addition, partner institutions like the Lebanese Petroleum Authority (LPA), the Ministry of Energy and

Water (MoEW), Electricite du Liban (EDL), and others are interested in this breaking down of energy consumption (which has never been calculated) to better plan national policies (i.e., tariff applications, allocation of natural gas use, quantification of each sectors' needs). Importantly, the Ministerial Decision also establishes a mechanism to provide the necessary continuous flow of information for GHG emissions reporting by replacing the existing more ad hoc and sector specific processes.

The Decision stipulates that entities should have the submitted data certified by an auditor or accountant prior to it being provided to the Ministry. This is an interesting and important component of the process and something that other countries could consider as part of a broader quality assurance process for new data collection processes. In addition, this data is then subject to internal quality control assessment by Ministry officials who review the completeness of the activity data and the assess whether the conversion of the activity data to GHG emissions is correct. This is another simple but important quality control process. Once the data has been cleared, the Ministry then issues the certificate of reporting. The list of certified companies is shared with the Central Administration of Statistics, the Ministry of Economy and Trade, and the Ministry of Industry. As a way to address potential confidentiality concerns, the data provided by reporting entities is not shared with these other government agencies.

Programme officials in Lebanon advise that entities have traditionally been reluctant to provide information directly to the Ministry of Environment. If this attitude prevails it could impact on the effectiveness of the Ministerial Decision. A further complication is that the process of collecting, maintaining and archiving data on a regular basis requires dedicated resources. Ideally this would be in the form of permanent staff and functions. The LECB Programme is providing the resources currently dedicated to implementing the Decision to the Ministry. However, it is not clear that the Ministry can provide these resources on an ongoing basis in the future.

3.2 Environmental Compliance Decree

The Ministry of Environment is also implementing another process that could provide valuable activity data - the Decree on Environmental Compliance of Establishments (8471-2012). The Decree comes into force in 2015. The Decree defines the responsibilities of the private and public sectors in complying with national emissions standards. It stipulates regular environmental audits, the establishment of associated environmental action plans, and reporting to the Ministry of Environment. The Decree also provides for the Ministry to undertake periodic reviews to evaluate ongoing compliance. A Decree is higher in the legislative ranking than a Ministerial Decision. The plan is that the Ministerial Decision be subsumed under the Decree and provide particular support for the audit processes. This also provides the Ministry with another important tool to assist in and/or unify the data collection. A certificate of compliance will be issued to entities complying with the requirements of the Decree.

3.3 Nationwide survey on commercial, industrial and institutional sectors

The Ministry of Environment has also launched a nationwide survey to collect activity data and information on mitigation action from the commercial, industrial and institutional sectors. The survey is intended to augment existing data sources. It is also intended to assist with verification of existing aggregate data used in the GHG inventory and to complete work to assess possible and existing mitigation actions. This will assist the Ministry to: identify high emission sources where significant mitigation actions could be planned; assess mitigation actions that are taking place (especially those from private initiatives which are not being documented); and calculate the quantity of GHG reduced by those mitigation actions. The survey targets around 180 industries and 250 commercial and institutional entities. The final results from the survey are expected by early-2015.

3.4 Processes/mechanisms for collecting data

The LECB Programme is also assisting the Ministry of Environment to assess the best mechanisms for collecting data from commercial, industrial, and institutional entities. Views will be sought by the same entities polled under the nationwide survey on activity data collection (see 3.3) on the mechanisms they prefer for providing data to Government. Entities will be surveyed on whether existing approaches such as providing annual reports to ministries or online mechanisms are preferred. In addition, views will be sought on whether a more centralised data collection process across government would be beneficial. A pilot phase was launched in late-October 2014.

4 SYSTEMS DESIGN CONSIDERATION

4.1 Arrangements to better use and share data

An important component of effective national MRV systems is the establishment of arrangements for sharing data between agencies. As noted above, this has been identified as an area for improvement in Lebanon.

The LECB Programme has assisted in facilitating a process between the Ministries of Environment and Industry to determine how they can better share data, including whether and how Environment could periodically access Industry's database. A Memorandum of Understanding was recently successfully finalised between the Ministries.

4.2 Quality assurance and quality control

New data brings with it additional challenges for not just the collection, but also the maintenance and archiving of data. This is particularly the case where new mechanisms/processes are established. A time series with consistent assumptions that is regularly collected is a vital quality of robust GHG activity data and lends itself to long-term sustainability of the MRV systems.

It is important therefore that MRV system design include fundamental elements of QA/QC and verification. The Ministry of Environment currently conducts a range of quality control procedures for GHG activity data and emissions calculations for information used in the national GHG inventory. This includes checking formulae, checking for outlier numbers, comparing against industry average, comparing bottom up data collected to aggregated data available at national level, and undertaking expert consultations to validate data. These processes are undertaken manually. In addition, expert judgement (experts in departments and academics) is deployed to quality control activity data and emissions estimates. The need to apply sound QA/QC techniques, such as those currently employed, will only increase as the quantity of data increases through the new collection processes being established and as the Ministry begins to better access data from other sources. Automating QA/QC processes will also become increasingly important.

5. CONCLUSIONS

Lebanon is focusing on establishing a national-level MRV system. The Ministry of Environment is actively working to address weaknesses it has identified in data collection processes in its existing MRV systems. A number of new approaches are being employed to collect new GHG activity data and better utilise existing data.

Lebanon is making use of formal executive-level orders to collect data from commercial, industrial and institutional entities. Ministerial Decision 99/1 and the Decree on Environmental Compliance of Establishments do not have the full power of law, but they are faster to develop and implement and provide vital tools to request and collect GHG activity data. In recognition that the orders are not backed by a formal compliance regime, the LECB Programme and Ministry of Environment are working to develop tools that minimise the administrative burden on reporting entities and that are structured so as to provide the relevant commercial, industrial and institutional entities with information that they can also potentially usefully apply as part of their operations. This pragmatic approach provides valuable insight for other countries.

The LECB Programme is also working with the Ministries of Environment and Industry to augment existing data collection processes with a small number of supplementary questions to elicit important GHG activity data. As with the executive-level orders, the focus has been on minimising the administrative burden on reporting entities and creating tools that potentially have some added value for these entities. An attempt is also planned to engage the Ministry of Finance and try to incorporate the GHG activity data collection as part of the industrial/commercial tax declaration forms.

The Ministry of Environment currently employs a range of quality assurance/quality control (QA/QC) procedures in its national GHG inventory. Importantly, as it develops new data collection processes, it is identifying practical opportunities to build in new QA/QC procedures. These will be increasingly important as the volume of data increases from the new data collection processes and as the Ministry of Environment better accesses data from other sources. This pragmatic approach that recognises the importance of QA/QC and incrementally implements practical measures provides a useful example for other developing countries developing MRV systems. It will be important that the arrangements being implemented are practically and financially sustainable.

Annex 4. Case Study on Measurement, Reporting and Verification in Philippines

ABSTRACT

This paper outlines work being undertaken on measurement, reporting and verification (MRV) in the Philippines under the UNDP Low Emission Capacity Building (LECB) Programme (the Programme). The paper considers the MRV of greenhouse gas (GHG) emissions, as well as socio-economic and environmental indicators. It does not address MRV of financial support. The paper focuses on the Philippines' priority area of developing a national MRV system; however, work is also planned for an MRV system for NAMAs and the Programme's broader work includes NAMA development and Low Emission Development Strategies.

The paper is structured around five substantive sections. The first section outlines the political context for MRV in the Philippines. The second section describes progress on the first of the two major initiatives to date for the national MRV system – an executive governance arrangement. The third section describes work on the second major initiative – the national MRV database system, with a focus on capacity building, consultation, coordination, and data assessment. The fourth section examines potential key areas for further consideration as the national MRV database system is established, including system design, build and sustainability. The fifth section of the paper briefly considers two other areas of work – data collection and emissions factors.

1. CONTEXT

The focus of the Philippines response to climate change has been, and continues to be, on adaptation. The Climate Change Commission (the Commission) emphasizes that the Philippines views mitigation actions as a function of adaptation to the impacts of climate change. Reflecting this prioritization, a database system and associated monitoring and evaluation system have already been established to track adaptation actions. The Commission advises that the Philippines' approach to addressing both adaptation and mitigation is to integrate responses to climate change into broader policy making. The need to ensure consistency with broader economic development objectives is a further defining factor of the Philippines response to climate change. The work of the LECB Programme on MRV, NAMAs, and 'sectoral mitigation road maps', which is implemented through the Commission, is consistent with these philosophies.

The Commission's MRV work is currently focused on the establishment of a national MRV database system. The system will initially capture GHG emissions. However, by adopting a national scale, and through the Commission's stated intention to collect data on a broader range of socio-economic and environmental indicators, the system should evolve to increasingly support the Government's broad sustainable development objectives. The narrower initial focus reflects a pragmatic decision to ensure that the scope of the work is manageable.

The MRV programme is being built from a low data and knowledge base. The first and second National Communications and the associated GHG inventories were developed to meet the objective of complying with international reporting requirements as defined under the United Nations Framework Convention on Climate Change. While the inventories meet this objective, they are not sufficiently detailed to guide broader climate change policy as is now desired. As a result, the process for creating a national MRV system essentially requires starting over with collection of new data and building in-house experience and expertise. The Commission has emphasised that addressing this situation is a key driver for their current approach.

2. POLITICAL FRAMEWORK – CURRENT WORK

An important component of an effective MRV system is a strong governance framework and/or a legislative/regulatory mandate. These tools secure the necessary support and buy-in of relevant agencies and institutions.

The first major area of the Commission's work on a national MRV system is the development of an Executive Order on Climate Change – "Institutionalising the Philippine Greenhouse Gas Inventory System" (the Order), which will be issued by the President. While it does not have the same authority as legislation/regulation or a Presidential decree, an Order provides a clear signal to agencies of the Government's intentions and increases credibility of the initiative. Now at the final approval stage, the Order will provide the overarching framework under which the Commission's work on MRV can be undertaken. Specifically, it will provide for the establishment of a national GHG inventory system, outline the high-level roles and responsibilities of agencies reporting GHG emissions in support of this system, and provide for the establishment of a national database to underpin the system.

The Order will be elaborated through a set of Implementing Rules and Regulations. These will detail the roles, duties and responsibilities of relevant agencies and organisations. The Commission advises that it will then further elaborate these rules into a comprehensive manual that will provide practical guidance on detailed matters such as how to conduct quality assurance/quality control (QA/QC), archiving of data, and procedures and formats for transferring data.

3. NATIONAL DATABASE SYSTEM – CURRENT WORK

The second major area of the Commission's work on MRV is the development of a national MRV database system. The mandate for the National Integrated Climate Change Database and Information Exchange System (NICCDIES) is specified under the draft Order. The NICCDIES is intended to support the three central elements of the Philippines mitigation strategy: a national GHG inventory system; development of mitigation actions (or NAMAS); and MRV of support. The Commission has focused on building capacity and planning for the development of the NICCDIES.

There is a strong technical rationale for prioritising the development of a national MRV database system. While data quality and depth is variable across the various agencies, several key institutions have data of sufficient quality based on interviews with local experts. It would appear that the Bureau of Agricultural Statistics (BAS) in particular has excellent data, a good time series, and thorough QA/QC procedures. Additionally, the recent decision to combine the four statistical agencies as part of the Philippines Statistics Authority could be beneficial if, as expected, such a professional approach is replicated throughout the new agency.

The Department of Energy (DoE) and the Forest Management Bureau (FMB) also appear to have good activity data. DoE collects data on the country's energy balance that they then use to project future demand

and supply. The DoE also collects data on household energy consumption. The FMB, which is the primary source of forest statistics, recently completed work to stratify forest types at a national level and is working on developing associated emissions factors. The product of this work is a REDD+ reference emission level. The Commission advised that while GHG emission data is not specifically being collected, many other agencies are collecting data that would be valuable for emissions calculations – they may just not be aware of it. An important component of the NICCDIES will be utilising this data.

3.1 Capacity Building, Consultation and Coordination

A primary element of the NICCDIES work has been on planning, capacity building and developing understanding of the importance of a national MRV system in other agencies. The Commission has engaged in this task at the technical level (through workshops, training sessions etc.), through the senior executives of the Commission, and through the Secretary of Environment and Natural Resources. In addition, the President of the Philippines has included climate change as one of five primary organisational groups in his Cabinet. This high-level engagement has facilitated engagement in the Commission's work, including the development of the NICCDIES.

As a result, there appears to be increasing recognition of the importance of a national MRV system and the role it will play. The BAS, for example, is proactively preparing for their new responsibilities and has independently organized and funded workshops on the use of Colorado State University's Agriculture and Land Use (ALU) National GHG inventory software, so as to be better prepared. Whilst some agencies such as BAS actively engage with their new responsibilities, it is important to recognize that a possible issue exists with the ability of other agencies to absorb potentially significant new functions without funds being specifically allocated.

The Commission has established an inter-agency committee entitled the Database Keepers Committee to assist in building buy-in and to coordinate development of the NICCDIES. The Database Keepers Committee has representatives from all relevant agencies and includes senior technical, policy and IT staff. Importantly, the Database Keepers Committee is a decision-making body with overarching responsibility for the development of the NICCDIES, and it acts as the secretariat. Its functions include: defining the scope of the NICCDIES; considering and agreeing the system design, overseeing the design of guidelines on data sharing protocols, and overseeing the implementation of the NICCDIES. The functioning of the Database Keepers Committee will be established under a memorandum of understanding between the member organisations.

The Commission is also actively coordinating donor engagement and three key initiatives that are actively engaging in MRV activities in the Philippines: the LECB Programme is assisting with the development of the overarching NICCDIES system as well as data for the agriculture, industrial processes, transport, and waste sectors. On the sector specific work, the Programme is focusing on structural elements such as analysis of the data management platforms and organisational structures; USAID is working in a similar fashion to LECB on the energy and forestry sectors through its Enhancing Capacity-LEDS programme; GIZ is providing broad capacity building support spanning the whole of MRV through its Information Matters project, funded by the government of Germany. The central role that the Commission plays in response to climate change means that it is well placed to coordinate the work for all donor programmes. This approach has strong benefits in tailoring donor programmes to country needs and avoiding duplication of effort.

3.2 Data assessment

A second element of work on NICCDIES has been assessing data availability and quality. The Commission has undertaken various processes to assess what information is currently available, from which sources,

and in which forms. One of the first tasks conducted was to undertake a gap analysis (funded by USAID). This was a consultative process and involved all the relevant agencies. The agencies identified a number of areas where good data already exists, as well as other areas that need strengthening.

The Commission is now conducting a more detailed follow-up survey of government agencies. This includes the classification of data as primary or secondary sources, and categorising the types of information available such as data, maps, tables, etc. The survey findings will be incorporated into the NICCDIES system design. As with the gap analysis, the relevant agencies are an essential part of this process.

4. NATIONAL DATABASE SYSTEM - AREAS OF FUTURE WORK/ CONSIDERATION

4.1 Design considerations

The Commission advises that the NICCDIES system will be structured on a decentralised model. This would see the Commission nominally house the system, but with agencies wholly responsible for collecting and 'entering' data into the system. The detail on how agencies would enter data is to be determined, but the Commission has indicated that this could be through automatic extraction from existing databases, where available. The Commission is still identifying its primary functions beyond housing the NICCDIES system, e.g. QA/QC, report generation, etc.

An alternative model that could be applied, and is used in countries such as Australia, is a centralised model where the Commission or some other agency would be wholly responsible for entering data, performing emissions calculations, QA/QC, etc. A hybrid of these two approaches is also possible. Under such an approach, agencies with greater capacity would be responsible for entering activity data, determining relevant emissions factors and undertaking QA/QC, with the Commission or another agency responsible for undertaking these functions for agencies with fewer resources or less capacity.

As noted above, in developing the NICCDIES, the Commission has initially prioritised assessing data and capacity building. It has decided to defer consideration of systems design and choice of IT platform until it has a good picture of available data, methods and governance structures. This is a prudent, particularly given the limited activity data and experience with emissions calculations within agencies besides the Commission. It does mean though that systems development will progress more slowly.

There are broadly two fundamental elements that will need to be considered as part of the systems design. First, whether the NICCDIES will capture activity data, emissions estimates, or both? In a decentralised model, essentially this is a question of what functions to decentralise to agencies. It could be that this decision varies depending on the capacity of individual agencies. The BAS is already adopting the ALU system to undertake emissions calculations. This involves the BAS extracting relevant information from its existing databases. Other agencies are using IPCC spreadsheets to undertake emissions calculations, and a third group of agencies are not currently undertaking any emissions calculations.

A second fundamental design consideration is whether to build IT infrastructure that integrates any existing system/databases or whether an entirely new IT system would be built. This latter question in particular will involve specialist IT knowledge and advice.

Existing systems, particularly those for emissions calculations, are often developed on an ad-hoc basis by individuals or teams responding to short term needs. These systems may not be suitable over the medium

term for integration into a broader MRV IT system, as amongst other things these systems may struggle to deal with increasing volumes of data. Some agencies are also still predominantly relying on hard copy (paper) processes and archiving. These agencies would then also require the establishment of computerised systems that would be linked to the national MRV system.

The Commission advises that the NICCDIES system should be introduced economy-wide, rather than phased in on a sector-by-sector basis. There are advantages and disadvantages with this approach. From a practical level, a phased roll out provides the opportunity to test the system first with a smaller number of users but in a working environment. Any adjustments or improvements can be incorporated prior to operationalization. Given the systematic approach being taken elsewhere, there is probably a good case for a phased introduction.

4.2 Systems build

The development of IT systems requires a significant investment in both time and resources. Careful consideration should be given prior to adopting this approach to ensure it matches the country's needs and capabilities. The Philippines approach suggests such consideration has been given. In addition, it is important that specialist IT expertise is deployed for project planning and development of systems requirements, and systems build. This helps ensure, amongst other things, that the development specifications and timeframes are realistic.

The Commission has advised that work is currently being undertaken on a terms of reference to develop the system requirements, to build the IT system, and to conduct training on the use of the system.

4.3 Systems approach

A key factor in developing a database system is to address supplementary areas such as governance (internal and external), business processes, and future funding arrangements. A systems approach also includes consideration of elements such as QA/QC, verification, data archiving, and reporting tools and functions.

The Commission has adopted a systems approach to the development of NICCDIES. Importantly, as elsewhere, they are developing the national database system in a highly consultative manner. A four-day meeting is being planned as a forum for all agencies to discuss and agree on the broader systems approach, priorities and implementation schedule. The Commission advised that these decisions and supplementary material to support them will be comprehensively documented in a 'user manual' to be distributed to all relevant agencies. The agencies under the Philippines Statistics Authority have good experience in this area and their expertise and experience will be an important resource.

4.4 System Sustainability

A key factor in systems development, particularly where donor assistance is provided, is ensuring sustainability so work can continue once the donor funding ends.

The Commission has been working to ensure the sustainability of the NICCDIES system and more broadly the Philippines' response to climate change. An important element of this is financial sustainability. The Commission developed a joint memo with the Department of Budget and Management that requires agencies to allocate funds to addressing climate change. The Commission of Audit has recognized this requirement in the most recent Budget cycle and requested those non-compliant organisations to adjust their budgets to include a climate change component. Importantly, the financial sustainability of climate change work is also recognised at Ministerial level.

The Commission's focus on building capacity and understanding in relevant agencies should also help contribute to system sustainability. Systems sustainability also includes making data collection and emissions calculations routine. Annual or biennial inventories enable the building and maintaining of institutional capability – human resources, systems and data. This is critical, particularly for non-automated QA/QC functions. Over the long run this is likely to lead to better inventories and lower costs per inventory cycle. Importantly, it also helps facilitate a continuous improvement cycle where small incremental changes are implemented slowly but routinely.

5. FURTHER AREAS OF WORK

5.1 Data collection

The collection of activity data for emissions calculations is fundamental to any national MRV system.

The Commission has chosen not to specifically focus on improving the quality of activity data at this time, but rather to build a national database system and increase institutional understanding and capacity. The quality of data across relevant agencies is mixed, as are QA/QC processes, data maintenance, data storage/archiving, and reporting. Currently there are no specific systems or processes for collecting GHG inventory data. This is not surprising and is in fact common in developing countries. The use of other relevant data is reasonable and appropriate. A perceived need for specific GHG activity data should not be seen as an impediment for a national MRV system and compiling a national GHG inventory. In fact, waiting for the collection of such data can be counterproductive and lead to perverse outcomes if that slows or stops the establishment of a functioning national MRV system.

It is usual for data to be of varying quality and depth across all sectors. For example, the BAS has excellent data; with time series stretching back to the 1970s in some sub-sectors. Countries will, and should, choose to focus on those areas that are the greatest source of emissions and have the greatest overall mitigation potential.

In collecting activity data for GHG inventories, it is sensible to commence by augmenting existing processes. This has the advantage of not overburdening key data providers but is also more sustainable if you assume that resources for data collection, maintenance, QA/QC, data archiving and reporting also accompany these existing processes. Establishing entirely new data collection processes? This will also likely necessitate the establishment of these additional functions.

The Environmental Management Bureau is adopting this approach with its self-monitoring reports, where it is now adding specific questions on GHG emissions. These reports are submitted quarterly by industry and currently cover water, municipal waste, toxic waste, and environmental impacts. The EMB currently has a legislated role to collect these data, although there is no associated compliance mechanism. A new Administrative Order that provides a basis to request additional information will assist the EMB in this task.

When establishing national MRV systems it can be best to start by collecting national level data, rather than aggregating finer level regional, local government area, or facility level data. This may not always be possible where agencies are set up to aggregate data collected at this lower level. The EMB is an organisation with this structure - it has assigned responsibility for collecting data to teams within regional offices. These regional offices are in turn working with Local Government Units (LGUs) and individual companies. An advantage of collecting less aggregated data is that it is a better tool for evaluating progress of mitigation actions. A disadvantage is that it can increase uncertainty.

It will be important to decide how to sequence data collection. A useful first step could be to identify some high-level national indicators that could be used for the purposes of compiling the national inventory. The Commission is already contemplating such an approach. For example, it is investigating the use of DoE data to calculate GHG emissions from transport as an interim measure while the Department of Transport and Communications develop their data collection processes.

Collecting data directly from industry requires building trust and confidence of industry. One way that this can be achieved is through the establishment of a sound systems approach that includes good governance, data sharing protocols, and data security procedures. It can also be useful to demonstrate how the collection and provision of data can be useful to industry – essentially what's in it for them. Notwithstanding this, unless the provision of data is compulsory it will always be difficult to get the sort of participation that is necessary to have a sufficiently complete data set. That is why high-level support from government and associated legislation and regulations are usually necessary. This though should not prohibit efforts to voluntarily collect data. Industry groups can be a valuable source of data and again this can be an excellent interim or even permanent step.

5.2 Emissions Factors

The Commission advises that in the short term it will continue to use IPCC default emission factors for emissions calculations. For the last inventory, all but one of the emission factors (methane emissions from rice cultivation) were IPCC defaults. Since this time, studies have been undertaken on what emissions factors should be used and developed. The Commission advises that it is investigating hosting a conference where all relevant agencies can come together to address this question. A key category analysis14 will be important to informing any decisions on emissions factor development. The last key category analysis undertaken was prior to the last inventory. It is understood that the USAID EC-LEDS programme is considering future support for emissions factors for the energy and forestry sectors. The EMB advised that it is also investigating establishing a country-specific emissions factor for municipal solid waste.

6. CONCLUSIONS

The Philippines is focusing on national level MRV as its first priority. Excellent progress has been made on the two major initiatives - the development of an overarching governance framework and a national database system (the NICCDIES).

The Climate Change Commission is taking a methodical and consultative approach to building the national MRV system. Significant time and energy has been invested in developing capacity and gaining buy-in from relevant agencies. The decentralised database system will be operated by these agencies, so their understanding, expertise and support is critical.

The NICCDIES system will utilise existing data primarily from government agencies and the new combined Philippines Statistics Authority. These data are likely to be sufficient for the purposes of a national MRV system, but the Commission recognises that further detailed data will need to be collected over time to best evaluate mitigation actions.

14 Key category analysis is a process set out in the IPCC guidance to national GHG inventory compilers as a means to focus their work on emissions sources with the greatest impact for the country – for more see Chapter 4 of the 2006 IPCC Guidelines - http://www.ipcc-nggip.iges.or.jp/public/2006gl/pdf/1_Volume1/V1_4_Ch4_MethodChoice.pdf

The development of the database system will involve significant time and resources. This may mean that the collection of new data is a secondary priority in the short-term. The development of detailed specifications for the database in consultation with agencies will be critical, as will the selection of a specialised IT firm and the allocation of project management resources in the Commission.

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Retractable bollards can be used to signal priority areas on streets for smaller vehicles, cyclists and pedestrians. Eugene Nekrasov/Getty images Plus

Ever-larger cars and trucks are causing a safety crisis on US streets – here's how communities can fight back

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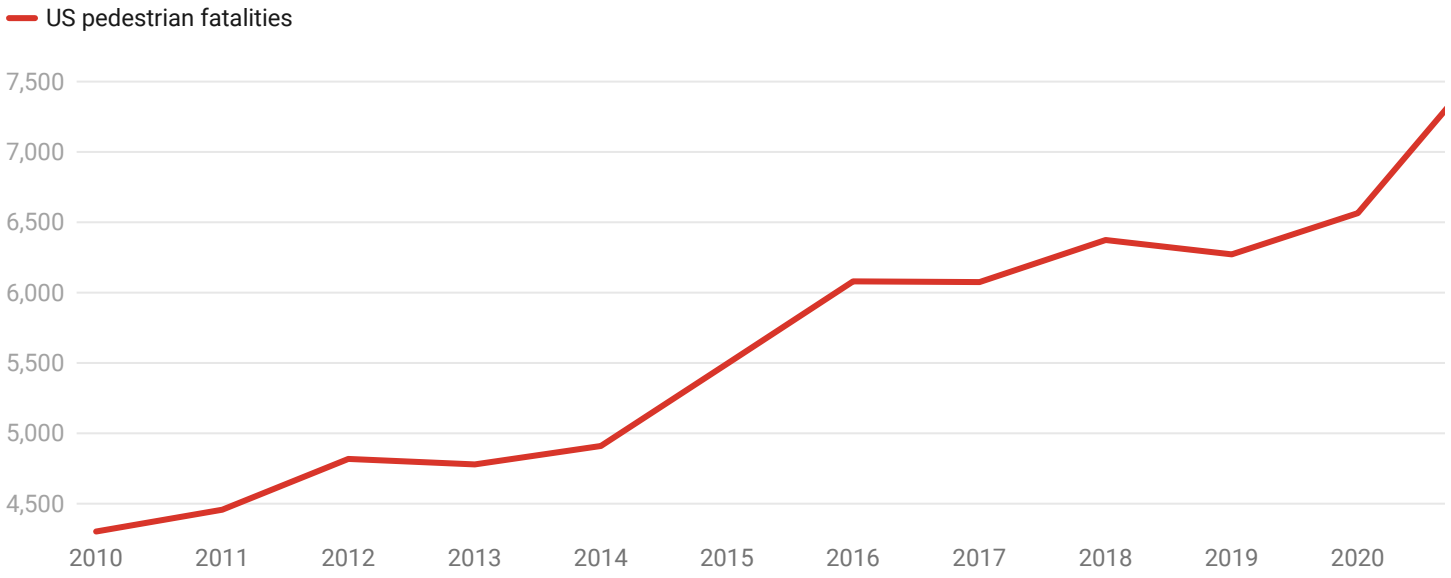
Deadly traffic incidents have declined in most developed countries in recent years. But in the U.S. they're becoming more common. Deaths in motor vehicle crashes rose more than 33% from 2011 to 2021. Since 2010, pedestrian deaths nationwide have climbed a shocking 77%, compared with a 25% increase in all other types of traffic fatalities.

Pedestrian traffic deaths are rising sharply

From 2011 through 2021, annual U.S. pedestrian traffic fatalities increased by 77%, from 4,302 to an estimated 7,624 nearly 18% of all traffic deaths.



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Light trucks injure pedestrians more severely than passenger cars in crashes, and the size of cars and trucks sold in the U.S. continues to swell. Some current models, such as the Toyota Rav4, are one-third larger than they were 15 years ago.

Based on my experience researching urban planning and street design for the past three decades, I know that U.S. cities are primarily vehicle-centered rather than human-centered. Rules established in the 1920s govern how people use vehicles in public streets, and other governmental controls tell manufacturers how big those vehicles can be.

Today, these sets of rules have created public spaces where it is safer to be inside a vehicle than outside.

The U.S. has not moved as quickly as other countries to prioritize the safety of people outside of cars, especially as cars have grown larger and heavier. As a consequence, Americans are paying the price in lives lost, skyrocketing public health costs and reduced mobility.

Large SUVs and trucks increase the risk of ‘frontover’ accidents, in which drivers strike someone in the vehicle’s large front blind zone.

Larger, heavier and deadlier

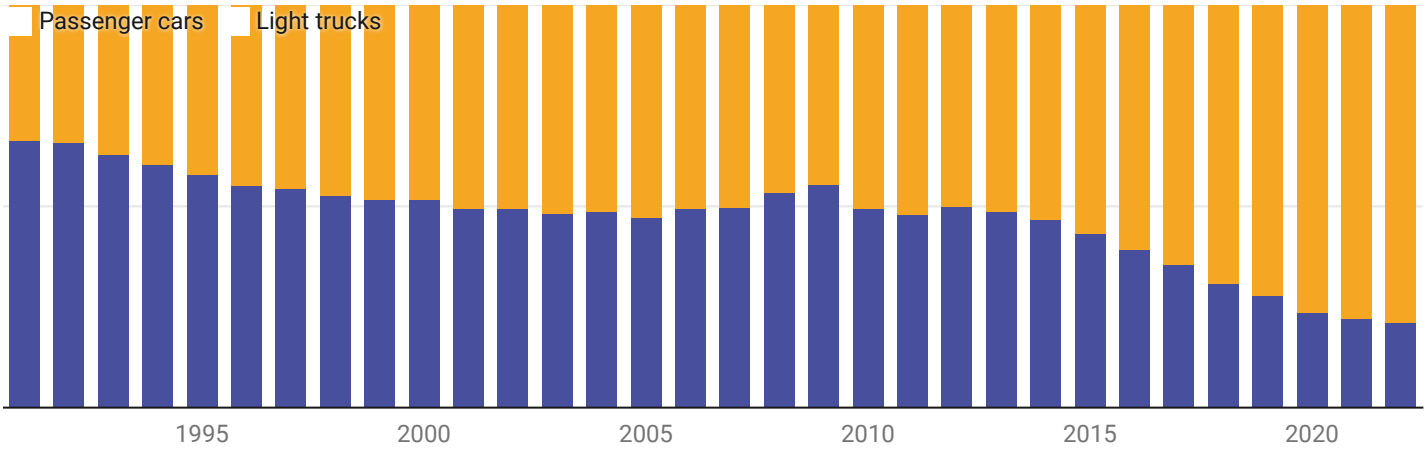
Data clearly shows that since 2008, cars and trucks sold in the U.S. have been continually getting bigger. The Department of Transportation’s corporate average fuel economy standards have constrained overall gasoline consumption but have also led to an increase in vehicle size.

That’s because these standards have two sets of rules: one for cars and a looser set for light trucks. As a result, automakers have built more sport utility vehicles and light trucks, as well as cars designed to meet light truck standards, like the Subaru Outback. For almost a decade, they have increasingly moved away from producing small cars and sedans.

Modern auto showrooms are dominated by sport utility vehicles, minivans and pickup trucks. According to 2022 data from the U.S. Environmental Protection Agency, three-quarters of new vehicles produced in the U.S. are light trucks.

Most new vehicle sales and leases in the US are light trucks

Light trucks, including vans, minivans, sport utility vehicles and pickup trucks, have increased their share of the new v
78% in 2022.



New car sales and leases in millions

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Those large vehicles create severe safety hazards on neighborhood city streets for children or adults who might be walking or cycling. Because these vehicles are taller, they are more likely to strike people at higher points and produce head or neck injuries rather than leg injuries. Their larger frames worsen visibility for drivers, especially when a vehicle is turning.

As a result, transport agencies, journalists and public safety advocates are increasingly identifying large vehicles as a significant impediment to creating communities with safer streets.



A slow federal response

Until now, the U.S. has not enacted regulations that require car manufacturers to consider the safety of anyone outside of cars. Now, however, the National Highway Traffic Safety Administration is proposing to add information to its crash test ratings measuring how well cars protect pedestrians in crashes. For example, bumpers and hoods could be redesigned to bend more easily and absorb more energy if a vehicle strikes a person.

But as currently proposed, pedestrian safety would not be factored into the overall five-star safety rating. A vehicle could receive a failing grade for protecting pedestrians yet still earn a five-star safety rating overall.

People deserve to safely travel on public streets and in parking lots. In my view, the quickest and most effective way to tackle car bloat is to transform social expectations for the shape and size of vehicles. Several European cities show how this kind of shift can happen.



A time for local action

Amsterdam and Copenhagen are widely viewed as models for using public space in ways that prioritize people – but they weren't always that way. Starting in the 1970s, grassroots movements in both cities pressed officials to reduce the dominance of cars and make streets safer for the public. These movements initially were slow to catch on but gained support over time.

Today, similar initiatives are moving forward in cities across France and Germany. Even traditionally car-centric European cities, such as Brussels and Ghent, are increasingly adopting human-focused policies by designating where cars, especially large cars, can and cannot travel.

As a visiting professor in the Netherlands, a Fulbright scholar to Italy and a lecturer across Germany and Poland, I have seen the benefits of these initiatives close at hand. I've also learned that it will require public action to create support for such changes in the U.S.

The goal is to modify the design of neighborhood streets and parking areas in ways that prioritize pedestrians, bicycles and new forms of personal transport like microcars. Federal survey data shows that nearly half of trips that Americans drive are shorter than four miles (6.5 kilometers). Ideally, people can be discouraged from using large passenger vehicles for most of this type of travel.

The 38,000 residents of Peachtree City, Ga., can drive registered golf carts on an alternative network of car-free paths around their community.

What communities can do

Streets and roads are local public spaces. Therefore, local officials and citizens have important roles to play in mitigating escalating car size in their community.

Some policymakers are proposing to rein in large vehicles through tax policies, such as weight-based registration fees. But measures like this won't avert the emerging safety crisis in the near term. Rather, I believe this kind of broad cultural shift requires collective action, starting at the local level with street design reform.

In my view, communities seeking to discourage the predominance of oversize vehicles and encourage use of smaller, lighter and slower vehicles could consider taking such steps as:

- Creating prioritized parking spaces closer to stores for all forms of mobility that are narrow or less than 8 feet (2.5 meters) long.
- Using posts or bollards, which can be removable, to limit vehicle access to commercial areas and neighborhoods where pedestrians, bikes and smaller cars get priority.
- Radically narrowing travel lanes on streets to force traffic to slow down and free up space for wider sidewalks and bike lanes.
- Limiting or ending vehicle access to streets near schools and economically vibrant commercial districts, either permanently or at high-use times of day.

How would such steps make people safer? Ask communities around Boston, which have cut several accident-prone four-lane roads down to two lanes each, reducing traffic speeds and crashes and creating more green space. Or those in the Atlanta suburb of Peachtree City, which has used parking lots and street space to augment a network of more than 100 miles (160 kilometers) of paved paths for walkers, bikers and registered golf carts.

Repurposing space in streets and parking areas requires city governments and residents to emphasize the public right of way and view street space as a place to devise solutions. There is ample evidence that doing so will make U.S. communities safer.

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Original Article | Published: 08 May 2021

Urban Gardens and Soil Compaction: a Land Use Alternative for Runoff Decrease

Carina Júlia Pensa Corrêa, Kelly Cristina Tonello & Ernest Nnadi

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Abstract

After several landscape transformations caused by human activities, finding a suitable environment becomes increasingly challenging in urbanized regions. The predominance of non-permeable areas results in a low level of water infiltration. Notwithstanding, even green areas can have high runoff rates, since soil compaction has a decisive influence on the water movement. In places that have a natural predisposition to overflow, these problems are more significant. This study aimed to investigate causes of flooding, highlight the benefits of urban gardening and to propose urban gardening as an alternative to soil improvement in the Corujas Watershed, São Paulo, Brazil. The evaluation was based on: (a) the physical characteristics of the watershed, provided by morphometric analysis and land-use analysis; and (b) the soil compaction rates of an urban garden compared to a riparian forest and a grass area. The morphometric results indicated that the watershed has a significant flood tendency, and the land use map demonstrated that 29.55 % of the soil has some permeability. Nevertheless, this permeability currently varies according to soil management and cover. The grass area presented the highest compaction rates, the riparian forest a medium rate, and Corujas Garden the lowest rate. The garden also has green infrastructures and good management practices, which have led to the appearance and perpetuation of diffuse springs. These results showed that the urban garden activities could improve the physical characteristics of the soil and optimize water infiltration. Subsequent studies will investigate whether this characteristic also applies to other gardens located in different urban watersheds.

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Data Availability

The datasets generated during and/or analysed during the current study are available from the corresponding author on reasonable request.

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All authors contributed to the study conception and design. Material preparation, data collection and analysis were performed by Carina Julia Pensa Corrêa, Kelly Cristina Tonello and Ernest Nnadi. The first draft of the manuscript was written

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Highlights

• The influence of the morphometric features in the urban drainage was evidenced.

• A relationship between land use and soil compaction was found.

• Urban garden showed lower soil compaction rates compared to other permeable areas.

• Urban riparian forest presented unexpected rates of soil compaction.

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Improve Soil Health To ce Compaction and Runof rm



By **Meri Lillia Mullins, Biome Makers (https://www.growingproduce.com/author/meri-l makers/)** | April 11, 2023



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Healthy soil supports sustainable and productive agriculture. Two key factors that affect soil health are compaction and runoff, which can be caused or exacerbated by certain agricultural practices, such as tillage and overgrazing. Such practices can lead to various issues detrimental to soil health and ecosystem services, including reduced crop yields, increased erosion, water logging, polluted waterways, and biodiversity loss.

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Soil compaction occurs when soil particles are s ucing the pore spaces between them. This can happen naturally due to l above, but it is often caused by human activities, such as heavy mach age. When soil is compacted, its ability to store and transmit air, s reduced, which can negatively impact plant growth and soil health.

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Soil compaction can reduce crop yields by causi f shallow, deformed roots, making it difficult for crops to access wate paction also can reduce the diversity of plant species that can grow in th s are more tolerant of compacted soil than others.

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Additionally, compacted soil can increase erosion and runoff, as water cannot infiltrate the soil and is instead directed to nearby streams and rivers. This can lead to the loss of fertile topsoil and increased sediment and nutrient pollution in waterways.

How Does Soil Health Impact Compaction?

Soil health plays a critical role in preventing soil compaction. Healthy soil has a location relevant quantity of organic matter, and balanced soil biology and community functionality ratios, which can help to prevent compaction from occurring in t rst place.

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Organic matter, such as plant residues, manure, ... actor in preventing soil compaction. The presence of organic matter in t... icles together in stable aggregates that provide the pore spaces for air a... ough the soil, which can help prevent compaction.

Soil structure also plays a key role in preventing ... h good structure has a mix of pore sizes, including larger **macropores (**... **irect.com/topics/earth-and-planetary-sciences/macropore)** and smaller ... **(https://www.sciencedirect.com/topics/enginee**... ropores provide space for air and water movement, while micropores h... l nutrients.

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Soil biology is another important factor in preve... il organisms, such as earthworms, fungi, and bacteria, help to build a... ture by decomposing organic matter and creating stable soil aggregat... mprove soil aeration and water-holding capacity.

How Does Soil Health Impact Runoff?

Soil health can significantly impact the frequen... off events. Soil structure, with a good mix of pore sizes and stab... factor in reducing runoff. Good soil structure is better able to abso... hich can help reduce runoff and lead to increased water infiltration ir...

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Organic matter is another important factor in reducing runoff. Organic matter increases water-holding capacity, which can help to reduce runoff volume.

Vegetation also is a critical component in reducing runoff. Plants help to intercept rainfall, reduce erosion, and increase water infiltration. Their roots also create pore spaces in the soil, which can improve soil structure and water-holding capacity, while decreasing water logging.

Steps to Take to Improve Soil Health

To improve soil health and prevent soil compaction and runoff, farmers can take various measures. Good farmland management practices, such as reducing tillage and the use of heavy machinery, implementing crop rotation, and increasing vegetation cover, can help prevent soil compaction and reduce runoff.

In addition, practices such as **cover cropping (https://www.growingproduce.com/tag/cover-crops/)**, composting, and making other organic amendments, can help improve soil structure, thereby decreasing the risk of compaction and runoff.

By promoting healthy soil ecosystems and reducing the negative impacts of compaction and runoff, farmers can help protect the planet, while making their agriculture more sustainable, too.

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From the Daily Journal archives

Protecting homes from climate change disasters

By Kevin Mullin
Jun 27, 2023



Kevin Mullin

Atmospheric rivers and devastating flooding pummeled our communities earlier this year and caused millions of dollars in damage. And our cities and state are not alone; in fact, 1 in 3 homes in the United States are at high risk of natural disasters. That's why the first bill I introduced in Congress would help low-income homeowners weatherize their properties to make them more resilient to climate-driven natural disasters like wildfires, torrential storms and extreme heat.

The Weatherization Resilience and Adaptation Program Act would create a grant program to provide direct assistance to low-income property owners, affordable housing providers, and owners of mobile homes to help protect their homes against the most devastating effects of climate change. The WRAP Act would help homeowners pay for things like double-pane windows or heat resistant roofing,

artificial berms and dunes to add flood protection, and the addition of defensible spaces around homes to shield them from wildfires. These solutions can help protect our most vulnerable communities before disaster ever strikes.

Some California homeowners who can afford to make upgrades and improvements have already done so after experiencing years of devastating wildfires and the storms this past winter. But many of our neighbors who simply can't afford to spend thousands of dollars on such projects are left behind. As a nation, we are facing a crushing housing crisis — and climate change is only making the problem worse. Across the country, nearly a third of owner-occupied units are households making less than $50,000. In my district alone, there are tens of thousands of low-income homeowners and many more tenants living in affordable housing. As an increasing number of climate-driven disasters strike, families already struggling to make ends meet cannot afford unexpected expenses or damage and are put at risk of losing their home. This is especially true for households of color who typically live in more disaster-prone areas.

The Biden administration recently announced a nearly $1 billion investment through the Inflation Reduction Act that will assist the owners of federally subsidized affordable housing buildings in becoming more resilient to climate disasters. I fully support this important initial investment. But we can do more, including by helping individual property owners and the owners of other types of low-income housing who are left out of the Inflation Reduction Act program. The WRAP Act would build on the administration's historic action to protect our communities from the most severe effects of climate change.

The WRAP Act has been endorsed by Earthjustice, the Natural Resources Defense Council, and more than a dozen of my Democratic colleagues, including members from not only California, but also Louisiana, Michigan, Ohio, Pennsylvania and Texas. Climate change does not affect us on a partisan basis. It affects communities across the country. The truth is that climate-driven disasters don't care if you live in a red or blue states. They don't care if you are rich or poor. We are all impacted, and we need to work together to prepare for and shield against the most devastating consequences of climate change.

Kevin Mullin represents District 15 in the U.S. House of Representatives. The district includes the Bayside of San Mateo County from Daly City to East Palo Alto and the southeast side of San Francisco.

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How American racism is rooted in residential segregation

By Ivan Natividad



A new UC Berkeley report shows America's cities continue to be segregated, causing negative outcomes and disparities for people of color. Detroit, shown above, is statistically the most segregated city in the nation. (Flickr photo by Mike Boening)

June 21, 2021

The disproportionate use of police brutality against people of color in America. Higher COVID-19 death rates of Black and Latinx people in the health care system. Lower percentages of homeownership and loans approved in Black communities. Society often labels these disparities as racism or prejudice against individuals with specific racial identities.

But new research from UC Berkeley's Othering and Belonging Institute shows that these inequities are symptoms of a much more racially systemic problem — residential segregation.

"It's the racial identity of the neighborhood you live in, and whether it is segregated or not, that really correlates with these negative outcomes," said Stephen Menendian , the institute's director of research. "And these outcomes have gotten worse over time. If you measure what the average neighborhood looks like for a particular racial group, you actually see that we are as segregated today as we were in 1940."

Released today, the report provides an annotated bibliography of local histories of segregation from 60 American cities and an interactive mapping tool that illustrates the level of segregation for every city, region and neighborhood.

The research found that 81% of metropolitan regions were more segregated in 2019 than in 1990. That lack of integration has led to a disproportionate distribution of resources in segregated communities of color compared to segregated white communities, said Menendian, and a neighborhood poverty rate three times higher in those



Stephen Menendian is the assistant director and director of research at UC Berkeley's Othering and Belonging Institute. (Photo courtesy og Othering and Belonging Institute)

communities of color.

According to the report, Black and Latinx children raised in integrated neighborhoods earn nearly $1,000 more annually as adults and $4,000 to $5,000 more when raised in white neighborhoods, compared to those raised in segregated communities of color. Moreover, household incomes and home values in white neighborhoods are twice as high as those in segregated communities of color.

On Tuesday, Menendian will delve deeper into the impact of residential segregation in America during a livestreamed forum with other leading race and housing scholars and advocates from across the country.

Menendian recently spoke with Berkeley News *about the ways residential segregation has changed over time, and how a lack of integration has led to a "very sick" American society.*

Berkeley News : Why are America's neighborhoods more segregated now than 30 years ago?

Menendian: We're more segregated today because we are more diverse, and our communities are highly balkanized across the spaces we occupy.

Even as we've desegregated workspaces, desegregated play areas, desegregated mainstream culture and, to some extent, we've desegregated schools, there are still racially identifiable neighborhoods in cities across the country. And it causes a lot of inequality.

But segregation actually looks a lot different today. While 20th century segregation was also residential — Black urban areas versus white suburban areas — in the 21st century we're seeing segregation as more regional today. We're also seeing white suburbs and Black suburbs.

A city like Ferguson, Missouri, in 1970 was 90% white. But by 2010, it's 66% Black. Segregation now is more mobile and more regional than it was in the 20th century. It's much more multiracial. It's not binary. And it's about the community you live in, not the neighborhood within the city you live in.

What hasn't changed is that these segregated communities of color are still poorly resourced. White communities have these high pockets of private wealth and resources, while non-white areas have very anemic low levels of wealth where residents are extremely underpaid, under-resourced, and have disinvested public goods and infrastructure.



Research shows higher rates of police brutality in segregated communities of color. Here, protesters in Ferguson gathered following the 2014 killing of Michael Brown Jr., an 18-year-old Black man, who was fatally shot by a Ferguson police officer. (Photo by Jamelle Bouie via Wiki Commons)

What other racial disparities correlate with this lack of integration?

When you think about disproportional use of police brutality, or COVID-19 health outcomes and unemployment in communities of color, society often labels these disparities as racism in these individual institutions. But all these outcomes are really connected to residential segregation. This is what makes it systemic and not institutional racism.

For example, police are most brutal in either highly segregated Black communities, where they're targeting Black people. Or they are hyper-policing in neighborhoods that are white, so Black people driving through those white neighborhoods are more likely to be pulled over. Segregation is the force behind it all.

> ***"It's not the individual race of the person. It's the race of the community that actually correlates these outcomes."***

If you live in a neighborhood that has good jobs, access to a healthy environment, access to green spaces and good schools, all of those things aren't correlated with race, per se. It's correlated with racial segregation that still exists today.

It's not the individual race of the person. It's the race of the community that actually correlates these outcomes, and that's what our research shows.

White people living in highly segregated communities of color do just as bad, or almost as bad, as the people of color living in those neighborhoods. And people of color living in highly segregated white neighborhoods do much better than their counterparts in highly segregated communities of color.

It's really what we mean by structural racism. That is to say, structural racism is not about an individual that's being discriminated against. It's about the environment we live in, and the forces that shape our lives.

What we really find is that it's structural racism that is at the core, and the taproot of structural racism is racial residential segregation, because it is a mechanism that sorts people into different kinds of environments — high opportunity environments versus low opportunity environments.

I think there are some things that help. The American Rescue Plan is giving a lot of money to cities. But I don't think our public's ability to raise funds is even close to meeting the scale of need.

So, it doesn't seem to be getting any better. We're in a kind of dystopian future.

Are we at a moment of crisis at this point?

I think we've been in crisis since at least the late 1960s. The Kerner Commission warned us that we were creating two segregated societies that would continue to be unequal. What they predicted actually happened. And none of the recommendations the Kerner Commission provided came to be.

We did everything wrong.

We disinvested in our society. We pulled up the carpet, and we didn't integrate. While we did actually integrate some of the schools, by the 1990s the federal courts were out of that business, and schools have been resegregating ever since.



Research also shows Latinx children are likely to enter elementary schools with fewer white peers than a generation ago. Here, a class studies at the Bruce-Guadalupe Community School in Milwaukee, a charter school that is 97% Latino. (AP photo by Ivan Moreno)

Everything seems to me to be on the wrong track, and we've been on the wrong track for a long time. So, what we have are these eruptions, these symptoms — police brutality, health outcomes and so forth — and it's like if your body is sick, and you're getting boils all over your body. That's sort of what we've been through.

We're just very sick, and we've been sick for a while.

What can we do to turn things around?

Integrate and invest. We need to resurface the reality that racial segregation is really the core cause of racial inequality. You can't zero out racial inequality in a highly segregated society. You can't have balkanization and then have equality. It's totally antithetical.

What we seem to be doing is we tear down statues or rename buildings instead of doing what we need to do, which is to massively invest — in public goods, childcare, public transit, community colleges and so forth — for a more integrated future. I just don't see how we can break all these cycles when, if you're born poor and Black or Hispanic in the United States, there's a track for you that is very hard to break out of.

So, we shouldn't be focusing, in my opinion, on these symptoms as much as we should be focusing on the root causes of structural racism.

And I just think we spend way too much time talking about symbols and performative gestures. If we're really serious about getting rid of racial inequality, then we have to shift our focus. And so this report and discussion on Tuesday is a push in that direction.

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SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

February 17th, 2022

Daly City, City Council
333 90th St
Daly City, CA 94015

RE: Proposed Sites for RHNA Requirements

Dear members of the City Council,

We send a sincere thank you to staff for providing the proposed sites to meet the 2023 – 2030 RHNA requirements for Daly City as required for the Housing Element at the City Council meeting on Feb 14, 2022.

The Draft Site List (attached) included in Michael Van Lonkhuysen's presentation provides the unit potential and density per acre for each of the identified site addresses. Serramonte del Rey at 64 units per acre is far below the median, at 195 units per acre, and the high at 477 at units per acre. If the density at Serramonte Del Rey was doubled then the footprint would be reduced by half and the project would still achieve the same unit potential. This would allow for nine acres of green space. The garden and trees could be preserved as a county park for Daly City. The park could be co-managed by the Association of Ramaytush Ohlone as recommended by the California Natural Resources Agency.

We urge the City to use its authority over public health, safety and welfare to fill essential needs in Daly City for more public park lands. This can be realized by requiring the doubling of density at the current unit potential. This minor change to the Serramonte Del Rey plan will mitigate air quality, traffic, and decreased open space problems that will result from current design.

Serramonte Del Rey is a 90% market rate housing project. Please include at least 59% affordable housing including very low-income and low-income and moderate housing as allocated by RHNA (see attachment). For a nearby example, the Balboa Reservoir project by City College in San Francisco is a similarly scaled development (17 acres) with 1100 units that includes 50% affordable housing with 25% green space, a community garden and multiple parks including a 2-acre central park. 100 units will be for teachers. Of the 450 permanently affordable housing at least 18 percent of the affordable housing on site will be for low-income individuals who earn up to 55 percent of the Area Median Income, according to the RFQ. Another 15 percent of the units are for moderate-income individuals who earn up to 120 percent of AMI, and only the last 17 percent for "middle" income households that earn up to 150 percent of AMI. In addition, the

Balboa site will provide care for 100 children on site, 50% of whom will be from affordable units.

Thank you for increasing density as part of your effort to meet your RHNA allocation thereby reducing the footprint and for considering additional affordable housing.

Sincerely,



Gladwyn d'Souza
Chair, Conservation Committee
Sierra Club Loma Prieta Chapter



Sabrina Brennan
Chair, Equity Committee
Sierra Club Loma Prieta Chapter

Regional Housing Need Allocation ("RHNA") – City of Daly City 2023 to 2031

City of Daly City
Regional Housing Need Allocation ("RHNA") 2023 to 2031

	Dwelling Unit Allocation	Percent of Total	Annual Construction Requirement
Very Low	1336	28%	167
Low	769	16%	96
Moderate	762	16%	95
Above Moderate	1971	41%	246
	4838	100%	605

Draft Site List

Site Address	Site Size	Unit Potential	Density (du/ac)
699 Serramonte Boulevard	18.1	1150	64
Midway Village Redevelopment	15	555	37
525 Serramonte Boulevard	4	323	81
1 Carter Street	12.5	262	21
99 Southgate Avenue	1.93	214	111
2321 Geneva Avenue	0.48	194	404
10 Park Plaza Drive	1.95	179	92
6401 Mission Street	0.35	167	477
699 Serramonte Boulevard	3.9	122	31
0 Carter Street	18	117	7
1050 St. Francis Boulevard	2.49	87	35
493 Eastmoor Avenue	0.37	72	195
305 Eastmoor Avenue	2.38	56	24
1698 Bryant Street	1.38	48	35
6098 Mission Street	0.25	36	144
Geneva/Rio Verde NE Corner	0.38	20	53
89 Second Avenue	0.46	20	43
51 Oriente Street	0.57	20	35
169 First Avenue	1	20	20
0 Martin Street	1.84	16	9
141 Third Avenue	0.71	15	21
130 Station Avenue	0.23	10	43
55 Calgary Street	0.34	8	24
Rio Verde Street	0.4	7	18
2665 geneva Avenue	1	7	7
Lisbon Street	0.27	4	15
717 Templeton Avenue	0.36	4	11
Edgeworth Avenue	0.17	3	18
	Total	**3,736**	

Regional Housing Need Allocation ("RHNA") - San Mateo County Cities 2023 to 2031

Jurisdiction	VERY LOW INCOME (<50% of Area Median Income)	LOW INCOME (50-80% of Area Median Income)	MODERATE INCOME (80-120% of Area Median Income)	ABOVE MODERATE INCOME (>120% of Area Median Income)	TOTAL
SAN MATEO COUNTY					
Atherton	94	54	56	144	348
Belmont	488	281	283	733	1,785
Brisbane	317	183	303	785	1,588
Burlingame	863	497	529	1,368	3,257
Colma	44	25	37	96	202
Daly City	1,336	769	762	1,971	4,838
East Palo Alto	165	95	159	410	829
Foster City	520	299	300	777	1,896
Half Moon Bay	181	104	54	141	480
Hillsborough	155	89	87	223	554
Menlo Park	740	426	496	1,284	2,946
Millbrae	575	331	361	932	2,199
Pacifica	538	310	291	753	1,892
Portola Valley	73	42	39	99	253
Redwood City	1,115	643	789	2,041	4,588
San Bruno	704	405	573	1,483	3,165
San Carlos	739	425	438	1,133	2,735
San Mateo	1,777	1,023	1,175	3,040	7,015
South San Francisco	871	502	720	1,863	3,956
Unincorporated San Mateo	811	468	433	1,121	2,833
Woodside	90	52	52	134	328

Politics & society, Research

Why Bay Area neighborhoods are still racially segregated

By Ivan Natividad



Piedmont, California is zoned for 100% single-family housing and is known as a segregated white community in the Bay Area, consisting of nearly 75% white residents. (Photo courtesy of Wikimedia/Sam Pullara)

September 10, 2020

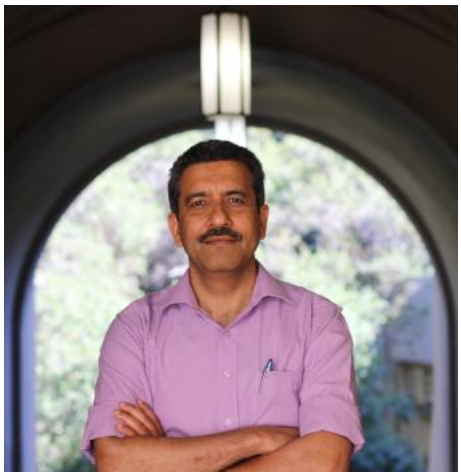
When Congress passed the Civil Rights Act of 1968, Jim Crow laws that enforced racial segregation in the United States became illegal. But according to new research from UC Berkeley's Othering and Belonging Institute , those divisive practices still exist in the Bay Area through zoning laws that create restrictive neighborhoods segregated by race.

The study is the fifth and final installment of the institute's " Racial Segregation in the San Francisco Bay Area " series. Researchers mapped jurisdictions and produced a set of maps of 67 cities across six Bay Area counties that show the correlation between segregated neighborhoods and areas zoned for single-family homes.

The findings were clear: As the proportion of single-family zoning increases in a city, so does its white population, while Black and Latinx populations decrease.

"White communities prefer to stay far away and segregated from other communities, and single-family zoning has been a key driver in perpetuating that segregation in the Bay Area," said report co-author Samir Gambhir, who has worked as a researcher and manager of Othering and Belonging's equity metrics program since 2013. "It is zoning as a means to put stricter controls on where people want to live, about how their property is appreciating, and how they would like to access different public goods."

The research also shows that major cities throughout the Bay Area have a majority of housing zoned only for single-family structures, including San Francisco at 51% and Oakland with 65%. Piedmont is residentially zoned 100% single-family housing.



Samir Gambhir works as a geographic information systems (GIS) researcher and manager of the Equity Metrics program at UC Berkeley's Othering and Belonging Institute. (UC Berkeley photo)

Gambhir spoke with Berkeley News *about what can be done to battle segregation in Bay Area communities, and how his research relates to the broader efforts for racial justice.*

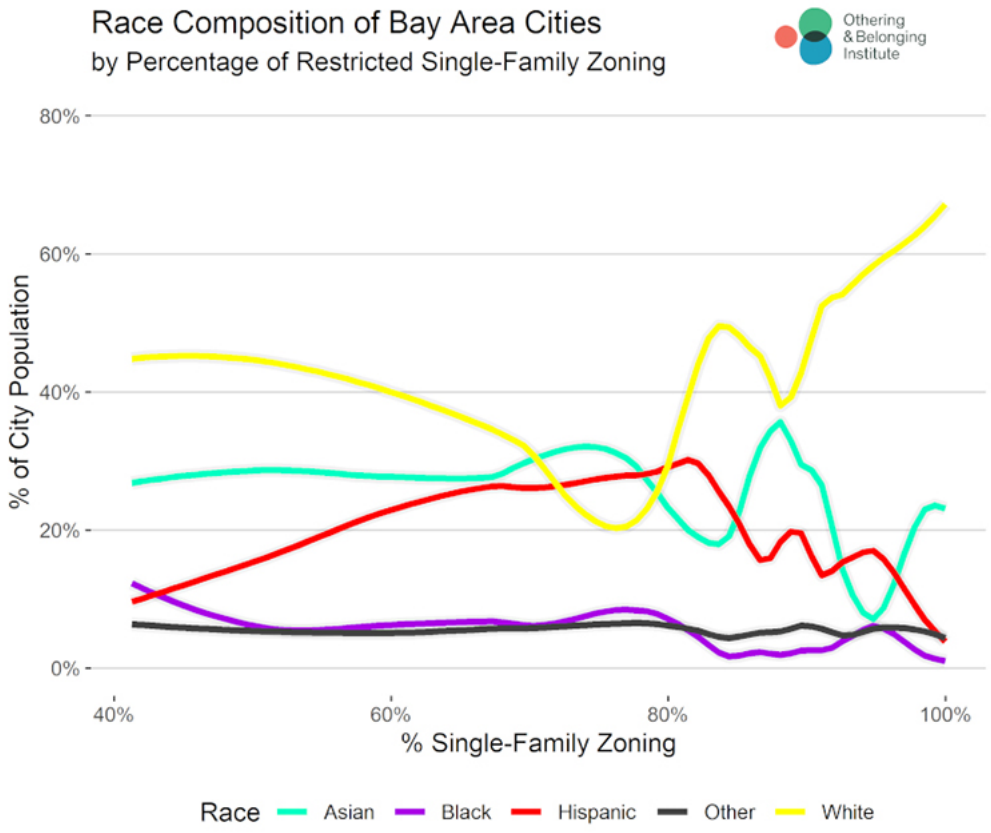
Berkeley News **: How is the Bay Area segregated, and what is the impact of that segregation?**

Samir Gambhir: If you look at the racial distribution in the Bay Area, it is around 40% white, 26% Asian, 24% Latino and 6% Black. It seems like a very diverse community.

But if you look at our research, you'll see that there are pockets of segregation across different counties. There are communities which are highly dominated by Black, Latino or Asian people. White people have the most segregated communities. They seem to want to have their own communities to keep away from people of color.

This analysis clearly brings out how segregated the entire Bay Area is. That segregation impacts economic outcomes: a racial segregation that leads to economic segregation.

There is an uneven distribution of private and public resources in terms of what white neighborhoods get versus Black neighborhoods. Children from segregated areas also go to segregated schools. There is an unequal distribution of wages, access to health care, access to healthy food, employment issues and the list goes on.



(Courtesy of UC Berkeley Othering and Belonging Institute)

Those unequal outcomes manifest just by the fact that the community is segregated. All of this is impacting the life outcomes of residents in these communities.

And historically, the situation has not changed much. The Bay Area is still almost as segregated as it was in the 1960s.

That's why we embarked on this study to not just research the impact of segregation, but the harms and what we can do to ameliorate that segregation.

How do current housing zoning laws perpetuate this segregation?

I think housing choice is highly structured and racialized. White communities identify anything associated with Black communities as a negative. Crime or schools, or anything. White communities prefer to stay far away and segregated from other communities.

Majority single-family zoning communities are primarily white with rich community resources such as good schools, less pollution and better funded public amenities such as police. Single-family zoning is one of many mechanisms of perpetuating segregation by keeping low-income folks and people of color out of their communities.



Berkeley News is examining race justice in America in a new series of stories.

Whether it's good schools, a safe neighborhood, these are some of the basic needs.

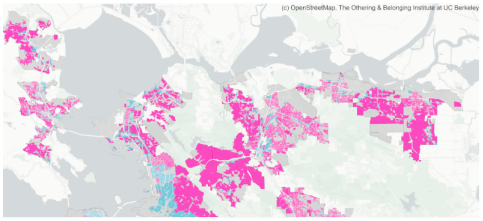
In the 1970s, local jurisdictions actually used it as a planning tool. It is zoning as a means to put stricter controls on where people want to live, about how their property is appreciating and how they would like to access different public goods.

We are planning to release a detailed report which deals extensively with single-family zoning in the Bay Area. It analyzes the relationship between singe-family zoning, racial segregation and socio-economic outcomes.

So how can we combat this segregation in a community like the Bay Area?

We have looked into mobility strategies to help promote integration. Providing resources that allow people to move from high poverty, racially segregated neighborhoods, to more integrated neighborhoods.

Improving the low-income housing tax credit would also help increase access to, and the creation of, affordable and multi-unit housing in the Bay Area. Even then, that housing should be located in areas which are high-opportunity where those residents can access all those amenities that high-opportunity areas have.



(Courtesy of UC Berkeley Othering and Belonging Institute)

We are currently working on a project for California Department of Housing and Community Development and the Tax Credit Allocation Committee where we presented a model to them to identify high-opportunity areas within the state to assist them in developing policy to incentivize construction of large family Low-Income Housing Tax Credit housing.

There are also policy areas that focus on rent control, rent stabilization and other policies which are really effective in addressing the issue of the gentrification as well.

What we provide in the report is a structure of policies that are out there that will certainly promote integration. But there has to be political will to make sure that those policies are applied.

Protests against racial injustice and police brutality in Black communities are occurring throughout the country, and in the Bay Area. How does neighborhood segregation fit into this dialogue?

At the Othering and Belonging Institute, we try to talk about these things in a broad framework of humanity. How do we treat our fellow human beings?

Othering certainly is a mechanism by which we are trying to segregate people: 'us' versus 'them.'

So, it's important that people look at this research through the lens of 'othering and belonging,' and see that if you have a more integrated community, we are actually lifting up everybody.

We are lifting up the entire society. We are all living together.

If people look at our work through that lens while looking into specifics of all the different issues related to systemic racism and disadvantage, I think it would make a lot of sense.

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Planning and Policymaking for Transit-Oriented Development, Transit, and Active Transport in California Cities

2020 | Barbour, Elisa; Grover, Salvador; Lamoureaux, Yulia; Chaudhary, Gyanendra; Handy, Susan

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Abstract

This report provides research findings from the first year of a two-year research project on patterns of local policymaking in California to support transit-oriented development (TOD), transit, and active transport. The project aims to assess motivations, perceived obstacles, and priorities for development near transit, in relation to patterns of local policy adoption, from the perspective of city planners in the state's four largest regions: the San Francisco Bay, Los Angeles, San Diego, and Sacramento metropolitan areas. This first-stage report discusses research and policy context that informed the methodology, findings from the analysis of results from an online survey of city planning directors administered in the spring of 2019, and findings from two case studies of TOD policymaking in urban central cities, namely Los Angeles and Sacramento. A sampling methodology for conducting further case studies of TOD policymaking during the upcoming second phase of the project is also described, based on findings from the first year of the research.

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WHO RIDES PUBLIC TRANSPORTATION



THE BACKBONE OF A MULTIMODAL LIFESTYLE

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

PASSENGER DEMOGRAPHICS & TRAVEL

Who Rides Public Transportation

JANUARY 2017

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This publication is dedicated to John Neff, the author of the first APTA Passenger Characteristics Report in 2007, and the developer of the methods that were adapted for this current publication.

Top Line Results

KEY DEMOGRAPHICS

Age **-** Of all transit riders, 79% fall into the most economically active age range from 25 to 54. The balance are divided between those younger than 25 (14%) and those in the age range generally thought of as the retirement years, 65 or older.

Ethnicity **-** The single largest group of riders consists of white or Caucasian riders (40%). Communities of color make up a majority of riders (60%), with African-American riders comprising the largest single group (24%) within communities of color. However, there are considerable variations in these characteristics among urban areas of differing sizes.

Household size **-** Transit riders come from a wide mix of household sizes. A two-person household is more common (31%) than other household size. However, single person households are also very common, with 26% of riders reporting households of that size. The balance consists of households of three persons (18%) and households of four or more persons (25%).

Employment **-** Of all riders, 71% are employed, while 7% are students. Thus more than three-fourths of transit riders (78%) are either currently employed or preparing for employment. The balance includes 7% retired persons, 6% unemployed, 3% homemakers. Another 6% were classified as "Other" in the reports.

Workers in the Household **-** Most transit user households (77%) include one or more working persons. This consists of 43% with one working person and another 34% with two or more working persons.

Income **-** According to the Census Bureau, a total of 13% of U.S. households have household incomes of less than $15,000, but among transit using households, the comparable figure is 21%. On the other hand, at the top level of the income spectrum ($100,000 or more), the percent of all U.S. households (23%) and transit-using households (21%), is very similar.

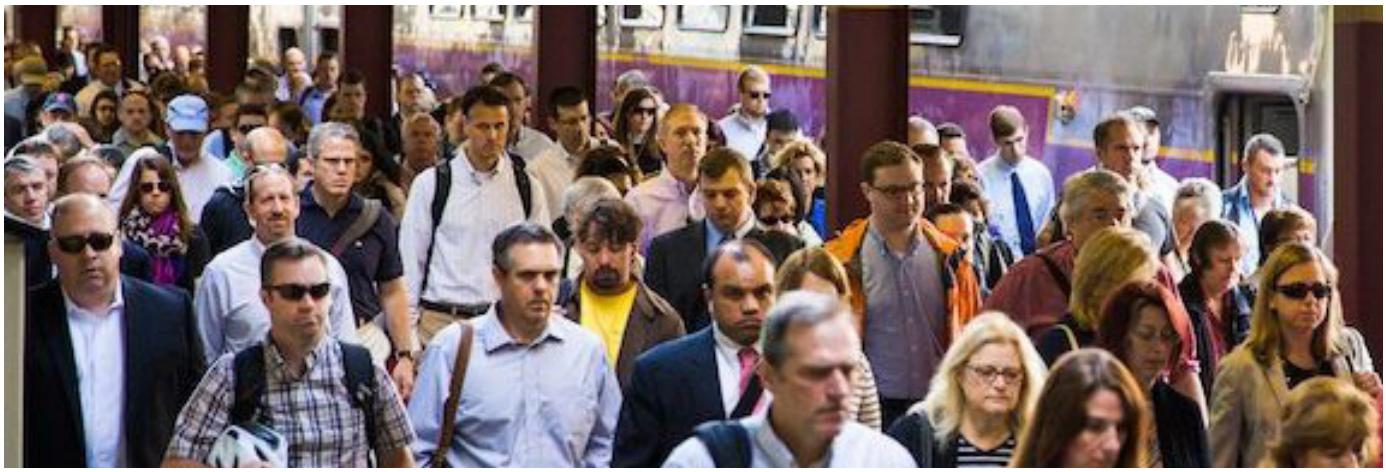
Education **-** More than half (51%) of transit riders hold a bachelor's degree or some level of graduate education. Relatively few (8%) have less than a high school education. One percent (1%) were classified as "Other" in the reports. The balance, 40%, completed high school or some college.

Gender **-** Most transit riders in the United States are women (55%).

Vehicle Availability **-** Among all riders, 54% indicated there is a vehicle available to them on an ongoing basis, while 46% said there was no vehicle available.

Driver's License **-** Almost two-thirds of transit users, 65%, have a driver's license, an indication that they have some flexibility in travel mode even if a vehicle is not immediately available for a given trip.

Language **-** Among all transit users, 85% speak English as their primary language, while 12% speak Spanish and 3% speak other languages.



KEY TRAVEL CHARACTERISTICS

Trip Purpose **-** A total of 87% of public transportation trips involve direct economic impact on the local economy. This includes getting to or from work (49%) or shopping (21%) and recreational spending in the local economy (17%). Since we know that 71% of the riders are employed, clearly the fact that 49% of riders' trip purposes were getting to or from work means that many employed riders happened to be making trips for other purposes when surveyed. One indicator of these other uses of transit is an increase in trips for shopping since the 2007 study, when only 8.6% of trips were for shopping. Shopping trips increased to 21% in the current study.

Reasons for Using Public Transit **-**
When asked to describe in their own words their reasons for using public transit, a total of 60% of the reasons given involve either a preference for using transit for the economy of it (16%) or just a preference for intangible benefits such as convenience (44%). The most frequent response (44% of reasons given) was that they simply prefer transit for a variety of intangible reasons, including that they find it more convenient than driving, that they save time, or help the environment or they simply say that they "prefer it" without elaborating. In addition to these reasons, other motives cited involve a preference for transit based on cost savings (16%). In particular, they mention saving on gasoline and parking costs. Finally, 40% say they have no real alternative because they lack money or lack a vehicle, or that transit is the only transportation available to them.

Frequency of Using Public Transit **-**
More riders use public transit five days a week (50%) than any other usage pattern. In addition, another 13% use it six or seven days a week. Studies tend to find that among the five day riders, commuting is the primary trip purpose, but it is among the primary trip purposes for many others as well.

Access Mode **-** More than two-thirds of transit users (69%) walk to their stop or station. Another 11% drive to their stop, while 10% indicate that they use another form of transit. The balance are either dropped off (6%) or use another mode.

Egress Mode **-** On alighting from their transit vehicles, most transit passengers walk to their destination (76%). Another 16% transfer to another transit vehicle, while 4% drive, 3% get a ride, and 1% could not be classified except as "other."

Alternate Mode **-** Riders were asked what alternative mode they might use if transit service were not available. The most frequent responses were that they would not make the trip (22%) or that they would use other transit options (20%). The balance, 57%, say they would find a means of travel other than public transportation. More (17%) would drive than any other non-transit mode. However, a total of 16% would either car/vanpool, get a ride or take a taxi.

Fare Media Used **-** Most transit riders, 86%, use a pass medium of some type to pay their fares. The use of cash, once the common fare medium, has diminished to only 11% of the ridership nationally.

Transfer Rate **-** Annually, half of the trips made (50%) require a transfer during those trips, and half do not.

Duration of Using Transit **-**
Most riders (a total of 53%) are long-term riders in that they have used transit for five or more years. This includes 29% who have used transit for five or six years and 24% who have used it for seven or more years.

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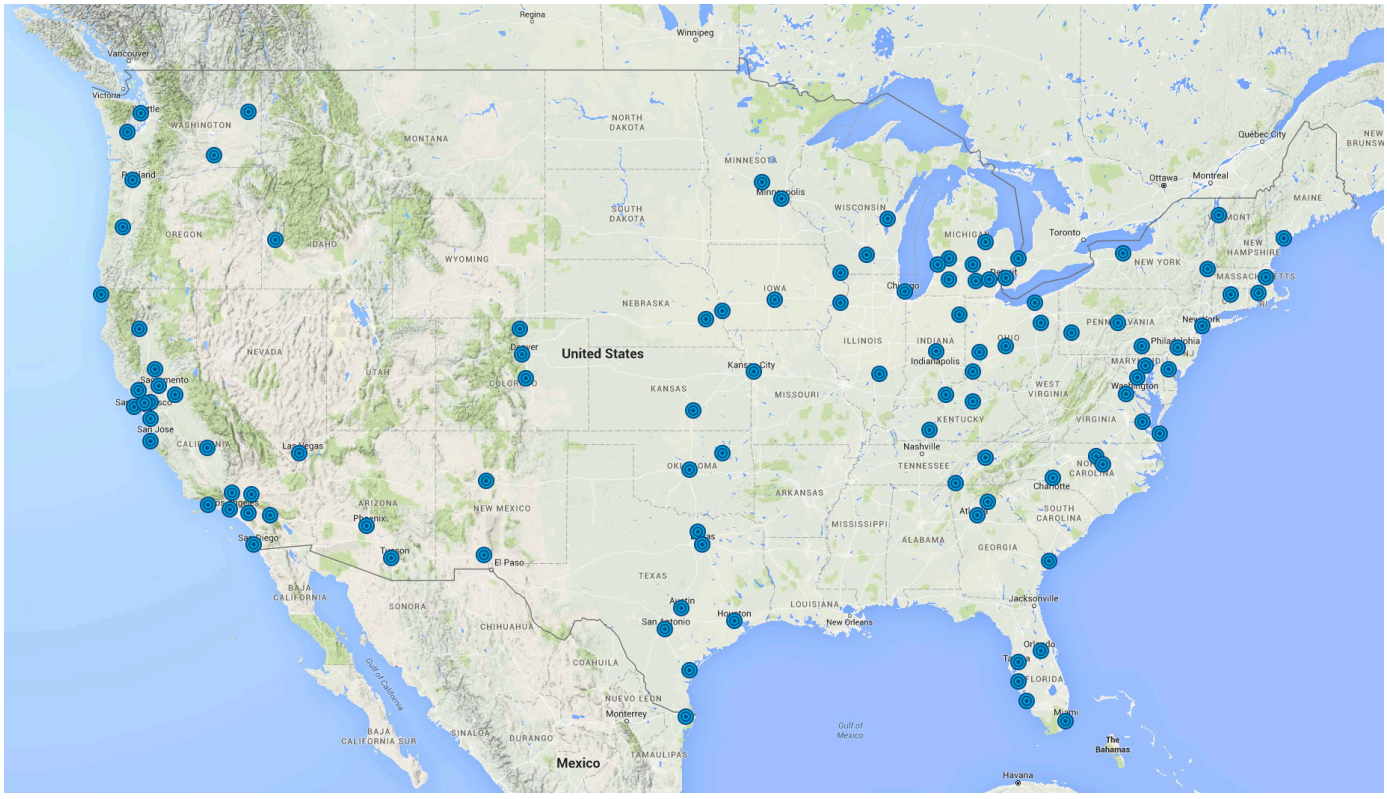
Introduction and Executive Summary

This summary of passenger characteristics of domestic United States public transit users was compiled from two hundred eleven separate passenger survey reports representing the services of one hundred sixty-three transit systems throughout the United States. The summary is based on a compilation of written reports, not a reanalysis of raw data. The surveys included were conducted during the eight years from 2008 through 2015.

Some transit systems provided APTA with more than one report when their studies treated components of their systems such as different modes separately. Other reports prepared for Metropolitan Planning organizations (MPO's) contain data for several system operators within a single

Figure 1 *Map of Locations Providing Studies for this Report*



(Map courtesy of Zachary Kincade, RLS + Associates)



report. Such reports were divided by system and mode for inclusion in this summation. The 211 reports are based on a total of 695,748 respondent questionnaires. The systems reporting carry a total of 8,335,610,590 trips annually. These amount to 77% of the 10.6 billion transit trips made in the United States in 2015.

Key Elements in the Structure of this Report:

The methodology is described in full beginning on page 74. This introduction will present the reader with only a few key aspects of the report.

Results represent ridership, not individual persons.

It is important to understand that the results are based on trips taken by transit, not on individual persons. One person can, after all, make many or only a few transit trips in a given time frame. The results characterize the characteristics of the people making transit trips during a year's time. Since some people use transit often and others only a few times in a given time period, the former will be more likely than the latter to be sampled in a passenger survey. Thus they have a greater impact on the final result.

To take a simple, completely hypothetical example: If a transit system had 100 riders, 50 women and 50 men, the individual riders as a group would obviously be 50% female and 50% male. But if the women all used transit for ten trips a week and the men used it for only five trips a week, the surveys would capture responses from the women at that 2:1 ratio because the surveyors would encounter women riders at twice the rate as they encountered men. The ratio of trips in the example would be 10 female to 5 male, or 67% female and 37% male. We would correctly conclude that the ridership was 67% female, however, if survey techniques were able to observe riders as individuals, only 50% of the individual people using the transit service would be female.

Questions and responses included in the surveys meet local needs and are not uniform.

Because the surveys serve local needs, they differ from study to study in terms of whether a specific question was asked at all, the specific wording of questions, and the response ranges. Thus the effective number of respondents and riders represented vary from item to item. For this reason, four statistics are provided with each topic.

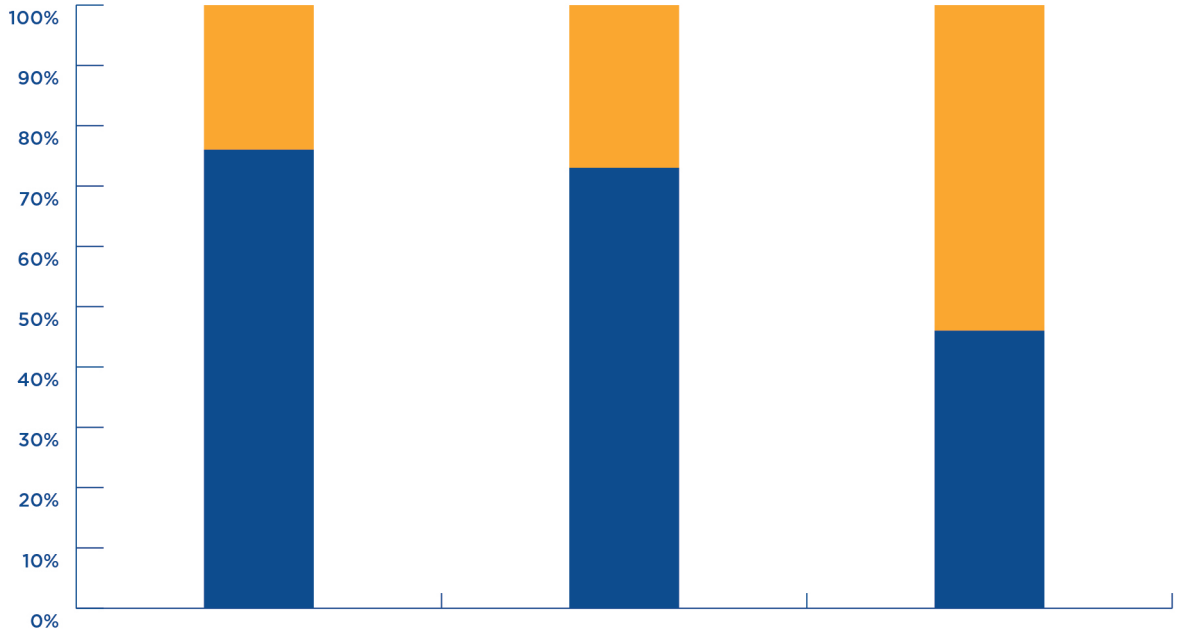
1. Number of studies included in the tables and charts about the topic.
2. Number of respondents surveyed in those studies.
3. Average number of respondents per survey.
4. Number of unlinked trips by the transit system in the year of the survey[i].

Rounding

Throughout the report, charts and tables include rounding, and thus may sum to 99% or 101% in a few cases. This is not an error and should be ignored.

Figure 2

The Sampled Reports - Transit Mode



	Percent of Surveys	Percent of Questionnaires Completed	Percent of Unlinked Passenger Trips
Bus	76%	73%	46%
Rail	24%	27%	54%

Distribution of the Sample

The map in Figure 1 (page 10) illustrates the breadth of the geographic coverage of the surveys included in this report. The distribution between bus and rail modes and the distribution among three tiers of city sizes is shown in the following four tables and charts.

It is important for the reader to understand the effect of weighting the results of the compiled surveys. Surveys typically involve random sampling of riders. The survey sample sizes are dictated by research needs, and are not proportional to the ridership of the systems. For example, a system carrying five million trips a year may have a survey sample of similar size to a system carrying twenty million trips per year. That is simply the way survey sampling works. In order to combine studies such as these in a meaningful way, we have to have proportionality among the studies and we cannot rely on the count of survey questionnaires to provide it. Instead we must weight the results. The only reasonable way to accomplish proper proportional weighting is to weight by the ridership numbers.

Profile of the Sample: Transit Mode

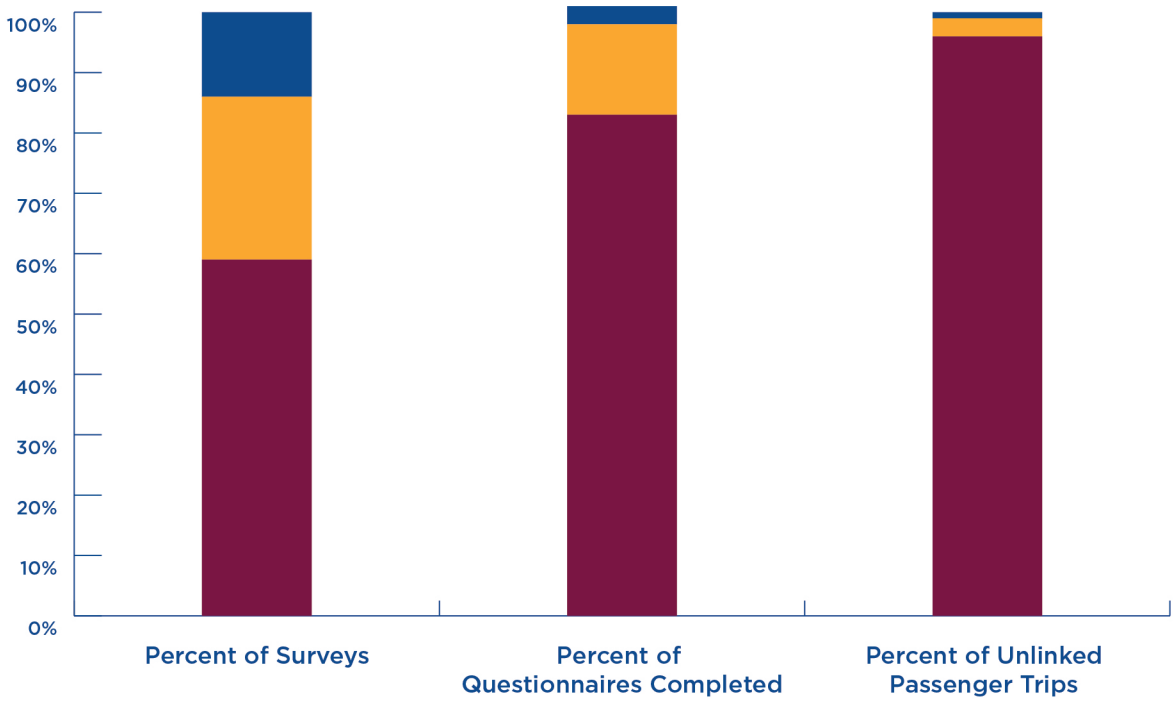
Surveys of rail modes account for only about one fourth (24%) of the surveys included in the study and 27% of the questionnaires completed in the course of those studies. However, because of their heavy ridership, they account for 54% of the passenger trips.

Table 1 - Profile of the Sample by Transit Mode - Rail and Bus

TRANSIT MODE	NUMBER OF SURVEYS	NUMBER OF QUESTIONNAIRES COMPLETED	UNLINKED PASSENGER TRIPS
Rail	*50*	*189,055*	*4,574,243,003*
Bus	*161*	*506,693*	*3,875,638,085*
Totals:	*211*	*695,748*	*8,449,881,088*

Figure 3

The Sampled Reports - Urban Population



	Percent of Surveys	Percent of Questionnaires Completed	Percent of Unlinked Passenger Trips
< 200,000	14%	3%	1%
200,000 to 999,999	27%	15%	3%
1,000,000 and Over	59%	83%	96%

Profile of the Sample: Size of Urban Area

Most of the surveys included in this study (125 surveys or 59%) are from urban areas of one million or more residents. More importantly, they account for 96% of the passenger trips nationally.

Large communities, especially those that provide both bus and rail service, especially heavy rail, tend to have very large ridership. Thus, when the results are presented as percentages of national ridership totals, the urban areas with populations of one million or more, which carry 96% of the trips included in this study, will tend to dominate the results, washing out differences among communities of differing sizes. Thus, although the reports from bus systems included in the report are very robust and are more numerous, when the charts and tables examine national ridership as a whole, the weighting procedure tends to (rightly) emphasize larger urban areas.

This effect is especially pronounced in the data on ethnicity. For this reason, all results are presented in charts which first provide a national overview, then a view broken down by transit mode (rail or bus), and then by size of the urban area from which the survey data came. In this way, readers interested in the differences between the larger and smaller communities can easily see differences hidden in the overall national statistics.

Table 2 - Profile of the Sample of Surveys by Urbanized Area

POPULATION OF URBANIZED AREA	NUMBER OF SURVEYS	NUMBER OF QUESTIONNAIRES COMPLETED	UNLINKED PASSENGER TRIPS
Less than 200,000	*30*	*18,110*	*47,092,036*
200,000 to 999,999	*56*	*103,413*	*268,258,249*
1,000,000 or more	*125*	*574,225*	*8,134,530,803*
Totals:	*211*	*695,748*	*8,449,881,088*

Part 1:

DEMOGRAPHICS

Personal and Household Social Characteristics

Age of Transit Riders

Transit passengers are primarily people in the most economically active years of their lives, from 25 to 64. They account for a total of 79% of transit passengers. Those 65 or older account for only 7%.

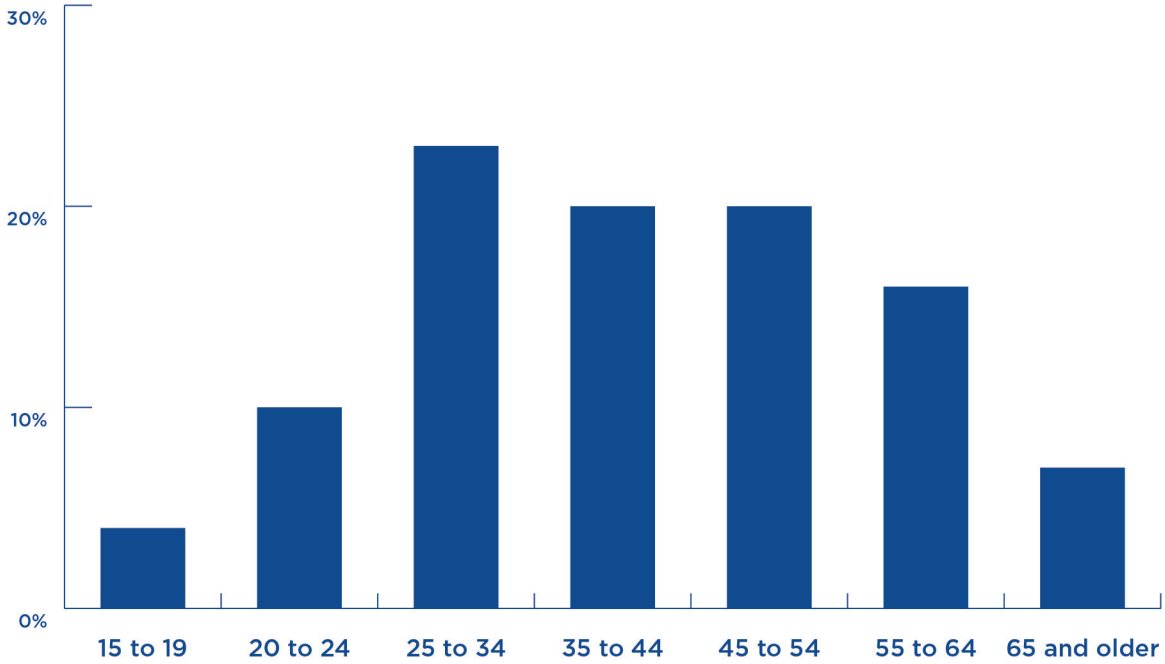
Those younger than 25 account for 14% of riders, and most of these riders are probably students[ii].

An onboard rider survey asks only those riders who appear to be of a minimum age to complete a questionnaire. This obviously causes the omission of young children from the age profile, and thus clearly, but for good reason, understates their numbers.

Furthermore, the minimum age considered appropriate for participation varies slightly

Figure 4

Age - All Transit Users



	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
All Transit Users	4%	10%	23%	20%	20%	16%	7%



among survey consultants. Typical age limits vary from twelve to sixteen. The judgment regarding who meets that criterion also undoubtedly varies among the personnel actually administering the surveys. For these reasons, not only very young children, but also preteen and early teen children at the margins of those ages are also likely to be underrepresented. The effect on the results of underrepresenting young children is minimal because the vast majority of riders are adults.

Age of the US Population Compared to Ridership

Table 3 compares the age distribution of riders to that of the general United States population. The latter data are drawn from the American Community Survey (ACS). To make the comparison, it is necessary to drop the category "Under 14" from both the general population data and the transit rider survey data because unlike the ACS, the transit surveys do not have reliable information on that youngest age group.

Limiting both the population and the ridership to the lower age limit of fifteen, we can see that transit users are more likely (63%) than the general population (50%) to fall into the age range from 25 to 54. They are also less likely (7%) than the general population (17%) to be 65 or older.

Table 3 - Population & Riders 15 And Older

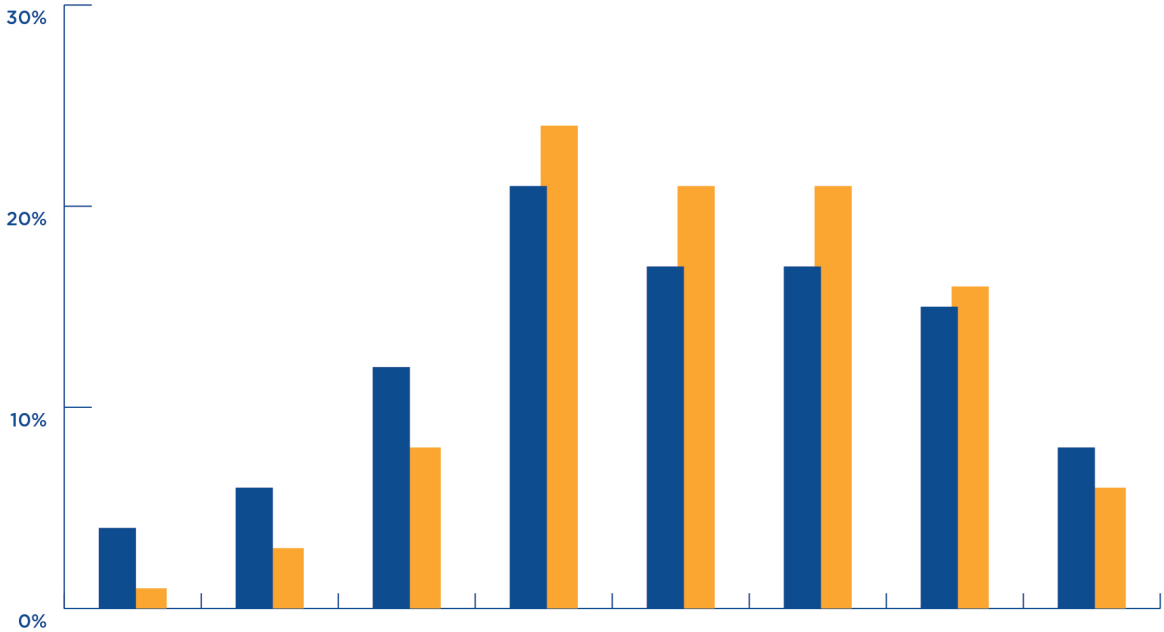
Age	*U.S. Population*	*Transit Users*
15 to 19	*9%*	*4%*
20 to 24	*9%*	*10%*
25 to 34	*17%*	*23%*
35 to 44	*16%*	*20%*
45 to 54	*17%*	*20%*
55 to 64	*15%*	*16%*
65 and older	*17%*	*7%*

# of reports: ***195***
Average # of riders surveyed per study: ***3,352***
 # respondents: ***653,642***
Annual ridership of systems responding: ***8,144,397,645***

Source: American Community Survey, Five year estimates, 2014

Figure 5

Age - Transit Mode



	14 and under	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
Bus	4%	6%	12%	21%	17%	17%	15%	8%
Rail	1%	3%	8%	24%	21%	21%	16%	6%

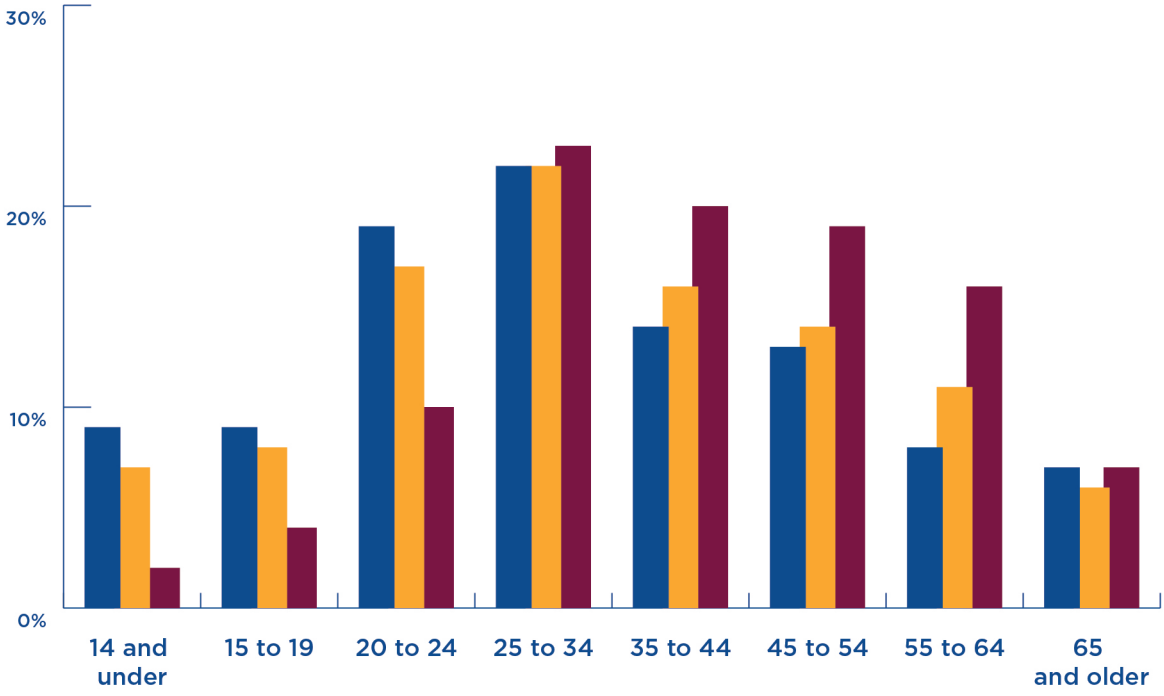
Age of Bus & Rail Riders

There are general similarities in the age distributions of bus and rail riders, but bus riders tend to be somewhat younger than rail riders. For example, while 22% of bus riders are under the age of 25, only 12% of rail riders surveyed are that young. Conversely, while 82% of rail riders are in the age range from 25 to 64, fewer bus riders (70%) fall in that age range.



Figure 6

Age - Urban Population



	14 and under	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
< 200,000	9%	9%	19%	22%	14%	13%	8%	7%
200,000 to 999,999	7%	8%	17%	22%	16%	14%	11%	6%
1,000,000 and Over	2%	4%	10%	23%	20%	19%	16%	7%

Age by Urban Population

For cities in each of the three size-strata, the percent of riders in the range from 25 to 34 is essentially the same, 22% or 23%. Above and below that age range, however, there are significant differences in the age composition of the bus and rail riders. Essentially, the smaller the city, the more likely riders are to be younger than 35, and conversely, the larger the city, more likely riders are to be in the age 35 to 64.

Age is related to employment characteristics. For example, riders in the small and mid-size cities are several times more likely to be students than are those in the largest cities (see Figure 16, Page 31). Conversely, riders in the largest cities are much more likely to be employed.

While in the largest cities, a total of only 16% of the ridership is under the age of 25, in the smallest cities the comparable total is 37%. The mid-size cities, at 32%, fall between those figures. However, in the largest cities, 55% are between 35 and 64, while in the smallest cities, 35% are in that age range. Again, mid-size cities fall in between, at 41%.

Ethnicity & Race

Table 4 - Ethnic Composition of Riders and of the Population of the United States

Ethnicity	U.S.	Transit
White/Caucasian	63%	40%
Black/African American	12%	24%
Hispanic (of any race)	17%	19%
Asian/Asian American	5%	7%
Pacific Islander	<1%	2%
Multi-ethnic	<1%	1%
Native American	1%	1%
Other	<1%	6%

# of reports: ***168***
Average # of riders surveyed per study: ***3,563***
 # respondents: ***598,662***
Annual ridership:
7,841,207,954

The single largest group of riders consists of White/Caucasian riders (40%). However, when combined, communities of color make up a majority of riders (60%), with Black/African-American riders comprising the largest single group (24%) within communities of color[iii].



Figure 7

Ethnicity - All Transit Users

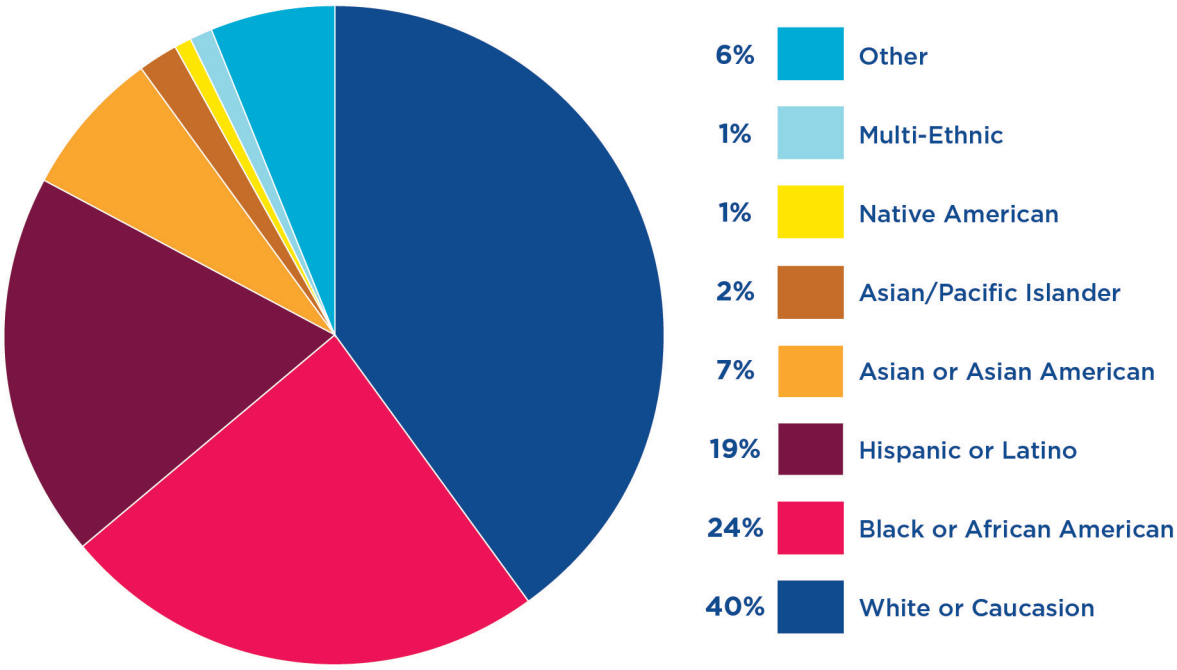
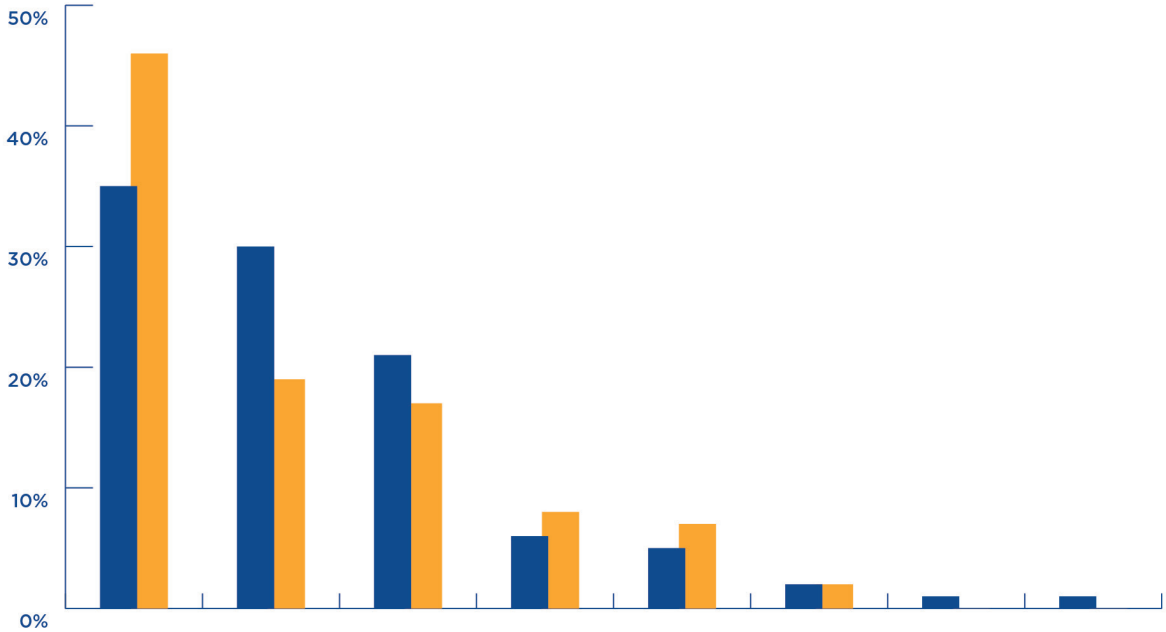


Figure 8

Ethnicity - Transit Mode



	White or Caucasion	Black or African American	Hispanic Total	Asian or Asian American	Other	Asian/ Pacific Islander	Multi-Ethnic	Native American
Bus	35%	30%	21%	6%	5%	2%	1%	1%
Rail	46%	19%	17%	8%	7%	2%	0%	0%

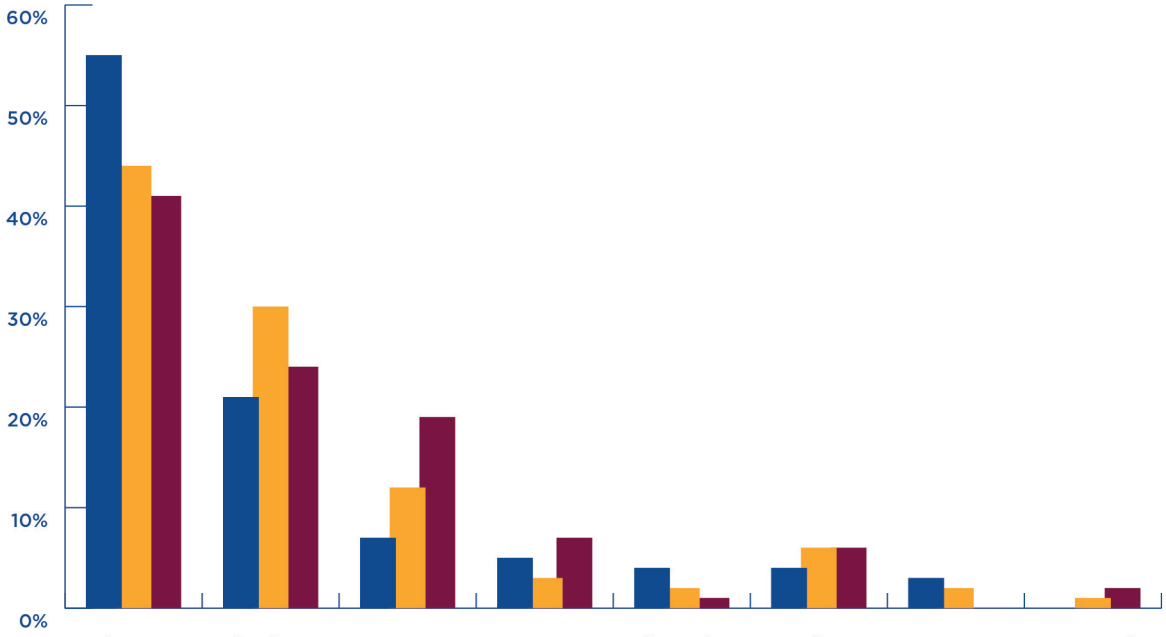
Ethnic/Racial Characteristics Among Bus and Rail Riders

Bus and rail riders differ somewhat in their racial/ethnic characteristics. Rail riders are more likely to identify as White/ Caucasian (46%) than as Black/ African American (19%). However, bus riders are split nearly equally between Caucasian (34%) and African American (31%).

Of all bus riders, 21%, and of all rail riders, 17%, identified themselves as Hispanic/Latino[iv]. More rail riders (9%) than bus riders (6%) identified themselves as Asian/ Asian American, but that difference is marginal.

Figure 9

Ethnicity - Urban Population



	White or Caucasion	Black or African American	Hispanic Total	Asian or Asian American	Multi-Ethnic	Other	Native American	Asian/ Pacific Islander
< 200,000	50%	26%	9%	5%	1%	3%	3%	4%
200,000 to 999,999	43%	22%	15%	2%	10%	2%	1%	6%
1,000,000 and Over	40%	25%	19%	7%	2%	0%	1%	6%

Ethnic/Racial Characteristics and Urban Population

The ethnic makeup of ridership varies with the size of the urban area served. Compared to the smaller cities, the largest cities have ridership less likely to identify as White/Caucasian and more likely to identify as Hispanic/Latino. For example, in cities of under two hundred thousand, 50% identify as White/Caucasian and 9% and as Hispanic/Latino. But, in cities of one million or more, 40% identify as White/Caucasian, and 19% as Hispanic/Latino.

The percentage of riders identifying themselves as Black or African American differs with the size of the urban area in the narrower range of 22% to 26%, with the highest proportion appearing in the smallest cities of less than two hundred thousand.

Household Size

Table 5 - Household Size - U.S. Population, and Transit Riders

NUMBER IN HOUSEHOLD	% OF U.S. POPULATION*	% OF TRANSIT RIDERS
1	28%	26%
2	34%	31%
3	16%	18%
4 or more	23%	25%

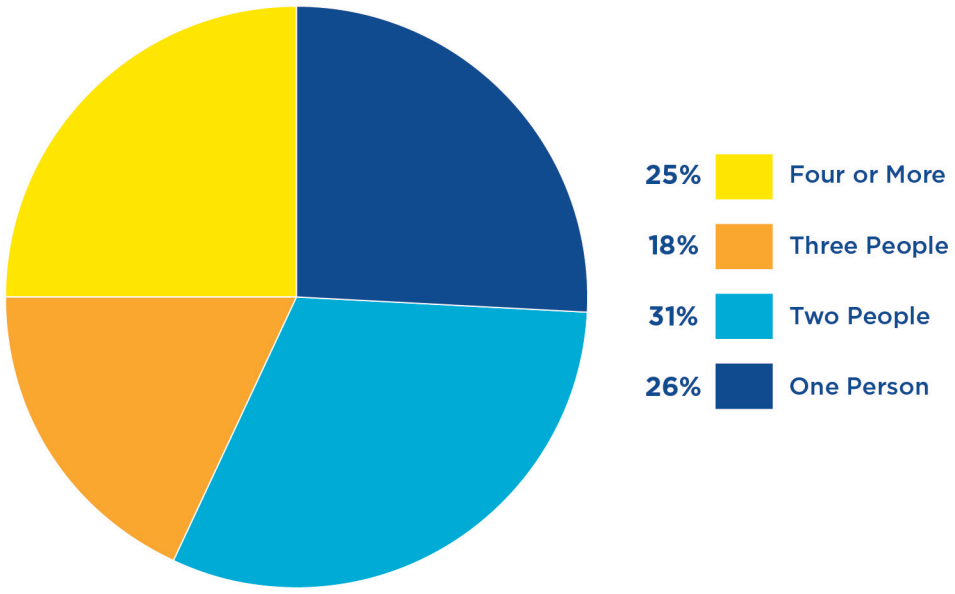
*American Community Survey, 5 year estimates, 2010-2014

Number of Reports: **77 surveys**
Riders Surveyed: **335,236**
Average # of riders surveyed per study: **3,747**
Annual ridership:
5,110,472,210

In terms of household size, transit riders look very much like the general United States population. Roughly one-fourth (26%) of riders live alone as do 28% of the general population. Almost one third (31%) of transit riders, and just over one third (34%) of the general population, live in two person households. The balance of transit riders live in households of three persons (18%) or four or more persons (25%). The latter compare to 16% and 23% respectively for the general population.

Figure 10

Household Size - All Transit Users



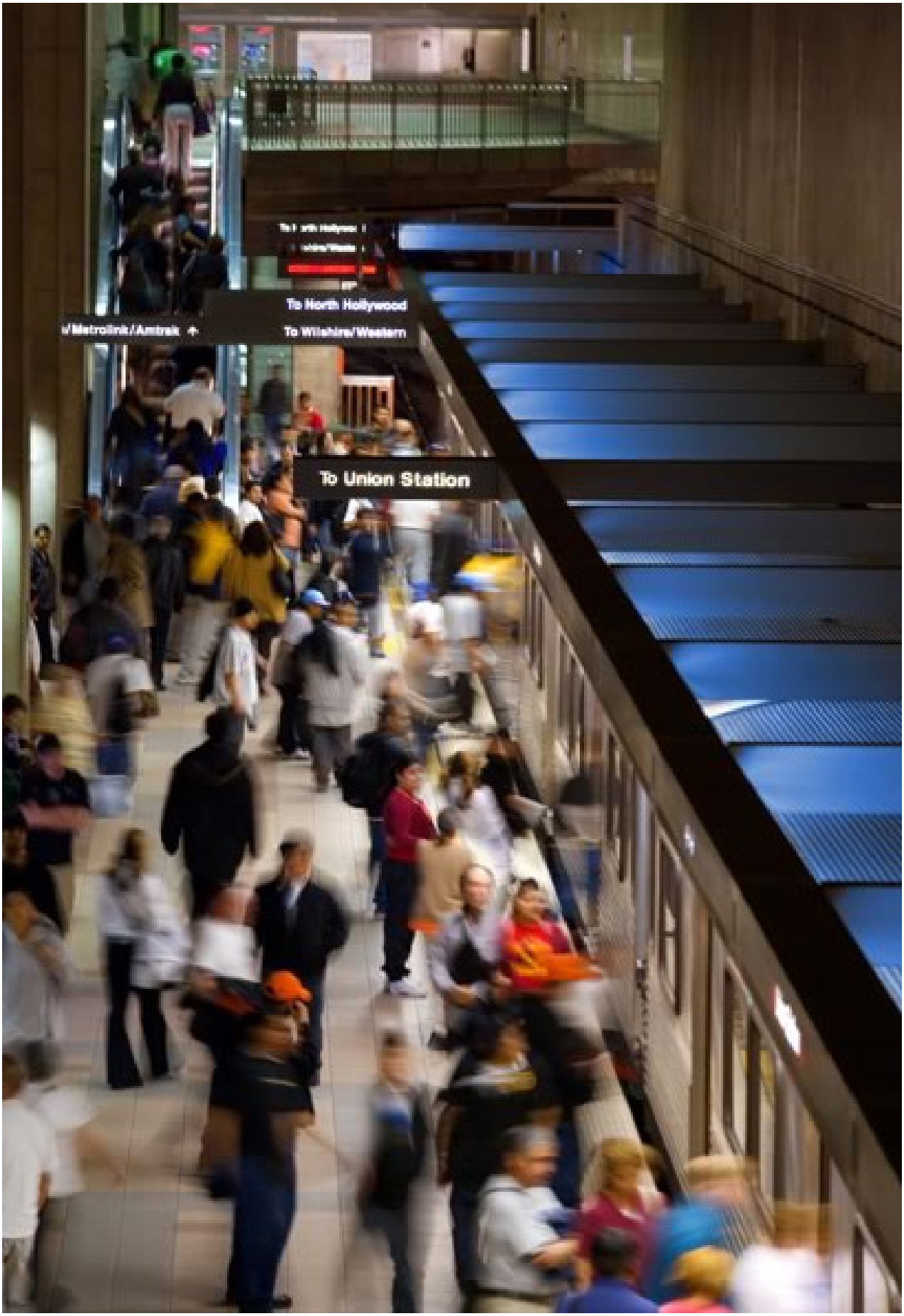
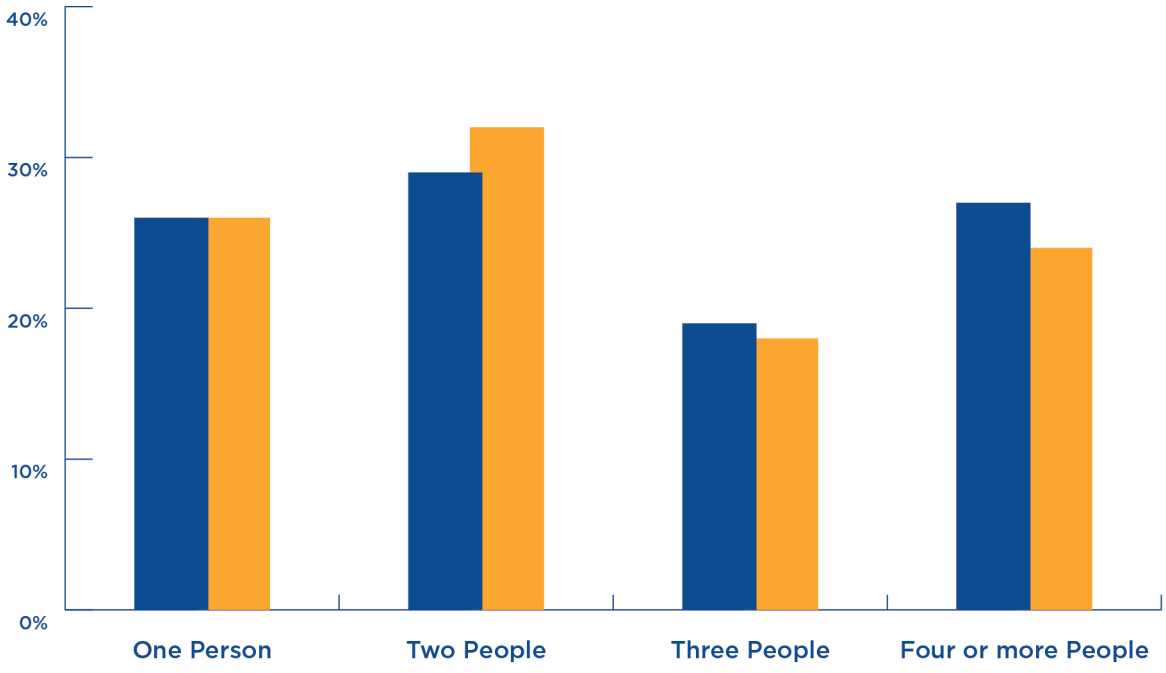

To North Hollywood
To Wilshire/Western
To Union Station

Figure 11

Household Size - Transit Mode



	One Person	Two People	Three People	Four or more People
Bus	26%	29%	19%	27%
Rail	26%	32%	18%	24%

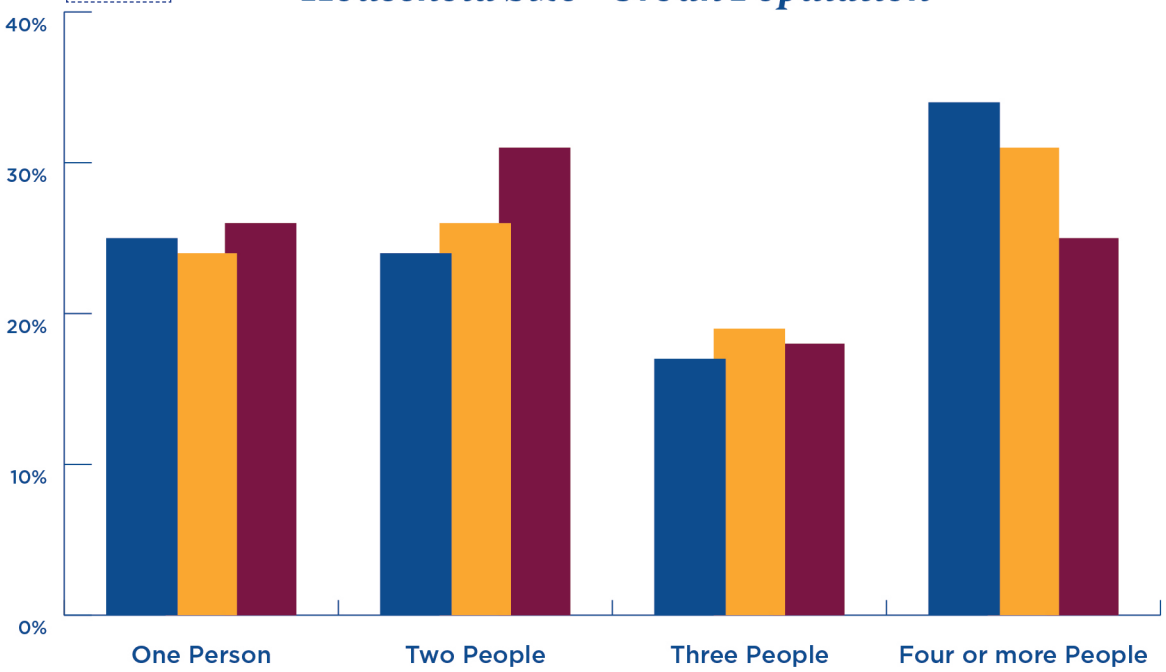
Household Size Characteristics of Bus and Rail Riders

Bus and rail riders do not differ greatly in their relative household sizes. Compared to rail riders, bus riders appear to be only very slightly more likely to reside in households of four or more persons (27% v 24%) and slightly less likely to live in households of only two persons (29% v 32%).



Figure 12

Household Size - Urban Population



	One Person	Two People	Three People	Four or more People
< 200,000	25%	24%	17%	34%
200,000 to 999,999	24%	26%	19%	31%
1,000,000 and Over	26%	31%	18%	25%

Household Size Characteristics of Riders in Urban Areas of Varied Size

Riders living in cities of less than two hundred thousand are more likely (34%) than those in urban areas of more than one million (25%) to reside in households of four or more persons. Conversely, riders in cities of more than one million are more likely (31%) than those in cities of less than two hundred thousand population (24%) to reside in two-person households.

Employment

Most transit riders (71%) are employed full or part time. Many (7%) are students. Retirees make up 7% of the ridership and homemakers 3%. Riders listing themselves as unemployed comprise 6% of the ridership, and those shown as "Other" in the various reports, also 6%.

National Unemployment Rates During the Period Covered by Reports in this Study

The transit passenger studies included in this report cover the period 2008–2015, a period of considerable change in employment levels. In order to put the unemployment figure in perspective, figure 14 provides national unemployment figures from the Bureau of Labor Statistics (BLS) for the entire adult population during this period. The mean unemployment for that period was 7.6%.

The transit figures (figure 13) represent ridership rather than individual persons, thus emphasizing more frequent riders who are more likely to be employed. Unemployed riders tend to be less frequent riders, thus the percentage of unemployed riders is probably somewhat understated.

Nevertheless, comparing the 6% of ridership unemployment to the national unemployment figure of 7.6% suggests that the percent of unemployed transit riders is reasonably in line with national norms.

Number of Reports: ***110***
Riders Surveyed: ***314,509***
Average Riders Surveyed per Study: ***2,859***
Annual ridership:
5,261,660,423

Figure 13

Employment - All Transit Users

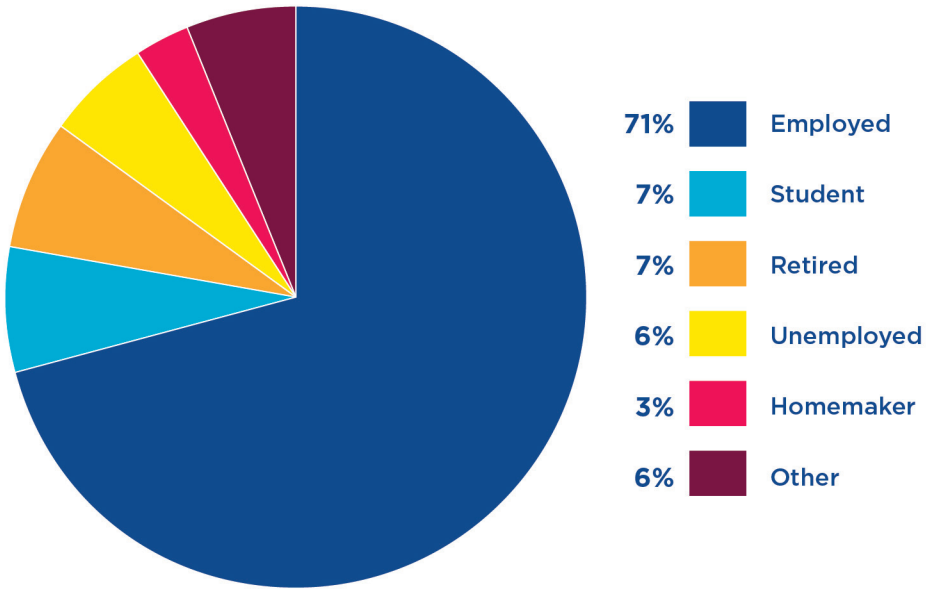


Figure 14

Unemployment Rate for All U.S. Adults 16 and Older, 2008 to 2015

(Source: US Bureau of Labor Statistics, http://data.bls.gov/timeseries/LNS14000000)

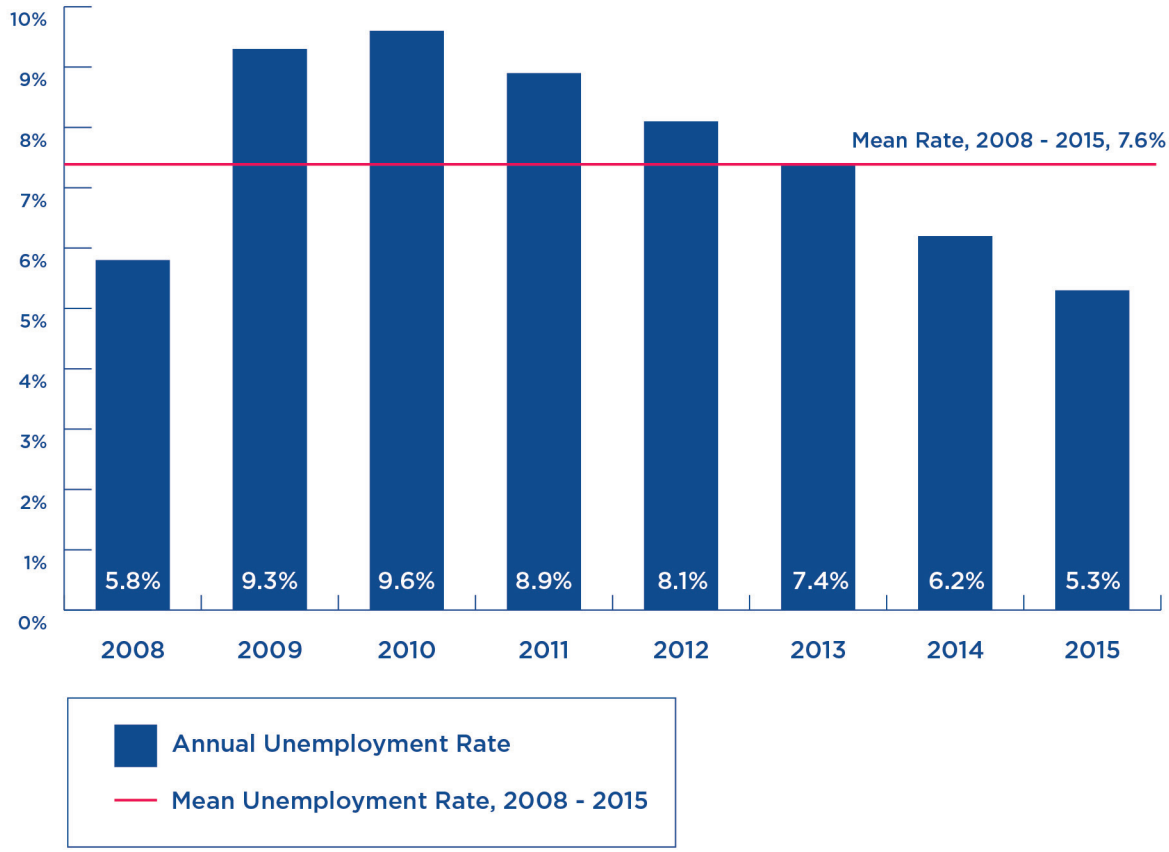
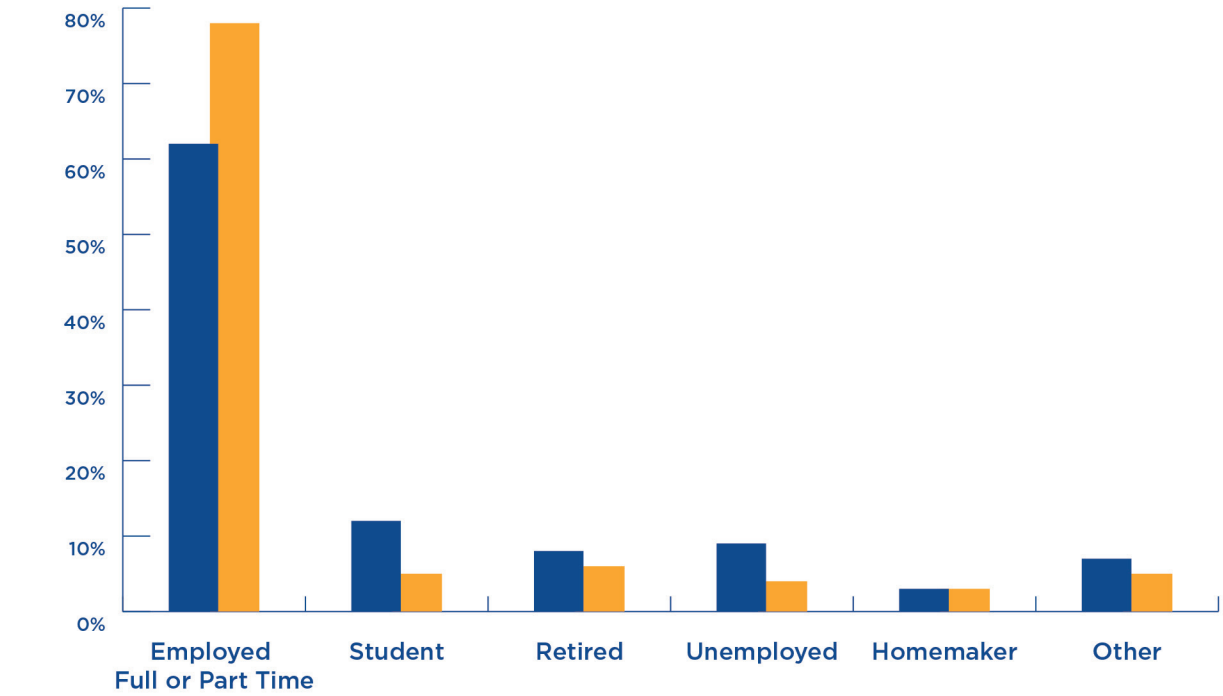


Figure 15

Employment - Transit Mode



	Employed Full or Part Time	Student	Retired	Unemployed	Homemaker	Other
Bus	62%	12%	8%	9%	3%	7%
Rail	78%	5%	6%	4%	3%	5%

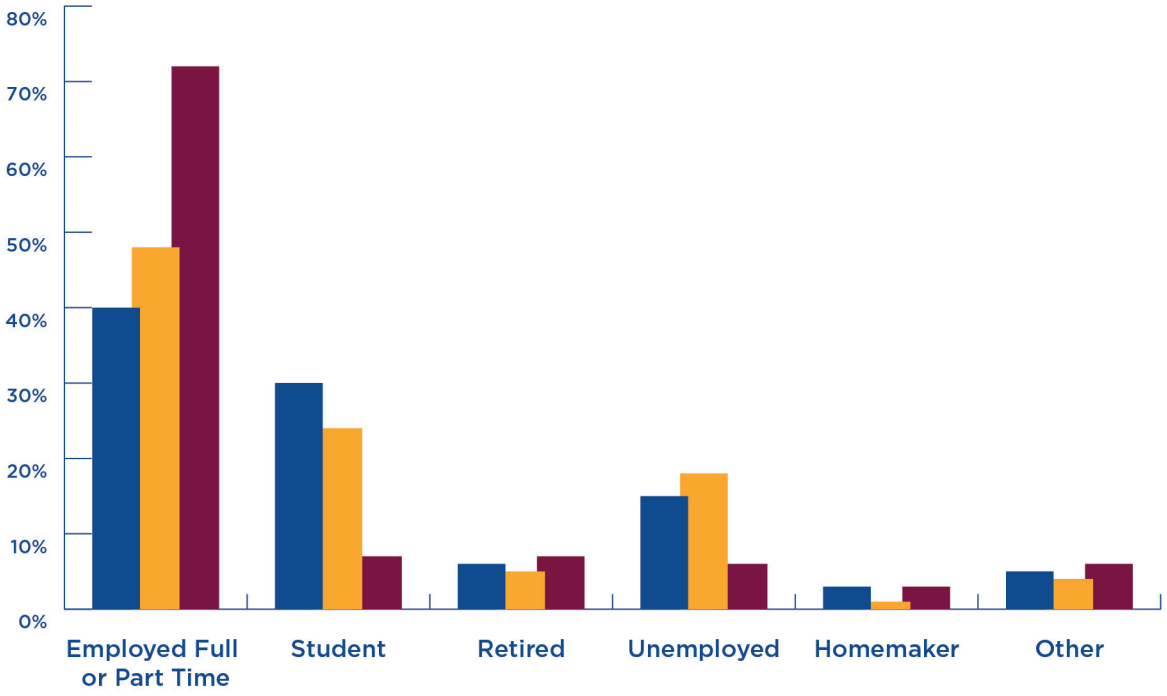
Employment Among Bus and Rail Riders

Rail riders (78%) are more likely than bus riders (62%) to be employed. The difference is accounted for in part by the fact that 7% more bus riders than rail riders are students. They are also more likely (9%) than rail riders (4%) to be unemployed.



Figure 16

Employment - Urban Population



	Employed Full or Part Time	Student	Retired	Unemployed	Homemaker	Other
< 200,000	40%	30%	6%	15%	3%	5%
200,000 to 999,999	48%	24%	5%	18%	1%	4%
1,000,000 and Over	72%	7%	7%	6%	3%	6%

Employment and Urban Population

In the largest urban systems 72% of riders report that they are employed, compared to only 48% in the mid-sized cities, and 40% in the smaller urban areas. The percentage of students and unemployed riders is, conversely, much greater in small and mid-size urban areas than in the largest ones.

Rail service generally operates in large and densely populated urban areas. Rail is also heavily used for commuting. It is thus not surprising to find that the percentage of riders who are employed is higher in the largest urban areas than in smaller communities.

Workers in the Household

A total of 77% of transit user households include one or more working persons, this consists of 43% with one working person and another 34% with two or more working people.

Workers Among Bus and Rail Rider Households

Households of bus and rail transit users are very similar in terms of the number of workers in their households. Slightly more households of bus riders (36%) than rail riders (33%) have two of more workers, but the difference is small.

Workers in the Household and Urban Population

In terms of the number of workers in a household, households of transit riders in mid-size cities are distinctly different from those in the larger or smaller cities. In the mid-size cities, almost half, 47%, indicate that their households include two or more workers. This compares to about one-third in the smaller cities (32%) and the largest cities (34%). Conversely, the mid-size cities also have fewer households with no workers (14%) than the smaller cities (36%) or the largest cities (23%).

Number of Reports: ***31***
Riders Surveyed: ***150,224***
Average Riders Surveyed per Study: ***4,846***
Annual ridership:
3,918,153,848

Figure 17

Workers in the Household - All Transit Users

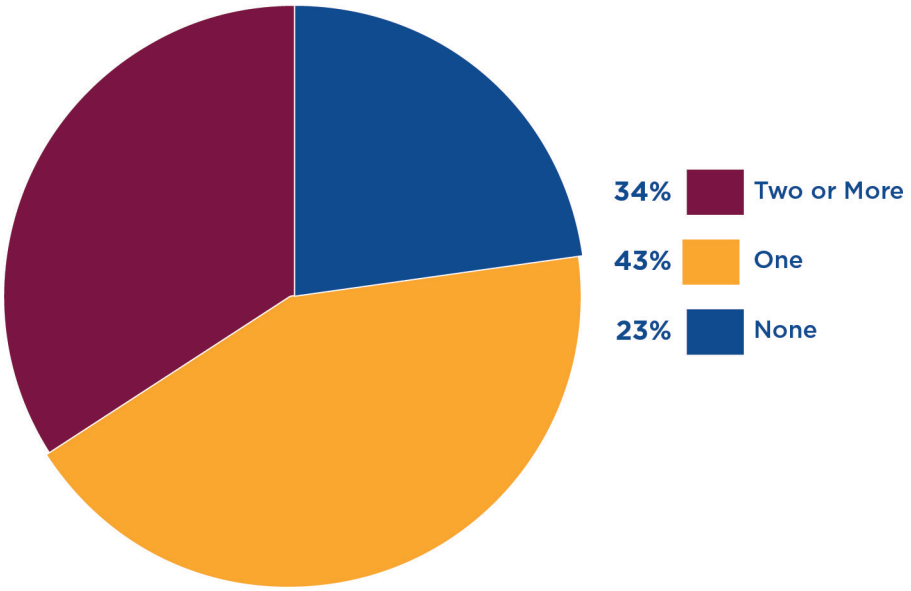
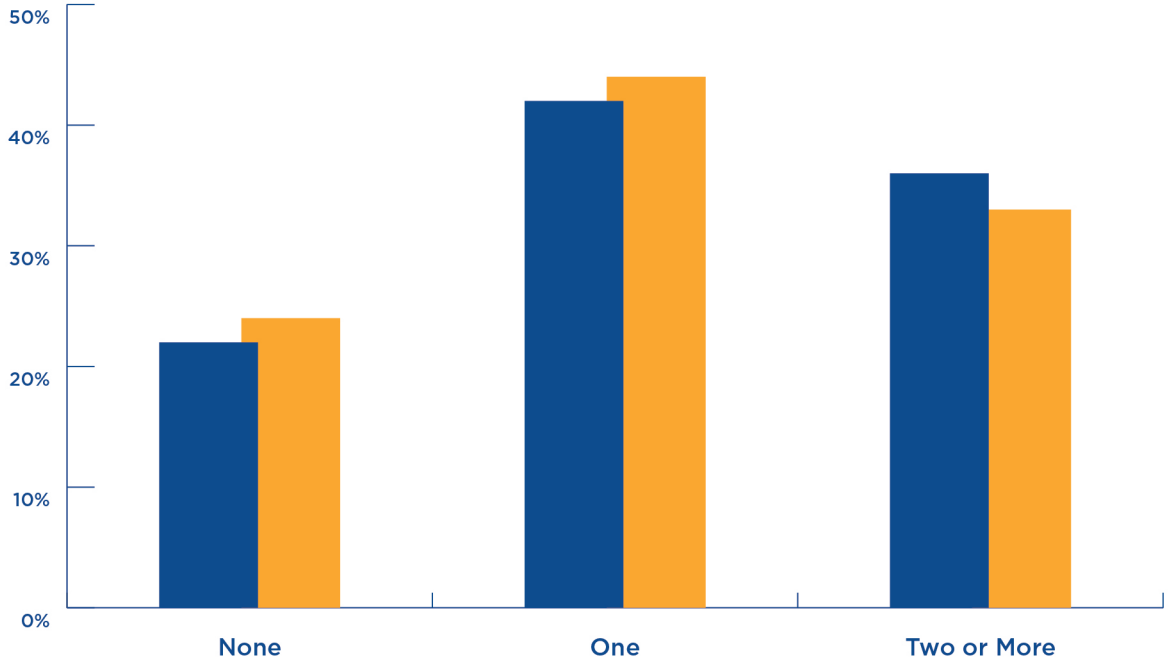


Figure 18

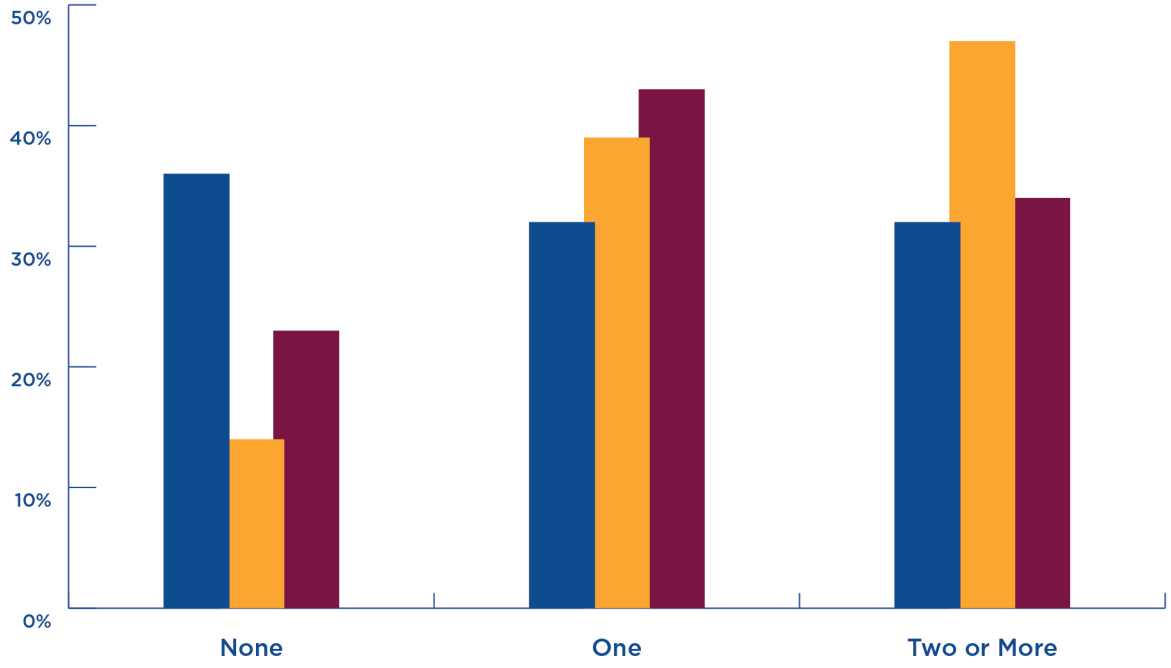
Workers in the Household - Transit Mode



	None	One	Two or More
Bus	22%	42%	36%
Rail	24%	44%	33%

Figure 19

Workers in the Household - Urban Population



	None	One	Two or More
< 200,000	36%	32%	32%
200,000 to 999,999	14%	39%	47%
1,000,000 and Over	23%	43%	34%

Household Income

Table 6 - Income of General U.S. Households and Transit Rider Households

	All U.S. Households	Transit Users
Less than $15,000	13%	21%
$15,000 to $24,999	11%	12%
$25,000 to $49,999	24%	22%
$50,000 to $74,999	18%	15%
$75,000 to $99,999	12%	10%
$100,000 or more	23%	21%

Number of reports: ***188***
Riders surveyed: ***631,419***
Average # of riders surveyed per study: ***3,358***
Annual ridership: ***8,092,931,161***

Source: U.S. Figures from American Factfinder, ACS 5 year estimates in 2014 inflation adjusted dollars. Transit rider incomes were inflation adjusted for 2015 dollars.

A total of 13% of U.S. households have household incomes of less than $15,000, but among transit-using households the comparable figure is 21%. On the other hand, at the top level of the income spectrum ($100,000 or more), the percent of all U.S. households (23%) and transit using households (21%), is very similar. (See Table 6)



Figure 20

Household Income - All Transit Users

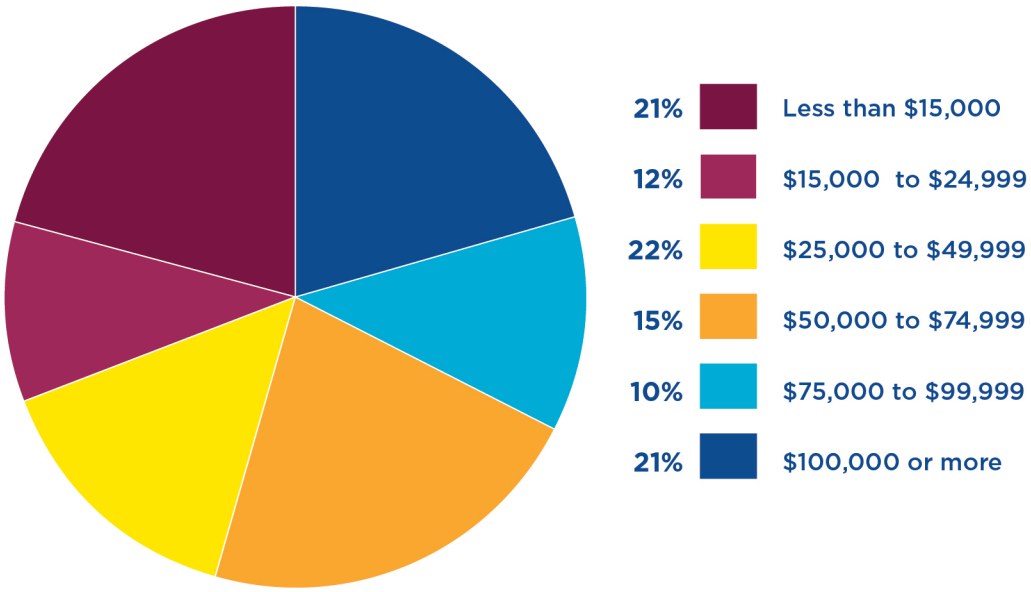
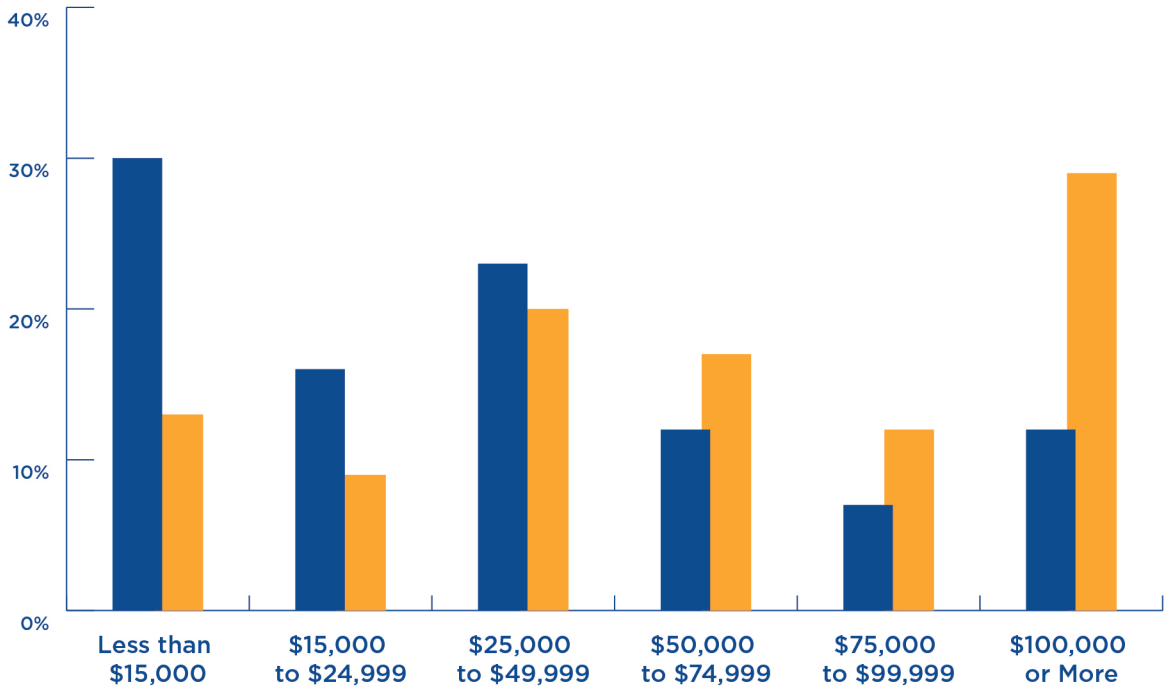


Figure 21

Household Income - Transit Mode



	Less than $15,000	$15,000 to $24,999	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or More
Bus	30%	16%	23%	12%	7%	12%
Rail	13%	9%	20%	17%	12%	29%

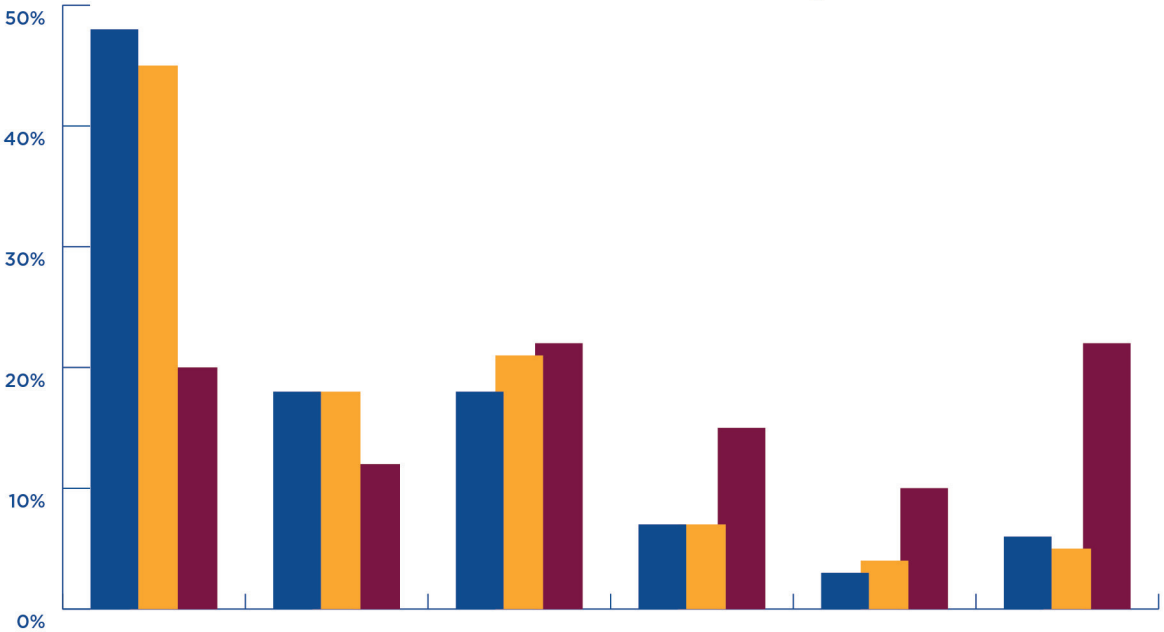
Household Income Among Bus and Rail Riders

The incomes of rail rider households tend to be greater than the incomes of bus rider households. For example, while 30% of bus riders report household incomes of less than $15,000, that is true for only 13% of rail riders. Conversely, while only 12% of bus riders report household incomes of $100,000 or more, 29% of rail riders report such incomes.



Figure 22

Household Income - Urban Population



	Less than $15000	$15000 to $24999	$25000 to $49999	$50000 to $74999	$75000 to $99999	$100,000 or more
< 200,000	48%	18%	18%	7%	3%	6%
200,000 to 999,999	45%	18%	21%	7%	4%	5%
1,000,000 and Over	20%	12%	22%	15%	10%	22%

Income and Urban Population

Household incomes vary widely among transit users in cities of different sizes. Riders in the largest cities tend to have higher incomes than riders in small and mid-size cities. For example, in the smallest cities, 48% of riders report incomes of less than $15,000, while the comparable figure for mid-size cities is 45%. By contrast, in the largest cities only 20% report having incomes that low. While the transit users in small and mid-size cities have an income distribution that is very skewed to the low end of the national income distribution, the incomes of rider households in the largest cities follow a pattern very much like that of the general population nationally.

Education

Table 7 - Educational Attainment

Level of Education Attained	U.S. Population 18 or Older	All Transit Users
Less than High School	14%	8%
High School Graduate	28%	16%
Some College/Assoc. Degree	31%	24%
Bachelor's Degree or higher	27%	51%

Number of reports: ***34***
Riders surveyed: ***108,330***
Average # of riders surveyed per study: ***3,186***
Annual ridership: ***1,398,206,467***

****1% "Other" are omitted***

Source for U.S. Population Figures:
ACS Five Year Estimates, 2014



More than half (51%) of transit riders hold a bachelor's or degree or more education. Relatively few (8%) have less than a high school education. One percent (1%) were classified as "Other" in the reports. The balance, 40%, completed high school or some college.

Comparing the educational attainment of transit riders with the general population is challenging because data on educational attainment among the general public is limited to those 18 and older, while transit surveys typically include some riders younger than 18[v]. Obviously, a rider who is, for example, 16 when surveyed, is unlikely to have completed high school. Nevertheless, because the percentage of riders in the category younger than 18 is small, an approximate comparison can be made if we simply ignore that difference.

Transit riders are more likely (51%) than the general population (27%) to have a bachelor's degree or more education. We shall see in Figure 24 that this difference is based primarily on the educational level of rail riders.

Figure 23

Education - All Transit Users

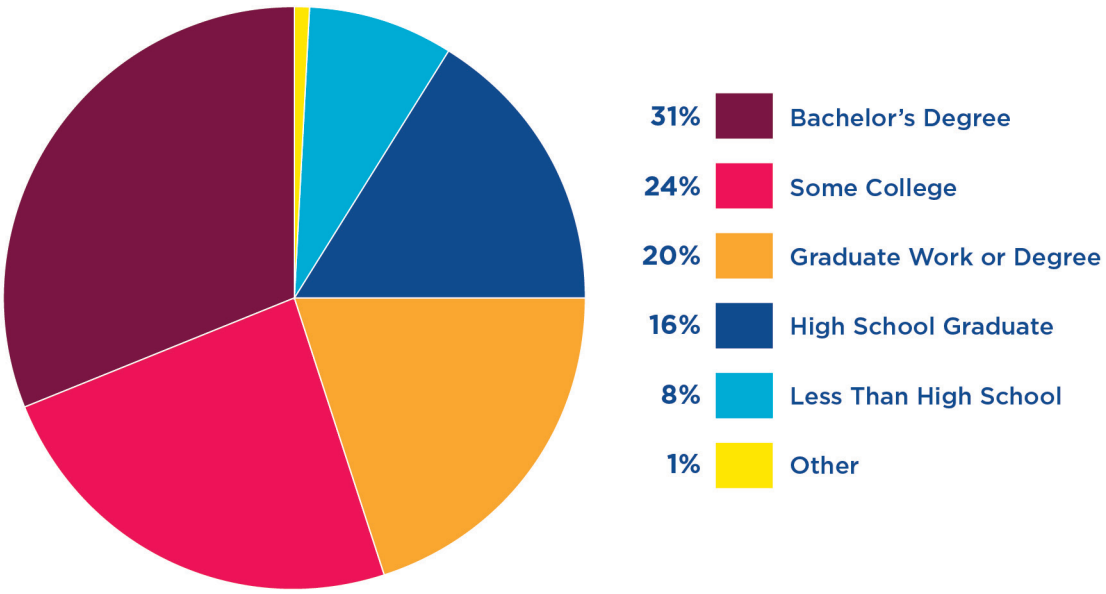
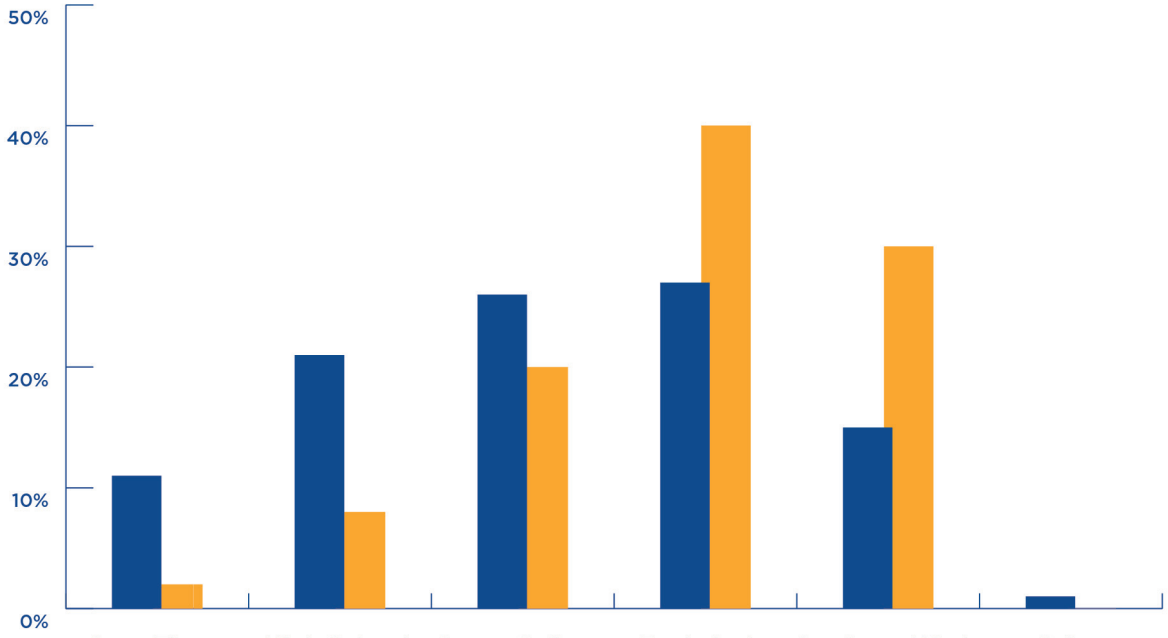


Figure 24

Education - Transit Mode



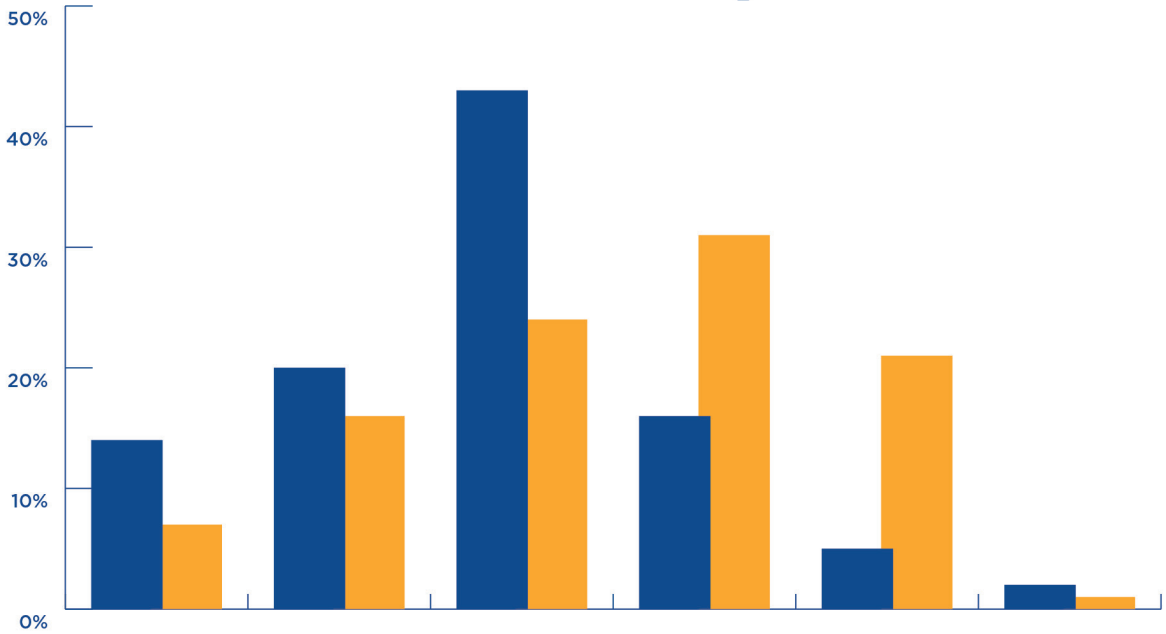
	Less Than High School	High School Graduate	Some College	Bachelor's Degree	Graduate Work or Degree	Other
Bus	11%	21%	26%	27%	15%	1%
Rail	2%	8%	20%	40%	30%	0%

Education Among Bus and Rail Riders

Not surprisingly, given the known relationship between income and education, the level of education among rail riders is greater than that of bus riders. Among rail riders, for example, 70% have completed a bachelor's degree (40%) or have also done graduate level studies or hold a graduate degree (30%). The comparable percentage of bachelor's degree or graduate work or degree among bus riders is 42%. While much lower than the 70% among rail riders, this is still very substantial, given the fact that nationally, 27% of adults have this level of education.

Figure 25

Education - Urban Population



	Less Than High School	High School Graduate	Some College	Bachelor's Degree	Graduate Work or Degree	Other
Less than 1,000,000	14%	20%	43%	16%	5%	2%
1,000,000 or more	7%	16%	24%	31%	21%	1%

Education and Urban Population

In Figure 25, the data from the smallest urban centers have been merged with those from the mid-size areas to create a category of cities of less than one million. The reason for combining these categories is that too few of the surveys in the smallest cities asked about education level to draw conclusions about them.

Higher levels of education are associated with larger population centers. While a total of more than half (52%) of the transit users in the largest cities completed college or some graduate work, that was true of fewer (21%) of those living in cities of less than one million.

Gender

Most transit riders in the United States are women (55%). This is true for both bus and rail users, though the bus riders may be slightly more likely than rail riders to be female. The difference of 1% is not meaningful in the context of this study.

Gender of Riders and Urban Population

The gender difference is greatest in the largest cities where it is 45% male to 55% female.

Number of Reports: ***163***
Riders Surveyed: ***571,344***
Average Riders Surveyed per Study: ***3,505***
Annual ridership:
7,440,834,684

Figure 26 **Gender - All Transit Users**

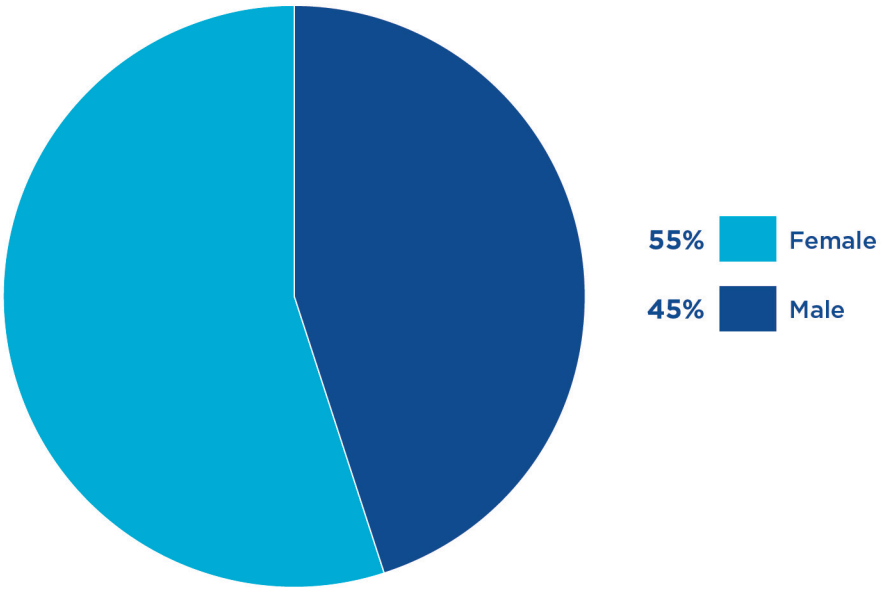
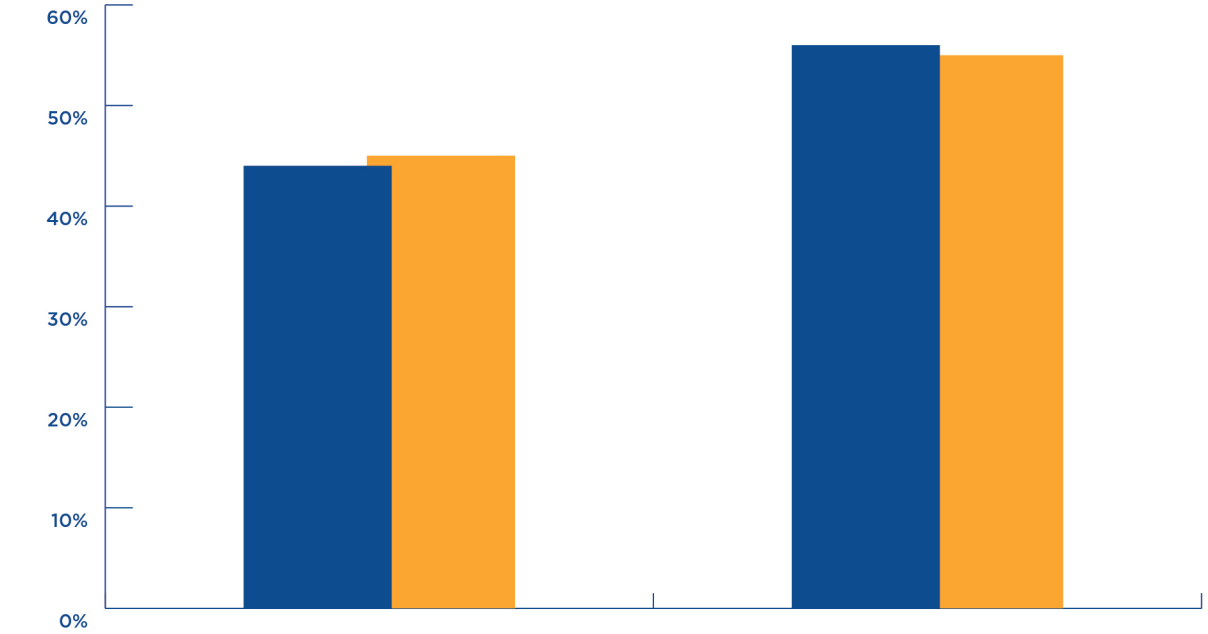


Figure 27

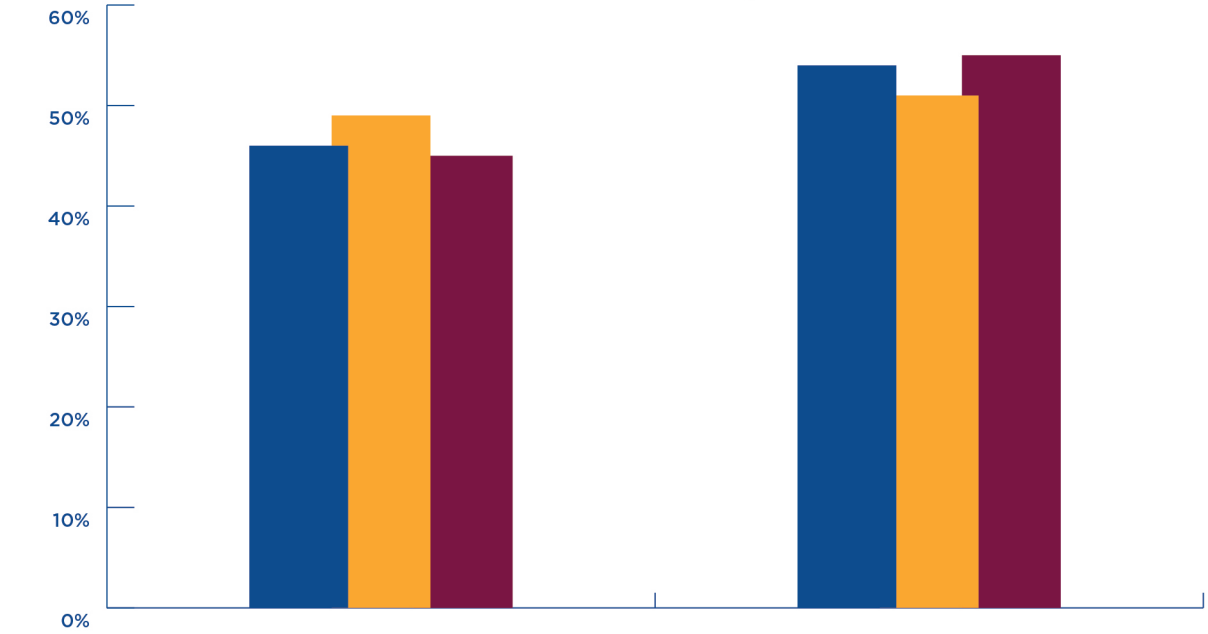
Gender - Transit Mode



	Male	Female
Bus	44%	56%
Rail	45%	55%

Figure 28

Gender - Urban Population



	Male	Female
< 200,000	46%	54%
200,000 to 999,999	49%	51%
1,000,000 and Over	45%	55%

Vehicle Availability

Vehicle Availability for the Current Trip Specifically and on an Ongoing Basis for the Household

Many of the surveys (a total of 67) included in the study asked whether a vehicle had been available for the current trip during which they were surveyed. In other surveys (a total of 124), the question was asked differently and was more general, having to do with ongoing household availability of one or more vehicles, which may or may not have been available for the current trip.

Because of the two quite different approaches to this question, current trip as opposed to ongoing, the results are presented here in both ways separately, first as availability for the current trip and then for ongoing general availability. Some studies (a total of 35) asked the question both ways and thus are included in both charts below.

Current trip - Among all riders, 61% said there was no vehicle available to them for the current trip, while 39% said a vehicle was available.

Ongoing basis - When asked how many vehicles, if any, were available on an ongoing basis for the household to use in general, most respondents (54%) who were asked this question indicated that they had one or more vehicles, and only 46% said they had none. Most of those with a vehicle had only one (36%), but some had two (14%) and a few had three or more (4%).

Defining dependence on public transportation depends on which of these definitions is used. Given the different percentages for availability for the current trip (39%) as opposed to ongoing basis (54%) it is apparent that many of the riders for whom a vehicle was unavailable for their current trip nevertheless had availability on an ongoing basis, and cannot be considered transit-dependent.



Vehicle Availability for This Trip Among Bus and Rail Riders

Bus transit users are somewhat less likely (32%) than rail users (50%) to have a vehicle available for the trip they were on when surveyed.

Vehicles for Ongoing Use of the Household, Among Bus and Rail Riders

Bus and rail transit users are not substantially different in terms of having one or more vehicles available to the household on an ongoing basis.

Vehicle Availability for This Trip and Urban Population

Riders in the smallest cities are least likely (25%) to have had a vehicle available for the trip they were on when surveyed. Transit users in the mid-size (36%) to large cities (39%) tend to be more affluent, and thus more likely to have a vehicle.

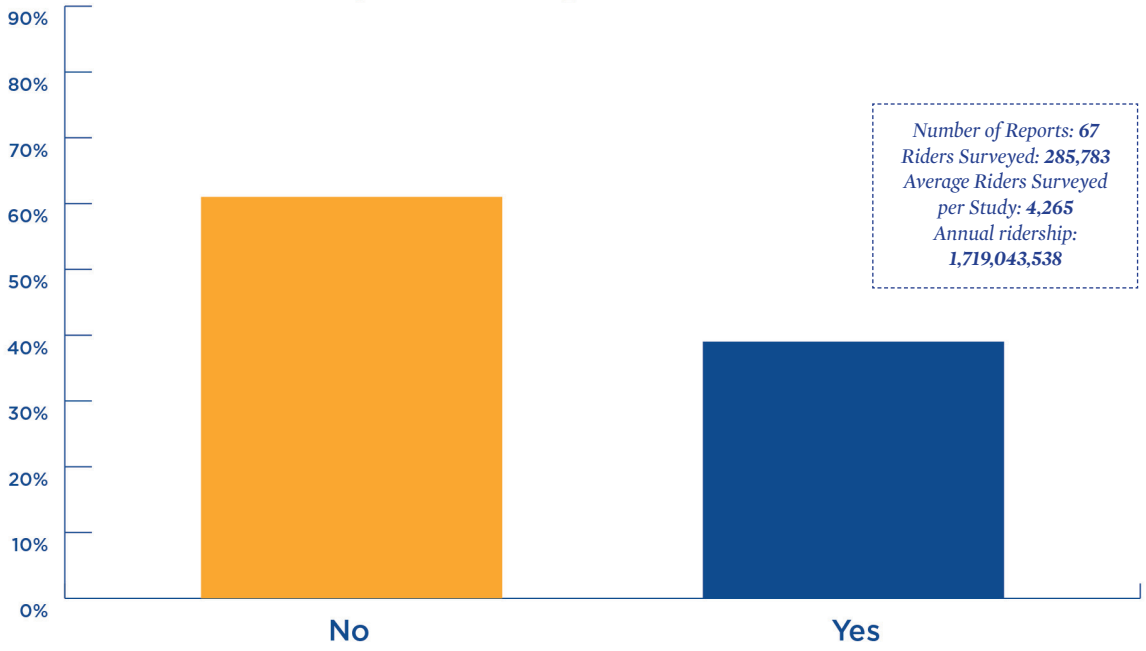
Vehicles for Ongoing Use of the Household, and Urban Population

Riders in the smallest cities are more likely (60%) to lack possession of one or more vehicles for their household's use. Transit users in the mid-size (50%) to large cities (46%) tend to be more affluent, and thus, more likely to have vehicles.

Conversely, transit users in the largest cities are more likely to reside in households with one (36%), two (14%) or three or more vehicles (4%), for a total of 54% compared to a total of 50% for mid-size cities, and 40% for the smallest cities.

Figure 29

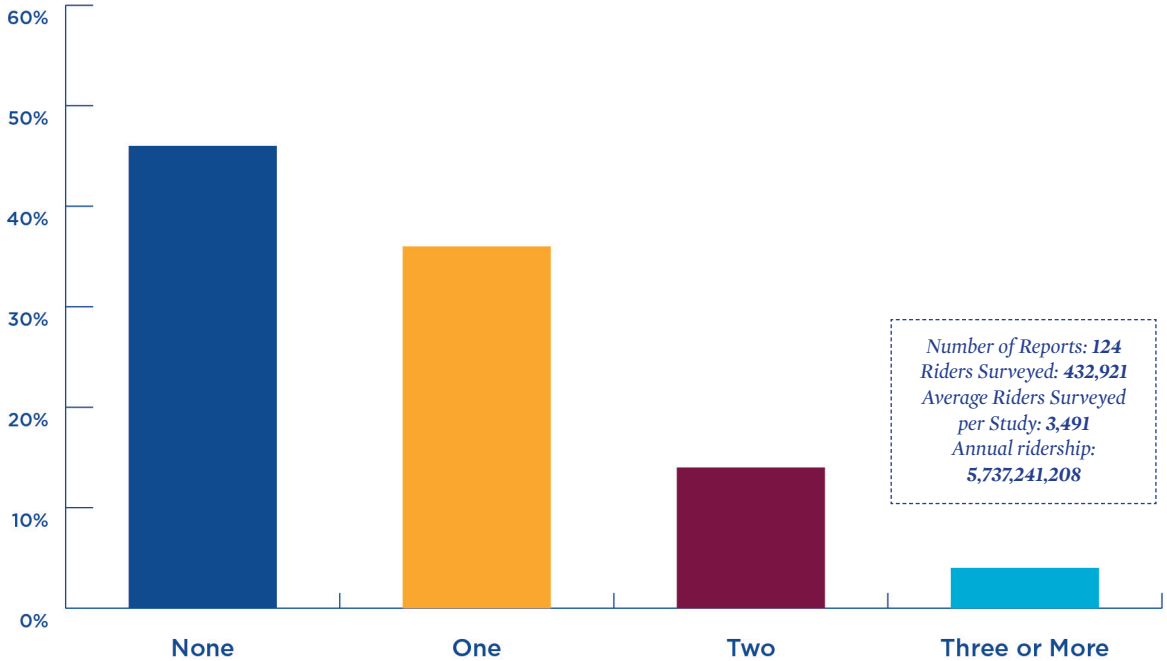
Was a Vehicle Available for You to Use for This Trip? - All Transit Users



	No	Yes
All Transit Users	61%	39%

Figure 30

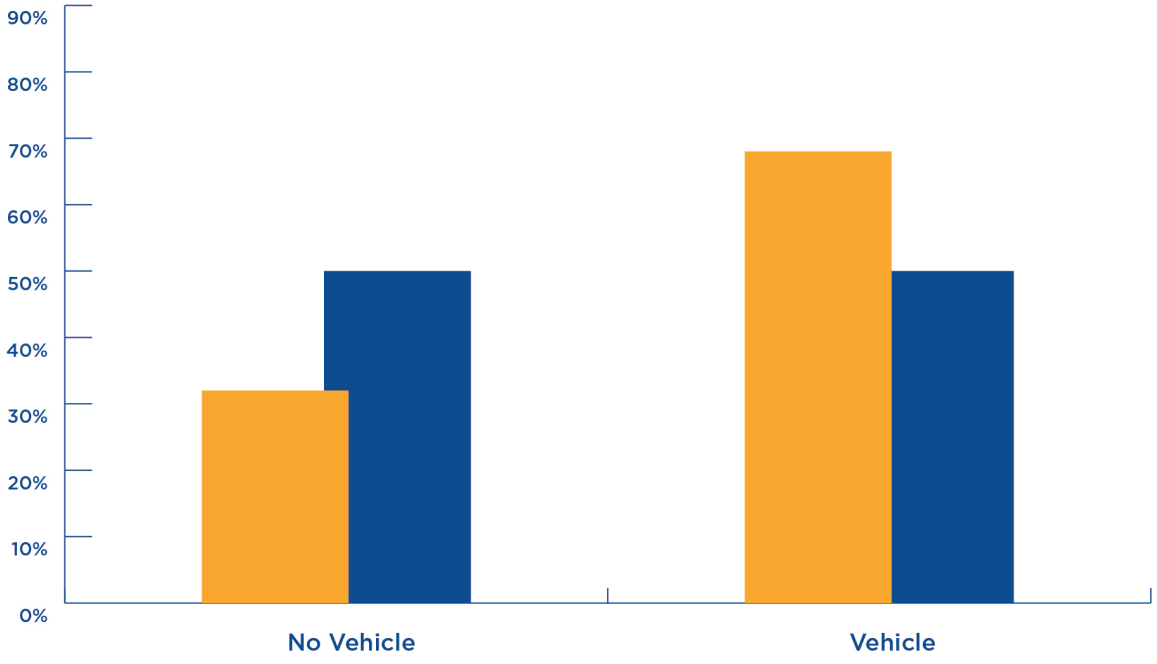
Vehicles Available for Use by Your Household on an Ongoing Basis - All Transit Users



	None	One	Two	Three or More
All Transit Users	46%	36%	14%	4%

Figure 31

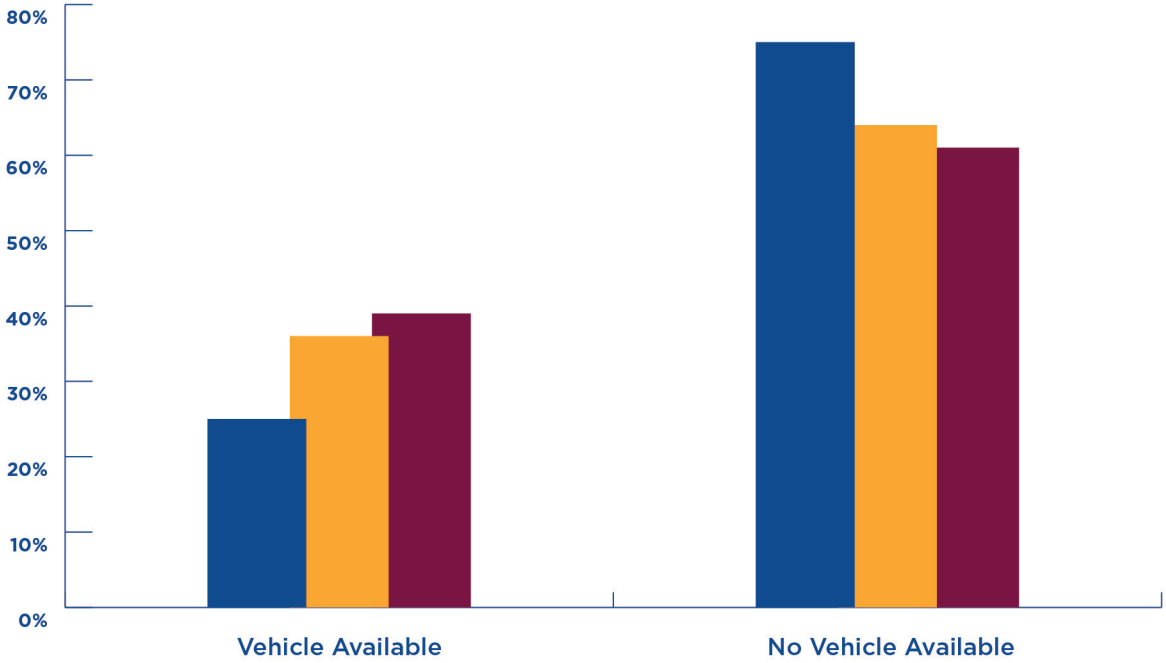
Vehicle Availability - Transit Mode



	No Vehicle	Vehicle
Bus	68%	32%
Rail	50%	50%

Figure 32

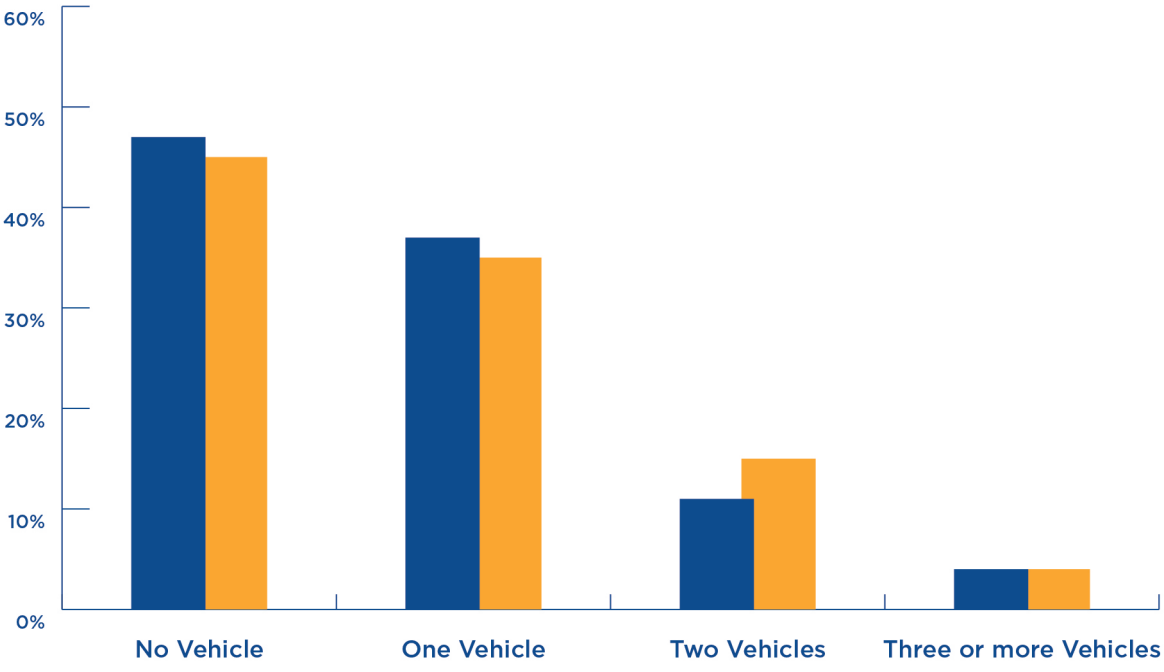
Vehicle Available for This Trip - Urban Population



	Vehicle Available	No Vehicle Available
< 200,000	75%	25%
200,000 to 999,999	64%	36%
1,000,000 and Over	61%	39%

Figure 33

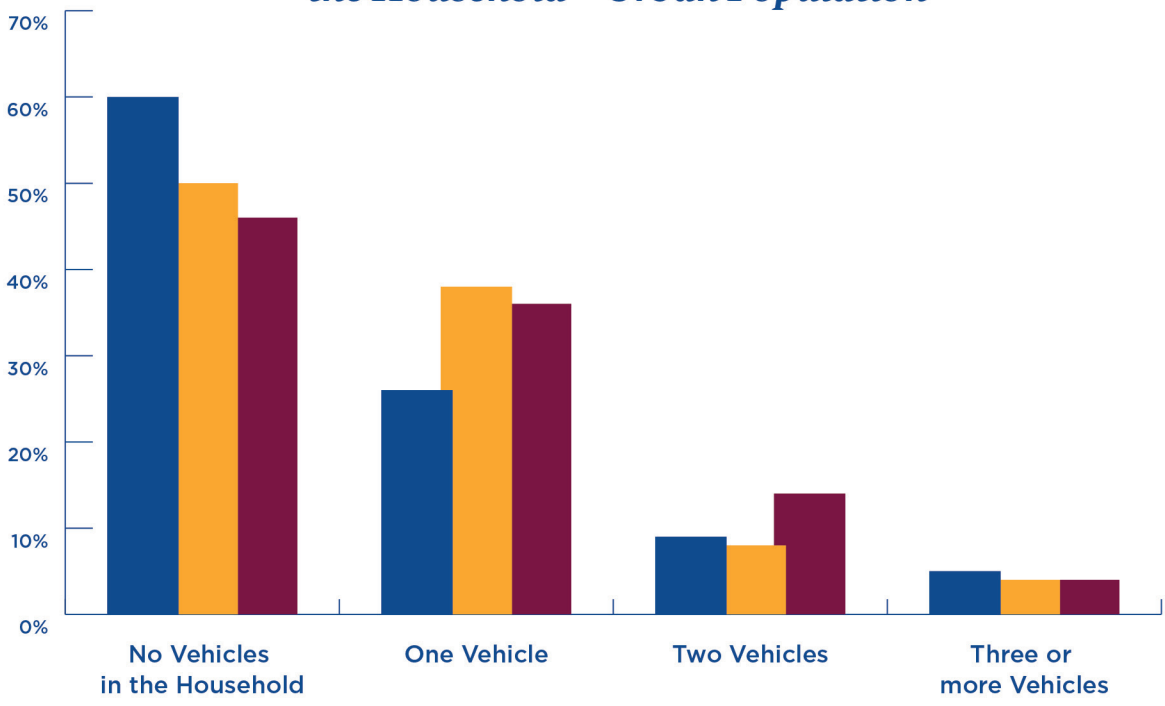
Number of Vehicles Owned/Leased by the Household - Transit Mode



	No Vehicle	One Vehicle	Two Vehicles	Three or more Vehicles
Bus	47%	37%	11%	4%
Rail	45%	35%	15%	4%

Figure 34

Number of Vehicles Owned/Leased by the Household - Urban Population



	No Vehicles in the Household	One Vehicle	Two Vehicles	Three or more Vehicles
< 200,000	60%	26%	9%	5%
200,000 to 999,999	50%	38%	8%	4%
1,000,000 and Over	46%	36%	14%	4%

Driver's Licenses

Of all transit riders, 65% have a driver's license. Of all transit riders, 43% have a vehicle available to them. Many transit riders have rather limited incomes, and find it difficult to own and maintain a vehicle. Other riders choose to be without a vehicle for various reasons – dislike of driving in traffic, the cost of vehicle ownership, and environmental concerns are often cited. According to various studies, the tendency of persons 16 to 44 years of age to have a driver's license has declined in recent years[vi]. The greater tendency of young people to use transit may be a factor contributing to the lower percentage of young adults who feel they need a license.

Driver's Licenses Among Bus and Rail Riders

More rail riders (69%) than bus riders (56%) are licensed to drive. Like the somewhat greater availability of a vehicle to rail riders, this difference is probably related to the fact that rail riders have higher household incomes.

Driver's Licenses and Urban Population

In each set of city sizes, license holders are a strong majority. They are slightly more so in the largest cities where those with a license comprise 65% of the transit users compared to 58% and 59% in the mid-size and smaller cities, respectively.

Number of Reports: ***93***
Riders Surveyed: ***311,151***
Average Riders Surveyed per Study: ***3,345***
Annual ridership:
4,668,019,788

Figure 35 **Drivers License - All Transit Users**

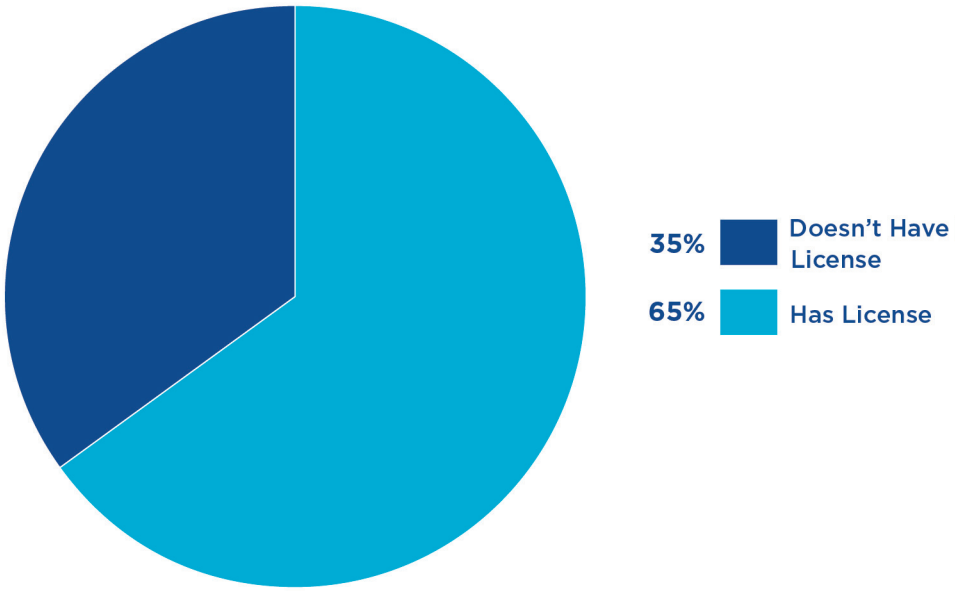
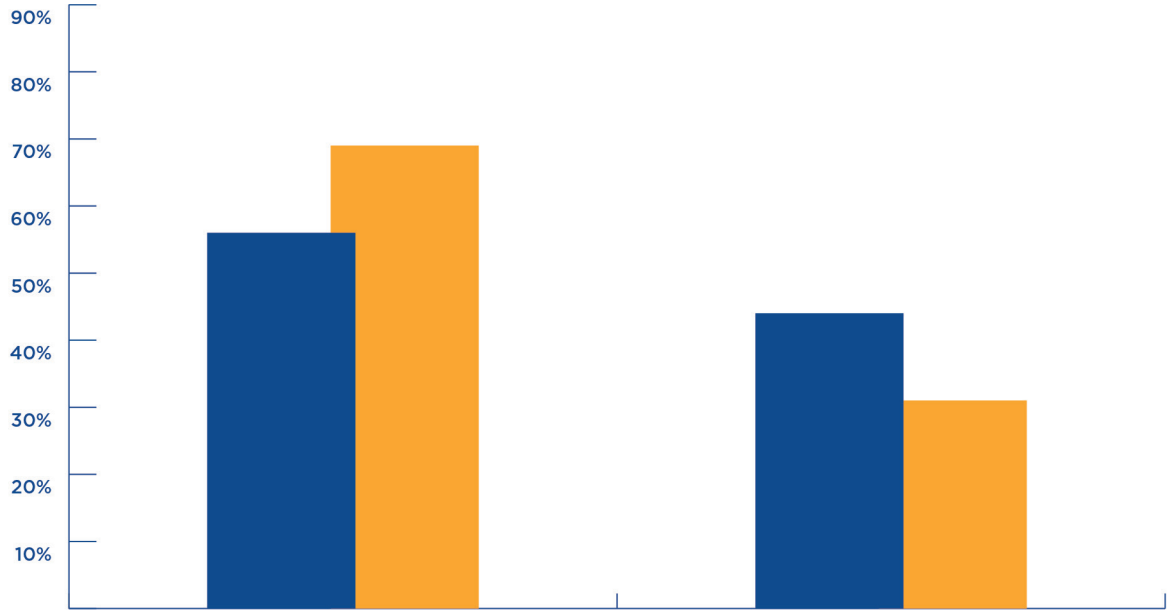


Figure 36

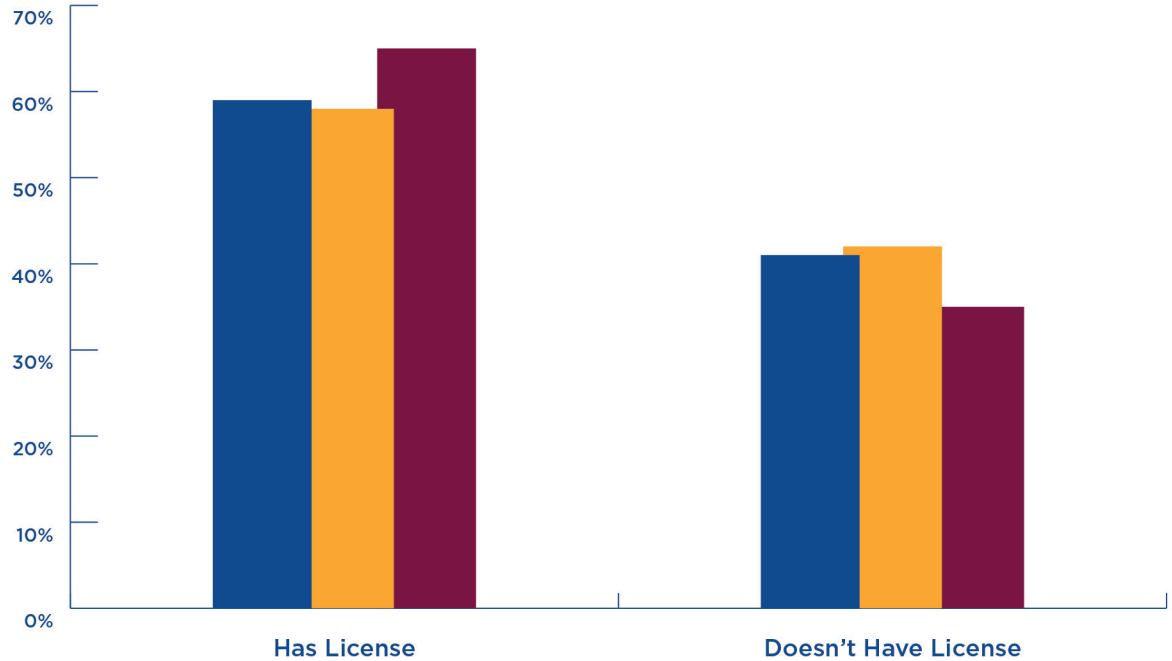
Drivers License- Transit Mode



	Has License	Doesn't Have License
Bus	56%	44%
Rail	69%	31%

Figure 37

Drivers License - Urban Population



	Has License	Doesn't Have License
< 200,000	59%	41%
200,000 to 999,999	58%	42%
1,000,000 and Over	65%	35%

Primary Language

Among all transit users, 85% speak English as their primary language, while 12% speak Spanish and 3% speak other languages. Some transit users may also speak more than one language, but the surveys typically allow for only a single response such as "...the language most often spoken at home."

The American Community Survey puts the percent of persons eighteen or older in the general population who speak only English at 86%, Spanish speakers at 8% and other languages at 6%. (American Community Survey, Five Year Estimates, 2010-2014). Thus the transit ridership appears similar to the total U.S. adult population in this respect, although among transit users, the prevalence of Spanish speaking persons is somewhat higher and speakers of other languages somewhat lower.

Primary Language Among Bus and Rail Riders

English is the language spoken by the overwhelming majority of both bus and rail riders, 79% and 88%, respectively. Bus riders (17%) are more likely than rail riders (9%) to speak Spanish.

Number of Reports: ***72***
Riders Surveyed: ***282,258***
Average Riders Surveyed per Study: ***3,920***
Annual ridership:
4,818,978,688

Primary Language and Urban Population

There is very little difference in the distribution of primary language among transit users in cities of various sizes. English dominates at all population levels, varying within a range of only 82% to 88%. However, this means that in the largest cities 15% speak a language other than English. And in the mid-size and smaller cities 18% and 12% respectively, speak a language other than English. Given that there are more than ten billion transit trips annually in the United States, these relatively small percentages nevertheless represent hundreds of millions of riders.

Figure 38

Primary Language - All Transit Users

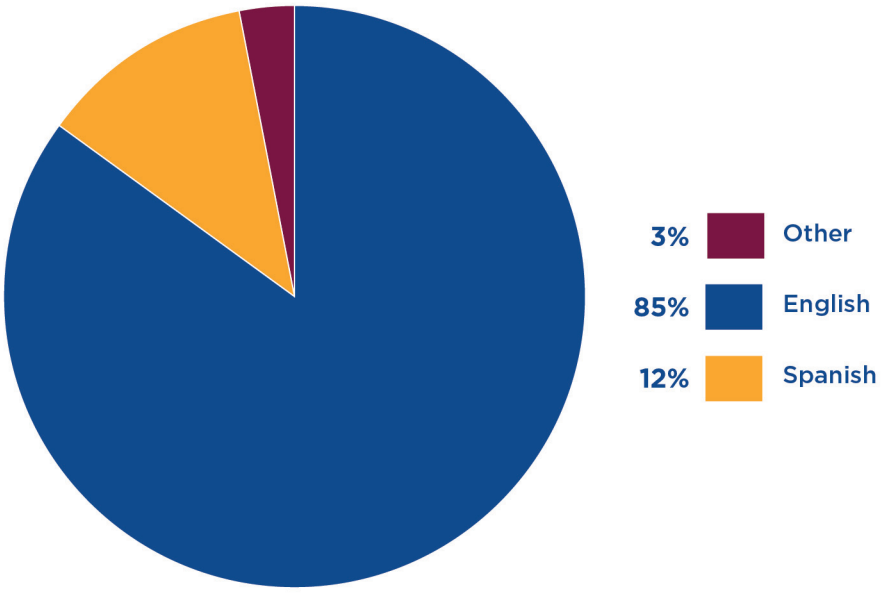
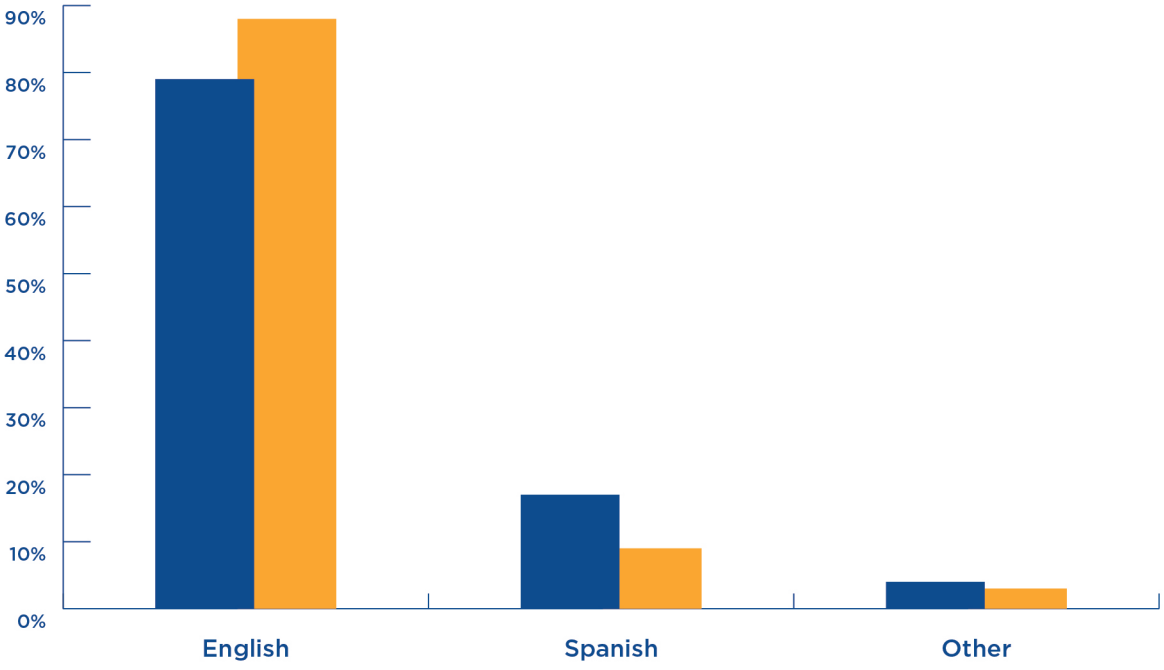


Figure 39

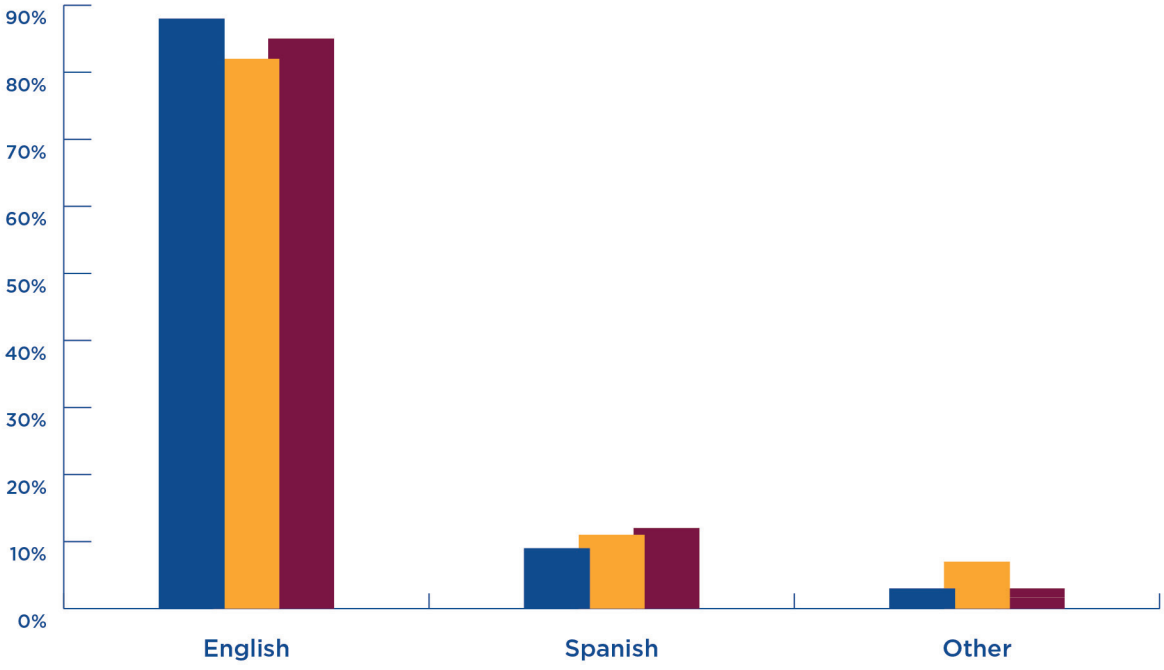
Primary Language - Transit Mode



	English	Spanish	Other
Bus	79%	17%	4%
Rail	88%	9%	3%

Figure 40

Primary Language - Urban Population



	English	Spanish	Other
< 200,000	88%	9%	3%
200,000 to 999,999	82%	11%	7%
1,000,000 and Over	85%	12%	3%

Part 2:

TRAVEL CHARACTERISTICS

How Riders Use Public Transit

Trip Purpose

Trip purpose was asked in various ways among the studies. In some cases, riders were asked the purpose of the trip they were on when surveyed. In other studies, the question involved the "usual" or "most frequent" trip, or "...the main purpose of your transit trip today." In other surveys, riders were asked where they were coming from and going to with response options such as work, school, shopping, and so forth, and purpose was inferred from those responses.



A total of 87% of the trip purposes involve direct economic impact on the local economy. This includes getting to or from work (49%) or shopping (21%) and recreational spending in the local economy (17%). Since we know that 71% of the riders are employed, clearly many of the employed riders happened to be making trips for other purposes the time they were surveyed. This is one indication of the multiple uses for which riders utilize public transit. Another 6% indicated they were going to or from school or college. A few (1%) were making trips for social visits or church attendance, while 2% were traveling for personal business and 2% for medicaldental visits. A tiny segment, .03%, indicated they were going to or from a visit to a social services office or program.

Number of Reports: ***170***
Riders Surveyed: ***563,774***
Average Riders Surveyed per Study: ***3,316***
Annual ridership:
6,755,298,896

Figure 41

Trip Purpose - All Transit Users

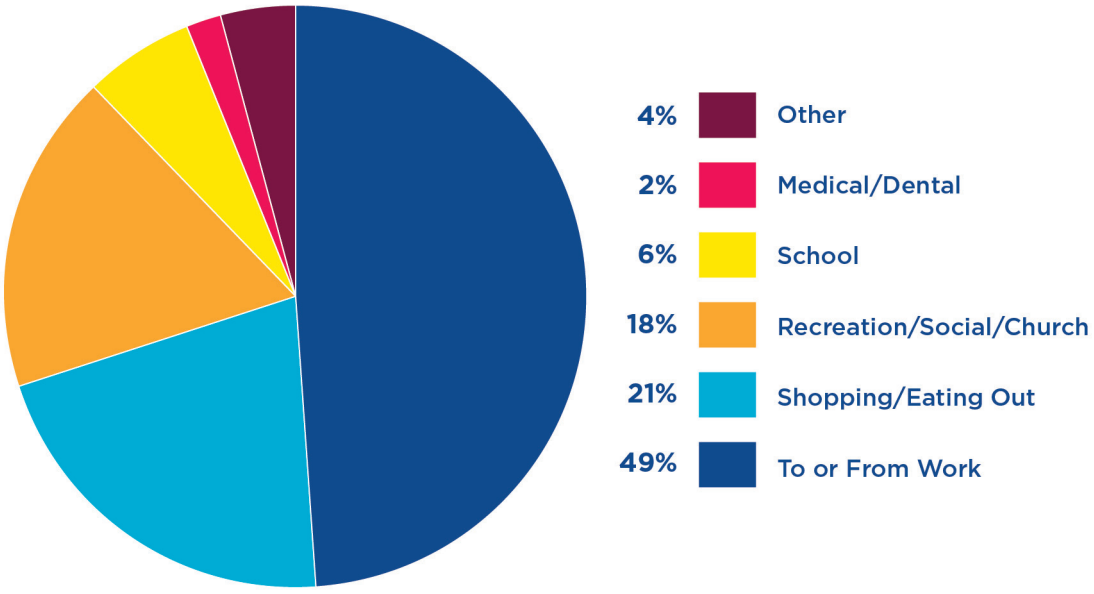
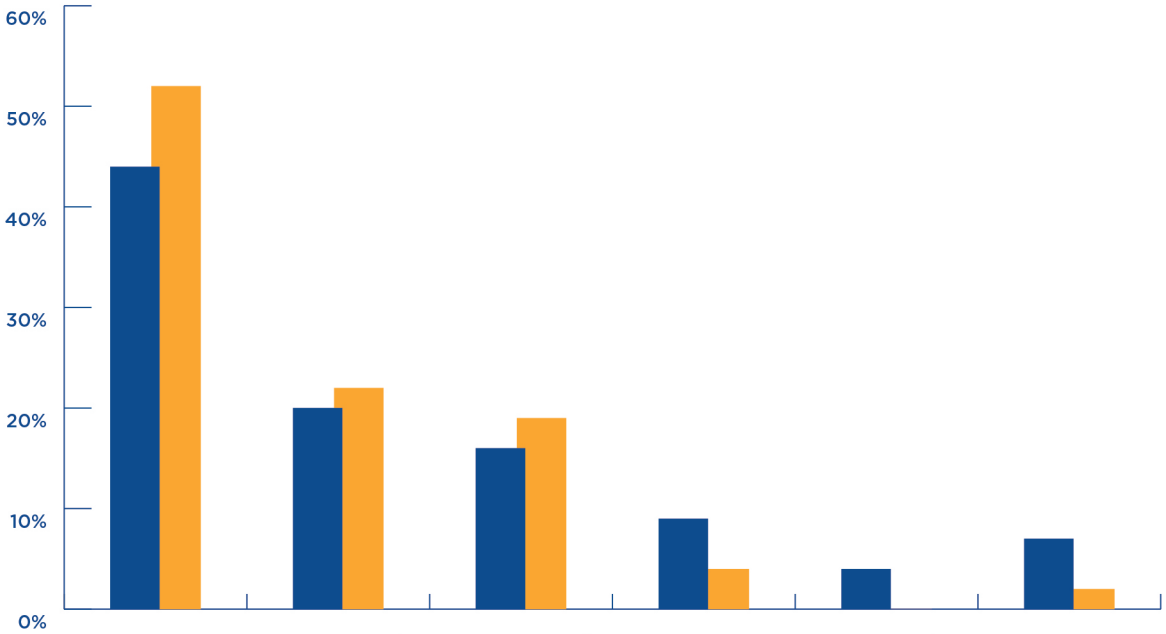


Figure 42

Trip Purpose - Transit Mode



	To or From Work	Shopping/ Eating out	Recreation/ Social/ Church	School	Medical/ Dental	Other
Bus	44%	20%	16%	9%	4%	7%
Rail	52%	22%	19%	4%	0%	2%

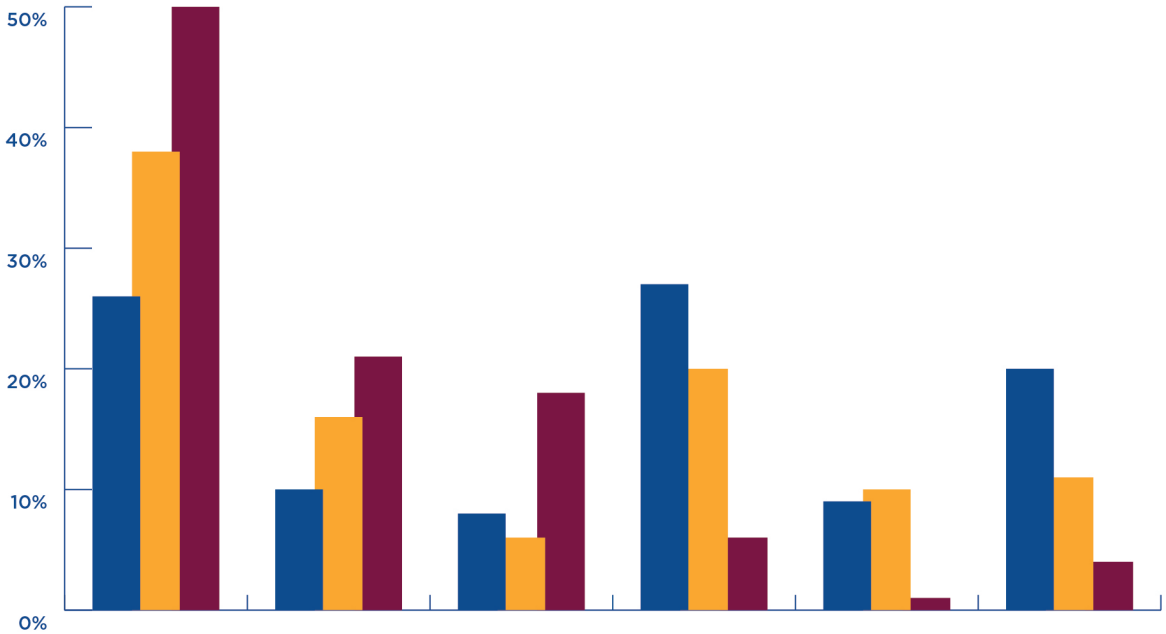
Trip Purpose Among Bus and Rail Riders

Given that rail riders are more likely than bus riders to be employed and to have higher incomes (see Figure 15 and Figure 21), it is not surprising that more rail than bus riders (52% to 44%) indicate that their trip purpose was getting to or from work. Rail riders are also more likely to say they are traveling for theater, concerts, sports events or similar recreational activity.

Bus riders, on the other hand are more likely than rail riders (9% v. 4%) to be making trips to or from school, or medical or dental appointments (4% v. .4%). They are also more likely to be traveling for a variety of miscellaneous reasons which generally include errands such as business appointments, picking a car up from a service appointment, interaction with social services, and the like.

Figure 43

Trip Purpose - Urban Population



	To or From Work	Shopping/ Eating Out	Recreation/ Social/ Church	School	Medical/ Dental	Other
< 200,000	26%	10%	8%	27%	9%	20%
200,000 to 999,999	38%	16%	6%	20%	10%	11%
1,000,000 and Over	50%	21%	18%	6%	1%	4%

Trip Purposes Among Urban Areas of Varied Size

Work trips are much more frequent among transit users in the largest cities (50%) than in the mid-size (38%) or smaller cities (26%). Similarly, the large city transit users are more likely to cite shopping as the primary trip purpose (21%) than are their counterparts in mid-size (16%) or smaller cities (10%). The large city transit riders are also much more likely than others to be making a trip for recreational or social purposes (17% compared to 2% and 7% for mid-size and small cities). On the other hand, travel related to school or for personal business and medical dental visits is much more common among riders in the mid-size and smaller cities than in the largest ones.

Reason for Using Public Transit

Respondents in forty-nine of the studies were asked their motivations for using public transit. This refers to their motives for using transit, as opposed to the purpose of a specific trip.

In most of the surveys, respondents were asked the single main reason for using transit, but in some surveys they were allowed multiple responses. In those studies, a respondent could give more than one answer such as "...the train is more convenient and I save on parking." In order to maximize the number of studies that could be included in the analysis of the reasons for using public transit, the two approaches had to be reconciled. This was done by including all responses in the computation of the percentages. If a given report included multiple responses, all were used. If it included only the single most important reason, that one response was used.



Percentages were computed on the basis of all responses not all individuals. Technically, then, Figure 40 is a chart of percentages of all of the "reasons mentioned" by riders rather than a table showing the percent of riders mentioning a particular reason. However, the pattern of multiple answers closely parallels the patterns of single answers, and it is reasonable to assume that had only single answers been accepted by all of the survey projects, the results would be approximately the same.

The reasons riders give for using public transit can be broken into three general categories, reasons of simple preference not involving money, reasons of preference for the economy of using transit, and reasons of need. The largest single category is preference for intangible aspects of travel by public transit (44%) such as convenience, saving time, saving the environment, and avoiding traffic. Neither need nor economy is involved – they simply prefer to use public transit.

In addition to those who simply prefer to use public transit, many riders (16%) offer reasons for preferring public transit that have to do with economy, including saving money on parking and gas, and, for a few, taking advantage of an employer transit subsidy. Finally, a substantial number of responses involve a lack of alternatives, including having "no car," "no money," or "...only transportation available." These responses total 40%.

Number of Reports: ***49***
Riders Surveyed: ***140,899***
Average Riders Surveyed per Study: ***2,875***
Annual ridership:
842,366,329

Figure 44

Reason for Using Transit - All Transit Users

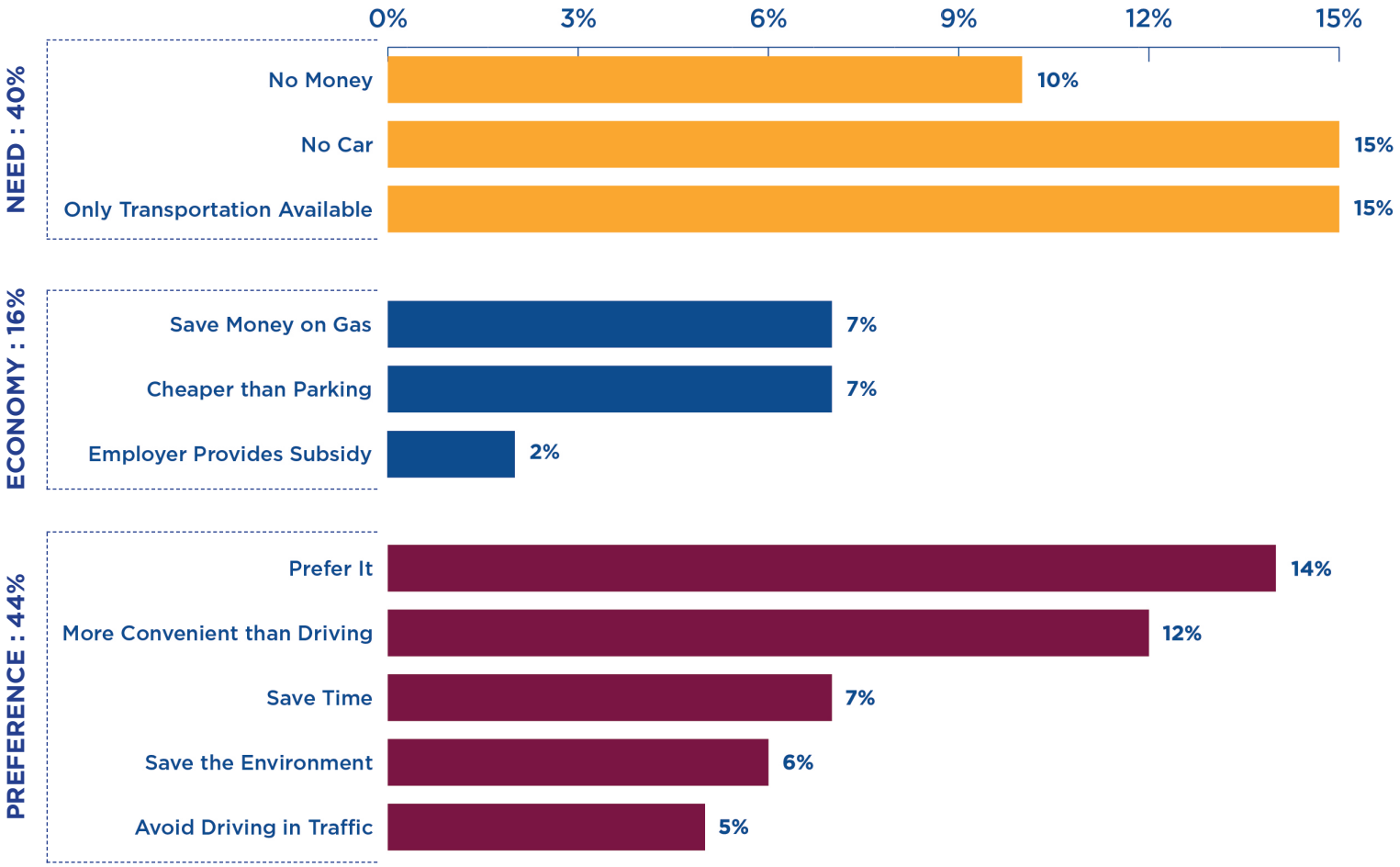
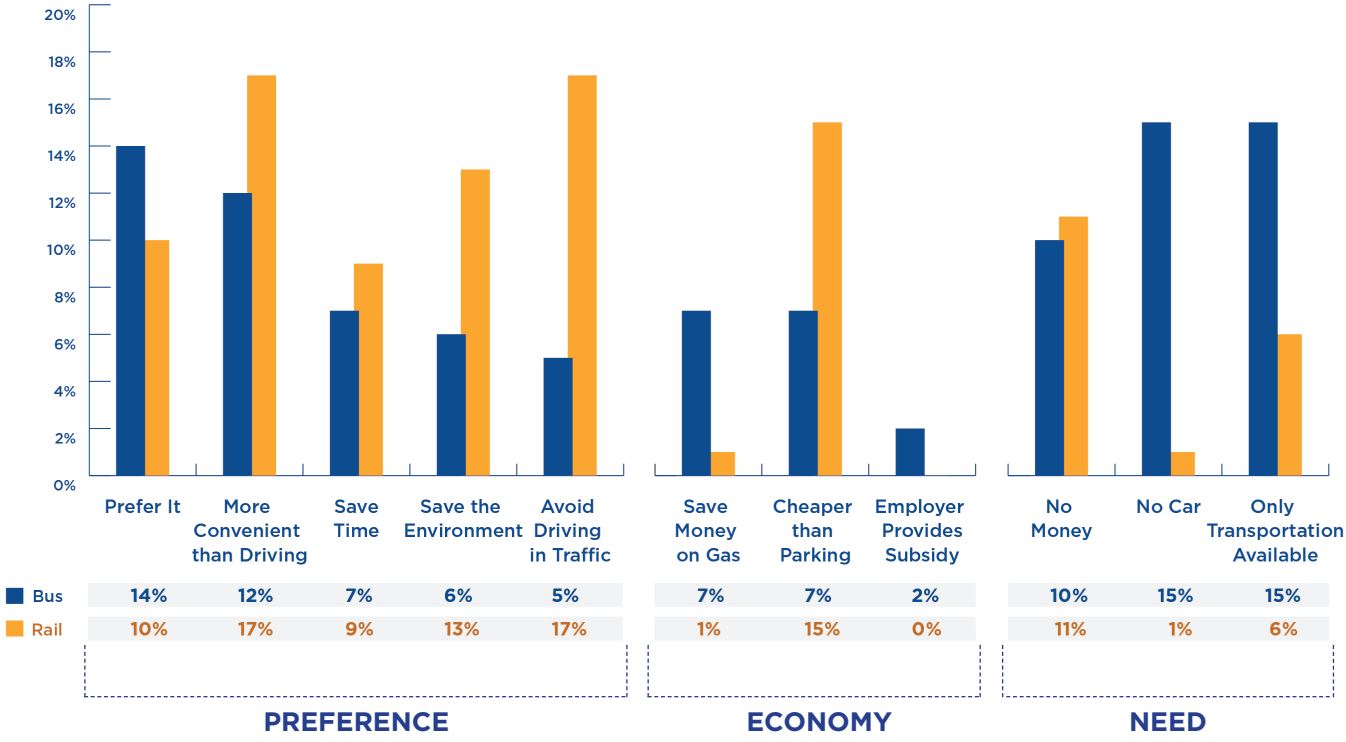


Figure 45

Reason for Using Transit - Transit Mode



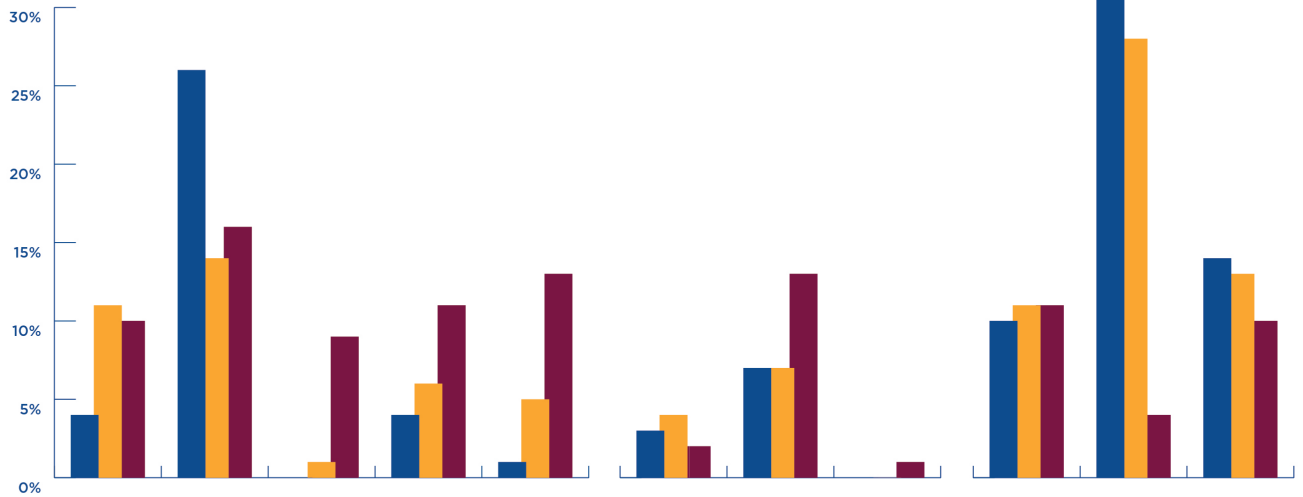
Reasons Given by Bus and Rail Riders for Using Transit

The reasons riders give for choosing to use transit vary substantially between bus and rail modes. For example, because they as a group tend to have higher incomes, rail riders are much less likely to state a need-based reason for using public transit than are bus riders. Rail riders tend to give reasons of preference – convenience, avoiding traffic, helping the environment, and preferring to save on parking costs (which may mean they have a vehicle as a transportation option or that they choose not to have a vehicle because of parking costs). Parking costs are important to them because areas with rail service tend to be high density urban areas where parking is costly. On the other hand, some of the reasons given by rail riders are focused on the necessity of using transit, including the reason of having no money (11%) and lacking a transportation alternative (6%).

Bus riders also frequently say they simply prefer to use the bus, or that it is more convenient than driving. Of the reasons given by bus riders, 14% are simple preference, and 12% convenience compared to driving. However, they are also more likely to offer reasons focused on need. For example, of the reasons given by bus riders, 15% involve having no car and another 15% having no transportation alternative, and 10% having no money. Like rail riders, 16% of the reasons given by bus riders focus on the economy of using public transit. But bus riders' reasons split between saving on gasoline and parking (7% each) while rail riders focus on saving on parking (15%).

Figure 46

Stated Reason for Using Transit



	Prefer It	More Convenient than Driving	Save Time	Save the Environment	Avoid Driving in Traffic	Save Money on Gas	Cheaper than Parking	Employer Provides Subsidy	No Money	No Car	Only Transportation Available
< 200,000	4%	26%	0%	4%	1%	3%	7%	0%	10%	32%	14%
200,000 to 999,999	11%	14%	1%	6%	5%	4%	7%	0%	11%	28%	13%
1,000,000 or	10%	16%	9%	11%	13%	2%	13%	1%	11%	4%	10%
	PREFERENCE					ECONOMY			NEED		

Reasons Given for Using Transit by Riders in Urban Areas of Varied Size

Riders in the smallest cities (42%) and mid-size cities (39%), where riders tend to have lower household incomes, are much more likely than those in the largest cities (15%) to cite needs, specifically lack of a car or funds or a lack of an alternative mode, as reasons to use transit. Compared to riders from the smallest cities, those from the largest cities are more likely to say they ride because they prefer to use transit for its convenience (16%), avoiding traffic (13%), aiding the environment (11%), saving time (9%) or just because they prefer it (10%), and they save money on parking (13%).

Among riders in the smallest urban areas, one reason given – that using transit is more convenient - is notable because the percent citing is so much greater (26%) than cite it in the mid-size (14%) or largest (16%) cities. One reason for this may be that a substantial number of the transit systems in the small communities are located in cities with proportionally large college student populations who may consider using transit to be a convenience.

Days per Week Using Transit

More riders use public transit five days a week (50%) than any other usage pattern. In addition, another 13% use it six or seven days a week. Studies tend to find that among the five day riders, commuting is the primary trip purpose, but it is among the primary trip purposes for many others as well. Although those using transit more or less than five days may also be commuters, their purposes are usually more diverse.

Frequency of Using Transit Among Bus and Rail Riders

Both bus (47%) and rail (55%) riders are more likely to use transit five days a week than to use it more often or less often. Rail riders are more likely than bus riders to use it five days, presumably because more of them are commuting to or from work. Bus riders are more than twice as likely as rail riders (15% to 7%) to use transit six or seven days a week, and conversely, they are less likely to use transit less than one day a week.

Frequency of Using Transit and Urban Population

Transit users in the largest cities are considerably more likely (51%) to use transit five days a week than riders in mid-size cities (40%) or small cities (30%). Conversely, riders in the mid-size and small communities are more likely (23% and 25%, respectively) to use transit six or seven days a week.

Number of Reports: ***147***
Riders Surveyed: ***560,628***
Average Riders Surveyed per Study: ***3,813***
Annual ridership:
3,340,635,488

Figure 47

Days Using Transit Each Week - All Transit Users

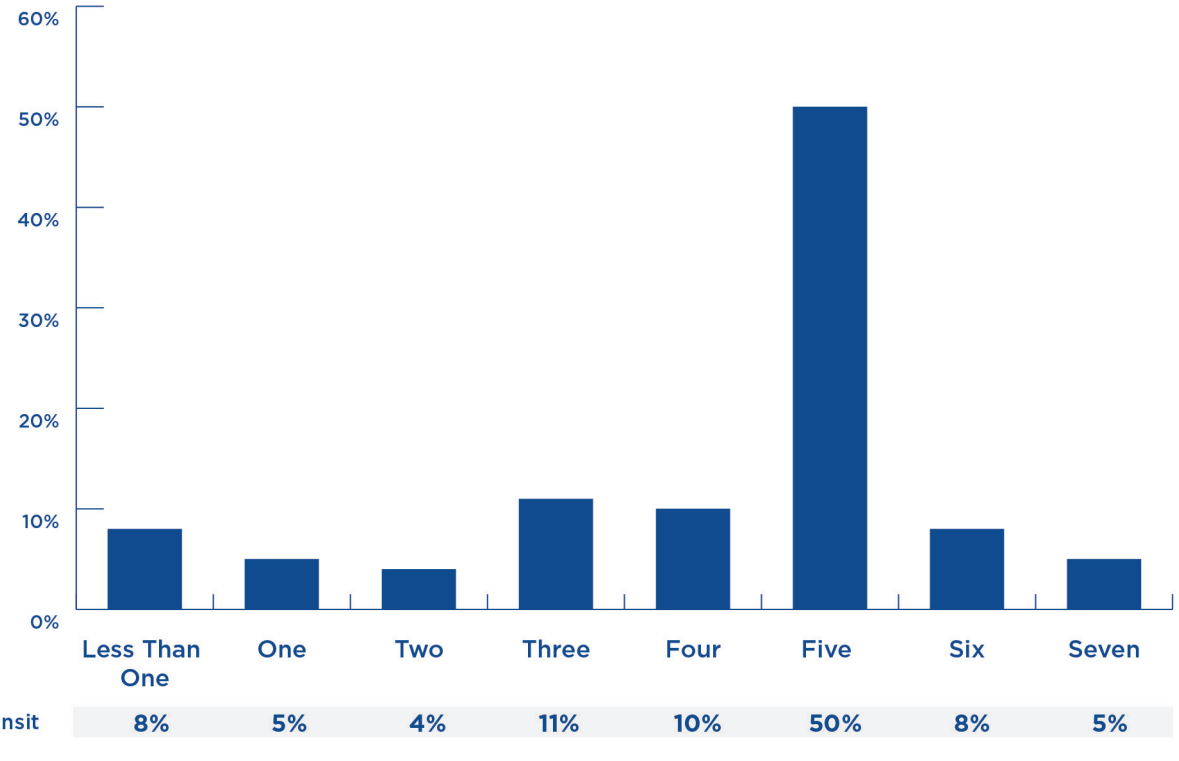
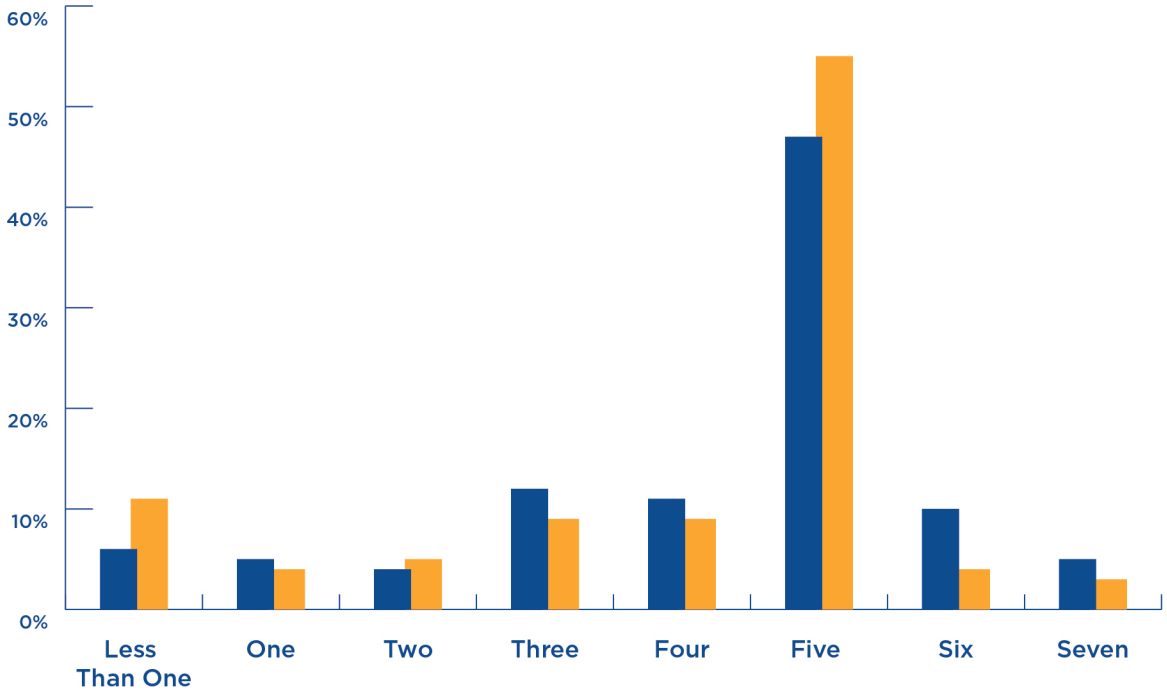


Figure 48

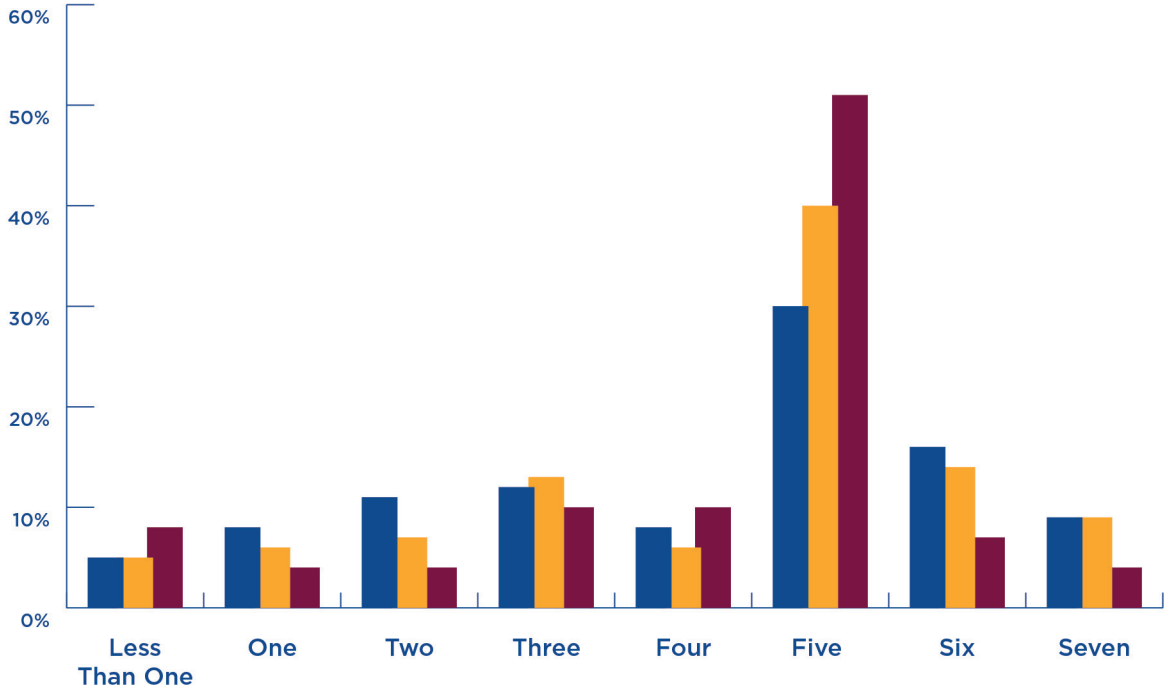
Days Using Transit Each Week - Transit Mode



	Less Than One	One	Two	Three	Four	Five	Six	Seven
Bus	6%	5%	4%	12%	11%	47%	10%	5%
Rail	11%	4%	5%	9%	9%	55%	4%	3%

Figure 49

Days Using Transit Each Week - Urban Population



	Less Than One	One	Two	Three	Four	Five	Six	Seven
< 200,000	5%	8%	11%	12%	8%	30%	16%	9%
200,000 to 999,999	5%	6%	7%	13%	6%	40%	14%	9%
1,000,000 and Over	8%	4%	4%	10%	10%	51%	7%	4%

Access Mode

More than two-thirds of transit users (69%) walk to their stop or station. Another 11% drive to their stop, while 10% indicate that they use another form of transit. The balance are either dropped off (6%) or use another mode.

Access Mode Among Bus and Rail Riders

While most rail as well as bus passengers walk to their station or stop (55% and 81%, respectively), rail passengers are much more likely than bus passengers to drive to their station or stop (21% to 3%), or to be dropped off (8% to 4%).

Access Mode and Urban Population

Given that rail service is associated with larger cities, the relationship between urban size and access mode is not surprising. The smaller the city, the greater the proportion of passengers who walk to their stop. In the smallest cities, 90% walk, while in the mid-size cities, 79% walk, and in the largest cities, 68% walk. Conversely, the larger the city, the more likely passengers are to drive or take another transit mode to the first stop on the system being studied. In cities of one million or more, 11% drive to their boarding point, while in the smallest cities, only 1% do so.

Number of Reports: ***130***
Riders Surveyed: ***553,335***
Average Riders Surveyed per Study: ***4,256***
Annual ridership:
3,481,730,346

Figure 50

Access Mode - All Transit Users

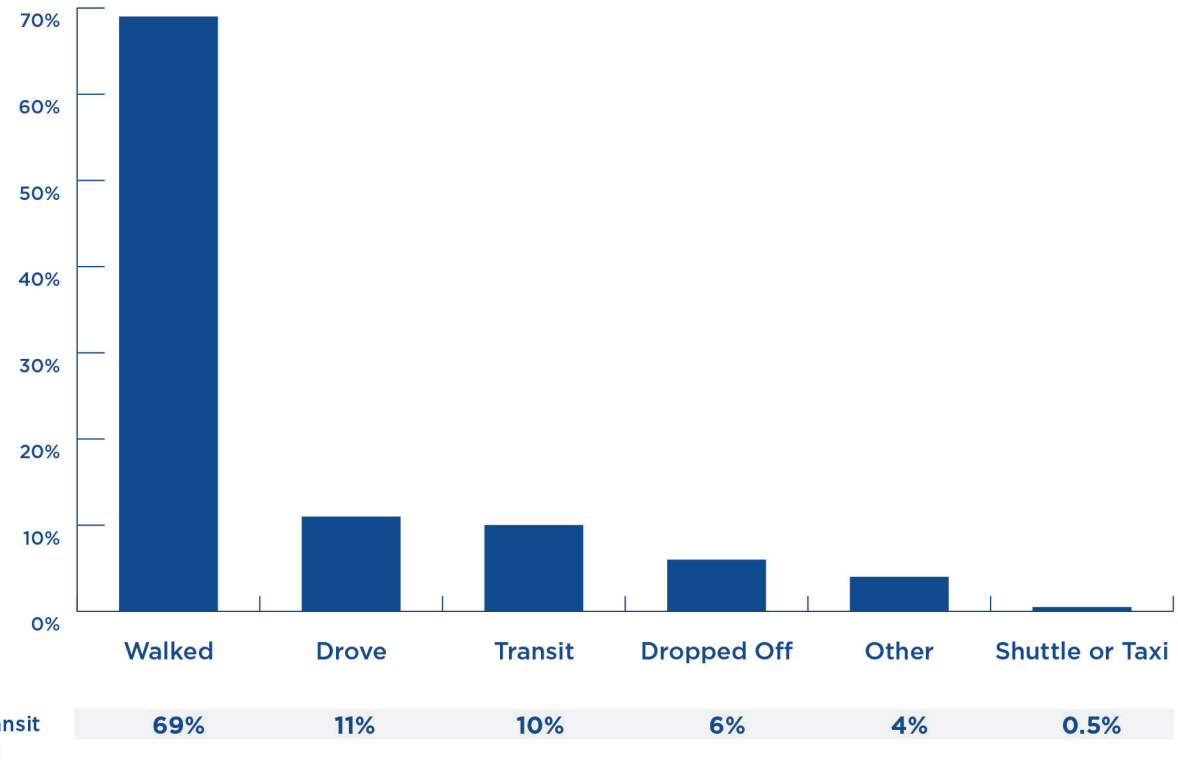
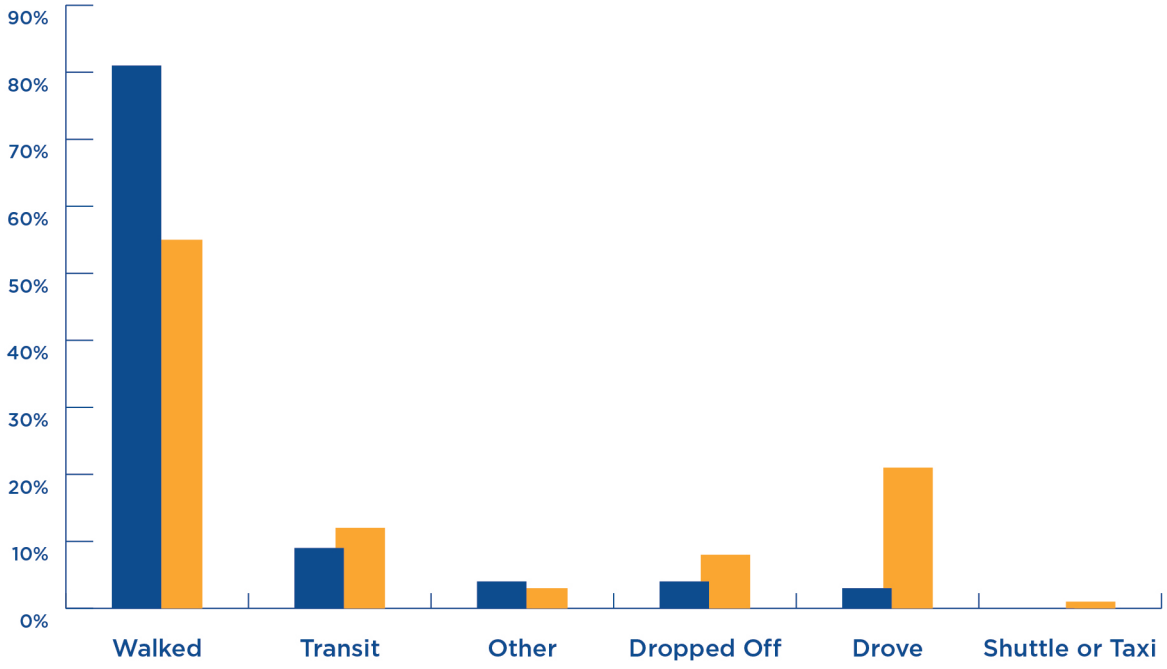


Figure 51

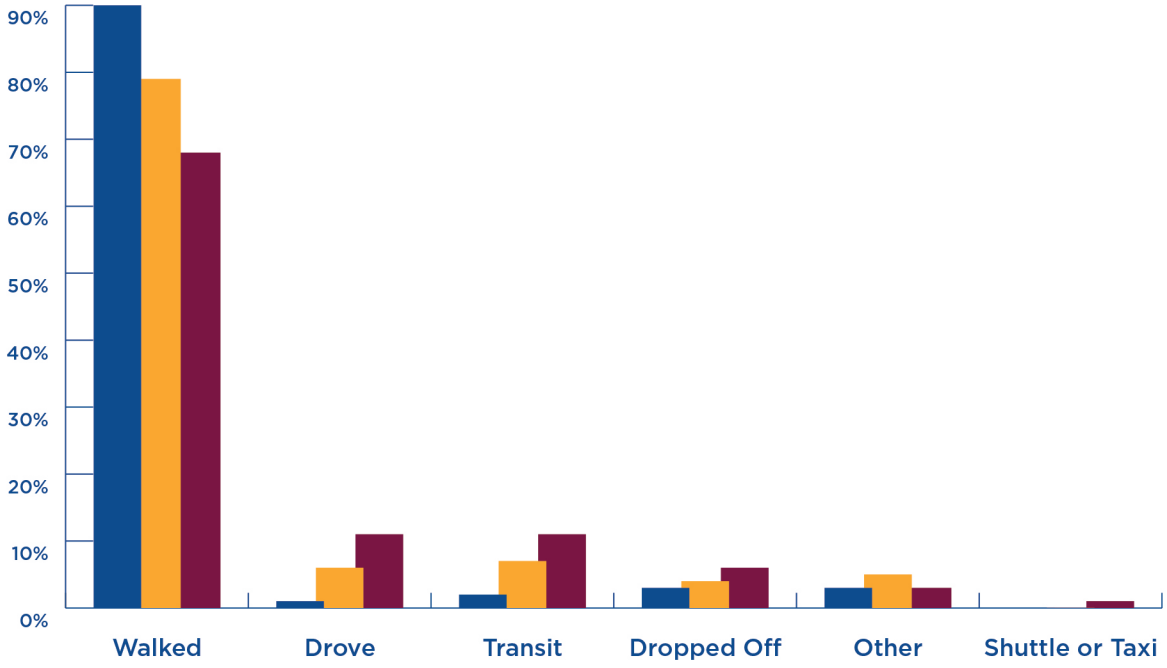
Access Mode - Transit Mode



	Walked	Transit	Other	Dropped Off	Drove	Shuttle or Taxi
Bus	81%	9%	4%	4%	3%	0%
Rail	55%	12%	3%	8%	21%	1%

Figure 52

Access Mode - Urban Population



	Walked	Drove	Transit	Dropped Off	Other	Shuttle or Taxi
< 200,000	90%	1%	2%	3%	3%	0%
200,000 to 999,999	79%	6%	7%	4%	5%	0%
1,000,000 and Over	68%	11%	11%	6%	3%	1%

Egress Mode

On alighting from their transit vehicles, most transit passengers walk to their destination (76%). Another 16% transfer to another transit vehicle, while 4% drive, 3% get a ride, and 1% could not be classified except as "other."

Number of Reports: ***97***
Riders Surveyed: ***422,078***
Average Riders Surveyed per Study: ***4,351***
Annual ridership:
2,781,848,045

Egress Mode Among Bus and Rail Riders

Most bus and rail passengers walk to their destination upon alighting. This is true of 80% of bus passengers and 72% of rail passengers. Although the overwhelming majority of rail passengers walk to their destination, they are somewhat less likely than bus passengers to do so, and somewhat more likely to transfer to another form of transit (19% v. 13%) or to drive (6% v. 4%).

Egress Mode and Urban Population

Regardless of the size of the city, more than three-fourths of the transit riders walk to their destinations from their transit vehicles. However, the larger the urban area, the more likely the passengers are to get a ride. In the smallest cities, only 7% get a ride, but in the largest cities, 16% say they get a ride from the transit stop to their eventual destination.

Figure 53

Egress Mode - All Transit Users

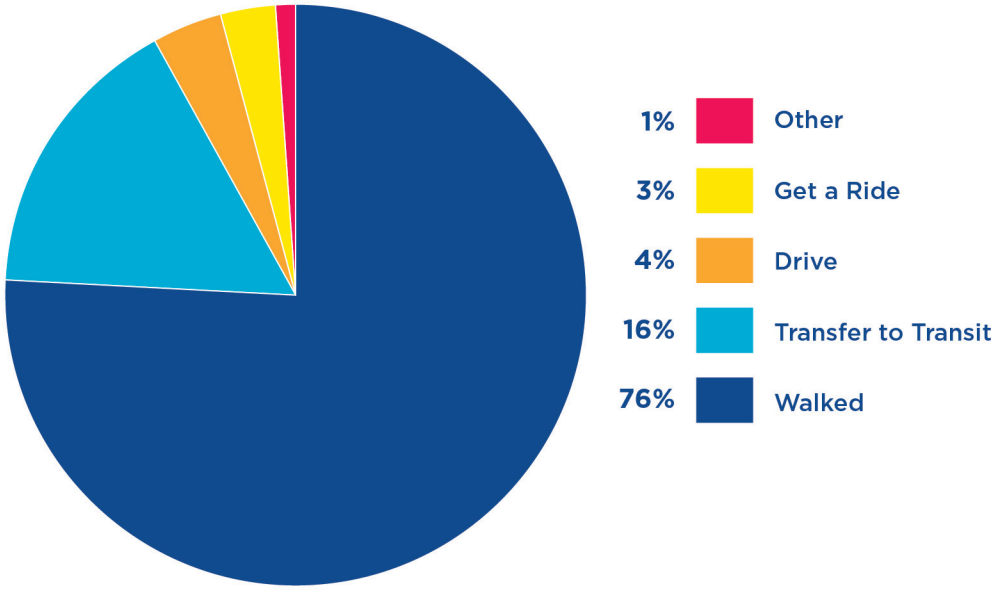
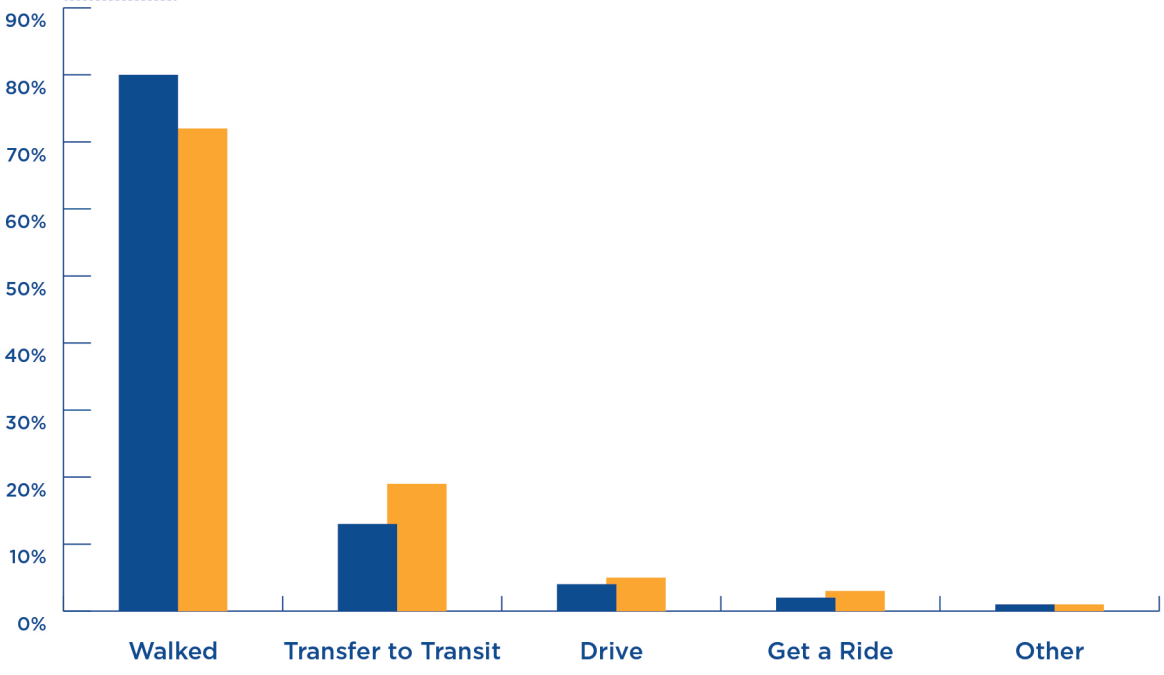


Figure 54

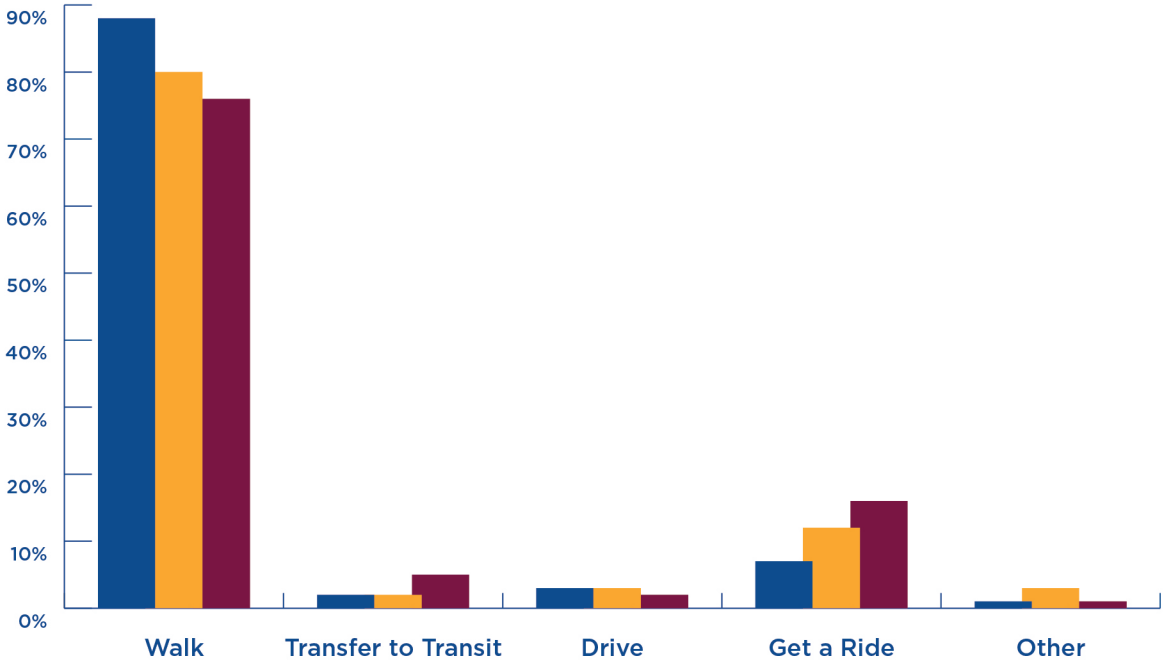
Egress Mode - Transit Mode



	Walked	Transfer to Transit	Drive	Get a Ride	Other
Bus	80%	13%	4%	2%	1%
Rail	72%	19%	6%	3%	1%

Figure 55

Egress Mode - Urban Population



	Walk	Transfer to Transit	Drive	Get a Ride	Other
< 200,000	88%	2%	3%	7%	1%
200,000 to 999,999	80%	2%	3%	12%	3%
1,000,000 and Over	76%	5%	2%	16%	1%

Alternate Mode

Riders were asked what alternative mode they might use if transit service were not available. The largest responses were that they would not make the trip (22%) or that they would use other transit services (20%). The balance, 57%, say they would find another means of travel.

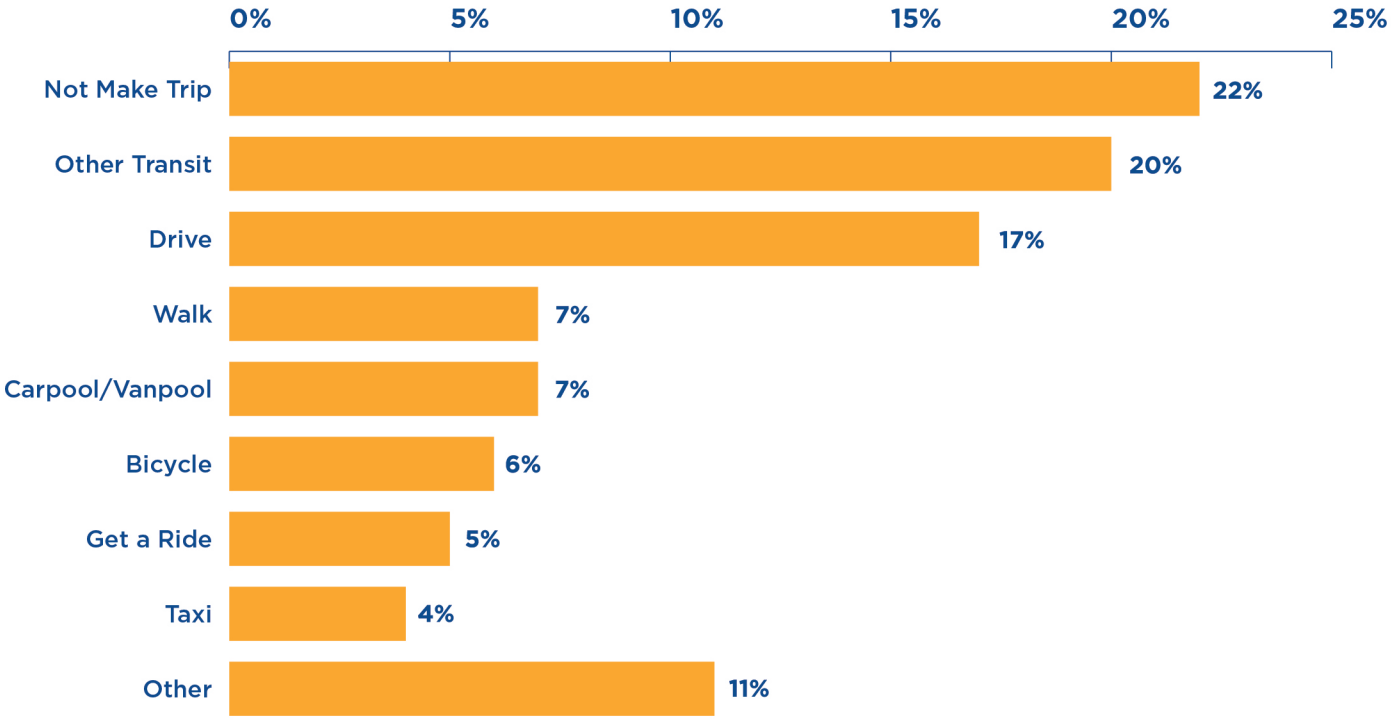
Of the latter group, 17% would drive. A total of 16% would either car/vanpool, get a ride or take a taxi. (The car-sharing services Uber and Lyft arrived too late in the 2008-2015 period covered in this report to be included as a category.) Others would walk (7%) or bicycle (6%). Another 11% were classified in the various reports as "Other".

Number of Reports: ***69***
Riders Surveyed: ***233,925***
Average Riders Surveyed per Study: ***3,390***
Annual ridership:
1,649,063,495



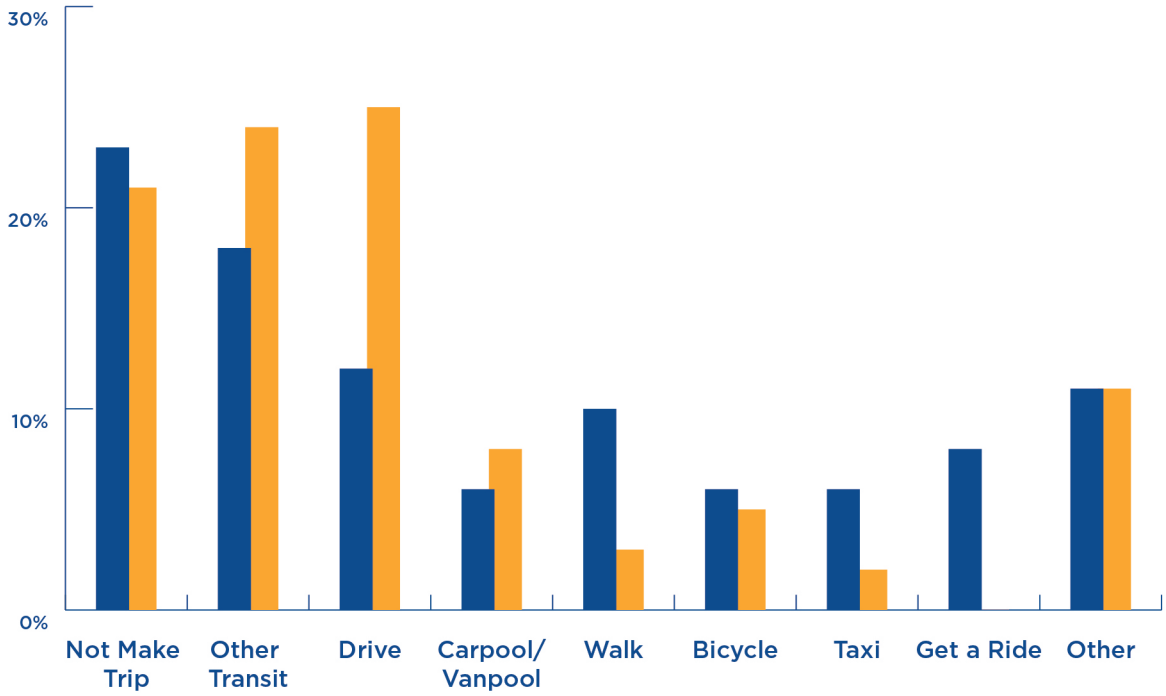
Figure 56

Alternate Mode - All Transit Users



Alternate Mode if Current Mode Were Not Available

Figure 57



	Not Make Trip	Other Transit	Drive	Carpool/ Vanpool	Walk	Bicycle	Taxi	Get a Ride	Other
Bus	23%	18%	12%	6%	10%	6%	6%	8%	11%
Rail	21%	24%	25%	8%	3%	5%	2%	0%	11%

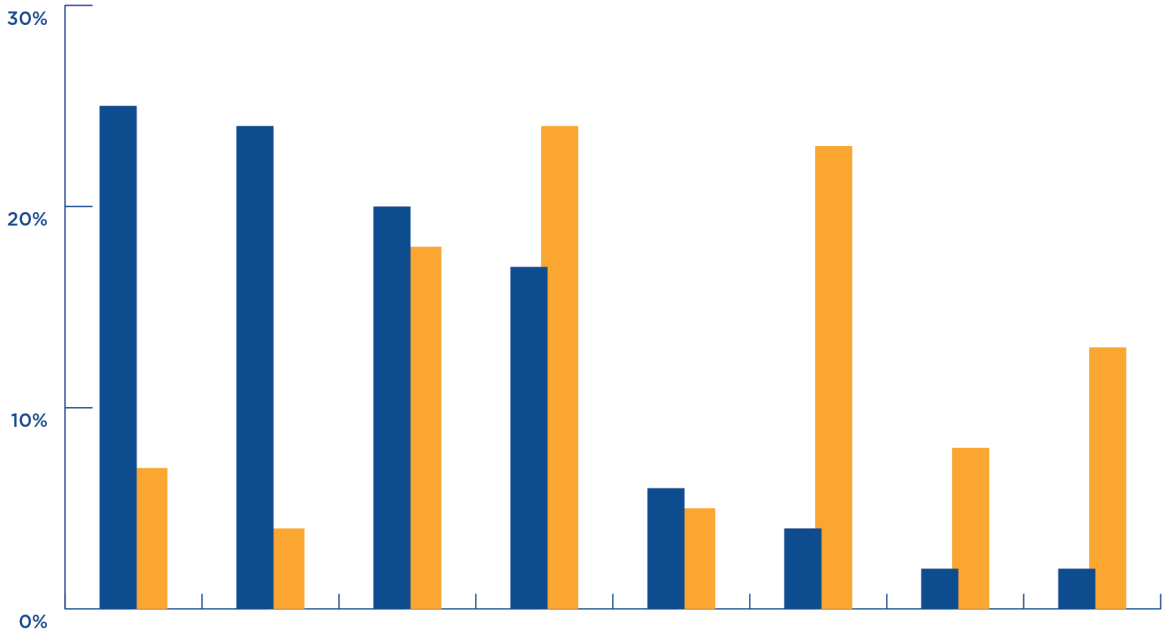
Alternate Mode Among Bus and Rail Riders

Bus and rail riders differ in their view of what they would do in the absence of the mode they normally use. Twice as many rail riders (25%) as bus riders (12%) say they would drive, and 24% of rail riders say they would use another form of transit compared to 18% of bus riders. On the other hand, more than three times as many bus riders (10%) as rail riders (3%) say they would walk and three times as many bus riders (6%) as rail riders (2%) said they would take a taxi. And while none of the rail riders said they would get a ride, 8% of the bus riders said they would do so.



Figure 58

Alternate Mode - Urban Population



	Walk or Bicycle	Get a Ride	Drive	Not Make Trip	Taxi	Another Transit Option	Carpool/ Vanpool	Other
< 1,000,000	25%	24%	20%	17%	6%	4%	2%	2%
1,000,000 or more	7%	4%	18%	24%	5%	23%	8%	13%

Alternate Mode and Urban Population

Too few reports in the smallest cities included a question about alternative modes to make cities of under 200,000 a separate category in Figure 58 as is done in most other charts. Therefore, the small and mid-size cities are combined here.

The alternative modes are shown here in descending order of percentages in the urban areas of less than one million.

Notice that:

- The tendency to walk or get a ride is far greater in the smaller urban areas.
- The option of driving is very similar regardless of urban size.
- The use of another transit option is much greater in the larger urban centers, as could be expected.
- Car and vanpooling is also greater in the larger urban areas.

Fare Media

Most transit riders, 86%, use a pass medium of some type to pay their fares. The use of cash, once the common fare medium, has diminished to only 11% of the ridership nationally.

A few riders travel free. Free fare is sometimes a benefit extended to people over a given age. In other cases certain kinds of bus trips – some circulators, certain shuttles, some school trips, etc. -- are free for all riders. The "Other" category (3%) includes categories that were not clearly labeled as pass, cash, or free. For example, "Discounted fare" was included in that category.

Fare Media Among Bus and Rail Riders

While three-fourths of bus riders (75%), use a pass to pay their fare, many more rail riders (93%) use a pass of some type. Conversely, more bus riders (21%) than rail riders (4%) use cash.

Number of Reports: ***130***
Riders Surveyed: ***482,275***
Average Riders Surveyed per Study: ***3,709***
Annual ridership:
5,916,500,367

Urban Population and Differences in Use of Fare Media

In urban areas of less than two hundred thousand, only 38% use a pass and 38% use cash, but in the mid-size cities, the ratio is 56% to 32% and in the largest cities is 87% to 10%. Given the fact that rail passengers are more likely than bus passengers to use pass media to pay their fares, and the fact that the larger cities are more likely to have rail service of various kinds, it is not surprising to find a strong positive relationship between the use of pass media and urban size.

Figure 59 **Fare Medium - All Transit Users**

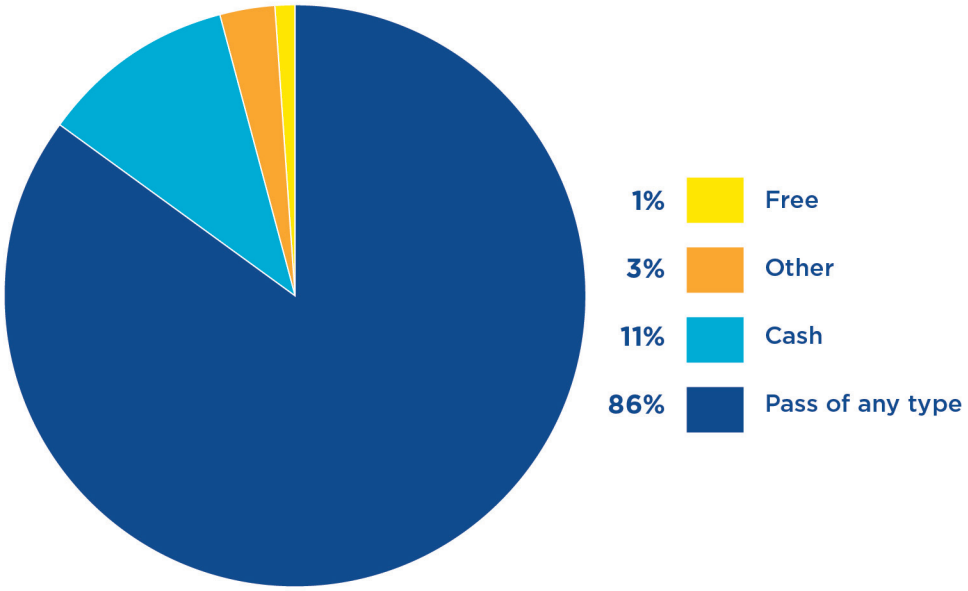
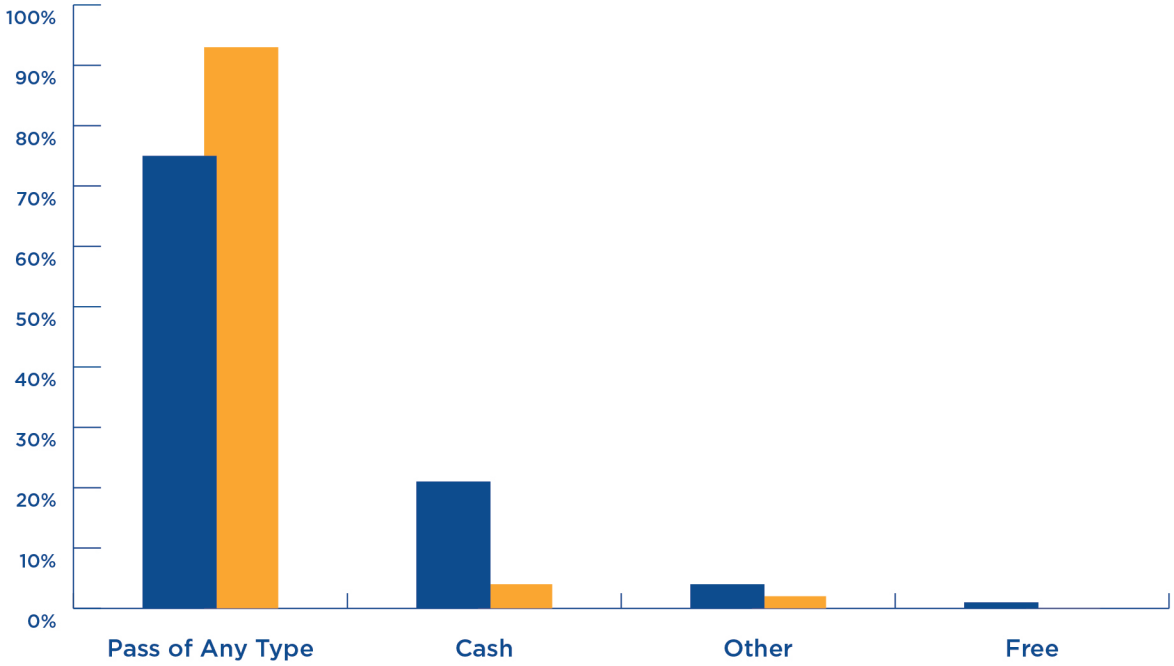


Figure 60

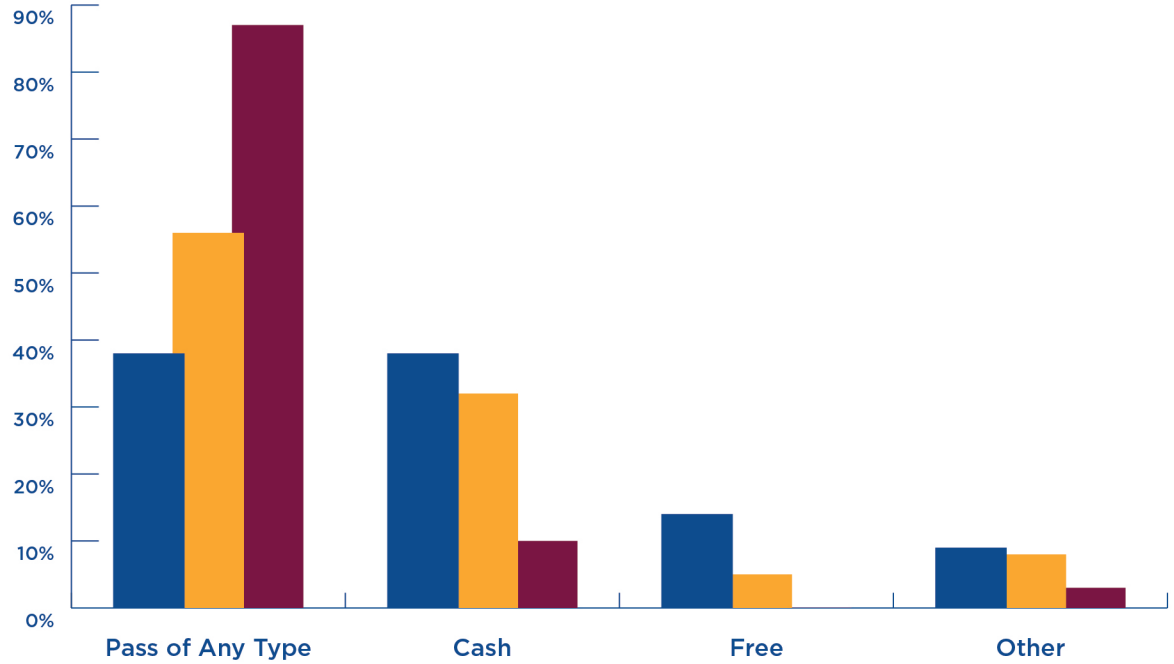
Fare Medium - Transit Mode



	Pass of Any Type	Cash	Other	Free
Bus	75%	21%	4%	1%
Rail	93%	4%	2%	0%

Figure 61

Fare Medium - Urban Population



	Pass of Any Type	Cash	Free	Other
< 200,000	38%	38%	14%	9%
200,000 to 999,999	56%	32%	5%	8%
1,000,000 and Over	87%	10%	0%	3%

Transfers

Annually, half of the trips made require a transfer during those trips, and half do not. Transfers are widely used to increase the geographic coverage of public transportation. In general, the question about transferring was asked with regard to the rider's "usual trip," or "...trip made most frequently" or the trip that the rider was making when surveyed.

Transfer Rate Differences Between Bus and Rail Riders

The tendency to make a transfer varies in only minor ways between bus and rail modes. Rail riders are slightly less likely to say they transfer, but the difference is minor, 48% for rail riders and 51% for bus riders.

Number of Reports: ***109***
Riders Surveyed: ***364,307***
Average Riders Surveyed per Study: ***3,342***
Annual ridership:
2,300,101,652

Transfer Rate Differences Among Urban Areas of Different Sizes

Transfer tendencies vary somewhat between the smaller and the larger cities. In the smaller cities, 46% say they transfer. However, in the mid-size and large cities, the transfer rate is somewhat higher, 52% in the mid-size, and 50% in the largest cities. Presumably this is because their systems would tend to be more complex and require multiple routes to cover a single one-way trip.

Figure 62 **Transfers - All Transit Users**

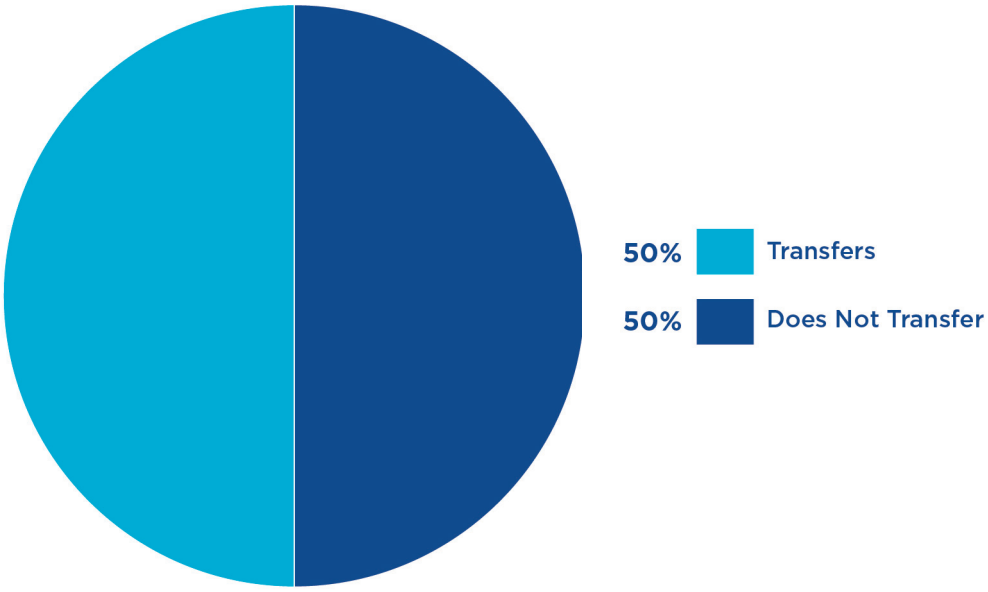
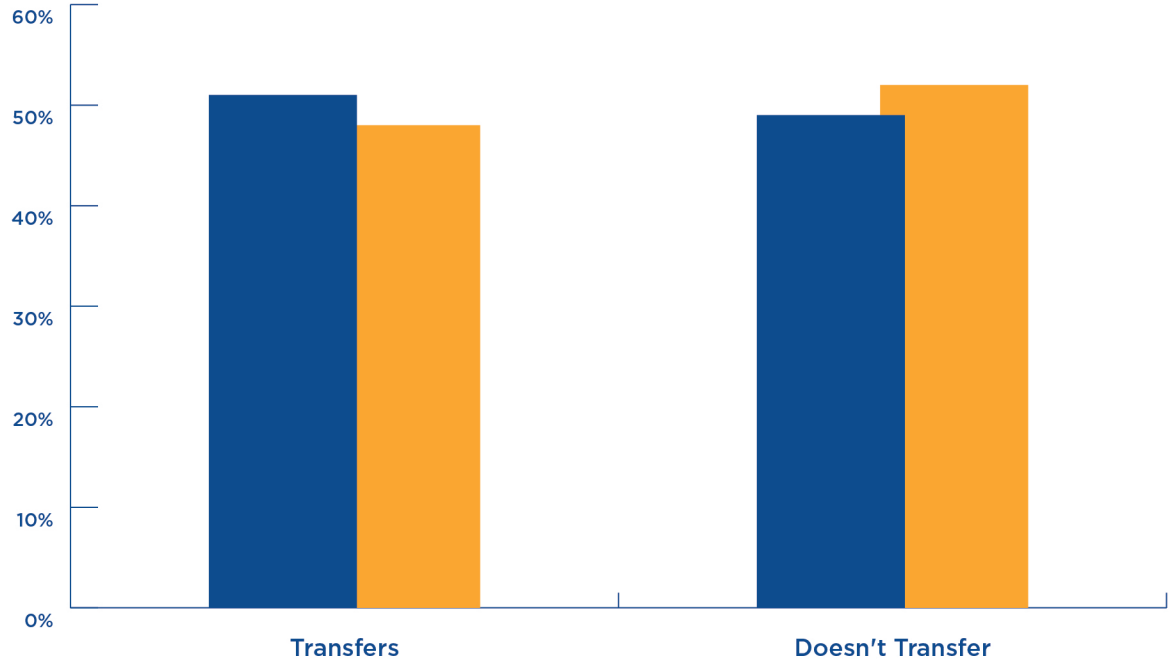


Figure 63

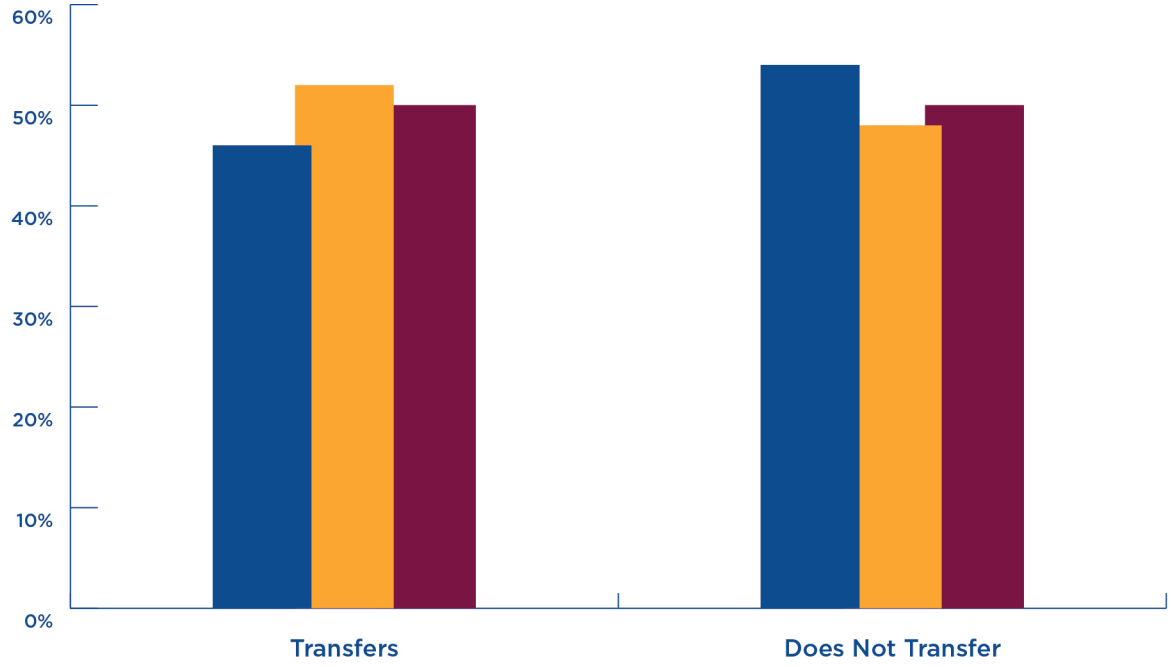
Transfers - Transit Mode



	Transfers	Doesn't Transfer
Bus	51%	49%
Rail	48%	52%

Figure 64

Transferring - Urban Population



	Transfers	Does Not Transfer
< 200,000	46%	54%
200,000 to 999,999	52%	48%
1,000,000 and Over	50%	50%

Duration of Using Transit

Number of Reports: ***80***
Riders Surveyed: ***344,828***
Average Riders Surveyed per Study: ***4,310***
Annual ridership:
2,403,631,615

Most riders (a total of 53%) are long-term riders in that they have used transit for five or more years. This includes 29% who have used transit for five or six years and 24% who have used it for seven or more years.

A substantial proportion of transit ridership turns over in roughly a two-year period. Of all riders, 15% say they have been using transit for less than one year, and another 14% for one to two years, for a total of 29% new riders in the space of only two years. Another 18% have used transit for three to four years. Since ridership nationally in the 2008 – 2015 period increased, but not at this pace, it is evident that new riders are being attracted, but most are not being retained. This suggests that while using transit is, for many people, a long term practice, for many others, it is a shorter-term practice probably related to student years or first jobs.

Duration of Using Transit Among Bus and Rail Riders

Rail riders are more likely (31%) than bus riders (20%) to be long-term riders who have used transit for seven years or more. Bus riders, conversely, are more likely to have used transit for fewer than five years.

Duration of Using Transit – Differences Among Urban Areas of Varied Size

Transit users in the largest cities are much more likely than those in mid-size and smaller cities to have used public transportation for five or more years. In the largest cities, this percentage is 55%, while in mid-size cities, it is 26% and in small cities it is only 19%.

Figure 65

Duration Using Transit - All Transit Users

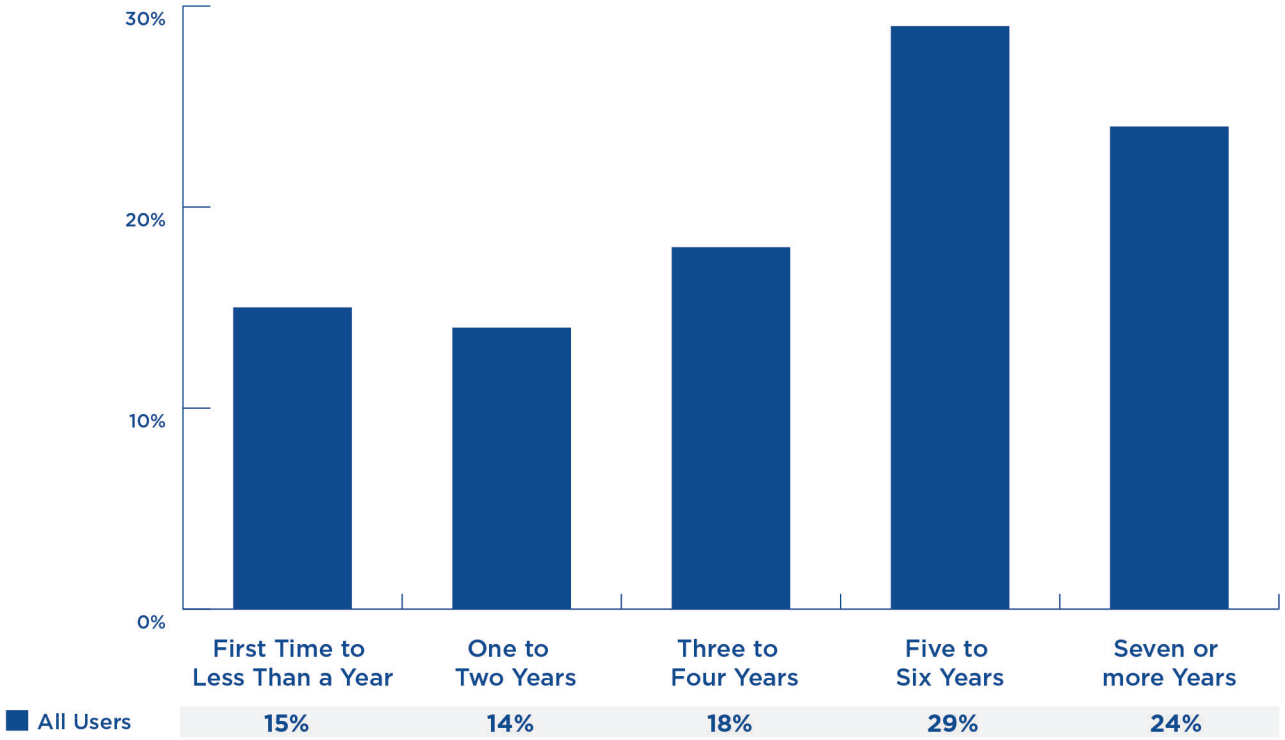
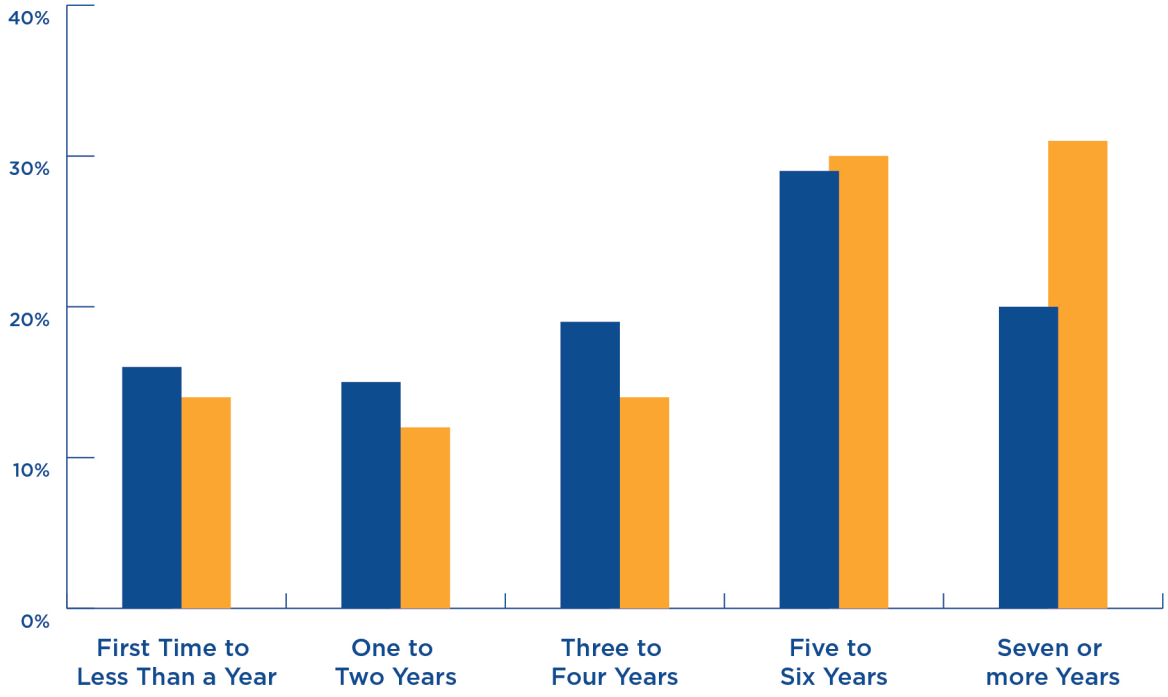


Figure 66

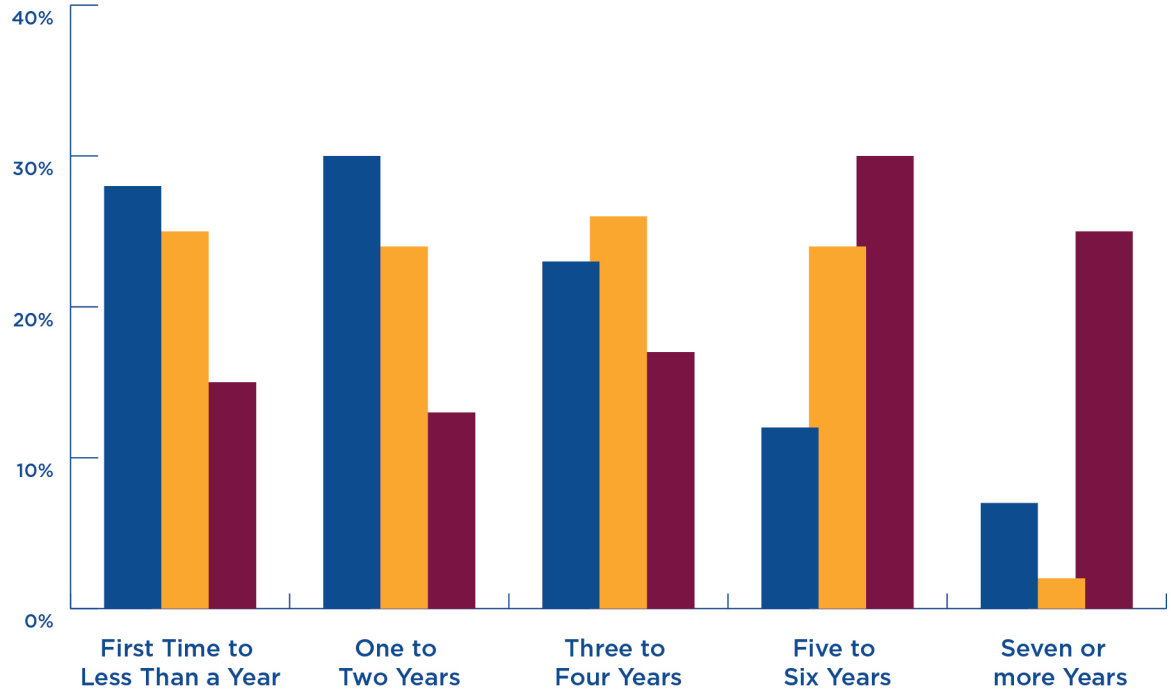
Duration Using Transit - Transit Mode



	First Time to Less Than a Year	One to Two Years	Three to Four Years	Five to Six Years	Seven or more Years
Bus	16%	15%	19%	29%	20%
Rail	14%	12%	14%	30%	31%

Figure 67

Duration Using Transit - Urban Population



	First Time to Less Than a Year	One to Two Years	Three to Four Years	Five to Six Years	Seven or more Years
< 200,000	28%	30%	23%	12%	7%
200,000 to 999,999	25%	24%	26%	24%	2%
1,000,000 and Over	15%	13%	17%	30%	25%

Methodology

DATA SOURCE

The data included in this report is drawn from 211 written reports provided to APTA for this study by transit agencies or regional planning organizations on whose behalf they were completed. The data were collected primarily by APTA. Letters were sent to virtually all transit systems in the United States requesting copies of the most recent passenger survey reports. In addition, APTA staff located various reports on transit agency websites.

It is important to understand that the charts in this report were created by aggregating findings presented in charts and tables in the written reports. They were not based on an analysis of raw survey data. The results were aggregated using a combination of the Microsoft Office programs Excel and Access 2016. Using a database approach to aggregation of the results makes it possible to write efficient queries to parse the data as needed. The database would make it possible to update the results with much less effort in the future if APTA determined that updates were desirable.

SYSTEM TYPES

This report, like the earlier APTA Passenger Characteristics report published in 2007, categorizes the results by mode, referring to them in this study as "Rail" and "Bus." The "Bus" category includes any rubber wheeled vehicle whether standard city motor bus, commuter bus, Bus Rapid Transit (BRT) or trolley bus. The latter two modes are in many ways closer to a fixed guideway such as light rail, so that the categorization is somewhat arbitrary. But this is consistent with the 2007 approach. And it is reasonable in that much of what is called "BRT service" in practice has only some aspects of BRT (e.g., off-board ticketing and more pleasant shelters) and does not run on a separate fixed guideway free from normal traffic. In addition, trolley buses, although tied to an overhead power source, have additional flexibility somewhat more like a motorbus than a light rail vehicle.

The "Rail" category includes any steel wheeled vehicle operating on tracks whether a commuter train, subway or "El" train, light rail, or streetcar. It may seem odd, but this "Rail" category also includes a small number of reports on ferry boat passengers. Again this categorization is somewhat arbitrary, but it is consistent with the 2007 approach, and surveys of ferry passengers are too few in number to be treated as a separate category. Although worth including, the relatively small number of studies and respondents means that they have very small impact on the total percentages. But why "rail" and not "bus?" Because a ferry operates on a fixed route and not in street traffic, more like a separated guideway rail vehicle than like a motor bus.



Table 8 - Transit Mode, Number of Reports, Ridership, and Questionnaires Included

Mode	Number of Surveys by System and Mode	Unlinked Passenger Trips on Reporting System-Modes	Number of Questionnaires Completed
Commuter Railroad	16	279,695,442	46,512
Heavy Rail	12	3,633,230,651	68,533
Light Rail	17	344,834,095	58,080
Combined rail modes	3	196,810,063	8,960
Ferry	3	5,780,862	6,970
Rail Modes Subtotal	50	4,460,351,113	189,055
Commuter Bus	1	4,200,634	131
Motor Bus	160	3,871,058,843	506,562
Roadway Modes Subtotal	162	3,875,259,477	506,693
Total	**211**	**8,335,610,590**	**695,748**

PROFILE OF THE DATA

Ridership During the Period Included in the Report

The surveys were conducted during the eight-year period 2008-2015. This was an economically tumultuous period that began with the Great Recession and encompassed a gradual recovery. The data begins in 2008 as transit ridership nationally hit a new peak (see Figure 68). However, 2008 was also the beginning of the economic crash and a corresponding decline in ridership. During the period included in the study, however, ridership had recovered to pre-recession highs by 2015.

The survey data includes a total of 211 reports on systems that carried a total of more than eight billion unlinked passenger trips. Almost 700,000 individual questionnaires were completed.

Handling Variation in Response Categories

Among the challenges of using non-standard written reports as a data source is that the questions and the response categories used in the various surveys are not consistent. For example, some surveys ask for a rider's age as a raw number. Others ask where the rider falls within certain age ranges. However, the age ranges frequently are in differing sets. For example, in one study a set of age ranges used as a response category in a given survey may be structured like this: (1) Less than 20, (2) 20 to 29, (3) 30 to 39 (etc.). In another survey the categories might be structured differently, as for example: (1) 15 to 24, (2) 25 to 35, (3) 36 to 45 (etc.). These differences have to be reconciled without access to the raw data for reanalysis.

The same thing is true of income ranges in the response categories, which differ among surveys in ways similar to the overlapping response categories used for age.

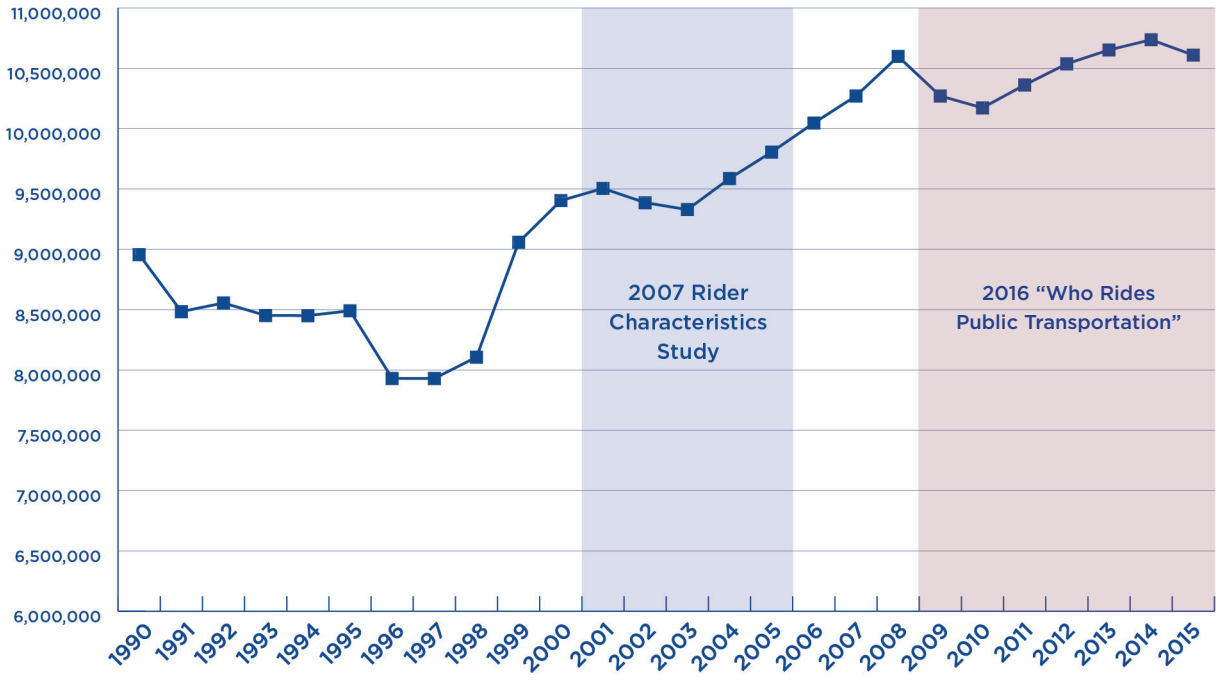
These kinds of differences are handled by entering the ranges given and converting the results into a progression from one range to another. Thus, for example, a range of fifteen to twenty-four would be converted to individual years using the assumption that the individual years of age were equally distributed through the ten-year range. This means that if, for example, 20% of the riders in a survey fell within that ten-year age span, they would be recorded as 2% age 15, 2% age 16, 2% age 17, and so forth. This enables us to combine disparate ways of recording riders' ages.

The same approach was taken with income to deal with the varied categories. In addition, income was inflation-adjusted to 2015 values using the Consumer Price Index.

Figure 68

Total Public Transit Ridership in the United States (000s)

(Source: APTA, Ridership by Mode and Quarter, 1990 to present)



The Results Represent Unlinked Rider-trips, Not Individuals

Ridership is a figure that refers to the number of unlinked passenger trips made in a given transit system. It does not refer to the number of individual persons in the population who use public transportation. An unlinked trip is a transit trip that does not involve a change of vehicle. The APTA glossary of transit terms describes it this way:

> *"Unlinked Passenger Trips represent the number of times passengers board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination and regardless of whether they pay a fare, use a pass or transfer, ride for free, or pay in some other way. Also called boardings."*

To take an example, in this report, Figure 26 (page 42), reports that 55% of transit riders are female. However, this means that 55% of unlinked transit trips are taken by women, not that 55% of individual persons who ride transit are women. Regular transit users who make 10 trips times a week have 10 times as great a chance of having their characteristics surveyed as occasional users who ride half that often. Onboard surveys reflect that disproportion.

To take a simple, completely hypothetical example: If a transit system had 100 riders, 50 women and 50 men, the individual riders as a group would obviously be 50% female and 50% male. But if the women all used transit for ten trips a week and the men used it for only five trips a week, the surveys would capture responses from the women at that ratio of 2:1 because the surveyors would encounter women riders at twice the rate as they encountered men. The ratio of trips would be 10 female to 5 male, or 67% female and 37% male. We would correctly conclude that the ridership was 67% female. Think of it this way: the figures in this report describe the characteristics of the people you would typically encounter on a bus or rail vehicle.

Weighting

The data are also expanded and weighted according to the number of trips carried by the systems under study during the year of the survey as reported in the Federal Transit Administration's (FTA) National Transit Database (NTD). This weighting corrects for size differentials among the systems. If that were not done, the results would assume equality of size among the transit systems included in the report.

If the data were not weighted, the rider characteristics measured by a survey of riders in a small city

Table 9 - Years the Surveys Included in the Report Were Conducted

When was Survey Conducted?	Number of Surveys	Unlinked Passenger Trips	Number of Questionnaires Completed
2008-2009	35	4,192,650,564	129,606
2010-2011	40	359,645,006	81,882
2012-2013	62	1,462,185,997	227,605
2014-2015	74	2,435,020,463	256,655
Totals	**211**	**8,449,502,030**	**695,748**

system that carries five-hundred thousand trips per year would have the same "weight" in this report as a survey of riders on a system that carries thirty million trips per year, an obvious distortion of reality. Weighting in this manner, then, is essential to creating a realistic picture of the total ridership in the United States.

Not All Questions Were Asked in Every Survey

All of the surveys included in this study were local, and served unique local purposes. There is no existing national standard set of questions or standard response categories. Depending on the priorities for a given study, certain questions were asked and others were not. Some studies were conducted for specific planning purposes, others for marketing, others for a combination of the two, and some just to track changes in customer satisfaction. Some were intended for one or more of these purposes and for Title VI compliance. Thus there is considerable variation in what is included in a given survey. Thus the total sample size (i.e. the number of studies and thus the number of respondents included) varies among the characteristics included in this report. For this reason as each variable is discussed and charted in this report, the number of studies on which it is based is noted along with the ridership associated with the systems included in those studies and the average and total number of respondents in the surveys.

Data Collection

All but one of the surveys included in this report were conducted by an onboard methodology. Most of the onboard surveys were self-administered surveys using paper questionnaires although one major onboard survey in a large urban area was conducted by interviewers using tablet computers. One major survey, however, was a household survey conducted by telephone. It is the survey of a major northeastern metropolitan transit system too significant to omit from the study without serious distortion of the results. That system is sufficiently complex that it was considered more feasible to conduct a telephone survey and carefully weight the data to represent the ridership according to frequency of use. The survey was conducted in an extremely rigorous manner, appropriately weighted, and can be considered representative of the ridership.

End Notes

[i] Unlinked Transit Passenger Trip is a trip on one transit vehicle regardless of the type of fare paid or transfer presented. A person riding only one vehicle from origin to destination takes ONE unlinked passenger trip; a person who transfers to a second vehicle takes TWO unlinked passenger trips; a person who transfers to a third vehicle takes THREE unlinked passenger trips. APTA estimates that the number of people riding transit on an average weekday is 45% of the number of unlinked transit passenger trips.

[ii] Onboard passenger surveys differ substantially in terms of the lower age limit included in the data. Because respondents are expected to be able to provide answers to questions such as household income, and because survey staff persons are adults, it is considered by many researchers that to survey anyone below a certain age, generally between 13 and 18, is to risk both response validity and the appropriateness of the adult/child interview situation.

Appropriateness of the surveyor/respondent relationship is especially important when origin-destination questions are asked. The percent of riders in the youngest category provided in the results of most studies is quite small. However, the actual percentage of riders who fall into a hypothetical "youngest rider" category is not known for several reasons. First, most reports do not clearly state the lower age limit or the percent of children that were riding but were younger than the minimum age acceptable in the survey. Second, many systems do not include "school trippers" in the survey samples, thus systematically undercounting younger riders using transit for school trips. (A "school tripper" is a transit trip timed to the start or end of a school day.) Third, most computations of age characteristics are based on actual survey responses, not including counts of those who are on board but too young to survey. Unless separate logs are maintained that report the number of children who are riding but are not surveyed because of age, there is no way to accurately assess the actual proportion of young riders. In any event it is clear that the proportion of riders in the youngest category is not only understated but also indeterminate.

From log forms maintained in some studies, however, it is clear that the underestimate has little impact on the overall age distribution. When the rate of those not surveyed due to an age constraint is reported, it is most often 4%. This, of course, excludes school trippers that might increase that slightly. The reader should treat the youngest percent in this report as potentially understated by a small percentage that would not seriously affect the overall age distribution of the more adult riders.

[iii] In terms of the ethnicity of transit users, it should be noted that no reports were received for this project from the states of Hawaii or Alaska. Inclusion of such reports would not have fundamentally altered the rank order of percentages shown, but they would have increased the percentages of Pacific Islanders and Native American/ Native Alaskan rider populations slightly.

[iv] It has become standard practice for survey best-practices including the Census, to treat all racial and ethnic groups as non-exclusive. Exclusive racial categories make no sense. This is especially true in the case a cultural difference that is often treated as a racial difference, specifically Latino/Hispanic identity. However, most (not all) passenger survey reports have continued to conflate race and ethnicity, and have continued to treat racial categories as mutually exclusive. Consequently, for reporting here, there is, unfortunately, no alternative but to treat them in the manner shown in the tables.

[v] Measures of educational attainment of the general public are challenging to interpret because the categories differ among surveys, and because the dividing lines between "some college" and completed degree are unclear in some studies. Results are available in surveys such as the American Community Survey (ACS) of the Bureau of the Census or the General Social Survey (GSS) of the National Opinion Research Center. The ACS is accessible here: http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_14_5YR_S1501&src=pt

Raw data from the GSS are available here: http://gss.norc.org/Get-The-Data

[vi] See Michael Sivak and Brandon Schoettle, "Recent Decreases in the Proportion of Persons with a Driver's License across All Age Groups," January 16. Abstract available at: http://www.umich.edu/~umtriswt/PDF/UMTRI-2016-4_Abstract_English.pdf. All age groups declined in the tendency to have a license, but younger people declined more than older people. From the abstract: "This study examined changes in the United States from 1983 to 2014 in the percentage of persons with a driver's license as a function of age. Also included are the data for 2008 and 2011. The data came from the Federal Highway Administration. The following are the three main findings: For 16- through 44-year-olds, there was a continuous decrease in the percentage of persons with a driver's license for the years examined. For example, the percentages for 20- to 24-year-olds in 1983, 2008, 2011, and 2014 were 91.8%, 82.0%, 79.7%, and 76.7%, respectively. For 45 through 69-year-olds, there was an increase in the percentage of persons with a driver's license from 1983 to 2008, followed by a continuous decrease from 2008 to 2014. For example, the percentages for 60 to 64-year-olds in 1983, 2008, 2011, and 2014 were 83.8%, 95.9%, 92.7%, and 92.1%, respectively. For those 70 years and older, there was an increase in the percentage of persons with a driver's license from 1983 to 2008, followed by an increase from 2008 to 2011, and a decrease from 2011 to 2014. The percentages for 1983, 2008, 2011, and 2014 were 55.0%, 78.4%, 79.2%, and 79.0%, respectively."

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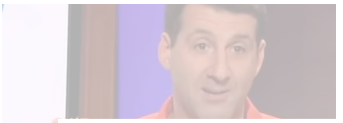

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From the Daily Journal archives

SamTrans finalizes service cuts

By Mark Aspillera
Sep 10, 2009



Alex Shamis/Daily Journal The SamTrans board cut six routes and increased several fares by unanimous vote yesterday.

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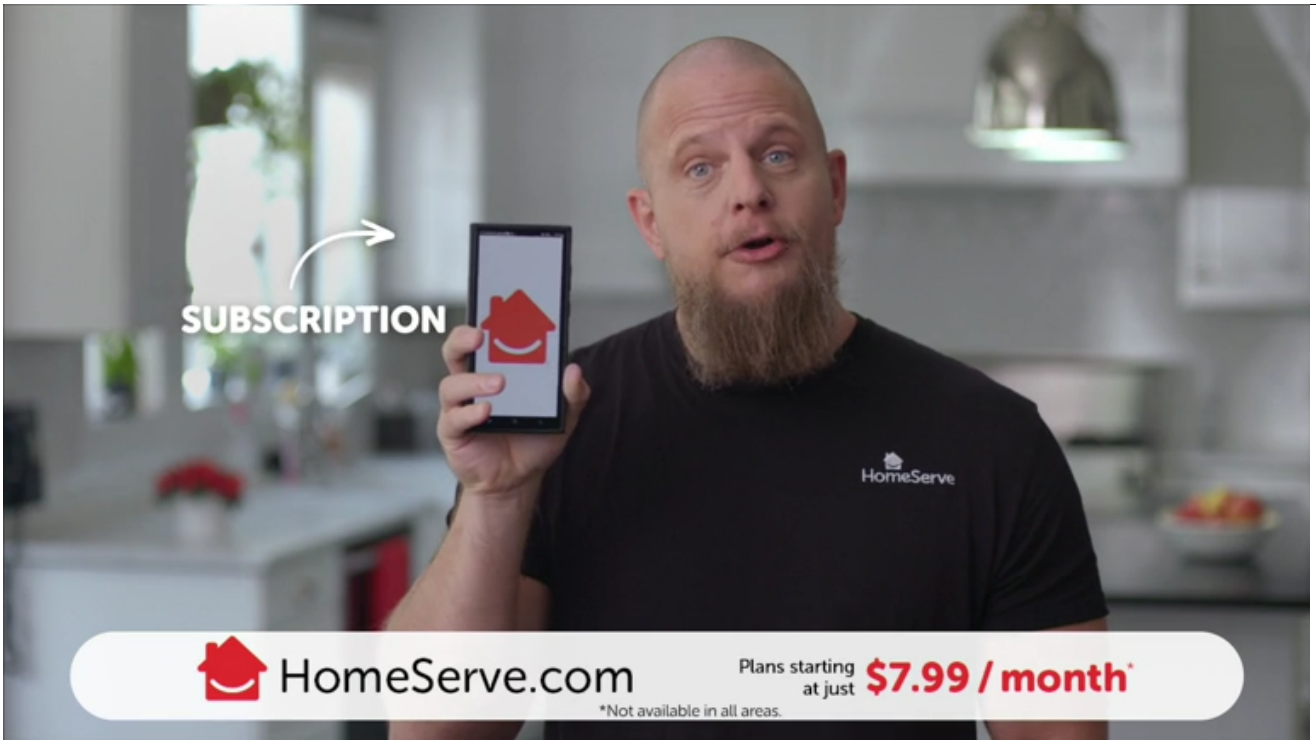
Bay Area transit operators facing huge budget shortfall as potential fiscal cliff looms



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SAN FRANCISCO -- Bay Area transit operators have a looming obstacle ahead of them: a massive budget shortfall, and a potential fiscal cliff.

The Metropolitan Transportation Commission (MTC) expects operators to face a cumulative shortfall of between $2.5 and $3.3 billion over the next five years.

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o Bay Area transit operators moving through the pandemic, but the relief funds are

te funding, being the ideal kind of approach and solution, but we are working put a regional measure on the ballot, but what are some other options that are on airs Rebecca Long.

ndemic levels, according to the MTC.

"It's not like everyone is on the same trajectory. Some systems that are much more serving the commute would we anticipate have a different outcome than those that are much more serving local service and have recovered as much as 80% of their pre-covid ridership," said Long. "Different operators are facing different forecasts. Some were not as reliant on fare revenue in the past, they were getting most of their revenue through sales taxes for example, or other types of subsidies."

Long attributes much of the slow ridership return to many companies continuing some version of remote work.

"We've seen a seismic shift in how the private sector and even the public sector approach work and where it can occur," she said. "There is a real structural challenge that we're looking at."

If a robust recovery doesn't happen and revenues remain low, the worst-case scenario could result in across the board reductions in transit service. Operators that traditionally have served the commute, such as BART and Caltrain, would likely be most affected, says Long.

Watch CBS News

"The worst-case scenario is that all revenues are lower, there's no robust recovery which would be keeping ridership down, and again, that would mean having to decimate service across the board," she said. "Service would not resemble what it does today."

Service reduction is the worst-case scenario, and still likely a ways away, says Long.

"We are optimistic that the legislature will work with us in partnership to find a way to avoid the devastating cuts that would occur if we do not find additional funding," she said. "I wouldn't want folks to panic. I think, as I've said, the real severity of the fiscal cliff is essentially two years from now."

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In: Caltrain BART

Max Darrow

Max Darrow is an Emmy award winning reporter/MMJ for KPIX 5. He joined the KPIX 5 news team in July 2021.

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First published on February 10, 2023 / 7:13 PM

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Bay Area transit funding plan: Latest updates



BAY AREA

Bay Area transit agenci vert 'fiscal cliff'

by: Rob Nesbitt
Posted: Jun 12, 2023 / 05:00 PM PDT
Updated: Jun 12, 2023 / 05:20 PM PDT

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erate on COVID relief funds. Now, that money

Lawmakers are working to make sure cuts aren't made to train and bus schedules. Both the State Senate and State Assembly are working to address the fiscal cliff that public transit agencies are warning of. BART, Muni and other systems say that without additional funds, they'll have to start making drastic cuts to train and bus schedules as soon as this fall.

When California Gov. Gavin Newsom announced his state budget, it slashed $2 billion in transit infrastructure money. According to State Sen. Scott Wiener (D-CA) those cuts will impact the Bay Area's commute.

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Weiner says that BART has warned of the possibility of no weekend trains, ending service after 9 p.m. and even cutting an entire line. The state senator also tweeted Monday saying Muni has warned of phasing out 15-20 bus lines.

“Would be debilitating for the Bay Area, in terms of people’s ability to get around,” Weiner said. “A lot of people don’t have cars. They rely on these transit systems to get to work, to school, the senior center, the doctor or the grocery store.”

According to Wiener, the California Senate and Assembly released their budget Sunday night, restoring the $2 billion in cuts to transit and

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“This budget proposal doesn’t solve the ’ Weiner said. “But this is a big step and will help send a big message that we’re

He expects the money will solve about 5 s until Thursday to pass a budget and the governor then has 12 days to act on it.

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l Transit Agency says the funding will help Bay ing to close the remaining budget gap. It is a crucial acknowledgement of how important Muni is to a thriving San Francisco,” read an SFMTA statement in part.

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“BART is hopeful this funding will help address the $93 million budget deficit BART faces in Fiscal Year 2025, although details of how much money BART might receive and how those funds will be distributed have yet to be determined,” said BART General Manager Bob Powers.

During the pandemic, transit agencies lost about 95% of riders. They're slowly rebounding, but ridership has yet to return to pre-pandemic levels.

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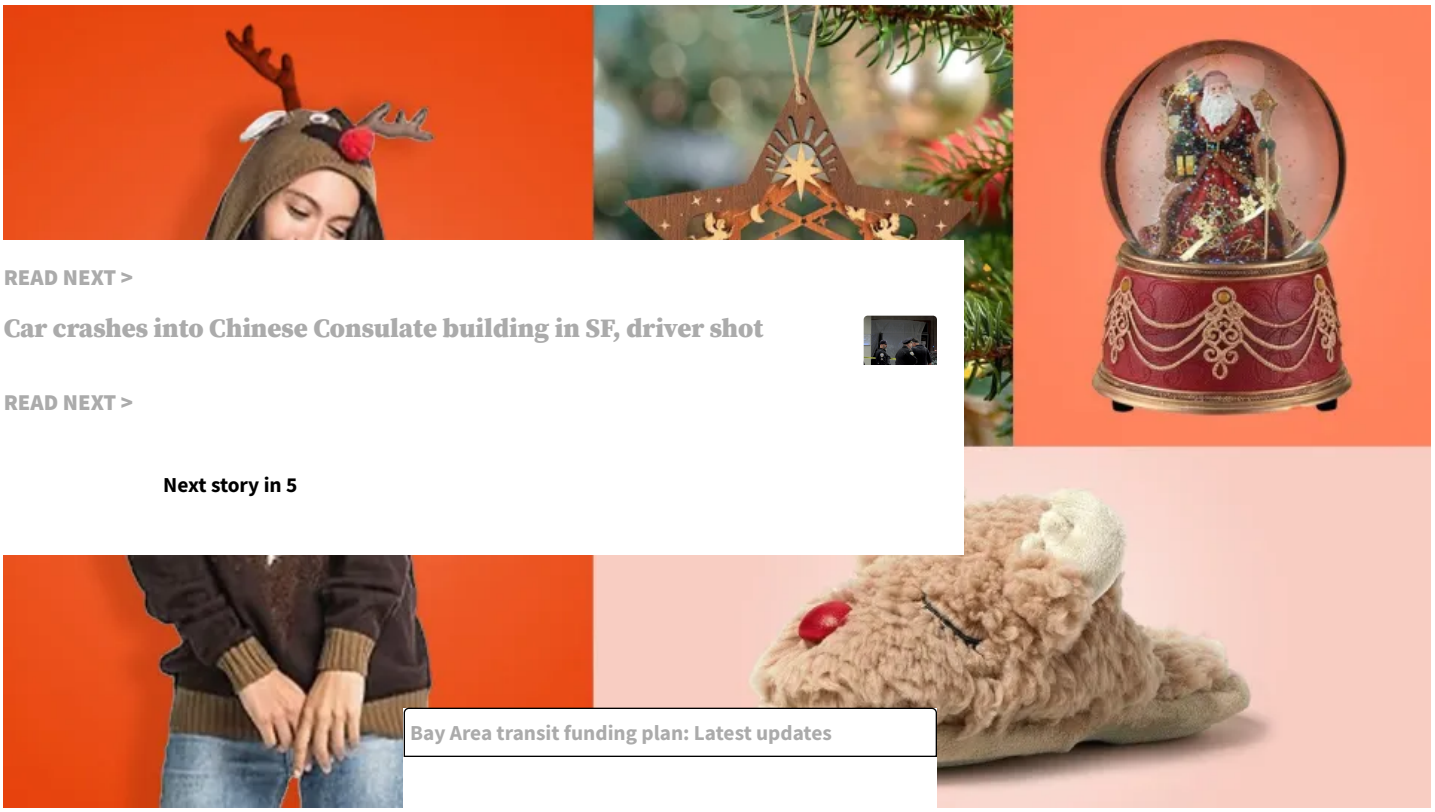

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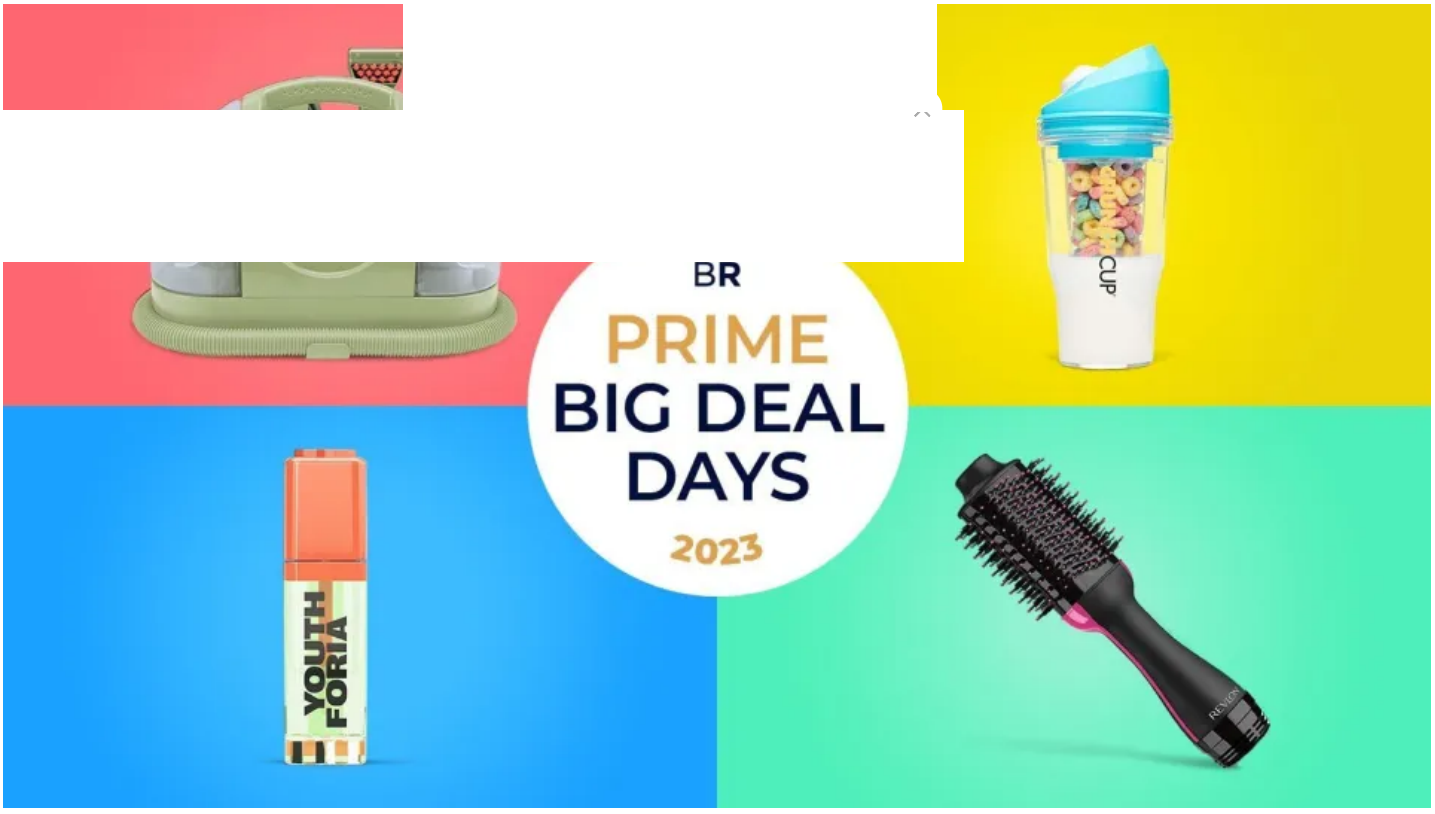

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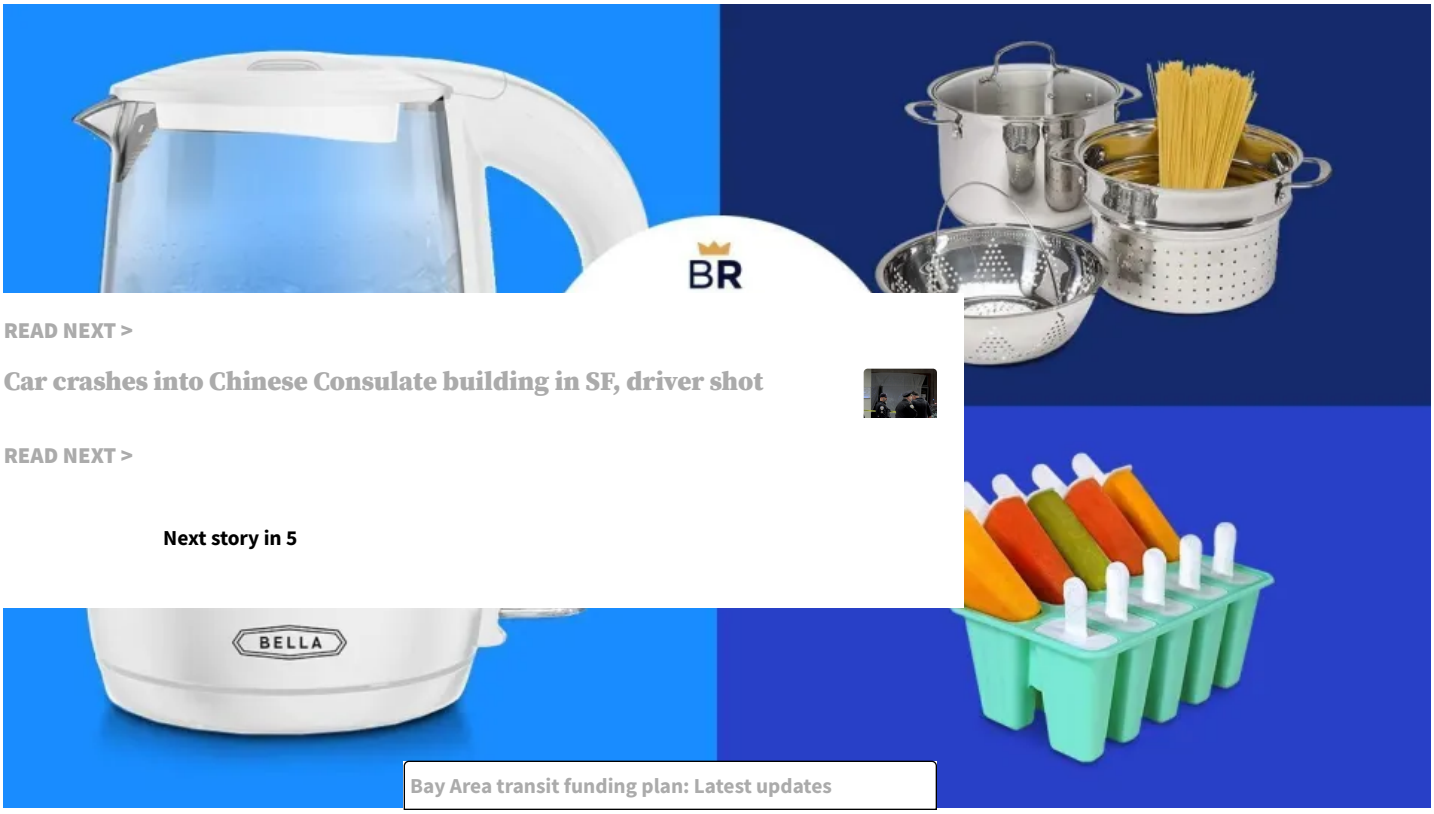

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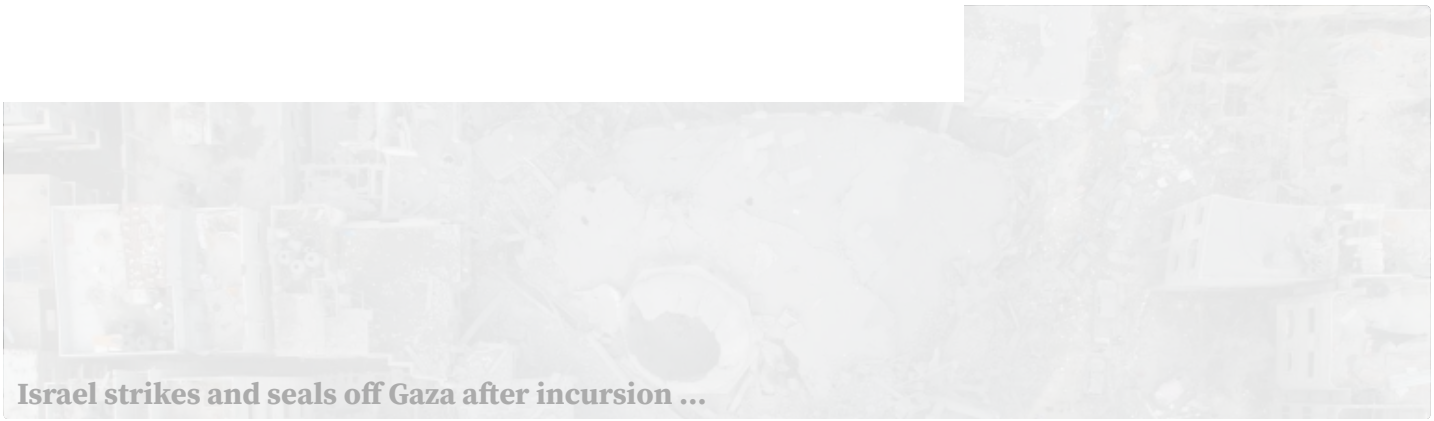

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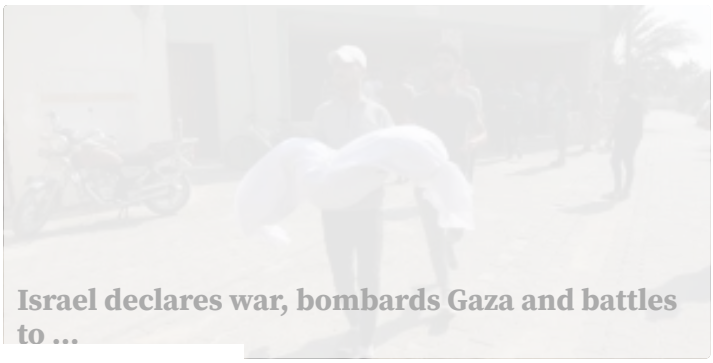

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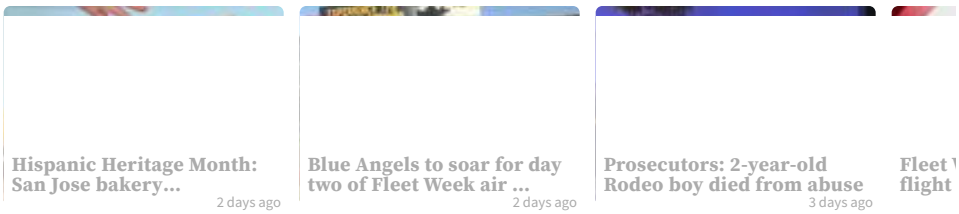

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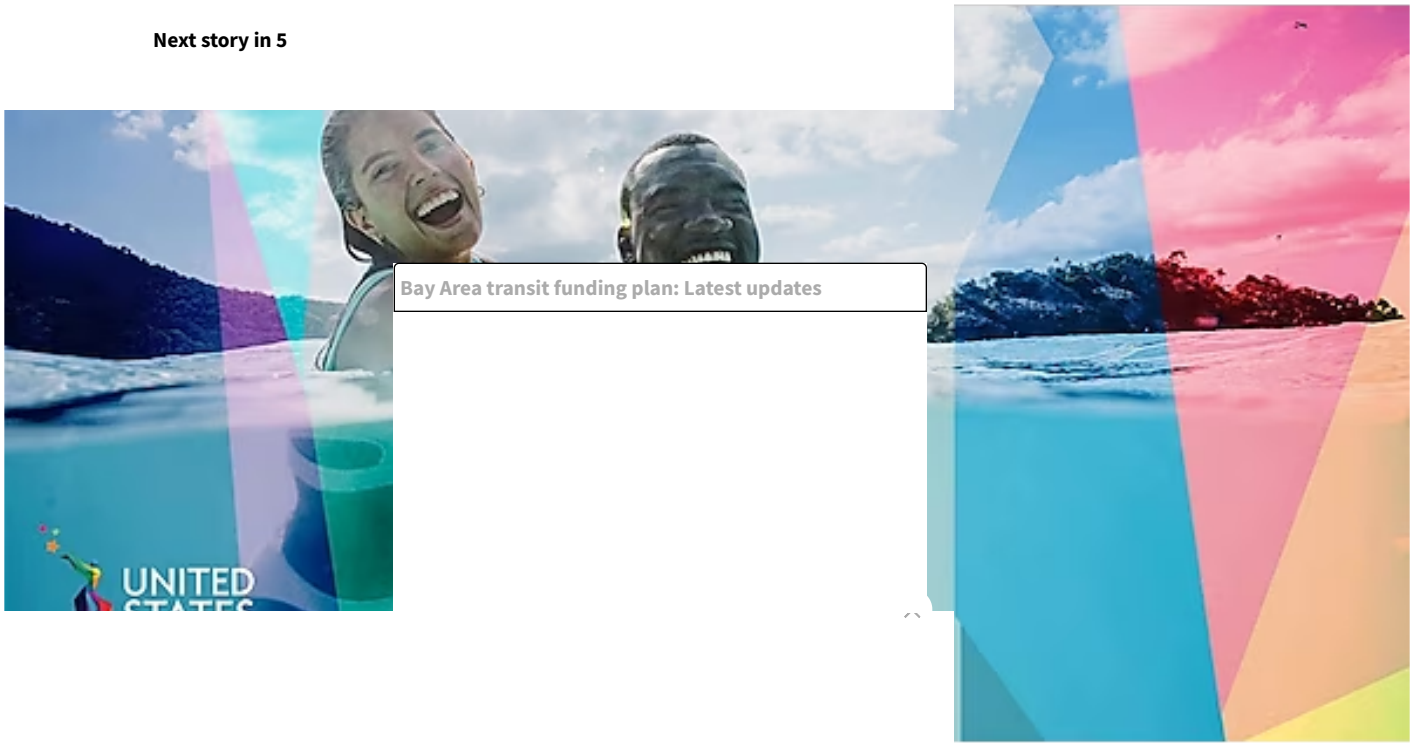

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Fri, Oct 13 @9:00am Sponsored
Weed Warriors

Tue, Oct 17 @8:00pm Sponsored
Matt Lieb and Francesca Fiorentini

San Mateo County Event Center | Edgewood County Park & Natural Preserve | Punch Line Comedy Club - San Francisco

Mon, Oct 09 @7:00pm

Danville Heritage Resource Commission

Town of Danville

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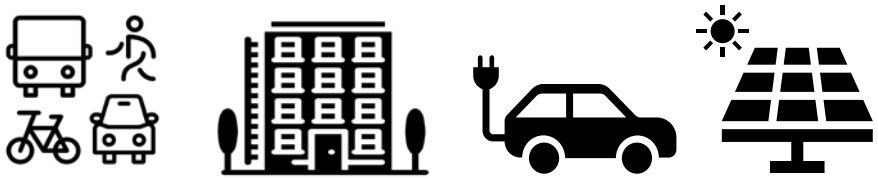

GHG Reduction Strategies

C/CAG Board of Directors Annual Forum
April 8, 2021

C/CAG
City/County Association of Governments
of San Mateo County

Agenda

1. GHG and VMT Overview
   - Legislation and Regulation
   - Reducing VMT and GHG
   - C/CAG Current Programs and Projects
   - Efforts of other Regional Agencies
   - Market "Drivers"
2. Potential Opportunities for C/CAG
3. Discussion – Feedback – Polling (20 minutes)



Greenhouse Gas Emissions (GHG)

We are experiencing climate change crisis in unprecedented ways and it is negatively affecting the health and safety of the communities we serve.

The negative manifestations of the climate change include:

1. Severe weather volatility
2. Increased temperatures
3. Water insecurity
4. Rising sea levels
5. Catastrophic wildfires





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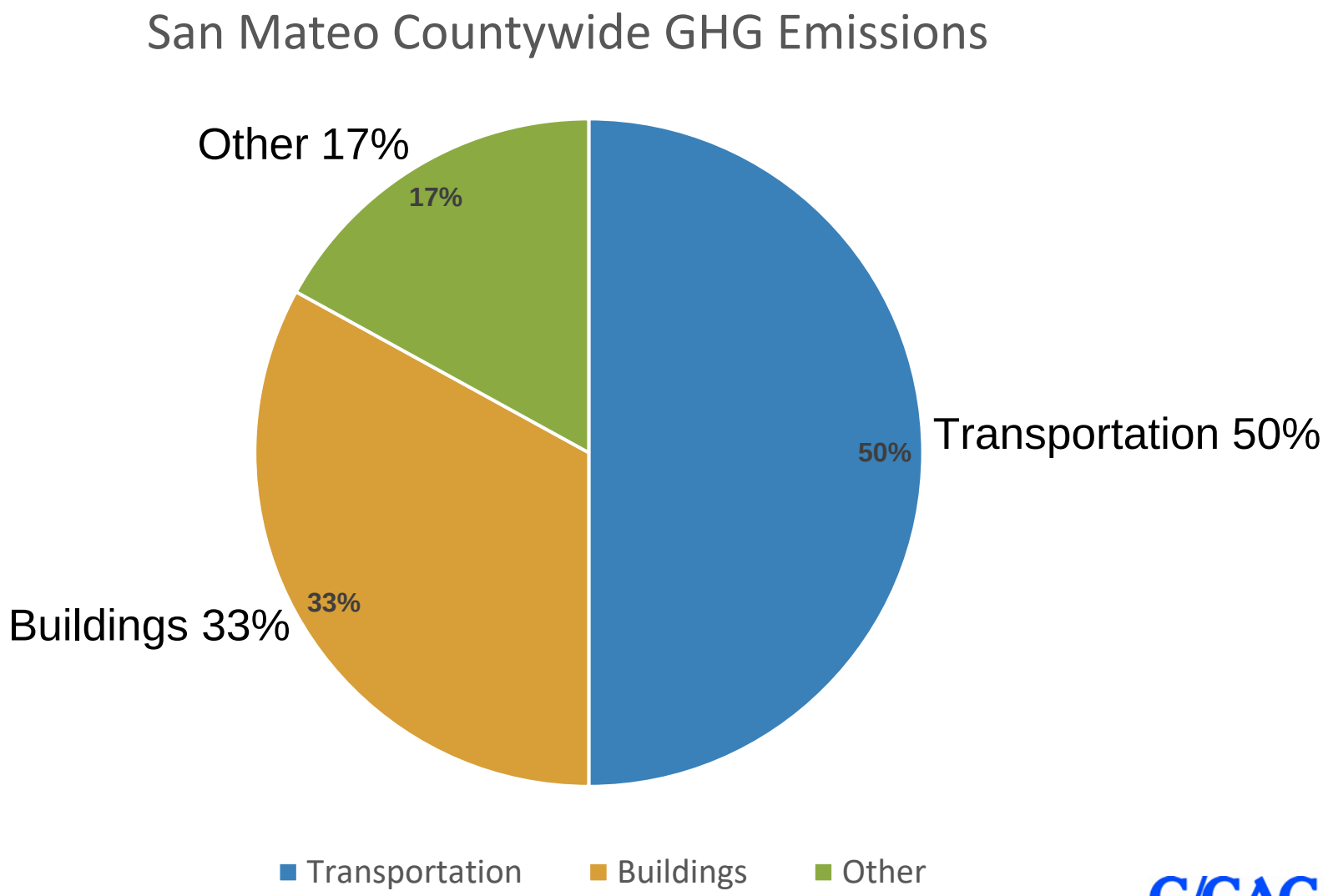
GHG & VMT Overview



Legislation and Regulation

State Law and Exec Orders require GHG reductions

By 2035 all new passenger/light vehicles - zero emission - EO N-79-20

Emissions 40% below by 2030 - SB 32 (2016)

Other GHG Reduction – Bills and Executive Orders

- Emissions to 1990 GHG levels by 2020 - AB 32 (2006)
- Regional GHG target - SB 375 (2008)
- Change in Traffic Analysis - SB 743 (2013)
- Carbon Neutrality by 2045 - EO B-55-18
- MTC Plan Bay Area- GHG reduction goals



C/CAG City/County Association of Governments of San Mateo County

Reducing GHG & VMT

1. Reduce Vehicle Miles Traveled (# of and length trips)
   - More compact development
   - Mode shift
   - Carpools
   - Bicycle and pedestrian
   - Transit including shuttles



2. Electrification and Hydrogen
   - Electric vehicles and Charging Stations
   - Electric Bikes
   - Alternative Fuel heavy vehicles

3. Other
   - Urban Greening – Trees - Sequestration
   - Buildings- Phasing out natural gas

C/CAG's Current Programs and Projects

- Supporting carpools, shuttles, and senior transit
- Investing in bicycle and pedestrian facilities
- Supporting Highway 101/Express Lane (roadway pricing/ high-occupancy vehicles)
- Funding Energy Watch & RICAPS
- Land use planning: Updating the TDM policy
- VMT Model to assist in implementation of SB 743
- Funding 21-Elements – Supporting Home for All.



Efforts of other Regional Agencies

BAAQMD

- Permitting
- Health Protection
- Planning and Resources
- Grants

Peninsula Clean Energy

- Cleaner Energy
- Building and Vehicle Electrification
- Resiliency for vulnerable customers

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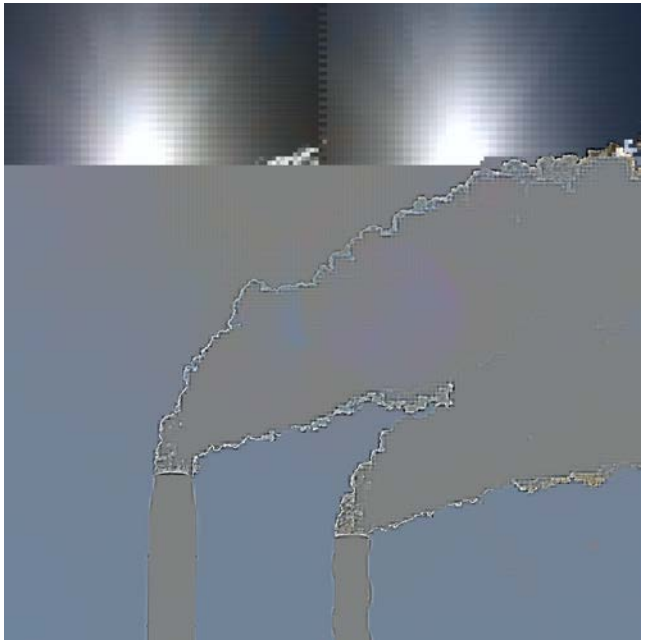
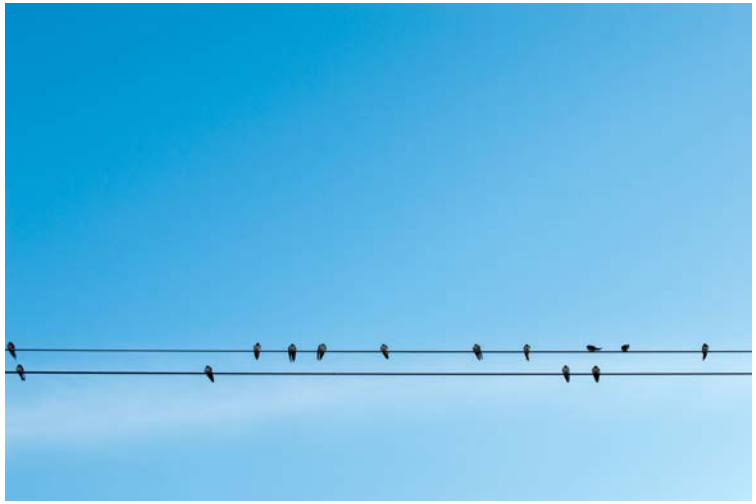
- Climate Action Plans
- EV Infrastructure
- Fleet Transition
- Retiring Methane (natural) gas systems



Market "Drivers"

- GM - All electric passenger by 2035
- Ford - All electric in Europe by 2030
- Volvo - All electric in by 2030
- Fed Ex - All electric by 2040
- UPS - Investing in EV van companies
- Proterra – Electric Busses
- US Military – Hydrogen, Solar, Battery
- Green Tech – Solar, Battery, Hydrogen, HVAC



Context/Timing

- Focus on transportation, mode shift, and electrification; with more limited role in reducing GHG from buildings.
- Future work dependent on securing additional funding.
- Partnerships are critical to success: PCE, County Office of Sustainability, others.
- Many of these items are rapidly evolving and will require flexibility and multiple iterative strategies.
- **All options will include an Equity element or framework.**
- **There might be significant State and Federal funding for GHG reducing transportation**

Potential Opportunities for C/CAG

	TOPIC AREA	OPTIONS FOR ENGAGEMENT	EQUITY COMPONENT	PARTNERS
a	GHG Mitigation Program (Applied for $660k Caltrans Planning Grant)	Prepare a C/CAG GHG Mitigation Program and templates to assist Cities • Bike/ped • Electric vehicles and bikes • Urban greening	Identifies geographic areas to target or income thresholds and potential linkages with affordable housing projects.	• PCE • Caltrans • Count OOS • Member Agencies

Potential Opportunities for C/CAG

	TOPIC AREA	OPTIONS FOR ENGAGEMENT	EQUITY COMPONENT	PARTNERS
b	Electric Vehicles Charging Infrastructure	Feasibility Plan for implementing Gov Exec Order N-79-20; role for C/CAG; identify estimated charging stations; opportunities for funding; policy issues	Identify environmental justice and equity geographies to target investments, and Countywide eligibility for households	• PCE • Member Agencies



Potential Opportunities for C/CAG

	TOPIC AREA	OPTIONS FOR ENGAGEMENT	EQUITY COMPONENT	PARTNERS
c	E-Bikes & Bicycle Infrastructure	Feasibility Plan to expand E-Bike use for individual owners Best Practices regarding planning/design for storage/public charging; equity concerns	Identify environmental ju stice and equity geographies to target investments, and Countywide eligibility for households	• PCE • Member Agencies



Potential Opportunities for C/CAG

	TOPIC AREA	OPTIONS FOR ENGAGEMENT	EQUITY COMPONENT	PARTNERS
d	Heavy Fleet Alternative Fuels	Feasibility Study identifying steps to transition heavy fleet in San Mateo County to alternative fuels.	TBD	• PCE • Fleet Owners



Discussion

Questions, Comments, Omissions?

Summary

a) CCAG GHG Mitigation Program (Caltrans Planning Grant)
b) Electric Vehicles Charging Infrastructure (Feasibility Study to Implement Governors order requiring new passenger vehicles to be zero emission)
c) E-Bikes & Infrastructure (Feasibility Study to expand use of E bikes and identify best practices)
d) Heavy Fleet Alternative Fuels (Roadmap for long term heavy fleet conversion to alternative fuels)

Feedback - Polling

Google Poll Questions

1. Are we headed in the right direction with options for GHG reduction?
2. What is your relative ranking of the options?

a) CCAG GHG Mitigation Program (Caltrans Planning Grant)
b) Electric Vehicles Charging Infrastructure
c) E-Bikes & Infrastructure
d) Heavy Fleet Alternative Fuels

3. Are there other high impact GHG solutions that CCAG should investigate? (OPEN ENDED)

QUESTIONS?



Sean Charpentier, Program Director, scharpentier@smcgov.org
Kim Springer, Transportation Coordinator kspringer@smcgov.org
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jlacap@smcgov.org

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August 24, 2021

By Brian Yudkin, Duncan Kay, Jane Marsh, Jackson Tomchek

As the United States grapples with meaningful action on climate change, much emphasis has been placed on the transportation sector, and with good reason. Transportation accounts for 29 percent of the country's greenhouse gas emissions, **the most of any sector**. A majority of these emissions, unsurprisingly, come from passenger vehicles. Americans' reliance on personal vehicles helps rack up a staggering **three *trillion* vehicle miles traveled** (VMT) each year, totaling over 14,000 miles for each licensed driver.

This is not merely personal preference; many residents have little choice but to drive in order to reach everyday destinations such as offices, grocery stores, retail centers, and schools on account of sprawling land use patterns.

Beyond the climate consequences resulting from transportation emissions, this high baseline of driving has given rise to a range of societal ills in American cities. These include inequitable access to destinations, disconnected communities, and the nearly universal frustration of congestion. Our highway system has served to **segregate populations**, heightening long-standing injustices, while high costs of living and **limited housing options** continue to facilitate sprawl away from city centers.

As citizens contend with long commutes and frequent traffic jams in their daily trips, VMT figures continue to rise and place additional strain on the transportation system. To compound all of these issues,

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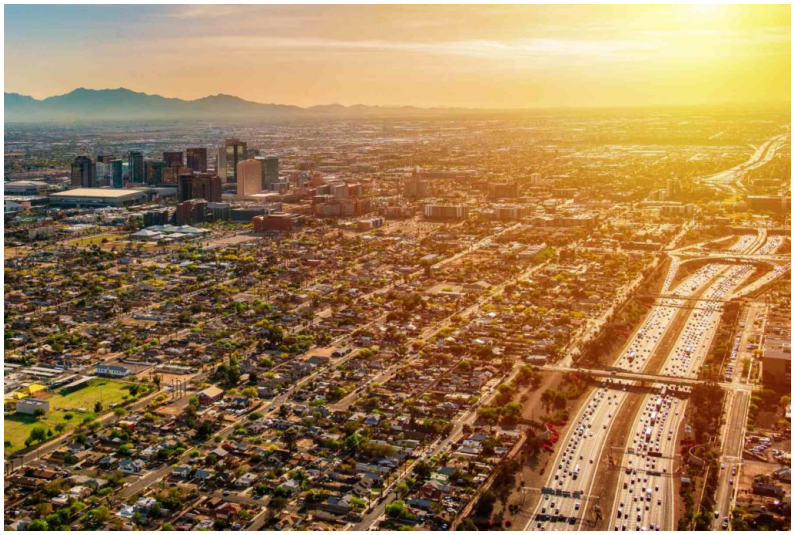
the nation's infrastructure has been in a state of general disrepair for decades.



The Need to Reduce VMT

To avoid perpetuating the unsustainable "business-as-usual" approach to transportation in this country, elected officials and transportation professionals must start seriously considering strategies that can reduce the amount of driving that takes place to begin with. RMI analysis indicates that **the United States must reduce VMT by 20 percent** before the end of the decade to limit warming to 1.5°C—and this remains true even under **ambitious EV adoption scenarios**.

Accomplishing this and other lofty climate goals requires elevating the importance of land use and transportation policies to help reduce overall vehicle travel. This is an especially timely consideration as Congress continues a pivotal **deliberation over the future of the nation's infrastructure.**

Significantly reducing VMT on a national scale will be no small feat, considering the sprawl that has been deeply baked into our cities and highways over the past century and our shared cultural norms surrounding driving. Admittedly, individual citizens often have little agency to combat this car-dominated model of transportation.

Fortunately, at the systemic level, policymakers and city planners do have a number of powerful tools in their arsenal to combat high VMT figures, should they choose to prioritize the issue. Several key interventions, from reforming harmful land use practices to implementing novel policy incentives in the transportation space, demonstrate potential to deliver impact quickly in this decisive decade for climate action.

Interventions to Reduce VMT

In many ways, solving the issue of high VMT begins with land use. Many vehicle trips originate from the simple fact that where people live rarely coincides with where they work, shop, and recreate. **Smart growth development strategies** can help remedy this disconnect by co-locating residential density with popular destinations. **Infill**

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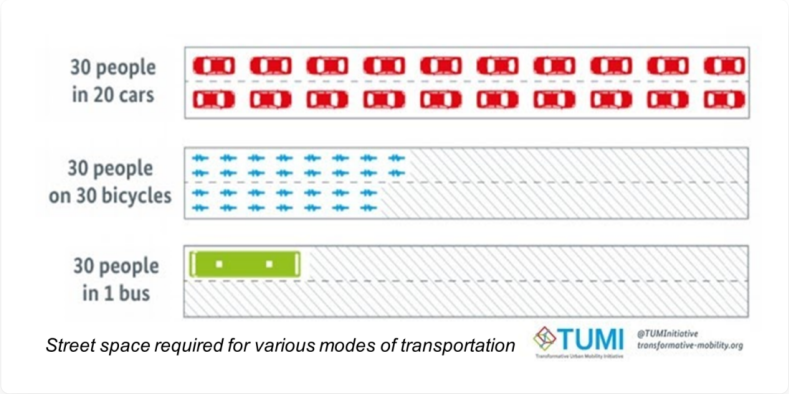
development and **transit-oriented development** (TOD) promote more compact, walkable urban communities available for everyone's use. They can also prevent new projects from being pushed to the urban fringe, where it's difficult to reach key destinations without driving.

Relaxing restrictive city rules can also promote the kind of vibrant communities that claim top dollar for commercial and residential properties. This does not jeopardize anybody's right to live in a single-family detached home, for those who prefer to do so; rather, it provides alternatives that can bolster "missing middle" and multifamily housing in American cities. Smart growth alone could bring down VMT by an estimated 5 to 20 percent while helping to improve convenience, access, and equity.



A variety of **pricing signals** in transportation policy may also incentivize behavioral change that reduces overall driving. **Congestion pricing** and **parking pricing** schemes can persuade drivers to consider alternative forms of transit and alleviate rush hour traffic jams. **Pay-as-you-drive** (PAYD) policies could introduce scalable registration, insurance, or road usage charges based on mileage driven.

Such policies do raise equity considerations that must be considered prior to implementation. However, it's important to reiterate the inequity of the present system. Transportation investments overwhelmingly favor the personal vehicle over public transit and other non-drivers despite the oversized environmental and social costs associated with driving.

Further, because the federal government uses tax dollars to fund transportation, non-drivers are essentially subsidizing drivers. In most cases, thoughtful reforms would improve upon the status quo. Pricing signals could reasonably reduce VMT by 5 to 15 percent, depending on their design.

Somewhere in between land use and transportation policy lies the matter of reforming roadways themselves. **Stopping highway expansions** can help curb increases in VMT. Research demonstrates that highway lane buildouts, historically exploited to combat congestion, actually tend to increase driving through "induced demand" and lose their decongestion benefits in a matter of months to several years. Planned highway expansions in Colorado, for example, would increase statewide VMT by as much as 3 percent by 2030.

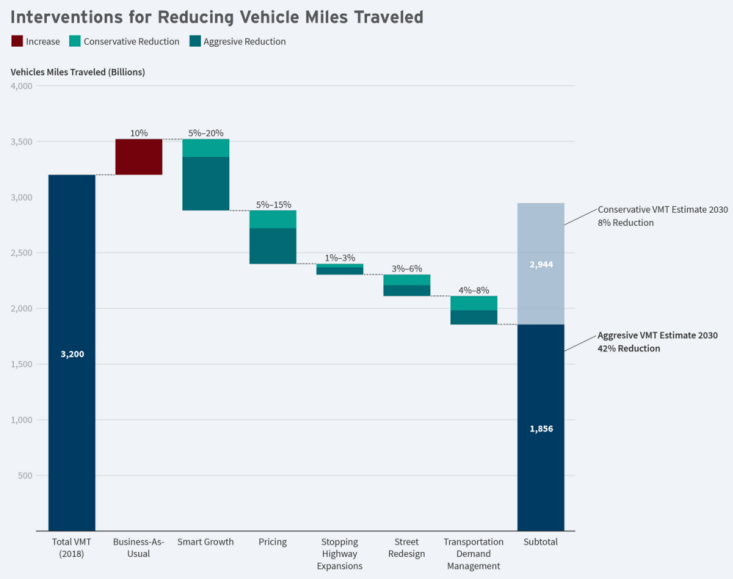
Street redesign emphasizes the reallocation of road space away from private vehicles to develop "complete streets" that promote safe bus,

bike, and foot traffic. Relatedly, **improving the connectivity of roadways** (a gridded network, like most downtowns have) can allow for more efficient travel routes than meandering roadways and cul-de-sacs. Enhancing street space allocation and road connectivity could yield **3 to 6 percent reductions in VMT**.

A Path Forward on Reducing Driving

While each of these interventions might help reduce VMT independently, their benefits will compound if integrated together under a comprehensive **transportation demand management** (TDM) plan. Broadly, TDM aims to provide travelers with more effective, reliable alternatives to driving, including many of the aforementioned strategies.

Additionally, it can involve a variety of measures from direct investments in public transportation to employer-driven measures like carpooling initiatives and hybrid work models. Seattle has been particularly successful with its **integrated TDM plan**, with 75 percent of people traveling in non-single occupancy vehicles despite population growth.



How various interventions might combine to achieve a 20% reduction in VMT

Implementing effective land use and transportation measures is often easier said than done, of course, as a range of barriers impede their feasibility. Some of the more rigid obstacles exist in the form of exclusionary zoning codes, minimum lot sizes/setbacks, parking requirements, and other restrictive measures that tend to facilitate sprawl. Several less tangible, but equally problematic, barriers include the contentious political climate, opposition to development from neighborhood coalitions, and special interest groups that benefit from the existing system.

Overcoming these obstacles will require concerted leadership and coordination among stakeholders across the nexus of land use and

transportation, but the consequences of continuing with business as usual are too dire to not correct our course.

At present, the United States possesses the means, if not the momentum, to cut back on overinflated transportation emissions through land use and transportation reform. As states and localities plan for sustainability in the coming decades, greater emphasis must be placed on strategies that can reduce vehicle miles traveled. While the personal vehicle is not going to disappear overnight, thoughtful interventions can afford people the option to eschew driving as it becomes easier to walk, bike, or ride public transit to more of their everyday destinations.

By shifting the scales of convenience toward modes of transportation other than driving, we can simultaneously meet the demands of the climate crisis and improve quality of life.

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The authors of this blog are CU Boulder graduate students working with the Urban Transformation team on a capstone project. Later this year, the CU Boulder capstone team and RMI will be releasing additional thought leadership on a series of potential land use and policy reform interventions to help reduce driving in the United States.

Acknowledgment: We thank Ben Holland of the Urban Transformation team for his contributions to this article.

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Transit Ridership Declines As Low-Income Transit Users Move To Car-Dependent Exurbs

Posted on April 23, 2018, 12:05 pm By Ethan Elkind

Transit ridership is declining nationwide, while driving miles are up. Recent research indicates that increased access to vehicles by lower-income residents is particularly responsible for the transit dip, as lower-income residents tend to ride transit more than higher-income earners. And land use policies that encourage or force low-income residents to move far from jobs may be a determining factor.

First off, as Governing reports, poor people are increasingly able to access vehicles:

> Only 20 percent of adults living in poverty in 2016 reported that they had no access to a vehicle. That's down from 22 percent in 2006, according to a *Governing* analysis of U.S. Census data. Meanwhile, the access rates among all Americans was virtually the same (6.6 percent) between those two years.

In addition, lower-income earners are now able to get easy access to car loan services, including "subprime" auto loans.

But while economic factors play a role, so does land use:

> "The country is becoming more car-oriented, because the country is moving south. If you're moving from transit-oriented cities in the Northeast and moving to Texas, you're going to become more car-oriented," [urban planner and transportation consultant Sarah Jo Peterson] says.
> Urban planners who want to push for walkable neighborhoods and transit-oriented development can still make a compelling case for certain areas, particularly urban centers, she says. "What they don't have is wind at their backs."

This migration of poor families to the suburbs, where housing is cheaper but transit service is weak, requires them to purchase an automobile to get access to jobs.

In Los Angeles, the Southern California Association of Governments commissioned a study by UCLA researchers on the causes of the ridership decline. The numbers from the report [PDF] are striking in terms of how concentrated transit ridership is in L.A.:

> Ten percent of all of the people who commuted to and from work on transit in 2015 lived in 1.4 percent of the region's census tracts, which covered just 0.2 percent of the region's land area; the average number of transit commuters in these few tracts was almost 12 times the regional average. Fully 60 percent of the region's transit commuters lived in 21 percent of the region's census tracts, which occupied 0.9 percent of the region's land area. Overall, the most urban and transit-friendly neighborhoods in the SCAG region comprise less than one percent of the region's land area.

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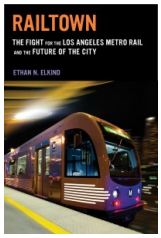

Ethan's book Railtown covers the history of the Los Angeles Metro Rail system.

Railtown presents the history of this system by drawing on archival documents, contemporary news accounts, and interviews with many of the key players to provide critical behind-the-scenes accounts of the people and forces that shaped the system.

Tales from California



Purchase or download Ethan's second album of acoustic rock songs.

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Displacement of many of these prime transit riders (perhaps due to the housing shortage) may be a large contributing factor:

> Areas that were heavily populated with transit commuters in the year 2000 became, in the next 15 years, slightly less poor, and significantly less foreign born. Perhaps most important, the share of households without vehicles in these neighborhoods fell notably. All these factors align with a narrative where a transit-using populace is replaced by people who are more likely to drive.

So while researchers are still analyzing the various causes for the ridership decline, the fact that low-income residents are moving to exurban areas may be a prime reason. And that displacement is likely due to high housing costs and gentrification in our prime transit areas. Until we solve that problem, we may not be able to resuscitate the nation's transit systems anytime soon.



About Ethan Elkind

2 comments Categories: high density, Rail Transit, smart growth Tags: driving miles, transit ridership

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2 thoughts on "Transit Ridership Declines As Low-Income Transit Users Move To Car-Dependent Exurbs"

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LOCAL

The Bay Area migration has turned the Central Valley into a suddenly hot housing market



J.K. Dineen

Updated: March 9, 2021 11:49 p.m.



1 of 11

Ava Bourdon, 11, enjoys a popsicle with brother Marc, 5, as they wait for a life vest at a boat dock connected to their backyard at the planned community at River Islands in Lathrop.

Stephen Lam / The Chronicle

A dozen years ago, the sprawling subdivisions of San Joaquin County became a national symbol of the financial crisis: cul-de-sacs lined with foreclosed homes and half-built neighborhoods abandoned by bankrupt speculators.

Now builders in places like Tracy, Lathrop and Mountain House have a new problem. They can't build homes fast enough to meet the demand of families looking to relocate from the Bay Area.

The pandemic-driven desire for more living space, coupled with the freedoms afforded by corporate work-from-home rules, is luring thousands of Bay Area families over the Altamont Pass to planned communities where homes are often bigger — and 50% cheaper — than they are in Dublin or Fremont or San Leandro.

Nowhere is the trend more pronounced than River Islands, a 5,000-acre development on the San Joaquin River in Lathrop that includes 13 man-made lakes and miles of riverfront trails. Schools, ball fields, parks and fire stations make up a community that will eventually include 11,000 single-family homes and another 4,000 apartments and condos clustered around a new town center.

After selling 371 homes in 2019, River Islands saw a 57% increase in 2020, with 641 sales. And the share of its buyers relocating from the Bay Area jumped, from 55% to 76%. About 2,300 families have moved in so far, and there are 1,500 kids — a number expected to eventually reach 9,000, according to the developer.

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"Our builders have so much demand they have waiting lists," said River Islands Development President Susan Dell'Osso. "They are basically doing custom builds for every home buyer."

Data from the United States Postal Service backs up the claim that the out-migration from the Bay Area to San Joaquin County is picking up. Between March and November, at least 6,320 households moved to ZIP codes in San Joaquin County from one of these Bay Area counties: Alameda, Contra Costa, San Mateo, Santa Clara, San Francisco and Marin. That's a 22% increase over 2019.

Seven-year-old Ayden Banaag watches a video while sitting on the kitchen counter inside his family's home at the planned community at River Islands in Lathrop.
Stephen Lam / The Chronicle

Sales are also exceeding expectations at Tracy Hills, a 5,000-home development west of Lathrop, according to John Stanek, a partner with Integral Communities, the master developer. Tracy Hills sold 400 homes in 2020. The project opened in the late spring of 2019, so there is nothing to compare the sales to, but the pace easily exceeded expectations.

The out-migration to the Central Valley is being driven by the Bay Area's astronomical home prices and the fact that builders have failed to create enough housing to satisfy demand. Neighborhood opposition to development is widespread, and Bay Area developers often spend years bogged down in lawsuits before winning approvals. Homes at River Island average about $225 a square foot, compared to $375 in Hercules, $506 in Livermore, $533 in San Leandro and $711 in Fremont.

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While many of the new residents are currently able to work from home, the danger is that remote employment may not last and that the Central Valley influx will worsen the environmental issues the Bay Area has been grappling with for years — clogged freeways, marathon commutes and cars pumping even more carbon dioxide into the air, according to David Garcia, policy director for the Terner Center for Housing Innovation. A 2019 study by the Bay Area Economic Institute found 80,000 commuters drive between the northern end of San Joaquin County and the Bay Area, an average of 120 miles, 75% of them alone in a car.

"Traffic was very bad before COVID, and may be worse after COVID," said Garcia, who was raised in Stockton and used to make the 2 ½-hour commute to Berkeley. "Having the Central Valley be the Bay Area's affordable housing option is not an optimal outcome."

Seven-year-old Ayden Banaag plays in his unfinished backyard surrounded by homes under construction at the planned community at River Islands in Lathrop (San Joaquin County).
Stephen Lam / The Chronicle

Virgra Banaag, who goes by the name Bing, said that she was not really in the market for a new home when she checked out River Island while visiting her sister nearby. Her family of four — her husband is an electrician and her kids are 7 and 13 — were living in Hercules and had expected to stay. When she toured an open house in River Islands, "the house called to me." They decided to move.

"I had never even heard of River Islands before, and now everybody wants to live here," she said. "It's the talk of my friends right now."

Leslie and Chad Bourdon moved to River Islands with their two kids just a few months before the pandemic hit. They had previously lived for 13 years in San Francisco and four years in Marin. Chad Bourdon is a co-owner of 25 Lusk, the fine-dining establishment in downtown San Francisco.

Leslie Bourdon said they had been looking for a year for a house that had good schools and enough living space. Having grown up on Cape Cod in Massachusetts, she was drawn to the waterfront. The family put in a pool and have a private dock where they keep paddleboards, kayaks and a pedal boat.

Chad Bourdon, director of operations and partner at San Francisco restaurant 25 Lusk, plays catch with son Marc, 5, and daughter Ava, 11, in the backyard of their home at the planned community at River Islands in Lathrop. The Bourdons moved from San Francisco to Lathrop in early 2020 just before the pandemic.
Stephen Lam / The Chronicle

She said her Bay Area friends were surprised by the move. "You say 'Lathrop,' and people say, 'Where is that?' You say 'Central Valley' and people from the Bay Area cringe, thinking, 'yikes.'"

Paul Jorge Dizon, a nurse who works at Kaiser Permanente, was paying $3,100 a month for his apartment in Hayward. He set out looking to buy something and quickly determined that on his budget, between $500,000 and $600,000, he could not afford anything in the Bay Area. In Tracy Hills he found a 2,500-square-foot house for $570,000. "You are away from the hustle and bustle of the Bay Area, but not too far," he said.

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Dean Wehrli, Northern California principal for John Burns Real Estate Consulting, said that River Islands is the best-selling planned community in the state. Wehrli said the influx has been driven by Silicon Valley workers who are more likely to be able to continue to work from home at least some of the time.

"In the back of their mind, they are thinking that if they are called back into the office two or three days a week, it's a terrible but doable commute," he said. "Whereas Fresno or Reno or Boise are not."

Newark-based mover Jose Martinez said about 20% of his business is Central Valley relocations, up from 10% a year ago. "Every time it's always the same story," he said. "Prices in the Bay Area are skyrocketing, and people find it easier these days to live in a home with bigger dimensions."

He is considering making a move himself. "I definitely have my eye on Manteca."

Chronicle staff writer Susie Neilson contributed to this report.

J.K. Dineen is a San Francisco Chronicle staff writer. Email: jdineen@sfchronicle.com Twitter: @sfjkdineen



Written By
J.K. Dineen

Reach J.K. on

J.K. Dineen covers housing and real estate development. He joined The Chronicle in 2014 covering San Francisco land use politics for the City Hall team. He has since expanded his focus to explore housing and development issues throughout Northern California. He is the author of two books: "Here Tomorrow" (Heyday, 2013) and "High Spirits" (Heyday, 2015).

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DALY CITY, CA

CENSUS PLACE

2020 POPULATION
107,197
0.487% 1-YEAR GROWTH

US SENATOR
Dianne Feinstein
DEMOCRATIC PARTY

US SENATOR
Alex Padilla
DEMOCRATIC PARTY

2020 MEDIAN AGE
40.4
1.26% 1-YEAR INCREASE

2020 POVERTY RATE
6.65%
12.6% 1-YEAR DECREASE

2020 MEDIAN HOUSEHOLD INCOME
$99,910
5.67% 1-YEAR GROWTH

2020 MEDIAN PROPERTY VALUE
$851,800
8.73% 1-YEAR GROWTH

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In 2020, Daly City, CA had a population of 107k people with a median age of 40.4 and a median household income of $99,910. Between 2019 and 2020 the population of Daly City, CA grew from 106,677 to 107,197, a 0.487% increase and its median household income grew from $94,550 to $99,910, a 5.67% increase.

The 5 largest ethnic groups in Daly City, CA are Asian (Non-Hispanic) (58.4%), White (Non-White (Hispanic) (7.47%), and Two+ (Hispanic) (3.7%).

None of the households in Daly City, CA reported speaking a non-English language at home as their primary shared language. This does not consider the potential multi-lingual nature of households, but only the primary self-reported language spoken by all members of the household.

84.7% of the residents in Daly City, CA are U.S.

The largest universities in Daly City, CA are Hilltop Beauty School (56 degrees awarded in 2021).

In 2020, the median property value in Daly City, CA was $851,800, and the homeownership rate was 60%.

Most people in Daly City, CA drove alone to work, and the average commute time was 31.7 minutes. The average car ownership in Daly City, CA was 2 cars per household.

COVID-19 IN NUMBERS

Population & Diversity

Daly City, CA is home to a population of 107k people, from which 84.7% are citizens. As of 2020, 51.3% of Daly City, CA residents were born outside of the country (55k people).

In 2020, there were 5.16 times more Asian (Non-Hispanic) residents (62.6k people) in Daly City, CA than any other race or ethnicity. There were 12.1k White (Non-Hispanic) and 9.8k Other (Hispanic) residents, the second and third most common ethnic groups.

Citizenship

84.7%

2020 CITIZENSHIP

82.8%

2019 CITIZENSHIP

As of 2020, 84.7% of Daly City, CA residents were US citizens, which is lower than the national average of 93.4%. In 2019, the percentage of US citizens in Daly City, CA was 82.8%, meaning that the rate of citizenship has been increasing.

The following chart shows US citizenship percentages in Daly City, CA compared to that of it's neighboring and parent geographies.

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DIVERSITY

Race and Ethnicity

THE 3 LARGEST ETHNIC GROUPS IN DALY CITY, CA

1. Asian (Non-Hispanic)
   62.6k ± 1.81k
2. White (Non-Hispanic)
   12.1k ± 1.2k
3. Other (Hispanic)

COVID-19 IN NUMBERS

23k : 16k

21.9%

HISPANIC POPULATION
23.5k people

In 2020, there were 5.16 times more Asian (Non-Hispanic) residents (62.6k people) in Daly City, CA than any other race or ethnicity. There were 12.1k White (Non-Hispanic) and 9.8k Other (Hispanic) residents, the second and third most common ethnic groups.

21.9% of the people in Daly City, CA are hispanic (23.5k people).

The following chart shows the 7 races represented in Daly City, CA as a share of the total population.

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Foreign-Born Population

51.3%

2020 FOREIGN-BORN POPULATION
55k people

51.9%

2019 FOREIGN-BORN POPULATION
55.3k people

As of 2020, 51.3% of Daly City, CA residents (55k people) were born outside of the United States, which is higher than the national average of 13.5%. In 2019, the percentage of foreign-born citizens in Daly City, CA was 51.9%, meaning that the rate has been decreasing.

The following chart shows the percentage of foreign-born residents in Daly City, CA compared to that of it's neighboring and parent geographies.

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COVID-19 IN NUMBERS

MILITARY

Veterans

MOST COMMON SERVICE PERIOD

1. Vietnam
   1,380 ± 483
2. Gulf War (2001-)
   491 ± 156
3. Korea
   317 ± 139

Daly City, CA has a large population of military personnel who served in Vietnam, 2.81 times greater than any other conflict.

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Economy

The economy of Daly City, CA employs 59.6k people. The largest industries in Daly City, CA are Health Care & Social Assistance (10,532 people), Retail Trade (6,413 people), and Accommodation & Food Services (6,269 people), and the highest paying industries are Management of Companies & Enterprises ($90,688), Utilities ($86,848), and Professional, Scientific, & Technical Services ($77,944).

EMPLOYMENT

Occupations

All

Workforce

Value

COVID-19 IN NUMBERS

2020 VALUE
± 2,191

-0.0922%

1 YEAR DECLINE

± 4.78%

From 2019 to 2020, employment in Daly City, CA declined at a rate of −0.0922%, from 59.7k employees to 59.6k employees.

The most common job groups, by number of people living in Daly City, CA, are Office & Administrative Support Occupations (7,988 people), Sales & Related Occupations (6,213 people), and Management Occupations (4,592 people). This chart illustrates the share breakdown of the primary jobs held by residents of Daly City, CA.

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Unemployment Insurance Claims

Data is only available at the state level. Showing data for California.

This chart shows weekly unemployment insurance claims in California (not-seasonally adjusted) compared with the four states with the most similar impact.

The most recent data point uses Advance State Claims data, which can be revised in subsequent weeks.

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INDUSTRIES

COVID-19 IN NUMBERS

Employment by Industries

Workforce

All

Value

59.6k

2020 VALUE

± 2,191

−0.0922%

1 YEAR DECLINE

± 4.78%

From 2019 to 2020, employment in Daly City, CA declined at a rate of −0.0922%, from 59.7k employees to 59.6k employees.

The most common employment sectors for those who live in Daly City, CA, are Health Care & Social Assistance (10,532 people), Retail Trade (6,413 people), and Accommodation & Food Services (6,269 people). This chart shows the share breakdown of the primary industries for residents of Daly City, CA, though some of these residents may live in Daly City, CA and work somewhere else. Census data is tagged to a residential address, not a work address.

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Median Earnings by Industry

$48,365

MEDIAN EARNING MEN ± $2,661

$41,249

MEDIAN EARNING WOMEN ± $2,434

The industries with the best median earnings for men in 2020 are Information ($80,795), Public Administration ($76,071), and Professional, Scientific, & Management, & Administrative & Waste Management Services ($65,257).

The industries with the best median earnings for women in 2020 are Public Administration ($77,896), Wholesale Trade ($76,103), and Construction ($72,069).

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COVID-19 IN NUMBERS

Employment by Industry Sector

Data is only available at the state level. Showing data for California.

Y-AXIS

Monthly Growth (Year-over-Year)

2.75%

YEAR-OVER-YEAR GROWTH

Employment change between February 2022 and February 2023

As of February 2023, there are 155M people employed in California. This represents a 2.75% increase in employment when compared to February 2022.

The following chart shows monthly employment numbers for each industry sector in California.

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DOMESTIC TRADE

Domestic Production & Consumption

Domestic production and consumption consists of products and services shipped from California to other states, or from other states to California.

Domestic Production in Dollars

TOP DOMESTIC PRODUCTION IN DOLLARS

1. Electronics
   $405B
2. Mixed freight
   $159B
3. Pharmaceuticals
   $155B

In 2020, the top outbound California product (by dollars) was Electronics with $405B, followed by Mixed freight ($159B) and Pharmaceuticals ($155B).

The following chart shows the share of these products in relation to all outbound California products.

COVID-19 IN NUMBERS

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Domestic Trade Growth

Showing data for California.

Domestic Production in Dollars

$2.21T

2020 VALUE IN CALIFORNIA

$4.61T

PROJECTED 2050 VALUE IN CALIFORNIA

109% growth

In 2020, total outbound California trade was $2.21T. This is expected to increase 109% to $4.61T by 2050.

The following chart shows how the domestic outbound California trade is projected to change in comparison to its neighboring states.

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Interstate Trade

Interstate trade consists of products and services shipped from California to other states, or from other states to California.

Domestic Production in Dollars

MOST COMMON TRADE PARTNERS

1. Texas
   $84.4B
2. Arizona
3. Ohio
   $40.6B

COVID-19 IN NUMBERS

In 2020, the top outbound California domestic partner for goods and services (by dollars) was Texas with $84.4B, followed by Arizona with $44.8B and Ohio and $40.6B.

The following map shows the amount of trade that California shares with each state (excluding itself).

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Civics

In the 2020 presidential election, the popular vote in California went to Joseph R Biden Jr. with 63.5% of the vote. The runner-up was Donald J. Trump (34.3%), followed by Jo Jorgensen (1.07%).

Dianne Feinstein and Alex Padilla are the senators currently representing the state of California. In the United States, senators are elected to 6-year terms with the terms for individual senators staggered.

California is currently represented by 52 members in the U.S. house, and members of the House of Representives are elected to 2-year terms.

PRESIDENTIAL ELECTIONS

Presidential Popular Vote Over Time

Voting results are not available for Daly City, CA. Showing the available data for California.

2020 ELECTION RESULTS

1. Joseph R Biden Jr. (63.5%)
   Democratic Party
2. Donald J. Trump (34.3%)
   Republican Party
3. Jo Jorgensen (1.07%)
   Libertarian Party

In the 2020 presidential election, the popular vote in California went to Joseph R Biden Jr. with 63.5% of the vote. The runner-up was Donald J. Trump (34.3%), followed by Jo Jorgensen (1.07%).

The following chart shows the popular vote results in California for each registered party from 1976 to 2020.

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COVID-19 IN NUMBERS

SENATOR ELECTIONS

US Senators from California

Senatorial voting results are only available at the state level. Showing data for California.

Dianne Feinstein

SENATOR FROM CALIFORNIA
Assumed office on November 10, 1992
Elected to the seat to succeed John Seymour (California politician)|John Seymour, who had been appointed to the seat after Pete Wilson was elected Governor of California.

Alex Padilla

SENATOR FROM CALIFORNIA
Assumed office on January 18, 2021
Appointed to the seat following the resignation of Kamala Harris, who had become Vice President of the United States.

Dianne Feinstein and Alex Padilla are the senators currently representing California.

In the United States, senators are elected to 6-year terms with the terms for individual senators staggered.

The following chart shows elected senators in California over time, excluding special elections, colored by their political party.

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US REPRESENTATIVE ELECTIONS

COVID-19 IN NUMBERS

US Representatives from California

California is currently represented by 52 members in the U.S. house.

Members of the House of Representives are elected to 2-year terms, and the following chart shows the how the members for California have changed over time starting in 2008.

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Education

In 2021, universities in Daly City, CA awarded 56 degrees. The student population of Daly City, CA in 2021 is skewed towards women, with 30 male students and 168 female students.

COVID-19 IN NUMBERS

Daly City, CA are Hispanic or Latino (35 and 62.5%), followed by Asian (14 and 25%), Black or African American (4 and 7.14%), and Unknown (2 and 3.57%).

The largest universities in Daly City, CA by number of degrees awarded are Hilltop Beauty

The most popular majors in Daly City, CA are General Cosmetology (40 and 71.4%), Cosmetology, Barber, & Nail Instructor (15 and 26.8%), and Nail Specialist & Manicurist (1 and 1.79%).

COMPLETIONS

Awarded Degrees over Time

Degrees

The graph shows the evolution of awarded degrees by degrees. Under the paragraphs, the average number of awarded degrees by university in each degree is shown.

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WORKING POPULATION

Educational Pyramid

Data is only available at the state level. Showing data for California.

MEASURE

Population

Adults Age 25 and Older

In 2020, 1.74% of men over 25 years of age had not completed any academic degree (no schooling), while 1.99% of women were in the same situation.

COVID-19 IN NUMBERS

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Educational Attainment

Data is only available at the state level. Showing data for California.

RACE

All

The most common educational levels obtained by the working population in 2020 were Some college (7.14M), High School or Equivalent (6.69M), and Bachelors Degree (6.15M).

This visualization illustrates the percentage distribution of the population according to the highest educational level reached. You can filter the data by race by using the selector above.

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Housing & Living

COVID-19 IN NUMBERS

The median property value in Daly City, CA was $851,800 in 2020, which is 3.71 times larger than the national average of $229,800. Between 2019 and 2020 the median property value increased from $783,400 to $851,800, a 8.73% increase. The homeownership rate in Daly City, CA is 60%, which is approximately the same as the national average of 64.4%.

People in Daly City, CA have an average commute time of 31.7 minutes, and they drove alone to work. Car ownership in Daly City, CA is approximately the same as the national average, with an average of 2 cars per household.

Median household income in Daly City, CA is $99,910. In 2020, the place with the highest median household income in Daly City, CA was Census Tract 6003 with a value of $142,264, followed by Census Tract 6011 and Census Tract 6015.01, with respective values of $128,021 and $121,000.

Property

Property Taxes

$851,800

MEDIAN PROPERTY VALUE 2020

±$12,400

$19,337

MEDIAN PROPERTY TAXES

±$926

The following chart display owner-occupied housing units distributed between a series of property tax buckets compared to the national averages for each bucket. In Daly City, CA the largest share of households pay taxes in the $3k+ range.

The chart underneath the paragraph shows the property taxes in Daly City, CA compared to it's parent and neighbor geographies.

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Rent vs Own

Rent vs Own

60%

COVID-19 IN NUMBERS

75%

HOMEOWNERS WITH MORTGAGE

2020

In 2020, 60% of the housing units in Daly City, CA were occupied by their owner. This percentage grew from the previous year's rate of 58.3%.

This chart shows the percentage of owner in Daly City, CA compared it's parent and neighboring geographies.

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EQUITY

Income by Location

Use the dropdown to filter by race/ethnicity.

RACE/ETHNICITY

Total

HIGHEST MEDIAN HOUSEHOLD INCOME (TOTAL)

1. Census Tract 6003
2. Census Tract 6011
3. Census Tract 6015.01

In 2020, the place with the highest Median Household Income (Total) in Daly City, CA was Census Tract 6003 with a value of $142,264, followed by Census Tract 6011 and Census Tract 6015.01, with respective values of $128,021 and $121,000.

The following map shows all of the places in Daly City, CA colored by their Median Household Income (Total).

COVID-19 IN NUMBERS

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Household Income

Please note that the buckets used in this visualization were not evenly distributed by ACS when publishing the data.

$99,910

MEDIAN HOUSEHOLD INCOME

± $4,325

32.2k

NUMBER OF HOUSEHOLDS

± 1,416

In 2020, the median household income of the 32.2k households in Daly City, CA grew to $99,910 from the previous year's value of $94,550.

The following chart displays the households in Daly City, CA distributed between a series of income buckets compared to the national averages for each bucket. The largest share of households have an income in the $200k+ range.

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Wage Distribution

The closest comparable wage GINI for Daly City, CA is from California.

0.498

2020 WAGE GINI IN CALIFORNIA

0.499

2019 WAGE GINI IN CALIFORNIA

In 2020, the income inequality in California was 0.498 according to the GINI calculation of the wage distribution. Income inequality had a 0.321% decline from 2019 to 2020, which means that wage distribution grew somewhat more even. The GINI for California was higher than than the national average of 0.478. In other words, wages are distributed less evenly in California in comparison to the national average.

This chart shows the number of workers in California across various wage buckets compared to the national average.

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COVID-19 IN NUMBERS

TRANSPORTATION

Commuter Transportation

MOST COMMON COMMUTE IN 2020

1. Drove Alone (58.1%)
2. Public Transit (19.3%)
3. Carpooled (13.4%)

In 2020, 58.1% of workers in Daly City, CA drove alone to work, followed by those who used public transit to get to work (19.3%) and those who carpooled to work (13.4%).

The following chart shows the number of households using each mode of transportation over time, using a logarithmic scale on the y-axis to help better show variations in the smaller means of commuting.

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Commute Time

31.7 minutes

AVERAGE TRAVEL TIME

Using averages, employees in Daly City, CA have a longer commute time (31.7 minutes) than the normal US worker (26.9 minutes). Additionally, 3.18% of the workforce in Daly City, CA have "super commutes" in excess of 90 minutes.

The chart below shows how the median household income in Daly City, CA compares to that of it's neighboring and parent geographies.

COVID-19 IN NUMBERS

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Car Ownership

2 cars

AVERAGE NUMBER

The following chart displays the households in Daly City, CA distributed between a series of car ownership buckets compared to the national averages for each bucket. The largest share of households in Daly City, CA have 2 cars.

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POVERTY

Poverty & Diversity

Gender, Race & Ethnicity

6.65% of the population for whom poverty status is determined in Daly City, CA (7.08k out of 106k people) live below the poverty line, a number that is lower than the national average of 12.8%. The largest demographic living in poverty are Males 18 - 24, followed by Females 18 - 24 and then Females 25 - 34.

The most common racial or ethnic group living below the poverty line in Daly City, CA is Asian, followed by Hispanic and White.

COVID-19 IN NUMBERS

...e who classifies as impoverished. If a family's total income is less than the family's threshold then that family and every individual in it is considered to be living in poverty.

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Social Needs

Data only available at the state level.

Estimated Number of Chronically Homeless Individuals

MOST PREVALENT STATES

1. California
   35,798 individuals
2. New York
   5,087 individuals
3. Florida
   4,915 individuals

In 2017, California had the highest estimated number of chronically homeless individuals in the nation, at 35,798. New York has the second highest (5,087), followed by Florida (4,915).

The following map shows the estimated number of chronically homeless individuals by state over multiple years.

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COVID-19 IN NUMBERS

95.4% of the population of Daly City, CA has health coverage, with 56.4% on employee plans, 15.2% on Medicaid, 11.7% on Medicare, 11.3% on non-group plans, and 0.862% on military or VA plans.

Per capita personal health care spending in California was $7,549 in 2014. This is a 4.04% increase from the previous year ($7,256).

Primary care physicians in San Mateo County, CA see 939 patients per year on average, which represents a 1.78% decrease from the previous year (956 patients). Compare this to dentists who see 948 patients per year, and mental health providers who see 231 patients per year.

COVERAGE

Patient to Clinician Ratios

Data is only available at the country level. Showing data for San Mateo County, CA.

Patient to Primary Care Physician Ratio

939 to 1

PATIENT TO PRIMARY CARE PHYSICIAN RATIO IN SAN MATEO COUNTY, CA

Primary care physicians in San Mateo County, CA see an average of 939 patients per year. This represents a 1.78% decrease from the previous year (956 patients).

The following chart shows how the number of patients seen by primary care physicians has been changing over time in San Mateo County, CA in comparison to its neighboring geographies.

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Health Care Diversity

Gender

In 2020, insured persons according to age ranges were distributed in 16.8% under 18 years, 24.8% between 18 and 34 years, 40.3% between 35 and 64 years, and 18.1% over 64 years.

By gender, of the total number of insured persons, 48.5% were men and 51.5% were women.

The following chart shows the number of people with health coverage by gender.

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COVID-19 IN NUMBERS

Uninsured People

4.56%
UNINSURED

56.4%
EMPLOYER COVERAGE

15.2%
MEDICAID

11.7%
MEDICARE

11.3%
NON-GROUP

0.862%
MILITARY OR VA

Between 2019 and 2020, the percent of uninsured citizens in Daly City, CA declined by 9.43% from 5.03% to 4.56%.

The following chart shows how the percent of uninsured individuals in Daly City, CA changed over time compared with the percent of individuals enrolled in various types of health insurance.

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KEEP EXPLORING

UNITED STATES

CALIFORNIA

SAN FRANCISCO-OAKLAND-HAYWARD, CA MSA

COVID-19 IN NUMBERS

SAN MATEO COUNTY, CA
COUNTY

Explore, map, compare, and download U.S. data

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2022 SCOPING PLAN FOR ACHIEVING CARBON NEUTRALITY

NOVEMBER 16, 2022



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Abbreviations

°F	Fahrenheit
°C	Celsius
AB	Assembly Bill
AQMD	Air Quality Management District
AR5	IPCC Fifth Assessment Report
BECCS	bioenergy with carbon capture and storage
CAISO	California Independent System Operator
CalEPA	California Environmental Protection Agency
CalGEM	California Geologic Energy Management Division
CalSTA	California State Transportation Agency
CAP	climate action plan
CARB	California Air Resources Board
CCR	California Code of Regulations
CCS	carbon capture and sequestration
CCUS	carbon capture, utilization, and storage
CDFA	California Department of Food and Agriculture
CDPH	California Department of Public Health
CDR	carbon dioxide removal
CE	common era
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CES	CalEnviroScreen
CH_4	methane
CMAQ	Community Multiscale Air Quality
CNRA	California Natural Resources Agency
CO_2	carbon dioxide
COPD	chronic obstructive pulmonary disease

CORE	Clean Off-Road Equipment
CPUC	California Public Utilities Commission
CVM	Climate Vulnerability Metric
DAC	direct air capture
DPR	Department of Pesticide Regulation
Draft EA	Draft Environmental Analysis for this Scoping Plan
EA	Environmental Analysis
ED	emergency department
EIA	U.S. Energy Information Administration
EJ	environmental justice
EJ Advisory Committee	Environmental Justice Advisory Committee
EO	executive order
EV	electric vehicle
F-gas	fluorinated gas
FCEV	fuel cell electric vehicle
GCF	Governors' Climate and Forests Task Force
GDP	gross domestic product
GHG	greenhouse gas
GSP	gross state product
GW	gigawatt
GWh	gigawatt-hour
GWP	global warming potential
HDV	heavy-duty vehicle
HD ZEV	heavy-duty zero-emission vehicle
HFC	hydrofluorocarbon
IBank	Infrastructure and Economic Development Bank
ICE	internal combustion engine
IPCC	Intergovernmental Panel on Climate Change

IPT	incidence-per-ton
IWG	Interagency Working Group
LCFS	low-carbon fuel standard
LDV	light-duty vehicle
MDV	medium-duty vehicle
MMT	million metric tons
$MMTCO_2e$	million metric tons of carbon dioxide equivalent
MOU	memorandum of understanding
MRR	Mandatory Reporting of GHG Emissions
$MTCO_2e$	metric tons of carbon dioxide equivalent
MW	megawatt
N_2O	nitrous oxide
NEMS	National Energy Systems Model
NF_3	nitrogen trifluoride
NOAA	National Oceanic and Atmospheric Administration
NOx	nitrogen oxides
NRDC	National Resources Defense Council
NWL	Natural and Working Lands
OEHHA	Office of Environmental Health Hazard Assessment
OGV	Ocean-Going Vessel
OPR	Governor's Office of Planning and Research
OTC	once-through cooled
PFC	perfluorocarbon
PHMSA	Pipelines and Hazardous Materials Safety Administration
PM	particulate matter
$PM_{2.5}$	fine particulate matter
PPP	public-private partnership
RFS	renewable fuel standard

ROG	reactive organic gases
RPS	Renewables Portfolio Standard
SB	Senate Bill
SC-CH_4	social cost of methane
SC-CO_2	social cost of carbon
SC-GHG	social cost of greenhouse gases
SC-N_2O	social cost of nitrous oxide
SF_6	sulfur hexafluoride
SGIP	Self-Generation Incentive Program
SLCP	short-lived climate pollutant
TSD	Technical Support Document
UC	University of California
UCLA	University of California, Los Angeles
UNFCCC	United Nations Framework Convention on Climate Change
U.S. EPA	United States Environmental Protection Agency
VMT	vehicle miles traveled
WUI	wildland-urban interface
ZEV	zero-emission vehicle

Executive Summary

This Scoping Plan lays out the sector-by-sector roadmap for California, the world's fifth[1] largest economy, to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target. This is a challenging but necessary goal to minimize the impacts of climate change. There have been three previous Scoping Plans. Previous plans have focused on specific greenhouse gas (GHG) reduction targets for our industrial, energy, and transportation sectors—first to meet 1990 levels by 2020, then to meet the more aggressive target of 40 percent below 1990 levels by 2030. This plan, addressing recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. This plan also takes the unprecedented step of adding carbon neutrality as a science-based guide and touchstone for California's climate work. The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state's natural and working lands and using a variety of mechanical approaches.

What this means for California is an ambitious and aggressive approach to decarbonize every sector of the economy, setting us on course for a more equitable and sustainable future in the face of humanity's greatest existential threat, and ensuring that those who benefit from this transformation include communities hardest hit by climate impacts and the ongoing pollution from the use of fossil fuels. The combustion of fossil fuels has polluted our air—particularly in low-income communities and communities of color—for far too long and is the root cause of climate change. This Scoping Plan helps us chart the path to a future where race and class are no longer predictors of disproportionate burdens from harmful air pollution and climate impacts.

The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution. It also means phasing out the use of fossil gas used for heating our homes and buildings. It means clamping down on chemicals and refrigerants that are thousands of times more powerful at trapping heat than carbon dioxide (CO_2). It means providing our communities

[1] In October 2022, California was poised to become the world's fourth largest economy.

with sustainable options for walking, biking, and public transit to reduce reliance on cars and their associated expenses. It means continuing to build out the solar arrays, wind turbine capacity, and other resources that provide clean, renewable energy to displace fossil-fuel fired electrical generation. It also means scaling up new options such as renewable hydrogen for hard-to-electrify end uses and biomethane where needed. Successfully achieving the outcomes called for in this Scoping Plan would reduce demand for liquid petroleum by 94 percent and total fossil fuel by 86 percent in 2045 relative to 2022.[2] Despite these world-leading efforts, some amount of residual emissions will remain from hard-to-abate industries such as cement, internal combustion vehicles still on the road, and other sources of GHGs, including high global warming chemicals used as refrigerants.

The plan addresses these remaining emissions by re-envisioning our natural and working lands—forests, shrublands/chaparral, croplands, wetlands, and other lands—to ensure they play as robust a role as possible in incorporating and storing more carbon in the trees, plants, soil, and wetlands that cover 90 percent of the state's 105 million acres while also thriving as a healthy ecosystem. Modeling indicates that natural and working lands will not, on their own, provide enough sequestration and storage to address the residual emissions. For that reason, it is necessary to research, develop, and deploy additional methods of capturing CO_2 that include pulling it from the smokestacks of facilities, or drawing it out of the atmosphere itself and then safely and permanently utilizing and storing it, as called for in recent legislation. Carbon removal also will be necessary to achieve net negative emissions to address historical GHGs already in the atmosphere.

This is a plan that aims to shatter the carbon status quo and take action to achieve a vision of California with a cleaner, more sustainable environment and thriving economy for our children. This ambitious plan will serve as a model for other partners around the world as they consider how to make their transition. As we have so often in the past, California can continue to serve as a leader in innovation that has produced not only the fifth largest economy on the planet, but ultimately one of the most energy-efficient economies, with a track record of demonstrating the ability to decouple economic growth from carbon pollution. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

[2] See *https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-PATHWAYS-data-E3.xlsx* for energy demand reductions.

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

The path forward is informed by robust science. The recent Sixth Assessment Report (AR6) of the Intergovernmental Panel on Climate Change (IPCC) summarizes the latest scientific consensus on climate change. It finds that atmospheric concentrations of CO_2 have increased by 50 percent since the industrial revolution and continue to increase at a rate of two parts per million each year.[3] By the 2030s, and no later than 2040, the world will exceed 1.5°C warming unless there is drastic action. While every tenth of a degree matters—every incremental increase in warming brings additional negative impacts—climate-related risks to human health, livelihoods, and biodiversity are projected to increase further under 2°C warming, compared to 1.5°C.[4] For example, at 1.5°C of global warming, we would experience increasing heat waves, longer warm seasons, and shorter cold seasons, but at 2°C of global warming, heat extremes would more often reach critical tolerance thresholds for human health and agriculture.[5] We are already seeing unprecedented climate change impacts, such as continued sea level rise, that are

[3] IPCC. 2021. *Climate Change 2021: The Physical Science Basis.* Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change. [Masson-Delmotte, V., P. Zhai, A. Pirani, S. L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M. I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J. B. R. Matthews, T. K. Maycock, T. Waterfield, O. Yelekçi, R. Yu, and B. Zhou (eds.)]. Cambridge University Press. In Press. https://www.ipcc.ch/report/ar6/wg1/.

[4] IPCC. 2018. *Global Warming of 1.5°C.* World Meteorological Organization. Geneva, Switzerland. 32 pp. https://www.ipcc.ch/sr15/.

[5] IPCC. 2021. Climate change widespread, rapid, and intensifying – IPCC. August. *https://www.ipcc.ch/2021/08/09/ar6-wg1-20210809-pr/.*

"irreversible" for centuries to millennia, and we are dangerously close to hitting 1.5ºC in the near term.[6] To avoid climate catastrophe and remain below 1.5°C with limited or no overshoot of that threshold, global net anthropogenic CO_2 emissions need to reach net zero by 2050.

It has been 16 years since the Global Warming Solutions Act of 2006 was passed and signed into law. In 2017, the second update to the Assembly Bill (AB) 32 Climate Change Scoping Plan[7] (2017 Scoping Plan) laid out a cost-effective and technologically feasible path to achieve the 2030 GHG reduction target. At the time, many characterized the plan and the AB 32 target as unachievable, citing that it would lead to massive business and job loss, and excessive costs. Those predictions proved to be incorrect as California achieved its AB 32 target years ahead of schedule, all the while growing our economy, with the state distinguishing itself as a hub for green technology investment. This Scoping Plan draws on a decade and a half of proven successes and additional new approaches to provide a balanced and aggressive course of effective actions to achieve carbon neutrality in 2045, if not before, in addition to the 2030 goal.

California's economy is projected to grow vigorously in the coming years and decades. In 2045, under a Reference Scenario, the gross state product would be $5.1 trillion, nearly $2 trillion more than in 2021, and allow growth that would add hundreds of thousands of jobs. Under the Scoping Plan scenario, impacts to economic and job growth would be negligible in both 2035 and 2045, while delivering $199 billion of benefits in the form of reduced hospitalizations, asthma cases, and lost work and school days due to the cleaner air supported by this plan. This should come as no surprise given the tremendous growth of California's economy since the Great Recession of 2007–2009, even as the state has taken drastic measures to lower emissions. As noted, the savings associated with ambitious climate action are extensive, both in terms of avoided climate impacts and health costs. As described in Chapter 1, the health costs of climate and air pollution in the U.S. are well over $800 billion today and will continue to grow in the coming years[8] without robust action. Similarly, the costs of delayed or insufficient climate action could cost the

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[6] United Nations. 2021. IPCC report: 'Code red' for human driven global heating, warns UN chief. August 9. *https://news.un.org/en/story/2021/08/1097362*.

[7] CARB. 2017. *California's 2017 Climate Change Scoping Plan.* *https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.*

[8] Alwis, D. D., and V. S. Limaye. No date. *The Costs of Inaction: The Economic Burden of Fossil Fuels and Climate Change on Health in the United States.* NRDC, The Medical Society Consortium on Climate and Health, and WHPCA. https://www.nrdc.org/sites/default/files/costs-inaction-burden-health-report.pdf.

U.S. upwards of $14.5 trillion over the next 50 years.[9] We can either take action now or pay the cost of inaction, both now and later.

We cannot take on this unprecedented challenge alone. Collaboration with the federal government, other U.S. states, and other jurisdictions around the world will continue to be fundamental for California to succeed in achieving its climate targets, especially as the pace of our efforts increases in the coming years. We believe this collaboration and coordination also creates a race to the top, encouraging and enabling other jurisdictions to achieve climate and air quality goals as well, and often providing lessons for national action.

One example of fruitful collaboration is California's longstanding vehicle emissions standards programs, which have repeatedly been freely adopted by other states, consistent with the federal Clean Air Act. California's programs frequently pioneer more rigorous standards or new technologies—such as the now-standard catalytic converter and the rules that led directly to the nation-leading numbers of zero-emission vehicles on our roads today. From initial standards for cars and trucks decades ago to the world-leading Advanced Clean Trucks program currently helping to electrify heavy-duty vehicles, this partnership continues to offer regulatory options and spread innovative technologies. A major example of future work is the Advanced Clean Cars II program, which lays out California's legally binding path to achieving 100 percent zero emission vehicle (ZEV) sales in 2035.[10] The California Air Resources Board (CARB) continues to work closely with many other states that also see zero-emission vehicles as critical to their climate and public health goals and expects many states to choose to adopt this regulation as well. This partnership with other states also creates market certainty for automakers, which in turn helps to ensure that California consumers have access to a variety of ZEVs at multiple price points.

The Scoping Plan Process

Four scenarios were extensively modeled to develop this Scoping Plan, with the objective of informing the most viable path to remain on track to achieve our 2030 GHG reduction target: a reduction in anthropogenic emissions by 85% below 1990 levels and carbon neutrality by 2045. All four have their merits and are informed by stakeholder input. The scenario ultimately chosen as the basis of this Scoping Plan is the alternative that most

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[9] Deloitte. 2022. *The Turning Point: A New Economic Climate in the United States.* https://www2.deloitte.com/content/dam/Deloitte/us/Documents/about-deloitte/us-the-turning-point-a-new-economic-climate-in-the-united-states-january-2022.pdf?id=us:2el:3dp:wsjspon:awa:WSJSBJ:2021:WSJFY22.

[10] Executive Department. State of California. Executive Order N-79-20. *https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf*.

closely aligns with existing statute and Executive Orders. It was selected because it best achieves the balance of cost-effectiveness, health benefits, and technological feasibility.

For the first time, this Scoping Plan includes modeling and quantification of GHG emissions and carbon sequestration in natural and working lands (NWL). To date, the focus has been only on reducing the emissions of GHGs from our transportation, energy, and industrial sectors. The state's 2020 and 2030 GHG reductions targets only include these sources, as they are the primary drivers of climate change and disproportionate harmful air pollution in our vulnerable communities. This Scoping Plan, through the lens of carbon neutrality, expands the scope to more meaningfully consider how our NWL contribute to our long-term climate goals. For the first time, new and cutting-edge modeling tools allow us to estimate the quantitative ability of our forests and other landscapes to remove and store carbon under different scenarios. These cutting-edge tools were developed through a stakeholder process and in coordination with other agencies for the purpose of this update and will continue to be refined over time and made available to others seeking to do similar work.

As recent data and Scoping Plan modeling shows, our NWL also can act as a source of emissions, principally in the form of wildfires. California's forests are experiencing a deadly combination of drought and heat combined with a century of misguided fire suppression management. Scoping Plan modeling shows that, at this time and until our forests reach a balance through appropriate treatments, California's NWL will act as a net source of emissions, not a sink. As such, the Scoping Plan includes policy direction and actions intended to quickly move the sector toward being a net sink and a more natural state, where wildfires will continue to be an important part of the healthy forest cycle but not at the intensity and frequency observed in recent years.

Development of this Scoping Plan also includes careful consideration of, and coordination with, other state agencies, consistent with Governor Gavin Newsom's whole-of-government approach to tackling climate change. State agency plans and regulations, including the SB 100 Joint Agency Report,[11] State Implementation Plan, Climate Action Plan for Transportation Infrastructure,[12] AB 74 Studies on Vehicle Emissions and Fuel

[11] California Public Utilities Commission (CPUC), California Energy Commission (CEC), and CARB. 2021. *SB 100 Joint Agency Report.* https://www.energy.ca.gov/sb100.
[12] California State Transportation Agency (CalSTA). 2021. Climate Action Plan for Transportation Infrastructure. https://calsta.ca.gov/subject-areas/climate-action-plan.

Demand and Supply,[13,14,15] Short-Lived Climate Pollutant Strategy (SLCP Strategy),[16] CARB's Achieving Carbon Neutrality Report,[17] Climate Smart Lands Strategy,[18] Natural Working Land Implementation Plan,[19] and the California Climate Insurance Report: *Protecting Communities, Preserving Nature, and Building Resiliency,*[20] among others, provided critical inputs and data points for this plan. This Scoping Plan is the product of work by multiple agencies across the Administration, including dozens of public workshops and years of rigorous analysis and economic modeling by California's leading institutions. This cooperation on planning lays the foundation for even closer coordination among and between state agencies to put the plan into effect.

The plan is also the product of tireless efforts of, and recommendations from, the AB 32 Environmental Justice Advisory Committee (EJ Advisory Committee). The EJ Advisory Committee, created by statute, plays a critical role to inform the development of each Scoping Plan and helps to ensure environmental justice is integrated throughout the plan. CARB reconvened the EJ Advisory Committee in early 2021 to advise on the development of this Scoping Plan. In their advisory role, the EJ Advisory Committee has worked together to provide inputs to CARB to inform the development of scenarios and the associated modeling. And in April 2022, the EJ Advisory Committee provided draft preliminary recommendations in advance of the Draft 2022 Scoping Plan to help ensure the draft plan meaningfully addresses environmental justice. The CARB Board and EJ Advisory Committee held a joint board hearing on September 1, 2022, where the EJ Advisory Committee presented their final recommendations on the Scoping Plan. Over five dozen of the recommendations are reflected in the Scoping Plan. Going forward, as this plan is ultimately acted on by the Board, ongoing input from the EJ Advisory

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[13] California Environmental Protection Agency (CalEPA). 2021. Carbon Neutrality Studies. https://calepa.ca.gov/climate/carbon-neutrality-studies/.
[14] Brown, A. L., et. al. 2021. *Driving California's Transportation Emissions to Zero.* University of California Institute of Transportation Studies. https://escholarship.org/uc/item/3np3p2t0.
[15] Deschenes, O. 2021. *Enhancing equity while eliminating emissions in California's supply of transportation fuels.* University of California Santa Barbara. https://zenodo.org/record/4707966#.YKPiaKhKi73.
[16] CARB. Short-Lived Climate Pollutants. https://ww2.arb.ca.gov/our-work/programs/slcp.
[17] Energy and Environmental Economics, Inc. 2020. *Achieving Carbon Neutrality in California: PATHWAYS Scenarios Developed for the California Air Resources Board*. October. *https://ww2.arb.ca.gov/sites/default/files/2020-10/e3_cn_final_report_oct2020_0.pdf*.
[18] California Natural Resources Agency (CNRA). 2021. Draft Climate Smart Lands Strategy. *https://resources.ca.gov/Initiatives/Expanding-Nature-Based-Solutions*.
[19] CARB. 2019. *Draft California 2030 Natural and Working Lands Climate Change Implementation Plan. https://ww2.arb.ca.gov/resources/documents/nwl-implementation-draft*.
[20] California Department of Insurance. 2021. *Protecting Communities, Preserving Nature, and Building Resiliency. climate-insurance-report.pdf (ca.gov)*.

Committee will be essential to address environmental justice and achieve the ambitious vision outlined in the plan throughout its implementation in the coming years.

Importantly, per legislative direction, the Scoping Plan development includes modeling and analyses of emissions, economics, air quality, health, jobs, and public health. This work is important to inform the discussion around trade-offs and how to balance the various legislative direction in identifying a path to achieve the state's climate goals. The technical work serves as a backdrop to what this means to Californian's daily lives—to how they will work, play, and live as we act to eliminate fossil fuel combustion and achieve the many public health and environmental benefits that will result from that action.

Ensuring Equity and Affordability

The state has a long history of public health and environmental protection. However racist and discriminatory practices such as redlining have resulted in low-income communities and communities of color being disproportionately exposed to health hazards and pollution burdens.[21] These communities are often located adjacent to major roadways and large stationary sources that not only emit GHGs, but also harmful localized air pollution. The plan delivers on the promise to transform the way we move, live, and work by nearly eliminating our dependence on fossil fuels. It includes effective actions to move with all possible speed to clean energy, zero-emission cars and trucks, energy-efficient homes, sustainable agriculture, and resilient NWL. And it prioritizes working with the communities most impacted to ensure that these strategies address their needs.

An important part of our equity consideration is ensuring the transition to a zero-emission economy is affordable and accessible, and that it uplifts disadvantaged, low-income communities and communities of color. Some aspects of the transition will have associated costs (e.g., escalating efforts to retrofit existing homes and businesses to support electric appliances and vehicles and increased costs of insurance). The state must ensure that these costs do not disproportionately burden consumers. In addition, the state has an important role to play in providing financial incentives, especially to low-income consumers, to allow for uptake of clean technologies. The Department of Community Services and Development's Low Income Weatherization Program is a prime example of this approach, enabling low-income Californians to be part of the zero-emission transition, all while lowering energy bills. The program provides low-income households with solar photovoltaic systems and energy efficiency upgrades at no cost to residents, helping cushion the impact of climate change on vulnerable communities.

[21] CalEPA. 2021. Pollution and Prejudice: Redlining and Environmental Injustice in California. August 16. *https://storymaps.arcgis.com/stories/f167b251809c43778a2f9f040f43d2f5*.

With this Scoping Plan, the state also adds another tool to help identify and close climate change impact gaps that will emerge over time. As California invests in climate mitigation and adaptation, it is essential to understand the relative impact of climate change across the state's diverse communities. We know not all communities are equally resilient in the face of climate impacts due to persisting health and opportunity gaps. We also know that a global metric such as the Social Cost of Carbon cannot adequately capture the incremental additional impact faced by overly burdened communities. The Climate Vulnerability Metric (CVM) is specifically focused on quantifying the community-level impacts of a warming climate on human welfare.

Energy and Technology Transitions

To support the transformation needed, we must build the clean energy production and distribution infrastructure for a carbon-neutral future. The solution will have to include transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. In almost all sectors, electrification will play an important role. That means that the grid will need to grow at unprecedented rates and ensure reliability, affordability, and resiliency through the next two decades and beyond. It also means we need to keep all options on the table, as it will take time to fully grow the electricity grid to be the backbone for a decarbonized economy. We also know that electrification is not possible in all situations. As such, this plan systematically evaluates and identifies feasible clean energy and technology options that will bring both near-term air quality benefits and deliver on longer-term climate goals.

This transition will not happen overnight. It will take time and planning to ensure a smooth transition of existing energy infrastructure and deployment of new clean technology. And while this Scoping Plan has the longest planning horizon of any Scoping Plan to date, this 25-year horizon is still relatively short in terms of transforming California's economy. We must avoid making choices that will lead to stranded assets and incorporate new technologies that emerge over time. Importantly, given the pace at which we must transition away from fossil fuels, we absolutely must identify and address market and implementation barriers to be successful. The scale of transition includes adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply.

As we transition our energy systems, we must also rapidly deploy the clean technologies that rely on a decarbonized grid. As called for in Executive Order N-79-20, all new passenger vehicles sold in California will be zero-emission by 2035, and all other fleets will have transitioned to zero-emission as fully possible by 2045. This means the percentage of fossil fuel combustion vehicles will continue to rapidly decrease, becoming a fading vision of the past. Successful implementation of this Executive Order (EO) and other zero-emission priorities will have to be attractive to consumers. As an example,

electric and hydrogen transportation refueling must be readily accessible, and active transportation and clean transit options must be cheaper and more convenient than driving.

Cost-Effective Solutions Available Today

Ultimately, to achieve our climate goals, urgent efforts are needed to slash GHG emissions. Fortunately, cost-effective solutions are available to do so in many cases. In short, this plan relies on existing technologies—it does not require major technological breakthroughs that are highly uncertain.

For example, targeted action to reduce methane emissions can be achieved at low or negative cost, and with significant near-term climate and public health benefits. In many cases, renewable energy and energy storage are cheaper than polluting alternatives, and are already firmly part of our business-as-usual approach; modeling related to the most recent integrated resource planning process at the California Public Utilities Commission (CPUC) has shown that scenarios associated with the best emissions outcomes had the lowest average rates. As another example, research from Energy Innovation shows that the U.S. can achieve 100 percent zero-carbon power by 2035 without increasing customer costs.[22]

The same is either already true, or soon to be true, for zero-emission vehicles as well. Myriad studies show cost parity for light-duty and heavy-duty ZEVs being achieved by mid-decade or shortly thereafter. A carbon neutrality study conducted by the University of California (UC) Institute of Transportation Studies and funded by the California Environmental Protection Agency (CalEPA) shows that achieving carbon neutrality in the transportation sector will *save* Californians $167 billion through 2045.[23] Similar research from the Goldman School of Public Policy at UC Berkeley finds that achieving 100 percent light-duty ZEV sales nationwide would save consumers $2.7 trillion through 2050; equivalent to $1,000 per household, per year, for 30 years.[24]

Many of these outcomes are a direct result of California's vision and policy development to advance clean energy and climate solutions, including through the Renewables Portfolio Standard, Advanced Clean Cars II regulations, SLCP Reduction Strategy, and

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[22] Phadke, A. et al. 2020. "Illustrative Pathways to 100 Percent Zero Carbon Power by 2035 Without Increasing Customer Costs, Energy Innovation." September. *https://energyinnovation.org/wp-content/uploads/2020/09/Pathways-to-100-Zero-Carbon-Power-by-2035-Without-Increasing-Customer-Costs.pdf*.

[23] Brown, A. L., et al. 2021. *Driving California's Transportation Emissions.* *http://dx.doi.org/10.7922/G2MC8X9X*. Retrieved from https://escholarship.org/uc/item/3np3p2t0.

[24] Goldman School of Public Policy. 2021. *2035: The Report: Transportation.* UC Berkeley. April. *https://www.2035report.com/transportation/*.

others. While the world collectively has not yet fully deployed clean energy and climate solutions at the scale needed to adequately address climate change, California has made tremendous progress—even since the last Scoping Plan update in 2017. Continued ambition, leadership, and climate policy development from California will help the state achieve the scale of emissions reductions needed from technologies and strategies that are already cost-effective or close to it today, and will move additional technologies and strategies to that point in the near future. Achieving those outcomes and reducing costs for the entire array of climate solutions needed to achieve carbon neutrality and then maintain net-negative emissions will prove the true measure of California's success. This will enable California to not just meet our own climate targets, but to ultimately develop the replicable solutions that can scale globally to address global warming.

Continue with a Portfolio Approach

Over the past decade and a half, the state has undertaken a successful three-pronged approach to reducing GHGs: incentives, regulations, and carbon pricing. The 2017 Scoping Plan leveraged existing programs such as the Renewables Portfolio Standard, Advanced Clean Cars, Low Carbon Fuel Standard, Short-lived Climate Pollutant Strategy, mobile source measures to achieve federal air quality targets, and a Cap-and-Trade Program, among others, to lay out a technologically feasible and cost-effective path to achieve the 2030 GHG reduction target. When looking toward the 2045 climate goals and the deeper GHG reductions needed across the AB 32 GHG Inventory sectors, all of the existing programs must be evaluated and, as necessary, strengthened to support the rapid production and deployment of clean technology and energy, as well as the increased pace and scale of actions on our natural and working lands.

The challenge before us requires us to keep all tools on the table. Given the climate mitigation co-benefits, critical actions to deliver near-term air quality benefits, such as those included in the State Implementation Plan to achieve the federal air quality standards, are incorporated into this Scoping Plan, as are new legislative mandates to decarbonize the electricity and cement sectors. And, if additional gaps are identified, new programs and policies must be developed and implemented to ensure all sectors are on track to reduce emissions. Opportunities to leverage these programs to address ongoing air quality disparities must also be considered, along with targeted environmental justice policies such as the AB 617 Community Air Protection Program and the investments made possible through the California Climate Investments Program.

Conclusion

California has never undertaken such a comprehensive, far-reaching, and transformative approach to fighting climate change as that called for in this plan. Once implemented, it will place every aspect of how we live, work, play, and travel in California on a more sustainable footing, with a focus on directly benefitting those communities already most burdened by pollution. This comprehensive approach reflects how climate change is

already changing life in California. We have all experienced the impacts of devastating wildfires, extreme heat, and drought. Despite much progress, California still has some of the worst air pollution in the nation, especially in the San Joaquin Valley and the Los Angeles Basin, which is driven by the continued use of fossil fuel-powered trucks and cars.

This Scoping Plan provides a solution; a way forward and a vision of a California where we can and will address those impacts. This plan is fundamentally based on hope. It is a hope grounded in experience and science that we can fundamentally improve the California we leave to future generations. The plan is built on the legacy of effective actions and on the conviction that we can effectively marshal the combined capabilities of California—from state, regional, tribal, and local governments to industry to our research institutions, and most importantly, to the nearly 40 million Californians who will benefit from the actions laid out in the plan. It addresses the challenge of our generation by laying out a pathway and guideposts for action across three decades. But the Scoping Plan is only that: a plan. The hard work—and hopeful work—is putting its recommendations into action. And there is no time to waste.

Post-adoption of the Scoping Plan

As with previous Scoping Plans, CARB Board approval is the beginning of the next phase of climate action. Specifically, approval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies. The unprecedented rate of transition will also require the identification and removal of market and implementation barriers to the production and deployment of clean technology and energy. All of these actions and more will be needed if we are to achieve our climate goals.

Chapter 1: Introduction

"The debate is over around climate change. Just come to the state of California. Observe it with your own eyes."

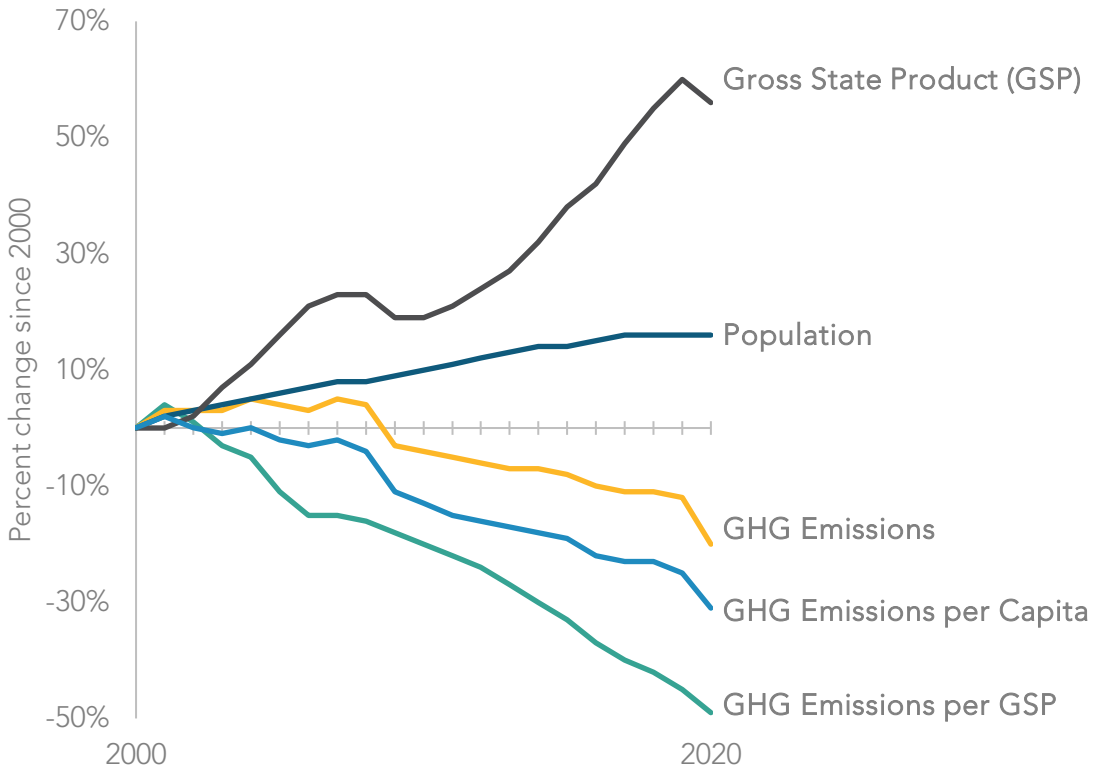
- California Governor Gavin Newsom in September 2020 after surveying the devastation caused by catastrophic wildfires

The impacts of climate change are no longer a distant threat on the horizon—they are right here, right now, with a growing intensity that is adversely affecting our communities and our environment, here in California and across the globe. The science that, decades ago, predicted the impacts we are currently experiencing is even stronger today and unambiguously tells us what we must do to limit irreversible damage: we must act with renewed commitment and focus to do more and do it sooner. That science is indisputable. Unless we increase ambition, we will be faced with more fire, more drought, more temperature extremes, and deadly, choking air pollution. The future of our state—our communities, economy, and ecosystems—is inextricably tied to the way we respond in this decade and the partnerships we forge along the way.

The impacts of climate change fall most heavily on frontline communities that bear the brunt of extreme heat, drought, wildfires, and other effects. Low-income communities and communities of color are also disproportionately impacted by fossil fuel combustion-related air pollution and related health problems. The continued phaseout of fossil fuel combustion will advance both climate and air quality goals and will deliver the greatest health benefits to the most impacted communities.

As it has responded to this climate crisis, California has established itself as a global leader in science-based, public health-focused climate change mitigation and air quality control. The California Legislature has worked with both Republican and Democratic governors to advance action on public health and environmental protections—and California has made progress on addressing climate change during periods of both Republican and Democratic federal administrations. Since the passage of Assembly Bill 32 (AB 32) (Núñez and Pavley, Chapter 488, Statutes of 2006), California has developed bold, creative, and durable policy solutions to protect our environment and public health, all while growing our economy. In fact, California met the target established in AB 32—a return of greenhouse gas (GHG) emissions to 1990 levels by 2020—years ahead of schedule, even as the state established itself as the one of the largest economies in the world. As Figure 1-1 below shows, California's emissions and economic growth have continued to decouple, and California is now the fifth largest economy in the world.

Figure 1-1: California total and per capita GHG emissions[25]



Recognizing both California's early successes in achieving GHG emissions reductions while growing the economy, as well as the worsening impacts of climate change, our governors and legislators have continued to enact ambitious goals. California's unwavering commitment to address climate change is based on indisputable science and data. This commitment is also informed by our collective efforts to address environmental justice and advance racial equity, such that race will no longer be a predictor for disproportionate environmental burdens faced by low-income communities and communities of color. As the Office of Environmental Health Hazard Assessment's

[25] Due to the global pandemic, 2020 is an outlier year and should not be considered indicative of a trend; emissions are likely to increase as economies recover from the impacts of the pandemic.

(OEHHA's) recent analysis of race/ethnicity and air pollution vulnerability and CalEnviroScreen 4.0 scores demonstrate, much work remains to be done.[26]

Many of California's environmental policies have served as models for similar policies in other U.S. states, and at national and international levels. Moving forward, California will continue its pursuit of collaborations and advocacy for action to address climate change at all levels of government. While California is responsible for just one percent of global GHG emissions, and we must do our part, we also play an important role in exporting both political will and technical solutions to address the climate crisis globally.

Today, we have a chance to re-envision California's future and set the state on a path to be carbon neutral no later than 2045 while advancing equity, addressing environmental justice, and continuing to grow our economy. This Scoping Plan provides a roadmap outlining key policies we can implement to achieve our climate goals while improving the health and welfare of Californians and addressing disparities in health outcomes to create a more equitable future. It will enable us to turn the corner in our efforts to protect and preserve our critical natural and public resources, all while providing unparalleled opportunities for clean, pollution-free economic growth.

Severity of Climate Change Impacts

With the increasing severity and frequency of drought, wildfire, extreme heat, and other impacts, Californians just have to look out their windows to know that climate change is real and rapidly getting worse. The impacts we thought we would see in the decades to come are happening now. We must act decisively to both reduce our GHG emissions and build resilience to these impacts for ourselves, future generations, and our iconic landscapes.

Wildfires

Of the twenty largest wildfires ever recorded in California, nine occurred in 2020 and 2021. The worst wildfire season in California's recorded history was in 2018, with over 24,226 structures damaged or destroyed and over 100 lives lost. The largest wildfire season ever recorded in state history was in 2020, where more than 4.3 million acres burned, albeit at different intensity and with varying ecological impacts, and over 112 million metric tons of

[26] OEHHA and CalEPA. 2021. Analysis of Race/Ethnicity and CalEnviroScreen 4.0 Scores. *https://oehha.ca.gov/media/downloads/calenviroscreen/document/calenviroscreen40raceanalysisf2021.pdf*.

carbon dioxide (CO_2) emitted into the atmosphere.[27] The economic damage of these fires was estimated to be over $10 billion in property damage and over $2 billion in fire suppression costs.[28] The Camp Fire, which destroyed much of Paradise, California, was the world's costliest natural disaster in 2018, with overall damages of $16.5 billion.[29] It was also the deadliest fire in California history, with 85 civilian fatalities. Wildfires have always been part of California's natural ecology and will continue to be. However, changes to the state's climate and precipitation expands the footprint of wildfire threat, severity, and intensity, with one quarter of California—more than 25 million acres—now classified as being under very high or extreme fire threat.[30]

The impacts of wildfire smoke have been linked to respiratory infections, cardiac arrests, low birth weight, mental health conditions, and exacerbated asthma and chronic obstructive pulmonary disease.[31] In 2020, with all of California covered by wildfire smoke for over 45 days—and 36 counties for at least 90 days—maximum fine particulate ($PM_{2.5}$) levels persisted in the "hazardous" range of the Air Quality Index for weeks in several areas of the state.[32,33]

Catastrophic wildfire damages extend beyond human health and the economy. The Castle Fire in 2020 and the KNP Complex and Windy Fires in 2021 led to the loss of an unprecedented number of giant sequoias: an estimated 13 to 19 percent of the giant

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[27] CARB. 2020. Public Comment Draft Greenhouse Gas Emissions of Contemporary Wildfire, Prescribed Fire, and Forest Management Activities. https://ww3.arb.ca.gov/cc/inventory/pubs/ca_ghg_wildfire_forestmanagement.pdf.

[28] News18. 2021. San Francisco Bay Area Receives its First Wildfire Warning of 2021, After California Concludes its Driest Year. https://www.news18.com/news/buzz/san-francisco-bay-area-receives-its-first-wildfire-warning-of-2021-after-california-concludes-its-driest-year-3722897.html.

[29] Munich RE. 2019. Extreme Storms, Wildfires and Droughts Cause Heavy Nat Cat Losses In 2018. https://www.munichre.com/en/company/media-relations/media-information-and-corporate-news/media-information/2019/2019-01-08-extreme-storms-wildfires-and-droughts-cause-heavy-nat-cat-losses-in-2018.html#-1808457171.

[30] CARB. No date. Wildfires. https://ww2.arb.ca.gov/our-work/programs/wildfires/about.

[31] Reid, C. E., M. Brauer, F. H. Johnston, M. Jerrett, J. R. Balmes, and C. T. Elliott. 2016. "Critical Review of Health Impacts of Wildfire Smoke Exposure." *Environmental Health Perspectives* http://dx.doi.org/10.1289/ehp.1409277.

[32] Vargo J. A. 2020 (updated in 2021 using the NOAA Hazard Mapping System). "Time Series of Potential US Wildland Fire Smoke Exposures." *Frontiers in Public Health* https://doi.org/10.3389/fpubh.2020.00126.

[33] CalFire. 2020 *Fire Siege Report.* https://www.fire.ca.gov/media/hsviuuv3/cal-fire-2020-fire-siege.pdf.

sequoia population in the Sierra Nevada. An iconic species, giant sequoias are the largest trees on earth, with exceptional longevity outside of climate extremes.[34,35]

It is clear that we must take drastic measures to prepare for future wildfires, which is why California invested $2.7 billion in wildfire resilience from fiscal years 2020 to 2023. The exponential increase in funding launched more than 552 wildfire resilience projects in less than a year, and CAL FIRE met its 2025 goal of treating 100,000 acres a full three years ahead of schedule. Since Fiscal Year 2019–20, treatment work has significantly increased, and CAL FIRE has averaged 100,000 acres treated each fiscal year.

Although we are making progress, we have a lot more work to do in order to achieve our goal of treating one million acres annually by 2025. The Governor's Wildfire and Forest Resilience Strategy details 99 actions needed to address the key drivers of catastrophic wildfires, ramp up the pace and scale of forest management, and make threatened communities more resilient to catastrophic fires. It is also important to note that natural wildfire cycles are a part of a sustainable forest ecosystem and will continue to play a role in a healthy forests' future. We should not expect wildfires to cease, but we must manage our lands to address catastrophic wildfires that result from buildup of carbon stocks due to our interventions to suppress wildfires and from climate change resulting from fossil fuel combustion.

Drought

Drought is a recurring feature of the California climate that has been intensified by increasingly warmer average temperatures. Anthropogenic climate trends have exacerbated drought conditions; human-caused climate change accounts for 19 percent of drought severity and 42 percent of the soil moisture deficit in this region since 2000. The governor declared a drought state of emergency in October 2021, and as of September 2022, 94 percent of California was in severe drought, and 99.8 percent[36] of the state was in at least moderate drought. The first three months of 2022 were the driest January, February, and March on record in California.[37] The harsh drought conditions affecting California are part of a larger megadrought—a drought lasting more than two

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[34] Shive, K., C. Brigham, T. Caprio, and P. Hardwick. 2021. 2021 Fire Season Impacts to Giant Sequoias. The Nature Conservancy and National Park Service. *https://www.nps.gov/articles/000/2021-fire-season-impacts-to-giant-sequoias.htm*.

[35] Shive, K. L., A. Wuenschel, L. J. Hardlund, S. Morris, M. D. Meyer, and S. M. Hood. 2022. "Ancient Trees and Modern Wildfires: Declining Resilience to Wildfire in the Highly Fire-adapted Giant Sequoia." *Forest Ecology and Management* 511, 120110. *https://doi.org/10.1016/j.foreco.2022.120110*.

[36] Drought.gov. California. National Oceanic and Atmospheric Administration (NOAA) and the National Integrated Drought Information System. *https://www.drought.gov/states/california*.

[37] Drought.ca.gov. September 26, 2022. California Drought Update. *https://drought.ca.gov/media/2022/09/Weekly-CA-Drought-Update-09262022-FINAL.pdf*.

decades—that has been ongoing in the Southwestern region of North America since 2000. The past 22 years have been the region's driest period since at least 800 CE.[38]

While large urban water districts with diversified sources of water supply have maintained water deliveries to customers through the drought, hundreds of individual well owners and some small water systems have suffered disruption. The state is providing funding for water system consolidation and modernization projects in small communities, emergency repairs and replacements for dry wells, and bottled and hauled water deliveries. A 2021 law requires small suppliers to create drought contingency plans. During the drought of the last three years the state has delivered emergency drinking water assistance to nearly 10,000 households and 150 water systems.

California agriculture is responsible for more than half of all U.S. domestic fruit and vegetable production, and in 2021 drought resulted in the fallowing of nearly 400,000 acres of fields.[39] Direct crop revenue losses were approximately $962 million, and total economic impacts were more than $1.7 billion, with over 14,000 full- and part-time job losses.[40] During the 2011–2017 drought, California's agricultural industry suffered at least $5 billion in losses.[41] The 2022–23 budget includes $100 million to support agricultural water conservation practices, provide on-farm technical assistance, and provide direct relief to small farm operators.

Though native California species are adapted to drought, human engineering has altered most streams and wetlands in the state, making drought increasingly stressful to fish and wildlife. The state has conducted hundreds of fish and amphibian rescues in this drought to move creatures from diminished habitat, upgraded hatcheries, and boosted hatchery production, and has hauled millions of young hatchery salmon to San Francisco Bay to avoid adverse river conditions. State biologists monitor dozens of streams statewide and have negotiated voluntary agreements with landowners and water users to improve stream flows and temperatures.

California has started to implement major policies to build resilience to combat drought—such as the Sustainable Groundwater Management Act of 2014, the governor's Water Resilience Portfolio (2020), the governor's Water and Supply Strategy (August 2022), and

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[38] Williams, A. P., B. I. Cook, and J. E. Smerdon. 2022. "Rapid Intensification of The Emerging Southwestern North American Megadrought in 2020–2021." *Nature Climate Change* https://doi.org/10.1038/s41558-022-01290-z.

[39] Medellín-Azuara, J. 2022. *Economic Impacts of the 2021 Drought on California Agriculture.* University of California Merced. https://wsm.ucmerced.edu/wp-content/uploads/2022/02/2021-Drought-Impact-Assessment_20210224.pdf.

[40] Medellín-Azuara. *Economic Impacts of the 2021 Drought*.

[41] National Resources Defense Council (NRDC). 2019. Climate Change and Health in California. Issue Brief. https://www.nrdc.org/sites/default/files/climate-change-health-impacts-california-ib.pdf.

new standards for indoor, outdoor, and industrial water use. However, it is crucial that we take further actions to minimize the impacts of drought in the years to come.

Extreme Heat

California's hottest summer on record was 2021.[42] Death Valley recorded the world's highest reliably measured temperature (130°F) in July 2021, breaking its own record (129°F) from summer 2020.[43] Meanwhile, Fresno also broke one of its own records, with 64 days over 100°F in 2021.[44] This is part of a trend: the daily maximum average temperature, an indicator of extreme temperature shifts, is expected to rise 4.4°F–5.8°F by 2050 and 5.6°F–8.8°F by 2100.[45] Heat waves that result in public health impacts are also projected to worsen throughout the state. By 2050, these heat-related health events are projected to last two weeks longer in the Central Valley and occur four to ten times more often in the Northern Sierra region.[46]

Heat ranks among the deadliest of all climate hazards in California, and heat waves in cities are projected to cause two to three times more heat-related deaths by mid-century.[47] Climate vulnerable communities[48] will experience the worst of these effects, as heat risk is associated and correlated with physical, social, political, and economic factors. Aging populations, infants and children, pregnant people, and people with chronic illness are especially sensitive to heat exposure.[49,50] Combining these characteristics and existing health inequities with additional factors such as poverty, linguistic isolation,

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[42] NOAA. 2022. Climate at a Glance. *https://www.ncdc.noaa.gov/cag/statewide/time-series/4/tavg/3/8/1895-2021?base_prd=true&firstbaseyear=1901&lastbaseyear=2000*.
[43] Masters, J. 2021. Death Valley, California, breaks the all-time world heat record for the second year in a row. Yale Climate Connections. *https://yaleclimateconnections.org/2021/07/death-valley-california-breaks-the-all-time-world-heat-record-for-the-second-year-in-a-row/*.
[44] NOAA. Climate Data Online Search. Accessed on 16 March 2022. *https://www.ncdc.noaa.gov/cdo-web/search*.
[45] Governor's Office of Planning and Research (OPR), CEC, and CNRA. 2018. *California's Fourth Climate Change Assessment*. Page 23. *https://www.energy.ca.gov/sites/default/files/2019-11/Statewide_Reports-SUM-CCCA4-2018-013_Statewide_Summary_Report_ADA.pdf*.
[46] OPR, CEC, and CNRA. *California's Fourth Climate Change Assessment - Statewide Summary Report. https://www.energy.ca.gov/sites/default/files/2019-11/Statewide_Reports-SUM-CCCA4-2018-013_Statewide_Summary_Report_ADA.pdf*.
[47] Ostro, B., S. Rauch, and S. Green. 2011. "Quantifying the health impacts of future changes in temperature in California." National Library of Medicine. *https://pubmed.ncbi.nlm.nih.gov/21975126/*.
[48] CARB. Priority Populations. California Climate Investments. *https://www.caclimateinvestments.ca.gov/priority-populations*.
[49] Basu, R. 2009. "High Ambient Temperature and Mortality: A Review of Epidemiologic Studies from 2001 to 2008." National Library of Medicine. *https://pubmed.ncbi.nlm.nih.gov/19758453/*.
[50] Basu, R., and B. Malig. 2011. "High Ambient Temperature and Mortality in California: Exploring the Roles of Age, Disease, and Mortality Displacement." National Library of Medicine. *https://pubmed.ncbi.nlm.nih.gov/21981982/*.

housing insecurity, and the legacy of racist redlining practices, can put individuals at a disproportionately high risk of heat-related illness and death.[51,52] Rising temperatures will also speed up smog-forming chemical reactions, leading to worse asthma, reduced lung function, cardiac arrest, and cognitive decline. African American, American Indian/Alaskan Native, and Puerto Rican Californians are particularly sensitive to smog, as they are between 28.6 and 132.5 percent more likely to be diagnosed with asthma than white Californians.[53]

In addition to the dangers to public health, California's September 2022 heat wave is particularly illustrative of how more frequent extreme heat strains the state's infrastructure we depend on to adapt to a changing climate. For example, as all-time high temperature records were broken in Sacramento, San Jose, Santa Rosa and Fairfield, electricity demand for air conditioning threatened to overwhelm the state power supply.[54]

California has taken major steps to protect communities from the impacts of extreme heat. Our recent budgets invest $800 million to cool our schools and neighborhoods, including projects to reduce urban overheating. The Extreme Heat Action Plan, released in April 2022, outlines the all-of-government approach California is taking to reduce urgent risks and build long-term resilience to the impacts of extreme heat. In September 2022, Governor Newsom signed multiple bills addressing extreme heat, including AB 2238 (Rivas, Chapter 264, Statutes of 2022), which will create the nation's first extreme heat advance warning and ranking system to better prepare communities ahead of heat waves. The Administration is committed to addressing extreme heat, but we still have a lot of work to do.

Wildfires, drought, and extreme heat are some of the most pronounced climate impacts California is experiencing, but they are not the only ones. Sea level rise, rising ocean temperatures, ocean acidification, and inland flooding are also already having devastating impacts on our communities, ecosystems, and economy, and will continue to do so in the years and decades to come. The decisions and actions that we take today will determine how strongly we will feel the impacts of climate change in the future.

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[51] Hoffman, J. S., V. Shandas, and N. Pendleton. 2020. "The Effects of Historical Housing Policies on Resident Exposure to Intra-Urban Heat: A Study of 108 US Urban Areas." MDPI. *https://www.mdpi.com/2225-1154/8/1/12/htm*.

[52] U.S. Climate Resilience Toolkit. No date. Heat and Social Inequity in the United States. *https://toolkit.climate.gov/tool/heat-and-social-inequity-united-states*.

[53] NRDC. 2019. Climate Change and Health. Issue Brief. *https://www.nrdc.org/sites/default/files/climate-change-health-impacts-california-ib.pdf*.

[54] Samenow, Jason. 2022. No September on record in the West has seen a heat wave like this. *The Washington Post.* September 9. *https://www.washingtonpost.com/climate-environment/2022/09/08/western-heatwave-records-california-climate/*.

Imperative To Act

Consequences of Further Warming

The Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6) found that it will not be possible to keep global warming within the threshold of 1.5°C to avoid the most severe impacts of climate change unless we make immediate and large-scale reductions in GHG emissions. It finds that atmospheric concentrations of CO_2 have increased by 50 percent since the industrial revolution, and that they continue to increase at a rate of two parts per million each year.[55] Without immediate action, the world will exceed 1.5°C (or 2.7°F) warming by the 2030s, and no later than 2040.

While every tenth of a degree matters—every incremental increase in warming brings additional negative impacts—climate-related risks to human health, livelihoods, and biodiversity are projected to increase further under 2°C (or 3.6°F) warming, compared to 1.5°C.[56] To remain below 1.5°C with limited or no overshoot of that threshold, global net anthropogenic CO_2 emissions need to be cut by about half by 2030 and reach net-zero by 2050.

If we fail to make rapid changes, we may not be able to limit global warming to 2°C,[57] and the consequences of inaction would be catastrophic. Our planet is already 1.2°C warmer than pre-industrial times due to human-induced warming, and many impacts we are already experiencing, such as sea level rise, are "irreversible" for centuries to millennia.[58] Californians with the fewest resources, who are disproportionately low-income communities and communities of color, are the most vulnerable to the impacts of climate change. While the human costs associated with health impacts can never be fully monetized, a recent report finds that the health costs of climate and air pollution in the U.S. are well over $800 billion today and will continue to grow in the coming years.[59]

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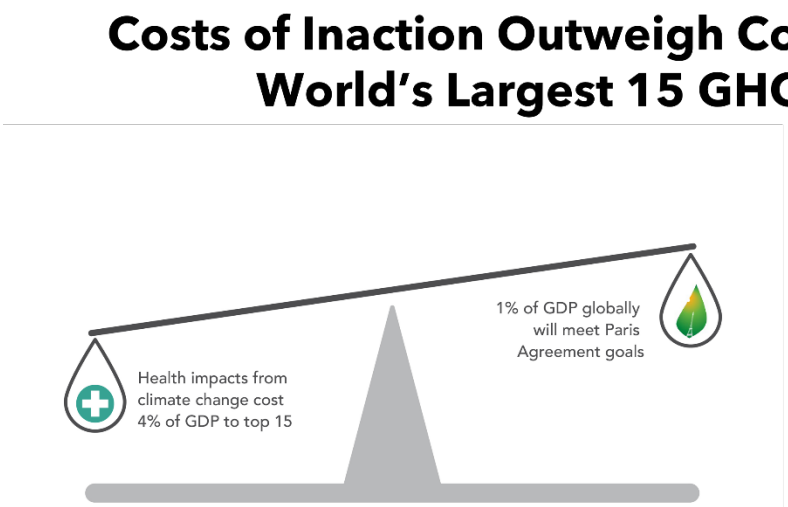
[55] IPCC. 2021. *Climate Change 2021: The Physical Science Basis.* https://www.ipcc.ch/report/ar6/wg1/.
[56] IPCC. 2018. *Special Report: Global Warming of 1.5°C.* World Meteorological Organization. https://www.ipcc.ch/sr15/.
[57] IPCC. 2021. Summary for Policymakers. In: *Climate Change 2021: The Physical Science Basis.* Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S. L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M. I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J. B. R. Matthews, T. K. Maycock, T. Waterfield, O. Yelekçi, R. Yu, and B. Zhou (eds.)]. In Press. https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_SPM_final.pdf.
[58] United Nations. 2021. IPCC report: 'Code red.' https://news.un.org/en/story/2021/08/1097362#:~:text=%27Code%20red%20for%20humanity%27&text=We%20are%20at%20imminent%20risk,%2C%20to%20keep%201.5%20alive.%22.
[59] Alwis, D. D., and V. S. Limaye. No date. *The Costs of Inaction*. https://www.nrdc.org/sites/default/files/costs-inaction-burden-health-report.pdf.

Any delays in action or insufficient action are a threat to public health and the environment. The impacts to our economy would be devastating as well. While not specific to California, a 2022 report from Deloitte Economics Institute finds that failing to take sufficient action to reduce emissions could result in economic losses to the U.S. of more than $14.5 trillion over the next 50 years.[60] On a hopeful note, however, the report finds that if the country invests now and in the coming years in a net-zero economy, $3 trillion could be added to the economy over the next 50 years. The U.S. annual gross domestic product (GDP) would be 2.5 percent higher in 2070 in this fast-action scenario than in the delayed action scenario. The lessons for California from these analyses are clear: invest now or pay the price later. As shown in Figure 1-2, inaction can lead to negative consequences for individuals, communities, the economy, and society as a whole. As discussed later, Governor Newsom and the Legislature have accepted this imperative and made significant investments in climate action. This Scoping Plan combined with the historic investments and policy direction from the governor and Legislature, will result in unprecedented action to address the climate crisis.

[60] Deloitte. 2022. *The Turning Point.* *https://www2.deloitte.com/content/dam/Deloitte/us/Documents/about-deloitte/us-the-turning-point-a-new-economic-climate-in-the-united-states-january-2022.pdf?id=us:2el:3dp:wsjspon:awa:WSJSBJ:2021:WSJFY22*.

Figure 1-2: The real costs of inaction[61]



Exposure to air pollution causes 7 million deaths worldwide every year and costs an estimated US$5.11 trillion in welfare losses globally. In the 15 countries that emit the most greenhouse gas emissions, the health impacts of air pollution are estimated to cost more than 4% of their GDP. Fossil fuel combustion contributes to both air pollution and climate change. Actions to meet the Paris goals would cost about 1% of global GDP.

Scoping Plan Overview

Previous Scoping Plans

The Scoping Plan is a strategy the California Air Resources Board (CARB) develops and updates at least one every five years, as required by AB 32. It lays out the transformations needed across our society and economy to reduce emissions and reach our climate targets. This Scoping Plan is the third update to the original plan that was adopted in 2008. The initial Scoping Plan laid out a path to achieve the AB 32 2020 limit of returning to 1990 levels of GHG emissions, a reduction of approximately 15 percent below business as usual.[62] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan assessed progress toward achieving the 2020 limit and made the case for addressing

[61] Katowice, P. 2018. *Health benefits far outweigh the costs of meeting climate change goals.* WHO. https://www.who.int/news/item/05-12-2018-health-benefits-far-outweigh-the-costs-of-meeting-climate-change-goals.

[62] CARB. 2008. *Climate Change Scoping Plan.* https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.

short-lived climate pollutants (SLCPs).[63] The most recent update, the 2017 Scoping Plan,[64] also assessed the progress toward achieving the 2020 limit and provided a technologically feasible and cost-effective path to achieving the Senate Bill 32 (SB 32, Pavley, Chapter 249, Statutes of 2016) target of reducing GHGs by at least 40 percent below 1990 levels by 2030.

Overview of this Scoping Plan

It is paramount that we continue to build on California's success by taking effective actions and doubling down on implementation of the strategies outlined here. As such, this Scoping Plan builds on and integrates efforts already underway to reduce the state's GHG, criteria pollutant, and toxic air contaminant emissions by identifying the clean technologies and fuels that should be phased in as the state transitions away from combustion of fossil fuels. By selecting and pursuing a sustainable and clean economic path, the state will continue to successfully execute existing programs, work to eliminate air pollution inequities, demonstrate the coupling of economic growth and environmental progress, and enhance new opportunities for engagement within the state to address and prepare for climate change.

The 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan) is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible and cost-effective path to achieve carbon neutrality by 2045 while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[65] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. Modeling for this Scoping Plan shows that this decade must be one of transformation on a scale never seen before to set us up for success in 2045.

The relatively longer path assessed in this Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, this Scoping Plan also includes discussion for the first time of the Natural and Working Lands (NWL) sectors as both sources of emissions and carbon sinks. Chapter 2 of this document

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[63] CARB. 2014. *First Update to the Climate Change Scoping Plan.* https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.
[64] CARB. 2017. *California's 2017 Climate Change Scoping Plan.* https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.
[65] CARB. 2017. *California's 2017 Climate Change Scoping Plan.* https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

includes a description of a suite of specific actions to drastically reduce GHGs across all sectors. Chapter 3 provides the air quality and economic evaluations of the actions. Chapter 4 provides a broader description of the many actions needed across all sectors to achieve carbon neutrality. Chapter 5 provides an overview of the next steps and partnerships needed to implement this Scoping Plan. Guided by legislative direction, the actions identified in this Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. This Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and subsequent updates while identifying new, technologically feasible, and cost-effective strategies.

Principles That Inform Our Approach to Addressing the Climate Challenge

California has decades of experience addressing the climate challenge. Through this experience, and based on extensive engagement with stakeholders through our regulatory and program development processes, we have developed a set of principles to inform our approach.

Unprecedented Investments in a Sustainable Future

The scale of transformation needed over this decade to avoid the worst impacts of climate change and meet our ambitious climate goals is extraordinary. This is why Governor Newsom and the Legislature invested over $15 billion in climate action through the 2021–2022 California Comeback Plan, and why the 2022–2023 budget marks the beginning of the California Climate Commitment—the governor's multi-year plan to invest $54 billion in climate action. The enacted budgets (Figure 1-3) and the California Climate Commitment represent investments of a historic scale and will advance precisely the type of all-of-government approaches necessary to create the whole-of-society changes described in this Scoping Plan that will enable us to avert the worst impacts of climate change.

Figure 1-3: Comprehensive California climate change investments



The *California Climate Commitment* includes the following game-changing elements:

- $10 billion for zero-emission vehicles (ZEVs), including $1.5 billion for electric school buses to protect students' health and $3 billion to build an accessible charging network. ZEV investments will particularly focus on programs such as heavy-duty vehicle and port electrification that will reduce emissions and protect public health in low-income communities.
- $2.1 billion for clean energy investments, such as long duration storage, offshore wind, green hydrogen,[66] and industrial decarbonization.
- $13.8 billion for programs that reduce emissions from the transportation sector, such as improving public transportation while also funding walking, biking, and adaptation projects.
- Over $720 million for California's higher education institutions and research that will support the next generation of climate innovations.

[66] For the purposes of this Scoping Plan, "renewable hydrogen" and "green hydrogen" are interchangeable and are not limited to only electrolytic hydrogen produced from renewables.

- Nearly $1 billion to build sustainable, affordable housing and over $1 billion to help low-income Californians realize energy cost savings through building decarbonization.
- Nearly $9 billion for wildfire risk reduction, drought mitigation, extreme heat resilience, and nature-based solutions.

These investments are incredibly important in the context of this Scoping Plan in that they accompany and help support implementation of the many policies and regulations that will continue to be necessary to achieve our 2030 and carbon neutrality targets. In addition, these incentive programs jump-start emission reduction strategies for priority sectors, sources, and technologies, leveraging private-sector investment and building sustainable, growing markets for clean and efficient technologies. Many of California's incentive programs work in concert with federal and other state programs to drive emission reductions. As an example, as California pushes to move to 100% sales of new zero emission-vehicles, including plug-in hybrid vehicles, the Newsom Administration continues to invest heavily in incentive programs that allow families, communities, and businesses to choose zero-emission vehicles. This is done while simultaneously working with the federal government, other states, and jurisdictions around the world to align policies, regulations, and incentives, creating market certainty for the automakers that serve our markets.

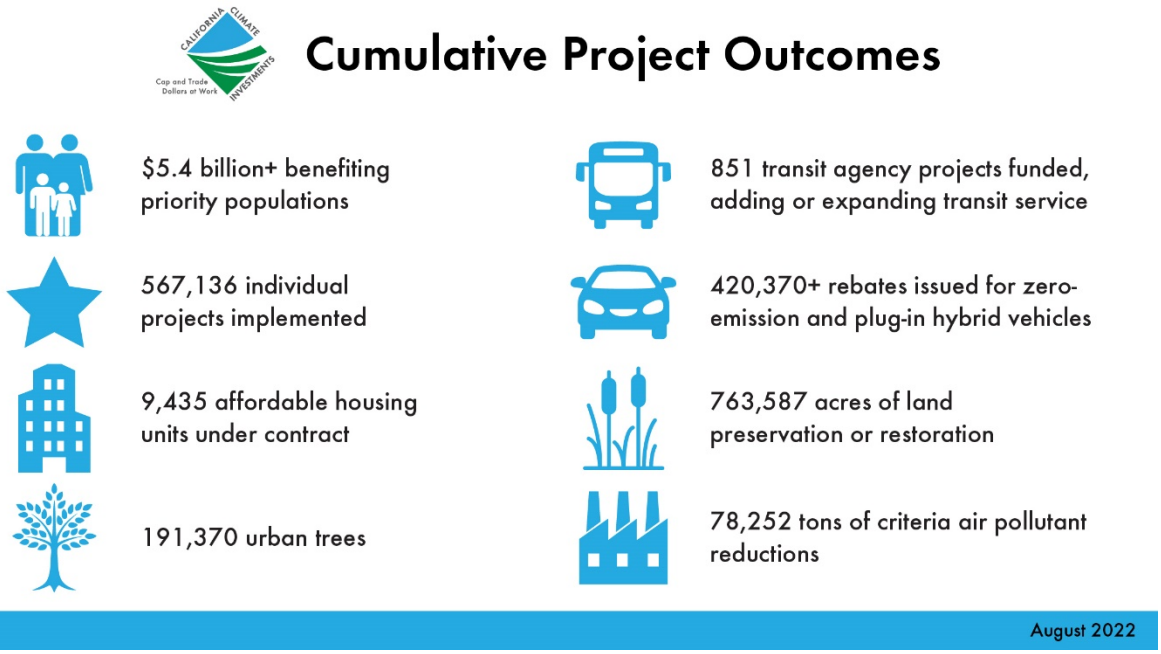
Centering Equity

Prioritizing equity is just as important as the magnitude of the climate investments California is making. Addressing climate change and advancing our equity and economic opportunity goals cannot be decoupled. In line with the governor's Executive Order[67] to take additional actions to embed equity analysis and considerations, this plan works to center equity by addressing disparities for historically underserved and marginalized communities. California strives to ensure that our climate and air research, regulations, investments, and plans include provisions that specifically address and advance equity. This includes reducing and eliminating air pollution disparities, removing barriers that can prevent frontline communities from accessing benefits, lowering costs for low-income Californians, and promoting high-quality jobs. CARB's incentive programs regularly surpass their mandated equity targets, and CARB has incorporated equity-focused provisions in our research, planning, and regulatory efforts. For instance, statute requires that a minimum of 35 percent of California Climate Investments benefit low-income households along with disadvantaged and low-income communities (referred to as *priority*

[67] Executive Department. State of California. 2022. Executive Order N-16-22. *GSS_9320_2-20220912152941 (ca.gov)*.

populations). However, 48 percent—over $5.4 billion—of implemented California Climate Investments project funding is benefiting priority populations, greatly exceeding the statutory minimums (see Figure 1-4). Senate Bill 535 (De León, Chapter 830, Statutes of 2012) and AB 1550 (Gomez, Chapter 369, Statutes of 2016) direct state and local agencies to make significant investments using auction proceeds to assist California's most vulnerable communities. Under these laws, a minimum of 25 percent of the total investments are required to be located within and provide benefits to disadvantaged communities, and at least 10 percent of the total investments must benefit low-income communities and households. Moving forward, the state will continue to devote a greater share of incentive funding to priority populations, with the light-duty vehicle incentive program as just one example. We can simultaneously confront the climate crisis and build a more resilient, just, and equitable future for all communities.

Figure 1-4: California climate investments cumulative outcomes[68,69]



Role of the Environmental Justice Advisory Committee

To inform the development of the Scoping Plan, AB 32 calls for the convening of an Environmental Justice Advisory Committee (EJ Advisory Committee) to advise CARB in developing the Scoping Plan, and any other pertinent matter in implementing AB 32. It requires that the Committee be comprised of representatives from communities with the most significant exposure to air pollution, including communities with minority populations and/or low-income populations. On January 25, 2007, CARB appointed the first

[68] CARB. 2022. California Climate Investments program implements $10.5 billion in greenhouse gas-reducing programs, expected to reduce 76 million metric tons of emissions. April 11. *https://ww2.arb.ca.gov/news/california-climate-investments-program-implements-105-billion-greenhouse-gas-reducing-projects*.

[69] SB 535 and AB 1550 require investments located in and benefiting low-income communities and households, which are termed *priority populations. Disadvantaged communities* are currently defined by CalEPA as the top 25 percent of communities experiencing disproportionate amounts of pollution, environmental degradation, and socioeconomic and public health conditions according to the Office of Environmental Health Hazard Assessment's *CalEnviroScreen tool,* plus certain additional communities including federally recognized Tribal Lands. Low-income communities and households are defined by statute as those with incomes either at or below 80 percent of the statewide median or below a threshold designated as low-income by the Department of Housing and Community Development.

Environmental Justice Advisory Committee to advise it on the Initial Scoping Plan and other climate change programs.

For this Scoping Plan, CARB reconvened the EJ Advisory Committee in May 2021. The committee is currently comprised of 14 environmental justice and disadvantaged community representatives, including the EJ Advisory Committee's first tribal representative, who was appointed in February 2022. In October 2021, the EJ Advisory Committee formally created eight workgroups. These workgroups are a space for EJ Advisory Committee members to better understand specific sectors of the Scoping Plan and to assist the EJ Advisory Committee in the development of recommendations on this Scoping Plan. In December 2021, the EJ Advisory Committee provided scenario input responses to help shape the modeling for this Scoping Plan. In February 2022, San Joaquin Valley EJ Advisory Committee members hosted their first community workshop, with over 100 attendees. In March 2022, the CARB Board held a joint public meeting with the EJ Advisory Committee to discuss their draft preliminary recommendations for this Scoping Plan. In June 2022, over 165 attendees participated in a statewide community workshop held by EJ Advisory Committee members. The full schedule of EJ Advisory Committee Meetings and meeting materials are available on CARB's website.[70] This Scoping Plan includes references where EJ Advisory Committee Final Recommendations[71] are included in the document. The final recommendations were discussed at a joint CARB and EJ Advisory Committee Hearing on September 1, 2022.

The integration of environmental justice is critical to ensure that certain communities are not left behind. The AB 32 EJ Advisory Committee provided recommendations on September 30 in advance of the final Scoping Plan. There are footnotes to indicate where there is alignment between the AB 32 EJ Advisory Committee's recommendations and this Scoping Plan. While the language in the text may not fully incorporate the specific EJ Advisory Committee's recommendation, the footnotes do acknowledge the places in the text where there is general alignment with the spirit of the EJ Advisory Committee's recommendation.

Partnering with Tribes

[70] CARB. Environmental Justice Advisory Committee Meetings and Events. *https://ww2.arb.ca.gov/environmental-justice-advisory-committee-meetings-and-events*.
[71] Environmental Justice Advisory Committee. September 30, 2022. 2022 Scoping Plan Recommendations. *https://ww2.arb.ca.gov/sites/default/files/barcu/board/books/2022/090122/finalejacrecs.pdf*.

There are 109 federally recognized tribes and over 60 non-federally recognized tribes in California.[72] In 2011, Governor Brown issued Executive Order B-10-11, recognizing and reaffirming the inherent right of tribes to exercise sovereign authority over their members and territory and directing state agencies to engage in government-to-government consultation with tribe and to work to develop partnerships and consensus.[73] In 2019, Governor Newsom issued Executive Order N-15-19, which acknowledges and apologizes on behalf of the state for the historical "violence, exploitation, dispossession and the attempted destruction of tribal communities."[74] Establishing partnerships with tribal leaders to incorporate their priorities, traditional expertise, and knowledge will be important to achieving California's climate goals. The Scoping Plan includes actions that tribal partners can voluntarily implement for sources under their jurisdiction (e.g., transitioning to zero emission fleets, installing infrastructure and control technologies, conducting climate smart land management). The Scoping Plan also uplifts the importance of having our tribal partners help guide actions that may impact tribal cultural resources and of benefitting from tribal input.

We also need alignment between state and local partners and tribes on actions related to land-use decisions. This means respecting and reinforcing tribal sovereignty and self-determination. As tribes do not always draw clear lines between the "natural" and "cultural" resources of a place, taking a holistic perspective will result in positive impacts in ability to address the complex issues of land management and regulatory undertakings.

Tribes have an intimate and historical knowledge of places and should be engaged early on to inform planning and future management related to activities that may impact tribal resources and areas including potential funding opportunities, technical assistance, and capacity building, where appropriate. Additionally, tribes should be involved in the identification of their own significant resources and areas of use. As decisions are made related to Scoping Plan undertakings, agencies should recognize and appropriately consider cultural resources and management from the beginning, not as an afterthought; and consider how the project could impact tribes.

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[72] These numbers are subject to change depending on determinations made by the Bureau of Indian Affairs (BIA) and the Native American Heritage Commission (NAHC). Please consult the most current Federal Register for a list of federally recognized tribes and the NAHC for a list of non-federally recognized tribes in California. As of the date of the Scoping Plan, the current list for federally recognized tribes is located at 87 Fed. Reg. 4636 (Jan. 28, 2022).

[73] Executive Order B-10-11. *https://www.ca.gov/archive/gov39/2011/09/19/news17223/index.html#:~:text=EXECUTIVE%20ORDER%20B-10-11%20Published%3A%20Sep%2019%2C%202011%20WHEREAS,and%20affirmed%20in%20state%20and%20federal%20law%3B%20and*.

[74] Executive Order N-15-19. *https://tribalaffairs.ca.gov/wp-content/uploads/sites/10/2020/02/Executive-Order-N-15-19.pdf*.

Finally, to the extent allowed by law, traditional ecological knowledge and culturally sensitive information should be protected, as this is information that may not be common knowledge and may not be known outside the tribe, as each tribe is unique and influenced by its local environment and cultural practices. Protection of this information will help foster productive relationships with tribes and should be included as part of the process. CARB and other agencies should continue to foster relationships with tribal partners.

Maximizing Air Quality and Health Benefits

The state has over 50 years of experience successfully cleaning the air in California by addressing criteria pollutants and toxic air contaminants from mobile and stationary sources. CARB has been a leader in measuring, evaluating, and reducing sources of air pollution that impact public health. Its air pollution programs have been adapted for national programs and emulated in other countries. Significant progress has been made in reducing diesel particulate matter (PM), which is a designated toxic air contaminant, and many other hazardous air pollutants. CARB partners with local air districts to address stationary source emissions and adopts and implements state-level regulations to address sources of criteria and toxic air pollution, including mobile sources. CARB also collaborates with federal agencies to address air pollution from sources primarily under federal jurisdiction. In many instances, actions to reduce fossil fuel combustion and achieve federal air quality standards also help to reduce GHG emissions.

However, air pollution disparities still exist, and more must be done to ensure the most vulnerable populations have safe air to breathe. California must continue to evaluate opportunities to harmonize our climate and air quality programs through innovative policymaking and by building on existing programs like the Low Carbon Fuel Standard (LCFS) and Community Air Protection Program. The LCFS includes a provision that allows electric utilities to opt-in and generate residential electric vehicle (EV) charging credits, where some of the revenues are invested back into rebate programs that address air quality and climate pollution.[75] The Community Air Protection Program[76] is the first of its kind in the country and brings together diverse stakeholders, including CARB, local air districts, and residents of environmental justice communities to increase local air monitoring and develop community-led plans to improve air quality in the communities most impacted by air pollution.

This Scoping Plan identifies actions that will deliver near-term air quality benefits to communities with the highest exposures and provide long-term GHG benefits. Many of the actions in this Scoping Plan are key elements of the 2022 State Strategy for the State

[75] CARB. LCFS Utility Rebate Programs. *https://ww2.arb.ca.gov/resources/documents/lcfs-utility-rebate-programs*.
[76] CARB. Community Air Protection Program. *https://ww2.arb.ca.gov/capp*.

Implementation Plan to meet federal air quality standards,[77] which has a primary focus of reducing harmful air pollution and achieving federal air quality targets. California's approach of leveraging air quality and GHG policies together has yielded results. A 2022 report by the Office of Environmental Health and Hazard Assessment (OEHHA)[78] that evaluated GHG and harmful air pollution emissions from the heavy-duty vehicle (HDV) and large stationary source sectors found declines in emissions in both sectors, with the greatest declines in disadvantaged communities. Both sectors are subject to state GHG and air quality policies, in addition to federal and local rules on harmful air pollution. Because of historically racist and discriminatory practices such as redlining, both types of sources are disproportionately located adjacent to vulnerable communities, which are predominantly communities of color.[79] The key findings from the OEHHA report are as follows:

- Both HDVs and facilities subject to the Cap-and-Trade Program have reduced emissions of co-pollutants, with HDVs showing a clearer downward trend when compared to stationary sources. These emission reductions have major health benefits, including a reduction in premature pollution-related deaths.
- The greatest beneficiaries of reduced emissions from both HDVs and facilities subject to the Cap-and-Trade Program have been in communities of color and in disadvantaged communities in California, as identified by CalEnviroScreen (CES). This has reduced the emission gap between disadvantaged and non-disadvantaged communities, but a wide gap still remains.
- The transition to zero-emission HDVs will expedite further emissions reductions.
- While the progress observed is encouraging, inequities persist, and federal, state, and local climate and air quality programs must do more to reduce emissions of GHGs and co-pollutants to reduce the burden of emissions on disadvantaged communities and communities of color.

It will take all tools at all levels of government, with robust enforcement, to ensure that vulnerable communities continue to see improvements in air quality until no disparities exist in air pollution across the state.

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[77] CARB. 2022 State Strategy for the State Implementation Plan. *https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy*.
[78] OEHHA. 2022. *Impacts of Greenhouse Gas Emission Limits within Disadvantaged Communities: Progress Toward Reducing Inequities. https://oehha.ca.gov/environmental-justice/report/ab32-benefits*.
[79] CalEPA. 2021. Pollution and Prejudice. *https://storymaps.arcgis.com/stories/f167b251809c43778a2f9f040f43d2f5*.

Economic Resilience

The state's efforts to tackle the climate crisis will create economic and workforce development opportunities in the clean energy economy in communities across the state. Transitioning existing skills and expanding workforce training opportunities in climate-related fields are critical for reducing harmful emissions and supporting workers in transitioning to new, high-quality jobs. The Administration's recent budgets acknowledge the challenges facing workers in industries most affected by the state's response to climate change—especially those in the fossil fuel industry. It will invest $1 billion in regional partnerships and economic diversification to create new jobs and support a local tax base and workforce transition and development once opportunities are identified. It also will invest in safety nets to protect, and support impacted communities as part of the transition to a carbon neutral economy. Specifically, the Community Economic Resilience Fund Program[80] (CERF) supports communities and regional groups in producing regional roadmaps for economic recovery and transition that prioritize the creation of accessible, high-quality jobs in sustainable industries. The budget investments create the opportunity to future-proof and increase economic resilience in the face of more frequent climate impacts and shifting economic conditions. For these investments and implementation of the Scoping Plan to be successful in supporting the transition to a carbon neutral economy, workers and affected communities must be included in ongoing dialogue to ensure a high-road transition for regional economies.

That state also recognizes it can play a more direct role in supporting a sustainable work force through its incentive programs. In 2021, Assembly Bill 680 (AB 680) (Burke, Chapter 746, Statutes of 2021) was signed into law, requiring CARB to work with the California Labor and Workforce Development Agency to update the Funding Guidelines to include new workforce standards. CARB's Funding Guidelines currently include requirements for administering agencies to, wherever possible, foster job creation within California, provide employment opportunities or job training tied to employment, and target these opportunities to priority populations. The Funding Guidelines also recommend administering agencies prioritize investments in projects that directly support jobs or a job training and placement program, and that they report the estimated employment benefits and employment outcomes for projects that meet specified criteria. These new requirements apply to agencies administering certain California Climate Investments

[80] Office of Planning and Research. Community Economic Resilience Fund. *https://opr.ca.gov/economic-development/cerf/*.

programs that receive continuous appropriations from the Greenhouse Gas Reduction Fund and fall into the following six categories of standards:

- fair and responsible employer standards,
- inclusive procurement policies,
- prevailing wage for construction work,
- community workforce agreements for construction projects over one million dollars,
- preference for projects with educational institutions or training programs, and
- creation of high-quality jobs. CARB will be updating the Funding Guidelines through a public process over the next year to operationalize these new requirements.

Partnering Across Government

The Scoping Plan is an actionable plan to identify and align programs and policies to achieve California's climate targets. To realize the outcomes and deliver results in any Scoping Plan, action is critical. For this Scoping Plan, there are also actions that rely on our federal partners to take on sources primarily under their jurisdiction (such as aviation, and federally owned/managed lands) while they also continue to develop national programs for GHG reductions. The federal government is already taking major steps to advance these types of programs. The Inflation Reduction Act of 2022[81] includes $369 billion for domestic energy production and manufacturing and is expected to lead to U.S. GHG emission reductions of roughly 40 percent by 2030. Direct incentives will include those for clean vehicles and ENERGY STAR appliances, as well as improving transportation and clean energy in underserved communities.

We also need our local partners to align on actions related to land-use decisions that support sustainable, resilient, low-carbon communities and permitting for clean energy production facilities and infrastructure; diversion of organics from landfills; and other climate-related projects. State agencies also should use the Scoping Plan to review and update their own programs and policies to support the actions identified in this Scoping Plan. Importantly, the Scoping Plan also can serve as a resource as the Legislature considers new legislative direction and funding to support the state's path to carbon neutrality and continue action to address near-term air pollution disparities.

Partnering with the Private Sector

Government cannot achieve our climate targets alone. The scale of investment needed requires both private-sector investment and partnerships with philanthropies. Public

[81] Pub.L. No. 117-169 (August 16, 2022).

sector dollars, accompanied by strong and steady policy signals, must be a catalyst for deeper and broader investments by the private sector in both reducing emissions and building the resilience of our communities. Governor Newsom is committed to working collaboratively with businesses, including small businesses, to deploy the technologies, capital, and ingenuity that are hallmarks of the private sector.

California structures our climate policies and regulations to create market signals and certainty that spur private sector investment. For example, the Governor's Executive Order on Zero-Emission Vehicles[82] set 2035 as the target year for 100 percent zero-emission vehicle sales, creating a time horizon that allows automakers to scale up zero-emission fleets and sending a clear signal to the companies and utilities that would deploy charging infrastructure. The Executive Order has been followed by development and adoption of the Advanced Clean Cars II regulation. CARB convened auto manufacturers, environmental justice groups, labor organizations, and many other stakeholders to provide input into development of the regulation in a robust and transparent manner; again, with the aim of providing certainty for producers and consumers.

California also pursues public-private partnerships (PPP) as a mechanism to advance our collective climate goals. We know these vehicles can be effective at increasing the impact of public sector dollars and helpful in moving markets in a direction aligned with state policy. A new PPP the Administration is advancing is the Climate Catalyst Revolving Loan Fund, housed at the state's Infrastructure and Economic Development Bank (IBank). The fund offers a range of financial instruments—including flexible credit and credit support—to help bridge financing gaps currently preventing advanced climate solutions from scaling in the marketplace. The Catalyst Fund's initial areas of investment include forest biomass management and utilization (unlocking innovation to reduce wildfire threats), climate-smart agriculture, and clean energy transmission. The fund leverages public sector investments by mobilizing private finance for shovel-ready projects that are stuck in the deployment phase. As such, IBank is ideally positioned as the state's all-purpose "Green Bank," with increasing connection to federal financing programs such as US DOE's Loan Programs Office and the United States Environmental Protection Agency's (U.S. EPA) Greenhouse Gas Reduction Fund.

The Catalyst Fund builds from existing IBank financing programs that are themselves increasingly focused on the climate imperative. The IBank's Infrastructure State Revolving Fund provides supportive capital to climate-aligned projects promoted by local governments and certain nonprofit entities, and will be refining its criteria and market outreach strategies to increase its level of service. IBank's bonds program has supported

[82] Executive Department. State of California. Executive Order N-79-20. *https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf.*

multiple large environmental projects, including more than $2 billion in "green bonds," and is poised to help expand access to the state's deep and liquid bond capital market. Within IBank's Small Business Finance Center, the new Climate Tech Loan Guarantee program encourages commercial banks to back climate-focused small businesses, leveraging federal capital to insure a portion of the private bank's loan. And through IBank's Expanding Venture Capital Access Fund program, the state is promoting greater diversity in the venture capital community, including climate equity and climate justice.

All of these financing programs exist to leverage private capital in support of the state's climate goals, and to partner with state policy agencies driving the transition. IBank will also continue to collaborate closely with the State Treasurer's Office in its provision of capital support to climate solutions, ensuring that funding flows to programs best positioned to deliver success. This partnership of public and private capital, responsive to and in communication with the climate policy community, will ensure that California gets the maximum possible benefit from its allocation of scarce resources.

Supporting Innovation

Reaching our ambitious, deep decarbonization goals will require continued technological innovation. Investment in research, development, and deployment of clean technologies has never been more critical. Sending clear and sustained market and policy signals will encourage large and small companies alike to pursue innovation that can be scaled up and deployed here and beyond our borders. The full suite of AB 32 policies[83] has touched nearly every sector of California's economy and spurred technology innovation in the state, including the growth of technology developers, manufacturers, processors, and assemblers in many areas. Specifically, AB 32 policies and programs support both the supply side and the demand side to build new markets in California. On the supply side, AB 32 policies support businesses to demonstrate and refine technologies, and to help establish critical supply chains. On the demand side, AB 32 policies and programs provide outreach, education, and incentives—as well as disincentives—to motivate everyone from consumers to institutional purchasers to utility planners to adopt new, climate smart technologies. Innovations resulting directly from the state's climate policies include the following:

- In the past 10 years, a growing market for heavy-duty zero-emission vehicles (HD ZEVs) was established in California, and this market now represents the largest single share of North American supply and demand for HD ZEVs. Vehicle

[83] CARB. Climate Change Programs. *https://ww2.arb.ca.gov/our-work/topics/climate-change*.

and component manufacturers are making long-term investments to develop and produce HD ZEVs within California.

- Total consumption of renewable diesel in the California LCFS market has skyrocketed from approximately 1.8 million gallons in 2011 to nearly 589 million gallons in 2020. The LCFS is a key driver of market development for renewable diesel and its coproducts. While the federal renewable fuel standard (RFS) and blenders tax credit also benefit producers, an analysis of their respective contributions to market development, and interviews with industry representatives and independent experts, point to LCFS as a more important factor in market development, at least in recent years.
- In the past five years, a market for small-scale energy storage in California was created where none previously existed. As of 2020, 185 megawatts (MW) of small-scale energy storage projects have been interconnected to the grid. The significant increase in deployment in the last five years is a result of the Self-Generation Incentive Program (SGIP), which significantly reduces the upfront costs to purchase and install small-scale energy storage devices, and of growing customer interest in disaster resiliency in the face of increasing risk from wildfire and related utility outages. These systems have already provided disaster resiliency benefits for residential and non-residential customers.

We have seen how quickly market barriers can be overcome in response to strong policy signals, as occurred in the solar panel and electric vehicle battery space. Government-stated priorities have a significant role in guiding private and public research, development, and deployment. This Scoping Plan unequivocally puts the marker down on the need for innovation to continue in non-combustion technologies, clean energy, CO_2 removal options, and alternatives for SLCPs. The five-year update to the Scoping Plan allows for a periodic evaluation of new tools to add to the state's toolkit.

Engagement with Partners to Develop, Coordinate, and Export Policies

California works closely with other states, tribal governments, the federal government, and international jurisdictions to identify the most effective strategies and methods to reduce GHGs, manage GHG control programs, and facilitate the development of integrated and cost-effective regional, national, and international GHG reduction programs. For example, the state's Cap-and-Trade Program has been linked with Québec's since 2014, and CARB staff regularly engage with jurisdictions throughout the world on the design features of our Cap-and-Trade Program through memoranda of understanding (MOUs) and venues such as the International Climate Action

Partnership.[84] Low carbon fuel mandates similar to California's LCFS have been adopted by the U.S. EPA and by other jurisdictions, including Oregon, Washington, British Columbia, the European Union, and the United Kingdom. Many other jurisdictions from Japan to New Zealand, Australia, and the European Commission also continue to seek information and technical experience on our LCFS. California has and will continue to share information and encourage ambitious emissions reductions with interested jurisdictions, with a focus on China, India, Mexico, Canada, and the European Union. California's early action to reduce super-pollutants such as methane and other SLCPs was reaffirmed by the 2021 Global Methane Pledge signed by the U.S. and over 100 other countries at the 26th Conference of the Parties to the United Nations Framework Convention on Climate Change (UNFCCC).[85]

In addition, under the Clean Air Act, the federal government is authorized to allow California to set more stringent vehicle emissions regulations than federal standards. California's goals and regulations to transition to 100 percent sales of new zero-emission passenger vehicles by 2035 (including plug-in hybrid vehicles), to drayage trucks by 2035, and other trucks and buses where feasible by 2045 are being emulated by partner states across the U.S. and in jurisdictions around the world. CARB's Advanced Clean Cars II regulation, [86] which codifies these targets, was approved in August 2022, and already at least four other states have announced their plans to adopt this regulation. Earlier in June 2020 CARB adopted the Advanced Clean Truck regulation, which requires truck manufacturers to meet increasing sale targets of zero-emission trucks in California through 2035. Since adoption, at least five other states—20 percent of the U.S. truck market—have adopted this regulation. These kinds of coordinated policies help signal to vehicle manufacturers a widespread and growing demand for zero-emissions technology, which in turn helps scale production and lower costs for consumers.

With the Mexican Secretariat for Environment and Natural Resources (SEMARNAT), California has engaged in a technical exchange on clean vehicle policies and helped to establish Mexico's Emissions Trading System (being piloted in 2022). A 2019 MOU signed between California and Environment and Climate Change Canada enables in-depth collaboration on policies and programs to decarbonize vehicles, engines, and fuels. This partnership has led to tangible emissions reductions, from aligning vehicle emissions targets and policies to collaborating on emissions testing and research critical to enforcing

[84] International Carbon Action Partnership (ICAP). Homepage. *https://icapcarbonaction.com/en?msclkid=dac30cb7b4f511ec94ccd0f1ae323e98*.
[85] Global Methane Pledge. Homepage. *https://www.globalmethanepledge.org/*.
[86] Cal. Code Regs., tit. 13, §§ 1900,1961.2, 1961.3, 1962.2, 1962.3, 1962.4, 1962.5, 1962.6, 1962.7, 1962.8, 1965, 1968.2, 1969, 1976, 1978, 2037, 2038, 2112, 2139, 2140, 2147, and 2903; and Test Procedures located here: *https://ww2.arb.ca.gov/rulemaking/2022/advanced-clean-cars-ii*.

emissions limits for vehicle manufactures. At the national level, China has looked to California for cutting-edge requirements for car diagnostics and policies that promote zero-emissions vehicles. At a local level, Beijing has adopted California's vehicle emissions standards and several other progressive environmental regulations. California will continue and renew such efforts across China, including through a 2022 MOU signed with China's Ministry of Ecology and Environment.

Between 2021 and 2023, California also will serve as president of the Transport Decarbonisation Alliance, a global network of countries, regions, cities, and companies that come together to share experiences and technical expertise, and to increase the ambition and accelerate the deployment of targeted transportation decarbonization policies across freight, electric vehicle infrastructure, and active mobility. Throughout its presidency, California will focus its leadership on decarbonizing the cross-jurisdiction network of medium- and heavy-duty vehicles, both to ensure cleaner air in freight-adjacent communities and to stem the effects of climate change.

Over the years, California has also asserted the importance of and supported the ongoing efforts of state and local clean air and climate leadership. Through our participation in the Pacific Coast Collaborative alongside British Columbia, Washington, and Oregon,[87] the Under2 Coalition,[88] the U.S. Climate Alliance,[89] the International ZEV Alliance,[90] the Transportation Decarbonisation Alliance, and many more organizations, California has and will continue to build climate partnerships with state and local governments.

California also recognized the need to address the substantial emissions caused by the deforestation and degradation of tropical and other forests, and continues its work alongside other subnational governments as part of the Governors' Climate and Forests Task Force (GCF).[91] Founded in 2008, there are currently 39 GCF members, including states and provinces in Brazil, Colombia, Ecuador, Indonesia, Ivory Coast, Mexico, Nigeria, Peru, Spain, and the United States—all of whom are considering or operating programs to reduce emissions from deforestation, land-use, and rural development, and to benefit local and indigenous communities. CARB's California Tropical Forest Standard provides a rigorous methodology to assess jurisdiction-scale programs that reduce deforestation and to incentivize responsible action and investment.[92] The standard

[87] Pacific Coast Collaborative. Homepage. *https://pacificcoastcollaborative.org/*.
[88] Under2 Coalition. Homepage. *https://www.theclimategroup.org/under2-coalition*.
[89] United States Climate Alliance (USCA). Homepage. *https://www.usclimatealliance.org/*.
[90] ZEV Alliance. Homepage. Accelerating the Adoption of Zero-Emission Vehicles. *https://zevalliance.org/*.
[91] Governors' Climate and Forests Task Force. University of Colorado Boulder: Colorado Law. *https://www.gcftf.org/*.
[92] CARB. California Tropical Forest Standard. *https://ww2.arb.ca.gov/our-work/programs/california-tropical-forest-standard*.

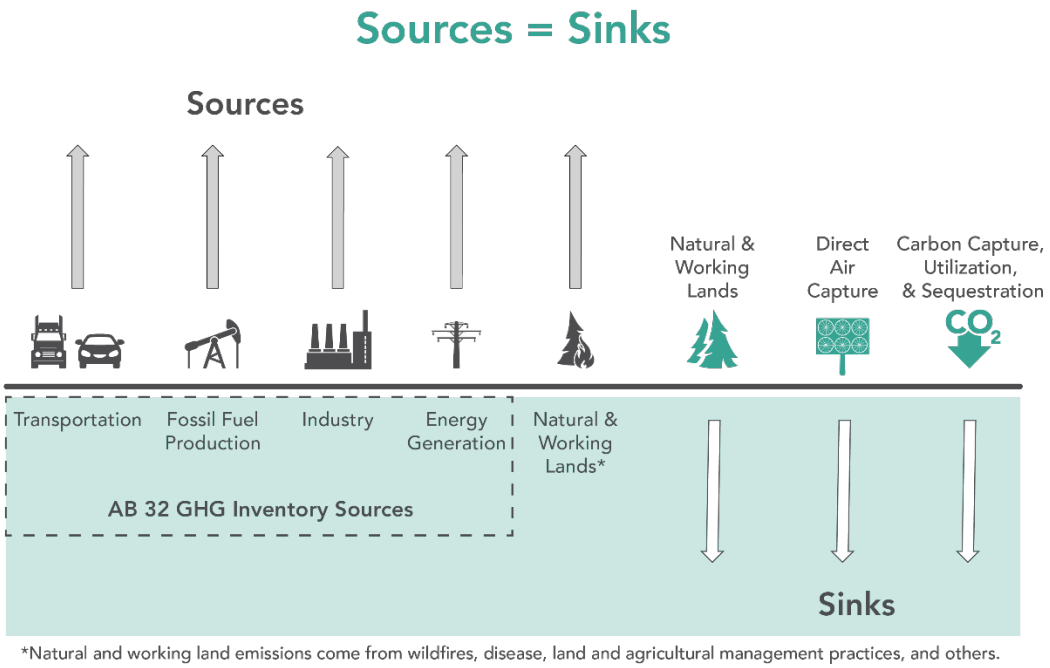
provides a strong signal to value the preservation of tropical forests over continued destructive activities such as oil exploration and extraction and ensures rigorous social and environmental safeguards for indigenous peoples and local communities.

Working Toward Carbon Neutrality

To date, California and many other regions have focused on reducing GHG emissions from the industrial, energy, and transportation sectors. As defined in statute, the state's 2020 and 2030 targets include all in-state sources of GHG emissions—and those emissions associated with imported power that is consumed in the state. By moving to a framework of carbon neutrality, the scope for accounting is expanded to include all sources and sinks. As such, carbon neutrality is achieved when the GHG fluxes are at equilibrium—when sources equal sinks. Figure 1-5 depicts the sources included in the AB 32 GHG Inventory and the new sources and sinks added in this Scoping Plan under the framework of carbon neutrality. Natural and working lands are able to sequester carbon and therefore play an increasingly important role in this framework. However, modeling for this plan shows that carbon sequestration in our natural and working lands alone will be insufficient to achieve carbon neutrality no later than 2045. Therefore, this plan also considers the role of carbon capture and sequestration, as well as biological and mechanical carbon sequestration processes that are included in the IPCC Sixth Assessment Report,[93] as necessary tools for climate change mitigation.

[93] IPCC. 2021. *Climate Change 2021: The Physical Science Basis*. https://www.ipcc.ch/report/ar6/wg1/.

Figure 1-5: Carbon neutrality: Balancing the net flux of GHG emissions from all sources and sinks



Supporting Healthy and Resilient Lands

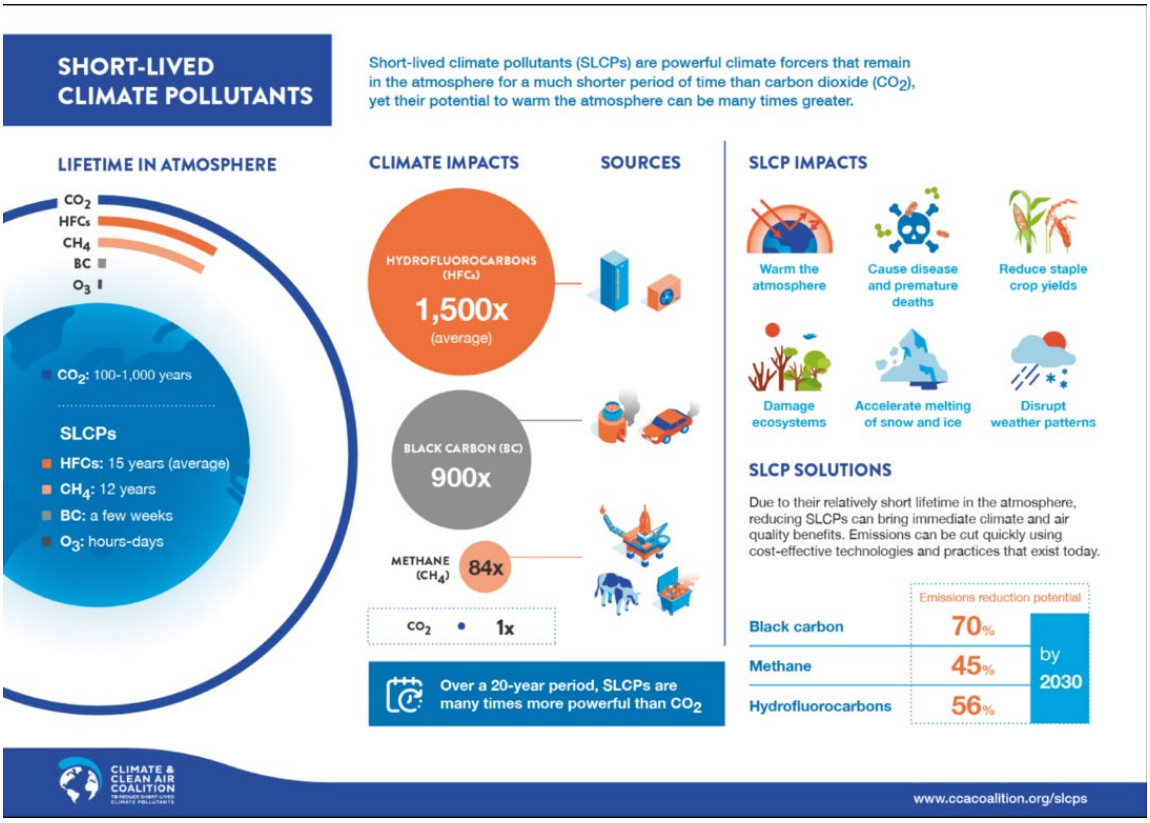
Our natural and working lands are an important piece in California's fight to achieve carbon neutrality and build resilience to the impacts of climate change. Healthy land can sequester and store atmospheric carbon dioxide in forests, grasslands, soils, and wetlands. Healthy lands can also reduce emissions of powerful short-lived climate pollutants, limit the release of future GHG emissions, protect people and nature from the impacts of climate change, and build our resilience to future climate risks. Unhealthy lands have the opposite effect—they release more GHGs than they store and are more vulnerable to future climate change impacts. Through climate smart land management that focuses on supporting healthy living systems, we can support our carbon neutrality goals, reduce emissions, advance sequestration, and support healthy and more climate-resilient lands.

Maintaining the Focus on Methane and Short-Lived Climate Pollutants

Given the urgency of climate change, the often-disproportional impacts already being felt by underserved populations across California and the world, and the need to rapidly decarbonize and avoid climate tipping points as identified in the most recent IPCC assessment, efforts to reduce short-lived climate pollutants are especially important. SLCPs include methane (CH_4), black carbon (soot), and fluorinated gases (F-gases,

including hydrofluorocarbons, or HFCs), and they are among the most harmful pollutants to both human health and the global climate. SLCPs are more potent than CO_2 in terms of their impact on climate change (and subsequently, global warming) and have a much shorter lifetime in the atmosphere than CO_2 does. That means they have an outsized impact on climate change in the near term—they are responsible for up to 45 percent of current climate forcing. It also means that targeted efforts to reduce short-lived climate pollutant emissions can provide outsized climate and health benefits, within weeks to about a decade (see Figure 1-6).

Figure 1-6: Short-lived climate pollutant impacts[94]



California has been a leader in addressing SLCP emissions. As part of the 2014 Scoping Plan,[95] CARB committed to developing a dedicated strategy to reduce SLCP emissions.

[94] Climate and Clean Air Coalition. Short-Lived Climate Pollutants (SLCPs). https://www.ccacoalition.org/en/content/short-lived-climate-pollutants-slcps.
[95] CARB. 2014. *First Update.* https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

The resulting SLCP Reduction Strategy,[96] adopted by CARB in 2017, implements targets codified in SB 1383 (Lara, Chapter 395, Statutes of 2016) to reduce methane and HFC emissions by 40 percent by 2030 and anthropogenic black carbon emissions by 50 percent. California worked with several other states through the U.S. Climate Alliance to establish a similar goal to reduce SLCP emissions in line with the requirements of the Paris Agreement,[97] identifying the potential to reduce SCLPs by 40 to 50 percent by 2030 across the U.S. Climate Alliance.[98]

Process for Developing the Scoping Plan

This Scoping Plan was developed in coordination with the Governor's Office and state agencies, in accordance with direction from the Chair and Members of CARB, through engagement with the Legislature, with advice from the EJ Advisory Committee, in consultation with tribes, and with open and transparent opportunities for stakeholders and the public to engage in workshops and other meetings. Appendix A (Public Process) includes details of the public workshops, and Chapter 5 includes details of the EJ Advisory Committee's role in the Scoping Plan update process.

Guidance from the Administration and Legislature

This Scoping Plan reflects existing and recent direction in the Governor's Executive Orders and Statutes. Table 1-1 provides a summary of major climate legislation and executive orders issued since the adoption of the 2017 Scoping Plan.

[96] CARB. 2017. *Short-Lived Climate Pollutant Reduction Strategy.* https://ww2.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf.
[97] UNFCCC. 2015. Paris Agreement. https://unfccc.int/sites/default/files/english_paris_agreement.pdf.
[98] USCA. 2018. *From SLCP Challenge to Action: A Roadmap for Reducing Short-Lived Climate Pollutants to Meet the Goals of the Paris Agreement.* http://www.usclimatealliance.org/slcp-challenge-to-action.

Table 1-1: Major climate legislation and executive orders enacted since the 2017 Scoping Plan

Bill/Executive Order	Summary
Assembly Bill 1279 (AB 1279) (Muratsuchi, Chapter 337, Statutes of 2022) *The California Climate Crisis Act*	AB 1279 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045; to maintain net negative GHG emissions thereafter; and to ensure that by 2045 statewide anthropogenic GHG emissions are reduced at least 85 percent below 1990 levels. The bill requires CARB to ensure that Scoping Plan updates identify and recommend measures to achieve carbon neutrality, and to identify and implement policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage (CCUS) technologies. This bill is reflected directly in this Scoping Plan.
Senate Bill 905 (SB 905) (Caballero, Chapter 359, Statutes of 2022) *Carbon Capture, Removal, Utilization, and Storage Program*	SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. The bill requires CARB, on or before January 1, 2025, to adopt regulations creating a unified state permitting application for approval of CCUS and CDR projects. The bill also requires the Secretary of the Natural Resources Agency to publish a framework for governing agreements for two or more tracts of land overlying the same geologic storage reservoir for the purposes of a carbon sequestration project. The Scoping Plan modeling reflects both CCUS and CDR contributions to achieve carbon neutrality.
Senate Bill 846 (SB 846) (Dodd, Chapter 239, Statutes of 2022) *Diablo Canyon Powerplant: Extension of Operations*	SB 846 extends the Diablo Canyon Power Plant's sunset date by up to five additional years for each of its two units and seeks to make the nuclear power plant eligible for federal loans. The bill requires that the California Public Utilities Commission (CPUC) not include and disallow a load-serving entity from including in their adopted resource plan, the energy, capacity, or any attribute from the Diablo Canyon power plant. The Scoping Plan explains the emissions impact of this legislation.
Senate Bill 1020 (SB 1020) (Laird,	SB 1020 adds interim renewable energy and zero carbon energy retail sales of electricity targets to California end-use customers set at 90 percent in 2035 and 95 percent in 2040.

Chapter 361, Statutes of 2022) *Clean Energy, Jobs, and Affordability Act of 2022*	It accelerates the timeline required to have 100 percent renewable energy and zero carbon energy procured to serve state agencies from the original target year of 2045 to 2035. This bill requires each state agency to individually achieve the 100 percent goal by 2035 with specified requirements. This bill requires the CPUC, California Energy Commission (CEC), and CARB, on or before December 1, 2023, and annually thereafter, to issue a joint reliability progress report that reviews system and local reliability. The bill also modifies the requirement for CARB to hold a portion of its Scoping Plan workshops in regions of the state with the most significant exposure to air pollutants by further specifying that this includes communities with minority populations or low-income communities in areas designated as being in extreme federal non-attainment. The Scoping Plan describes the implications of this legislation on emissions.
Senate Bill 1137 (SB 1137) (Gonzales, Chapter 365, Statutes of 2022) *Oil & Gas Operations: Location Restrictions: Notice of Intention: Health protection zone: Sensitive receptors*	SB 1137 prohibits the development of new oil and gas wells or infrastructure in health protection zones, as defined, except for purposes of public health and safety or other limited exceptions. The bill requires operators of existing oil and gas wells or infrastructure within health protection zones to undertake specified monitoring, public notice, and nuisance requirements. The bill requires CARB to consult and concur with the California Geologic Energy Management Division (CalGEM) on leak detection and repair plans for these facilities, adopt regulations as necessary to implement emission detection system standards, and collaborate with CalGEM on public access to emissions detection data.
Senate Bill 1075 (SB 1075) (Skinner, Chapter 363, Statutes of 2022) *Hydrogen: Green Hydrogen: Emissions of Greenhouse Gases*	SB 1075 requires CARB, by June 1, 2024, to prepare an evaluation that includes: policy recommendations regarding the use of hydrogen, and specifically the use of green hydrogen, in California; a description of strategies supporting hydrogen infrastructure, including identifying policies that promote the reduction of GHGs and short-lived climate pollutants; a description of other forms of hydrogen to achieve emission reductions; an analysis of curtailed electricity; an estimate of GHG and emission reductions that could be achieved through deployment of green hydrogen through a variety of scenarios; an analysis of the potential for opportunities to integrate hydrogen production and applications with drinking water supply treatment needs; policy recommendations for regulatory and permitting processes

	associated with transmitting and distributing hydrogen from production sites to end uses; an analysis of the life-cycle GHG emissions from various forms of hydrogen production; and an analysis of air pollution and other environmental impacts from hydrogen distribution and end uses. This bill would inform the production of hydrogen at the scale called for in this Scoping Plan.
Assembly Bill 1757 (AB 1757) (Garcia, Chapter 341, Statutes of 2022) *California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands*	AB 1757 requires the California Natural Resources Agency (CNRA), in collaboration with CARB, other state agencies, and an expert advisory committee, to determine a range of targets for natural carbon sequestration, and for nature-based climate solutions, that reduce GHG emissions in 2030, 2038, and 2045 by January 1, 2024. These targets must support state goals to achieve carbon neutrality and foster climate adaptation and resilience. This bill also requires CARB to develop standard methods for state agencies to consistently track GHG emissions and reductions, carbon sequestration, and additional benefits from natural and working lands over time. These methods will account for GHG emissions reductions of CO_2, methane, and nitrous oxide related to natural and working lands and the potential impacts of climate change on the ability to reduce GHG emissions and sequester carbon from natural and working lands, where feasible. This Scoping Plan describes the next steps and implications of this legislation for the natural and working lands sector.
Senate Bill 1206 (SB 1206) (Skinner, Chapter 884, Statutes of 2022) *Hydrofluorocarbon gases: sale or distribution*	SB 1206 mandates a stepped sales prohibition on newly produced high- global warming potential (GWP) HFCs to transition California's economy toward recycled and reclaimed HFCs for servicing existing HFC-based equipment. Additionally, SB 1206 also requires CARB to develop regulations to increase the adoption of very low-, i.e., GWP < 10, and no-GWP technologies in sectors that currently rely on higher-GWP HFCs.
Senate Bill 27 (SB 27) (Skinner, Chapter 237, Statutes of 2021)	SB 27 requires CNRA, in coordination with other state agencies, to establish the Natural and Working Lands Climate Smart Strategy by July 1, 2023. This bill also requires CARB to establish specified CO_2 removal targets for 2030 and beyond as part of its Scoping Plan. Under SB 27, CNRA is to establish and maintain a registry to identify projects in the state

Carbon Sequestration: State Goals: Natural and Working Lands: Registry of Projects	that drive climate action on natural and working lands and are seeking funding. CNRA also must track carbon removal and GHG emission reduction benefits derived from projects funded through the registry. This bill is reflected directly in this Scoping Plan as CO_2 removal targets for 2030 and 2045 in support of carbon neutrality.
Senate Bill 596 (SB 596) (Becker, Chapter 246, Statutes of 2021) *Greenhouse Gases: Cement Sector: Net-zero Emissions Strategy*	SB 596 requires CARB, by July 1, 2023, to develop a comprehensive strategy for the state's cement sector to achieve net-zero-emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. The bill establishes an interim target of 40 percent below the 2019 average GHG intensity of cement by December 31, 2035. Under SB 596, CARB must: • Define a metric for GHG intensity and establish a baseline from which to measure GHG intensity reductions. • Evaluate the feasibility of the 2035 interim target (40 percent reduction in GHG intensity) by July 1, 2028. • Coordinate and consult with other state agencies. • Prioritize actions that leverage state and federal incentives. • Evaluate measures to support market demand and financial incentives to encourage the production and use of cement with low GHG intensity. The Scoping Plan modeling is designed to achieve these outcomes.
Executive Order N-82-20	Governor Newsom signed Executive Order N-82-20 in October 2020 to combat the climate and biodiversity crises by setting a statewide goal to conserve at least 30 percent of California's land and coastal waters by 2030. The Executive Order also instructed the CNRA, in consultation with other state agencies, to develop a Natural and Working Lands Climate Smart Strategy that serves as a framework to advance the state's carbon neutrality goal and build climate resilience. In addition to setting a statewide conservation goal, the Executive Order directed CARB to update the target for natural and working lands in support of carbon neutrality as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy.

	Executive Order N-82-20 also calls on the CNRA, in consultation with other state agencies, to establish the California Biodiversity Collaborative (Collaborative). The Collaborative shall be made up of governmental partners, California Native American tribes, experts, business and community leaders, and other stakeholders from across the state. State agencies will consult the Collaborative on efforts to: • Establish a baseline assessment of California's biodiversity that builds upon existing data and can be updated over time. • Analyze and project the impact of climate change and other stressors in California's biodiversity. • Inventory current biodiversity efforts across all sectors and highlight opportunities for additional action to preserve and enhance biodiversity. CNRA also is tasked with advancing efforts to conserve biodiversity through various actions, such as streamlining the state's process to approve and facilitate projects related to environmental restoration and land management. The California Department of Food and Agriculture (CDFA) is directed to advance efforts to conserve biodiversity through measures such as reinvigorating populations of pollinator insects, which restore biodiversity and improve agricultural production. The Natural and Working Lands Climate Smart Strategy informs this Scoping Plan.
Executive Order N-79-20	Governor Newsom signed Executive Order N-79-20 in September 2020 to establish targets for the transportation sector to support the state in its goal to achieve carbon neutrality by 2045. The targets established in this Executive Order are: • 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. • 100 percent of medium- and heavy-duty vehicles will be zero-emission by 2045 for all operations where feasible, and by 2035 for drayage trucks. • 100 percent of off-road vehicles and equipment will be zero-emission by 2035 where feasible. The Executive Order also tasked CARB to develop and propose regulations that require increasing volumes of zero-electric passenger vehicles, medium- and heavy-duty

	vehicles, drayage trucks, and off-road vehicles toward their corresponding targets of 100 percent zero-emission by 2035 or 2045, as listed above. The Scoping Plan modeling reflects achieving these targets.
Executive Order N-19-19	Governor Newsom signed Executive Order N-19-19 in September 2019 to direct state government to redouble its efforts to reduce GHG emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy. This Executive Order instructs the Department of Finance to create a Climate Investment Framework that: • Includes a proactive strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change. • Provides a timeline and criteria to shift investments to companies and industry sectors with greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change. • Aligns with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System, and the University of California Retirement Program. Executive Order N-19-19 directs the State Transportation Agency to leverage more than $5 billion in annual state transportation spending to help reverse the trend of increased fuel consumption and reduce GHG emissions associated with the transportation sector. It also calls on the Department of General Services to leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles, and other physical assets and goods to minimize state government's carbon footprint. Finally, it tasks CARB with accelerating progress toward California's goal of five million ZEV sales by 2030 by: • Developing new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars. • Proposing new strategies to increase demand in the primary and secondary markets for ZEVs. • Considering strengthening existing regulations or adopting new ones to achieve the necessary GHG reductions from within the transportation sector.

	The Scoping Plan modeling reflects efforts to accelerate ZEV deployment.
Senate Bill 576 (SB 576) (Umberg, Chapter 374, Statutes of 2019) *Coastal Resources: Climate Ready Program and Coastal Climate Change Adaptation, Infrastructure and Readiness Program*	Sea level rise, combined with storm-driven waves, poses a direct risk to the state's coastal resources, including public and private real property and infrastructure. Rising marine waters threaten sensitive coastal areas, habitats, the survival of threatened and endangered species, beaches, other recreation areas, and urban waterfronts. SB 576 mandates that the Ocean Protection Council develop and implement a coastal climate adaptation, infrastructure, and readiness program to improve the climate change resiliency of California's coastal communities, infrastructure, and habitat. This bill also instructs the State Coastal Conservancy to administer the Climate Ready Program, which addresses the impacts and potential impacts of climate change on resources within the conservancy's jurisdiction.
Assembly Bill 65 (AB 65) (Petrie-Norris, Chapter 347, Statutes of 2019) *Coastal Protection: Climate Adaption: Project Prioritization: Natural Infrastructure: Local General Plans*	This bill requires the State Coastal Conservancy, when it allocates any funding appropriated pursuant to the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, to prioritize projects that use natural infrastructure in coastal communities to help adapt to climate change. The bill requires the conservancy to provide information to the Office of Planning and Research on any projects funded pursuant to the above provision to be considered for inclusion into the clearinghouse for climate adaption information. The bill authorizes the conservancy to provide technical assistance to coastal communities to better assist them with their projects that use natural infrastructure.
Executive Order B-55-18	Governor Brown signed Executive Order B-55-18 in September 2018 to establish a statewide goal to achieve carbon neutrality as soon as possible, and no later than 2045, and to achieve and maintain net negative emissions thereafter. Policies and programs undertaken to achieve this goal shall: • Seek to improve air quality and support the health and economic resiliency of urban and rural communities, particularly low-income and disadvantaged communities. • Be implemented in a manner that supports climate adaptation and biodiversity, including protection of the state's water supply, water quality, and native plants and animals.

	This Executive Order also calls for CARB to: • Develop a framework for implementation and accounting that tracks progress toward this goal. • Ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal. This Scoping Plan is designed to achieve carbon neutrality no later than 2045 and the modeling includes technology and fuel transitions to achieve that outcome.
Senate Bill 100 (SB 100) (De León, Chapter 312, Statutes of 2018) *California Renewables Portfolio Standard Program: emissions of greenhouse gases*	SB 100 mandates that the CPUC, CEC, and CARB plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. This bill also updates the state's Renewables Portfolio Standard (RPS) to include the following interim targets: • 44% of retail sales procured from eligible renewable sources by December 31, 2024. • 52% of retail sales procured from eligible renewable sources by December 31, 2027. • 60% of retail sales procured from eligible renewable sources by December 31, 2030. Under SB 100, the CPUC, CEC, and CARB shall use programs under existing laws to achieve 100 percent clean electricity. The statute requires these agencies to issue a joint policy report on SB 100 every four years. The first of these reports was issued in 2021. This Scoping Plan reflects the SB 100 Core Scenario resource mix with a few minor updates.
Assembly Bill 2127 (AB 2127) (Ting, Chapter 365, Statutes of 2018) *Electric Vehicle Charging Infrastructure: Assessment*	This bill requires the CEC, working with CARB and the CPUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of GHGs to 40% below 1990 levels by 2030. The bill requires the CEC to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure. This bill supports the deployment of ZEVs as modeled in this Scoping Plan.

Senate Bill 30 (SB 30) (Lara, Chapter 614, Statutes of 2018) *Insurance: Climate Change*	This bill requires the Insurance Commissioner to convene a working group to identify, assess, and recommend risk transfer market mechanisms that, among other things, promote investment in natural infrastructure to reduce the risks of climate change related to catastrophic events, create incentives for investment in natural infrastructure to reduce risks to communities, and provide mitigation incentives for private investment in natural lands to lessen exposure and reduce climate risks to public safety, property, utilities, and infrastructure. The bill requires the policies recommended to address specified questions.
Assembly Bill 2061 (AB 2061) (Frazier, Chapter 580, Statutes of 2018) *Near-zero-emission and Zero-emission Vehicles*	Existing state and federal law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of two or more consecutive axles. Under existing federal law, the maximum gross vehicle weight of that vehicle may not exceed 82,000 pounds. AB 2061 authorizes a near-zero-emission vehicle or a zero-emission vehicle to exceed the weight limits on the power unit by up to 2,000 pounds. This bill supports the deployment of cleaner trucks as modeled in this Scoping Plan.

Consideration of Relevant State Plans and Regulations

Development of this Scoping Plan also included careful consideration of, and coordination with, other state agency plans and regulations, including the SB 100 Joint Agency Report,[99] the 2022 State Strategy for the State Implementation Plan,[100] Climate Action Plan for Transportation Infrastructure,[101] AB 74 Studies on Vehicle Emissions and Fuel Demand and Supply,[102,103,104] Short-Lived Climate Pollutant Strategy (SLCP Strategy),[105]

[99] CPUC, CEC, and CARB. 2021. *SB 100 Joint Agency Report.* https://www.energy.ca.gov/sb100.
[100] CARB. January 31, 2022. Draft 2022 State Strategy for the State Implementation Plan. https://ww2.arb.ca.gov/sites/default/files/2022-01/Draft_2022_State_SIP_Strategy.pdf.
[101] CalSTA. 2021. *Climate Action Plan.* https://calsta.ca.gov/subject-areas/climate-action-plan.
[102] CalEPA. 2021. Carbon Neutrality Studies. https://calepa.ca.gov/climate/carbon-neutrality-studies/.
[103] Brown, A. L., et. al. 2021. *Driving California's Transportation Emissions.* https://escholarship.org/uc/item/3np3p2t0.
[104] Deschenes, O. 2021. *Enhancing equity*. https://zenodo.org/record/4707966#.YKPiaKhKi73.
[105] CARB. Short-Lived Climate Pollutants. https://ww2.arb.ca.gov/our-work/programs/slcp.

CARB's Achieving Carbon Neutrality Report,[106] Climate Smart Strategy,[107] and draft Natural and Working Lands Implementation Plan,[108] among others.

Input from Partners and Stakeholders

CARB also collaborated with other state agencies, held consultations with tribes, and solicited comments and feedback from affected stakeholders, including labor organizations and the public. The process to update the Scoping Plan began with kickoff workshops in early June 2021,[109] followed by over a dozen public workshops, including engagement with tribes,[110] and featured a series of EJ Advisory Committee and environmental justice community meetings.[111] The June 2021 workshop and several others were a joint agency effort, as there are many agencies with direct authority or jurisdiction over different sectors of the economy. Consultation with agencies also included bi-weekly, monthly, and weekly meetings.

During the summer of 2022 CARB held three community listening sessions, hosted by the CARB Chair and Board, in communities around the state, along with one virtual community listening session and one tribal listening session specifically for tribes. Many tribes provided written feedback, which was incorporated into this Scoping Plan. In addition, CARB respects tribal sovereignty and also engaged in a consultation campaign with tribes, which resulted in government-to-government consultations, and this Scoping Plan is reflective of this process.[112]

Emissions Data That Inform the Scoping Plan

Greenhouse Gas Emissions

AB 32 includes which GHGs are to be regulated, reduced, and included in the state's targets and goals. That list includes seven GHGs: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons (HFCs),

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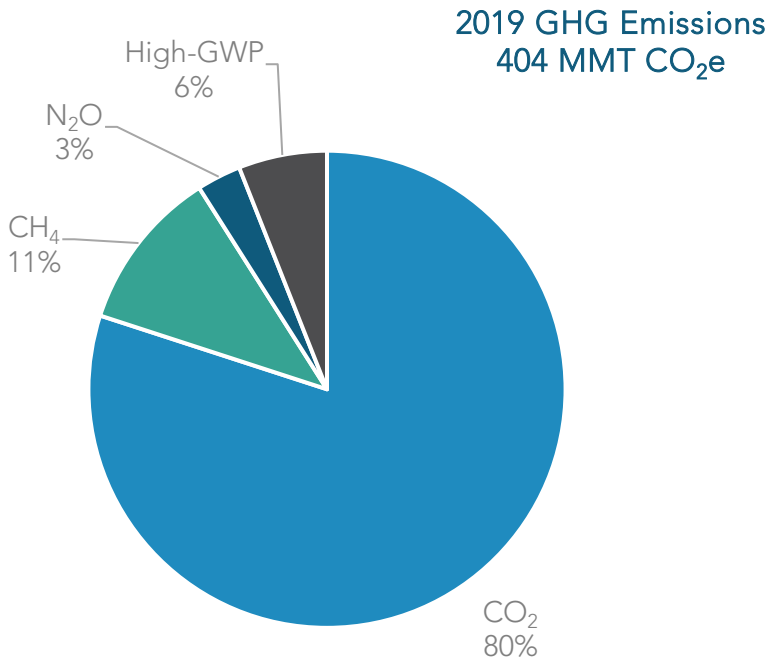
[106] Energy and Environmental Economics, Inc. 2020. *Achieving Carbon Neutrality.* https://ww2.arb.ca.gov/sites/default/files/2020-10/e3_cn_final_report_oct2020_0.pdf.
[107] CNRA. 2022. Natural and Working Lands Climate Smart Strategy. https://resources.ca.gov/Initiatives/Expanding-Nature-Based-Solutions.
[108] CARB. 2019. *Draft California 2030 Natural and Working Lands Climate Change Implementation Plan.* https://ww2.arb.ca.gov/resources/documents/nwl-implementation-draft.
[109] Appendix A (Public Process).
[110] CARB. Scoping Plan Meetings & Workshops. https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/scoping-plan-meetings-workshops.
[111] CARB. Environmental Justice Advisory Committee Meetings and Events. https://ww2.arb.ca.gov/environmental-justice-advisory-committee-meetings-and-events.
[112] CARB. 2018. Tribal Consultation Policy. October. https://www.arb.ca.gov/regact/nonreg/2018/california_air_resources_board_tribal_consultation_policy.pdf.

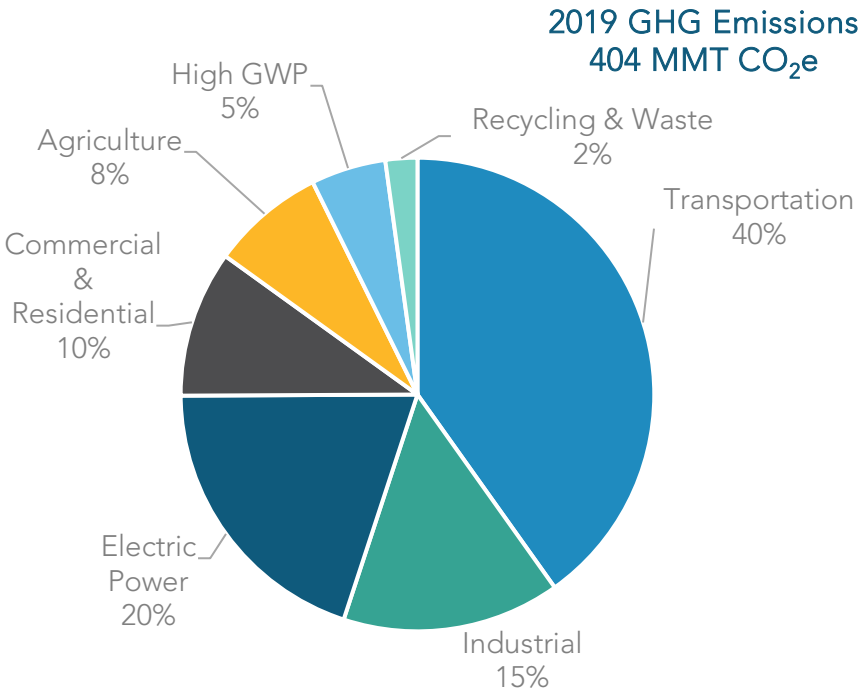
perfluorocarbons (PFCs), and nitrogen trifluoride (NF_3). Carbon dioxide is the primary GHG emitted in California, accounting for 83 percent of the total GHG emissions in 2019, as shown in Figure 1-7 below. Figure 1-8 illustrates that transportation (primarily on-road travel) is the single largest source of CO_2 emissions in the state. Upstream transportation emissions from the refinery and oil and gas sectors are categorized as CO_2 emissions from industrial sources and constitute about 50 percent of the industrial source emissions. When including these emissions, the transportation sector accounts for approximately half of statewide GHG emissions. Other significant sources of CO_2 include electricity production, industrial sources like refineries and cement plants, and residential sources like fossil gas. Figures 1-7 and 1-8 show state GHG emission contributions by GHG and sector based on the 2020 Greenhouse Gas Emission Inventory; GHG emissions for 2019 are shown because 2020 was an outlier due to the global pandemic. Emissions in Figure 1-8 are depicted by Scoping Plan sector, which includes separate categories for high-global warming potential (GWP) and recycling/waste emissions that are otherwise typically included within other economic sectors.

Figure 1-7: 2019 State GHG emission contributions by GHG[113]



[113] CARB. 2022. *California Greenhouse Gas Emissions for 2000 to 2020: Trends of Emissions and Other Indicators.* https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf.

Figure 1-8: 2019 State GHG emission contributions by Scoping Plan sector[114]



The scope of the AB 32 GHG Inventory encompasses emission sources within the state's borders, as well as imported electricity consumed in the state. This construct for the inventory is consistent with IPCC practices to allow for comparison of statewide GHG emissions with those at the national level and with other international GHG inventories. Statewide GHG emissions calculations use many data sources, including data from other state and federal agencies. However, a significant source of data comes from reports submitted to CARB through the Regulation for the Mandatory Reporting of GHG Emissions (MRR). The MRR requires facilities and entities with more than 10,000 metric tons of carbon dioxide equivalent ($MTCO_2e$) of combustion and process emissions, all facilities belonging to certain industries, and all electric power entities to submit an annual GHG emissions data report directly to CARB. Furthermore, this regulation requires that reports from entities that emit more than 25,000 $MTCO_2e$ be verified by a CARB-

[114] The High GWP sector includes high global warming potential gas emissions from releases of ozone depleting substance (ODS) substitutes, SF_6 emissions from the electricity transmission and distribution system, and gases that are emitted in the semiconductor manufacturing process. ODS substitutes, which are primarily HFCs, are used in refrigeration and air conditioning equipment, solvent cleaning, foam production, fire retardants, and aerosols.

accredited third-party verification body. More information on MRR emissions reports can be found at CARB's Mandatory Greenhouse Gas Emissions Reporting website.[115]

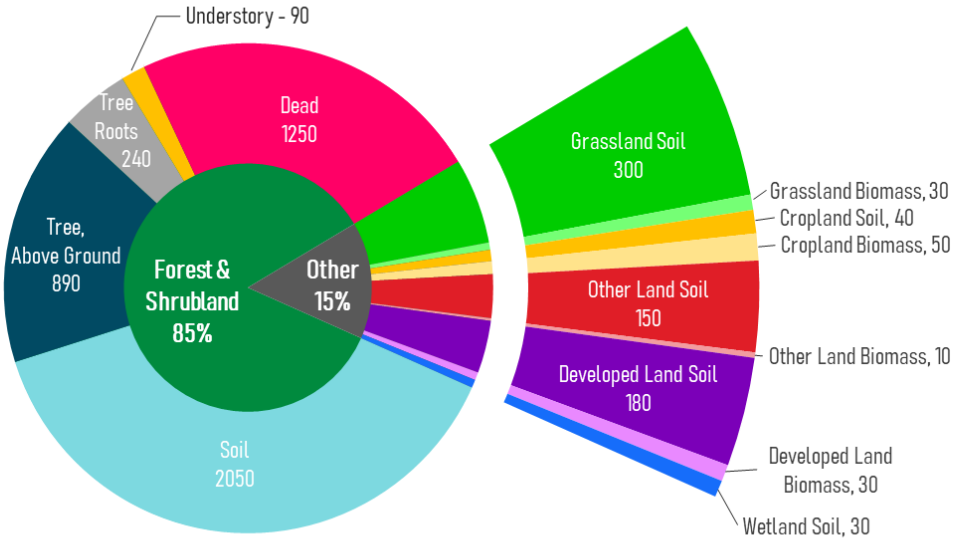
All data sources used to develop the GHG Emission Inventory are listed in CARB's inventory supporting documentation.[116]

Natural and Working Lands

For natural and working lands, the 2018 ecosystem carbon inventory (NWL Inventory)[117] shows there are approximately 5,340 million metric tons (MMT) of carbon in the carbon pools[118] (reservoirs of carbon that have the ability to both take in and release carbon) that CARB has quantified (see Figure 1-9). For purposes of comparison, 5,340 MMT of ecosystem carbon stock is equivalent to 19,600 MMT of atmospheric CO_2. Forests and shrublands contain the majority of California's carbon stock because they cover the majority of California's landscape and have the highest carbon density of any land cover type. All other land categories combined comprise over 35 percent of California's total acreage, but only 15 percent of carbon stocks. Roughly half of the 5,340 MMT of carbon resides in soils and half in plant biomass.

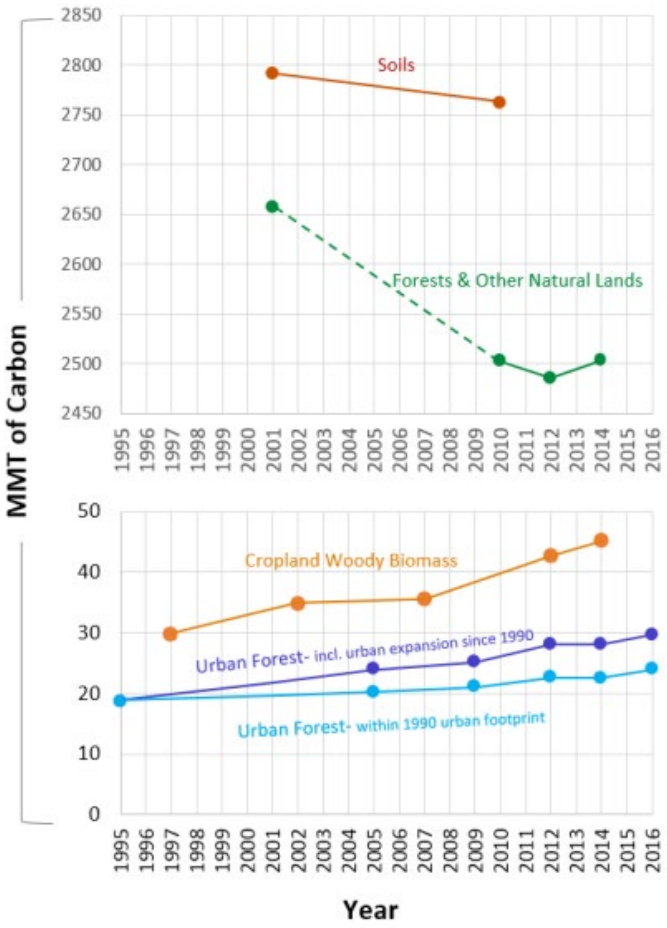
[115] CARB. Mandatory Greenhouse Gas Emissions Reporting. https://ww2.arb.ca.gov/our-work/programs/mandatory-greenhouse-gas-emissions-reporting.
[116] CARB. Current California GHG Emission Inventory Data. www.arb.ca.gov/cc/inventory/data/data.htm.
[117] CARB. 2018. *An Inventory of Ecosystem Carbon in California's Natural and Working Lands.* https://ww3.arb.ca.gov/cc/inventory/pubs/nwl_inventory.pdf.
[118] "Carbon pools" are Above-Ground Live Biomass (boles, stems, and foliage in shrubs, trees, grasses, and herbaceous vegetation), Below-Ground Live Biomass (roots in shrubs, trees, grasses, and herbaceous vegetation), Dead Organic Matter (standing or downed dead wood and litter), Harvested Wood Products (all wood and bark material that leaves harvest sites regardless of whether it is eventually incorporated into merchandisable products), and Soil Organic Matter (organic carbon in the top 30 centimeters of soil).

Figure 1-9: Carbon stocks in natural and working lands (MMT carbon)



In addition to providing an estimate of the ecosystem carbon that exists on California's landscape, the NWL Inventory also shows how those carbon stocks are changing (see Figure 1-10). The inventory attributes stock change to human activity, such as land use change, or to disturbances, such as wildfire. CARB's inventory shows these lands were a source of GHG emissions from 2001 to 2011, releasing more carbon than they stored, and then they returned to be a slight carbon sink from 2012 to 2014. These trends highlight the interannual and interdecadal variability of lands and their ability to be both a source and a sink of carbon.

Figure 1-10: Changes in carbon stock by landscape type



For natural and working lands, California's inventory is also based on IPCC methods for tracking ecosystem carbon over time, providing for comparability with other national and subnational inventories and carbon accounting. As such, the NWL Inventory is an important tool for tracking both carbon stock changes in California over time and the impacts that interventions such as those identified in this Scoping Plan, actions identified in the Climate Smart Land Strategy, and others have on NWL carbon stocks.

All data sources used to develop the NWL Inventory are listed in the technical support documentation at CARB's California Natural & Working Lands Inventory website.[119]

[119] CARB. California Natural & Working Lands Inventory. *https://ww2.arb.ca.gov/nwl-inventory*.

Black Carbon

In addition, CARB has developed a statewide emission inventory for black carbon in support of the SLCP Strategy. The inventory is reported in two categories: non-forestry (anthropogenic) sources and forestry sources.[120] The black carbon inventory is calculated using existing $PM_{2.5}$ emission inventories combined with speciation profiles that define the fraction of $PM_{2.5}$ that is black carbon. The black carbon inventory helps support implementation of the SLCP Strategy, but it is not part of California's GHG Inventory that tracks progress toward the state's climate targets under AB 32 or SB 32. The state's major anthropogenic sources of black carbon include off-road transportation, on-road transportation, residential wood burning, fuel combustion, and industrial processes. CARB estimated 2017 black carbon emissions to be approximately 8 $MTCO_2e$.[121] The majority of anthropogenic sources come from transportation—specifically, heavy-duty vehicles. The share of black carbon emissions from transportation is dropping rapidly and is expected to continue to do so between now and 2030 as a result of California's air quality programs. The remaining black carbon emissions will come largely from woodstoves/fireplaces, off-road applications, and industrial/commercial combustion. The forestry category includes non-agricultural prescribed burning and wildfire emissions.

Tracking Life-Cycle and Out-of-State Emissions

In recent years there has been increased interest in the embedded carbon in products, also known as *life-cycle emissions.* A life-cycle accounting framework refers to all of the GHG emissions generated from the sourcing, production, and transportation of products to an endpoint. In doing such assessments for a product, emissions may be associated with sourced materials and production activity outside a jurisdiction's borders. While life-cycle emissions can provide a more comprehensive picture of the emissions associated with the goods we consume and ongoing demand, life-cycle inventories are inconsistent with IPCC standards, as they would result in double counting of emissions across jurisdictions. Other countries and regions do produce their own inventory reports consistent with IPCC methods and are taking action to reduce emissions within their jurisdictions. In addition, jurisdictions often lack legal authority to regulate sources outside of their borders. Finally, it is difficult to obtain accurate data for sources and production activities outside of a region's border that would impact the accuracy of such an inventory. For these reasons, the inventory used in the Scoping Plan does not use a life-cycle

[120] SB 1383. https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160SB1383.
[121] This is a preliminary estimate developed for this Scoping Plan. Official Black Carbon emissions estimates are provided in the SLCP inventory here: https://ww2.arb.ca.gov/ghg-slcp-inventory.

approach and remains consistent with international accounting standards and consistent with how other countries and regions track emissions within their jurisdictions.

However, GHG mitigation action may cross geographic borders as part of subnational and international collaboration, or as a natural result of implementation of regional policies. In addition to the state's existing GHG inventory, CARB will develop an accounting framework that reflects the benefits of our policies accruing outside of the state. This accounting framework will be important to better understand the true impact of the state's policies on what is emitted into the atmosphere. For example, the LCFS incentivizes GHG reductions along the entire supply chain for the production and delivery of transportation fuel imported for use in the state. However, our inventory only captures the change in emissions from the tailpipe of when that fuel is used in California and does not capture any GHG reductions that occur in the production process if the fuel is produced out of state.

Natural and working lands forestry actions are another example, where California's policies are inspiring forest management actions in other states that result in increased permanent carbon sequestration. California's NWL inventory does not capture the increased carbon stocks resulting from forestry projects happening outside of California, and the CO_2 removals resulting from these projects are not applied in either CARB's NWL inventory or CARB's AB 32 GHG Emissions Inventory. For GHG reductions outside of the state to be attributed to our programs, those reductions must be real, quantifiable, verifiable, and permanent.

It also will be important to avoid any double counting (including claims to those reductions by other jurisdictions) and to transparently indicate whether any extra-jurisdictional emissions reductions might be included in another region's inventory. CARB is collaborating with other jurisdictions to ensure GHG accounting rules are consistent with international best practices, as robust accounting rules instill confidence in the reductions claimed and maintain support for joint action across jurisdictions. The policy goals of consistency and transparency are critical as we work together with other jurisdictions on our parallel paths to achieve our GHG targets with real benefits to the atmosphere.

Tracking Progress

Historically, the AB 32 GHG Inventory has been the primary metric to track progress toward achieving climate targets.[122] However, we must now deploy clean technology at unprecedented rates. The emissions modeling underpinning this Scoping Plan and

[122] Starting with the 2022 Edition of the AB 32 GHG inventory, the inventory development now relies more directly on the annually reported and third-party verified emissions from the Regulation for the Mandatory Reporting of Greenhouse Gas Emissions.

targets for clean technology in statute can serve as leading indicators across the economy on how our actions compare to the pace of action needed to be on track to achieve carbon neutrality. The California Climate Dashboard[123] was launched in 2022 and provides high-level metrics for clean energy production and technology deployment. Statistics such as the deployment of zero emission vehicles and clean electricity generation are just some of the examples of metrics across the economy that can be tracked, in addition to GHG emissions, to understand if the state is on track to meet its climate goals. A key indicator to track will be building of new energy infrastructure and deployment of clean technology as evaluated in the uncertainty analysis in Chapter 2. CARB will coordinate with state agencies to establish and make public similar metrics across all economic sectors to help provide transparency on the state's progress in deploying clean technology at the pace and scale needed to achieve carbon neutrality no later than 2045.

[123] CalEPA. California Climate Dashboard. *https://calepa.ca.gov/climate-dashboard/*.

Chapter 2: The Scoping Plan Scenario

This chapter describes the Scoping Plan Scenario, which for the first time includes sources in both the AB 32 GHG Inventory and Natural and Working Lands (NWL). It begins with a short description of the alternatives evaluated. Four scenarios for the AB 32 GHG Inventory and NWL were considered separately and helped to inform the Scoping Plan Scenario. Each of the alternatives were considered in terms of the important criteria and priorities that the state's comprehensive climate action must deliver, including the need for GHG reductions that are not only technologically feasible and cost-effective, but also can deliver health and economic benefits for the state. All the scenarios were set against what is called the *Reference Scenario*—that is, what the GHG emissions would look like if we did nothing at all beyond the existing policies that are required and already in place to achieve the 2030 target of at least 40 percent below 1990 levels, or those expected with no new actions in the NWL sector. For this Scoping Plan, two sets of modeling tools were used to evaluate the AB 32 GHG Inventory and NWL sectors because no single model can assess both AB 32 sectors and NWL together. As a result, two different sets of scenarios were developed for each sector type. While this chapter breaks out discussion separately for the two sector types, the Scoping Plan Scenario reflects the combined actions across both sectors by choosing an alternative from each sector type. The modeling provides point estimates; however, that does not imply precision. As discussed in the uncertainty section, several types of uncertainties are associated with any outcomes projected by the modeling results. There will be ranges of estimates associated with each point that are not shown in the graphs or results.

Scenarios for the AB 32 GHG Inventory Sectors

The Reference Scenario for the AB 32 GHG Inventory sectors shows continuing but modest GHG reductions beyond 2030 that level off toward mid-century. The comprehensive analysis of all four alternatives indicates that the Scoping Plan Scenario is the best choice to achieve California's climate and clean air goals while balancing the legislative direction on prioritizing direct emissions reductions, reducing anthropogenic emissions by at least 85 percent by 2045, being technologically feasible, and being cost-effective. It also protects public health, provides a solid foundation for continued economic growth, and drastically reduces the state's dependence on fossil fuel combustion and does not disproportionately impact disadvantaged communities. Each of the alternative scenarios was the product of a process of development informed by public input, the

governor,[124] CARB, legislative direction, and input by the EJ Advisory Committee.[125,126] Future updates to the Scoping Plan may consider new clean technologies and fuels beyond those included in this Scoping Plan.

The four scenarios evaluated shared many similarities. They each embodied the following characteristics:

- Drastic reduction in fossil fuel dependence, with some remaining in-state demand for fossil fuels for aviation, marine, and locomotion applications, and for fossil gas for buildings and industry
- Ambitious deployment of efficient non-combustion technologies such as zero emission vehicles and heat pumps
- Rapid growth in the production and distribution of clean energy such as zero carbon electricity and hydrogen
- Progressive phasedown of fossil fuel production and distribution activities as part of the transition to clean energy
- Remaining emissions of fugitive SLCPs such as refrigerants and fugitive methane
- Strong consumer adoption of clean technology and fuel options
- Removal of remaining CO_2 emissions to achieve carbon neutrality
- Some reliance on carbon capture and sequestration (CCS)

While the four scenarios had a lot in common, they also had some differences:

- Year in which carbon neutrality is achieved (2035 or 2045)
- Rate of deployment of clean technology and production and distribution of zero carbon energy
- Remaining amount of demand for fossil energy in the year carbon neutrality is achieved
- Constraints on technology and fuels deployed in certain sectors
- Consumer adoption rates of clean technologies and fuels
- Degree of reliance on CO_2 removal
- Degree of reliance on CCS

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[124] Newsom, Gavin. July 22, 2022. Letter from Governor Newsom to CARB Chair Liane Randolph. Retrieved from *https://www.gov.ca.gov/wp-content/uploads/2022/07/07.22.2022-Governors-Letter-to-CARB.pdf*.

[125] EJ Advisory Committee. December 2, 2021. EJ Advisory Committee Responses for the CARB Scenario Inputs. *https://ww2.arb.ca.gov/sites/default/files/2021-12/EJAC%20Final%20Responses%20to%20CARB%20Scenario%20Inputs_12_2_21.pdf*.

[126] CARB. January 25, 2022. Update on PATHWAYS Scenario Modeling Assumptions. *https://ww2.arb.ca.gov/sites/default/files/2022-01/Scenario%20Slides%20for%20Jan25%20EJAC%20Mtg_01242022.pdf*.

The summary below provides an overview of the alternatives designed and considered for the energy and industrial sectors in this update. Full details of each scenario considered can be found in the *Draft 2022 Scoping Plan Update*

Scoping Plan Scenario (modeling scenario Alternative 3 from the Draft): carbon neutrality by 2045, deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor

Alternative 1: carbon neutrality by 2035, nearly complete phaseout of all combustion, limited reliance on carbon capture and sequestration and engineered carbon removal, and restricted applications for biomass-derived fuels

Alternative 2: carbon neutrality by 2035 and aggressive deployment of a full suite of technology and energy options, including engineered carbon removal

Alternative 4: carbon neutrality by 2045, deployment of a broad portfolio of existing and emerging fossil fuel alternatives, slower deployment and adoption rates than the Scoping Plan Scenario, and a higher reliance on CO_2 removal

Other considerations for the AB 32 GHG Inventory sectors include the following:

- To what extent does an alternative meet the statewide targets and any sector targets, and also deliver clean air benefits (especially in the near term) to address ongoing healthy air disparities, prioritize reductions for mobile and large stationary sources, and emphasize continued investment in disadvantaged communities?
- Does an alternative support California in building on efforts to collaborate with other jurisdictions and include exportable policies based on robust science?
- Does an alternative provide for compliance options and a cost-effective approach to reduce GHG emissions?
- Does the alternative present a realistic and ambitious path forward consistent with statute and science, and support economic opportunities, particularly in anticipated growth sectors?

Scenarios for Natural and Working Lands

For the natural and working lands sector, the Reference Scenario shows that NWL will continue to emit GHGs and lose carbon stocks into the future as the combined effects of past unhealthy management practices and climate change impact our lands. Relative to the Reference Scenario, the four NWL scenarios represent different scales of land management on seven landscapes (forests, shrublands/chaparral, grasslands, croplands, developed lands, wetlands, and sparsely vegetated lands) to support carbon neutrality.

The analysis of the four NWL scenarios shows that the Scoping Plan Scenario is the preferred choice because it prioritizes sustainable land management to sequester carbon over the long term, GHG and air pollution reductions, ecosystem health and resilience, and implementation and technological feasibility and cost-effectiveness. The Scoping Plan Scenario reduces catastrophic wildfire risk to the state; increases the health and resilience of California's forests, shrublands, and grasslands; increases soil health; and protects, restores, and enhances California's natural and working lands for future generations. The Scoping Plan Scenario takes into consideration the priority landscapes and nature-based strategies identified in California's Climate Smart Strategy[127] and reflects the state's priorities to manage lands in ways that support the multiple benefits they provide. The Scoping Plan Scenario, as well as each of the alternative NWL scenarios, were informed by input from other agencies, the public, and the EJ Advisory Committee. Additional landscapes and land management activities will be added and evaluated in future Scoping Plan updates and in response to AB 1757.

Each of the NWL scenarios have several similarities, including the following:

- Prioritizing NWL management actions on forests, shrublands, grasslands, croplands, developed lands, wetlands, and sparsely vegetated lands. These actions can reduce GHG emissions from these lands, protect ecosystems against future climate change, protect communities, and enhance the ecosystem benefits they provide to nature and society.
- Exploring the potential impacts of different levels of NWL management actions that are designed to achieve the objective associated with each scenario.
- Analyzing the carbon impacts of land management actions, climate change, wildfire, and water use on California's diverse natural and working lands through 2045.

There are also differences across the four NWL scenarios. These include:

- The level of NWL management actions taken on each landscape, such as varying the acres of healthy soils practices for croplands.
- The types of NWL management actions taken on each landscape, such as prescribed burning or thinning for forests, grasslands, and shrublands.

[127] CNRA. 2022. Natural and Working Lands Climate Smart Strategy. *https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Expanding-Nature-Based-Solutions/CNRA-Report-2022---Final_Accessible_Compressed.pdf*.

The summary below provides an overview of the alternatives designed and considered for the NWL sectors in this Scoping Plan. Full details of each scenario considered can be found in the *Draft 2022 Scoping Plan Update*.

Scoping Plan Scenario (NWL Alternative 3 from the Draft): land management activities that prioritize restoration and enhancement of ecosystem functions to improve resilience to climate change impacts, including more stable carbon stocks

NWL Alternative 1: land management activities that prioritize short term carbon stocks in our forests and through increased climate smart agricultural practices on croplands

NWL Alternative 2: land management activities representative of California's current commitments and plans

NWL Alternative 4: land management activities that prioritize reducing catastrophic wildfires in forests, shrublands, and grasslands

Evaluation of Scoping Plan Alternatives

CARB staff solicited feedback from topical experts, affected stakeholders, and the EJ Advisory Committee, including a tribal representative, at public meetings to assemble input assumptions for four carbon neutrality scenarios to model using PATHWAYS. Revisions to the Draft Scoping Plan were informed by direction in statute, the Governor's Executive Orders, public comments, and the recommendations of the EJ Advisory Committee. The three alternative scenarios were designed to explore the potential speed, magnitude, and impacts of transitioning California's energy demand away from fossil fuels. The modeling assumptions listed below identify the primary fossil fuel alternative that is commercially available and technically feasible for widespread use by 2045 for each sector. CARB assumes that any energy demand that remains after the alternative technology or fuel is applied—such as on-road internal combustion engines, industrial processes, and gas use in existing buildings that have not yet decarbonized—will continue to be met by fossil fuels, resulting in residual GHG emissions.

NWL Scoping Plan Alternatives

For the NWL sectors, staff significantly expanded the scale of the scientific analysis for NWL from previous Scoping Plan efforts. CARB staff utilized modeling tools for this expanded analysis to assess both the carbon and other ecological, public health, and economic outcomes of management actions on forests, shrublands, grasslands, croplands, developed lands, wetlands, and sparsely vegetated lands. CARB staff aligned the scenarios with both the landscape types and actions identified in other efforts called for in Governor Newsom's Executive Order N-82-20 (e.g., California's Climate Smart Strategy and Pathways to 30x30). As part of this Scoping Plan, CARB staff modeled as many of the management actions identified in the Natural and Working Lands Climate

Smart Strategy as were feasible. The management actions that were included in the model were selected because of the State of California's previous work to quantify these actions' impacts. It was not feasible to model every land management strategy for NWL, and so it is possible that larger volumes of sequestration (e.g., in soils or in oceans) could result from additional non-modeled activities. California's Natural and Working Lands Climate Smart Strategy includes a more comprehensive listing of priority nature-based solutions and management actions. It is important to note that the absence of a particular management action or its climate benefit in the modeling is not an indication of its importance or potential contributions toward meeting the target or toward supporting the carbon neutrality target for California.

Forests: Management strategies were modeled for forests: biological/chemical/ herbaceous treatments (e.g., herbicide application), clearcut, various timber harvests (e.g., variable retention, seed tree / shelterwood, selection harvesting), mastication, other mechanical treatments (e.g., piling of dead material, understory thinning), prescribed burning, and thinning. Avoided land conversion to another land use was also included in the modeling. Wildfire was modeled and is responsive to management strategies and climate conditions.

Shrublands and chaparral: Management strategies were modeled for shrublands and chaparral: biological/chemical/herbaceous treatments, prescribed burning, mechanical treatment (e.g., mastication, crushing, mowing, piling), and avoided conversion from shrubland to another land use. Wildfire was modeled and is responsive to management strategies and climate conditions.

Grasslands: Management strategies were modeled for grasslands: biological/chemical/herbaceous treatments, prescribed burning, and avoided land conversion from grasslands to another land use. Wildfire was modeled and is responsive to management strategies and climate conditions.

Croplands: Management strategies were modeled for row crops: cover cropping, no till, reduced till, compost amendment, transition to organic[128] farming, avoided conversion of annual crop agricultural land through easements, establishing riparian forest buffers, alley cropping, establishing windbreaks/shelterbelts, establishing tree and shrubs in croplands, and establishing hedgerows. For perennial crops, windbreaks/shelterbelts, hedgerows, conversion from annual crops to perennial crops, and avoided conversion to other land uses were modeled.

[128] Note: N_2O reductions from decreases in synthetic fertilizer application in organic farming were not modeled.

Developed lands: Management strategies were modeled for developed lands: Increasing tree canopy cover through planting trees and improved management of existing trees, and removing vegetation surrounding structures in accordance with the CAL FIRE Defensible Space PRC 4291.

Wetlands: Management strategies were modeled for wetlands: Restoring wetlands through submerging cultivated land in the Sacramento-San Joaquin Delta and avoided land conversion in the Sacramento-San Joaquin Delta.

Sparsely vegetated lands: Management strategies were modeled for sparsely vegetated lands: Avoided conversion of sparsely vegetated lands to another land use.

Scoping Plan Scenario

The Scoping Plan Scenario achieves GHG emission reductions that exceed the levels expected based on existing policies represented in the Reference Scenario, keeping California on track to achieve the SB 32 GHG reduction target for 2030 and become carbon neutral no later than 2045. Actions that reduce GHG emissions and transition AB 32 GHG Inventory sources away from fossil fuel combustion affect each economic sector. Actions that lead to improved carbon stocks affect each landscape.

AB 32 GHG Inventory Sectors

The AB 32 GHG Inventory Sector Reference scenario is the forecasted statewide GHG emissions through mid-century, with existing policies and programs but without any further action to reduce GHGs beyond those needed to achieve the 2030 limit. The Reference Scenario was developed based on other projections of business-as-usual conditions. Sources of data and policies included are:

- California Energy Demand Forecast[129]
- The two transportation carbon neutrality studies required by AB 74[130]
- The Mobile Source Strategy[131]
- SB 100 60 percent Renewables Portfolio Standard
- A Low Carbon Fuel Standard carbon intensity reduction target of 20 percent

Policies that are under study or design, such the Advanced Clean Fleets regulation, are not included. The Reference Scenario reflects current trends and expected performance of policies identified in the 2017 Scoping Plan—some of which are performing better (such as the RPS and LCFS) and others that may not meet expectations (such as vehicle miles traveled [VMT] reductions and methane capture). Figure 2-1 provides the modeling results for a Reference Scenario for the AB 32 GHG Inventory sectors compared to the Scoping Plan Scenario.

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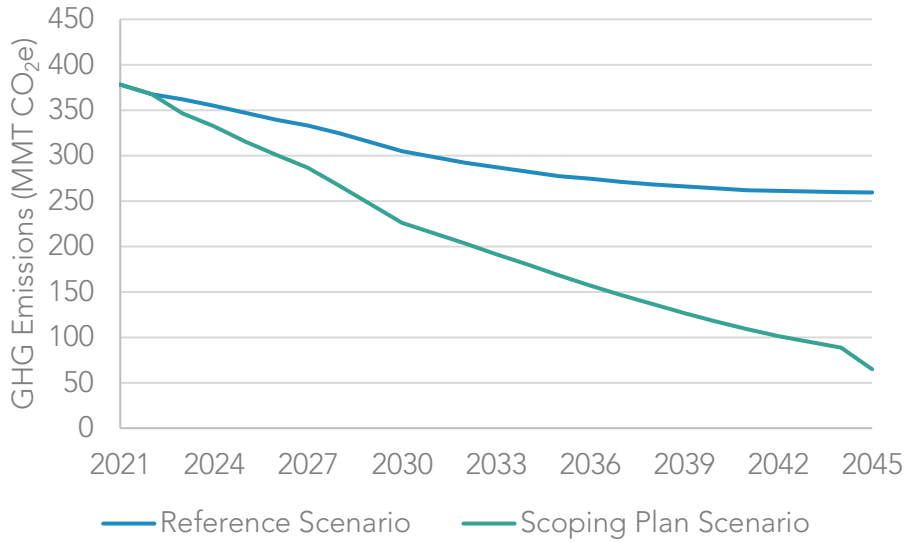
[129] California Energy Commission (CEC). 2020. *2019 Integrated Energy Policy Report.* https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report/2019-integrated-energy-policy-report.

[130] Brown et al. 2021. *Driving California's Transportation Emissions.* https://escholarship.org/uc/item/3np3p2t0 and Deschenes et al. 2021. *Enhancing equity.* https://zenodo.org/record/4707966#.YI72RNrMKUn.

[131] CARB. 2021. 2020 *Mobile Source Strategy.* https://ww2.arb.ca.gov/sites/default/files/2021-12/2020_Mobile_Source_Strategy.pdf.

Figure 2-1: Reference and Scoping Plan Scenario GHG emissions[132]



The Scoping Plan Scenario is summarized in Table 2-1. The table shows the types of technologies and energy needed to drastically reduce GHG emissions from the AB 32 Inventory sectors. It also includes references to relevant statutes and Executive Orders, although it is not comprehensive of all existing new authorities for directing or supporting the actions described. Each action is expected to both reduce GHGs and help improve air quality, primarily by transitioning away from combustion of fossil fuels. The Scoping Plan Scenario achieves the AB 1279 target of 85 percent below 1990 levels by 2045 and identifies a need to accelerate the 2030 target to 48 percent below 1990 levels.

[132] The drop in emissions in 2045 reflects both the need to achieve an 85% reduction below 1990 levels in anthropogenic emissions per AB 1279 and Governor Newsom's request for a 100 MMT CO2e carbon removal and capture target in 2045. This was modeled by extending CCS to electric sector emissions.

Table 2-1: Actions for the Scoping Plan Scenario: AB 32 GHG Inventory sectors

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome
GHG Emissions Reductions Relative to the SB 32 Target[133]	40% below 1990 levels by 2030	SB 32: Reduce statewide GHG emissions. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory
Smart Growth / Vehicle Miles Traveled (VMT)	VMT per capita reduced 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045	SB 375: Reduce demand for fossil transportation fuels and GHGs, and improve air quality. In response to Board direction and EJ Advisory Committee recommendations
Light-duty Vehicle (LDV) Zero Emission Vehicles (ZEVs)	100% of LDV sales are ZEV by 2035	EO N-79-20: Reduce demand for fossil transportation fuels and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory 2035 target aligns with the EJ Advisory Committee recommendation.

[133] While the SB 32 GHG emissions reduction target is not an Action that is analyzed independently, it is included in this table for reference.

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome
Truck ZEVs	100% of medium-duty (MDV)/HDV sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report)	EO N-79-20: Reduce demand for fossil transportation fuels and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory
Aviation	20% of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	Reduce demand for petroleum aviation fuel and reduce GHGs. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory In response to Governor Newsom's July 2022 letter to CARB Chair Liane Randolph
Ocean-going Vessels (OGV)	2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25% of OGVs utilize hydrogen fuel cell electric technology by 2045.	Reduce demand for petroleum fuels and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory
Port Operations	100% of cargo handling equipment is zero-emission by 2037. 100% of drayage trucks are zero emission by 2035.	Executive Order N-79-20: Reduce demand for petroleum fuels and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome
Freight and Passenger Rail	100% of passenger and other locomotive sales are ZEV by 2030. 100% of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	Reduce demand for petroleum fuels and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory
Oil and Gas Extraction	Reduce oil and gas extraction operations in line with petroleum demand by 2045.	Reduce GHGs and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory
Petroleum Refining	CCS on majority of operations by 2030, beginning in 2028 Production reduced in line with petroleum demand.	Reduce GHGs and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome
Electricity Generation	Sector GHG target of 38 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2030 and 30 $MMTCO_2e$ in 2035 Retail sales load coverage[134] 20 gigawatts (GW) of offshore wind by 2045 Meet increased demand for electrification without new fossil gas-fired resources.	SB 350 and SB 100: Reduce GHGs and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory In response to Governor Newsom's July 2022 letter, Board direction, and EJ Advisory Committee recommendation
New Residential and Commercial Buildings	All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030	Reduce demand for fossil gas and GHGs, and improve ambient and indoor air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory In response to Governor Newsom's July 2022 letter

[134] SB 100 speaks only to retail sales and state agency procurement of electricity. The *2021 SB 100 Joint Agency Report* reflects the agency authors' understanding that other loads—wholesale or non-retail sales and losses from storage and transmission and distribution lines—are not subject to the law.

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome
Existing Residential Buildings	80% of appliance sales are electric by 2030 and 100% of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	Reduce demand for fossil gas and GHGs, and improve ambient and indoor air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory In response to Governor Newsom's July 2022 letter
Existing Commercial Buildings	80% of appliance sales are electric by 2030, and 100% of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	Reduce demand for fossil gas and GHGs, and improve ambient and indoor air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory In response to Governor Newsom's July 2022 letter
Food Products	7.5% of energy demand electrified directly and/or indirectly by 2030; 75% by 2045	Reduce demand for fossil gas and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome
Construction Equipment	25% of energy demand electrified by 2030 and 75% electrified by 2045	Reduce demand for fossil energy and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory
Chemicals and Allied Products; Pulp and Paper	Electrify 0% of boilers by 2030 and 100% of boilers by 2045. Hydrogen for 25% of process heat by 2035 and 100% by 2045 Electrify 100% of other energy demand by 2045.	Reduce demand for fossil energy and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory
Stone, Clay, Glass, and Cement	CCS on 40% of operations by 2035 and on all facilities by 2045 Process emissions reduced through alternative materials and CCS	SB 596: Reduce demand for fossil energy, process emissions, and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory
Other Industrial Manufacturing	0% energy demand electrified by 2030 and 50% by 2045	Reduce demand for fossil energy and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome
Combined Heat and Power	Facilities retire by 2040.	Reduce demand for fossil energy and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory
Agriculture Energy Use	25% energy demand electrified by 2030 and 75% by 2045	Reduce demand for fossil energy and GHGs, and improve air quality. AB 197: direct emissions reductions
Low Carbon Fuels for Transportation	Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	Reduce demand for petroleum fuel and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory
Low Carbon Fuels for Buildings and Industry	In 2030s biomethane[135] blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7% energy (~20% by volume), ramping up between 2030 and 2040 In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	Reduce demand for fossil energy and GHGs, and improve air quality. AB 197: direct emissions reductions for sources covered by the AB 32 Inventory

[135] *Biomethane* is also known as renewable natural gas (RNG).

Sector	Action	Statutes, Executive Orders, Other Direction, Outcome
Non-combustion Methane Emissions	Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies Moderate adoption of enteric strategies by 2030 Divert 75% of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50% by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand	SB 1383: Reduce short-lived climate pollutants.
High GWP Potential Emissions	Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions	SB 1383: Reduce short-lived climate pollutants.

Natural and Working Lands

The Reference Scenario for NWL represents the amount of land management that occurred between 2001 and 2014, and projects the outcomes from maintaining the 2001–2014 levels of land management until 2045. The management and land use practices that occur within the Reference Scenario were derived from empirical data used by staff. For forests, shrublands/chaparral, and grasslands, the Reference Scenario constitutes approximately 250,000 acres of annual statewide treatments. For croplands, the Reference Scenario represents no healthy soil practices because during this period the healthy soil program did not yet exist. For land use change within all land types that consider land use change, historical rates of land conversion from 2001–2014 also were taken from empirical data and modeled into the future for the Reference Scenario.

Table 2-2 summarizes the Scoping Plan Scenario. The table also includes references to relevant statutes and Executive Orders where available.

Table 2-2: Actions for the Scoping Plan Scenario: NWL sectors

Sector	Action	Statutes, Executive Orders, Outcome
Natural and Working Lands	Conserve 30% of the state's NWL and coastal waters by 2030. Implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities—and in particular low-income, disadvantaged, and vulnerable communities.	EO N-82-20 and SB 27: CARB to include an NWL target in the Scoping Plan. AB 1757: Establish targets for carbon sequestration and nature-based climate solutions. SB 1386: NWL are an important strategy in meeting GHG reduction goals.

Sector	Action	Statutes, Executive Orders, Outcome
Forests and Shrublands	At least 2.3 million acres[136] treated statewide annually in forests, shrublands/chaparral, and grasslands, comprised of regionally specific management strategies that include prescribed fire, thinning, harvesting, and other management actions. No land conversion of forests, shrublands/chaparral, or grasslands.	Restore health and resilience to overstocked forests and prevent carbon losses from severe wildfire, disease, and pests. Improve air quality and reduce health costs related to wildfire emissions. Improve water quantity and quality and improve rural economies. Provide forest biomass for resource utilization. EO B-52-18: CARB to increase the opportunity for using prescribed fire. AB 1504 (Skinner, Chapter 534, Statutes of 2010): CARB to recognize the role forests play in carbon sequestration and climate mitigation.

[136] The 2.3 million acre target is what the Scoping Plan modeling shows would be needed to realize the carbon stock target called for in this Scoping Plan by 2045.

Sector	Action	Statutes, Executive Orders, Outcome
Grasslands	At least 2.3 million acres[137] treated includes increased management of grasslands interspersed in forests to reduce fuels surrounding communities using management strategies appropriate for grasslands. No land conversion of forests, shrublands/chaparral, or grasslands.	Help to achieve climate targets, improve air quality, and reduce health costs.
Croplands	Implement climate smart practices for annual and perennial crops on ~80,000 acres annually. Land easements/ conservation on annual crops at ~5,500 acres annually. Increase organic agriculture to 20% of all cultivated acres by 2045 (~65,000 acres annually).	Reduce short-lived climate pollutants. Increase soil water holding capacity. Increase organic farming and reduce pesticide use. SB 859: Recognizes the ability of healthy soils practices to reduce GHG emissions from agricultural lands. Target increased in response to Governor Newsom's direction to prioritize sustainable land management.

[137] The 2.3 million acre target is what the Scoping Plan modeling shows would be needed to realize the carbon stock target called for in this Scoping Plan by 2045.

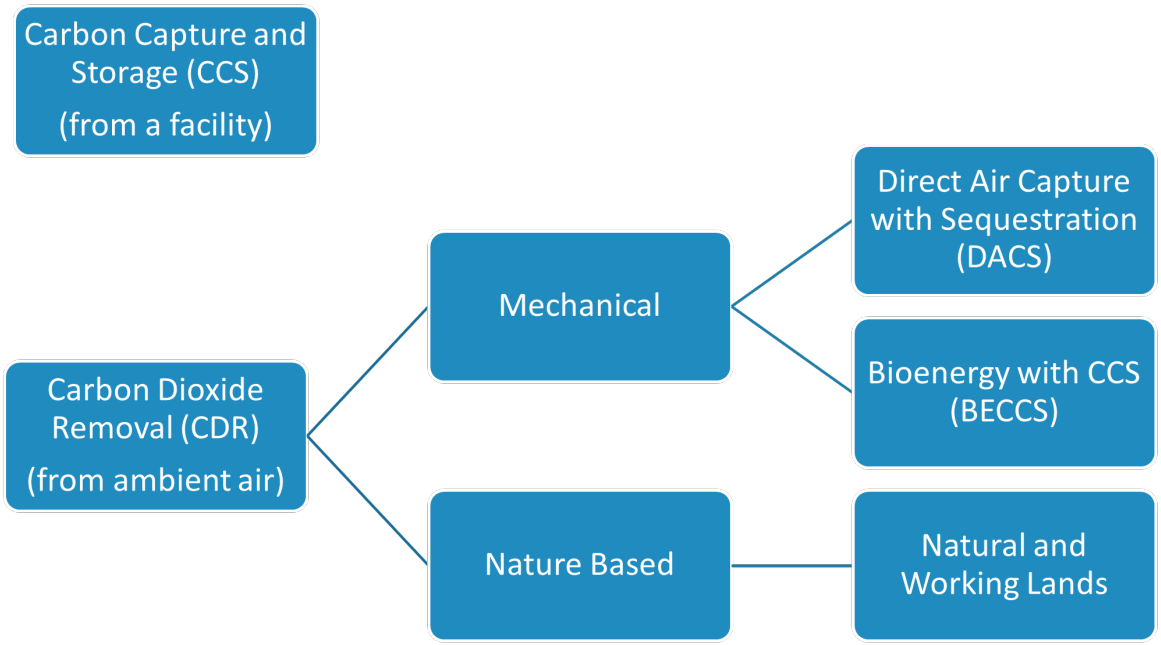
Sector	Action	Statutes, Executive Orders, Outcome
Developed Lands	Increase urban forestry investment by 200% above current levels and utilize tree watering that is 30% less sensitive to drought. Establish defensible space that accounts for property boundaries.	Increase urban tree canopy and shade cover. Reduce heat island effects and support water infrastructure. Reduce fire risk via defensible space. AB 2251 (Calderon, Chapter 186, Statutes of 2022): Increase urban tree canopy 10% by 2035. Target increased in response to AB 2251 and Governor Newsom's direction on CO_2 removal targets in his July 2022 letter.
Wetlands	Restore 60,000 acres of Delta wetlands.	Increase carbon sequestration and reduce short-lived climate pollutants. Helps to reverse land subsidence while improving flood protection and providing critical habitat.
Sparsely Vegetated Lands	Land conversion at 50% of the Reference Scenario land conversion rate.	Reduce the rate of land conversion to more GHG-intensive land uses.

Strategies for Carbon Removal and Sequestration

To achieve carbon neutrality, any remaining emissions must be compensated for using carbon removal and sequestration tools. The following discussion presents more detail

on the options available to capture and sequester carbon. Carbon removal and sequestration will be an essential tool to achieve carbon neutrality, and the modeling clearly shows there is no path to carbon neutrality without carbon removal and sequestration. Governor Newsom also recognized the importance of CO_2 removal strategies and directed CARB to establish CO_2 removal and carbon capture targets of 20 $MMTCO_2$ and 100 $MMTCO_2$ by 2030 and 2045, respectively, as well as signing 2022 legislation on carbon removal and sequestration, including: AB 1279, SB 905, SB 1137, and AB 1757. Carbon removal and sequestration can take different forms. Figure 2-2 illustrates the types of carbon removal and sequestration included in this Scoping Plan. There are numerous other carbon removal options undergoing research, development, and pilot deployment. As these options mature and new approaches emerge, they can be considered in future Scoping Plan updates.

Figure 2-2: Forms of carbon removal and sequestration considered in this Scoping Plan



The Role of Carbon Capture and Sequestration

Carbon capture and sequestration (CCS) will be a necessary tool to reduce GHG emissions and mitigate climate change while minimizing leakage and minimizing emissions where no technological alternatives may exist. CCS is a process by which large amounts of CO_2 are captured, compressed, transported, and sequestered. CCS projects are paired with a source of emissions, as the CCS project captures CO_2 as it leaves a facility's smokestack. CCS projects are often paired with large GHG-emitting facilities such as energy, manufacturing, or fuel production facilities. The sequestration component

of CCS includes CO_2 injection into geologic formations (such as depleted oil and gas reservoirs and saline formations), as well as use in industrial materials (e.g., concrete). CCS is distinct from biological sequestration, which is typically accomplished through NWL management and conservation practices that enhance the storage of carbon or reduce CO_2 emissions with nature-based approaches. CCS is also distinct from mechanical CO_2 removal technologies, where CO_2 is removed directly from the atmosphere using mechanical and/or chemical processes.

CARB adopted a CCS Protocol in 2018 as part of amendments to the Low Carbon Fuel Standard.[138] At this time, no CCS projects have been implemented or have generated any credits under that protocol. However, CCS projects have been implemented elsewhere since the 1970s, largely on coal-fired power plants, with over two dozen projects operational around the world. Over 100 are at the stages of advanced or early development and are expanding beyond coal-fired plants to fossil gas, fuel production, and electricity generation facilities.[139] CCS projects are in development for addressing emissions from fuel, gas, energy production, and chemical production. As of November 2019, more than half of global large-scale CCS facilities (representing approximately 22 $MMTCO_2$/yr in capacity[140]) were in the U.S., mostly as a result of sustained governmental support for these technologies.[141] This support includes the federal 45Q tax credit for CCS[142,143] and research and deployment grants from federal agencies.[144, 145] California's deep sedimentary rock formations in the Central Valley represent world-class

[138] CARB. 2022. Carbon Capture & Sequestration. *https://ww2.arb.ca.gov/our-work/programs/carbon-capture-sequestration*.
[139] Global CCS Institute. 2021. *Global Status of CCS 2021.* *https://www.globalccsinstitute.com/wp-content/uploads/2021/11/Global-Status-of-CCS-2021-Global-CCS-Institute-1121.pdf*.
[140] IHS Markit. August 2021. Carbon Removal Potential: An Overview. *https://ww2.arb.ca.gov/sites/default/files/2021-08/ihsmarkit_presentation_sp_engineeredcarbonremoval_august2021.pdf*.
[141] Beck, Lee. 2019. *Carbon capture and storage in the USA: The role of US innovation leadership in climate-technology commercialization.* *https://academic.oup.com/ce/article/4/1/2/5686277*.
[142] Congressional Research Service. 2021. Carbon Storage Requirements in the 45Q Tax Credit. IF11639. *https://crsreports.congress.gov/product/pdf/IF/IF11639*.
[143] The Inflation Reduction Act of August 2022 expands and enhances the 45 Q tax credit for CCS. Pub.L. No. 117-169 (August 16, 2022).
[144] U.S. Department of Energy. 2020. U.S. Department of Energy Announces $131 Million for CCUS Technologies. *https://www.energy.gov/articles/us-department-energy-announces-131-million-ccus-technologies*.
[145] U.S. Department of Energy. 2021. Funding Opportunity Announcement 2515, Carbon Capture R&D for Natural Gas and Industrial Point Sources, and Front-End Engineering Design Studies for Carbon Capture Systems at Industrial Facilities and Natural Gas Plants. *https://www.energy.gov/fecm/articles/funding-opportunity-announcement-2515-carbon-capture-rd-natural-gas-and-industrial*.

CO_2 storage sites that would meet the highest standards, with storage capacities of at least 17 billion tons of CO_2.[146,147]

In this Scoping Plan, CCS is included to address emissions from limited sectors, including electricity generation, cement production facilities, and refineries, to ensure anthropogenic emissions are reduced by at least 85 percent below 1990 levels in 2045, as directed in AB 1279. While the modeling outputs show CCS not being applied to the electricity sector until 2045, CCS could be implemented earlier on the electricity sector with a similar ramp up over time as that for refineries and cement plants. An earlier application of CCS in the electricity sector would yield additional reductions in years prior to 2045. In addition, CCS can support hydrogen production until such time as there is sufficient renewable power for electrolysis and an abundant water source.

Cement plants have emissions associated with combustion and process-related activities. Combustion emissions account for approximately 40 percent of the total emissions at cement plants. The remaining emissions are related to process-related activities. Due to the high heat content needed to produce cement, there is currently no technically feasible alternative to combustion. SB 596 calls for a 40 percent reduction in GHG intensity in cement emissions from 2019 levels by 2035, and then net zero emissions by 2045. To meet in-state demand, the state relies on cement both produced in state and imported. There are seven cement plants operating in California.[148] To minimize emissions leakage and address emissions from cement plants, the Scoping Plan Scenario includes CCS for cement plants. Additional reductions will need to be pursued and considered as part of implementation of SB 596, which calls for CARB to develop a comprehensive strategy by July 1, 2023, for the state's cement sector to achieve net-zero emissions of GHGs associated with cement used within the state as soon as possible, but no later than December 31, 2045. This effort began in the summer of 2022 and included sector specific workshops.

Even with implementation of EO N-79-20, and despite all of the ambitious efforts in the Scoping Plan Scenario, there will remain some demand for petroleum fuels for legacy vehicles on road applications, and in aviation, rail, and marine applications. Petroleum refineries will need to implement technology to decarbonize their operations and reduce their emissions. This Scoping Plan also assumes CCS at petroleum refineries as one of those potential strategies. Currently, there are seventeen petroleum refineries operating

[146] For comparison purposes, California's emitted 418.2 million metric tons of CO_2e in 2019.
[147] Lawrence Livermore National Laboratory. 2020. *Getting to Neutral: Options for Negative Carbon Emissions in California.* Revision 1. https://www-gs.llnl.gov/content/assets/docs/energy/Getting_to_Neutral.pdf.
[148] CARB. Mandatory GHG Reporting – Reported Emissions. https://ww2.arb.ca.gov/mrr-data

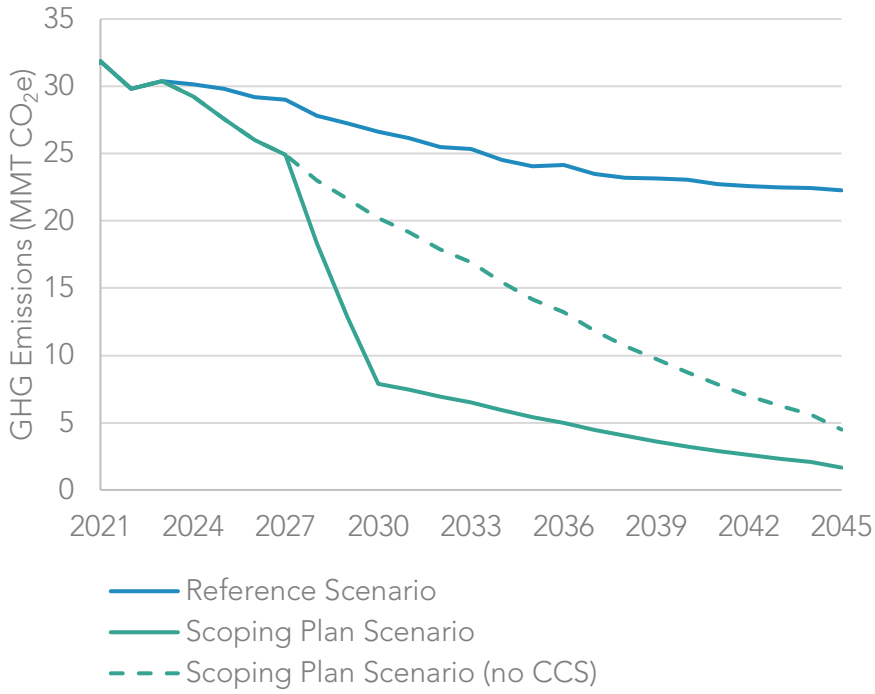
in the state.[149] On the supply side, the modeling assumes all in-state demand is met through some very limited refining activities in California. Figure 2-3 shows the emissions from the refining sector with and without CCS. If CCS is not deployed, the emissions would be directly emitted into the atmosphere, and CO_2 removal by NWL or direct air capture would need to increase to compensate for the sector's emissions.

Refineries can have a variety of point sources that emit CO_2—such as steam methane reformers for producing hydrogen, combined heat and power units, and catalytic crackers—that are best suited for CCS. Each configuration of a refinery can be unique to its footprint, onsite operations, and the types of crude oils processed. There are newer technologies with smaller footprints[150] that can be deployed in modular configurations to capture CO_2 in space-constrained and multiple-point-source facilities such as refineries. CCS can provide a path to reducing GHG emissions from these facilities to meet petroleum demand while avoiding leakage and until such time as some refineries can be transitioned to produce clean energy to support the transition away from fossil fuels.

While the Scoping Plan modeled deployment of CCS on refineries and identifies significant emissions reductions that can be achieved, the refineries in California are large and complex. The actual deployment of CCS at these facilities as modeled in the Scoping Plan is uncertain. It will be important to closely monitor the evolution of CCS deployment in the refinery sector and, in the next Scoping Plan update, to evaluate the progress toward use in this sector to determine whether the projected reductions will be achieved.

[149] CARB. Mandatory GHG Reporting. *https://ww2.arb.ca.gov/mrr-data*.
[150] Carbon Clean. Modular Carbon Capture Systems for Industry. https://www.carbonclean.com/modular-systems?hsLang=en.

Figure 2-3: Petroleum refining emissions with and without carbon capture and sequestration



This Scoping Plan also calls for accelerating the transition from combustion of fossil fuels to hydrogen. Hydrogen can be produced through electrolysis with renewable electricity or through steam methane reformation of biomethane. There is a high degree of uncertainty around the availability of solar to support both electrification of existing sectors and the production of hydrogen through electrolysis. Producing hydrogen required under the Scoping Plan Scenario with electrolysis would require about 10 gigawatts (GW)[151] of additional solar capacity. If steam methane reformation is paired with CCS, the hydrogen produced could potentially be low carbon. Additionally, the biomethane used to generate hydrogen could be sourced from gasification of forest or agricultural waste resulting from forest management and other NWL management practices, which could also lead to net negative carbon outcomes. Steam methane reformation paired with CCS can thus ensure a rapid transition to hydrogen and increase hydrogen availability until such time as

[151] The Draft Scoping Plan included an estimate for solar capacity (40 GW) to support only electrolysis to produce all hydrogen in the Proposed Scenario. The Scoping Plan now includes steam methane reformation of biomethane and biomass gasification with CCS to produce hydrogen, along with electrolysis from off-grid solar. See Appendix H (AB 32 GHG Inventory Sector Modeling) for additional details.

electrolysis with renewables can meet the ongoing need, assuming there is also sufficient water supply. Additional background and next steps for CCS can be found in Chapter 4.

The EJ Advisory Committee has raised multiple concerns related to the inclusion of CCS and mechanical CDR in the Scoping Plan. Concerns range from potential negative health and air quality impacts in communities from operation of facilities utilizing CCS that continue to emit other emissions, to safety concerns related to potential leaks, to the viability of the current technology. Additionally, the EJ Advisory Committee has policy concerns about the strategy and wants to ensure that engineered carbon removal is not used as a substitute for strategies to achieve emissions reductions onsite and that it does not result in delays in phasing out fossil fuel use. Given these and other concerns and the importance of building public awareness, CARB recognizes the need for a multi-stakeholder process including other state, federal, and local agencies; tribes; independent experts; and community residents to further understand and address community concerns related to CCS. CARB hosted a CCS Symposium with U.S. EPA Region 9 and the Stanford Doerr School of Sustainability to discuss some of these critical issues with community members and other participants. As CARB begins the process of implementing SB 905 in 2023, that will provide an opportunity for further engagement.

In the context of CCS deployment, the Council of Environmental Quality (CEQ) also highlighted the need to further assess and quantify potential impacts on local criteria air pollutants and other emissions resulting from carbon capture retrofits at industrial facilities in response to concerns regarding potential cumulative emissions from single and/or multiple sources.[152] An October 2020 Stanford report[153] discussed how the potential post-combustion capture for CO_2 could also reduce emissions of criteria air pollutant emissions from certain facilities. Exploring these potential outcomes will be important to ensure deployment of CCS does not exacerbate air pollution impacts in communities and maximizes any air pollution benefits. The need for these types of evaluations is also included in SB 905.

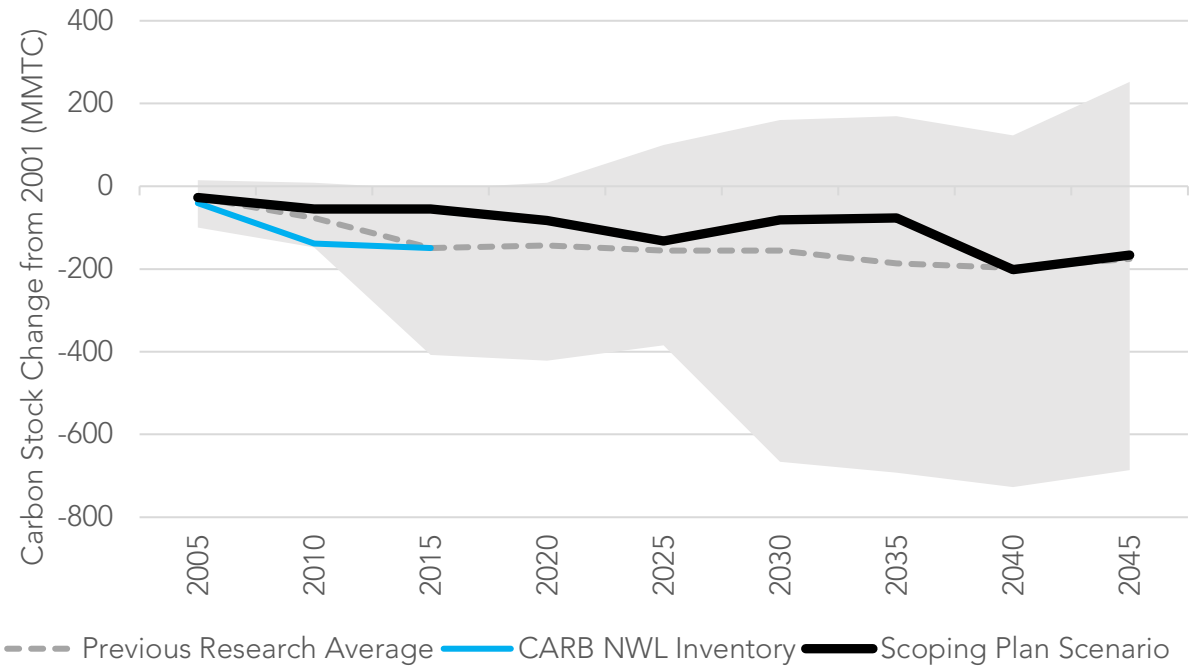
The Role of Natural and Working Lands Emissions and Sequestration

California's NWL assessments highlight the importance of increasing the pace and scale of NWL actions to ensure that our ecosystems are better equipped to withstand future climate change so they continue to provide the benefits that nature and society depend

[152] Carbon Capture, Utilization, and Sequestration Guidance. 87 Fed. Reg. 8808 (Feb. 16, 2022), *2022-03205.pdf (govinfo.gov)*.
[153] Stanford Center for Carbon Storage. 2020. *An Action Plan for Carbon Capture and Storage in California: Opportunities, Challenges, and Solutions.* October. *https://sccs.stanford.edu/ccs-in-ca/full-report-form?msclkid=6f9177f6c57811ecbebc473e75203b21*.

upon for survival. As climate change increases the likelihood of extreme wildfires, drought, heat, and other impacts, carbon stocks in California's NWL will face increased risks and impacts. We know from previous climate change and Scoping Plan work[154] that lands can be a net source of GHG emissions or a net sink, and that the magnitude of carbon stock changes and GHG emissions and sequestration from NWL are dependent on the effects of climate change and land management. The expanded modeling conducted for this Scoping Plan shows that NWL are projected to be a net source of emissions through 2045 and indicates a probable decrease of carbon stocks into the future. This projection is further corroborated by previous, independent research that has reached the same conclusion, showing a range of varying levels of carbon stock loss. Figure 2-4 shows the modeling results of the Scoping Plan Scenario overlaid with the NWL inventory and findings from independent research.

Figure 2-4: Comparison of the Scoping Plan Scenario (NWL) with existing research



The modeling indicates that immediate and aggressive climate action can reduce the environmental impacts that would occur in the absence of this action. The results of the modeling demonstrate that regular NWL management over the next two decades can

[154] CARB. 2019. January 2019. *Draft California 2030 Natural and Working Lands Climate Change Implementation Plan*. https://ww2.arb.ca.gov/sites/default/files/2020-10/draft-nwl-ip-040419.pdf.

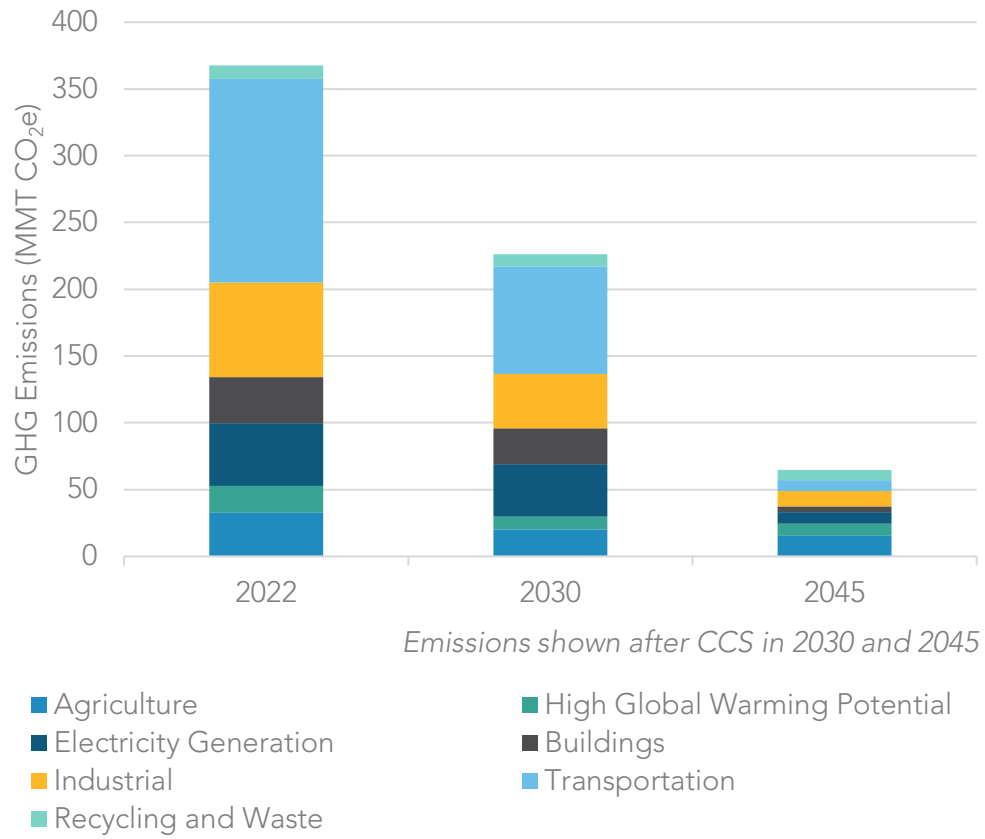
increase carbon stocks from the Reference Scenario trajectory, reduce GHG emissions from lands, and improve ecosystem and public health. This effort is the most comprehensive scientific effort taken by any government to include NWL within its overall climate strategy. Even so, we know that uncertainty exists about future climate and economic forces and the impacts they may have on our ecosystems, so it is important that the state take decisive and aggressive action to improve and diversify ecosystem structures and management.

The effects of climate change, including increased drought, wildfire, and extreme heat, play a significant role in determining the future of California's carbon stocks. And while management actions will help to reduce the impact that climate change will have on California, it is clear from the analysis that NWL sinks and sources are highly variable from year to year, and short time frames do not adequately demonstrate the impact that climate and management are having on ecosystems. For the purposes of climate planning, therefore, it is best to focus on carbon stock changes over longer periods rather than focusing on sequestration or emissions on shorter time frames. The Scoping Plan Scenario is estimated to result in additional NWL emissions of 7 million metric tons of carbon dioxide equivalent ($MMTCO_2e$) annually from 2025–2045. The Reference Scenario is estimated to result in annual emissions of 9 $MMTCO_2e$ over the same time period, and so the Scoping Plan Scenario slows the rate of emissions and provides an approximate 2 $MMTCO_2e$ in additional annual sequestration relative to the Reference Scenario. Because NWL are projected to be a net emissions source, the annual NWL emissions of approximately 7 $MMTCO_2e$ from the Scoping Plan Scenario will need to be compensated by additional CO_2 removal approaches to ensure California can achieve carbon neutrality by 2045.

The Role for Carbon Dioxide Removal (Direct Air Capture)

Even if anthropogenic emissions are reduced to at least 85 percent below 1990 levels by 2045 as called for by AB 1279, there will still be residual emissions in the AB 32 GHG Inventory sectors in 2045 that must be addressed in order to achieve the California's carbon neutrality target. Figure 2-5 includes the emissions by sector for the AB 32 GHG Inventory Sectors in 2022, 2030, and 2045 for the Scoping Plan Scenario.

Figure 2-5: Residual emissions in 2022, 2030, and 2045 for the Scoping Plan Scenario[155]



To achieve carbon neutrality, mechanical CDR will therefore need to be deployed. Because NWL management is not estimated to be a significant carbon removal path in the near term, additional CDR options will be needed. *Mechanical CDR* refers to a range of technologies that capture and concentrate ambient CO_2. Direct air capture (DAC) is one available option that is under development today and could be widely deployed. Note that, unlike CCS, DAC technologies are not designed to be attached to a specific source or smokestack. These technologies include chemical scrubbing processes that capture CO_2 through absorption or adsorption separation processes. Another carbon removal

[155] The High GWP sector includes high global warming potential gas emissions from releases of ozone depleting substance (ODS) substitutes, SF_6 emissions from the electricity transmission and distribution system, and gases that are emitted in the semiconductor manufacturing process. ODS substitutes, which are primarily hydrofluorocarbons (HFCs), are used in refrigeration and air conditioning equipment, solvent cleaning, foam production, fire retardants, and aerosols.

option that involves rapid mineralization of CO_2 at the Earth's surface is called *mineral carbonation.*[156] As is the case with CCS, mechanical CDR technologies will need governmental or other incentive support to overcome technology and market barriers. In the United States, the U.S. Department of Energy announced financing specifically for DAC in March 2020[157] and March 2021.[158] Additionally, almost $9 billion in CCS support was included in the $ 1 trillion Infrastructure Investment and Jobs Act of 2021.[159] This includes funding to establish four DAC hubs. The Inflation Reduction Act of 2022[160] increases the value of the 45Q tax credit to USD 85 per metric ton of CO_2 captured and stored in geologic formations from some industrial applications and USD 180 per metric ton for DAC with storage in geologic formations. In 2021, there were approximately 19 DAC facilities globally.[161]

Ultimately, the role for mechanical CDR will depend on the success of reducing emissions directly at the source in the AB 32 GHG Inventory sectors and the ability of the NWL to sequester carbon. However, mechanical CDR also provides an opportunity to not just achieve carbon neutrality, but also remove legacy GHG emissions from the atmosphere. As such, increased deployment of DAC can help achieve net negative emissions. This would further help avoid the most damaging impacts of climate change. While the federal incentives for DAC provide some support for this technology, the only California program that recognizes this technology is the LCFS program. Permitting must also happen across different levels of government and across multiple state agencies. Energy availability must also be addressed if DAC is to be implemented in remote areas. Additional information and next steps on DAC can be found in Chapter 4.

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[156] The National Academies Press. 2018. Direct Air Capture and Mineral Carbonation Approaches for Carbon Dioxide Removal and Reliable Sequestration: Proceedings of a Workshop–in Brief. *https://nap.nationalacademies.org/catalog/25132/direct-air-capture-and-mineral-carbonation-approaches-for-carbon-dioxide-removal-and-reliable-sequestration#:~:text=National%20Academies%20of%20Sciences%2C%20Engineering%2C%20and%20Medicine%3B%20Division,concentrate%20carbon%20dioxide%20%28CO%202%29%20from%20ambient%20air*.

[157] U.S. Department of Energy. 2020. Department of Energy to Provide $22 Million for Research on Capturing Carbon Dioxide from Air*. https://www.energy.gov/articles/department-energy-provide-22-million-research-capturing-carbon-dioxide-air*.

[158] U.S. Department of Energy. 2021. DOE Invests $24 Million to Advance Transformational Air Pollution Capture. *https://www.energy.gov/articles/doe-invests-24-million-advance-transformational-air-pollution-capture*.

[159] Pub.L. No. 117-58 (November 15, 2021). *https://www.congress.gov/bill/117th-congress/house-bill/3684/text*.

[160] Pub.L. No. 117-169 (August 16, 2022). *https://www.congress.gov/bill/117th-congress/house-bill/5376/text*.

[161] International Energy Agency (IEA). 2022. Direct Air Capture – Analysis. *https://www.iea.org/reports/direct-air-capture*.

Carbon Dioxide Removal and Capture Targets for 2030 and 2045

Recognizing the importance of CO_2 removal, Governor Newsom and the Legislature identified the need for targets to send policy and regulatory signals to pilot, deploy, and scale action for those efforts. Governor Newsom requested that CARB set a CO_2 removal and capture target of 20 MMT for 2030 and 100 MMT for 2045, first prioritizing sequestration in NWL. And while this Scoping Plan prioritizes and recommends significant increased climate-smart action on all NWL to support carbon neutrality and healthy and resilient lands, the modeling indicates that, across all NWL, lands will be a net source of emissions when accounting for both carbon sequestration and GHG (CO_2, CH_4, and N_2O) emissions from lands.

Some landscapes, however, are projected to have a net increase in carbon stocks under the Scoping Plan Scenario between 2025 and 2045 relative to the reference case, indicating that NWL actions can help California achieve Governor Newsom's CO_2 removal targets. Carbon stocks in urban forests and grasslands are projected to increase relative to historical levels from implementation of the 2022 Scoping Plan. To support the governor's CO_2 removal targets, CARB estimates that lands would contribute an average of 1.5 MMT of CO_2 removals each year between 2025 and 2045. Any carbon sequestration contributions from lands need to reflect both long-term storage and an overall net increase in carbon stocks over time to ensure these NWL actions are contributing toward California's achievement and maintenance of carbon neutrality over time.

CARB will work to update and revise these estimates as part of implementation of AB 1757, which was signed by the governor in September 2022 and requires that CARB and the California Natural Resources Agency (CNRA) work with an expert advisory committee to determine an ambitious range of carbon sequestration targets by January 1, 2024, for the years 2030, 2038, and 2045.

For the AB 32 GHG Inventory sectors, the Scoping Plan Scenario modeling indicates that the scenario would meet or exceed the 2030 SB 32 target through GHG reduction policies without the need for CDR. CDR will, however, be necessary to increase ambition for an accelerated 2030 target and in increasing amounts over the following decades to achieve carbon neutrality by 2045.[162] Given the likelihood of NWL to be a net source of emissions, and the need for CDR to compensate for residual emissions to achieve carbon neutrality

[162] The modeled scenarios assume that residual emissions will be compensated using DAC technologies by including the direct cost in terms of dollars per ton CO_2 removed. The energy source for DAC is not modeled, but renewable electricity and/or hydrogen produced from electrolysis are zero carbon options consistent with the carbon neutrality targets in this Scoping Plan.

by 2045, California will need increasing deployment of mechanical CDR over the coming decades. In the immediate future, scaling nature-based CDR approaches also can help to provide some CO_2 removal quickly while mechanical CDR is scaled up between now and 2045. Table 2-3 provides estimates of CO_2 removal and capture needed in 2030[163] and 2045.

[163] As identified in Chapter 1, SB 27 (Skinner, Chapter 237, Statues of 2021) directed CARB to "establish carbon dioxide removal targets for 2030 and beyond" as part of this Scoping Plan. CARB is establishing these targets to satisfy both the requirements of SB 27 and the directive from Governor Newsom to establish CO_2 removal targets for 2030 and 2045.

Table 2-3: GHG emissions and removals needed to achieve carbon neutrality and meet the 20 $MMTCO_2$ removal and capture target in 2030 and the 100 $MMTCO_2$ removal and capture target in 2045.[164]

	2030 ($MMTCO_2e$)	2045 ($MMTCO_2e$)
GHG Emissions	233	72
AB 32 GHG Inventory Sector Emissions	226	65
Net NWL GHG Emissions Across All Landscapes (annual average from 2025–2045)	7	7
Carbon Capture and Sequestration (CCS): Avoided GHG Emissions from Industry and Electric Sectors	(13)	(25)
Carbon Dioxide Removal (CDR) including natural and working lands carbon sequestration,[165] Direct Air Capture, and Bioenergy with CCS (BECCS).	(7)	(75)
Net Emissions (GHG Emissions + CDR)	226	(3)

In 2030, the CO_2 removal and capture target is 20 MMT, but because the SB 32 target only encompasses the AB 32 GHG Inventory sectors, only CCS that reduces GHG emissions on AB 32 sources count toward achieving more ambitious GHG emission reductions in 2030. In 2045, the CO_2 removal and capture must compensate for any residual emissions from the AB 32 Inventory sectors and NWL emissions to support achieving carbon neutrality while also totaling at least 100 MMT. It is important to note that NWL, particularly forests, need a natural wildfire cycle to remain healthy. While the modeling projected wildfires, and implementing the Scoping Plan will result in a reduction in future wildfire emissions, getting to zero wildfires in the sector is not the goal, nor the

[164] Modeled estimates from the Scoping Plan Scenario indicate the relative quantity of emissions and removals to achieve carbon neutrality and meet carbon removal and capture targets. These estimates are not intended to imply precision, as the required policies are yet to be implemented and all models have some uncertainty in their forecasts.

[165] For the purposes of quantifying how to achieve the governor's 20 MMT and 100 MMT CO_2 removal and capture target, CARB included 1.5 $MMTCO_2e$ sequestration from NWL, which is the sequestration from urban forests. This is included as CO_2 removal because it is this sequestration that CARB can consider as having some permanence. Permanence is necessary for incorporating NWL into carbon neutrality. The net NWL emissions of 7 $MMTCO_2e$, identified in the second row of Table 2-3, includes *all* emissions and sinks from all NWL landscapes, which is inclusive of the 1.5 $MMTCO_2e$ sequestration. CARB will develop an accounting framework to accommodate NWL carbon stocks.

right approach to a sustainable forestry sector. In contrast in 2045, the reductions from programs and policies are estimated to reduce emissions by 169 $MMTCO_2e$ from business as usual.

The 2030 target for engineered CDR also provides a near term milestone for California and can serve as an important marker for progress in deploying CDR to support California's carbon neutrality goal. Preliminary estimates indicate that, globally, capacity from already announced projects will range from about 2 million metric tons per year ($MMTCO_2/y$) to 8 $MMTCO_2/y$ from bioenergy paired with CCS, and from about 2,000 metric tons per year ($MTCO_2/y$) to 1 $MMTCO_2/y$ from DACs by 2027,[166] which indicates that California's 2030 target is an ambitious, but achievable, goal.

Scenario Uncertainty

Greenhouse Gas Emissions Modeling

Several types of uncertainty are important to understand in both forecasting future emissions and estimating the benefits of emission reduction actions. In developing this Scoping Plan we forecasted a reference scenario and estimated the GHG emissions outcome of the AB 32 GHG Inventory sectors using the PATHWAYS[167] model. Inherent in the reference scenario modeling is the expectation that many of the existing programs will continue in their current form, and that the expected drivers for GHG emissions, such as energy demand, population growth, and economic growth, will match our current projections.

However, there is also the expectation that each of the policies included and implemented to achieve the 2030 target in the 2017 Scoping Plan will deliver their exact outcomes. It is unlikely the future will precisely match our projections, and this will lead to uncertainty in the forecast. For example, we never could have foreseen and forecasted economic and emissions impacts related to the extended disruptions from the COVID-19 pandemic. Thus, the single "reference" or "forecast" line should be understood to represent one possible future in a range of possible predictions. For this Scoping Plan, PATHWAYS utilized inputs that reflect technically feasible levels of deployment or adoption of low- or zero-carbon fuels and technologies. Each of the input assumptions provided to PATHWAYS has some uncertainty, which also contributes to uncertainty in the resulting reference scenario.

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[166] IHS Markit. August 2021. Carbon Removal Potential. *https://ww2.arb.ca.gov/sites/default/files/2021-08/ihsmarkit_presentation_sp_engineeredcarbonremoval_august2021.pdf*.
[167] See Appendix H (AB 32 GHG Inventory Sector Modeling).

Similarly, for the NWL modeling, CARB used a mix of individual modeling tools[168] to estimate the carbon and other ecological, public health, and economic outcomes. The Reference scenario assumes that the level of land management actions that occurred between 2001 and 2014 for forests, shrublands, grasslands, croplands, developed lands, wetlands, and sparsely vegetated lands continues into the future. Alternative scenarios assessed the effect of increasing levels of management actions from the reference scenario beginning in 2025. There is a great deal of uncertainty about exactly how lands are currently managed, and a larger uncertainty about how they may be managed in the future. For NWL, it is unlikely that the future will precisely match the carbon stock outcomes CARB has projected, particularly given the uncertainties around current and future land management and the effects climate change will have on our lands. For any modeling exercise these uncertainties exist; however, this modeling effort brings together the best available science, data, and models to quantify the impact our actions may have on the landscape under an unknown future.

Implementation

As this Scoping Plan is designed to chart a path to achieving carbon neutrality, additional work will be required to fully design and implement any policies and actions identified in this plan. During the subsequent development of policies, the Legislature, CARB, and other state agencies will learn more about the technologies and their costs, as well as how each industry works, as a more comprehensive evaluation is conducted in coordination with stakeholders, including community engagement. Significant areas of uncertainty include permitting wait times[169] and local ordinances that might limit or slow the build-out of utility scale renewables.[170,171] In another example, times to reach commercial operations for solar projects after securing an interconnection agreement also have increased in recent years, to 3.5 to 5.5 years.[172]

The level of natural and working lands climate action identified in this Scoping Plan is ambitious. Achieving the level of action needed to result in the quantified carbon,

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[168] See Appendix I (Natural and Working Lands Technical Support Document).
[169] CEC. 2021. *SB 100 Joint Agency Report.* https://www.energy.ca.gov/sb100#anchor_report.
[170] Roth, Sammy. 2019. "California's San Bernardino County slams the brakes on big solar projects." *Los Angeles Times.* https://www.latimes.com/business/la-fi-san-bernardino-solar-renewable-energy-20190228-story.html?fbclid=IwAR2qHGq3bahHme6SFErLsnyFi9UPIfBHIhvnOh3dU3OM7kUTMcEqYfN3pQA.
[171] Chediak, Mark. 2021. "California NIMBYs Threaten Biden's Clean Energy Goals." *BNN Bloomberg.* https://www.bnnbloomberg.ca/california-nimbys-threaten-biden-s-clean-energy-goals-1.1634351?msclkid=668c9ae9c11311ec92e34035ea157ad4.
[172] Rand, Joseph, et al. 2022. Queued Up: Characteristics of Power Plants Seeking Transmission Interconnection as of the End of 2021. Power Point Presentation. Lawrence Berkeley National Laboratory. https://emp.lbl.gov/sites/default/files/queued_up_2021_04-13-2022.pdf.

emissions, health, and economic outcomes within this Scoping Plan requires coordination, investment, and partnerships across all levels of government and sectors of the economy. It is possible that not all of the actions at the identified level will begin in 2025. This uncertainty will result in diminished levels of beneficial outcomes quantified in the Scoping Plan Scenario. The levels of NWL action identified in this Scoping Plan represent CARB's assessment of the pace and scale of action needed to achieve the carbon stock targets and CO_2 removal targets identified in this Scoping Plan.

The Scoping Plan Scenario identifies that 2.3 million acres of forests, shrubland, and grassland management annually would achieve substantial levels of fire emissions reductions and the concomitant health and economics benefits. Currently, 1 million acres of forest treatment annually is the joint federal and state government goal (500,000 acres each). This target of one million acres annually by 2025 is for the purposes of increasing forest health and wildfire resilience in the near term, whereas the 2.3 million acre target is what the Scoping Plan modeling shows would be needed to realize the carbon stock target called for in this Scoping Plan by 2045. By identifying 2.3 million acres of climate action annually in forests, shrublands, and grasslands, this Scoping Plan emphasizes the importance of that 1 million acre annual goal as a milestone on the way to even more action and improved fire and air quality outcomes. The modeling indicates that substantial improvements to statewide fire emissions will occur at levels of action greater than 1 million acres per year. If these levels of action do not occur starting in 2025, the Scoping Plan has quantified climate benefits that will still occur, but to a lesser extent. In terms of fire emissions, compared to the Reference Scenario, 2.3 million acres of forest, shrubland and grassland management will result in a 10% reduction in wildfire emissions. At 1 million acres per year, this decreases to a 2.5% reduction. If 1 million acres per year is also not accomplished, then the emissions and health benefits are even lower.

Climate action in other NWL sectors also generates many co-benefits. Climate action identified in this Scoping Plan is aimed at not only fighting climate change but also improving air quality and public health. The climate action identified in the agricultural sector, for example, should result in decreased pesticide and synthetic fertilizer use. This decrease of synthetic chemical use in agriculture across California also should result in improved public health, especially for communities that work and live in and around agricultural lands. However, as with the forestry sector, the benefits of climate action in agricultural lands and in any other land are dependent on how much implementation takes place. Ramping up increased healthy soils practices and increasing organic agriculture in California will require continued and sustained implementation by private industry and public agencies. For example, achieving the carbon stock outcomes for the annual crops called for in this Scoping Plan would require deployment and maintenance of healthy soils practices on 80,000 additional acres of croplands in California every year between 2025 and 2045. For context, CDFA's Healthy Soils Program, which is an incentive program

supporting healthy soils practices, took almost four years of sustained funding to achieve approximately 50,000 acres total under healthy soils practices.[173]

Given the uncertainty around the modeling assumptions, and performance uncertainty as specific policies are fully designed and implemented, estimates associated with the Scoping Plan Scenario are certain to be different than what is ultimately implemented. One way to mitigate for this is to develop policies that can adapt and increase certainty in GHG emissions reductions. Periodic reviews of progress toward achieving the 2030 target and longer term deeper decarbonization, as well as performance of specific policies, also provide opportunities for the state to consider any changes to ensure we remain on course to achieve the 2030 target and carbon neutrality. The need for this periodic review process was anticipated in AB 32, as it calls for updates to the Scoping Plan at least once every five years. For this Scoping Plan, the metrics provided on the rate of deployment of clean fuels and technologies, along with the annual AB 32 GHG Inventory, provide additional information that can be used to assess progress on sectors and aggregate emissions. This is also true of CARB's NWL carbon inventory. An uncertainty analysis for achieving an accelerated 2030 target is provided toward the end of this chapter.

Targeted Evaluations for the Scoping Plan: Oil and Gas Extraction and Refining

To achieve California's air quality and climate goals, we must end our dependence on petroleum. This will not happen overnight. There are about 28 million combustion engine heavy- and light-duty trucks and passenger vehicles in California, and these are almost always replaced at their end of life. The ZEV Executive Order (EO N-79-20) calls for 100 percent new ZEV car sales beginning in 2035 and a 100 percent ZEV medium- and heavy-duty fleet sales by 2045 where feasible. The result is an ongoing, albeit shrinking, pool of vehicles that will continue to require petroleum fuels. To avoid leakage, as called for in AB 32, and to meet that remaining demand for petroleum fuel, a complete phaseout of oil and gas extraction and refining is not possible by 2045. This Scoping Plan assumes a phasedown in both oil and gas extraction as well as petroleum refining in line with the reduction in demand for in-state on-road petroleum fuel demand. Since the transportation sector is the largest source of GHG emissions and harmful local air pollution, we must continue to research and invest in efforts to deploy zero emissions technologies and clean fuels, and to reduce VMT. An assessment of ongoing progress and efforts to reduce

[173] California Department of Food and Agriculture. 2021. *Incentives Program 2017–2020 Summary by the Numbers.* https://www.cdfa.ca.gov/oefi/healthysoils/docs/HSP_Incentives_program_level_data_funded_projects.pdf.

demand for petroleum fuels and of opportunities to phase down oil and gas extraction and refining will be included in the next Scoping Plan update.

In addition to supplying in-state demand, California is a net exporter of gasoline, diesel, and jet fuel. California pipelines supply the Nevada and Arizona regions[174] with approximately 87 million barrels gasoline equivalent of refined products annually.[175] California pipelines deliver approximately 85% of Nevada's and 40% of Arizona's refined product. Most finished fuels flowing from California to Nevada and Arizona are currently produced by California refineries. To manage the phasedown of oil and gas extraction and petroleum refining in California, exports of finished fuels must be considered and factored into that process, in addition to the declining in-state demand. The authorities and considerations related to supply and demand of petroleum fuels span federal, state, and local agencies. If supply of fossil fuels is to decline along with demand, a multi-agency discussion is needed to systematically evaluate and plan for the transition to ensure that it is equitable.

This inter-agency work should also consider related topics, such as the following:

- Direct and indirect job and economic impacts
- Demand for other liquid fuel types such as renewable fuels, and expected volumes
- Legal considerations
- Public health benefits
- Demand and supply strategies for petroleum fuels, including how to avoid short term supply constraints that may impact low-income consumers

Some of these topics were also discussed as part of two studies[176] supported by the California Environmental Protection Agency, which can serve as a starting point for a working group to analyze these questions and develop policy recommendations.

Oil and Gas Extraction

On April 23, 2021,[177] Governor Newsom directed CARB to evaluate the phaseout of oil and gas extraction no later than 2045 as part of this Scoping Plan. As noted above, this Scoping Plan still has some California demand for finished fossil fuels (gasoline, diesel,

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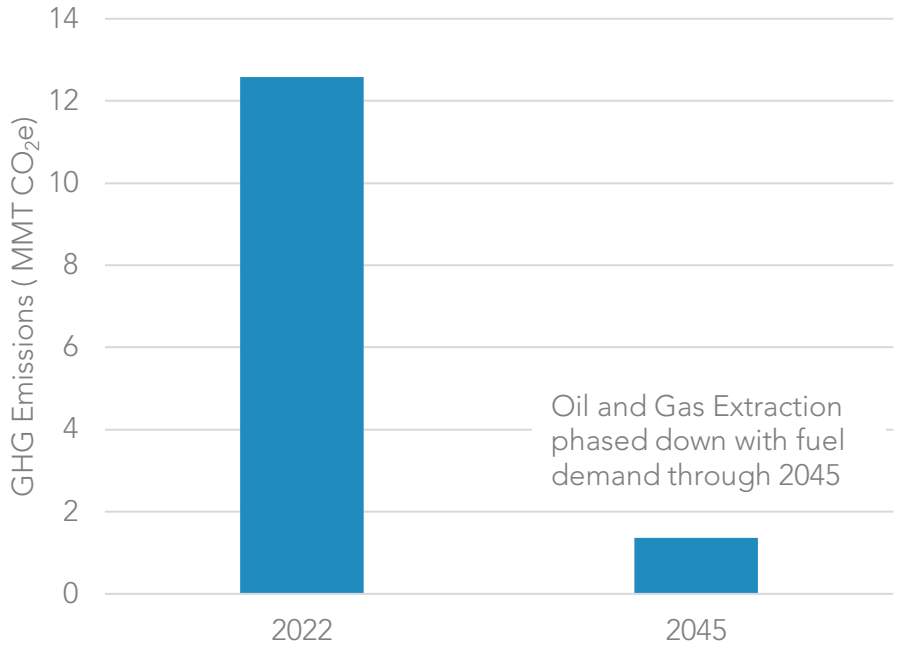
[174] CEC. August 2021. A Primer on California's Pipeline Infrastructure. *Petroleum Watch.* https://www.energy.ca.gov/sites/default/files/2021-08/August_Petroleum_Watch_ADA.pdf.
[175] CEC. March 2020. *Petroleum Watch.* https://www.energy.ca.gov/sites/default/files/2020-03/March_2020_Petroleum_Watch.pdf.
[176] CalEPA. 2021. Carbon Neutrality Studies: https://calepa.ca.gov/climate/carbon-neutrality-studies/.
[177] Governor Newsom. April 23, 2021. Governor Newsom Takes Action to Phase Out Oil Extraction in California. Press Release. https://www.gov.ca.gov/2021/04/23/governor-newsom-takes-action-to-phase-out-oil-extraction-in-california/.

and jet fuel) in 2045. This demand is primarily for transportation, including for sectors that are directly regulated by the state and some that are subject to federal jurisdiction, such as interstate locomotives, marine, and aviation. As discussed more fully below, while significant GHG reductions from oil and gas extraction could be achieved as demand for fossil fuels is reduced due to strategies in this Scoping Plan, it is not feasible to phase out oil and gas production fully by 2045 given this remaining demand.

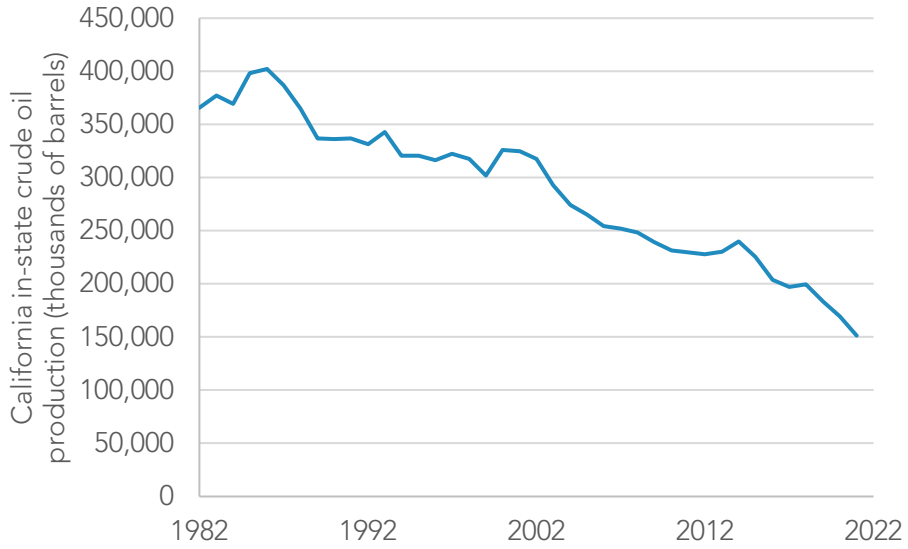
In the Scoping Plan Scenario, with successful deployment of zero carbon fuels and non-combustion technology to phase down petroleum demand, GHG emissions from oil and gas extraction could be reduced by approximately 89 percent in 2045 from 2022 levels if extraction decreases in line with in-state finished fuel demand. If in-state extraction were to be phased out fully, the future petroleum demand by in-state refineries would be met through increased crude imports to the state relative to the Scoping Plan Scenario. AB 32 defines leakage as, "a reduction in emissions in greenhouse gases within the state that is offset by an increase in emissions of greenhouse gases outside the state." AB 32 also requires any actions undertaken to reduce GHGs to "minimize leakage." Increases in imported crude could result in increased activity outside California to extract and transport crude into California. Therefore, our analysis indicates that a full phaseout of in-state extraction could result in GHG emissions leakage and in-state impacts to crude oil imported into the state. Figure 2-6 compares the 2022 emissions from this sector with the modeled results when the sector is phased down with in-state petroleum demand.

Figure 2-6: Oil and gas extraction sector GHG emissions in 2022 and 2045 when activity is phased down with in-state fuel demand



According to California Energy Commission (CEC) data used in Figure 2-7, the total oil extracted in California peaked at 402 million barrels in 1986. Since then, California crude oil production has decreased by an average of 6 million barrels per year, to about 200 million barrels in 2020. This steadily decreasing production of crude in California is expected to continue as the state's oil fields deplete.

Figure 2-7: California in-state crude oil production[178]



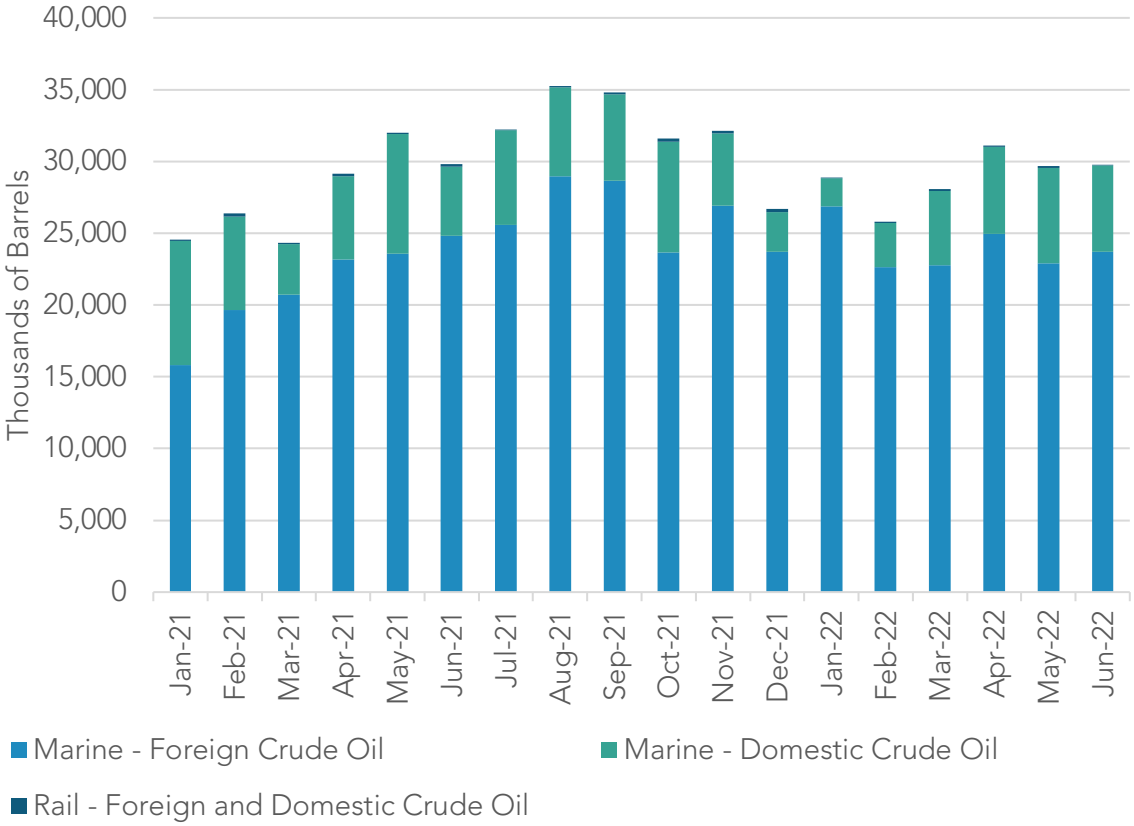
A UC Santa Barbara report estimated that, under business-as-usual conditions, California oil field production would decrease to 97 million barrels in 2045.[179] The business-as-usual model assumed no additional regulations limiting oil extraction in California.

Any crude oil demand by California refineries not met by California crude oil will be met by marine imports of Alaskan and foreign crude.[180] As shown in Figure 2-8, approximately 99 percent of crude imports into California are delivered by marine transportation. The

[178] CEC. No date. Oil Supply Sources to California Refineries. Accessed April 21, 2022. https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/oil-supply-sources-california-refineries.
[179] University of California, Santa Barbara. 2021. Enhancing Equity While Eliminating Emissions in California's Supply of Transportation Fuels.
[180] CEC. 2020. *Petroleum Watch: How Petroleum Products Move.* March. https://www.energy.ca.gov/sites/default/files/2020-03/March_2020_Petroleum_Watch.pdf, and CEC. 2020. *Petroleum Watch: What Types of Crude Oil Do California Refineries Process?* February. https://www.energy.ca.gov/sites/default/files/2020-02/2020-02_Petroleum_Watch_ADA_0.pdf.

remaining imports occur by rail.[181] There are no pipelines that bring crude oil into California from out of state.[182]

Figure 2-8: Crude oil imports by transportation type[183]



Crude oil delivered by marine tankers is delivered to onshore storage tanks and subsequently to refineries via pipeline. Most crude oil produced in California is delivered to California refineries by pipeline. Using historical trends, any increases in imported crude above historic levels would result in increased deliveries through the marine ports. This increased activity could require more infrastructure to store and move larger volumes of crude to the refineries in state.

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[181] CEC. June 2021. Crude Oil Imports by Transportation Type. Accessed March 16, 2022. https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/crude-oil-imports-source.
[182] CEC. 2020. *Petroleum Watch: How Petroleum Products Move.* March. https://www.energy.ca.gov/sites/default/files/2020-03/March_2020_Petroleum_Watch.pdf.
[183] CEC. June 2021. Crude Oil Imports. https://www.energy.ca.gov/data-reports/energy-almanac/californias-petroleum-market/crude-oil-imports-source.

California refineries import a variety of crude oils to meet refinery needs. California petroleum refineries are generally designed to process relatively heavy crude relative to other U.S. refineries. In 2018, crude inputs to California refineries had an average American Petroleum Institute (API) gravity of 26.18 and an average sulfur content of 1.64 percent. Processing significantly lighter or heavier crude blends would require significant changes to a refinery.[184] Most crude imported from Alaska and the Middle East is relatively light (API gravity > 30) compared to California crude (API gravity < 20).[185] If California crude production is insufficient to meet the demand at California refineries, then California refineries will need access to a similarly heavy source of crude so that the average API gravity of crude remains within their established operating window. South American crude oil imports into California are the heaviest relative to other regions, and therefore they may be the most likely to replace decreased California crude oil supply.[186]

In summary, the modeling indicates that demand for petroleum will persist due to legacy fleets that will not be replaced until end of life. The modeling also shows what the GHG emissions reductions would be if oil and gas extraction activities were phased down in line with the reduction of in-state petroleum demand. Trend data shows that oil and gas extraction already has been on the decline and will continue to decline. It is possible to anticipate the likely regions and types of crude that would be imported to meet in-state petroleum demand if in-state extraction was fully phased out by 2045. Importantly, activity at the ports would increase, and new infrastructure would be needed to store and deliver crude to in-state refineries. And while GHG emissions from this sector would go to zero in our AB 32 GHG Inventory with a full phaseout, emissions related to the production and transport of crude to California might increase elsewhere, resulting in emissions leakage.

As the state continues to reduce demand for petroleum, efforts to protect public health for communities located near oil and gas extraction sites must also continue. In October 2021, Governor Newsom directed action to prevent new oil drilling near communities and

[184] CEC. 2020. *Petroleum Watch: What Types of Crude?* February. https://www.energy.ca.gov/sites/default/files/2020-02/2020-02_Petroleum_Watch_ADA_0.pdf.
[185] CEC. 2020. *Petroleum Watch: What Types of Crude?* February. https://www.energy.ca.gov/sites/default/files/2020-02/2020-02_Petroleum_Watch_ADA_0.pdf.
[186] CEC. 2020. *Petroleum Watch: What Types of Crude?* February. https://www.energy.ca.gov/sites/default/files/2020-02/2020-02_Petroleum_Watch_ADA_0.pdf.

expand health protections.[187,188] In 2022, the Legislature passed, and the governor signed, SB 1137 to protect communities from existing and any new oil and gas extraction activities through 3,200 foot setbacks.

Petroleum Refining

In the Scoping Plan Scenario CARB modeled a phasedown of refining activity in line with petroleum demand. Meeting petroleum demand means sufficient availability of finished fuel (gasoline, diesel, and jet fuel). Crude is processed at in-state refineries to produce finished fuel. In response to stakeholder requests,[189] this evaluation focuses on the Scoping Plan Scenario, but with an evaluation of a complete phasedown of refinery operations in state.

The Scoping Plan Scenario results in California petroleum refining emissions of 4.5 $MMTCO_2e$ in 2045; a reduction of approximately 85 percent relative to 2022 levels, which is in line with the decline in in-state finished fuel demand.[190] Emissions from refining can be reduced further through the application of CCS technology, as shown in Figure 2-9. If in-state refining is phased down to zero and the demand for the finished fuels produced by that refining persists, imported finished fuels may be needed to meet the remaining in-state demand.[191] The current data shows unmet demand for liquid petroleum transportation fuels would most likely be met by marine imports. A CEC report notes, "The only way for California to receive large amounts of crude and refined products is by marine."[192]

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[187] Office of Governor Gavin Newsom. 2021. California Moves to Prevent New Oil Drilling Near Communities, Expand Health Protections. *https://www.gov.ca.gov/2021/10/21/california-moves-to-prevent-new-oil-drilling-near-communities-expand-health-protections-2/?msclkid=6c0da86bc58e11ecb81cf596d4d8a735*.

[188] California Department of Conservation Geologic Energy Management Division. October 2021. Draft Rule for Protection of Communities and Workers from Health and Safety Impacts from Oil and Gas Production Operations. *https://www.conservation.ca.gov/calgem/Pages/Public-Health.aspx?msclkid=45660232cf2511ecb1c56119097e3b0c*.

[189] California Environmental Justice Alliance. October 22, 2021. Comment on 2022 Scoping Plan Update - Scenario Inputs Technical Workshop. *https://www.arb.ca.gov/lists/com-attach/68-sp22-inputs-ws-WzhdPlI5AjACW1Qx.pdf*.

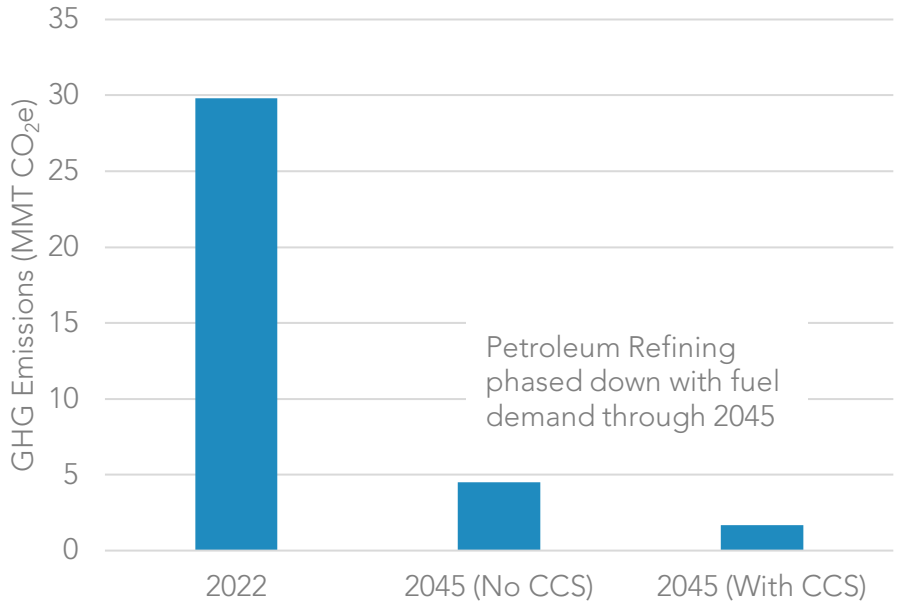
[190] This reduction in demand does not assume any need for ongoing operations to support exports to neighboring states.

[191] If demand assumes an ongoing need to support exports to neighboring states, the residual demand would require a five-fold increase in finished fuel imports.

[192] CEC. 2020. *Petroleum Watch: How Petroleum Products Move.* March. *https://www.energy.ca.gov/sites/default/files/2020-03/March_2020_Petroleum_Watch.pdf*.

There are currently no pipelines capable of bringing refined products to the state, and rail imports of refined products have historically made up less than 1 percent of all imports.[193] Significant increases in marine imports would likely require significant reconfiguring, retrofitting, or replacement of crude pipelines and storage tanks at current marine terminals, and possible reconfiguring of existing finished fuel infrastructure to account for changes in volumes and locations of supply points.

Figure 2-9: Petroleum refining sector GHG emissions in 2022 and 2045 (with and without CCS) when activity is phased down with fuel demand



If California's finished fuel demand is not met by continued refining activity in California, the state would need to import finished fuels to meet the ongoing demand. This would likely result in a two- to five-fold increase in the number of finished fuel ship deliveries to marine terminals. Marine tankers delivering refined products are often much smaller than crude oil tankers, so changes in fuel use and emissions cannot be easily estimated from the change in both the type and the number of ship deliveries.[194]

[193] CEC. 2020. *Petroleum Watch: How Petroleum Products Move.* March. https://www.energy.ca.gov/sites/default/files/2020-03/March_2020_Petroleum_Watch.pdf.
[194] Personal communication with CEC staff, March 2022; U.S EIA. 2017. *World Oil Transit Chokepoints*. 3. https://www.eia.gov/beta/international/regions-topics.php?RegionTopicID=WOTC.

If refining ceased in California, the rail and marine deliveries currently needed to support both refining processes and the export of waste products, such as petroleum coke, would cease.

In summary, the modeling indicates that demand for petroleum will persist through 2045. The modeling also shows what the GHG emissions reductions would be if refining activities were phased down in line with the reduction in in-state petroleum demand. CCS can further reduce emissions for this sector. Importantly, activity at the ports would increase, and new infrastructure would be needed to store and deliver finished fuel across the state, if in-state refining were fully phased down by 2045. And while GHG emissions from this sector would go to zero in our AB 32 GHG Inventory with a full phaseout, emissions related to the refining and transport of finished fuel to California might increase elsewhere, resulting in emissions leakage.

Progress Toward Achieving the Accelerated 2030 Target

The 2017 Scoping Plan laid out a path to achieving the SB 32 target of at least a 40 percent reduction of GHG emissions below 1990 levels by 2030 that focused on reducing emissions in the state and was technologically feasible and cost-effective, reflecting statutory direction. Many of the programs to achieve the 2030 target increased in stringency beginning January 1, 2021. However, the 2030 target must be increased to help achieve the deeper reductions needed to meet the state's statutory carbon neutrality target specified in AB 1279 and Executive Order B-55-18.

Starting in 2020 and extending into 2022, the COVID-19 pandemic impacts reverberated across the globe in a multitude of ways, including the devastating loss of millions of lives. The pandemic also had a significant impact on GHG emissions by virtue of its impact on global economies and lifestyle changes for Californians, with extended work and school disruptions. Thus, assessing our progress toward meeting our SB 32 target is confounded by the unprecedented nature of the pandemic. Nevertheless, an assessment of progress toward the 2030 target is critical, in particular the accelerated 2030 target called for in this Scoping Plan, since achieving the accelerated 2030 target would make the state well positioned to achieve its carbon neutrality goals and bring critical near-term air quality benefits to address historical and ongoing disparities in access to healthy air. Because there is only one year of data available for this decade, the analysis takes a prospective look using projected emissions over the remainder of this decade.

Estimating GHG emissions in 2030 requires projecting the effect of policies or measures that are currently deployed and undergoing implementation. Table 2-4 shows three distinct estimates of GHG emissions in 2030 that were created at different times and used different modeling approaches.

Table 2-4: Estimates of 2030 GHG emissions

Scenario Description	2030 GHG Emissions ($MMTCO_2e$)
2017 Scoping Plan: the projected outcome from implementing policies identified in the 2017 Scoping Plan that was approved by the CARB Board in December 2017.	320
Reference Scenario: the assessment of current trends and expected performance of policies identified in the 2017 Scoping Plan, as of February 2022, using the PATHWAYS model (E3).	305
Reference Scenario (Rhodium): the analysis of projected emissions from 2021 to 2030 from state and federal policies implemented as of July 2022, including the estimated impact of the Inflation Reduction Act and Advanced Clean Cars II using RHG-NEMS and other Rhodium Taking Stock 2022 methods (https://rhg.com/wp-content/uploads/2022/07/Taking-Stock-2022_US-Emissions-Outlook.pdf).	324

These three estimates of 2030 GHG emissions differ, which is expected. The estimates reflect different outcomes of the current and future impact of policies and measures. They also vary due to fundamental differences in the way these models work. For example, PATHWAYS is an economy-wide, scenario-based GHG accounting tool that tracks energy demands and supplies in line with scenario assumptions and is benchmarked to historical values. RHG-NEMS optimizes both the supply and demand sides of the energy system while factoring in consumer constraints and dynamic economic and energy systemwide feedback. Importantly, while these point estimates give the appearance of certainty and accuracy, there is significant uncertainty in future emissions projections that is documented thoroughly in each of the three emissions scenarios described above. No model can predict the future given unforeseen factors such as notable economic swings and implementation delays for programs. However, the range of emissions estimates provides a useful indication of possible outcomes from successful implementation of policies and measures.

An important source of uncertainty is the impact of delayed implementation of policy measures and market actions. The successful rate of deployment of clean technology and fuels—including consumer adoption patterns, economic recovery from the pandemic, and the permitting and build-out of necessary new assets and reuse of existing assets to produce and deliver clean energy—is essential to reach GHG emission reduction targets. Any delays will only increase GHG emissions in 2030.

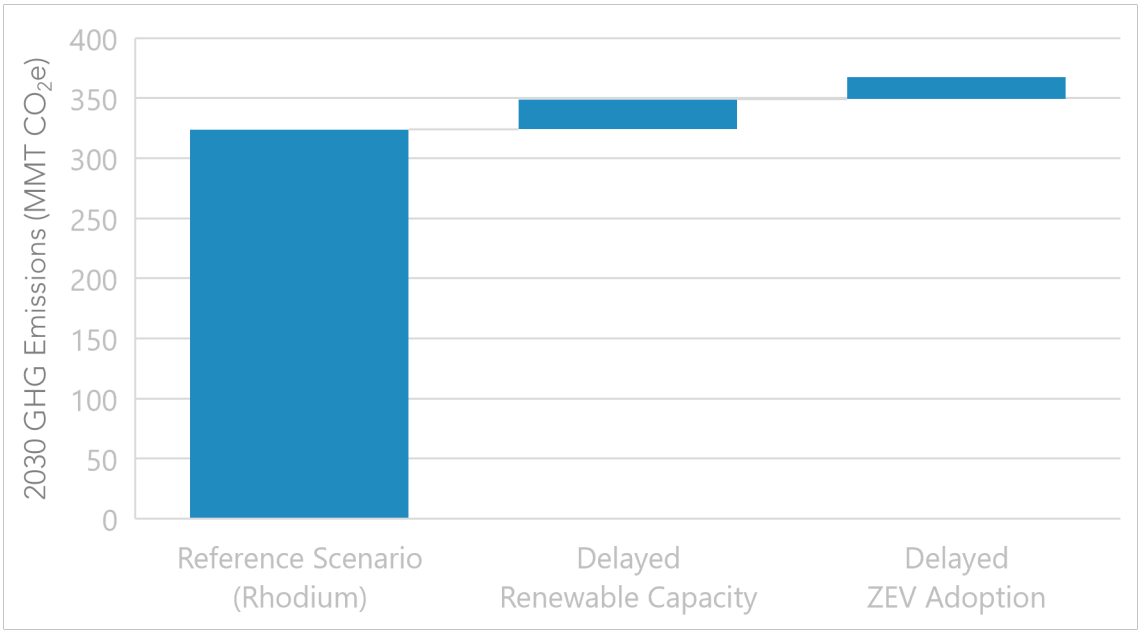
It is important to note that incentives, carbon pricing, and regulations all can result in similar types of responses including, but not limited to:

- Build-out of clean energy and infrastructure
- Deployment of clean technology
- Reduced demand for fossil energy
- Efficiency improvements

As such, the uncertainty analysis discussion focuses on implementation (technology and infrastructure deployment), and not any specific programs or policies. It is successful implementation that must ultimately happen for emissions reductions to be realized.

The uncertainty analysis described in Appendix J (Uncertainty Analysis) quantifies the impact of delayed permitting and building of renewable generation and transmission in the power sector and delayed adoption of ZEVs across all vehicle fleets in the transportation sector. The Reference Scenario (Rhodium) estimates emissions in 2030 to be 324 MMTCO2e. A five-year delay in renewable capacity would increase emissions by 8 percent in 2030 (25 MMTCO2e) relative to the Reference Scenario. If similar delays in clean energy production and deployment occur in other sectors, a larger increase in emissions relative to the reference scenario would be expected, jeopardizing the state's ability to achieve the 2030 target. Similarly, a delay in consumer adoption of zero emission vehicles (LDV, MDV, HDV) would increase emissions by 6 percent in 2030 (19 MMTCO2e) relative to the Reference Scenario. Delays in transitioning to electric equipment and appliances in homes and businesses would also lead to increased emissions in 2030. Figure 2-10 illustrates the impact on projected emissions in 2030 associated with delayed renewable capacity and delayed transportation vehicle electrification.

Figure 2-10: Impact of delayed implementation on 2030 GHG emissions[195]



Appendix J (Uncertainty Analysis) includes additional details on the assumptions and model used for the uncertainty analysis and the risks to achieve the emissions reductions from 2022 to 2030 that are anticipated in the Scoping Plan Reference Scenario. While the analysis focuses on renewable capacity and transportation, the analysis identifies a common set of themes that can impact emissions reductions across economic sectors, including permitting, technology availability, and consumer adoption. The impact of delayed emissions reductions will vary by sector and by the specific policy at risk of delay.

We give these quantitative examples of the impact implementation delays can have on GHG reductions, but almost every economic sector will have the need for permitting to enable at least a 40 percent reduction below 1990 levels. If we consider the increased ambition of the Scoping Plan Scenario, which identifies an accelerated 2030 target, the same types of uncertainty manifest themselves in successful implementation of the Scoping Plan Scenario, with the added need for CCS and CDR and a need to grow other energy sectors such as hydrogen.

[195] The implementation delay scenarios were modeled separately and do not necessarily reflect the combined impact of delayed renewable capacity and transportation vehicle electrification.

Cap-and-Trade Program Update

Since the adoption of the first Scoping Plan in 2008, carbon pricing in the form of a Cap-and-Trade Program has been part of the portfolio to achieve the state's GHG reduction targets, and it will remain critical as we work toward carbon neutrality. This section provides an update on the program and its role in achieving the 2030 target.

The Cap-and-Trade Program first came into effect in 2012, under AB 32, and included declining allowance caps through 2020. In 2017, AB 398[196] was passed by a supermajority in the Legislature and included prescriptive direction on the design of the program from 2021 through 2030. The AB 398 Cap-and-Trade Program came into effect on January 1, 2021, and it included the following changes:

- Doubling of stringency with an annual cap decline of 4 percent per year from 2021–2030
- AB 398 price ceiling
- AB 398 redesigned allowance price containment reserve with two tiers
- AB 398 100 percent leakage assistance factor for industry
- AB 398 lower offset limits: Usage limit cut from 8 percent to 4 percent, and half of offsets must provide direct benefits to California

The reduction in the role of offsets in the program was in recognition of ongoing concerns raised by environmental justice advocates regarding the ability of companies to use offsets for compliance instead of investing in actions on site to reduce GHG emissions that could also potentially reduce criteria or toxic emissions.[197,198] Note that data show the relationship between facility emissions of GHGs and co-pollutants is highly variable by sector and pollutant.[199] Changes to the allowance price containment reserve and the addition of the price ceiling were included to ensure protections against price spikes in the program, while the changes to the leakage assistance factors were to ensure the maximum protection against leakage in the program. The original design of the program included an auction floor price that increases by 5 percent plus inflation each year, and

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[196] Assembly Bill 398 (Garcia, Chapter 135, Stats. of 2017). California Global Warming Solutions Act of 2006: market-based compliance mechanisms: fire prevention fees: sales and use tax manufacturing exemption. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB398.

[197] OEHHA. 2022. *Impacts of Greenhouse Gas Emission Limits Within Disadvantaged Communities*. https://oehha.ca.gov/media/downloads/environmental-justice/impactsofghgpoliciesreport020322.pdf.

[198] The OEHHA report also found that companies that use the most offsets often own the facilities that contribute to local $PM_{2.5}$ exposure. However, there was no causal relationship found to indicate that implementation of the Cap-and-Trade Program was contributing to increases in local air pollution. Also see: CARB. FAQ Cap-and-Trade Program. https://ww2.arb.ca.gov/resources/documents/faq-cap-and-trade-program.

[199] OEHHA. 2022. *Impacts of Greenhouse Gas Emission Limits Within Disadvantaged Communities*. https://oehha.ca.gov/media/downloads/environmental-justice/impactsofghgpoliciesreport020322.pdf.

that escalation factor is retained in the post-2020 program and is also applied to the allowance price containment reserve and price ceiling. These features, combined with the self-ratcheting mechanism for unsold allowances at auctions,[200] help to ensure the program is able to handle periods of high and low demand for allowances while continuing to ensure a steadily increasing price signal for regulated entities to invest in GHG reduction technologies.

As a result of achieving the 2020 target several years earlier than mandated by law, there are unused allowances in circulation. CARB estimated the amount to be approximately 310 million allowances after the conclusion of the third compliance period (2018–2020).[201] AB 398 had also called for a similar analysis, which was completed in 2018.[202] This bank represents approximately 5 percent of the total number of vintage 2013–2030 allowances issued within the joint market. This bank of allowances can only remain banked if year-over-year the covered emissions are declining by 14 MMT. If the annual decline in actual emissions is less than 14 MMT, regulated entities will need to use the banked allowances to cover their compliance obligations. It is likely that the existing bank of 310 million allowances will be needed over the early part of this decade and will be exhausted by the end of the decade. During the same period, prices for allowances will continue to increase at least 5 percent plus inflation year-over-year, sending a steadily increasing price signal to spur investment in onsite reductions for covered entities.

With the passage of AB 1279, the state has a statutory target to achieve carbon neutrality no later than 2045. This Scoping Plan demonstrates that planning on a longer time frame for the new carbon neutrality target means we must accelerate our near-term ambition for 2030 in order to be on track to achieve our longer-term target. CARB will use the modeling for this Scoping Plan to assess what changes may be warranted to the Cap-and-Trade or other programs to ensure we are on track to achieve an accelerated 2030 target. Since the original adoption of the Cap-and-Trade regulation, the program has been amended eight times through a robust public process. Moreover, then-California Environmental Protection Agency Secretary Jared Blumenfeld testified at a Senate hearing in 2022 that CARB will report back to the Legislature by the end of 2023 on the status of the allowance supply with any suggestions on legislative changes to ensure the number of allowances

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[200] The self-ratcheting mechanism temporarily removes unsold allowances from the market until either sufficient demand manifests for two consecutive auctions and they are incrementally reintroduced at future auctions, or they are permanently removed from general circulation if demand remains low.
[201] CARB. 2022. BR 18-51 Cap-and-Trade Allowance Report. Attachment A. *https://ww2.arb.ca.gov/sites/default/files/cap-and-trade/Allowance%20Report_Reso18_51.pdf*.
[202] CARB. 2018. Staff Report: Initial Statement of Reasons: Proposed Amendments to the Cap on Greenhouse Gas Emissions and Market-Based Compliance Mechanisms Regulation. September 4. *https://www.arb.ca.gov/regact/2018/capandtrade18/ct18398.pdf?_ga=2.134288305.1735610122.1664813952-1100516233.1657841496*.

is appropriate to help the state achieve its 2030 target of at least 40% below 1990 levels. As part of that status update, CARB will also provide information on any potential program changes that may be needed to allowance supply to help achieve an accelerated target for 2030 identified in this Scoping Plan as necessary to achieve carbon neutrality no later than 2045. Engaging in this process in 2023 will allow for the consideration of this Scoping Plan, inclusion of additional data points for the second year of operation of the AB 398-designed program (which only came into force in January 2021), and an opportunity to hold public workshops.

It is also worth noting that the COVID-19 pandemic had significant impacts on economic activity in California and elsewhere.[203] Emissions were significantly lower in 2020 due to the impacts of the global pandemic. There is an expectation that emissions will increase as the economy recovers and behaviors continue to shift from the impacts of the ongoing pandemic. As a result, 2020 should be regarded as an outlier in the emissions trends. This scenario of increasing emissions is similar to what happened in the first compliance period for Cap-and-Trade, where the state economy was recovering from the Great Recession and does not correlate to a problem with the structure of this program or other programs that cover emissions related to the manufacturing or transportation sectors. In any assessment of this and other programs, it is essential to consider external factors such as economic activity and availability of zero carbon energy such as hydropower, among others.

To better understand the role of the Cap-and-Trade Program in achieving the 2030 target, Table 2-5 compares the 2030 GHG emissions estimates from the three reference scenarios described in Table 2-4. The 2017 Scoping Plan projection is from the PATHWAYS model for the Scoping Plan Scenario approved by the Board in late 2017. It excludes the contribution of the Cap-and-Trade Program, without any consideration of uncertainty factors (i.e., a characterization of the uncertainty that a given GHG reduction measure included in the 2017 Scoping Plan will actually achieve the GHG reductions it is projected to deliver). The Reference Scenario represents what GHG emissions would look like if we did nothing beyond the existing policies that are required and already in place to achieve the 2030 target; this scenario is based on the recent PATHWAYS modeling, excluding the contribution of the Cap-and-Trade Program, and without any consideration of uncertainty factors. It indicates that GHG emissions will be lower over this decade than originally projected when the 2017 Scoping Plan was approved. The

[203] CARB. November 4, 2021. Mandatory Greenhouse Gas Reporting - 2020 Emissions Year Frequently Asked Questions. *https://www.arb.ca.gov/cc/reporting/ghg-rep/reported-data/2020mrrfaqs.pdf?_ga=2.264251343.1760432228.1650736660-1644197524.1577749754*.

Reference Scenario (Rhodium) which also does not include uncertainty bounds, is the modeling used for the uncertainty analysis above.

Importantly, PATHWAYS is not able to explicitly model a carbon pricing policy, and therefore the Cap-and-Trade Program is not represented in the 2017 Scoping Plan or the Reference Scenario. Carbon pricing is included in RHG-NEMS, which reflects state and federal policies included in the U.S. Energy Information Administration (EIA) Annual Energy Outlook 2022 and the National Energy Systems Model (NEMS), which is the basis for RHG-NEMS.[204]

As detailed in EIA's documentation, California's Cap-and-Trade Program is represented through increased energy prices, which flow across economic sectors.[205] However, many of the emissions covered by the California Cap-and-Trade Program are not energy- and fuel-related emissions. Given that, the energy systems model RHG-NEMS was used to model the impact of California Cap-and-Trade on the energy system. However, RHG-NEMS does not explicitly model the entire program, which includes non-energy related emissions from the industrial, agricultural, waste, and transportation sectors.

[204] U.S. EIA. 2022. *Summary of Legislation and Regulations Included in the Annual Energy Outlook 2022.* March. *https://www.eia.gov/outlooks/aeo/assumptions/pdf/summary.pdf*.
[205] U.S. EIA. 2022. Electricity Market Module. *https://www.eia.gov/outlooks/aeo/assumptions/pdf/electricity.pdf*.

Table 2-5: Comparison of 2017 Scoping Plan and two Reference Scenarios

	2030 GHG Emissions ($MMTCO_2e$) (2017 Scoping Plan)	2030 GHG Emissions ($MMTCO_2e$) (Reference Scenario)	2030 GHG Emissions ($MMTCO_2e$) (Reference Scenario-Rhodium)
Reference Scenarios	320	305	324
Gap to Accelerated 2030 Target under the Scoping Plan Scenario (226)[206]	94	79	98

Under the Scoping Plan Scenario, in 2030 California emissions are anticipated to be 48% below 1990 levels. This represents an acceleration of the current SB 32 target of a 40% reduction below 1990 levels. Table 2-5 includes the gap between the different reference scenarios and the accelerated 2030 target achieved under the Scoping Plan Scenario. It also shows that depending on the modeling, there are a range of potential emissions levels in 2030 prior to accounting for the full impact of the Cap-and-Trade Program on emissions. That range is from 305 to 324 $MMTCO_2e$ in 2030. That represents a 19 $MMTCO_2e$ spread, or about 8.4 percent of the accelerated 2030 target of 226 $MMTCO_2e$. Importantly, none of these scenarios includes all of the actions identified in the Scoping Plan Scenario for this Scoping Plan; many of those actions, such as SB 596, CCS, and a more stringent LCFS program, will only begin to happen in this decade, and their contributions toward meeting the accelerated 2030 target are therefore not included in the reference scenarios. The actual emissions for the remainder of this decade will therefore likely be lower than in each of the scenarios in Table 2-5 once policies and regulations are in place to support an accelerated 2030 target. However, the degree of this difference between actual and projected emissions will differ across the modeled reference scenarios.

[206] Table 3 from the 2017 Scoping Plan included a range of 34 to 79 $MMTCO_2e$ for reductions needed from the Cap-and-Trade Program to achieve a 2030 target of 40 percent below 1990 levels.

Regardless of the uncertainty and differences in the models, it is clear additional GHG reductions must happen over this decade to achieve an accelerated 2030 target. This will require an evaluation of all major programs to assess the need to increase their stringency between now and 2030. As the actual reductions from non-Cap-and-Trade Program measures increase, California will be less reliant on the Cap-and-Trade Program to "fill the gap" to meet an accelerated 2030 reduction target. For example, CARB is developing a proposal to increase the stringency of the LCFS program for 2030, the recently adopted Advanced Clean Cars II regulation is more stringent than modeled for the 2030 40 percent target in the 2017 Scoping Plan, and SB 596 requires specific reductions in the cement sector over this decade and beyond. However, we also know we are not on track to achieve the VMT reduction called for in the 2017 Scoping Plan and will need to double down to achieve the even more ambitious target called for in the Scoping Plan Scenario. Also, we will need additional actions over the coming years to reduce short-lived climate pollutants to meet the emission reductions called for in SB 1383.

Collectively, any additional legislation or prescriptive policies for sectors, delays in successful implementation of non-Cap-and-Trade programs and policies, increases in incentive program funding, and delays in economic recovery from the pandemic will continue to affect the role the Cap-and-Trade Program will need to play over this decade to meet the state's GHG reduction obligations. In summary, the Cap-and-Trade Program must continue to be able to scale across a range of possibilities. With passage of AB 1279 and the need to accelerate the 2030 target, CARB will initiate a public process to utilize the modeling results from this Scoping Plan, specifically the Scoping Plan Scenario, to evaluate and potentially propose changes to the design of the Program, including the annual caps. This process will ensure that the Program supports an increased ambition for 2030 while retaining the ability to scale as other factors, such as changing economic conditions and implementation of non Cap-and-Trade programs, impact the actual emissions at the sources covered by the Program. Any changes to the Program must continue to support a well-designed system that continues to send a steadily increasing price signal, minimizes for leakage, reduces emissions in the covered sectors toward the state's targets, is cost-effective and technologically feasible, and avoids energy rate spikes. Importantly, the Program should support air quality benefits, especially in overly burdened communities, and not exacerbate existing air quality disparities.

Chapter 3: Economic and Health Evaluations

This chapter provides two approaches for quantifying the economic and health outcomes of the Scoping Plan Scenario. One approach is to consider the combined impact of all measures[207] in a scenario. The other approach is required by AB 197, where each measure within a scenario is evaluated independently. In addition to these two evaluation approaches, this chapter also includes a discussion of the Public Health implications for the Scoping Plan Scenario, an overview of the Climate Vulnerability Metric, and the Environmental Analysis conducted in accord with the California Environmental Quality Act (CEQA).

It is important to note that all of the analyses in this chapter use a variety of data sources, but because the modeling is economy-wide at the state level, none of them produce community specific detail outputs. The AB 32 GHG Inventory Sector analysis relies on PATHWAYS data at the state level that is proportionally applied across all regions of the state to translate changes in state level fuel combustion to local level changes. The NWL analysis similarly utilizes a variety of data sources and a suite of models that produce data that are scaled up to the statewide level. All of the models, except the Wildland Urban Interface (WUI) defensible space model, which is conducted at the county level, create aspatial projections that are not applicable at the community level.

Economic Analysis

As part of the process to develop this Scoping Plan, alternative scenarios that transition energy needs away from fossil fuels and achieve carbon neutrality no later than 2045 were developed. Alternative scenarios that assess the impact of different land management strategies on carbon stocks in NWL were also developed. These alternatives are described in Appendix C (AB 197 Measure Analysis). The following sections describe the Scoping Plan Scenario in terms of direct cost, the economy, employment, and health outcomes.[208]

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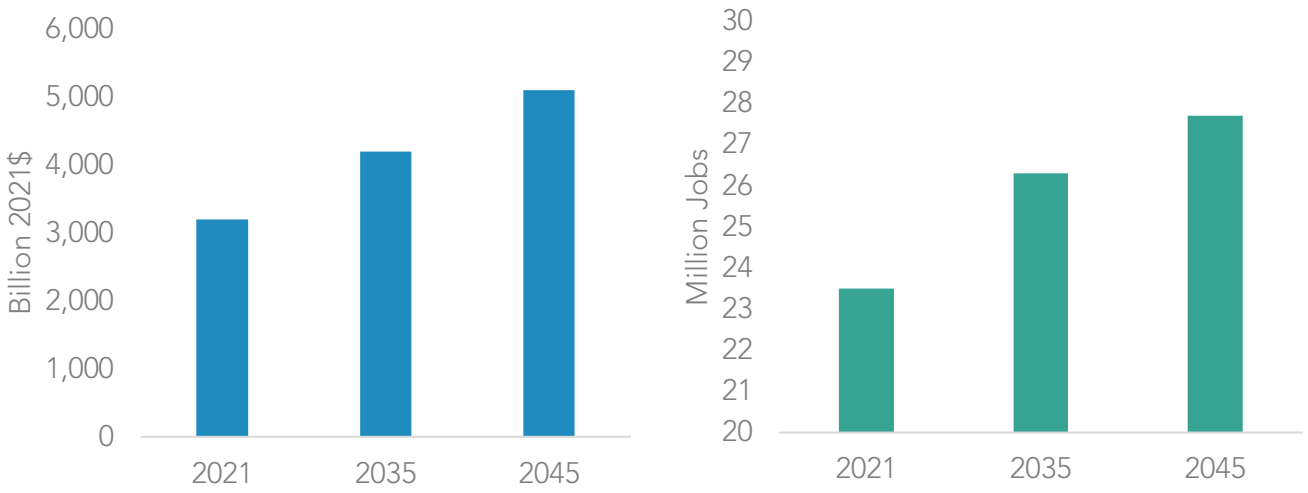
[207] AB 197 calls for the evaluation of "measures." This Scoping Plan treats each action and its variants on stringency as measures for the purposes of this chapter. Appendix C (AB 197 Measure Analysis) lists the measures and corresponding modeling assumptions for each alternative and the Scoping Plan Scenario. The modeling assumptions for the Scoping Plan Scenario are summarized in Table 2-1.

[208] For the Draft 2022 Scoping Plan Update, achieving carbon neutrality in 2035 and 2045 was evaluated. The AB 32 GHG Inventory sector direct cost, the economy, employment, and health outcomes were assessed in those years. Similarly, the Scoping Plan Scenario assessments that are presented in this chapter were made for years 2035 and 2045.

The California economy is growing, and it is projected to continue to grow about 2 percent each year, from $3.2 trillion in 2021 to $5.1 trillion in 2045, as shown in Figure 3-1. Similarly, employment in California is anticipated to grow 0.7 percent per year, from 23.5 million jobs in 2021 to 27.7 million jobs in 2045. It is in this context, termed the *Reference Scenario,* that CARB evaluates the Scoping Plan Scenario in terms of its impact on economic growth and employment. The projections shown in Figure 3-1 were produced by CARB to evaluate the incremental impact of regulations.

Figure 3-1: Projected California gross state product (left) and employment growth (right) from 2021 to 2035 and 2045



Source: California Air Resources Board

Transitioning away from fossil fuels to alternatives and increasing action on NWL will affect employment opportunities, household spending, businesses, and other economic aspects of our lives. Sectors expected to see growth include renewable electricity and hydrogen production, while other sectors may shrink. The deployment of clean technology may require higher upfront costs for things like heat pumps and induction stoves, but those could be offset by energy efficiency savings. Employment and economic development in NWL-related industries and sectors are expected to increase as land management actions increase, especially for the Forestry sector (in which a significant increase is called for under the Scoping Plan Scenario). The net impact of these actions on employment and jobs is presented in this chapter.

Estimated Direct Costs

One key metric is the direct cost, or net investment, reflecting any savings that result from actions. Similar approaches were used to estimate direct costs for the AB 32 GHG Inventory sectors and for the NWL, as described in this section.

AB 32 GHG Inventory Sectors

Transitioning away from fossil fuels requires investment in new equipment and infrastructure throughout the economy. It involves developing the capacity to produce fuels and electricity from renewable sources rather than producing fossil energy. This transition also takes time. One approach is to eliminate combustion of fossil fuels by replacing all equipment in a specified year. Another approach is to establish a future point at which all sales of new equipment rely on alternative energy sources and allow the transition to occur over time as equipment is replaced upon its end of life.

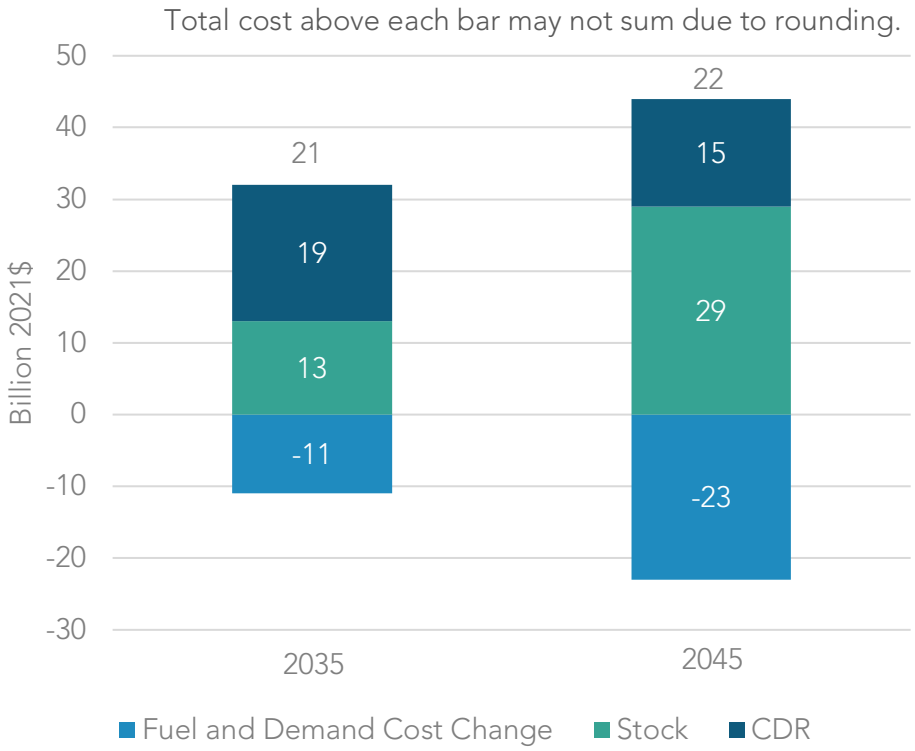
To evaluate the investment required through 2045, the PATHWAYS model was used to represent equipment stock and its turnover to non-fossil fuel alternatives over time. The annualized, incremental cost of infrastructure in excess of the annualized cost of the Reference Scenario[209] was computed for each year from 2022 through 2045. These costs were computed by first taking the absolute cost in each year—which includes both new equipment investment and also expenditures on energy, operations, and maintenance in each year—and then levelizing the costs (in the same way car or house payments are annualized or spread out over time) to arrive at an annualized cost. Fuel savings, and resulting cost savings, associated with changing energy demand—from gasoline to electricity for vehicles, for example—are included as a result of this methodology. Carbon dioxide removal includes DAC technology powered primarily by off-grid solar, BECCS to produce hydrogen or other fuels, and NWL sequestration, as discussed in Chapter 2.[210]

Figure 3-2 shows the stock investment cost, fuel/efficiency savings, and CDR cost. The Scoping Plan Scenario allows end-of-life transition of equipment. The cost of investing in new equipment is partially offset by savings associated with efficiency gains and reduced demand for fuels like gasoline. This is particularly relevant in the transportation sector, which leads to the majority of savings in 2045 in the Scoping Plan Scenario, which models near complete electrification of transport relying only on end-of-life replacement of vehicles. Appendix H (AB 32 GHG Inventory Sector Modeling) includes additional detail on direct costs in each sector and how costs change over time.

[209] The Reference Scenario described in Chapter 2 and in Appendix H (AB 32 GHG Inventory Sector Modeling) was the basis for the direct cost comparison.

[210] The energy source for DAC is not modeled, but renewable electricity and/or hydrogen produced from electrolysis are zero-carbon options consistent with the carbon neutrality targets in this Scoping Plan. The economic analysis associated the investment in DAC with the solar industry for consistency with the carbon neutrality targets.

Figure 3-2: Cost and savings relative to the growing California economy for the Scoping Plan Scenario in 2035 and 2045 (AB 32 GHG Inventory sectors)



Natural and Working Lands

For NWL, the direct costs of each management strategy were estimated using available academic literature, monitoring and reporting data, survey data, and cost data from existing subsidy programs on the per acre cost of implementing the management strategy. These cost data, in combination with the acreage of each management strategy under the scenarios, provided estimates of the overall direct cost to either the government or the private sector. The direct costs are independent of the policy lever used to implement the action and do not include many important benefits and externalities of the actions. They are assumed to be constant for each scenario and into the future. Avoided or secondary costs, such as those from reductions in wildfire suppression expenses, are not included. Appendix I (NWL Technical Support Document) includes additional direct cost details.

Table 3-1 includes the direct cost estimates for the Scoping Plan Scenario compared to the Reference Scenario.[211] Direct costs for the NWL sector are expected to be significant due to the ambitious level of action for each land type.

Table 3-1: Cost and savings relative to a growing California economy for the Scoping Plan Scenario (NWL)

Measure	Scoping Plan Scenario: Average Direct Annual Cost, 2025–2045 (millions $/year)
Forests / Shrublands / Grasslands	1,780
Annual Croplands	284
Perennial Croplands	4
Urban Forest	4,230
Wildland Urban Interface (WUI)	114
Wetlands	28
Sparsely Vegetated Lands	4
Totals	6,460
Note: Table values may not add to total due to rounding.	

CARB estimates that all jurisdictions, including private landowners, currently spend approximately $4 billion dollars annually on planting, maintenance, sidewalk repair, tree removal, and other expenses related to urban forests, and that reaching the theoretical maximum tree cover would require increasing that spending by a factor of 20. The cost of the Scoping Plan Scenario is predominantly a mix of urban forests and forests, shrubland, and grasslands spending.

[211] The Reference Scenario described in Chapter 2 and in Appendix I (NWL Technical Support Document) was the basis for the direct cost comparison.

Economy and Employment

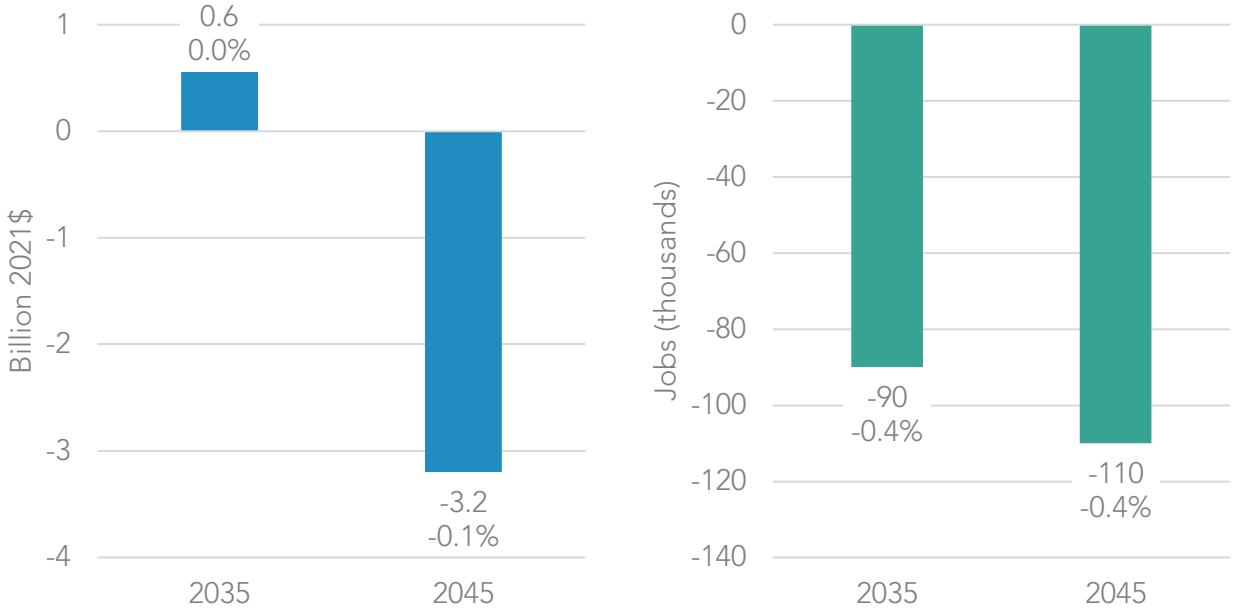
Two different models were used to estimate the overall impact that investing in a transition away from fossil fuels and in our NWL may have on the growing California economy. The transition away from fossil fuels was evaluated using the IMPLAN economic analysis model. The NWL investments were evaluated using the REMI PI+ economic model. These models provide similar outputs relative to the same economic and employment forecasts used to develop a Reference Scenario for use in each model.

AB 32 GHG Inventory Sectors

To estimate the overall impact that investing in a transition away from fossil fuels may have on the California economy, CARB used the IMPLAN model. Additional detail regarding the model, assumptions, and methodology are included in Appendix H (AB 32 GHG Inventory Sector Modeling). The IMPLAN model is a multisector representation of private industries in the U.S. economy that maps economic relationships across industries, households, and governments. This model translates direct costs and savings associated with transitioning away from fossil fuels with indirect effects such as wages, purchases of goods and services, business tax impacts, and supply chain effects. In addition, the induced effects of household purchases, local and import purchases, wages paid, and household tax impacts are estimated. This comprehensive assessment of the interactions between capital investment in fossil fuel alternatives and household purchases provides an indication of the response of the California economy to the Scoping Plan Scenario.

The Scoping Plan Scenario results in a small impact on the Gross State Product (GSP) and employment relative to the Reference Scenario, as shown in Figure 3-3. Economic growth is largely unaffected by the Scoping Plan Scenario in 2035 and slowed by 0.1 percent in 2045. Employment growth is also slowed a small amount, 0.4 percent in 2035 and in 2045, and employment still grows. Assuming annual growth rates of 0.7 percent means there would be more than 193,000 additional jobs in 2045.

Figure 3-3: Gross state product (left) and employment (right) relative to a growing California economy for the Scoping Plan Scenario in 2035 and 2045 (AB 32 GHG Inventory sectors)



California households will see increased costs from the purchase of new capital stock and savings from reduced spending on fuel, as shown in Figure 3-2. Households also will face increased costs associated with CDR, costs associated with energy efficiency measures, and commercial stock purchases—all of which are assumed to be passed directly to consumers. The impact to California households, however, is not limited to these direct costs, as changes in relative prices, employment, and wages can affect household well-being. Personal income, which captures the direct, indirect, and induced impacts, is a metric commonly used to evaluate the impact of policies on households.

Personal income in California is projected to grow from $2.7 trillion in 2021 to $3.6 trillion in 2035 and $4.4 trillion in 2045. Household projections are based on California Department of Finance population projections, which estimate the state's population to grow an average of 0.3 percent each year from 2021 to 2045.[212] California households are projected to increase from 13.3 million in 2020 to 14.6 million in 2035 and 15.0 million in 2045.

[212] California Department of Finance. Population Projections (Baseline 2019). https://dof.ca.gov/forecasting/demographics/projections/.

While the transition away from combustion of fossil fuels will improve air quality for all Californians (and even, more so in overly burdened communities), the economic impacts of the Scoping Plan Scenario are unlikely to be equal among Californians. Table 3-2 presents the change in income by household income group relative to the Reference Scenario in 2035 and 2045. While in 2035 there is a net decrease in personal income of $600 million, total income for households that make less than $100,000 per year is estimated to decline by $4.1 billion dollars, and the total income for households that make more than $100,000 per year will increase by $3.5 billion under the Scoping Plan Scenario. In 2045, although there is no net change in personal income across all California households, results vary by income level. Total income for households that make less than $100,000 per year are estimated to decline by $5.3 billion dollars, while the total income for households that make more than $100,000 per year will increase by $5.3 billion under the Scoping Plan Scenario.

Table 3-2: Income Impacts by California household income group in 2035 and 2045 for the Scoping Plan Scenario (AB 32 GHG Inventory Sectors)

Household Income Group ($2021)	Percentage of 2021 California Households[213]	Change in Income (Billion $2021)	
		2035	2045
Less than $50,000	30	-2.9	-3.9
$50,000 to $100,000	27	-1.2	-1.4
$100,000 to $200,000	28	2.5	4.0
More than $200,000	15	1.0	1.3
Total	100	-0.6	0.0

[213] U.S. Census Bureau. 2021. Household Income. California. https://data.census.gov/cedsci/table?q=california%20income.

In addition to income level, there is likely to be an impact to California personal income that varies based on race/ethnicity.[214] Table 3-3 shows the percentage of households within each income group based on eight race/ethnicity categories identified in the American Community Survey 2021. As shown in Table 3-2, households in lower income groups are anticipated to see negative impacts, while households in higher income groups are anticipated to see positive impacts from the Scoping Plan Scenario in both 2035 and 2045. Because more than 60% of households in the race/ethnicity categories of Hispanic, Black alone, Native Hawaiian (HI) or Pacific Islander, American Indian or Alaskan Native, Other, and Two or More make less than $100,000 per year, these populations generally are likely to experience reduced income. White and Asian households will generally experience both increased and decreased income because these households are distributed more evenly across all four income groups.

The state recognizes the need to ensure that accessibility to clean technology and energy do not further exacerbate health and opportunity gaps for low-income households and communities of color. The Climate Change Investments program exceeds the statutory minimums to invest in projects to benefit disadvantaged communities.[215] Utilities implement programs for reduced energy bills for qualifying low-income customers.[216] There are also resources for waste and water bills that leverage federal funds.[217] CARB also coordinated with the CPUC to ensure that the Climate Credit[218] funded from the sale of Cap-and-Trade allowances provided to utilities on behalf of ratepayers is credited equally to households and not based on how much energy is used. These are just a few examples of how the state is designing and implementing programs to avoid increasing existing disparities. The state must continue to find ways to relieve economic burdens on low-income households.

[214] The number of households in each bracket and the race/ethnicity categories are from American Community Survey 2021 results. Population changes through 2035 and 2045 are not forecast. U.S. Census Bureau. 2021. Household Income. California. *https://data.census.gov/cedsci/table?q=california%20income*.
[215] CARB. Priority Populations — California Climate Investments. *https://www.caclimateinvestments.ca.gov/priority-populations*.
[216] CPUC. CARE/FERA Program. *https://www.cpuc.ca.gov/lowincomerates/*.
[217] California Department of Community Services and Development. Low Income Household Water Assistance Program. *https:/www.csd.ca.gov/lihwap*.
[218] CPUC. California Climate Credit - FAQ. *https://www.cpuc.ca.gov/industries-and-topics/natural-gas/greenhouse-gas-cap-and-trade-program/california-climate-credit/california-climate-credit---faq*.

Table 3-3: Percentage of households in each race/ethnicity category by household income group

Household Income Group ($2021)	Households in Income Group (%)							
	White Not Hispanic	Hispanic	Black Alone	Asian Alone	Native HI or Pacific Islander	American Indian or Alaskan Native	Other	Two or More
Less than $50,000	26	35	45	25	30	35	37	32
$50,000 to $100,000	25	32	27	21	31	33	33	30
$100,000 to $200,000	29	25	21	30	30	26	24	27
More than $200,000	19	7	7	24	9	7	5	11

Natural and Working Lands

The macroeconomic impact of the NWL scenario was evaluated separately in the REMI PI+ model. For the Scoping Plan Scenario, the macroeconomic impact was modeled by assuming that economic activity in the relevant industries grows in proportion to the proposed implementation spending in that industry. All funds for implementing the actions were assumed to be sourced from within the state. For urban forests, the funds were modeled as being sourced from a combination of state government and private property owners in proportion to the current estimated private/public spending ratio. For all other actions, funds were assumed to be sourced from the state government. In each modeled scenario, government spending and income to property owners were reduced relative to the Reference Scenario in proportion to the annual costs of implementation. None of the proposed spending was modeled as being sourced from increased taxes. Additional details on the methodology for evaluating macroeconomic impacts are in Appendix I (NWL Technical Support Document).

While the macroeconomic model does count the increased economic activity in the affected industries as part of GSP, it does not quantify many of the important economic, health, and environmental benefits that would occur if these actions were implemented. While these benefits—like the reduced use of pesticides, value of urban trees, and increased recreational opportunities—would be very significant, they are outside the scope of the macroeconomic model.

The macroeconomic model also makes projections about the total level of employment in the state. The model forecasts that the Scoping Plan Scenario, which greatly increases the level of NWL management actions, channels economic activity toward related industries and would lead to a slight increase in total employment. (Table 3-4). While the model does aim to accurately represent many labor market dynamics, including adjustments of wages and migration rates, it does not account for many costs that might be associated with dramatically scaling up employment in a particular industry, such as the cost of job training.

Table 3-4: Gross state product and employment relative to a growing California economy for the Scoping Plan Scenario in 2035 / 2045 (NWL)

	Scoping Plan Scenario (%)
Gross State Product	0.00 / 0.01
Employment	0.12 / 0.10
Personal Income	-0.04 / -0.04
Personal Income per Capita	-0.04 / -0.14

Health Analysis

Air quality is affected by pollutant emissions from various processes associated with energy systems, including the combustion of fossil fuels, as well as the combustion of vegetation biomass from NWL during wildfires. Pollutants that are important contributors to degraded air quality in California include nitrogen oxides (NO_x), particulate matter (PM), reactive organic gases (ROG), and others. Further, in the atmosphere these pollutants are transported away from the locations of the emissions by wind and other phenomena, and undergo chemical reactions that result in the formation of new pollutants such as ground-level ozone and fine particulate matter ($PM_{2.5}$). Both primary (emitted) and secondary (formed) pollutants are important from a public health standpoint and contribute to the incidence of air pollution-related mortality and disease within California populations. Measures focused on GHGs do not incorporate specific targets to reduce emissions of $PM_{2.5}$ or air toxics like benzene. These co-pollutants, which are emitted from many of the same pollution sources as GHGs, affect local air quality and pose known risks to public health, such as the risk of asthma and cardiovascular disease. Generally, for stationary sources, certain harmful pollutants are regulated via local rules and regulations that are reflected in permits for stationary sources and are enforced by local air districts, with CARB also regulating air toxics contaminants from stationary sources with the air districts.

AB 32 GHG Inventory Sectors

To assess health impacts for the AB 32 GHG Inventory sectors, an integrated modeling approach was used to quantify and value the air pollution-related public health benefits of the Scoping Plan Scenario relative to the Reference Scenario. Additional details about the models, assumptions, and methodology are included in Appendix H (AB 32 GHG Inventory Sector Modeling). Using output from the PATHWAYS model, projections of pollutant emissions to 2045 were developed for stationary, area, and mobile source emissions using a detailed base year CARB pollutant emissions inventory. Further, the emissions are processed, including for where and when they occur in California, using the Sparse Matrix Operator Kernels Emissions (SMOKE) model. For example, on-road vehicle emissions were allocated along existing roadways, and refining emissions were assigned to the locations of existing refineries. It should be noted that the emissions projections represent statewide average reductions associated with high-level assumptions about alternative fuels and technologies. For example, emissions occurring from refineries to produce liquid fuels are reduced in line with petroleum demand. This reduction is applied equally to all refineries in the Scoping Plan Scenario and does not specify individual facility responses to changing demand. Similarly, the Scoping Plan Scenario does not specify which refineries transition to biofuel production or where new electricity generation facilities are built.

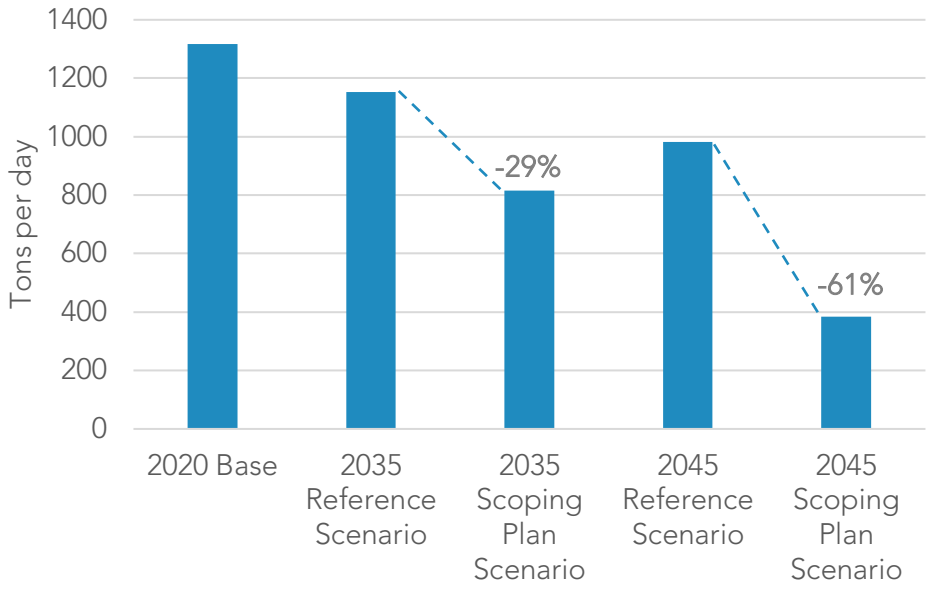
Next, emission changes were translated into impacts on atmospheric pollution levels, including ground-level ozone and $PM_{2.5}$, via an advanced photochemical air quality model called the Community Multiscale Air Quality (CMAQ) model, which accounts for atmospheric chemistry and transport. A comprehensive assessment of how pollutant concentrations are impacted throughout the year was achieved by simulating all months in 2035 and 2045 for the Scoping Plan Scenario.[219] Health benefits were estimated using the U.S. EPA's environmental Benefits Mapping and Analysis Program (BenMAP) model to translate pollutant changes into avoided incidence of mortality, hospital admissions, emergency room visits, and other outcomes as a result of reduced exposure to ozone and $PM_{2.5}$. These outcomes are associated with an economic value in order to aggregate health impacts.

The Scoping Plan Scenario shows a substantial reduction in pollutant emissions relative to the Reference Scenario, including NO_x, $PM_{2.5}$, and ROG. Reductions in NO_x are shown in Figure 3-4. Even under a business-as-usual trajectory, emissions are reduced from present levels by 26 percent in 2045 in the Reference Scenario, demonstrating the impact of current regulations and trends in energy sectors. The Scoping Plan Scenario further reduces NO_x

[219] This annual approach differs from the episodic modeling approach applied to the Proposed Scenario and Alternatives in the Draft 2022 Scoping Plan Update. Appendix H (AB 32 GHG Inventory Sector Modeling) describes both approaches.

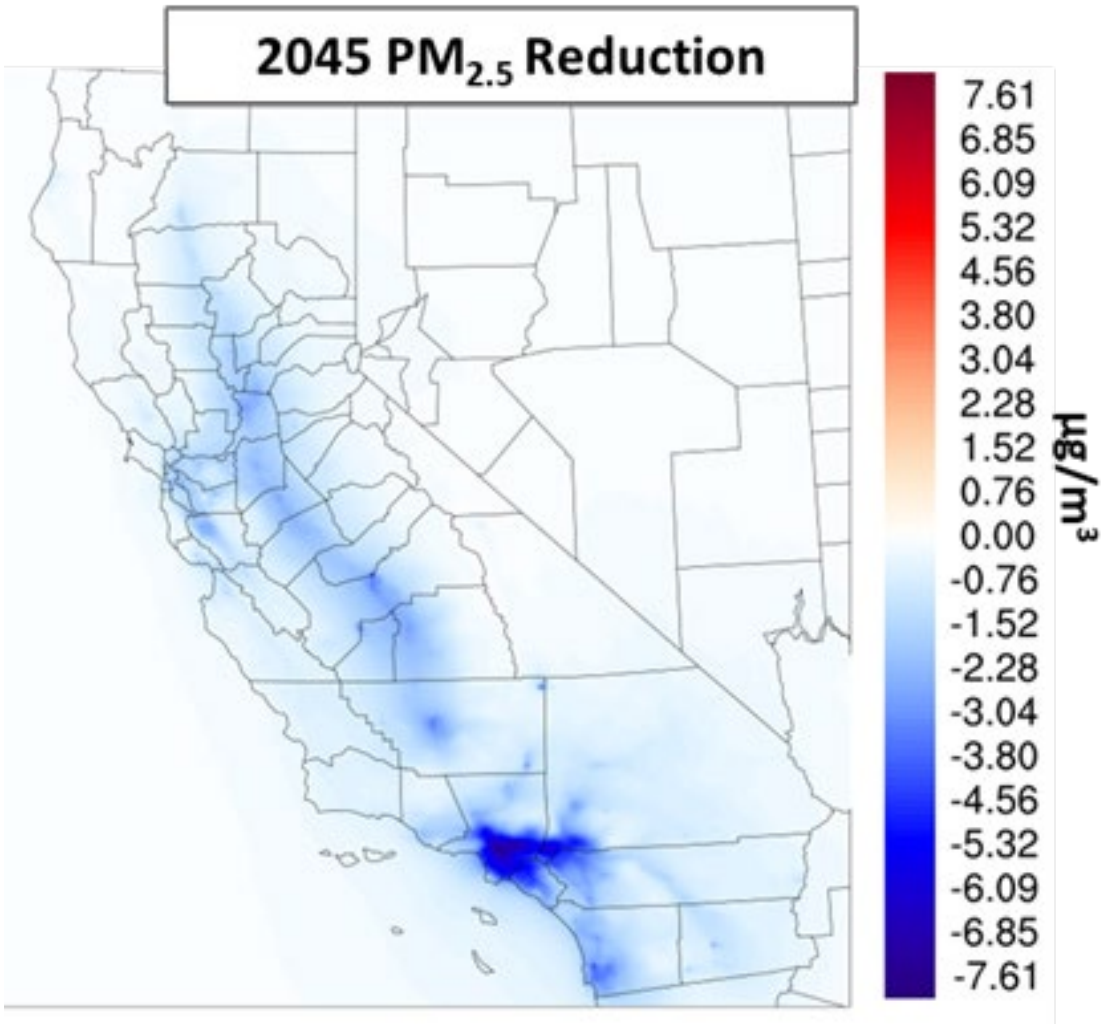
emissions from the Reference Scenario by 29% in 2035 and 61% in 2045. Emission reductions occur throughout the state with particular prominence in urban areas, including the South Coast Air Basin, due to the large presence and activity of emission sources. Appendix H (AB 32 GHG Inventory Sector Modeling) contains additional information about the pollutant emissions modeling and results.

Figure 3-4: Illustration of NOx emission reductions from current levels for the Reference Scenario and the Scoping Plan Scenario (AB 32 GHG Inventory sectors)



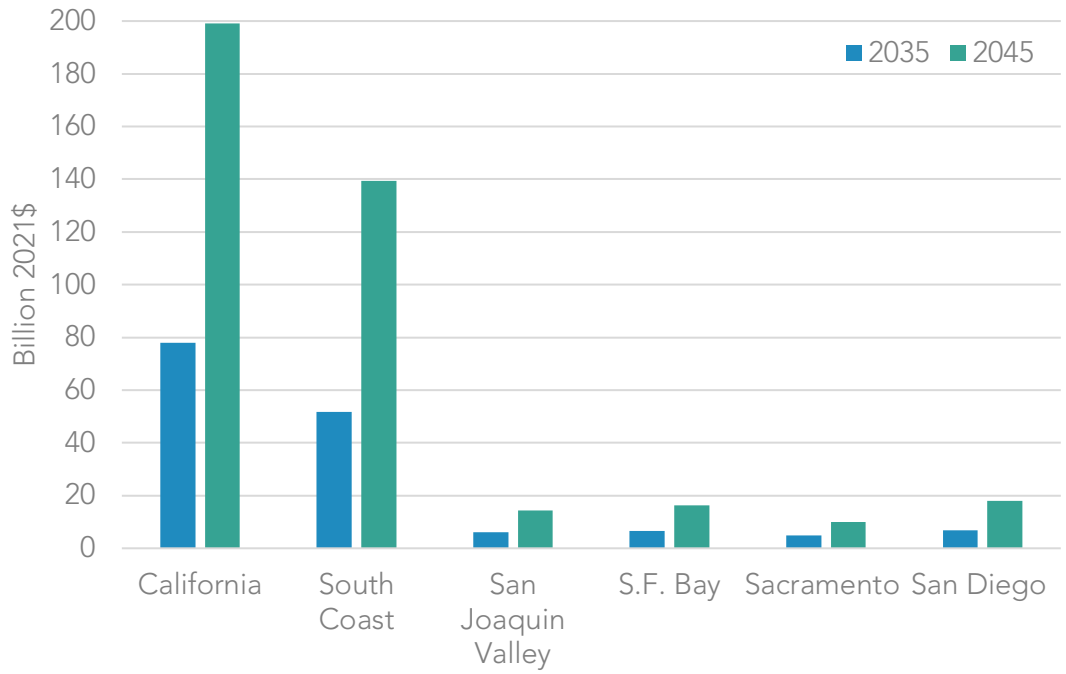
The emission reductions achieve important improvements in air quality throughout California, including reductions in the levels of ozone and $PM_{2.5}$. Reductions in annual $PM_{2.5}$ levels are shown in Figure 3-5. The greatest reductions are evident in Southern California, the San Joaquin Valley, the San Francisco Bay area, and the Greater Sacramento area due to the large presence and activity of emission sources, meteorology, topography, and others. To highlight the extent of the air quality improvements: reductions reach nearly 8 micrograms per cubic meter ($\mu g/m^3$) in 2045 and lead to 76% fewer exceedances of the health-based National Ambient Air Quality $PM_{2.5}$ standard of 12 $\mu g/m^3$. Similarly, ozone improvements reach 19 parts per billion (ppb) and yield 62% fewer exceedance events. Furthermore, the locations of improvements carry important implications for human health as these areas support large urban populations and generally experience the most degraded ozone and $PM_{2.5}$ pollution. Appendix H (AB 32 GHG Inventory Sector Modeling) provides details regarding the atmospheric modeling and results, including differences in ozone and $PM_{2.5}$.

Figure 3-5: Difference in annual average $PM_{2.5}$ (µg/m^3) in the Scoping Plan scenario relative to the Reference scenario in 2045 (AB 32 GHG Inventory sectors)



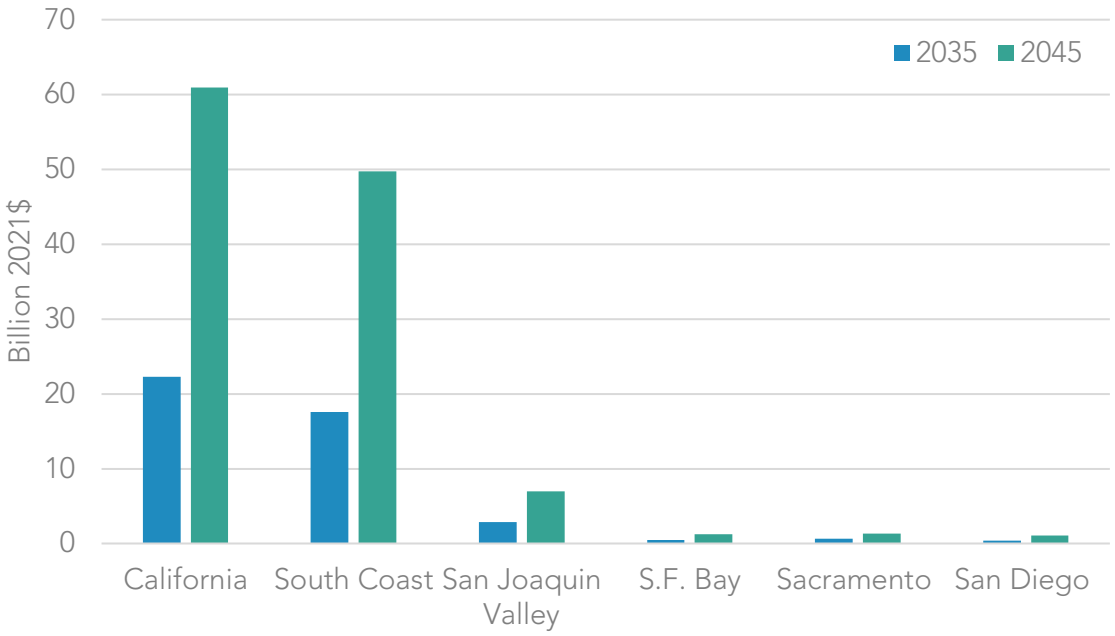
Notable health benefits representing the economic value of the avoided incidence of health effects are associated with the Scoping Plan Scenario. In total, the benefits reach $78 billion in 2035 and $199 billion in 2045, as shown in Figure 3-6. Populations in Southern California benefit the most due to preexisting air quality challenges, significant emission sources and activity, and the presence of a large, dense urban population. Additional details regarding the health impact assessment are provided in Appendix H (AB 32 GHG Inventory Sector Modeling).

Figure 3-6: Total health benefits estimated from air quality improvements in the Scoping Plan Scenario (AB 32 GHG Inventory sectors)



Furthermore, these benefits accrue within socially and economically disadvantaged communities identified by CalEnviroScreen, where they are most needed. Total health benefits within census tracts identified as disadvantaged communities using CalEnviroScreen 4.0 reach $22 billion in 2035 and $61 billion in 2045, as shown in Figure 3-7. Similarly to the statewide health benefits, the largest share of benefits occurs within disadvantaged communities in Southern California. Additional information on the health benefits within disadvantaged communities can be found in Appendix H (AB 32 GHG Inventory Sector Modeling).

Figure 3-7: Disadvantaged community health benefits relative to the Reference Scenario for the Scoping Plan Scenario (AB 32 GHG Inventory sectors)

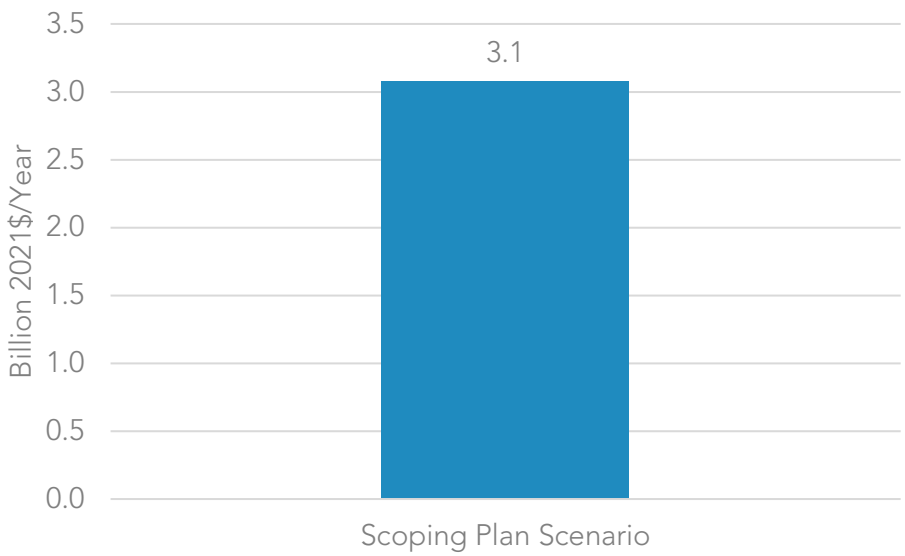


Natural and Working Lands

For NWL, health benefits were evaluated based on projected $PM_{2.5}$ wildfire emissions on forests, shrublands, and grasslands, discussed in the AB 197 Measure Analysis section of the chapter that follows.[220] The health endpoints for the Scoping Plan Scenario and in Appendix I (NWL Technical Support Document) for the alternative scenarios were the basis for the estimated health benefits shown in Figure 3-8. Health benefits were derived from the preliminary University of California, Los Angeles (UCLA) study that estimated annual health impacts and associated costs from California's wildfires from 2008–2018. Additional details are included in Appendix I (NWL Technical Support Document). These costs were applied to the health endpoints discussed in the AB 197 Measure Analysis section of the chapter.

[220] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N11, N14. *finalejacrecs.pdf (arb.ca.gov)*.

Figure 3-8: Total average annual health benefits relative to the Reference Scenario for the Scoping Plan Scenario (NWL)



As health impacts analyzed here are driven by wildfire emissions, the health benefits for the Scoping Plan Scenario are directly related to the amount of forest, shrubland, and grassland management action. These management actions reduce vegetation fuels and, as a result, wildfire activity. The Scoping Plan Scenario increases the amount of these management actions, reducing wildfire emissions and avoiding incidence of emission-related health effects. The health benefits, or economic value of the avoided incidence of health effects, correspondingly increase with an increasing management implementation rate. Additional details are included in Appendix I (NWL Technical Support Document).

Estimated health benefits do not include the direct impact of wildfires on injuries, deaths, or mental health, nor the indirect costs of lost ecosystem benefits to wildfire. Additional direct health costs may result from wildfire that would likely increase the health benefits from increased forest, shrubland, and grassland management to reduce wildfire activity. Nonetheless, the conservative health benefits under the Scoping Plan Scenario are estimated to be $3.1 billion per year relative to the Reference Scenario for all NWL actions identified in the Scoping Plan Scenario.

AB 197 Measure Analysis

This section provides estimates for information associated with GHG emissions reduction measures evaluated in this Scoping Plan.[221] These estimates, which were developed as part of the process for meeting the requirements of AB 197 (E. Garcia, Chapter 250, Statutes of 2016), provide information on the relative impacts of the evaluated measures when compared to each other. To support the design of a suite of policies that result in GHG reductions, air quality co-benefits, and cost-effective measures, it is important to understand if a measure will increase or reduce criteria pollutants or toxic air contaminant emissions, or if increasing stringency at additional costs yields few additional GHG reductions. To this end, AB 197 requires the following for each potential emissions reduction measure evaluated in any Scoping Plan update:

- The range of projected GHG emissions reductions that result from the measure;
- The range of projected criteria pollutant emission reductions that result from the measure; and
- The cost-effectiveness, including avoided social costs, of the measure.

The following sections describe the evaluation of measures for the AB 32 GHG Inventory sectors and NWL. For the purposes of this Scoping Plan, the identified emissions reduction measures for the analysis required by AB 197 are actions grouped by sectors where several policies and programs are expected to overlap. This approach reflects the most granular feasible analysis given the modeling tools available,[222] the overlap and interaction effects among policies and incentive programs, the longer planning horizon used for this Scoping Plan compared to previous efforts, and the scale of transition needed to achieve carbon neutrality. To implement this Scoping Plan, dozens of individual regulations, policies, and incentive programs are anticipated that work together to drive down emissions across all economic sectors and support actions. Every specific policy or incentive program that could contribute to the deployment of clean technology and energy called for in this plan may overlap in ways that make it infeasible to tease out those policies and programs' individual effects with any reasonable degree of certainty. For example, in the transportation sector, deploying ZEVs and reducing driving demand may be achieved through a combination of the implementation of new or existing regulations, fuels programs, incentive programs, and VMT reduction initiatives that can each contribute to reductions in emissions for the sector. It is not feasible to isolate each sub action from each other at this time in terms of the share of contribution to total reductions. The estimated emission

[221] AB 197 calls for the evaluation of "emission reduction measures." This Scoping Plan treats each action and its variants on stringency as emission reduction measures for the purposes of this chapter. Appendix C (AB 197 Measure Analysis) lists the measures and corresponding modeling assumptions for each alternative.
[222] See Appendix H (AB 32 GHG Inventory Sector Modeling and Appendix I (NWL Technical Support Document).

reductions, health endpoints, and costs by measure for the Scoping Plan Scenario are presented in this chapter, and the corresponding estimates for the Proposed Scenario and Alternatives 1, 2, and 4 are included in Appendix C (AB 197 Measure Analysis).

Because many of the measures and underlying assumptions interact with each other, isolating the GHG emission reductions, corresponding changes to fuel combustion, and associated cost of an individual measure is analytically challenging. Each measure is evaluated by examining the change in fuel combustion, cost, and emissions associated with just that measure using the PATHWAYS model. The difference between the Scoping Plan Scenario and the Reference Scenario is estimated for each measure. Starting from the Scoping Plan Scenario, the modeling assumptions for an individual measure are reverted to the Reference Scenario values, resulting in GHG reductions, changes to fuel combustion, and costs (or savings). This approach does not reflect interactions between sectors in PATHWAYS that influence the results for each complete alternative, presented earlier. As such, the values associated with each measure should not be added to obtain an overall scenario estimate.

To arrive at the 2045 target for NWL, CARB modeled the ecological impact that climate smart land-based management strategies (suites of on-the-ground actions, or *treatments,* that are used across the landscape to manipulate an ecosystem) will have on ecosystem carbon; and whenever possible, additional co-benefits from those actions. The Scoping Plan Scenario incorporates a set of land management actions at varying scales of implementation for each land type to achieve the GHG emission reductions. Each land type, and its associated management actions, was considered a measure for this analysis. For modeling individual landscapes and management actions, CARB used a suite of models. The complexity of these models varies by land type, depending on the existing science, data, and availability of existing models to use. Appendix I (NWL Technical Support Document) provides detailed modeling assumptions for each NWL type. The estimated emission reductions, health endpoints, and costs by measure under the Scoping Plan Scenario for each NWL type are presented in this chapter, and the corresponding estimates for the Proposed Scenario and NWL Alternatives 1, 2, and 4 are included in Appendix C (AB 197 Measure Analysis).

Estimated Emissions Reductions

Both GHG emissions reductions and emissions of criteria air pollutants were evaluated for the AB 32 GHG Inventory sectors and for NWL. The methods and results are described in this section.

AB 32 GHG Inventory Sectors

In the absence of having direct modeling results for criteria pollutant estimates from PATHWAYS, CARB estimated criteria pollutant emissions impacts by using changes in fuel combustion in units of exajoules from PATHWAYS and emission factors in units of tons per exajoule to estimate the change in emissions in tons per year. Emission factors from a variety

of sources for each sector were utilized, including but not limited to CARB's mobile source emissions models,[223] U.S. EPA's AP 42 Emissions Factors,[224] and the South Coast Air Quality Management District's (AQMD's) District Rules.[225] These emission factors were applied to fuel burn change by fuel type, sector, equipment type, and process, where applicable. Statewide annual average emissions were estimated for three criteria pollutants: NO_x, $PM_{2.5}$, and ROG.

Table 3-5 provides the estimated GHG and criteria pollutant emission reductions for the measures in the Scoping Plan Scenario in 2035 and 2045. The other alternatives are presented in Appendix C (AB 197 Measure Analysis). Based on the estimates below, these measures are expected to provide air quality benefits. The estimates provided in this chapter and Appendix C (AB 197 Measure Analysis) are appropriate for comparing across alternatives considered for the development of this Scoping Plan, but they are not precise estimates.

[223] CARB. MSEI - Modeling Tools. *https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/msei-modeling-tools*.
[224] U.S EPA. AP-42: Compilation of Air Emissions Factors. *https://www.epa.gov/air-emissions-factors-and-quantification/ap-42-compilation-air-emissions-factors*.
[225] South Coast AQMD. South Coast AQMD Rule Book. *https://www.aqmd.gov/home/rules-compliance/rules/scaqmd-rule-book*.

Table 3-5: Estimated GHG and criteria pollutant emission reductions relative to the Reference Scenario for the Scoping Plan Scenario in 2035/2045 (AB 32 GHG Inventory sectors)

Measure	GHG Reductions ($MMTCO_2$)	NOx Reductions (Short Tons/Year)	$PM_{2.5}$ Reductions (Short Tons/ Year)	ROG Reductions (Short Tons/Year)
Deploy ZEVs and reduce driving demand	-46 / -84	-51,620 / -122,806	-2,008 / -6,506	-18,967 / -30,410
Coordinate supply of liquid fossil fuels with declining California fuel demand	-25 / -30	-1,601 / -2,707	-978 / -1,705	-747 / -1,323
Generate clean electricity	-8 / -31	-92 / -1,555	-177 / -1,382	-41 / -425
Measure	**GHG Reductions ($MMTCO_2$)**	**NOx Reductions (Short Tons/Year)**	**$PM_{2.5}$ Reductions (Short Tons/ Year)**	**ROG Reductions (Short Tons/Year)**
Decarbonize industrial energy supply	-9 / -22	-21,172 / -34,876	-1,188 / -2,527	-3,710 / -6,298
Decarbonize buildings	-14 / -35	-8,105 / -94,455	-826 / -6,877	-1,093 / -8,109
Reduce non-combustion emissions[a]	-0.41 / -0.52 ($MMTCH_4$)	N/A	N/A	N/A
Compensate for remaining emissions	-25 / -64	N/A	N/A	N/A

[a] Methane emissions reductions are reported for this measure.

The measures related to reducing non-combustion emissions and compensating for the remaining emissions do not include changes to fuel combustion, and therefore are not

associated with changes to air pollutants. Biomethane combustion is captured in measures that reduce combustion of fossil gas, such as decarbonizing industrial energy supply and buildings.

Natural and Working Lands

NWL ecosystems naturally vary between being a source and a sink for carbon over time. The NWL ecosystem carbon stock changes projected through mid-century by the suite of models were used to estimate net emissions or emissions reductions relative to the Reference Scenario. These changes in carbon stocks were affected by projected climate change, the implementation of management actions under the various scenarios, land conversion, and (for forests, shrublands, grasslands) wildfire. Each NWL type was evaluated, and an overview of all NWL is presented in Table 3-6. More detailed results for each NWL type can be found in Appendix C (AB 197 Measure Analysis).

Table 3-6: Estimated average annual GHG and criteria pollutant emission reductions relative to the Reference Scenario for the Scoping Plan Scenario from 2025–2045 (NWL)

Measure	GHG Reductions ($MMTCO_2e$/year)	$PM_{2.5}$ Reductions (MT/Year)
Forests/Shrublands/Grasslands	-0.12	-17,500
Annual Croplands	-0.25	N/A
Perennial Croplands	-0.01	N/A
Urban Forest	-1.29	N/A
Wildland Urban Interface (WUI)	0.75	N/A
Wetlands	-0.43	N/A
Sparsely Vegetated Lands	<-0.01	N/A

Fine particulate wildfire emissions were evaluated for forests, shrublands, and grasslands only. Wildfire emissions decreased under the Scoping Plan Scenario compared to the Reference Scenario. The Scoping Plan Scenario's higher level of management actions that reduce tree or shrub densities, protect large trees, reintroduce fire to the landscape, and diversify species and structures result in greater reductions in wildfire emissions.

Estimated Health Endpoints

Climate change mitigation will result in both environmental and health benefits. This section provides information about the potential health benefits of the Scoping Plan Scenario. Health benefits are primarily the result of reduced $PM_{2.5}$ pollution, both from stationary and mobile sources, as well as wildfire in forests, shrublands, and chaparral.

AB 32 GHG Inventory Sectors

CARB used the criteria pollutant emissions in Table 3-5 to understand potential health impacts. Similar to the air quality estimates, this information should be used to understand the relative health benefits of the various measures and should not be taken as absolute estimates of health outcomes. CARB used the incidence-per-ton (IPT) methodology to quantify the health benefits of emission reductions. The IPT methodology is based on a methodology developed by the U.S.

EPA.[226,227,228,229] Under the IPT methodology, changes in emissions are approximately proportional to the resulting changes in health outcomes. IPT factors are derived by calculating the number of health outcomes associated with exposure to $PM_{2.5}$ for a baseline scenario using measured ambient concentrations and dividing that number by the emissions of $PM_{2.5}$ or a precursor. To estimate the reduction in health outcomes, the emission reductions are multiplied by the IPT factor. For future years, the number of outcomes is adjusted to account for population growth. IPT factors were computed for the two types of $PM_{2.5}$: primary $PM_{2.5}$ and secondary $PM_{2.5}$ of ammonium nitrate aerosol formed from precursors.

For this AB 197 analysis, CARB calculated the health benefits associated with the five key measures that are represented by changes to fuel combustion. The health benefits associated with emission reductions for the Scoping Plan Scenario were estimated for each air basin and then aggregated for the entire state of California. CARB assumed that the statewide emission reductions distribution among the air basins is proportional to the baseline emissions in that air basin.

Calculated health endpoints include premature mortality, cardiovascular emergency department (ED) visits, acute myocardial infarction, respiratory ED visits, lung cancer incidence, asthma onset, asthma symptoms, work loss days, hospitalizations due to cardiopulmonary illnesses, hospitalizations due to respiratory illnesses, hospital admissions for Alzheimer's disease, and hospital admissions for Parkinson's disease.[230,231,232] These health endpoints were calculated using the IPT method for estimated emission reductions. Table 3-7 compares the health benefits of emission reductions associated with each measure for the Scoping Plan Scenario in the year

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[226] CARB. CARB's Methodology for Estimating the Health Effects of Air Pollution. Retrieved February 9, 2021. *https://ww2.arb.ca.gov/resources/documents/carbs-methodology-estimating-health-effects-air-pollution*.

[227] Fann, N., C. M. Fulcher, and B. J. Hubbell. 2019. "The influence of location, source, and emission type in estimates of the human health benefits of reducing a ton of air pollution." *Air Quality, Atmosphere & Health* 2:169–176. *https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2770129/*.

[228] Fann, N., K. R. Baker, and C. M. Fulcher. 2012. "Characterizing the $PM_{2.5}$-related health benefits of emission reductions for 17 industrial, area and mobile emission sectors across the U.S." *Environ Int*. 49:141–51. November 15. *https://www.sciencedirect.com/science/article/pii/S0160412012001985*.

[229] Fann, N., K. Baker, E. Chan, A. Eyth, A. Macpherson, E. Miller, and J. Snyder. 2018. "Assessing Human Health $PM_{2.5}$ and Ozone Impacts from U.S. Oil and Natural Gas Sector Emissions in 2025." *Environ. Sci. Technol.* 52 (15), 8095–8103. *https://pubs.acs.org/doi/abs/10.1021/acs.est.8b02050*.

[230] CARB. CARB's Methodology. *https://ww2.arb.ca.gov/resources/documents/carbs-methodology-estimating-health-effects-air-pollution*.

[231] CARB. 2022. Updated Health Endpoints in CARB's Health Benefits Methodology. *Evaluating New Health Endpoints for Use in CARB's Health Analyses*.

[232] Cardio-pulmonary mortality, hospitalizations due to cardiopulmonary illnesses, and hospital admissions due to respiratory illnesses endpoints utilize studies documented in CARB's methodology document. For future assessments, CARB will use more recent studies to estimate cardiovascular hospital admissions and respiratory hospital admissions, as documented in CARB's updated health endpoints memo.

specified (2035 or 2045). The other alternatives are presented in Appendix C (AB 197 Measure Analysis).

Table 3-7: Estimated avoided incidence of mortality, cardiovascular and respiratory disease onset, work loss days and hospital admissions relative to the Reference Scenario for the Scoping Plan Scenario (AB 32 GHG Inventory sectors)

Measure	Mortality	Cardiovascular ED Visits	Acute Myocardial Infarction	Respiratory ED Visits	Lung Cancer Incidence	Asthma Onset	Asthma Symptoms	Work Loss Days	Hospital Admissions, Cardiovascular	Hospital Admissions, Respiratory	Hospital Admissions, Alzheimer's Disease	Hospital Admissions, Parkinson's Disease
Deploy ZEVs and reduce driving demand in 2035	635	170	70	400	45	1,475	128,930	92,510	95	115	245	40
Deploy ZEVs and reduce driving demand in 2045	1,820	475	200	1,115	135	3,995	343,095	255,800	295	350	745	125
Coordinate supply of liquid fossil fuels with declining CA fuel demand in 2035	115	30	15	70	10	275	23,530	16,880	20	20	50	10

Measure	Mortality	Cardiovascular ED Visits	Acute Myocardial Infarction	Respiratory ED Visits	Lung Cancer Incidence	Asthma Onset	Asthma Symptoms	Work Loss Days	Hospital Admissions, Cardiovascular	Hospital Admissions, Respiratory	Hospital Admissions, Alzheimer's Disease	Hospital Admissions, Parkinson's Disease
Coordinate supply of liquid fossil fuels with declining CA fuel demand in 2045	215	55	25	130	15	490	40,860	30,445	35	40	95	15
Generate clean electricity in 2035	20	5	0	10	0	45	3,930	2,820	5	5	10	0
Generate clean electricity in 2045	170	45	20	105	15	385	32,065	23,890	25	30	75	10
Decarbonize industrial energy supply in 2035	300	80	35	190	20	695	60,660	43,520	45	55	115	20
Decarbonize industrial energy supply in 2045	595	155	65	365	45	1,310	111,925	83,435	95	115	245	40

Measure	Mortality	Cardiovascular ED Visits	Acute Myocardial Infarction	Respiratory ED Visits	Lung Cancer Incidence	Asthma Onset	Asthma Symptoms	Work Loss Days	Hospital Admissions, Cardiovascular	Hospital Admissions, Respiratory	Hospital Admissions, Alzheimer's Disease	Hospital Admissions, Parkinson's Disease
Decarbonize buildings in 2035	155	40	15	95	10	360	31,130	22,335	25	30	60	10
Decarbonize buildings in 2045	1,610	420	175	985	120	3,550	303,830	226,500	260	310	665	115
Note: All values are rounded to the nearest 0 or 5.												

The measures related to reducing non-combustion emissions and compensating for remaining emissions do not include changes to fuel combustion and therefore are not associated with changes to air pollutants or health endpoints. Biomethane combustion is captured in measures that reduce combustion of fossil gas, such as decarbonizing industrial energy supply and buildings.

Although the estimated health outcomes presented are based on a well-established methodology, they are subject to uncertainty. For instance, future population estimates are subject to increasing uncertainty as they are projected further into the future, and baseline incidence rates can experience year-to-year variation. Also, the relationship between changes in pollutant concentrations and changes in pollutant or precursor emissions is assumed to be approximately proportional.

In addition, emissions are reported at an air basin level and do not capture local variations. These estimates also do not account for impacts from global climate change, such as temperature rise, and are only based on the scenarios in this Scoping Plan.

The fuel changes for each AB 197 measure are estimated based on the impact of each measure compared to the Reference Scenario for the years 2035 and 2045. Therefore, aggregating the effect of each measure would overestimate the impacts of the Scoping Plan Scenario because the implementation of each measure would affect the level of benefits of the other measures. This measure-by-measure analysis uses a different methodology for calculating health endpoints than does the health analysis for the complete Scoping Plan Scenario provided earlier.

Natural and Working Lands

Implementation of NWL management strategies to mitigate and adapt to climate change will result in both environmental and health benefits. This section provides information about the potential health benefits of measures evaluated for the Scoping Plan Scenario. For this analysis, health benefit estimates were focused on increases or decreases to $PM_{2.5}$ resulting from wildfire emissions on forests, shrublands, and grasslands.[233] Other health benefits resulting from NWL management actions in the Scoping Plan Scenario are not quantified here but are important for all Californians. This includes, but is not limited to, reductions in exposure to synthetic pesticides when switching to organic agricultural systems, improvements in shade availability and mental health with increasing urban forest cover, improved mental health from opportunities for recreation in resilient and healthy environments, and protection from floods and rising sea levels.

[233] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N11, N14. *finalejacrecs.pdf (arb.ca.gov)*.

These examples are by no means exhaustive, as our natural and working lands provide immense health benefits to everyone.

For this analysis, CARB used the $PM_{2.5}$ emissions in Table 3-6 to understand potential health impacts. This information should be used to understand the relative health endpoints of the various measures and should not be taken as absolute estimates of health outcomes of this Scoping Plan statewide or within a specific community. The IPT methodology was used to calculate health endpoints, similar to the AB 32 GHG Inventory Sector analysis. CARB calculated the annual health endpoints associated with the wildfire emissions changes resulting from the implementation of management strategies on forests, shrublands, and grasslands under each alternative. The annual health endpoints associated with emission reductions for the Scoping Plan Scenario were estimated for the entire state. Calculated health endpoints include emissions-caused mortality, hospital admittance, and emergency room visits from asthma; hospital admittance from chronic obstructive pulmonary disease; and emergency room visits from respiratory and cardiovascular outcomes. Table 3-8 compares the average annual health endpoints of wildfire emission reductions associated with the Scoping Plan Scenario over the period 2025–2045. The other alternatives are presented in Appendix C (AB 197 Measure Analysis).

Table 3-8: Estimated average annual avoided incidence of hospital admissions, emergency room visits, and mortality relative to the Reference Scenario for the Scoping Plan Scenario resulting from forest, shrubland, and grassland wildfire emissions (NWL)

Health Endpoints from Forest, Shrubland, and Grassland Wildfire Emissions	Average Annual Avoided Incidence
Hospital admissions from asthma	22
Hospital admissions from chronic obstructive pulmonary disease without asthma	19
Hospital admissions from all respiratory outcomes	63
Emergency room visits from asthma	155
Emergency room visits from all respiratory outcomes	419
Emergency room visits from all cardiovascular outcomes	156
All causes of mortality	394

Estimated Social Cost

Social costs are generally defined as the cost of an action on people, the environment, or society and are widely used to understand the impact of regulatory actions. One tool, the social cost of greenhouse gases (SC-GHG), is an estimate of the present value of the costs associated with the emission of GHGs in future years. It combines climate science and economics to help understand the benefits of reducing GHG emissions. The estimates of the social cost of carbon ($SC\text{-}CO_2$) and social cost of methane ($SC\text{-}CH_4$), two types of SC-GHGs presented here, estimate the value of the net harm to society associated with adding GHGs to the atmosphere in a given year; they do not represent the cost of actions taken to reduce GHG emissions (known as the *cost of abatement*) nor the cost of GHG emissions reductions. In principle, the SC-GHG includes the value of climate change impacts, including but not limited to, changes in net agricultural productivity, human health effects, property damage from increased flood risk and other natural disasters, disruption of energy systems, risk of conflict, environmental migration, and the value of ecosystem services. It reflects the societal value of reducing emissions

of the gas in question by one metric ton.[234] Many of these damages from GHG emissions today will affect economic outcomes throughout the next several centuries.

In 2008, federal agencies began incorporating SC-CO_2 estimates into the analysis of their regulatory actions. U.S. EPA has used various models and discount rates to determine the value of future impacts. Generally, these models begin with assumptions to predict economic activity over time, along with projected GHG emissions. The modeled emissions are input into a model of the global climate system, which then translates into estimates of surface temperature, sea level rise, and other impacts. These outputs are used to estimate economic damages per ton of GHG emitted in a given year in the future. Since the models are calculating the present value of future damages, a discount rate is applied. For example, the SC-CO_2 for the year 2045 represents the value of climate change damages from a release of CO_2 in 2045 discounted back to today. The present value is significantly affected by the discount rate used; a higher discount rate results in a lower present value. For example, in 2021 dollars the SC-CO_2 in 2045 is $31 using a 5 percent discount rate, $88 using a 3 percent discount rate, and $122 using a 2.5 percent discount rate. Additional detail is included in Appendix C (AB 197 Measure Analysis).

The 2017 Scoping Plan utilized SC-CO_2 and SC-CH_4 Obama Administration-era values developed by the Council of Economic Advisors and the Office of Management and Budget-convened Interagency Working Group on the Social Cost of Greenhouse Gases (IWG)[235] to consider the social costs of actions to reduce GHG emissions. The Biden Administration reinstated these values in February 2021,[236] after they had been rescinded and significantly revised by the Trump Administration. The reinstatement was considered an interim step, and the Biden Administration also reconvened the IWG to continue its work to evaluate and incorporate the latest climate science and economic research and

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[234] U.S. Government. Interagency Working Group on Social Cost of Greenhouse Gases. February 2021. Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide – Interim Estimates under Executive Order 13990. *https://www.whitehouse.gov/wp-content/uploads/2021/02/TechnicalSupportDocument_SocialCostofCarbonMethaneNitrousOxide.pdf*

[235] Originally titled the "Interagency Working Group on the Social Cost of Carbon," the IWG was renamed in 2016. 82 Fed. Reg. 16093, 16095-96 (Mar. 28, 2017). *https://www.govinfo.gov/content/pkg/FR-2017-03-31/pdf/2017-06576.pdf*.

[236] Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, Executive Order 13990 (Jan. 20, 2021), 86 Fed. Reg. 7037 (Jan. 25, 2021). *https://www.energy.gov/sites/default/files/2021/02/f83/eo-13990-protecting-public-health-environment-restoring.pdf*. IWG, Technical Support Document: Social Cost of Carbon, Methane, and Nitrous Oxide Interim Estimates Under Executive Order 13990 (February 2021), *https://www.whitehouse.gov/wp-content/uploads/2021/02/TechnicalSupportDocument_SocialCostofCarbonMethaneNitrousOxide.pdf* See also, The White House. 2021. A Return to Science: Evidence-Based Estimates of the Benefits of Reducing Climate Pollution. *https://www.whitehouse.gov/cea/written-materials/2021/02/26/a-return-to-science-evidence-based-estimates-of-the-benefits-of-reducing-climate-pollution/*.

respond to the National Academies' recommendations from 2017 as it develops a more complete revision of the estimates.

It is important to note that the models used to produce SC-GHG estimates do not include all of the important physical, ecological, and economic impacts of climate change recognized in the climate literature. There are additional costs to society, including the costs associated with changes in co-pollutants and costs that cannot be included due to modeling and data limitations. The IWG has stated that the range of the interim SC-GHG estimates likely underestimates societal damages from GHG emissions.[237] The revised estimates were originally slated to be released in early 2022 but were stalled.[238] CARB staff is applying the interim values presented in the IWG February 2021 Technical Support Document (TSD), which reflect the best available science in the estimation of the socioeconomic impacts of GHGs.[239] This Scoping Plan utilizes the TSD standardized range of discount rates, from 2.5 to 5 percent, to represent varying valuation of future damages.

AB 32 GHG Inventory Sectors

Table 3-9 presents the estimated social cost, in terms of avoided economic damages, for each measure of the Scoping Plan Scenario. For each measure, Table 3-9 includes the range of the SC-CO_2 and SC-CH_4 that results from the GHG emissions reductions in 2035 and 2045 at 2.5 and 5 percent discount rates. Additional background on the SC-GHG and methodology for calculating the SC-CO_2 and SC-CH_4 estimates in this Scoping Plan, as well as estimates for the alternatives, are provided in Appendix C (AB 197 Measure Analysis).

[237] Interagency Working Group on Social Cost of Greenhouse Gases. 2021. Technical Support Document. https://www.whitehouse.gov/wp-content/uploads/2021/02/TechnicalSupportDocument_SocialCostofCarbonMethaneNitrousOxide.pdf

[238] See *Louisiana v. Biden* (W.D. La. 2022) 585 F.Supp.3d 840, stayed pending review (5th Cir. Mar. 16, 2022) 2022 WL 866282. A federal district court ruling issued in early February 2022 had granted a preliminary injunction blocking the Biden Administration from using the interim IWG SC-GHG estimates. However, a federal appeals court overturned the lower court's preliminary injunction in March 2022, which allows the Biden Administration to continue using the policy as legal proceedings continue. CARB will continue to monitor the litigation. However, the federal action does not prohibit CARB from using social cost of carbon and CARB will use the best available science regardless of politics. A separate federal appeals court upheld the Biden administration's use of the IWG SC-GHG estimates in October 2022. *Missouri v. Biden* (8th Cir. 2022) ____ F.4th ____.

[239] Interagency Working Group on Social Cost of Greenhouse Gases. 2021. Technical Support Document. https://www.whitehouse.gov/wp-content/uploads/2021/02/TechnicalSupportDocument_SocialCostofCarbonMethaneNitrousOxide.pdf

Table 3-9: Estimated social cost (avoided economic damages) of measures considered in the Scoping Plan Scenario (AB 32 GHG Inventory sectors)

Measure	Social Cost of Carbon in 2035, 5%–2.5% Discount Rate Billion USD (2021 dollars)	Social Cost of Carbon in 2045, 5%–2.5% Discount Rate Billion USD (2021 dollars)
Deploy ZEVs and reduce driving demand	1.12–4.87	2.64–10.23
Coordinate supply of liquid fossil fuels with declining California fuel demand	0.61–2.63	0.95–3.67
Generate clean electricity	0.20-0.88	0.97–3.75
Decarbonize industrial energy supply	0.23–1.01	0.69–2.67
Decarbonize buildings	0.35–1.52	1.11–4.32
Reduce non-combustion emissions	0.51–1.29 (SC-CH_4)	0.86–2.01 (SC-CH_4)
Compensate for remaining emissions	0.61–2.66	2.03–7.84
Scoping Plan Scenario SC-CO_2	2.4–10.4	5.6–21.9
Scoping Plan Scenario SC-CH_4	0.51–1.3	0.86–2.0
Scoping Plan Scenario (Total)[a]	2.9–11.7	6.5–23.9

[a] CARB staff could not precisely separate some CO_2 and CH_4 from other GHGs from PATHWAYS outputs, but the contribution is believed to be small for purposes of calculating the social cost of carbon. The approach used to estimate GHG emissions reductions for individual measures in PATHWAYS does not reflect cross-sector interactions. Therefore, the GHG values for each measure do not sum to the overall scenario total. The total GHG emissions reduction used in this calculation is 97 $MMTCO_2e$ in 2035 and 180 $MMTCO_2e$ in 2045.

Natural and Working Lands

The SC-CO_2 estimates for the NWL measures shown in Table 3-10, in terms of avoided economic damages, reflect 2021 IWG interim values, updated for inflation, similar to the AB 32 GHG Inventory Sector analysis. This analysis utilizes the 2.5 percent and 5 percent

discount rate and the average annual emissions reductions from each NWL type from 2025–2045. Estimates for all alternatives are included in Appendix C (AB 197 Measure Analysis).

Table 3-10: Estimated social cost (avoided economic damages) of measures considered in the Scoping Plan Scenario (NWL)

Measure	Social Cost of Carbon in 2035, 5%–2.5% Discount Rate Billion USD (2021 dollars)	Social Cost of Carbon in 2045, 5%–2.5% Discount Rate Billion USD (2021 dollars)
Forests/Shrublands/Grasslands	0.003–0.012	0.004–0.014
Annual Croplands	0.006–0.027	0.008–0.031
Perennial Croplands	<0.001–0.001	0.000–0.001
Urban Forest	0.032–0.138	0.041–0.157
Wildland Urban Interface (WUI)	(0.018) – (0.080)[a]	(0.023) – (0.090)
Wetlands	0.011–0.046	0.014–0.053
Sparsely Vegetated Lands	<0.001	<0.001

[a] Parentheses indicate an increase in estimated social cost, i.e., an increase in economic damages. This is only the case for WUI measures where emissions are increased, shown in Table 3-6. The estimated social cost does not account for the decrease in wildfire risk or decrease in wildfire damages resulting from the WUI measures.

Social Costs of GHGs in Relation to Cost-Effectiveness

AB 32 includes a requirement that rules and regulations "achieve the maximum technologically feasible and cost-effective" greenhouse gas emissions reductions.[240] Under AB 32, *cost-effectiveness* means the relative cost per metric ton of various GHG reduction strategies,[241] which is the traditional cost metric associated with emission control. In contrast, the SC-CO_2, SC-CH_4, and social cost of nitrous oxide (SC-N_2O), because they are estimates of the cost to society of additional GHG emissions, can be used to estimate of the economic benefits of reducing emissions, but do not take into account the cost of the actions that must be taken to achieve those GHG emissions reductions.

There may be technologies or policies that do not appear to be cost-effective when compared to the SC-CO_2, SC-CH_4, and SC-N_2O associated with GHG reductions. However, these technologies or policies may result in other benefits that are not reflected in the IWG social costs. Examples include the evaluation of social diversification of the portfolio of transportation fuels (a goal outlined in the Low Carbon Fuel Standard) and reductions in criteria pollutant emissions from power plants (as in the Renewables Portfolio Standard). Additionally, costs for new technology may be higher early on in a technology's development cycle and may drop over time as use of the technology is scaled up.

Estimated Cost per Metric Ton

AB 197 requires an estimation of the cost-effectiveness of the measures evaluated for this Scoping Plan. The cost (or savings)[242] per metric ton of CO_2e reduced for each measure is one metric for comparing the performance of the measures. Additional factors beyond the cost per metric ton that could be considered include continuity with existing laws and policies, implementation feasibility, contribution to fuel diversity and technology transformation goals, and health and other benefits to California. These considerations are not reflected in the cost per metric ton estimates presented below. It is important to understand the relative cost-effectiveness of individual measures as presented in this section. However, the economic analysis presented earlier in this chapter, in Appendix H

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[240] AB 32 Air pollution: greenhouse gases: California Global Warming Solutions Act of 2006. (AB 32, Nuñez, Chapter 488, Statutes of 2006). https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32.

[241] Health & Saf. Code § 38505(d).

[242] Similarly, to the direct costs reported earlier, the cost per metric ton of a measure reflects the stock costs and any fuel or efficiency savings associated with a measure divided by the GHG emission reduction achieved by the measure. Costs are reported as positive values, and savings are reported as negative values.

(AB 32 GHG Inventory Sector Modeling), and in Appendix I (NWL Technical Support Document) provides a more comprehensive analysis of how the Scoping Plan Scenario and alternative scenarios affect the state's economy and jobs.

AB 32 GHG Inventory Sectors

The cost per metric ton for the AB 32 GHG Inventory sectors was computed for each measure independently relative to the Reference Scenario using the sensitivity calculations based on PATHWAYS and RESOLVE outputs. The difference in the annualized cost between the Scoping Plan Scenario and the Reference Scenario was computed for each measure in 2035 and in 2045. The incremental cost was divided by the incremental GHG emissions impact to calculate the cost per metric ton in each year. To capture the fuel and GHG impacts of investments made from 2022 through 2035, or from 2022 through 2045, CARB computed an average annual cost per metric ton. The incremental cost in each year was averaged over the period. This value is divided by the corresponding annual, incremental GHG impact averaged over the same period.

The cost metric includes the annualized incremental cost of energy infrastructure, such as zero-emission vehicles, electric appliances, and required revenue to support all electric assets. A residual value for equipment such as vehicles or appliances that are retired early is included. The annual fuel cost or avoided fuel cost that results from efficiency improvements or changes to demand for fuels associated with transitioning to alternative fuels is included. Not included in this cost metric are costs that represent transfers within the state, such as incentive payments for early retirement of equipment.

It is important to note that this cost per metric ton does not represent an expected market price value for carbon mitigation associated with these measures. In addition, the values do not capture fuel savings or GHG reductions associated with the full economic lifetime of measures that have been implemented by the target date of 2035 or 2045 but whose impacts extend beyond the target date.

Table 3-11 includes the cost per metric ton and annual average cost per metric ton estimates for the Scoping Plan Scenario. The other alternatives are presented in Appendix C (AB 197 Measure Analysis). Measures that are relatively less costly in 2035 or 2045 are also less costly over the extended period. As noted earlier, incremental costs of new vehicles are generally offset by gains in efficiency and avoided fuel consumption resulting in negative cost per metric ton.

Table 3-11: Estimated cost per metric ton of reduced CO_2e relative to the Reference Scenario for measures considered in the Scoping Plan Scenario (AB 32 GHG Inventory sectors)

Measure	Annual Cost, 2035 ($/ton)	Average Annual Cost, 2022–2035 ($/ton)	Annual Cost, 2045 ($/ton)	Average Annual Cost, 2022–2045 ($/ton)
Deploy ZEVs and reduce driving demand	-171	-99	-103	-122
Coordinate supply of liquid fossil fuels with declining CA fuel demand	60	109	-50	39
Generate clean electricity[a]	101	156	145	161
Decarbonize industrial energy supply	290	217	257	274
Decarbonize buildings	235	230	112	213
Reduce non-combustion emissions	93	94	106	99
Compensate for remaining emissions	745	823	236	485

[a] Note: The denominator of this calculation (2045) does not include GHG reductions occurring outside of California resulting from SB 100. If these reductions were included, this number would be lower.

Natural and Working Lands

The cost per metric ton for NWL measures were computed for the Scoping Plan Scenario relative to the Reference Scenario using the projected carbon stock/sequestration data from the NWL modeling and the direct cost estimates for each management action, described earlier. Direct costs represent the cost of implementing a certain management action. The projected emissions reductions take into account the loss of carbon that results from the management action, such as fuels reduction treatments in forests, as well as climate change effects on growth. The direct cost for each NWL measure was divided by the average annual emission reductions presented in Table 3-6 to produce the cost

per metric ton. The increasing effect of climate change on diminished future growth reduces the ability of the land to sequester or store carbon, driving up the cost per ton.

It is important to note that this cost per metric ton does not represent an expected market price value for carbon mitigation associated with these measures. In addition, emissions benefits of NWL management actions often take longer time periods to accrue, and these values only capture GHG reductions up to 2045.

Table 3-12 includes the average cost per metric ton estimates for the average annual CO_2e reductions from 2025 through 2045 for the Scoping Plan Scenario. The other alternatives are presented in Appendix C (AB 197 Measure Analysis).

Table 3-12: Estimated average cost per metric ton of reduced CO_2e relative to the Reference Scenario for measures considered in the Scoping Plan Scenario (NWL)

Measure	Average Cost per Reduced Ton CO_2e ($/Ton)
Forests/Shrublands/Grasslands	15,500
Annual Croplands	1,100
Perennial Croplands	412
Urban Forest	3,270
Wildland Urban Interface (WUI)	N/A
Wetlands	64
Sparsely Vegetated Lands	451,000

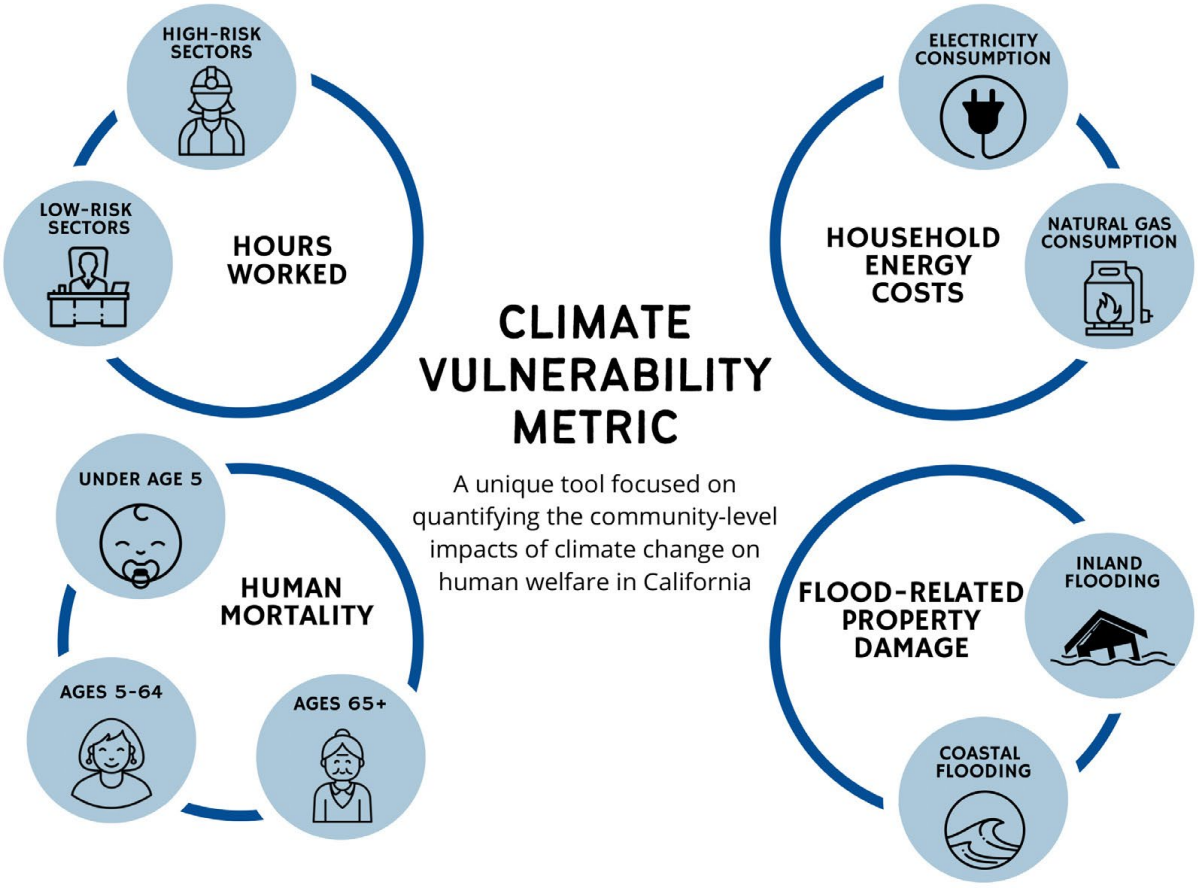
Climate Vulnerability Metric

As California invests in climate mitigation and adaptation, it is essential to understand that the relative impact of climate change will vary across the state's communities. Due to persisting health and opportunity gaps, not all communities are equally resilient in the face of climate impacts. A global metric such as the Social Cost of Carbon cannot adequately capture the incremental additional economic impact faced by overly burdened communities. The Climate Vulnerability Metric (CVM) is specifically focused on quantifying the community-level impacts of a warming climate on human welfare and the additional costs. Additional details and results are included in Appendix K (Climate Vulnerability Metric).

The CVM aggregates the impacts of climate change that can be quantified at the census tract level using robust and currently available research. The CVM includes the projected impacts of climate change on human welfare across four categories (hours worked, household energy costs, human mortality, and flood-related property damage) through midcentury. The CVM identifies nine components of the four climate impacts as shown in Figure 3-9 and aggregates the data to generate a total CVM result for each census tract. To ensure that the CVM represents the diversity of California communities, it is reported as the aggregate monetized impact of climate change as a percentage of census tract-specific incomes.[243] For example, a CVM value of 3 implies that by 2050, a census tract is projected to experience human welfare impacts of climate change that amount to 3% of annual income in that tract.

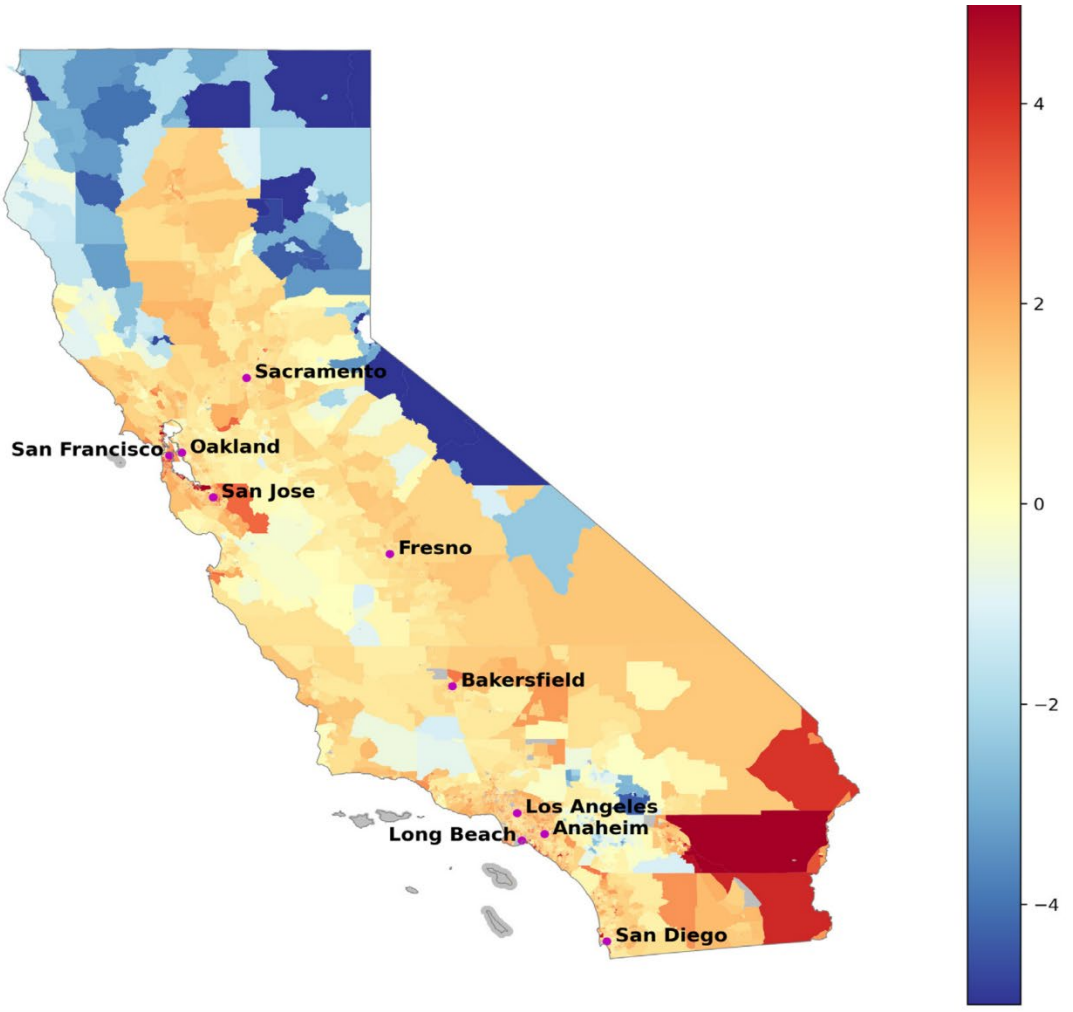
[243] Per capita income in 2019 for census tracts across California ranges from $633 to $176,388, with a median of $32,181 ($2019). Source: American Community Survey.

Figure 3-9: Categories of climate change impacts on human welfare included in the Climate Vulnerability Metric.



The CVM shows that climate change will have highly unequal impacts across California. While some southeastern regions of California are estimated to suffer damages that exceed 5% of annual income, other high-elevation northeastern regions of California are estimated to see benefits of up to 10%. Some low-lying urban areas, such as the San Francisco Bay Area, are estimated to be particularly vulnerable, while much of the Central Valley is estimated to suffer at least moderate economic damages relative to the rest of the state. It is important to note that the CVM does not set a threshold for vulnerability. Instead, it shows relative impacts across census tracts. The CVM is limited to the impacts that can currently be quantified at the census tract level.

Figure 3-10: Combined impacts of climate change in 2050 under a moderate emissions scenario; damages as share of 2019 tract income (%)



The map shows combined impacts of climate change in 2050 under a moderate emissions scenario (RCP 4.5), reported as a share of 2019 census tract income. For example, a CVM value of 3 implies that by 2050, a census tract is projected to experience human welfare impacts of climate change that amount to 3% of annual income. Impacts are combined across the categories shown in Figure 3-9. The higher the CVM for a given census tract, the more damaging the projected impacts of climate change on human welfare. Census tracts with high CVMs are represented by positive percentages in orange and red. A lower CVM is associated with lower projected impacts of climate change, shown in yellow, while a negative CVM value represents a projected beneficial impact of climate change (e.g., through reductions in deaths caused by extremely cold winter weather). Negative CVMs are represented by negative percentages in blue.

By providing information about how climate vulnerability varies across California (Figure 3-10), the CVM results can be used to direct resources to enhance resiliency in the state's

most vulnerable communities based on the specific impacts, such as heat or flooding, they are experiencing. The CVM may be used in combination with existing screening tools, such as CalEnviroScreen 4.0, to identify communities that face environmental and health hazards that contribute to disproportionate economic impacts in addition to climate vulnerability. The CVM can become an essential source of information to implement this Scoping Plan and build a more resilient, just, and equitable future for all communities.

Public Health

Health Analysis Overview

This section focuses on a broader evaluation of public health and climate change. Science demonstrates that taking action to address climate change presents one of the most significant opportunities to improve public health outcomes.[244] Transitioning to clean energy and technology and improving land and ecosystem management will lead to a much healthier future. Many actions to reduce GHG emissions also have health co-benefits that can improve the health and well-being of populations across the state, as well as address climate change. This section and the accompanying Appendix G (Public Health) provide a qualitative analysis of health benefits to accompany the quantitative health analysis included in this chapter, in Appendix C (AB 197 Measure Analysis), and in Appendix H (AB 32 GHG Inventory Sector Modeling). Together the qualitative and quantitative analyses of benefits are demonstrating the many ways that climate action and health improvements go hand in hand.

Climate change can lead to a wide range of direct health impacts such as increased heat-related illnesses (i.e., heat exhaustion and heat stroke), and injuries and deaths from extreme weather events or disasters (e.g., severe storms, flooding, wildfires). Indirect impacts include:

- more air pollution-related exacerbations of cardiovascular and respiratory diseases (e.g., due to increased smog, wildfire smoke)
- increased vector-borne and fungal diseases due to changes in the distribution and geographic range of disease-carrying species (e.g., mosquitoes, ticks, fungi in dust)
- negative nutritional consequences related to decreases in agricultural food yields
- stress and mental trauma due to extreme weather-related catastrophes
- anxiety, depression, and other mental health impacts associated with gradual changes in the climate (e.g., prolonged drought or temperature shifts affecting jobs and industries) that result in unemployment and income loss

[244] Watts, N., W. N. Adger, P. Agnolucci, et al. 2015. “Health and climate change: Policy responses to protect public health.” *Lancet* 386, 1861–1914.

- residential displacement and home loss (e.g., sea level rise impacting coastal communities)

Wildfires and wildfire smoke are one area where we have already seen and expect to see even further drastic impacts on the health of Californians. According to CalFire, since 1932 the top eight largest wildfires in California have occurred in the past five years (2017–2022), with 151 deaths due directly to fires during that period.[245] Researchers estimate that wildfire smoke during fall 2020 may have led to as many as 3,000 excess deaths, with at least 95% of Californians suffering unhealthy levels of particle pollution due to wildfires in 2020.[246] Continued climate change is projected to further increase smoke exposure from wildfires through the end of the century.[247] Wildfires also create a high-risk environment for outdoor workers, including agricultural workers. While the direct medical and physical health impacts are often most noticeable, the psychological impacts can develop and persist well after the event. Estimates indicate that 20%–65% of survivors of extreme weather events have mental health issues following the event.[248]

Extreme heat, drought, and associated worsened air quality impacts are among the most serious climate-related exposures affecting the health of Californians. Numerous studies find a wide range of adverse health effects accompanying extreme heat, including heat stroke and adverse birth outcomes, and find that extreme heat can harm most body systems. Climate change exacerbates air pollution problems that cause difficulty breathing and can lead to serious illness and death in many parts of California. Increasing temperatures cause increases in ozone and other pollution concentrations, including for California's most polluted regions, and heighten health risks for the vulnerable and marginalized populations living in these areas.[249] In 2020, there were 157 ozone polluted days across Los Angeles, Orange, Riverside, and San Bernardino Counties—the most days since 1997. In addition, particulate matter exposure is a heightened problem during

[245] California Department of Forestry and Fire Protection (CAL FIRE). "Stats and Events." *Cal Fire Department of Forestry and Fire Protection*, https://www.fire.ca.gov/stats-events/.
[246] G-FEED. 2020. Indirect mortality from recent wildfires in CA. *http://www.g-feed.com/2020/09/indirect-mortality-from-recent.html*.
[247] M. D. Hurteau, A. L. Westerling, C. Wiedinmyer, and B. P. Bryant. 2014. "Projected effects of climate and development on California wildfire emissions through 2100." *Environ. Sci. Technol.* 48, 2298–2304.
[248] American Public Health Association. 2019. Addressing the Impacts of Climate Change on Mental Health and Well-Being. Policy No: 20196. *https://www.apha.org/policies-and-advocacy/public-health-policy-statements/policy-database/2020/01/13/addressing-the-impacts-of-climate-change-on-mental-health-and-well-being*.
[249] American Lung Association. State of the Air 2021. *https://www.lung.org/research/sota*.

droughts, which are expected to increase over this century.[250,251] Worse air quality leads to illnesses, emergency room visits, and hospitalizations for chronic health conditions, including chronic obstructive pulmonary disease (COPD), asthma, chronic bronchitis, and other respiratory and cardiovascular conditions, as well as increased risk for respiratory infections, which all result in greater health costs to the state.[252,253,254] These and other climate-related health impacts are discussed in more detail in Appendix G (Public Health).

Health Analysis Components

This Scoping Plan health analysis focuses on the contrast between a California that is still dependent on a fossil fuel-based economy and a California that is transitioned to a carbon-neutral, clean energy future. This qualitative analysis evaluates and demonstrates the broad range of benefits of a dramatic reduction in fossil fuels by 2045 combined with healthier ecosystem management, comparing health outcomes for a "no-action" scenario (Reference) to a "take-action" decarbonization scenario. As this is a qualitative analysis, it looks more broadly at the public health benefits of a drastic reduction in fossil fuel combustion. While this analysis provides scientific evidence for Scoping Plan benefits based on achieving carbon neutrality by 2045, it does not analyze a specific scenario.

The key areas of focus for the analysis are: heat impacts, children's health and development, economic security, food security, mobility and physical activity, urban greening, wildfires and smoke impacts, and housing affordability. For each area of focus, the analysis covers the scientific evidence and compares expected health effects between the Reference and decarbonization scenarios. This analysis looks at the major health outcomes, provides directional effects for each health outcome, and where possible provides information on the strength and scale of health impacts. Some areas include quantitative information where tools are available to measure health outcomes. While the analysis is focused on health outcomes statewide, it also includes discussion

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[250] Cvijanovic, I., B. D. Santer, C. Bonfils, et al. 2017. "Future Loss of Arctic Sea-ice Cover Could Drive a Substantial Decrease in California's Rainfall." 8 *Nat. Commun.* 1947. https://doi.org/10.1038/s41467-017-01907-4.

[251] Williams, A. P., R. Seager, J. T. Abatzoglou, B. I. Cook, J. E. Smerdon, and E. R. Cook. 2015. "Contribution of anthropogenic warming to California drought during 2012–2014." *Geophysical Research Letters* 42(16), 6819–6828.

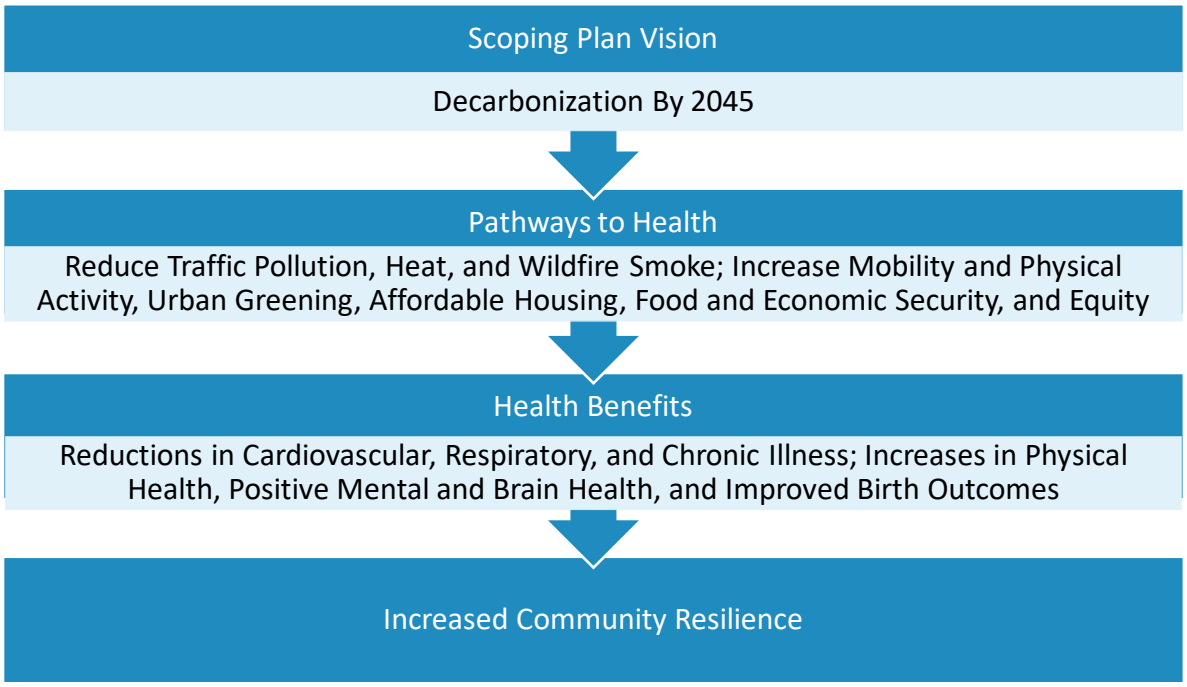
[252] Romley, J. A., A. Hackbarth, and D. P. Goldman. 2010. Cost and Health Consequences of Air Pollution in California. Santa Monica, California. RAND Corp. https://www.rand.org/pubs/research_briefs/RB9501.html.

[253] Wang, M., C. P. Aaron, J. Madrigano, E. A. Hoffman, E. Angelini, J. Yang, A. Laine, et al. 2019. "Association between long-term exposure to ambient air pollution and change in quantitatively assessed emphysema and lung function." *JAMA* 322(6), 546–556.

[254] Inserro, A. 2018. "Air Pollution Linked to Lung Infections, Especially in Young Children." *Am. J. Managed Care* (May 6). https://www.ajmc.com/view/air-pollution-linked-to-lung-infections-especially-in-young-children.

of benefits to community health and climate resilience, as well as potential inequities experienced at a community level. Figure 3-11 shows the co-benefit areas covered in this Scoping Plan and the path to health improvements and increased community resilience.

Figure 3-11: Scoping Plan outcome and the path to health improvements

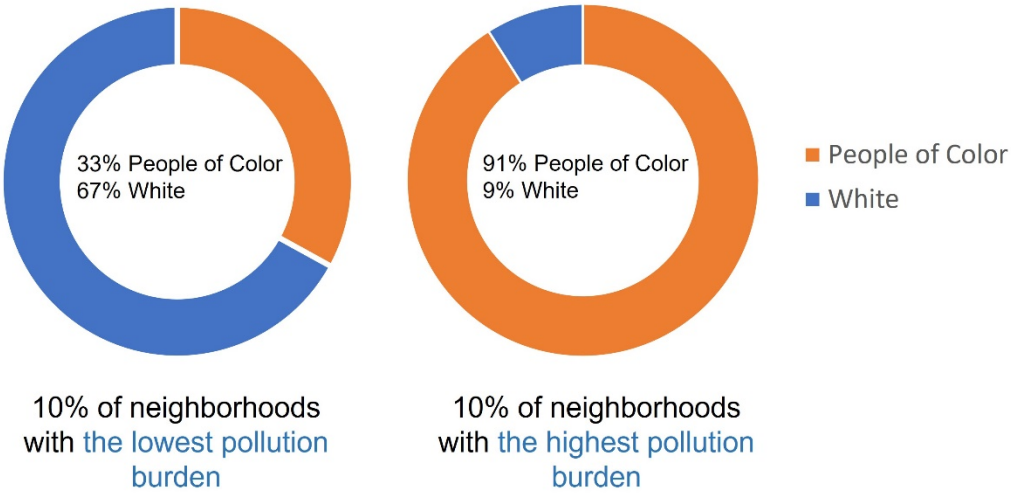


Social and Environmental Determinants of Health Inequities

Communities across the state do not experience exposure to pollution sources and the resulting effects equally. Low-income communities and communities of color (including Black, Latino and Indigenous communities) consistently experience significantly higher rates of pollution and adverse health conditions than others due to factors including historic marginalization rooted in systemic racism. As shown in Figure 3-12, the most impacted neighborhoods according to CalEnviroScreen (CES) are home to very high percentages of people of color while the least impacted neighborhoods are predominantly white. Recent findings show that Black Californians have 19% higher $PM_{2.5}$ exposure from vehicle emissions than the state average, and the census tracts with the highest $PM_{2.5}$ pollution burden from vehicle emissions have a high proportion of people of color.[255] Air pollutant emissions from mobile sources have disproportionate impacts on low-income communities and communities of color due to their proximity.[256] Diesel-fueled vehicles traveling on California's freeways and major roads expose nearby residents to pollution that is linked to lung cancer, hospitalizations and emergency department visits for chronic heart and lung disease, and premature death.[257,258] A combination of historical and social inequities are evident in communities of color disproportionately living close to freeways and other major sources of vehicle pollution. Environmental exposures and contaminants are one component of a broader set of social, economic, and environmental factors that can amplify health conditions, and the combination of all these factors can compound the health effects of individual exposures. This broader set of community factors can be referred to as "cumulative impacts." In addition, specific populations are more sensitive to pollution and face greater susceptibility. This includes young children, older adults, and individuals with existing health conditions.

[255] Reichmuth, D. 2019. *Inequitable exposure to air pollution from vehicles in California.* https://www.ucsusa.org/resources/inequitable-exposure-air-pollution-vehicles-california-2019.
[256] CARB. 2017. *California's 2017 climate change scoping plan.* https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.
[257] CARB. 2020. Overview: Diesel exhaust & health. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.
[258] Kagawa, J. 2002. "Health effects of diesel exhaust emissions—a mixture of air pollutants of worldwide concern." *Toxicology* 181–182:349–353.

Figure 3-12: Least and most impacted neighborhoods from CalEnviroScreen[259]



Social Determinants of Health Inequities

The physical and mental health of individuals and communities is shaped, to a great extent, by the social, economic, and environmental circumstances in which people live, work, play, and learn. According to the World Health Organization, these same circumstances—or social determinants of health—are "mostly responsible for health inequities: the unfair and avoidable differences in health status seen within and between countries." In fact, a strong body of research demonstrates that more than 50 percent of long-term health outcomes are the result of social determinants affecting an individual.[260] Race/ethnicity and socioeconomic status, for example, have been found to amplify impacts from long- and short-term environmental exposures for several health outcomes,

[259] The figure represents the top and bottom decile scoring of CalEnviroScreen census tracts for pollution burden. This chart is modified from Figure 2. Race in the Least and Most Impacted Census Tracts of CalEnviroScreen 4.0 in the Office of Environmental Health Hazard Assessment, California Environmental Protection Agency. Analysis of Race/Ethnicity and CalEnviroScreen 4.0 Scores. 2021. *https://oehha.ca.gov/media/downloads/calenviroscreen/document/calenviroscreen40raceanalysisf2021.pdf*.

[260] California Department of Public Health (CDPH). 2015. *The Portrait of Promise: The California Statewide Plan to Promote Health and Mental Health Equity.* A Report to the Legislature and the People of California by the Office of Health Equity. Sacramento, California. California Department of Public Health, Office of Health Equity.

such as mortality and birth outcomes.[261,262,263,264] Social factors combine in low-income communities and communities of color to create levels of toxic chronic stress and limit opportunities for healthy food and healthy lifestyles. Social factors also can cause health disparities through psychosocial pathways such as discrimination and social exclusion.[265] While the importance of social determinants is well known, measuring the specific and cumulative impacts of social determinants is challenging.

There are several important tools to evaluate and map cumulative impacts and factors contributing to the results of historical practices such as redlining, and these tools have been used for air quality and climate planning, community protection, and investments. CalEnviroScreen is a tool that maps cumulative pollution burdens and vulnerabilities on a statewide basis and ranks census tracts based on environmental, exposure, population, and socioeconomic indicators. An analysis using CES shows a direct, persistent relationship between exposure to environmental burdens and socioeconomic and health vulnerabilities affecting communities of color and historical redlining practices. OEHHA has evaluated health impacts of certain climate change policies on disadvantaged communities and communities of color utilizing CES rankings.[266] The Healthy Places Index (HPI) maps indicators that affect life expectancy on a statewide basis. In the future, these and other tools can be helpful to prioritizing investments and informing implementation efforts for GHG emission reductions policies.

Environmental Determinants of Health Inequities

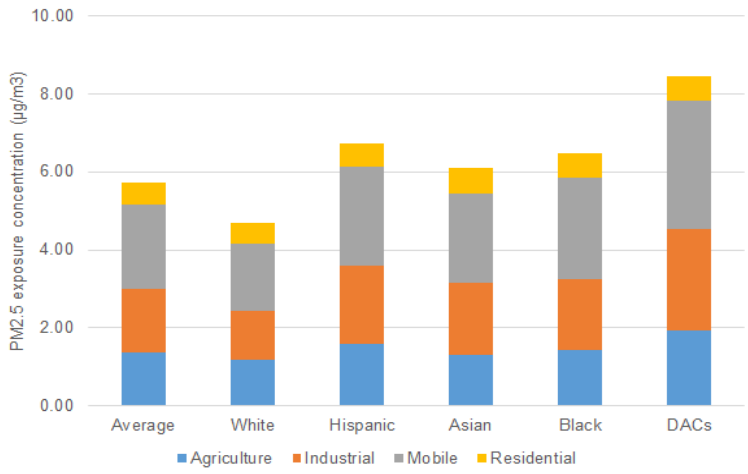
Communities with large percentages of Black and other socially vulnerable and marginalized groups are disproportionately located near pollution sources, such as traffic

[261] O'Neill, M. S., M. Jerrett, I. Kawachi, J. I. Levy, A. J. Cohen, N. Gouveia, et al. 2003. "Health, wealth, and air pollution: Advancing theory and methods." *Environ Health Perspect.* 111 (16): 1861–70.
[262] Ponce, N. A., K. J. Hoggatt, M. Wilhelm, and B. Ritz. 2005. "Preterm birth: The interaction of traffic-related air pollution with economic hardship in Los Angeles neighborhoods." *Am J Epidemiol.* 162 (2): 140–8.
[263] Morello-Frosch, R., B. Jesdale, J. Sadd, and M. Pastor. 2010. "Ambient air pollution exposure and full-term birth weight in California." *Environ Health.* 9: 44.
[264] Finkelstein, M. M., M. Jerrett, P. DeLuca, N. Finkelstein, D. K. Verma, K. Chapman, et al. 2003. "Relation between income, air pollution, and mortality: A cohort study." *CMAJ.* 169 (5): 397–402.
[265] Clougherty, J., and L. Kubzansky. 2009. "A framework for examining social stress and susceptibility in air pollution and respiratory health." *Environ Health Perspect.* 117 (9): 1351–8.
[266] OEHHA. 2022. *Impacts of Greenhouse Gas Emission Limits Within Disadvantaged Communities.* https://oehha.ca.gov/media/downloads/environmental-justice//impactsofghgpoliciesreport020322.pdf.

and freight facilities, industrial facilities, and hazardous waste sites.[267,268,269,270] Research shows large disparities in exposure to pollution between white and non-white populations in California, and between low-income and communities of color (Figure 3-13). The research also shows Black and Latino populations experience significantly greater air pollution impacts than white populations in California.[271] Additionally, Native Americans are disproportionately impacted by air pollution with high rates of exposure to industrial, diesel, and residential pollution sources and higher rates of diseases linked to air pollution.[272, 273]

[267] Mohai. P., P. M. Lanz, J. Morenoff, J. S. House, and R. P. Mero. 2009. "Racial and socioeconomic disparities in residential proximity to polluting industrial facilities: Evidence from the Americans' Changing Lives Study." *Am J Public Health.* 99 (Suppl 3): S649–56.
[268] Mohai, P., and R. Saha. 2007. "Racial inequality in the distribution of hazardous waste: A national-level reassessment." *Soc Probl.* 54 (3): 343–70.
[269] Morello-Frosch, R., M. Pastor, C. Porras, and J. Sadd. 2002. "Environmental justice and regional inequality in southern California: Implications for future research." *Environ Health Perspect.* 110 (Suppl 2): 149–54.
[270] Gunier, R. B., A. Hertz, J. von Behren, and P. Reynolds. 2003. "Traffic density in California: Socioeconomic and ethnic differences among potentially exposed children. *J Expo Anal Environ Epidemiol.* 13 (3): 240–6.
[271] Apte, J. S., S. E. Chambliss, C. W. Tessum, and J. D. Marshall. 2019. *A Method to Prioritize Sources for Reducing High $PM_{2.5}$ Exposures in Environmental Justice Communities in California.* CARB Research Contract Number 17RD006.
[272] Indigenous People and Air Pollution in the United States. A Report from the National Tribal Air Association and Moms Clean Air Force. 2021. *https://7vv611.a2cdn1.secureserver.net/wp-content/uploads/2021/04/indigenousairpollution_041421.pdf*
[273] National Tribal Air Association. 2022. Status of Tribal Air Report. Pg. 66. *https://7vv611.a2cdn1.secureserver.net/wp-content/uploads/2022/10/2022-NTAA-Status-of-Tribal-Air-Report.pdf*.

Figure 3-13: Top sources of $PM_{2.5}$ and their contribution to $PM_{2.5}$ exposures by race and in disadvantaged communities



These disparities in exposure to pollution sources generate health inequities. Communities located near major roadways are at increased risk of asthma attacks and other respiratory and cardiac effects. Studies consistently show that mobile source pollution exposure near major roadways or freight sources contributes to and exacerbates asthma, impairs lung function, and increases cardiovascular mortality.[274] The exposure to mixtures of gaseous and particulate pollutants in mobile sources (including PM, NO_x, and benzene) is associated with higher rates of heart attacks, strokes, lung cancer, autism, and dementia.[275]

Environmental hazards found in communities also can include exposures to toxic substances and emissions, as well as occupational exposures. Due to historical inequities, under-resourced communities and communities of color are often located close to sources of toxic pollution, including chrome platers; metal recycling facilities; oil and gas operations; agricultural burning; railyards; facilities transporting, managing, or disposing of hazardous waste; and areas impacted by pesticides, among others. Some populations may be at increased risk of exposure to pollutants, both at work and home.

Children are more susceptible to environmental pollutants for many reasons, including the ongoing development of their nervous, immune, digestive, and other bodily systems. Moreover, children eat more food, drink more fluids, and breathe more air relative to their

[274] U.S. Environmental Protection Agency website. How Mobile Source Pollution Effects Your Health. https://www.epa.gov/mobile-source-pollution/how-mobile-source-pollution-affects-your-health.
[275] USC Environmental Health Centers. 2018. Living Near Busy Roads or Traffic Pollution. https://envhealthcenters.usc.edu/wp-content/uploads/2016/10/living-near-bus_19696172.pdf.

body weight, as compared to adults.[276] Exposure to high levels of air pollutants, including indoor air pollutants, increases the risk of respiratory infections, heart disease, and asthma.[277] Children living in low-income communities near industrial operations, rail yards, and heavily trafficked freeways and streets in urban areas are at especially high risk of chronic respiratory conditions. Black children are four times more likely to be hospitalized for asthma compared with white children, and urban Black and Latino children are two to six times more likely to die from asthma than white children.[278] Native American children also experience more impacts from asthma and Native American children, along with Black children, have the highest prevalence of asthma.[279]

For older adults, increased vulnerability is linked to respiratory, cardiovascular, and immune systems weakened by aging.[280] Preexisting health conditions interact with environmental pollutants to enhance risks of adverse health outcomes.[281,282] The recent COVID-19 pandemic has highlighted the heightened vulnerability of older adults as well as communities of color to respiratory disease, as hospital admissions and mortality data linked to COVID-19 cases for these groups have been higher than other groups. Research has also underscored the important link between COVID-19 mortality and morbidity and air pollution, demonstrating significantly higher mortality and morbidity for COVID-19 in areas of elevated $PM_{2.5}$ pollution.

Climate Vulnerabilities

Climate change is expected to exacerbate the existing disparities of health conditions and worsen climate vulnerability, which is the degree to which natural systems and people or

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[276] Blaisdell, R. J. Air Toxics Hot Spots Program Risk Assessment Guidelines. 2012. Technical Support Document for Exposure Assessment and Stochastic Analysis. Oakland, California: California Environmental Protection Agency, Office of Environmental Health Hazard Assessment. August.
[277] Woodruff, T. J., D. A. Axelrad, A. D. Kyle, O. Nweke, and G. G. Miller. 2003. *America's Children and the Environment: Measures of Contaminants, Body Burdens, and Illness.* 2nd ed. Washington, D.C.: United States Environmental Protection Agency. February.
[278] California Department of Public Health. Asthma Inequities in California Children. 2021. *https://www.cdph.ca.gov/Programs/CCDPHP/DEODC/EHIB/CPE/CDPH%20Document%20Library/CA_Asthma_Inequities_Children_2021-Infographic.pdf*.
[279] Meng, Y., S. H. Babey, T. A. Hastert, and E. Brown. 2007. California's Racial and Ethnic Minorities More Adversely Affected by Asthma. UCLA: Center for Health Policy Research. Retrieved from *https://escholarship.org/uc/item/4k45v3xt*.
[280] Sandström, T., A. J. Frew, M. Svartengren, and G. Viegi. 2003. "The need for a focus on air pollution research in the elderly." *Eur Respir J Suppl.* 40: 92s–5s.
[281] Zanobetti, A., and J. Schwartz. 2001. "Are diabetics more susceptible to the health effects of airborne particles?" *Am J Respir Crit Care Med.* 164 (5): 831–3. *https://www.atsjournals.org/doi/pdf/10.1164/ajrccm.164.5.2012039*.
[282] Zanobetti, A., J. Schwartz, and D. Gold. 2000. "Are there sensitive subgroups for the effects of airborne particles?" *Environ Health Perspect.* 108 (9): 841–5.

communities are at risk of experiencing the negative impacts of climate change.[283] A report from the California Climate Change Center warned that the impacts of climate change will likely create especially heavy burdens on low-income and other vulnerable populations: "*Without proactive policies to address these equity concerns, climate change will likely reinforce and amplify current as well as future socioeconomic disparities, leaving low-income, minority, and politically marginalized groups with fewer economic opportunities and more environmental and health burdens*."[284]

In the U.S. Environmental Protection Agency's "Climate Change and Social Vulnerability in the United States: A Focus on Six Impacts,"[285] investigators analyzed risks of six primary climate change impacts disproportionately affecting communities across income, educational attainment, race/ethnicity, and age groups. Four socially vulnerable populations—low income, communities of color, no high school diploma, and age 65 and older—were identified as having a higher likelihood of experiencing the greatest impacts of a changing climate (according to the projected 2°C of global warming or 50 centimeters of global sea level rise). Disproportionate impacts were projected for climate events, including air quality, extreme temperature, coastal flooding, and other impacts, leading to increased risk of health and other adverse outcomes. The study projected significant health impacts for low-income communities, certain racial and ethnic subgroups, and those with lower educational attainment.

Several climate vulnerability tools have been developed or are under development to better understand and map areas at higher risk of climate impacts. The Climate Change and Health Vulnerability Indicators (CCHVIs) for California helps state and local health officials prepare for and reduce adverse health impacts due to a changing climate.[286] For example, Los Angeles County shows higher than state average climate vulnerability overall, particularly for those who are linguistically isolated (more than twice the state average).

In summary, there are many environmental, social, individual, and economic factors affecting health and equity in California and contributing to worsening health outcomes from climate change impacts. This section and Appendix G (Public Health) reference a substantial and growing body of research documenting the different social and

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[283] OPR. 2018. Defining Vulnerable Communities in the Context of Climate Adaptation. *https://opr.ca.gov/docs/20180723-Vulnerable_Communities.pdf*.

[284] Shonkoff, S., R. Morello-Frosch, M. Pastor, and J. Sadd. 2011. "The climate gap: environmental health and equity implications of climate change and mitigation policies in California—A review of the literature." *Climatic Change* 109 (Suppl 1): S485–S503.

[285] U.S. EPA. 2021. Climate Change and Social Vulnerability in the United States: A Focus on Six Impacts. U.S. Environmental Protection Agency. EPA 430-R-21-003.

[286] CDPH. 2022. Climate Change and Health Vulnerability Indicators for California. California Department of Public Health. *https://www.cdph.ca.gov/Programs/OHE/Pages/CC-Health-Vulnerability-Indicators.aspx*.

environmental factors affecting health outcomes and the many groups that are vulnerable to increased effects or that experience health inequities in California (see Table 3-13).

Table 3-13: Examples of vulnerable groups due to socioeconomic, environmental, developmental, and climate change factors

Examples of Vulnerable Groups Due to Socioeconomic, Environmental, Developmental, and Climate Change Factors		
Older People	People with Existing Chronic Illness	People Impacted Due to Working Conditions
Tribal Groups	Infants and Children	Low-Income People
People with Disabilities	People Experiencing Homelessness	Pregnant People
Communities of Color	Marginalized People	Immigrants/Refugees
People with Less Educational Options	Linguistically Isolated Households	People Impacted Due to Poor Housing Conditions

Summary of the Qualitative Health Analysis

CARB has developed a detailed health analysis that covers eight social and environmental co-benefit areas that impact public health (listed below). These co-benefit areas were selected due to ongoing research in these areas as well as discussion in a public workshop on climate change and health impacts held in summer 2018. For each social and environmental area, the analysis includes:

- a discussion of health impacts and disparities,
- key health metrics or epidemiological research on this topic,
- a discussion of how these areas would be affected by "no-action" (i.e., Reference) scenario compared to a "take-action" (i.e., Scoping Plan) scenario
- a discussion of where there are actions to consider for further success, and
- the types of mitigation actions that can help reduce or eliminate disparities and promote greater health equity and resilience.

All co-benefit areas are interconnected, and pursuing benefits in all areas has the potential to multiply positive results and further support building community resilience. *Community resilience* is the ability of a community to reduce harm and maintain an acceptable quality of life in the face of climate-induced stresses, which vary depending on that community's circumstances and location. Below is a brief description of the areas evaluated for public health co-benefits. The specific health outcomes impacted by each

area, as well as the directional health benefits, are included in the Summary of Health Benefits section of the chapter and covered in more detail in Appendix G (Public Health).

Heat Impacts

Globally, increased GHG concentrations in the atmosphere are causing a continuing increase of the planet's average temperature. California temperatures have risen since records began in 1895, and the rate of increase is accelerating. Recent heat waves have broken heat records and caused serious illness across the state, and these events are becoming more frequent. Heat waves have a particularly high impact in Southern California, where they have become more intense and longer lasting. In the past two years, Los Angeles recorded 121°F, and the Coachella Valley had its hottest year ever, with temperatures reaching 123°F. Heat island effects in urbanized areas can elevate heat effects and disproportionately affect low-income communities and communities of color. Heat events exacerbate respiratory and cardiac illness and cause emergency room visits to soar. Strategies that reduce the impacts of heat exposure promote improved health outcomes.

Wildfires and Smoke

California's NWL cover more than 90 percent of California and include rangeland, forests, woodlands, grasslands, and urban green space. They provide biodiversity and ecosystem benefits, including their ability to sequester carbon from the atmosphere. Protecting and managing California's forests and other natural lands and maintaining their ecosystem health are key practices for maximizing GHG benefits and minimizing negative climate change impacts. Vegetation plays an important role in storing carbon; however, it can also release CO_2 back into the atmosphere when it dies or is burned by fires. California's wildfires are getting worse with increased fire risks, higher frequency of occurrence, larger burn areas, more costly damage, and a longer fire season due to climate change. Strategies that promote healthy ecosystem management of natural and working lands and increased urban greening promote improved health outcomes. Healthy ecosystems provide many health and environmental benefits and can maximize carbon sequestration.

Children's Health and Development

There are a wide range of interconnected environmental, social, biological, and community factors associated with climate change that are adversely affecting children's health. This section focuses on air pollution and near-roadway or traffic pollution as environmental impacts that have a profound effect on children's health. Children's bodies and lungs are still developing, and they take in more air per body weight than adults do. Many low-income communities and communities of color in California experience disproportionately high levels of air pollution, as well as high levels of traffic and freight that impact children. This excess exposure harms children's development and

predisposes them to increased risk of illness throughout their lives. Strategies that reduce air pollution and traffic emissions promote improved health outcomes for children.

Economic Security

Climate change is expected to result in serious adverse socioeconomic effects across many sectors. Economic factors, such as income inequality (among geographic regions), poverty, wealth, debt, unemployment rate, and job security are among the strongest determinants of health. Along the entire income spectrum, higher income is associated with increased life expectancy and improved health outcomes in the United States. Additionally, economic insecurity and negative health impacts are more pronounced in low-income communities and communities of color. Economic strategies, such as the promotion of clean energy and other green jobs and investments in low-income communities and communities of color, and promoting a transition to high road jobs in economic sectors tied to the current fossil fuel economy, can promote improved health outcomes.[287]

Food Security

The food system is under pressure from numerous factors, and climate change is a key concern. Climate change can affect food production and agricultural yield, impact culturally significant plants and animals for Native American tribes, and exacerbate factors that limit food availability, such as supply chain disruption. Food security is defined as stable access to affordable, sufficient food for an active, healthy life. Many Californians routinely experience food insecurity, and while that impacts Californians of all races and groups, low-income communities and communities of color and children are disproportionately affected by food insecurity. Many Native Americans depend on resources from the land, such as animals and plants for consumption and cultural practices. Strategies that promote sustainable agriculture, access to healthy foods, and reduced organic food waste promote improved health outcomes.

Mobility and Physical Activity

Physical activity is one of the most important factors for a healthy lifestyle, and lack of activity increases the risk of chronic illness and premature death. Research shows that regular physical activity improves health in people of all ages by improving heart and lung

[287] According to the California Labor and Workforce Development Agency's High Road Training Partnership program, high road jobs are considered "Quality jobs [that] provide family-sustaining wages, health benefits, a pension, worker advancement opportunities, and collective worker input and are stable, predictable, safe and free of discrimination." *https://cwdb.ca.gov/wp-content/uploads/sites/43/2020/08/OneSheet_Job-Quality_ACCESSIBLE.pdf*.

function, muscle fitness, mental health and brain function, and sleep quality. A sedentary lifestyle contributes to chronic illnesses, including obesity, heart disease, and Type 2 diabetes among other chronic illnesses. Promoting community design that supports sustainable patterns of land use and transportation enables active transportation choices like walking, biking, and public transit over driving, and can significantly increase physical activity, leading to many valuable health benefits.

Affordable Housing

Housing is an important social determinant of health. The stability of housing, housing quality, conditions inside and outside the home, the cost of housing, and the environmental and social characteristics of the places people live all affect health (including energy efficiency and insulation, cooler building material, tree canopy, home size). Housing affordability is a key factor, and this section highlights how housing affordability supports not only improved health but also more sustainable land use and transportation patterns. A lack of affordable housing is increasing commute distances for low-income renters and creating health burdens. Strategies that support sustainable transportation and housing patterns, together with increased housing affordability, promote improved health outcomes.

Urban Greening

Urban Greening is well recognized as an important amenity, but the inherent health benefits are not always well understood. Under-resourced and vulnerable areas consistently show a lack of urban greening and higher percentages of concrete, asphalt, and impervious surfaces. Under-resourced communities have a greater proportion of concrete and heat-trapping surfaces and a lower amount of tree cover in the neighborhoods in which they live. Areas with reduced urban greening have the potential to create areas of higher temperatures as heat is reflected from pavements and buildings. By contrast, increasing urban greening can provide air pollution buffers and promote physical activity. Strategies that preserve and create urban parks, green space, natural infrastructure, and sustainable agricultural practices support improved physical and mental health outcomes.

No Action Scenario (Reference)

In a no-action scenario, California would remain dependent on fossil fuels and other GHG emitting technologies. Fossil-fuel powered mobile sources including cars, trucks, trains, tractors, and a myriad of other on-road and off-road vehicles and equipment are the largest source of criteria pollutants and toxic air contaminants that directly affect

community health and contribute the largest portion of GHG emissions.[288] Other key GHG emission sources include buildings, natural and working lands, and power production and industry. The no-action scenario reflects a continued reliance on fossil fuels in mobile and stationary sectors, including buildings. The continued production and use of fossil fuels; ongoing dependence on gasoline and diesel cars, trucks, buses, and equipment; continued releases of short-lived climate pollutants; and decreased emphasis on forest and ecosystem health will impact communities by reducing climate resilience and health benefits. Green space will likely remain at the same levels or degrade, and urban heat islands will likely increase. With continued growth of vehicle miles traveled, physical activity and the accompanying health benefits will not increase.

Exposure to wildfire smoke will increase, and air quality is expected to worsen as rising temperatures will increase levels of harmful air pollution. Jobs and economic security will be affected by the continuing potential for price spikes in fossil fuels, impacts to the economy from climate change, and fewer job opportunities in green technologies such as solar and electric vehicles. Food security in California will decrease due to the effects of accelerating climate impacts to agriculture; and without increased recovery of organic waste, including food products, food security will continue to decline under a no action scenario. All these impacts can be linked to worse health outcomes. Adverse health impacts are often most felt by Black, Latino, Native American, and other people of color and in low-income communities. These groups are affected more intensely by the physical stress of environmental pollution, social inequities, and the psychological stress of extreme weather events and food and economic insecurity.

Take Action Scenario

In the Take Action scenario, California will drastically reduce reliance on fossil fuels for motor vehicles, freight, buildings, electricity, or other sectors. This scenario is not a specific scenario within this Scoping Plan but examines the broad outcomes of actions to achieve carbon neutrality in 2045. Implementation of this Scoping Plan would achieve a transition to ZEVs, with 100% sales of light-duty ZEVs by 2035 and 100% sales of zero emission trucks by 2040, along with 30% VMT reductions below 2019 levels by 2045. State and local action that supports sustainable land use and transportation patterns and enables more transit and active transportation will lead to substantial health benefits from physical activity, including reduced illness and deaths.

[288] CARB. 2022. *California Greenhouse Gas Emissions for 2000 to 2020.* *https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf*.

The economic benefits of improved health through active transportation can be modeled using the Healthy Mobility Options Tool (HMOT).[289] In order to demonstrate the important health and economic benefits of VMT reduction, CARB and CDPH used the HMOT to analyze an illustrative trip reduction scenario for 2050 from the California Transportation Plan (CTP). The CTP has a goal of increasing active modes of travel and transit from the current level of 13 percent to a level of 23 percent of all travel trips. While the CTP goal of 23 percent for active modes of travel is not a VMT reduction target, the scenario increases active transportation through a mix of changes in land use planning for increased transportation options, including increases in biking, walking, and transit use, and it helps to show the health benefits of increased active transportation. By achieving the CTP 2050 goals, nearly 8,000 deaths would be avoided in 2050 alone (see Figure 3-14), along with significant reductions in chronic diseases. Achieving this would rank among the top public health accomplishments (see Appendix G [Public Health] for additional modeling results and detailed discussion).

The dramatic reduction in fossil fuel combustion, combined with reductions in VMT and freight and traffic emissions projected in this Scoping Plan will significantly reduce air pollution and its associated health impacts on a statewide basis and in communities near freight sources. Coordinated action strategies will emphasize natural and working lands management changes, including healthy forests, increased vegetative cover, and increased organic farming. Wildfire smoke exposure will reduce significantly with healthy ecosystem management strategies. Since many communities in California are disproportionately impacted by high levels of traffic pollution, the reduction in petroleum fueled vehicles will reduce the additional impacts of living or going to school near historically highly polluting sources. Indoor air quality is also likely to improve through a shift to non-fossil fuel appliances. Concerted state and local action to support sustainable land use and transportation patterns can enable more active transportation with health benefits from physical activity.

[289] ITHIM California. 2020. Transportation Planning for Health, Equity, and Climate Change. *https://skylab.cdph.ca.gov/HealthyMobilityOptionTool-ITHIM/*.

Figure 3-14: Quantified health benefits of active transportation from increased physical activity



*Calculated by the Healthy Mobility Options Tool, active transportation (including walking, rolling, cycling, and taking public transit) from the California Transportation Plan 2050 compared to business as usual for 2050.

Overall community resilience is expected to increase as physical activity and green space increases—potentially decreasing urban heat islands. Efforts to support VMT reduction will include coordination across state agencies on affordable housing measures. Reduced fossil fuel dependence will reduce economic pressure from wildfires, droughts, and price spikes in fossil fuels, especially as more jurisdictions implement plans with similar actions. Investment in sustainable agriculture, healthy forests, urban greening, and clean energy technologies will add sustainable jobs and further promote economic security. More sustainable agriculture and food recovery efforts will add to food security. All these impacts can be linked to wide ranging health benefits, including positive respiratory and cardiovascular effects, healthier birth and brain outcomes, improved mental health indicators, improved life expectancy, reductions in chronic illness and cancers, improved children's health and development, reduced depression, and other benefits. The magnitude of the possible co-benefits is extremely large, especially in areas that are currently the most affected.

Summary of Health Benefits

Below, Tables 3-14 and 3-15 show overall summaries of the directional benefits by co-benefit area estimated for this Scoping Plan. The supporting epidemiological studies used for qualitative or quantitative analysis of each co-benefit area are included in Appendix G (Public Health). Another section of Chapter 3, together with Appendix C (AB 197 Measure Analysis) and Appendix H (AB 32 GHG Inventory Sector Modeling), also includes the quantitative analysis of air pollution related health impacts, including recently added health endpoints for CARB's ongoing analysis.

Table 3-14: Scoping Plan directional benefits for health co-benefit areas (heat, affordable housing, food security, economic security, and urban greening)

	Health Co-benefit Areas*				
Quantitative vs. Qualitative	**Reduced Heat Impacts**	**Increased Affordable Housing**	**Increased Food Security**	**Increased Economic Security**	**Increased Urban Greening**
Research was used for Qualitative Analysis	↓ Mortality ↓ Emergency Room Visits for cardiovascular and respiratory causes and intestinal infections ↓Hospitalization for cardiovascular, respiratory causes ↓ Preterm Birth ↓ Mental Illness	↓ Infectious Disease ↓ Chronic Illness ↓ Asthma ↓ Injuries ↓ Mental Illness ↑ Children's Performance in Schools ↑ Children's Health ↓ Children's Behavioral Problems	↓ Mental Illness ↓ Iron Deficiency ↓ Chronic Diseases ↑ Life Expectancy ↓ Children's Mental Illness ↓ Children's Cognitive Problems ↓ Children's Behavioral Health Problems ↓ Children's Iron Deficiency ↓ Children's Oral Health Problems	↑ Life Expectancy ↑ Health Status ↑ Mental Health	↓ Mortality ↓ Asthma Prevalence ↓ Depression ↓ Adverse Birth Outcomes including low birth weight and small for gestational age ↑ Life Expectancy

*See Appendix G (Public Health) for a table with references to research for each health outcome listed.

Table 3-15: Scoping Plan directional benefits for health co-benefit areas (traffic pollution, wildfire, and active transportation)

	Health Co-benefit Areas*		
Quantitative vs. Qualitative	**Reduced Traffic Pollution**	**Reduced Wildfire Smoke**	**Increased Active Transportation**
Research was used for Quantitative Analysis	↓ Children's Respiratory Outcomes, Hospital Admissions ↓ Children's Respiratory Outcomes, Emergency Room Visits ↓ Children's Asthma Onset ↓ Children's Asthma Symptoms	↓ All-Cause Mortality ↓ Asthma, Hospital Admissions ↓ COPD, Hospital Admissions ↓ All Respiratory Outcomes, Hospital Admissions ↓ Asthma, Emergency Room Visits ↓ All Respiratory Outcomes, Emergency Room Visits ↓ All Cardiac Outcomes, Emergency Room Visits	↓ Cardiovascular Diseases ↓ Colon Cancer ↓ Breast Cancer ↓ Diabetes ↓ Dementia ↓ Lung Cancer ↓ Respiratory Disease ↓ Depression ↑ Traffic Accidents
Research was used for Qualitative Analysis	↑ Children's Lung Function Growth ↓ Children's Bronchitic Symptoms ↓ Children's Impaired Cognitive Development ↓ Children's Adverse Birth Outcomes, including low birth weight and preterm birth		

*See Appendix G (Public Health) for a table with references to research for each health outcome listed.

In summary, the qualitative health analysis of the No-Action versus Take-Action scenarios for this Scoping Plan shows an overwhelming benefit for the state by taking action to move forward to carbon neutrality while continuing efforts to increase health equity and resilience in individual communities. Taking action can improve physical and mental health for adults and children, reduce a range of chronic illnesses, and promote improvements in life expectancy. Development and implementation of actions to achieve the outcomes called for in this Scoping Plan should consider how to engage affected communities in implementation, address the existing health and opportunity gaps, and pursue equitable implementation statewide and locally. This Scoping Plan deployment of clean technology and fuels, together with improved land management, will reduce GHGs and air pollution and create more resilient communities that are better able to prepare for and recover from extreme climate events.

Environmental Analysis

In May 2022, CARB, as the lead agency for the Scoping Plan, released for public review the Draft Environmental Analysis (Draft EA) for this Scoping Plan; it assessed the potential environmental impacts of implementing the Scoping Plan. CARB circulated the Draft EA for public review and comment for a period of 45 days that began on May 10, 2022, and ended on June 24, 2022. CARB held a public hearing on June 23, 2022 to provide the opportunity for public comment. During the review period, written and oral comments were received on the Draft EA. CARB reviewed the comments to identify environmental topics and began preparation of responses to those comments.

After the end of the Draft EA public review period, CARB identified potential revisions to certain aspects of this Scoping Plan that merit revisions to the project description. This new information results from, among other things, revisions to the project description regarding energy sector goals (including offshore wind), revised carbon removal targets, and additional strategies for natural and working lands. CARB released a Recirculated Draft EA for a written public comment period that started September 9, 2022, and ended on October 24, 2022. See Chapter 2 of the Recirculated Draft EA[290] for further information regarding the changes. The Recirculated Draft EA assesses the potential for significant adverse and beneficial environmental impacts associated with all proposed actions in this Scoping Plan, and provides a programmatic environmental analysis of the reasonably foreseeable compliance responses that could result from implementation of the Scoping

[290] CARB. 2022. Recirculated Draft EA. *https://ww2.arb.ca.gov/sites/default/files/2022-09/2022-draft-sp-appendix-b-draft-ea-recirc.pdf*.

Plan.[291] The Recirculated Draft EA concluded implementation of this Scoping Plan could result in the following:

- Beneficial impacts to: air quality (long-term operational-related) and GHG emissions (short-term construction-related and long-term operational-related)
- Less than significant impacts to: energy demand, mineral resources, population and housing, public services, recreation (short-term construction-related), and wildfire (short-term construction-related)
- Potentially significant and unavoidable adverse impacts to: aesthetics, agriculture and forest resources, air quality (construction-related and operational odors), biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, recreation (long-term operational-related), transportation and traffic, tribal cultural resources, utilities and service systems, and wildfire (long-term operational-related

Before the public meeting at which the Board will consider this Scoping Plan Update, CARB will publish the Final EA as Appendix B (Final Environmental Analysis) to this Scoping Plan, along with written responses to timely submitted comments raising significant environmental issues received on the Draft EA and the Recirculated Draft EA, which will be presented to the Board for consideration.

[291] The Recirculated Draft EA is available at *https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents*.

Chapter 4: Key Sectors

Chapter 4 provides an overview of the major energy sources and technology in use today, and of alternative clean technology and fuels to support decarbonization based on the latest information available. Every sector of the economy will need to begin to transition in this decade to meet our GHG reduction goals and achieve carbon neutrality no later than 2045. AB 32 requires climate change mitigation policies to be considered in the context of the sector's contribution to the state's total GHG emissions. The transportation, electricity (in-state and imported), and industrial sectors are the largest contributors of GHGs in the state and present the largest opportunities for GHG reductions. Actions to reduce fossil fuel combustion in these sectors also can provide critical air pollution reductions in low-income communities and communities of color, which are often located adjacent to these sources. A carbon neutrality framework also elevates the role of CO_2 removal through natural and working lands and mechanical capture and storage. Actions that support energy efficiency, reduced VMT, alternative fuels, and renewable power also can provide benefits by reducing both criteria and toxic air pollutants.

What sets this plan apart from previous Scoping Plans is the focus on the accelerated rate of deployment of clean technology and energy within every sector. As a result, specific actions, including accelerated rates of deployment of clean technology and fuels identified within this Scoping Plan, will need to be translated into both new and amended regulations, policies, and incentive programs. State agencies will need to evaluate current authority to align existing policies or develop new ones to achieve outcomes called for in this Scoping Plan. Legislative support may be needed in some cases to ensure authority and funding is sufficient to ensure this Scoping Plan is translatable to action on the ground. Most regulations, or change to existing regulations, ultimately considered by the Board or other state agencies for adoption will be subject to administrative procedure requirements. Accordingly, they must rely on specific subsequent supporting analysis and extensive public processes and consultations with interested tribes to develop and identify appropriate proposals for effective implementation. For example, any proposal to strengthen the LCFS regulations through amendments increasing the stringency of the carbon intensity (CI) targets would be considered on the basis of a public process, including workshops, and focused environmental, economic, and public health analyses.

Policies that ensure economy-wide investment or program decisions that incorporate consideration of GHG emissions are particularly important. As we pursue GHG reduction targets, we must acknowledge the manner in which built and natural environments are connected, how changes in one may impact the other, and how policy choices in one sector can and do impact other sectors. For example, fostering more compact, transportation-efficient development in infill areas and increasing transportation choices with the goal of reducing VMT not only reduces demand for transportation fuel but also requires less energy for buildings and helps to conserve natural and working lands that

sequester carbon. Therefore, the multiple and often interwoven actions that reduce VMT both reduce emissions from the transportation sector and support reductions needed in other sectors.

Legislation, such as SB 350[292] (De León and Leno, Chapter 457, Statutes of 2015), has recognized the need for CARB, the CEC, and the CPUC to work together to ensure the state's energy and climate goals are integrated in procurement decisions by load serving entities as part of Integrated Resource Plans. Moving forward, it is especially critical that similar approaches are adopted to break down silos across state agencies to ensure policies and programs are aligned with multiple state priorities outlined in this plan. Finally, supportive legislative direction, such as SB 905 that requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program, may also benefit emerging areas of policy to provide express agency authority and roles for these nascent efforts, including streamlining of permitting, while ensuring that protections for communities are in place.

Unlike previous Scoping Plans that separated out individual economic sectors, this Scoping Plan approaches decarbonization from two perspectives: (1) managing a phasedown of existing energy sources and technology and (2) ramping up, developing, and deploying alternative clean energy sources and technology over time. This approach supports a more comprehensive consideration of our energy infrastructure, the ability to repurpose existing assets, and the need to build new assets. It also provides multiple metrics beyond just the annual AB 32 GHG Inventory to better enable tracking progress. For example, it clearly demonstrates the production and distribution rates of specific types of clean energy, such as adding 4.3 GW of utility solar and 2.5 GW of storage year-over-year between now and 2035 to be on track to achieve carbon neutrality no later than 2045, and does the same for technology deployment, such as 11 million ZEVs in 2035.

The sections below include key actions to support success in the necessary transition away from fossil combustion, which is an overriding goal of this plan. The wide array of complementary and supporting actions being contemplated or to be undertaken across state government are detailed here. The broad view of actions described in this chapter thus provides context for the specific deployment of clean technology and fuels identified in the Scoping Plan Scenario described in Chapter 2. Actions identified in this Scoping Plan are based on currently known options and the latest science. As part of future Scoping Plan updates, additional clean technology and fuels may be identified and added to the mix of needed tools to continue to reduce the state's GHG emissions, support air quality co-benefits, and remove carbon from the atmosphere.

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[292] California Air Resources Board. SB 350 Electricity Sector Greenhouse Gas Planning Targets. *https://ww2.arb.ca.gov/our-work/programs/sb350*.

Transportation Sustainability

The transportation sector has long relied on liquid petroleum fuels as the primary energy source for internal combustion engine (ICE) vehicles, including cars, trucks, locomotives, marine equipment, and aircraft. Combustion of fossil fuels in vehicles emits significant amounts of GHGs, criteria pollutants, and toxic air contaminants. In 2019,[293] the transportation sector accounted for approximately 50 percent of statewide GHG emissions[294] and thus was by far the single largest source of carbon pollution in the state. In addition, the transportation sector accounted for over 80 percent of statewide NOx emissions and 30% of fine particulate matter emissions, including toxic diesel particulate matter.[295]

Communities adjacent to congested roadways, including ports and distribution centers, are exposed to the highest concentration of toxic pollutants from vehicles and equipment consuming fossil fuels, leading to a number of demonstrated health impacts such as respiratory illnesses, higher likelihood of cancer development, and premature death. In addition, communities located near oil extraction operations or crude oil refineries often experience higher exposure to poor air quality. While CARB's programs, along with local action, have made substantial progress over the past few decades, it is clear that California must transition away from fossil fuels to zero-emission technologies with all possible speed and pursue policies that result in less driving, in order to meet our GHG and air quality targets.

The transportation sector can be divided into three general categories: Technology, Fuels, and Vehicle Miles Traveled.

- *Technology* refers to the vehicles themselves, as well as the associated refueling infrastructure for those vehicles.
- *Fuels* refers to the energy source used to power vehicles and the facilities that produce them.
- Vehicle travel is measured as *vehicle miles traveled* (VMT), and is a product of development patterns and available transportation options.

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[293] In 2020 the state experienced shelter-in-place orders in response to the COVID-19 pandemic. The orders, and the effects of the pandemic, led to a significant year-over-year decline in transportation emissions in 2020. This means 2019 is likely a more representative year for overall transportation emissions and 2020 a likely outlier in the historical transportation emissions trend data.
[294] CARB. 2022. *California Greenhouse Gas Emissions for 2000 to 2020.* *https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf*. This includes upstream oil extraction and refining emissions.
[295] CARB. California Greenhouse Gas Emission Inventory Program. *https://ww2.arb.ca.gov/our-work/programs/ghg-inventory-program*.

Sector Transition

Technology

Vehicles must transition to zero emission technology to decarbonize the transportation sector. Executive Order N-79-20[296] reflects the urgency of transitioning to zero emission vehicles (ZEVs) by establishing target dates for reaching 100 percent ZEV sales or fleet transitions to ZEV technology. The primary ZEV technologies available today are battery-electric and hydrogen fuel cell electric vehicles (FCEVs), both of which emit zero tailpipe GHGs, criteria pollutants, and toxic air contaminants, as they do not burn fuel. These vehicles are rapidly growing in performance, affordability, and popularity.[297] Plug-in hybrid electric vehicles also offer a limited but increasing range of zero emission operation and will play a role in the transition to ZEVs.

Light-duty passenger vehicles consume the majority of gasoline in the state—12.9 billion gallons in 2019[298]—and are well-suited for transitioning to ZEVs. EO N-79-20 calls for 100 percent ZEV sales of new light-duty vehicles by 2035, and this target is reflected in this Scoping Plan.[299] The Advanced Clean Cars II regulation fulfills the goal in the Executive Order and serves as the primary mechanism to help deploy ZEVs. A number of existing incentive programs also support this transition, including the Clean Cars 4 All Program.[300] Heavy-duty trucks are the largest source of diesel particulate matter, a toxic air contaminant that is directly linked to a number of adverse health impacts, and EO N-79-20 also sets targets for transitioning the medium- and heavy-duty fleet to zero emissions: by 2035 for drayage trucks and by 2045 for buses and heavy-duty long-haul trucks where feasible. Replacing heavy-duty vehicles with ZEV technology will significantly reduce GHG emissions and diesel PM emissions in low-income communities and communities of color adjacent to ports, distribution centers, and highways. The existing Advanced Clean Trucks regulation, paired with the proposed Advanced Clean Fleets regulation, are designed to transition a significant amount of the

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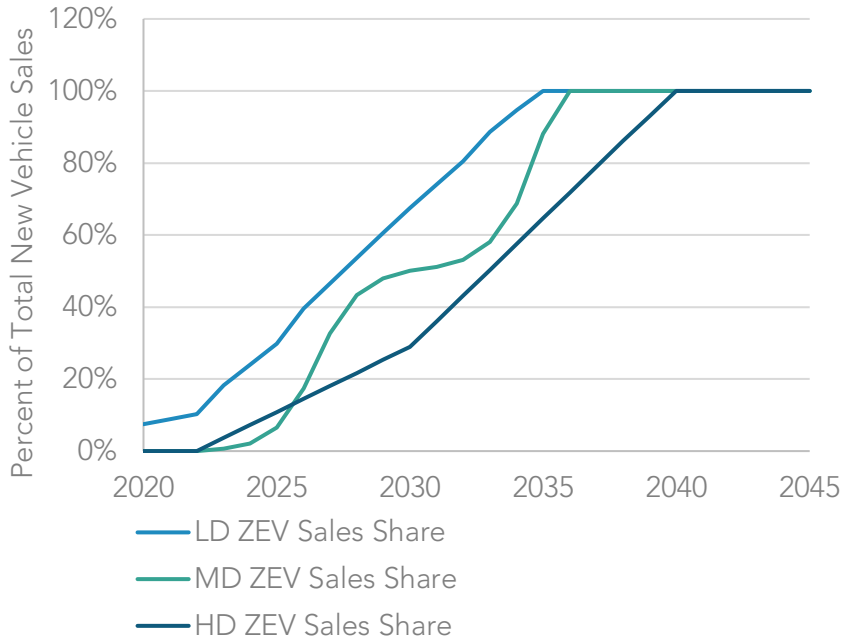
[296] Executive Department. State of California. Executive Order N-79-20. https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf.
[297] CARB. 2021. Public Workshop for Advanced Clean Cars II. May 6. https://ww2.arb.ca.gov/sites/default/files/2021-05/acc2_workshop_slides_may062021_ac.pdf.
[298] CARB. 2022. *Fuel Activity for California's Greenhouse Gas Inventory by Sector and Activity.* https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/fuel_activity_inventory_by_sector_all_00-20.xlsx.
[299] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1A, with reference to the date at which all new vehicle sales are ZEVs. finalejacrecs.pdf (arb.ca.gov).
[300] CARB. Clean Cars 4 All. https://ww2.arb.ca.gov/our-work/programs/clean-cars-4-all. The Clean Vehicle Rebate Project (CVRP) also supports the transition to ZEVs. https://cleanvehiclerebate.org/en.

California truck fleet to ZEV technology. As with the LDV sector, a number of incentive programs support this transition, such as the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP).[301]

Figure 4-1 below illustrates the pace of transition in vehicle technology needed to drastically reduce GHG emissions from vehicles. All vehicle classes reach 100 percent ZEV sales before 2045, with some achieving this well before. The ZEV technology across the vehicle classes is assumed to be primarily battery electric and hydrogen fuel cell (reflecting the primary ZEV technologies available today).[302]

Figure 4-1: Transition of on-road vehicle sales to ZEV technology in the Scoping Plan Scenario



Today, off-road vehicles also rely heavily on ICE technology. Executive Order N-79-20 sets an off-road equipment target of transitioning the entire fleet to ZEV technology by 2035, where feasible. There is a great need for both investment and innovation in the off-road space in order to develop and commercialize zero emission equipment types that meet or exceed the performance of existing equipment. A number of funding sources currently support this transition, including programs such as FARMER, Carl Moyer, and

[301] California HVIP. Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project. https://californiahvip.org/?msclkid=efaf65f2c26f11eca6bdd08ecc323864.

[302] The light-duty fleet includes more than 11 million battery electric and hydrogen fuel cell vehicles in 2035 and over 23 million battery electric and hydrogen fuel cell vehicles in 2045.

the Community Air Protection Incentives—as well as Low Carbon Transportation Incentives, including the Clean Off-Road Equipment (CORE) program. In addition, the 2021–22 California budget provided record-high allocations for funding ZEVs, including off-road equipment, and the 2022–23 budget is similarly ambitious.[303] Several regulations focused on transitioning to zero emission off-road equipment have recently been adopted or are in the works, and apply to locomotives,[304] forklifts, ocean-going vessels at berth,[305] commercial harbor craft,[306] small off-road engines,[307] and more.

Intrastate aviation relies on ICE technology today, but battery-electric and hydrogen fuel cell aviation applications are in development, along with sustainable aviation fuel. The Scoping Plan Scenario includes a transition of 20% of aviation fuel demand to ZEV technologies by 2045 and sustainable aviation fuel for the rest.

Refueling infrastructure is a crucial component of transforming transportation technology. Electric vehicle chargers and hydrogen refueling stations must become easily accessible for all drivers to support a wholesale transition to ZEV technology. Deployment of ZEV refueling infrastructure is currently supported by a number of existing local and state public funding mechanisms, the new National Electric Vehicle Infrastructure (NEVI) federal funding mechanism, California's electric utilities, the Electrify America initiative that was established in response the Volkswagen ZEV commitment, and by numerous companies, such as EVgo, ChargePoint, Tesla, Ford, FirstElement Fuel, Chevron, Shell, and Iwatani, who are investing substantial private resources into developing these networks. Private investment in reliable, affordable and ubiquitous refueling infrastructure must drive the transition as the business case for ZEVs continues to strengthen.

Strategies for Achieving Success

- Achieve 100 percent ZEV sales of light-duty vehicles by 2035[308] and medium-heavy-duty vehicles by 2040.
- Achieve a 20% zero emission target for the aviation sector.

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[303] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1C. CARB and the Administration are committed to increasing focus on transportation equity investment as was reflected in the governor's 2022–23 budget. *finalejacrecs.pdf (arb.ca.gov)*.
[304] CARB. Reducing Rail Emissions in California. *https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california*.
[305] CARB. Ocean-Going Vessels At Berth Regulation. *https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation*.
[306] CARB. CARB passes amendments to commercial harbor craft regulation. *https://ww2.arb.ca.gov/news/carb-passes-amendments-commercial-harbor-craft-regulation*.
[307] CARB. Small Off-Road Engines (SORE). *https://ww2.arb.ca.gov/our-work/programs/small-off-road-engines-sore*.
[308] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1A. *finalejacrecs.pdf (arb.ca.gov)*.

- Develop a rapid and robust network of ZEV refueling infrastructure to support the needed transition to ZEVs.
- Ensure that the transition to ZEV technology is affordable for low-income households and communities of color, and meets the needs of communities and small businesses.[309]
- Prioritize incentive funding for heavy-duty ZEV technology deployment in regions of the state with the highest concentrations of harmful criteria and toxic air contaminant emissions.[310]
- Promote private investment in the transition to ZEV technology, undergirded by regulatory certainty such as infrastructure credits in the Low Carbon Fuel Standard for hydrogen and electricity[311] and hydrogen station grants from the CEC's Clean Transportation Program[312] pursuant to Executive Order B-48-18.[313]
- Evaluate and continue to offer incentives similar to those through FARMER,[314] Carl Moyer,[315] the Clean Fuel Reward Program,[316] the Community Air Protection Program,[317] and Low Carbon Transportation,[318] including CORE.[319] Where feasible, prioritize and increase funding for clean transportation equity programs.[320]
- Continue and accelerate funding support for zero emission vehicles and refueling infrastructure through 2030 to ensure the rapid transformation of the transportation sector.

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[309] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF6, in the context of communities. *finalejacrecs.pdf (arb.ca.gov)*.
[310] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF7. *finalejacrecs.pdf (arb.ca.gov)*.
[311] CARB. LCFS ZEV Infrastructure Crediting. *https://ww2.arb.ca.gov/resources/documents/lcfs-zev-infrastructure-crediting*.
[312] CEC. Clean Transportation Program. *https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program*.
[313] EO B-48-18 calls for 200 hydrogen refueling stations by 2025. *https://www.library.ca.gov/wp-content/uploads/GovernmentPublications/executive-order-proclamation/39-B-48-18.pdf*.
[314] CARB. FARMER program. *https://ww2.arb.ca.gov/our-work/programs/farmer-program*.
[315] CARB. Carl Moyer program. *https://ww2.arb.ca.gov/our-work/programs/carl-moyer-memorial-air-quality-standards-attainment-program*.
[316] California Clean Fuel Reward Program. *https://cleanfuelreward.com/*.
[317] CARB. Community Air Protection Program. *https://ww2.arb.ca.gov/capp*.
[318] CARB. Low Carbon Transportation Investments and Air Quality Improvement Program. *https://ww2.arb.ca.gov/our-work/programs/low-carbon-transportation-investments-and-air-quality-improvement-program*.
[319] Clean Off-Road Equipment (CORE) Voucher Incentive Program. *https://californiacore.org/*.
[320] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1C. *finalejacrecs.pdf (arb.ca.gov)*.

- Evaluate and align with this Scoping Plan relevant CARB policies such as Advanced Clean Cars II,[321] Innovative Clean Transit,[322] Zero Emission Airport Shuttle,[323] California Phase 2 GHG Standards,[324] Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts,[325] In-use Locomotives,[326] the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation,[327] Commercial Harbor Craft,[328] Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation,[329] carbon pricing through the Cap-and-Trade Program,[330] and the Low Carbon Fuel Standard.[331]
- Identify and address permitting and market barriers to successful rapid ZEV technology deployment while protecting public health and the environment.

Fuels

Transitioning away from conventional ICE vehicles is part of the solution, but we must ensure that an adequate supply of zero-carbon alternative fuel and distribution is available to power these vehicles. Electricity and hydrogen are currently the primary fuels for ZEVs,

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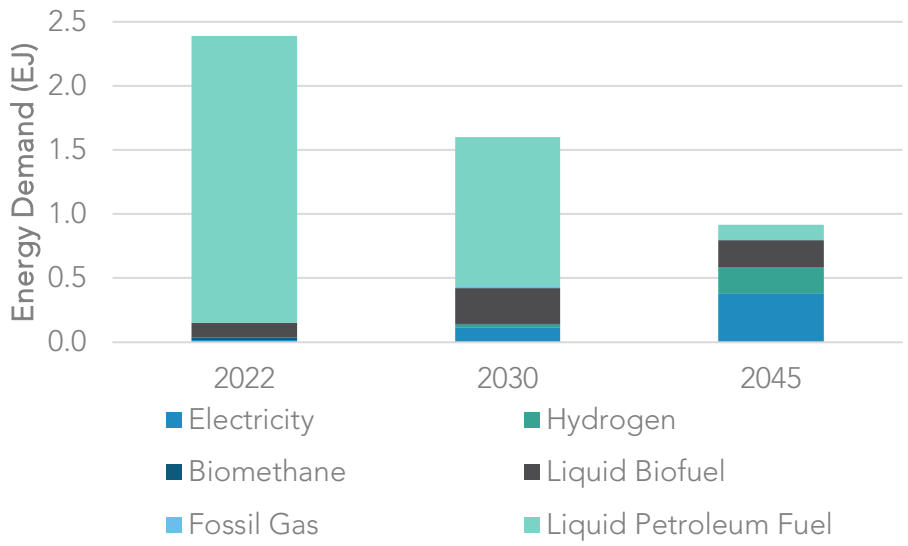
[321] CARB. Advanced Clean Cars Program. *https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program*. Cal. Code Regs., tit. 13, §§ 1900, 1961.2, 1961.3, 1961.4, 1962.2, 1962.3, 1962.4, 1962.5, 1962.6, 1962.7, 1962.8, 1965, 1968.2, 1969, 1976, 1978, 2037, 2038, 2112, 2139, 2140, 2147, 2317, 2903.
[322] CARB. Innovative Clean Transit. *https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit*. Cal. Code Regs., tit. 13, §§ 2023—2023.11.
[323] CARB. Zero-Emission Airport Shuttle. *https://ww2.arb.ca.gov/our-work/programs/zero-emission-airport-shuttle*. Cal. Code Regs., tit. 17, §§ 95690.1—95690.8.
[324] CARB. California Phase 2 Greenhouse Gas Standards. *https://ww2.arb.ca.gov/our-work/programs/greenhouse-gas-standards-medium-and-heavy-duty-engines-and-vehicles/phase2*. Cal. Code Regs., tit. 13, §§ 1956.8 and 2036; and Cal. Code Regs., tit. 17, §§ 95301, 95302, 95303, and 95663.
[325] CARB. Zero-Emission Forklifts. *https://ww2.arb.ca.gov/our-work/programs/zero-emission-forklifts*. Cal. Code Regs., tit. 17, §§ 95690.1—95690.8.
[326] CARB. Reducing Rail Emissions. *https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california*. Proposed Cal. Code Regs., tit. 13, §§ 2478—2478.16.
[327] CARB. In-use Off-Road Diesel-Fueled Fleets Regulation. *https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation*. Cal. Code Regs., tit. 13, §§ 2449, 2449.1, 2449.2.
[328] CARB. Commercial Harbor Craft. *https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft*. Cal. Code Regs., tit. 13, § 2299.5.
[329] CARB. In-use Off-Road Diesel-Fueled Fleets Regulation. *https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation*.
[330] CARB. Cap-and-Trade Program. *https://ww2.arb.ca.gov/our-work/programs/cap-and-trade-program*. Cal. Code Regs., tit. 17, §§ 95801 et seq.
[331] CARB. Low Carbon Fuel Standard. *https://ww2.arb.ca.gov/our-work/programs/low-carbon-fuel-standard*. Cal. Code Regs., tit. 17, §§ 95480 et seq.

and both fuels must be produced using low-carbon technology and feedstocks to minimize upstream emissions.

The transition to complete ZEV technology will not happen overnight. Conventional ICE vehicles from legacy fleets will remain on the road for some time, even after all new vehicle sales have transitioned to ZEV technology. In addition, some equipment types are only now in the initial stages of development of ZEV technology for propulsion, such as commercial aircraft or ocean-going vessels. In addition to building the production and distribution infrastructure for zero-carbon fuels, the state must continue to support low-carbon liquid fuels during this period of transition and for much harder sectors for ZEV technology such as aviation, locomotives, and marine applications. Biomethane currently displaces fossil fuels in transportation and will largely be needed for hard-to-decarbonize sectors but will likely continue to play a targeted role in some fleets while the transportation sector transitions to ZEVs. Figure 4-2 provides the detail on fuels used in 2020 and the fuel mix under the Scoping Plan Scenario for 2035 and 2045.

Figure 4-2: Transportation fuel mix in 2022, 2030, and 2045 in the Scoping Plan Scenario[332]



Private investment in alternative fuels will play a key role in diversifying the transportation fuel supply away from fossil fuels. The Low Carbon Fuel Standard is the primary mechanism for transforming California's transportation fuel pool with low-carbon

[332] See https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-PATHWAYS-data-E3.xlsx for transportation fuels by year.

alternatives and has fostered a growing alternative fuel market. Partially as a result of the powerful market signals from the LCFS, fuels like renewable diesel, sustainable aviation fuel, biomethane, and electricity have all gained significant market shares and continue to displace gasoline and diesel in both on- and off-road vehicles. In addition, Executive Order N-79-20 calls on state agencies to support the transition of existing fuel production facilities away from fossil fuels and directs that this transition also protect and support workers, public health, safety, and the environment. In line with this direction, existing refineries could be repurposed to produce sustainable aviation fuel, renewable diesel, and hydrogen. This trend has already begun, and continuing to develop fuel production capacity in-state to support the energy transition while making the most efficient use of existing assets is critical to avoiding emissions leakage. If fuel demand persists after fuel production facilities have ceased operations, fuel demand will have to be met through imports.

As we transition or build new energy production facilities and infrastructure, it will be important to ensure low-income communities, tribes, and communities of color do not experience increases in existing air pollution disparities and continue to experience a reduction in the air pollution disparities that exist today. California must use the best available science to ensure that raw materials used to produce transportation fuels do not incentivize feedstocks with little to no GHG reductions from a life cycle perspective. A dramatic increase in alternative fuel production must not come at the expense of global deforestation, unsustainable land conversion, or adverse food supply impacts, to name a few examples. CARB will continue to monitor scientific findings on these topics to ensure that California policies, such as the LCFS, send the appropriate market signals and do not result in unintended consequences.[333]

Strategies for Achieving Success

- Accelerate the reduction and replacement of fossil fuel production and consumption in California.[334]
- Incentivize private investment in new zero-carbon fuel production in California.
- Incentivize the transition of existing fuel production and distribution assets to support deployment of low- and zero-carbon fuels while protecting public health and the environment.
- Invest in the infrastructure to support reliable refueling for transportation such as electricity and hydrogen refueling.

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[333] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1E. *finalejacrecs.pdf (arb.ca.gov)*.
[334] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F3. *finalejacrecs.pdf (arb.ca.gov)*.

- Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program.
- Initiate a public process focused on options to increase the stringency and scope of the LCFS:
    - Evaluate and propose accelerated carbon intensity targets pre-2030 for LCFS.
    - Evaluate and propose further declines in LCFS post-2030 carbon intensity targets to align with this 2022 Scoping Plan.
    - Consider integrating opt-in sectors into the program.
    - Provide capacity credits for hydrogen and electricity for heavy-duty fueling.
- Monitor for and ensure that raw materials used to produce low-carbon fuels or technologies do not result in unintended consequences.[335]

Vehicle Miles Traveled

Transforming the transportation sector goes beyond phasing out combustion technology and producing cleaner fuels. Managing total demand for transportation energy by reducing the miles people need to drive on a daily basis is also critical as the state aims for a sustainable transportation sector in a carbon neutral economy. Though GHG emissions are declining due to cleaner vehicles and fuels, rising VMT can offset the effective benefits of adopted regulations.

Even under full implementation of Executive Order N-79-20 and CARB's Advanced Clean Cars II Regulations, with 100 percent ZEV sales in the light-duty vehicle sector by 2035, a significant portion of passenger vehicles will still rely on ICE technology, as demonstrated in Figure 4-2 above. Accordingly, VMT reductions will play an indispensable role in reducing overall transportation energy demand and achieving the state's climate, air quality, and equity goals. After a significant pandemic-induced reduction in VMT during 2020, passenger VMT has steadily climbed back up and is now closing in on pre-pandemic levels.[336] Driving alone with no passengers remains the primary mode of travel in California, amounting to 75 percent of the mode share for daily commute trips. Conversely, the transit industry, which was significantly impacted during

[335] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1E. *finalejacrecs.pdf (arb.ca.gov)*.
[336] U.S. Department of Transportation. 2021. December 2021 Traffic Volume Trends. Figure 3 - Seasonally Adjusted Vehicle Miles Traveled by Month. *https://www.fhwa.dot.gov/policyinformation/travel_monitoring/21dectvt/figure3.cfm*.

the lockdown months, and has struggled to recover; ridership only averages two-thirds of pre-pandemic levels,[337] [338] and service levels also lag behind.

Sustained VMT reductions have been difficult to achieve for much of the past decade, in large part due to entrenched transportation, land use, and housing policies and practices. Specifically, historic decision-making favoring single-occupancy vehicle travel has shaped development patterns and transportation policy, generating further growth in driving (and making transit, biking and walking less viable alternatives). These policies have also reinforced long-standing racial and economic injustices that leave people with little choice but to spend significant time and money commuting long distances, placing a disproportionate burden on low-income Californians, who pay the highest proportion of their wages on housing and transportation. While CARB has included VMT reduction targets and strategies in the Scoping Plan and appendices, these targets are not regulatory requirements, but would inform future planning processes. CARB is not setting regulatory limits on VMT in the 2022 Scoping Plan; the authority to reduce VMT largely lies with state, regional, and local transportation, land use, and housing agencies, along with the Legislature and its budgeting choices.

Appendix E (Sustainable and Equitable Communities) elaborates on reasons for reducing VMT and identifies a series of policies that, if implemented by various responsible authorities, could help to achieve the recommended VMT reduction trajectory included in this Scoping Plan (and related mode share increases for transit and active transportation). These policies aim to advance four strategic objectives:

1. Align current and future funding for transportation infrastructure with the state's climate goals, preventing new state-funded projects from inducing significant VMT growth and supporting an ambitious expansion of transit service and other multimodal alternatives.
2. Move funding for transportation beyond the gasoline and diesel taxes and implement fuel-agnostic pricing strategies that accomplish more productive uses of the roadway network and generate revenues to further improve transit and other multimodal alternatives.
3. Deploy autonomous vehicles, ride-hailing services, and other new mobility options toward high passenger-occupancy and low VMT-impact service models that complement transit and ensure equitable access for priority populations.
4. Encourage future housing production and multi-use development in infill locations and other areas in ways that make future trip origins and destinations

[337] U.S. Government Accountability Office. January 25, 2022. During COVID-19, Road Fatalities Increased and Transit Ridership Dipped. *https://www.gao.gov/blog/during-covid-19-road-fatalities-increased-and-transit-ridership-dipped*.
[338] American Public Transportation Association. APTA - Ridership Trends. *https://transitapp.com/APTA*.

closer together and create more viable environments for transit, walking, and biking.

The pace of change to reduce VMT must be accelerated. Certainly, structural reform will be challenging, but California has demonstrated time and again that it possesses the collective leadership and commitment to break away from ideas that no longer represent Californians' values and their aspirations for the many generations to come.

Strategies for Achieving Success

- Achieve a per capita VMT reduction of at least 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045. [339]
- Reimagine new roadway projects that decrease VMT in a way that meets community needs and reduces the need to drive.
- Invest in making public transit a viable alternative to driving by increasing affordability, reliability, coverage, service frequency, and consumer experience.[340]
- Implement equitable roadway pricing strategies based on local context and need, reallocating revenues to improve transit, bicycling, and other sustainable transportation choices.[341]
- Expand and complete planned networks of high-quality active transportation infrastructure.[342]
- Channel the deployment of autonomous vehicles, ride-hailing services, and other new mobility options toward high passenger-occupancy and low VMT-impact service models that complement transit and ensure equitable access for priority populations.
- Streamline access to public transportation through programs such as the California Integrated Travel Project.
- Ensure alignment of land use, housing, transportation, and conservation planning in adopted regional plans, such as regional transportation plans (RTP)/ sustainable communities strategies (SCS), regional housing needs assessments (RHNA), and local plans (e.g., general plans, zoning, and local transportation plans), and develop tools to support implementation of these plans.

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[339] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1D. finalejacrecs.pdf (arb.ca.gov).
[340] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1D. finalejacrecs.pdf (arb.ca.gov).
[341] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1D. finalejacrecs.pdf (arb.ca.gov).
[342] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1F. finalejacrecs.pdf (arb.ca.gov).

- Accelerate infill development and housing production at all affordability levels in transportation-efficient places, with a focus on housing for lower-income residents.

Clean Electricity Grid

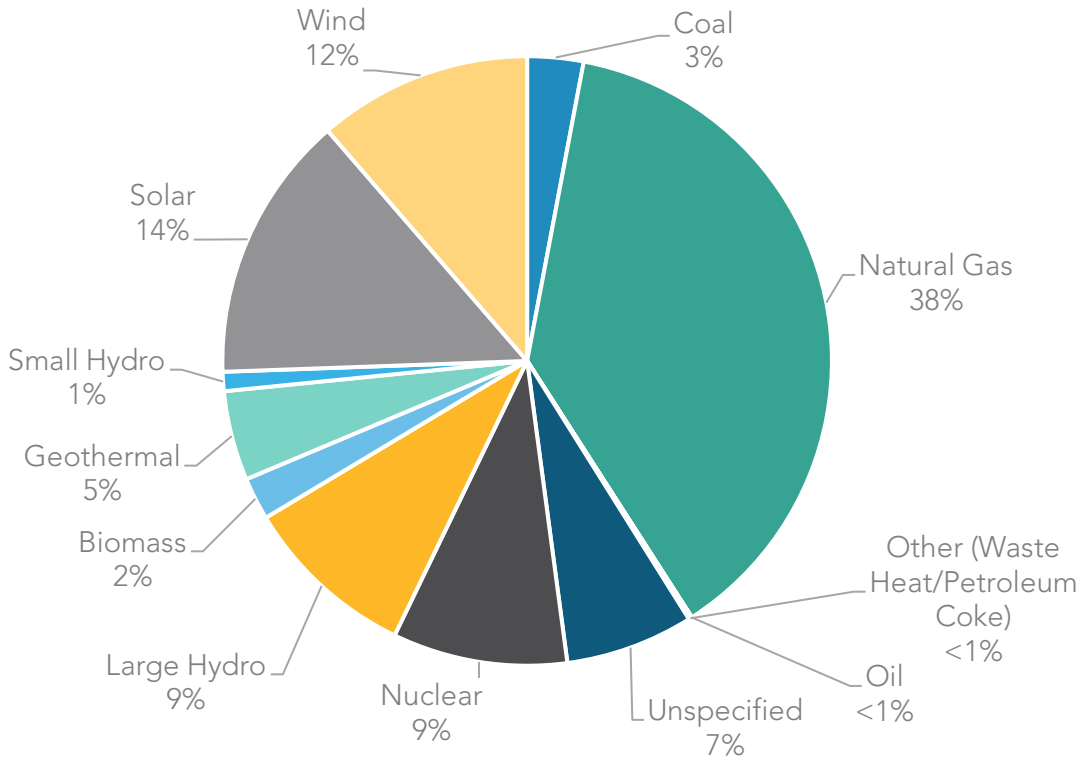
Much of the state's success to date in reducing GHGs is due to decarbonization of the electricity sector as a result of the RPS, SB 100 implementation, and the Cap-and-Trade Program. Moving forward, a clean, affordable, and reliable electricity grid will serve as a backbone to support deep decarbonization across California's economy. Under this Scoping Plan, the role of electricity in powering the economy will grow in almost every sector.

In 2021, 70 percent of California electricity demand was served by in-state power plants totaling about 82 GW, with the rest coming from out-of-state imports.[343] Additionally, approximately 8 GW of customer solar photovoltaic capacity has been installed to date to help with in-state demand.[344] Figure 4-3 shows the breakdown of in-state and imported sources of electricity.

[343] CEC. 2021. Electric Generation Capacity and Energy. Data available at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/electric-generation-capacity-and-energy and CEC. 2021. Total System Electric Generation. Data available at: https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation. Capacity values are nameplate capacity from sources 1 MW and larger.

[344] CEC. 2021. *SB 100 Joint Agency Report Summary: Achieving 100% Clean Electricity in California, An Initial Assessment.* 10. https://www.energy.ca.gov/publications/2021/2021-sb-100-joint-agency-report-achieving-100-percent-clean-electricity.

Figure 4-3: 2021 total system electric generation (based on GWh)[345]



Note: Imports contributing to total system generation are comprised of 58% zero-carbon energy and 42% non-renewable and unspecified energy. Percentages do not add to exactly 100 due to rounding.

In 2021, about 48 percent of electricity generation serving California came from non-renewable and unspecified[346] resources, while 52 percent came from renewable and zero-carbon resources. The state's Strategic Reliability Reserve, established in AB 205 to provide additional reliability insurance during extreme events, may make three of the fossil gas-fired OTC plants planned for retirement available to support the grid on a limited basis after 2023. The state also adopted legislation to facilitate extension of the Diablo Canyon Nuclear Power Plant for five years beyond its 2025 planned closure.[347] At the

[345] *Total system generation* is the sum of all utility-scale, in-state generation, plus net electricity imports. CEC. 2021 Total System Electricity Generation. https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2021-total-system-electric-generation.

[346] *Unspecified power* refers to electricity that is not traceable to a specific generating facility, such as electricity traded through open market transactions. It typically consists of a mix of resources and may include renewables.

[347] In accordance with SB 846 (Dodd, Chapter 239, Statutes of 2022).

same time, the state continues to rapidly expand deployment of clean energy generation and storage resources and plan for increased electrification.[348] This is critical to reducing GHG emissions and addressing the long-term impacts of climate change.

Climate change is causing unprecedented stress on California's energy system—driving high demand and constraining supply. Heat, drought, and wildfires can both reduce electricity supply from reductions in hydropower generation and impacts on generation and transmission performance, and increase demand, especially in the evening hours when solar generation is declining.

California has experienced three straight years of energy reliability challenges, including a multi-day extreme heat event across the western United States with temperatures up to 20 degrees above normal in California, resulting in rotating outages in August 2020. In 2021, heat waves in June prompted a Grid Warning and the onset of emergency conditions, and the Bootleg Fire caused the loss of one transmission line, reducing import capability by 3,000 megawatts into the California Independent System Operator (CAISO) balancing authority area. And from August 31–September 9, 2022, a 10-day extreme heat event resulted in an unprecedented, sustained period of high peak loads in the CAISO system, averaging 47,000 MW and maxing at an all-time record of over 52,000 MW on September 6. The Western region also hit its record peak load on September 6, at 167.5 GW.

Reliable electricity service was maintained throughout the 10-day September 2022 heat wave in spite of the record breaking load levels. Factors that contributed to this outcome include the installation of over 3,500 MW of lithium-ion battery storage since summer 2020, enhanced coordination and communication within and outside of California, engagement with customer groups and other stakeholders, state actions to reduce load during critical times, and the additional capacity provided through the Strategic Reliability Reserve and other new state programs authorized in the 2022 Budget to provide load reduction and support the grid in extreme events. CEC, CPUC, CAISO, and the California Department of Water Resources will continue to build out strategies to enhance reliability in light of the increasing and compounding impacts of climate change on the electricity system.

[348] In June 2021, the CPUC adopted D.21-06-035 directing procurement of 11,500 MW of new capacity between 2023 and 2026 to ensure systemwide electric reliability as Diablo Canyon and several OTC facilities retire. It requires that, out of the 11,500 MW, 2,500 MW must be from zero-emission resources. Additionally, 2,000 MW must be long lead-time resources, with at least 1,000 MW of long-duration storage and 1,000 MW of firm capacity with zero on-site emissions or that qualifies under the RPS eligibility requirements.

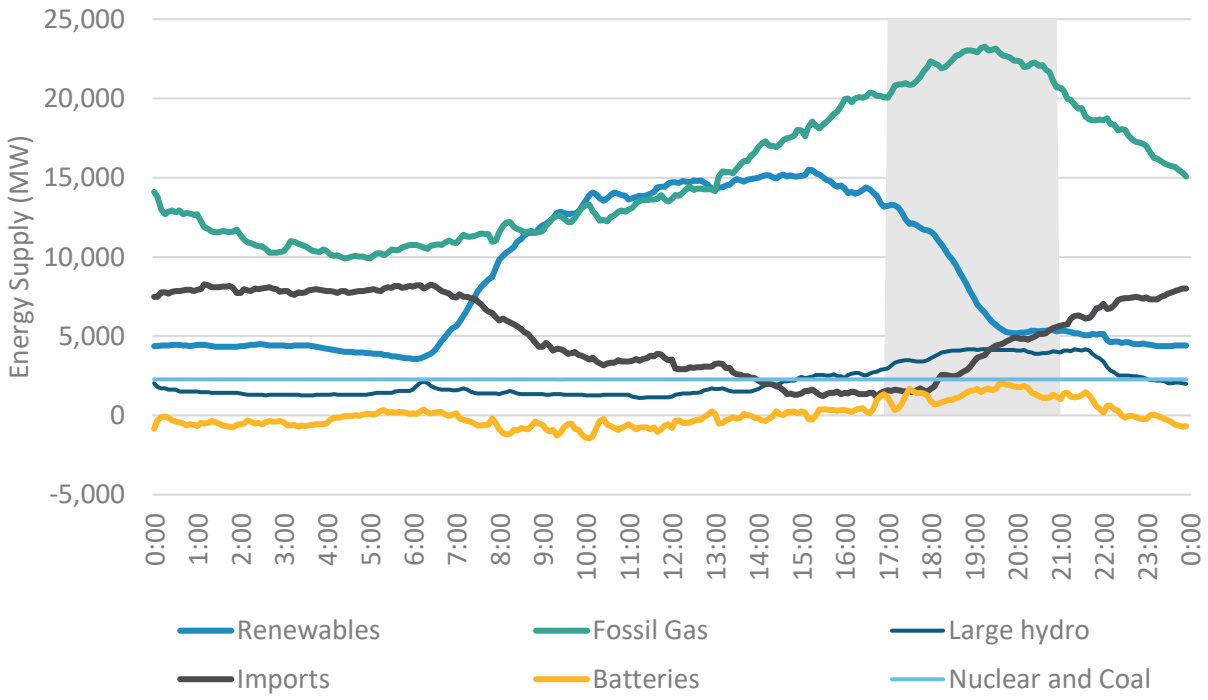
While the electricity sector is using less fossil fuel due to increasing amounts of renewables,[349] existing fossil gas generation will continue to play a critical role in grid reliability until other clean, dispatchable alternatives can be deployed at scale. The integration of greater amounts of variable renewable generation resources[350] is changing power system planning and operations, and system operators need resources with flexible attributes to balance shifting supply and demand.

High levels of solar generation can lead to instances of oversupply during the middle of the day, when the sun is brightest.[351] In the evening hours, as the sun is setting, solar generation declines to zero and customers with solar generation shift back to the electric grid. In hot weather, customer demand remains high well into the summer evening period to power air conditioning, which can lead to reliability challenges.[352]

Figure 4-4 shows the energy sources used throughout one summer day in July. Renewable energy is consistent during the middle of the day, but it cannot meet all of the evening demand in the gray area. As illustrated in the figure, fossil gas generation is currently a resource that is typically ramped up to meet this evening demand as solar production begins to drop and electrical loads increase To help address this challenge, resource installations that pair solar with batteries, as well as a greater amount of battery build-out, are coming online currently and over the next five years. Nevertheless, the state's electricity grid is expected to be stressed further in the coming years by heat waves, drought, wildfires, and the growing intermittent power supply from renewables. California must accelerate deployment of diverse clean energy resources to maintain reliability and affordability in the face of climate change.

[349] CARB. 2022. *California Greenhouse Gas Emissions for 2000 to 2020.* https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf.
[350] A *variable renewable generation resource* is a renewable source of electricity that is non-dispatchable due to its fluctuating nature and only produces electricity when weather conditions are right, such as when the sun is shining or the wind is blowing. Renewable resources that can be controlled and are dispatchable include geothermal, biomass, and dam-based hydroelectric power.
[351] *Brightness* is used colloquially here; solar energy depends on insolation (e.g., sun-hours), which is the measurement of cumulative solar energy that reaches an area over a period of time.
[352] CAISO, CPUC, and CEC. 2021. *Final Root Cause Analysis: Mid-August 2020 Extreme Heat Wave.* http://www.caiso.com/Documents/Final-Root-Cause-Analysis-Mid-August-2020-Extreme-Heat-Wave.pdf.

Figure 4-4: Electricity supply trend by resource for a California summer day, July 2022



Sector Transition

Decarbonizing the electricity sector is a crucial pillar of this Scoping Plan. It depends on both using energy more efficiently and replacing fossil-fueled generation with renewable and zero carbon resources, including solar, wind, energy storage,[353] geothermal, biomass, and hydroelectric power. The RPS Program[354] and the Cap-and-Trade Program continue to incentivize dispatch of renewables over fossil generation to serve state demand. SB 100 increased RPS stringency to require 60 percent renewables by 2030 and for California to provide 100 percent of its retail sales[355] of electricity from renewable and zero-carbon resources by 2045. Furthermore, SB 1020 has added interim targets to

[353] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF1, NF2. *finalejacrecs.pdf (arb.ca.gov)*.

[354] The CEC estimates that 36 percent of California's 2019 retail electricity sales was served by RPS-eligible renewable resources (see CPUC. 2021. CPUC Perspectives on Electric Sector Decarbonization. *https://ww2.arb.ca.gov/sites/default/files/2021-11/CPUC-sp22-electricity-ws-11-02-21.pdf*).

[355] SB 100 speaks only to retail sales and state agency procurement of electricity. The *2021 SB 100 Joint Agency Report* interprets this to mean that other loads—wholesale or non-retail sales and losses from storage and transmission and distribution lines—are not subject to the law.

SB 100's policy framework to require renewable and zero-carbon resources to supply 90 percent of all retail electricity sales by 2035 and 95 percent of all electricity retail sales by 2040; the governor has asked the CEC to establish a planning goal of at least 20 GW of offshore wind by 2045; and the governor directed that state agencies plan for an energy transition that avoids the need for new fossil gas capacity to meet California's long-term energy goals.[356] In addition to grid-level resources, state efforts have supported rapid growth of the distributed solar industry through key actions like the California Solar Initiative (SB 1, Murray, Chapter 132, Statues of 2006).[357] Steps to commercialize microgrids powered by clean resources[358] are also being examined as part of SB 1339 (Stern, Chapter 566, Statutes of 2018).[359]

California also continues to advance its appliance and building energy efficiency standards to reduce growth in electricity consumption and meet the SB 350 goal to double statewide energy efficiency savings in electricity and fossil gas end uses[360] by 2030. In 2018, the CEC adopted a building energy efficiency code requiring most new homes to have solar photovoltaic systems[361] (or be powered by a solar array nearby) starting January 1, 2020. In 2019, California reached the milestone of 1 million solar rooftop installations.

Increased transportation and building electrification and continued policy commitment to behind-the-meter solar and storage will continue to drive growth of microgrids and other distributed energy resources (DER).[362] The CPUC's High-DER proceeding is examining how to prepare the electric grid for a high DER future by determining how to integrate

[356] Newsom, Gavin. July 22, 2022. Letter from Governor Newsom to CARB Chair Liane Randolph. *https://www.gov.ca.gov/wp-content/uploads/2022/07/07.22.2022-Governors-Letter-to-CARB.pdf*.
[357] More information on the program, which closed in 2016, can be found on the CPUC website, including annual program assessment reports, at: *https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/demand-side-management/california-solar-initiative*.
[358] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, In part (NF2, NF13). *finalejacrecs.pdf (arb.ca.gov)*.
[359] CPUC. Resiliency and Microgrids. *https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/infrastructure/resiliency-and-microgrids*.
[360] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF1, ES1. *finalejacrecs.pdf (arb.ca.gov)*.
[361] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF2. *finalejacrecs.pdf (arb.ca.gov)*.
[362] Distributed energy resources include rooftop solar and other distributed renewable generation resources, energy storage, electric vehicles, time variant and dynamic electric rates, flexible load management, demand response, and energy efficiency technologies.

millions of DERs within the distribution grid to maximize societal and ratepayer benefits from DERs while ensuring grid reliability and affordable rates.[363]

SB 350 also aims to connect long-term planning for electricity needs with the state's climate targets. This is primarily accomplished through CARB's establishment of 2030 GHG emissions targets for the electricity sector in general and for each electricity provider, which inform the CPUC and publicly owned utilities' integrated resource planning. A GHG planning target range of 30 to 53 MMTCO_2e—informed by the 2017 Scoping Plan—was originally developed and adopted by CARB in 2018. In its 2021 IRP planning cycle, the CPUC adopted a 38 MMT GHG target for the electricity sector in 2030, which drops to 35 MMT in 2032.[364]

The Scoping Plan Scenario incorporates SB 350's energy efficiency doubling goal, aligns with the CPUC's IRP 2030 GHG target and latest GHG emissions benchmarks through 2035,[365] the governor's 20 GW offshore wind and no new gas generation[366] goals, and SB 100's 2030 RPS and 2045 zero-carbon retail sales targets to reduce dependence on fossil fuels in the electricity sector by transitioning substantial energy demand to renewable and zero-carbon resources.[367] As described in Chapter 2, CCS is applied in limited sectors, including on 16.7 MMT of CO_2 from existing fossil gas electricity generation in 2045, to ensure the state achieves the 85 percent reduction in anthropogenic emissions required by AB 1279. Continued transition to renewable and

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[363] The High-DER proceeding is one of four "anchor" proceedings in the CPUC's DER Action Plan 2.0 and is within the Action Plan's infrastructure track. Information on the High-DER proceeding is available at: *https://www.cpuc.ca.gov/industries-and-topics/electrical-energy/infrastructure/distribution-planning*. The Action Plan can be accessed at: *https://www.cpuc.ca.gov/about-cpuc/divisions/energy-division/der-action-plan*.

[364] The February 10, 2022, Decision 22-02-004 by the CPUC adopts the 2021 Preferred System Plan, completing the 2019–21 IRP cycle. *https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M451/K412/451412947.PDF*. The Decision requires load serving entities to submit plans in the next IRP cycle detailing how they will meet their proportionate share of a 30 MMT electric sector target, as well as a 38 MMT GHG target.

[365] June 15, 2022, Administrative Law Judge's Ruling for 2022 integrated resource plan filings specifies the need for GHG targets to plan for in 2035 to continue progress toward the 2045 goal. The ruling proposes a straight-line projection from the GHG planning target for 2030. Corresponding to the adopted Preferred System Plan in D.22-02-004, 38 MMT in 2030 leads to a target of 30 MMT in 2035. *https://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M485/K625/485625915.PDF*.

[366] The governor's July 22, 2022, letter specifies no new gas generation but does not place any constraints on existing gas resources. Therefore, for purposes of RESOLVE electricity sector modeling, existing gas capacity is an available resource that is able to be reduced over time based on announced retirements or if selected for retirement by the model.

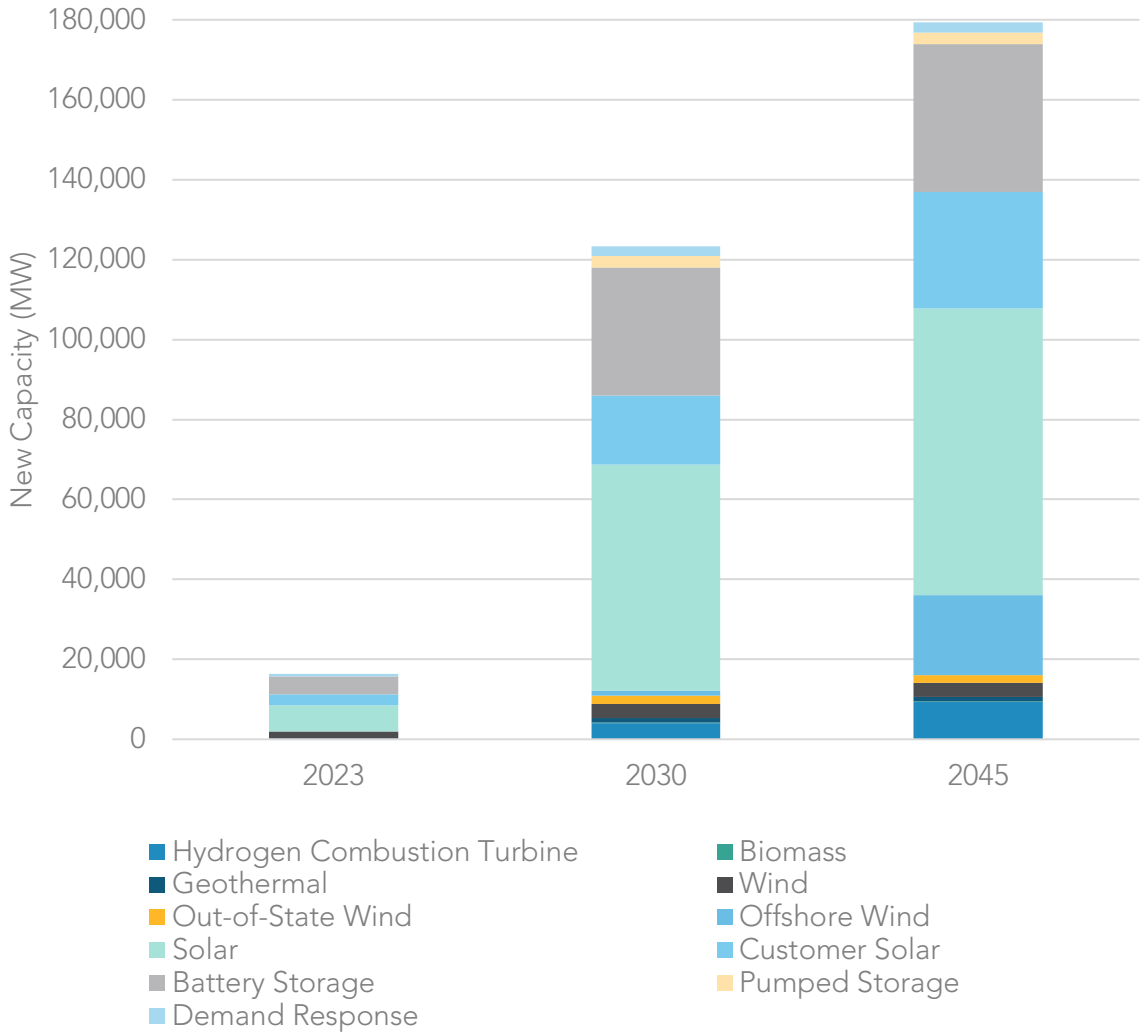
[367] CARB. 2021. PATHWAYS Scenario Modeling: 2022 Scoping Plan Update – Attachment B: Generation Technologies to be included in Modeling. *https://ww2.arb.ca.gov/sites/default/files/2021-12/Revised_2022SP_ScenarioAssumptions_15Dec.pdf*.

zero-carbon electricity resources will enable electricity to become a zero-carbon substitute for fossil fuels across the economy.

Figure 4-5 shows the modeled resource capacity to meet the SB 100 retail sales target.[368] Energy efficiency moderates some of the need for additional electricity generation. However, that is quickly surpassed by growing electricity demand of 26 percent by 2030 and 76 percent by 2045 compared to today (2022) from increased population and electrification of other sectors, as shown in Figure 4-6. The estimated resource build needed to meet this level of demand amounts to approximately 72 GW of utility solar[369] and 37 GW of battery storage by 2045. Annual build rates (over the 2022–2035 period) for the Scoping Plan Scenario will need to increase by about 60 percent and over 700 percent for utility solar and battery storage, respectively, compared to historic maximum rates.[370] To reach the 2045 target, the state will need to quadruple its current level of wind and solar capacity. This does not include capacity associated with hydrogen production nor mechanical CDR, which was modeled off-grid; assuming hydrogen production via electrolysis, this would roughly be equivalent to an additional 10 GW[371] of solar generation needed in 2045, and an additional 64 GW of solar generation for direct air capture in 2045. The scale of solar and battery build rates needed could be reduced through the commercialization of new zero-carbon technologies.

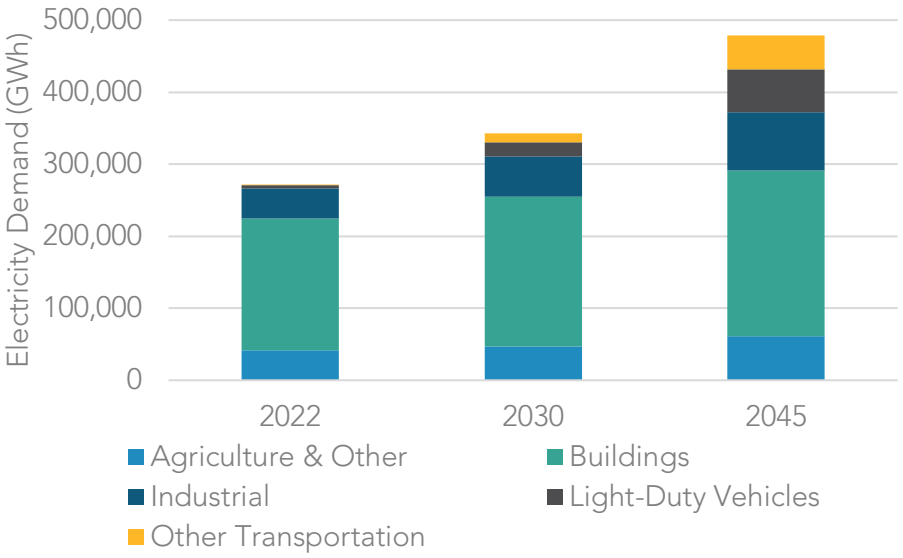
[368] SB 846 requires that load-serving entities exclude energy, capacity, or any attribute from the Diablo Canyon power plant in their resource plans. The Scoping Plan Scenario excludes energy, capacity, or any attribute from the Diablo Canyon power plant after the prior planned retirement date of 2025.
[369] The amount of additional customer solar included in the Scoping Plan Scenario is 29,208 MW by 2045.
[370] E3. 2022. CARB Scoping Plan: AB32 Source Emissions Final Modeling Results. PowerPoint. *https://ww2.arb.ca.gov/sites/default/files/2022-11/SP22-MODELING-RESULTS-E3-PPT.pdf*. Build rates are from EIA data historical builds in the 2011–2021 time frame.
[371] The estimate does not include hydrogen production assumed to be produced with bioenergy with carbon capture and storage (BECCS) and steam methane reforming (SMR).

Figure 4-5: Projected new electricity resources needed by 2045 in the Scoping Plan Scenario[372]



[372] See https://ww2.arb.ca.gov/sites/default/files/2022-11/2022-sp-PATHWAYS-data-E3.xlsx for the capacity build-out by resource type.

Figure 4-6: Electric loads in 2022, 2030 and 2045 for the Scoping Plan Scenario[373]



This transformation will drive investments in a large fleet of generation and storage resources but will also require significant transmission to accommodate these new capacity additions. Transmission needs include high-voltage lines to access out-of-state resources and major in-state generation pockets. In consideration of typical 8- to 10-year lead times for many projects, the CAISO published its first 20-Year Transmission Outlook to inform transmission planning focused on meeting the needs identified through the 2021 SB 100 Joint Agency Report process. The outlook calls for significant transmission development to access offshore wind and out-of-state wind and reinforce the existing CAISO footprint at an estimated cost of $30.5 billion.[374]

Presently, fossil gas power plants provide about 75 percent of the flexible capacity for grid reliability as more renewable power enters the system. Moving forward, other resources such as storage and demand-side management are essential to maintain reliability with high concentrations of renewables. Hydrogen produced from renewable resources and renewable feedstocks can serve a dual role as a low-carbon fuel for existing combustion turbines or fuel cells, and as energy storage for later use. Reliability

[373] *Other Transportation* includes all non-light-duty vehicles and reflects electrification of modes like passenger and freight rail, aviation, and ocean-going vessels.
[374] CAISO. 2022. *20 Year Transmission Outlook.* http://www.caiso.com/InitiativeDocuments/20-YearTransmissionOutlook-May2022.pdf.

also can be supported through increased coordination and markets in the interconnected western power grid; this is already helping to better integrate renewables.[375]

Strategies for Achieving Success

- Use long-term planning processes (Integrated Energy Policy Report, IRP, CAISO Transmission Planning Process, AB 32 Climate Change Scoping Plan) to support grid reliability and expansion of renewable and zero-carbon resource and infrastructure deployment.
- Complete systemwide and local reliability assessments across CAISO and other balancing authority areas, using realistic assumptions for land use, build rates, statewide and distribution system level constraints, and energy needs. Such assessments should be completed before state agencies update their electricity sector GHG targets.
- Prioritize actions to mitigate impacts to electricity reliability and affordability and provide sufficient flexibility in the state's decarbonization roadmap for adjustments as may be needed.
- Facilitate long lead-time resource development through the IRP and the SB 100 interagency process and through technology development and demonstration funding[376] that includes resources such as long-duration energy storage and hydrogen production.
- Continue coordination between energy agencies and energy proceedings to maximize opportunities for demand response.
- Continue to explore the benefits of regional markets to enhance decarbonization, reliability, and affordability.
- Address resource build-out challenges, including permitting, interconnection, and transmission network upgrades.
- Explore new financing mechanisms and rate designs to address affordability.[377]
- Per SB 350, double statewide energy efficiency savings in electricity and fossil gas end uses by 2030, through a combination of energy efficiency and fuel substitution actions.[378]
- Per SB 100 and SB 1020, achieve 90 percent, 95 percent, and 100 percent

[375] CEC. 2021. *2021 SB 100 Joint Agency Report – Achieving 100 Percent Clean Electricity in California: An Initial Assessment.* Publication Number: CEC-200-2021-001.
[376] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, ES2. The committee recommendation speaks specifically to offshore wind production. *finalejacrecs.pdf (arb.ca.gov)*.
[377] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF30. *finalejacrecs.pdf (arb.ca.gov)*.
[378] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF1, NF2. *finalejacrecs.pdf (arb.ca.gov)*.

renewable and zero-carbon retail sales by 2035, 2040, and 2045, respectively.

- Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program.
- Target programs and incentives to support and improve access to renewable and zero-carbon energy projects (e.g., rooftop solar, community owned or controlled solar or wind, battery storage, and microgrids) for communities most at need, including frontline, low-income, rural, and indigenous communities.[379]
- Prioritize public investments in zero-carbon energy projects to first benefit the most overly burdened communities affected by pollution, climate impacts, and poverty.[380]

Sustainable Manufacturing and Buildings

Fossil gas is the primary gaseous fossil fuel used to produce heat at industrial facilities, as well as in residential and commercial buildings. In buildings, space and water heating, cooking, and clothes drying all rely on gaseous fuels today. Industrial processes that require heat for conventional boilers and other processes also rely on gaseous fuels. Refineries rely on fossil gas and other gaseous fossil fuels, like liquefied petroleum gas and refinery fuel gas, and fossil gas is also used to generate electricity, as discussed earlier.

Gaseous fossil fuel use can be displaced by four primary alternatives: zero-carbon electricity, solar thermal heat, hydrogen, and biogas/biomethane. Displacing gaseous fossil fuel use can yield indoor air quality benefits, protect public health and property from unexpected fossil gas leaks, and reduce short-lived climate pollutants, which are many times more potent in affecting climate change than CO_2. The Scoping Plan Scenario reduces dependence on fossil gas in the industrial and building sectors by transitioning substantial energy demand to alternative fuels. Reducing fossil gas combustion also will help toward achieving our air quality and equity goals by reducing pollution in neighboring areas and communities. In addition, reduced dependence on gasoline and diesel in the transportation sector diminishes the need for gaseous fossil fuels to support oil and gas production and petroleum refining operations as those are phased down relative to the demand.

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[379] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF2, NF9, NF11, NF12, NF13. finalejacrecs.pdf (arb.ca.gov).

[380] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF14. finalejacrecs.pdf (arb.ca.gov).

Sector Transition

Industry

California's industrial sector contributes significantly to the state's economy, with a total output from manufacturing in 2019 of $324 billion (10.4 percent of the state total)[381] and employment of 1,222,000 manufacturing jobs (7.6 percent of the total state workforce).[382] California industry includes a diverse range of facilities, including cement plants, refineries, glass manufacturers, oil and gas producers, paper manufacturers, mining operations, metal processors, and food processors. Combustion of fossil gas, other gaseous fossil fuels, and solid fossil fuels provide energy to meet three broad industry needs: electricity, steam, and process heat. Non-combustion emissions result from fugitive emissions and from the chemical transformations inherent to some manufacturing processes. About 20 percent of the GHG emissions from the industrial sector are non-combustion emissions.

Decarbonizing industrial facilities depends upon displacing fossil fuel use with a mix of electrification, solar thermal heat, biomethane, low- or zero-carbon hydrogen, and other low-carbon fuels to provide energy for heat and reduce combustion emissions. Emissions also can be reduced by implementing energy efficiency measures and using substitute raw materials that can reduce energy demand and some process emissions. Some remaining combustion emissions and some non-combustion CO_2 emissions can be captured and sequestered. The strategy employed will depend on the industrial subsector and the specific processes utilized in production. The left side of Figure 4-7 illustrates the fuels used to meet industrial manufacturing energy demand in 2020. Industrial manufacturing energy demand needs to transition to the fuel mix shown for 2035 and 2045. The right side of Figure 4-7 illustrates the fuel mix needed to meet the energy demand of oil and gas extraction and petroleum refining operations for the same years. Energy demand in this portion of the industrial sector declines along with decreased demand for gasoline and diesel in the transportation sector. In both figures there is a continuing demand for fossil gas due to lack of non-combustion technologically feasible or cost-effective alternatives for certain industrial sectors. Policies that support decarbonization strategies like electrification, use of renewable energy, and transition to alternative fuels are needed.

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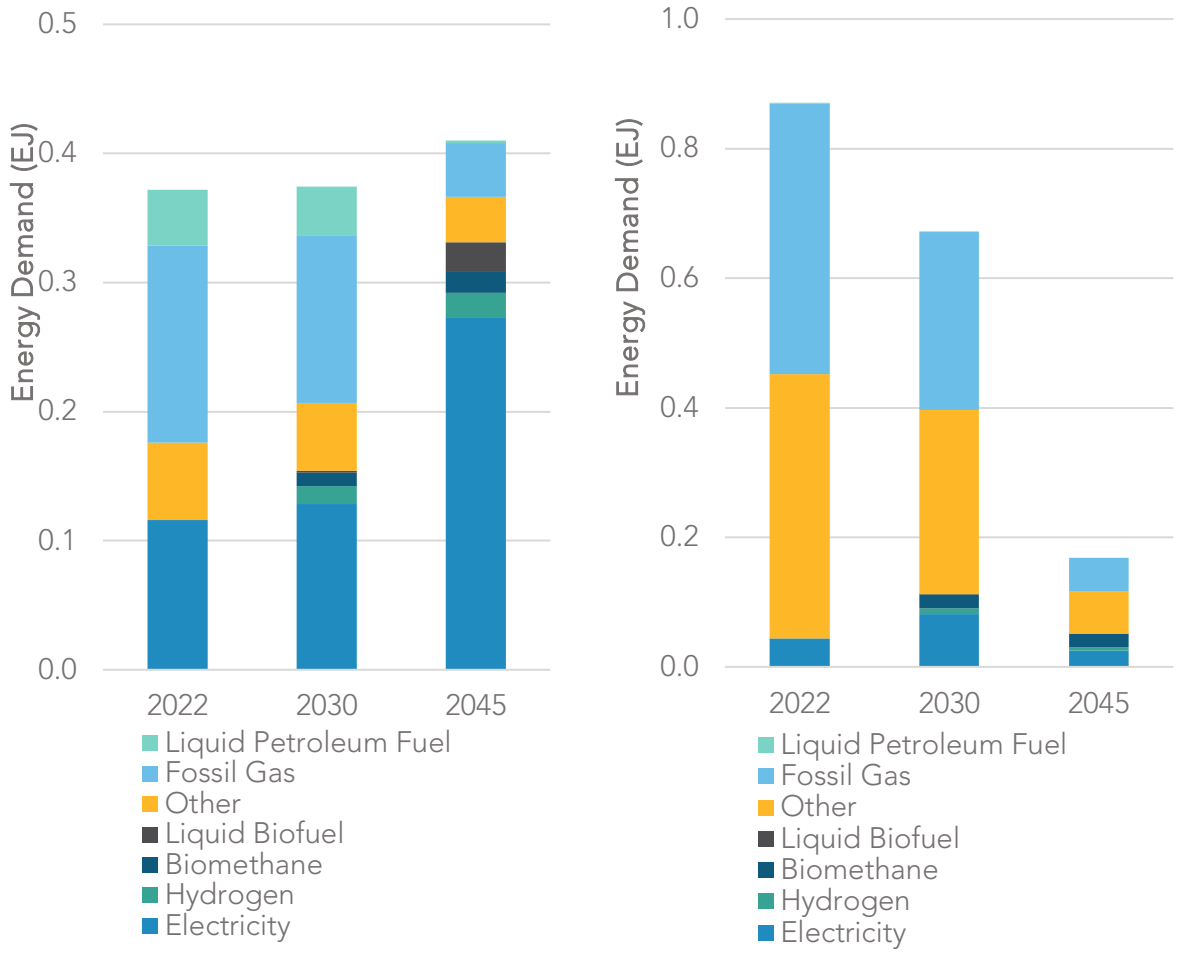
[381] National Association of Manufacturers (NAM). 2021 California Manufacturing Facts. https://www.nam.org/state-manufacturing-data/2021-california-manufacturing-facts/.
[382] NAM. 2021 California Manufacturing Facts. https://www.nam.org/state-manufacturing-data/2021-california-manufacturing-facts/.

Figure 4-7: Final energy demand in industrial manufacturing (left) and in oil and gas extraction and petroleum refining (right) in 2022, 2030, and 2045 in the Scoping Plan Scenario[383]



Electrification and solar thermal heat are best-suited to industrial processes that have relatively low heat requirements, such as food processors, paper mills, and industries that use low-pressure steam in their processes. Approaches could include replacing fossil gas boilers with electric boilers, process heaters with industrial electric heat pumps, steel forging furnaces with induction heaters, and implementing other sector-specific process electrification. Under current rate structures for industrial electricity and fossil gas in

[383] *Other* fuel in the industrial manufacturing sector is primarily coke and coal for cement production. *Other* fuel in the petroleum refining sector is primarily fossil gas associated with refining petroleum products.

California, most projects to electrify a fossil gas-powered industrial process will face operating cost barriers and potential reliability concerns. Microgrids powered by renewable resources and with battery storage are emerging as a key enabler of electrification and decarbonization at industrial facilities.

There are fewer commercially available and economically viable electrification options to replace industrial processes that require higher-temperature heat. For these processes, onsite combustion may continue to be needed, and decarbonization will require fuel substitution to hydrogen,[384] biomethane, or other low-carbon fuels. Fuel substitution and continued combustion will require monitoring and mitigation of any potential air quality impacts, especially in low-income and communities of color which already face disproportionate air pollution burdens. Industries in California with high heat needs include steel forging, glass manufacturing, and industries with calcination processes, such as manufacturing lime and cement.

Onsite emissions from cement manufacturing derive from two main sources: (1) fuel combustion to heat the kiln to a very high temperature and (2) process CO_2 emissions from the chemical transformation of limestone. Over 60 percent of emissions from the sector are process emissions unrelated to fuel use, and most emissions related to fuel use are from coal and petroleum coke combustion. Process emissions from cement manufacturing are significant and will continue even if the sector were to operate using only zero-carbon fuels; thus carbon capture and use/sequestration will be a likely component of any strategy to fully decarbonize cement manufacturing. There are additional opportunities to reduce GHG emissions from cement manufacturing via the combination of fuel-switching to low-carbon fuels (e.g., biomethane, municipal solid waste, biochar), increased blending of non-clinker materials, and efficiency improvements. High technological and economic barriers exist to electrifying kiln process heat at cement plants, as clinker production requires temperatures in excess of 1,500°C. There are potential decarbonization opportunities throughout the value chain of cement use, including in cement manufacturing, concrete mixing, and construction practices.[385] SB 596 (Becker, Chapter 246, Statutes of 2021), which was signed by Governor Newsom in September 2021, requires CARB to develop a comprehensive strategy for cement use in California to achieve a GHG intensity 40 percent below 2019 levels by 2035, and net-zero emissions by 2045.

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[384] Griffiths, Steve, Benjamin K. Sovacool, Jinsoo Kim, Morgan Bazilian, and Joao M. Uratani. 2021. "Industrial decarbonization via hydrogen: A critical and systematic review of developments, socio-technical systems and policy options." *Energy Research & Social Science* 80. 102208, ISSN 2214-6296. https://doi.org/10.1016/j.erss.2021.102208.

[385] California Nevada Cement Association. Achieving Carbon Neutrality in the California Cement Industry. https://cncement.org/attaining-carbon-neutrality.

Oil and gas extraction and refining make up over half of California's industrial GHG emissions. Reduced demand for transportation fossil fuels corresponds to reduced supply of fossil gas and other gaseous fossil fuels for refineries to produce these fuels. Some refining operations will continue to operate to produce fossil fuel for the remaining transportation energy demands, along with renewable diesel and sustainable aviation fuel, as discussed in the Transportation Sustainability section of this chapter.

Across industrial subsectors and processes, California facilities also could realize significant reductions in GHG emissions and energy-related costs by implementing advanced energy efficiency projects and tools.[386] While enhanced operation and maintenance practices are typical at industrial facilities, additional strategic energy management practices offer greater efficiency gains by focusing on setting goals, tracking progress, and reporting results.

Strategies for Achieving Success

- Maximize air quality benefits using the best available control technologies for stationary sources in communities most in need, including frontline, low-income, disadvantaged, rural, and tribal communities.[387]
- Prioritize alternative fuel transitions first in communities most in need, including frontline, low-income, disadvantaged, rural, and tribal communities.[388]
- Invest in research and development and pilot projects to identify options to reduce materials and process emissions along with energy emissions in California's industrial manufacturing facilities, leveraging programs like the CEC's Electric Program Investment Charge (EPIC).[389]
- Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program.
- Support electrification with changes to industrial rate structures.
- Develop infrastructure for CCS and hydrogen production to reduce GHG emissions where cost-effective and technologically feasible non-combustion alternatives are not available.
- Implement SB 905.

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[386] Therkelsen, Peter, Aimee McKane, Ridah Sabouini, and Tracy Evans. 2013. *Assessing the Costs and Benefits of the Superior Energy Performance Program.* U.S Department of Energy. https://www.osti.gov/servlets/purl/1165470.

[387] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, JT14. finalejacrecs.pdf (arb.ca.gov).

[388] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, JT15. finalejacrecs.pdf (arb.ca.gov).

[389] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, M20. finalejacrecs.pdf (arb.ca.gov).

- Establish markets for low-carbon products and recycled materials using Buy Clean California Act and other mechanisms relying on robust data
- Develop a net-zero cement strategy to meet SB 596 targets for the GHG intensity of cement use in California.
- Continue to leverage energy-efficiency programs, including the U.S. DOE's ENERGY STAR program,[390] U.S. DOE's Superior Energy Performance program,[391] and ISO 50001.[392]
- Evaluate and continue to offer incentives to install energy efficiency and renewable energy technologies through programs such as CPUC decisions as part of rulemaking R.19-09-009[393] and the CEC's Food Production Investment Program (FPIP) and EPIC programs.[394]
- Leverage low-carbon hydrogen programs, including the Bipartisan Infrastructure Law, for regional hydrogen hubs, hydrogen electrolysis, and hydrogen manufacturing and recycling.
- Evaluate the role of hydrogen in meeting GHG emission reductions, including policy recommendations regarding the use of hydrogen in California as required by SB 1075.
- Address cost barriers to promote low-carbon fuels for hard-to-electrify industrial applications.

Buildings

Buildings have cross-sector interactions that influence our public health and well-being and affect land use and transportation patterns, energy use, water use, and indoor and outdoor environments.[395] There are about 14 million existing homes and over 7.5 billion square feet of existing commercial buildings[396] in California. Fossil gas supplies about half of the energy consumed by end uses in these buildings. In addition to GHG emissions, fossil gas usage in buildings also produces CO_2, NOx, $PM_{2.5}$, and

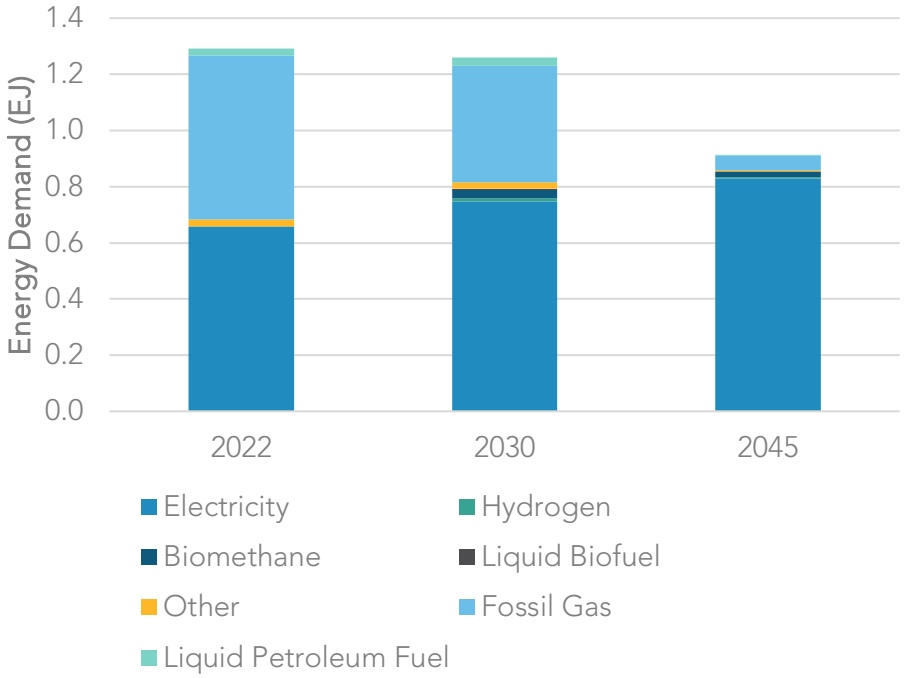
[390] ENERGY STAR. ENERGY STAR Guidelines for Energy Management. https://www.energystar.gov/buildings/tools-and-resources/energy-star-guidelines-energy-management.
[391] Energy.gov. Superior Energy Performance 50001. https://www.energy.gov/eere/amo/superior-energy-performance.
[392] ISO. ISO 50001 Energy Management. https://www.iso.org/iso-50001-energy-management.html.
[393] CPUC. January 14, 2021. CPUC Adopts Strategies to Help Facilitate Commercialization of Microgrids Statewide. https://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M360/K370/360370887.PDF.
[394] Bailey, Stephanie, David Erne, and Michael Gravely. 2021. *Final 2020 Integrated Energy Policy Report Update, Volume II: The Role of Microgrids in California's Clean and Resilient Energy Future, Lessons Learned From the California Energy Commission's Research.* California Energy Commission. Publication Number: CEC-100-2020-001-V2-CMF.
[395] See Appendix F (Building Decarbonization).
[396] CEC. 2021. California Building Decarbonization Assessment. https://efiling.energy.ca.gov/GetDocument.aspx?tn=239311&DocumentContentId=72767.

formaldehyde.[397] Each year, about 120,000 new homes[398] and more than 100 million-square feet[399] of commercial buildings are newly constructed across California. These new buildings will represent between a third to half of the total building stock by mid-century.

Achieving carbon neutrality must include transitioning away from fossil gas in residential and commercial buildings, and will rely primarily on advancing energy efficiency while replacing gas appliances with non-combustion alternatives. This transition must include the goal of trimming back the existing gas infrastructure so pockets of gas-fueled residential and commercial buildings do not require ongoing maintenance of the entire limb for gas delivery. Blending low-carbon fuels such as hydrogen and biomethane into the pipeline further displaces fossil gas. Pipeline safety and reliability must be evaluated to accommodate low-carbon fuels. Figure 4-8 illustrates the energy Californians use in buildings at present compared with the Scoping Plan Scenario, which introduces alternatives to fossil gas. In that scenario almost 90 percent of energy demand is electrified by 2045, and the remaining energy demand is met with combustion of hydrogen, biomethane, and fossil gas.

[397] Zhu, Yifang, et al. 2020. *Effects of Residential Gas Appliances on Indoor and Outdoor Air Quality and Public Health in California.* UCLA Fielding School of Public Health Department of Environmental Health Sciences.
[398] Construction Industry Research Board. 2018. Annual Building Permit Summary. *http://www.cirbreport.org*.
[399] Delforge, Pierre. August 11, 2021. California Forging Ahead on Zero Emission Buildings. Blog. NRDC. *https://www.nrdc.org/experts/pierre-delforge/california-forging-ahead-zero-emission-buildings*.

Figure 4-8: Final energy demand in buildings in 2022, 2030, and 2045 in the Scoping Plan Scenario[400]

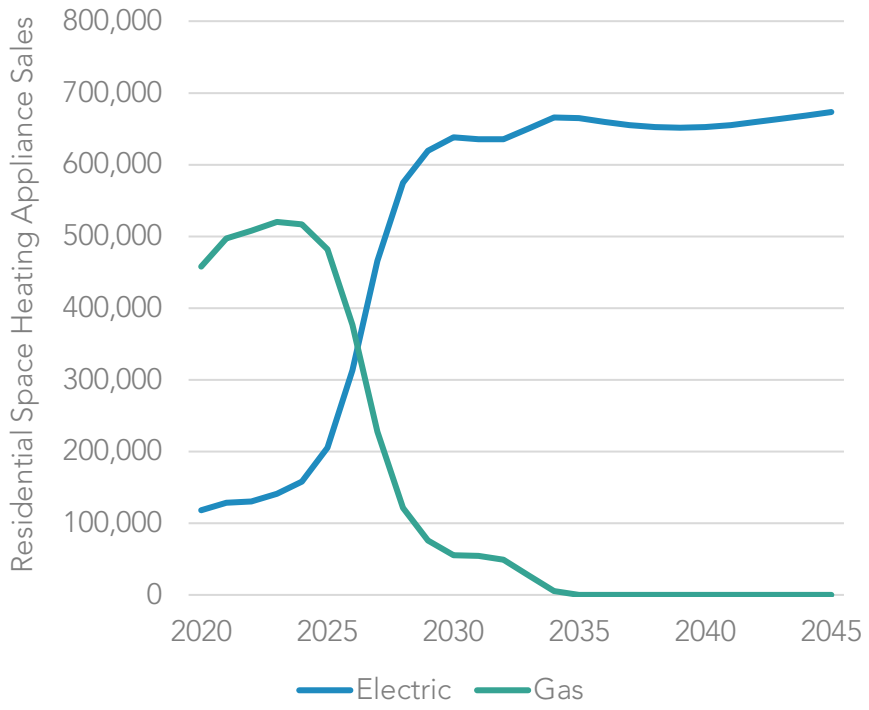


This transition is achieved when all new buildings constructed include non-combustion appliances, and appliances in existing buildings are replaced at the end of their useful life with non-combustion alternatives. Currently, electric alternatives, combined with the decarbonizing of California's grid, are the most effective alternatives, and the Scoping Plan Scenario modeled these alternatives. The Scoping Plan Scenario assumes three million all-electric and electric-ready homes by 2030 and seven million by 2035. Figure 4-9 illustrates the pace at which electric space heating appliance sales increase and gas space heating appliance sales decrease in residences in the Scoping Plan Scenario, such that by 2035 100 percent of residential home appliance sales are electric. By 2030 over six million electric heat pumps are installed statewide. The residential electric space heating appliance sales increases rapidly in the near term as new all-electric buildings are constructed and as existing buildings are renovated to utilize electric appliances. A similar transition is envisioned for other home appliances. Commercial buildings also will undergo a transition away from gas appliances to electric appliances, achieving 80 percent sales of all-electric appliances by 2035 and 100 percent by 2045. Appendix F (Building Decarbonization) describes a holistic policy approach to rapidly grow the

[400] *Other* fuel in the buildings sector is primarily liquid petroleum gas and waste heat.

number of zero emission appliances and buildings, to surmount the market barriers, and to prioritize an equitable transition for vulnerable communities.

Figure 4-9: Residential space heating appliance sales in the Scoping Plan Scenario



Strategies for Achieving Success

- Prioritize California's most vulnerable residents with the majority of funds in the new $922 million Equitable Building Decarbonization program, created through the 2022–2023 state budget. This would include residents in frontline, low-income, disadvantaged, rural, and tribal communities. This program is dedicated to a statewide direct-install building retrofit program for low-income households to replace fossil fuel appliances with electric appliances, energy-efficient lighting, and building insulation and sealing while also coordinating reductions in gas infrastructure in specific geographic areas.
- Achieve three million all-electric and electric-ready homes by 2030 and seven million by 2035 with six million heat pumps installed statewide by 2030.
- Expand incentive programs to support the holistic retrofit of existing buildings, especially for vulnerable communities.
- Ensure that incentive programs prioritize energy affordability and tenant protections, promote affordable and low-income household retrofits that improve habitability and reduce expenses, protect and empower small landlords and homeowners, address overlooked consumer groups, and pair decarbonization

with other critically needed renovation efforts to ensure that buildings support human health and are climate- and weather-resistant.[401]

- End fossil gas infrastructure expansion for newly constructed buildings.[402]
- Evaluate and propose, as needed, changes to strengthen the Cap-and-Trade Program.
- Strengthen California's building standards to support zero-emission new construction.
- Develop building performance standards for existing buildings.
- Adopt a zero-emission standard for new space and water heaters sold in California beginning in 2030, as specified in the 2022 State Strategy for the State Implementation Plan.
- Expand use of low-GWP refrigerants within buildings.
- Support electrification with changes to utility rate structures and by promoting load management programs.
- Increase funding for incentive programs and expand financing assistance programs focused on existing buildings and appliance replacements.
- Expand consumer education efforts to raise awareness and stimulate the adoption of decarbonized buildings and appliances, especially in vulnerable communities.
- Implement biomethane procurement targets for investor-owned utilities as specified in SB 1440 (Hueso, Chapter 739, Statutes of 2018) to reduce GHG emissions in remaining pipeline gas and reduce methane emissions from organic waste.

[401] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF23, NF24, NF25, NF26, NF28. *finalejacrecs.pdf (arb.ca.gov)*.
[402] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF22. *finalejacrecs.pdf (arb.ca.gov)*.

Carbon Dioxide Removal and Capture

Climate Change 2022: Mitigation of Climate Change,[403] a report by the IPCC released in early 2022, states "The deployment of CDR to counterbalance hard-to-abate residual emissions is unavoidable if net zero CO_2 or GHG emissions are to be achieved. The scale and timing of deployment will depend on the trajectories of gross emission reductions in different sectors. Upscaling the deployment of CDR depends on developing effective approaches to address feasibility and sustainability constraints especially at large scales." In line with that report, this Scoping Plan considers CDR as a complement to technologically feasible and cost-effective GHG emissions mitigation, and the size of its role will depend on the degree of success in reducing GHG emissions at the source across the economy. [404] The modeling shows that emissions from the AB 32 GHG Inventory sources will continue to persist even if all fossil related combustion emissions are phased out. These residual emissions must be compensated for to achieve carbon neutrality. Options for CDR include both sequestration in natural and working lands and mechanical approaches like direct air capture. Chapter 2 provides estimates on how much CO_2 removal is possible by our natural and working lands and how much must be removed by mechanical CDR.

CCS, which is carbon capture from anthropogenic point sources, is described in Chapter 2 and involves capturing carbon from a smokestack of an emitting facility. Direct air capture, on the other hand, captures carbon directly from the atmosphere. Direct air capture technologies, unlike CCS, are not associated with any particular point source.

For this section, *carbon management* refers to the capture, movement, and sequestration of CO_2 through mechanical solutions for both capture at point sources and direct removal from the atmosphere through direct air capture.[405] Enabling policies and regulations across each of these steps are necessary for individual projects, and on a broader scale, for delivering reductions in support of the state's carbon neutrality and long-term carbon-negative goals. Figure 4-10 provides a graphic of the typical carbon management infrastructure.

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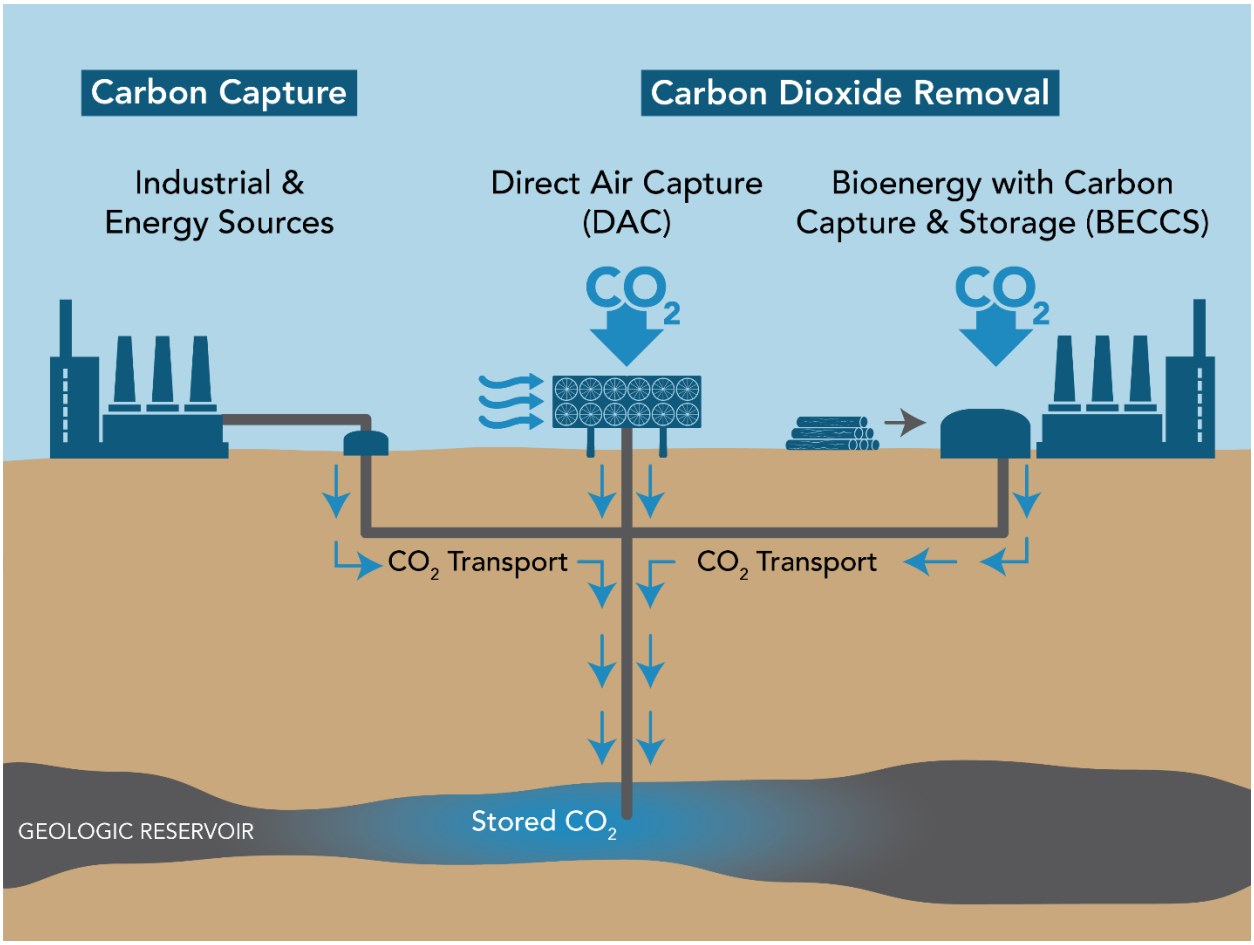
[403] IPCC. 2022. *Climate Change 2022: Mitigation of Climate Change.* https://www.ipcc.ch/report/sixth-assessment-report-working-group-3/.
[404] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F4.7. finalejacrecs.pdf (arb.ca.gov).
[405] CDR through natural and working lands is discussed in Chapter 2 and later in this chapter.

Figure 4-10: Carbon management infrastructure



Carbon dioxide removal directly from the atmosphere itself refers to a suite of carbon negative technologies that can be used to draw down ongoing and historical carbon emissions already in the atmosphere. Some CO_2 removal technologies leverage the abilities of both natural photosynthesis and mechanical removal by using biomass wastes as inputs to make low- or zero-carbon energy or fuels, all while capturing and storing produced CO_2.

Captured CO_2 from point sources or from the atmosphere is permanently stored in specialized geologic formations, typically half a mile or more underground. A recent Stanford University study estimated the state's commercial storage potential is nearly 70,000 million metric tons of CO_2, even when excluding oil and gas reservoirs.[406] California is well-positioned because few other places on the West Coast are suitable for

[406] Stanford Center for Carbon Storage. Opportunities and Challenges for CCS in California. https://sccs.stanford.edu/california-projects/opportunities-and-challenges-for-CCS-in-California.

geologic storage at scale. To inform discussion around CO_2 removal, CARB held two full-day workshops exploring the types of options for carbon capture and geologic storage and utilization in products.[407,408,409]

The modeling results provided in Chapter 2 demonstrate the targeted need for CCS on large facilities such as refineries and cement. The CCS numbers do not include the potential additional applications for producing hydrogen with biomethane, other manufacturing, electricity, or other bioenergy. If CCS is not deployed, those emissions would be released directly into the atmosphere and instead need to be addressed through CDR to achieve carbon neutrality. Although a study finds California has 76 existing electricity and industrial facilities that are suitable candidates for CCS retrofit,[410] this Scoping Plan proposes a targeted role for this technology such that it would only be used to address sectors where non-combustion options are not technologically feasible or cost-effective at this time, to the extent needed to achieve the 85 percent reduction in anthropogenic emissions as called for in AB 1279. In future updates to the Scoping Plan, there may be additional options for technologically feasible or cost-effective technologies that may be deployed, which would further reduce the need for CCS and CDR except in situations to address historical GHG emissions.

Recognizing the need for carbon capture and utilization sequestration and removal, the Legislature passed, and the governor signed, SB 905. It includes several key requirements in the development of the state's Carbon Capture Removal, Utilization, and Storage Program. The following is a summary of the work to be completed to establish and administer this program. Many of these steps will address the need to evaluate the safety and efficacy of actions to support carbon removal, sequestration, and transfer via pipelines. Note that not all of these actions are under CARB's authority.

- Review technology to evaluate efficacy, safety, viability of CCUS/CDR methodologies.
- Develop monitoring and reporting requirements and schedules.
- Develop a unified permit application.
- Develop financial responsibility requirements.
- Develop a centralized public database for project status.

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[407] CARB. December 11, 2019. Carbon Neutrality Meetings & Workshops. *https://ww2.arb.ca.gov/our-work/programs/carbon-neutrality/carbon-neutrality-meetings-workshops*.
[408] CARB. August 2, 2021 Scoping Plan Meetings & Workshops. *https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/scoping-plan-meetings-workshops*.
[409] *Carbon utilization* refers to the use of captured carbon to produce products such as plastics and concrete.
[410] Glenwright, Kara. 2020. *Roadmap for carbon capture and storage in California.* Precourt Institute for Energy. *https://earth.stanford.edu/news/roadmap-carbon-capture-and-storage-california#gs.ysj78q.*

- Consult with CNRA on pore space requirements as CNRA develops a framework for pore space governing agreements.
- Establish a Geologic Carbon Sequestration Group to identify suitable injection well locations, subsurface monitoring, and potential hazards that may require suspension of injection.

SB 905 also has requirements for project developers such as to develop monitoring plans and to avoid any adverse health and environmental impacts at the carbon capture location—or mitigation of unavoidable impacts as required under existing requirements. For the site of injection, there are requirements for site stability, monitoring, and reporting plans. SB 905 also bans CCS with enhanced oil recovery in California and prohibits the transfer of CO_2 via pipeline until the U.S. Department of Transportation's Pipelines and Hazardous Materials Safety Administration (PHMSA) completes its current rulemaking to update existing CO_2 pipeline safety requirements.

An often-cited example of pipeline concerns involves a CO_2 pipeline in Mississippi. On February 22, 2020, a CO_2 pipeline operated by Denbury Gulf Coast Pipelines LLC (Denbury) ruptured in proximity to the community of Satartia, Mississippi. The rupture followed heavy rains that resulted in a landslide, creating excessive axial strain on a pipeline weld (DOT 2022). The combination of weather and topography resulted in a slower dissipation of the gas. The pipeline was also carrying hydrogen sulfide, a flammable and toxic gas. The pipeline failed on a steep embankment, which had recently subsided. Heavy rains are believed to have led to a landslide, which created axial strain on the pipeline and resulted in a full circumferential girth weld failure. The PHMSA investigation also revealed several contributing factors to the accident, including but not limited to: Denbury not addressing the risks of geohazards in its plans and procedures, underestimating the potential affected areas that could be impacted by a release in its CO_2 dispersion model, and not notifying local responders to advise them of a potential failure.

As the Satartia example highlights, appropriate pipeline safety and environmental standards in California are critical to minimize any risks from CO_2 transport in the future. As such, SB 905 also tasks CNRA, in consultation with the Public Utilities Commission, to, no later than February 1, 2023, provide a proposal to the Legislature to establish a state framework and standards for the design, operation, siting, and maintenance of intrastate pipelines carrying CO_2 fluids of varying composition and phase to minimize the risk posed to public and environmental health and safety. The recommended framework shall be designed to minimize risk to public health and environmental health and safety, to the extent feasible. Because SB 905 prohibits the transfer of CO_2 via pipeline until the PHMSA completes its current rulemaking to update existing CO_2 pipeline safety requirements, CCS or CDR projects that would require a pipeline to transfer CO_2 are not feasible at this time within California.

Ultimately, and in accordance with SB 905, the merits of each CCS or CDR project must be evaluated on a case-by-case basis.[411] Deployment of CCS and CDR could support skilled jobs and workforces, including those in traditional fossil energy communities. Other co-benefits could include criteria air pollutant reductions and water production. It will be important to design projects that do not exacerbate community health impacts, include early and ongoing community engagement, and are in compliance with local, state, and federal public health and environmental protection laws. It also should be noted that, as these types of projects are an emerging area of governance, additional coordination and discussion will be needed among the various levels of authorities involved. SB 905 has already initiated this process by assigning specific agencies with tasks related to their expertise and authority.

Chapter 2 includes a more detailed discussion about the proposed role of CO_2 removal in this Scoping Plan.

Sector Transition

State,[412] national,[413,414] and global decarbonization analyses[415] indicate a significant role for carbon management infrastructure, yet relatively few projects are operational. Around the world, about two dozen large CCS projects are capturing tens of millions of metric tons of CO_2 each year, with about a dozen operating in the United States.[416] The vast majority of capacity is at industrial facilities, such as ethanol and fertilizer plants, that would otherwise vent nearly pure CO_2 into the atmosphere as a by-product of normal, non-combustion processes. Future research, development, and demonstration projects must refine and commercialize capture systems for more complex applications, especially

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[411] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F4.5. *finalejacrecs.pdf (arb.ca.gov)*.
[412] E3. October 2020. Achieving Carbon Neutrality in California Report: Final Presentation. *https://ww2.arb.ca.gov/sites/default/files/2020-10/e3_cn_final_presentation_oct2020_2.pdf*.
[413] World Resources Institute. January 31, 2020. CarbonShot: Federal Policy Options for Carbon Removal in the United States. Working paper. *https://www.wri.org/research/carbonshot-federal-policy-options-carbon-removal-united-states*.
[414] C2ES. No date. Getting to Zero: A U.S. Climate Agenda — Center for Climate and Energy Solutions. *https://www.c2es.org/getting-to-zero-a-u-s-climate-agenda-report/*.
[415] IPCC. Mitigation Pathways Compatible with 1.5°C in the Context of Sustainable Development. Chapter 2. *https://www.ipcc.ch/sr15/chapter/chapter-2/*. All analyzed pathways limiting warming to 1.5°C with no or limited overshoot use CDR to some extent to neutralize emissions from sources for which no mitigation measures have been identified and, in most cases, also to achieve net negative emissions to return global warming to 1.5°C following a peak (high confidence). The longer the delay in reducing CO_2 emissions toward zero, the larger the likelihood of exceeding 1.5°C, and the heavier the implied reliance on net negative emissions after mid-century to return warming to 1.5°C (high confidence).
[416] Congressional Research Service. 2021. Carbon Capture and Sequestration (CCS) in the United States. R44902. *https://crsreports.congress.gov/product/pdf/R/R44902?msclkid=e45e0012c25911ec8085ca575cb61e82*.

for those with limited decarbonization options. It has only been in the last few years that attention has seriously turned to mechanical CDR. As new information and modeling on climate change have been made available, the science has become clearer that avoiding the most catastrophic impacts of climate change requires both reducing emissions and deploying mechanical CDR.

California is paving a path forward on a science-based carbon management infrastructure policy that can serve as an example for other jurisdictions. The LCFS, which reduces the carbon intensity of transportation fuels, includes a protocol for select carbon management projects to become certified and generate LCFS credits.[417] CCS is not a new concept or technology. Twenty years of CCS testing show it is a safe and reliable tool.[418] As mentioned in Chapter 2, while no new CCS projects have been implemented or generated any credits under the CARB CCS protocol, CCS projects have been implemented elsewhere since the 1970s. Moreover, there has been a U.S. Department of Energy CCS research program underway for more than two decades. These all form a foundation of information for future efforts. Certified projects must successfully demonstrate adherence to rigorous pre-construction, operational, and site closure standards designed to strengthen environmental performance, as described in CARB's CCS Protocol. The protocol is designed to layer on top of existing federal carbon sequestration regulations designed to protect the environment. The protocol would need to be reevaluated if CCS were to be more broadly applied across sectors beyond transportation fuel production.

Direct air capture and carbon mineralization have high potential capacity for removing carbon, but direct air capture is currently limited by high cost. Carbon mineralization may also have high potential for removing carbon from the atmosphere, but understanding of the technology is still limited.[419] Direct air capture could also be deployed at higher rates to remove legacy GHG emissions from the atmosphere. Chapter 2 contains additional information on the current status of CCS and mechanical CDR projects globally, as well as federal support of such technologies.

Strategies for Achieving Success

- Implement SB 905.

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[417] CARB. 2018. Carbon Capture and Sequestration Protocol under the Low Carbon Fuel Standard. August 13. *https://ww2.arb.ca.gov/sites/default/files/2020-03/CCS_Protocol_Under_LCFS_8-13-18_ada.pdf*.

[418] National Energy Technology Laboratory. Permanence and Safety of CCS. *https://netl.doe.gov/coal/carbon-storage/faqs/permanence-safety*.

[419] Aines, Roger. No date. Options for Removing CO_2 from California's Air. Lawrence Livermore National Laboratory. *https://ww2.arb.ca.gov/sites/default/files/2021-08/llnl_presentation_sp_engineeredcarbonremoval_august2021.pdf*.

- Convene a multi-agency Carbon Capture and Sequestration Group comprised of federal, state, and local agencies to engage with environmental justice advocates, tribes, academics, researchers, and community representatives to identify the current status, concerns, and outstanding questions concerning CCS, and develop a process to engage with communities to understand specific concerns and consider guardrails to ensure safe and effective deployment of CCS.[420]
- Iteratively update the CARB CCS Protocol with the best available science and implementation experience.
- Incorporate CCS into other sectors and programs beyond transportation where cost-effective and technologically feasible options are not currently available and to achieve the 85 percent reduction in anthropogenic sources below 1990 levels as called for in AB 1279.
- Evaluate and propose, as appropriate, financing mechanisms and incentives to address market barriers for CCS and CDR.
- Evaluate and propose, as appropriate, the role for CCS in cement decarbonization (SB 596) and as part of hydrogen production pathways (SB 1075).
- Support carbon management infrastructure projects through core CEC research, development, and demonstration (RD&D) programs.
- Continue to explore carbon capture applications for producing or leveraging zero-carbon power for reliability needs as part of SB 100.
- Consider carbon capture infrastructure when developing hydrogen roadmaps and strategy, especially for non-electrolysis hydrogen production.
- Evaluate and streamline permitting barriers to project implementation while protecting public health and the environment.
- Explore options for how local air quality benefits can be achieved when CCS is deployed.
- Explore opportunities for CCS and CDR developers to leverage existing infrastructure, including subsurface infrastructure.
- Explore permitting options to allow for scaling the number of sources at carbon sequestration hubs.

Short-Lived Climate Pollutants (Non-Combustion Gases)

Short-lived climate pollutants (SLCPs) include black carbon (soot), methane (CH_4), and fluorinated gases (F-gases, including hydrofluorocarbons [HFCs]). They are powerful climate forcers and harmful air pollutants that have an outsized impact on climate change

[420] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F4.9. finalejacrecs.pdf (arb.ca.gov).

in the near term, compared to longer-lived GHGs, such as CO_2. According to the IPCC's *Climate Change 2021: The Physical Science Basis,* in the near-term (i.e., 10- to 20-year time scale) the warming influence of all SLCPs combined will be at least as large as that of CO_2.[421] The United Nations Environment Programme's Global Methane Assessment[422] advises that achieving the least-cost pathways to limit warming to 1.5°C requires global methane emission reductions of 40–45 percent by 2030 alongside substantial simultaneous reductions of all climate forcers, including CO_2 and SLCPs. Action to reduce these powerful emissions sources today will provide immediate benefits—both to human health locally and to reduce warming globally—as the effects of our policies to transition to low carbon energy systems and achieve carbon neutrality further unfold.

In 2017, the Board approved the comprehensive Short-Lived Climate Pollutant Reduction Strategy (Strategy).[423] This strategy explained how the state would meet the following SB 1383-established targets:

- 40 percent reduction in total methane emissions[424] (including a separate 40 percent reduction in dairy and livestock emissions)
- 40 percent reduction in hydrofluorocarbon gas emissions
- 50 percent reduction in anthropogenic black carbon emissions
- 50 percent reduction of organic waste disposal from 2014 levels by 2020, and 75 percent by 2025, including recovery of at least 20 percent of edible food for human consumption

The state is expected to achieve roughly half of the SB 1383 targeted emissions reductions by 2030 through strategies currently in place (See Figure 4-11). As directed by the Legislature under SB 1383, state agencies focused on voluntary, incentive-based mechanisms to reduce SLCP emissions in the early years of implementation to overcome technical and market barriers. Under this "carrot-then-stick" strategy, incentives are replaced with requirements as the solutions become increasingly feasible and cost-effective. To meet legislated targets, more aggressive action is needed.

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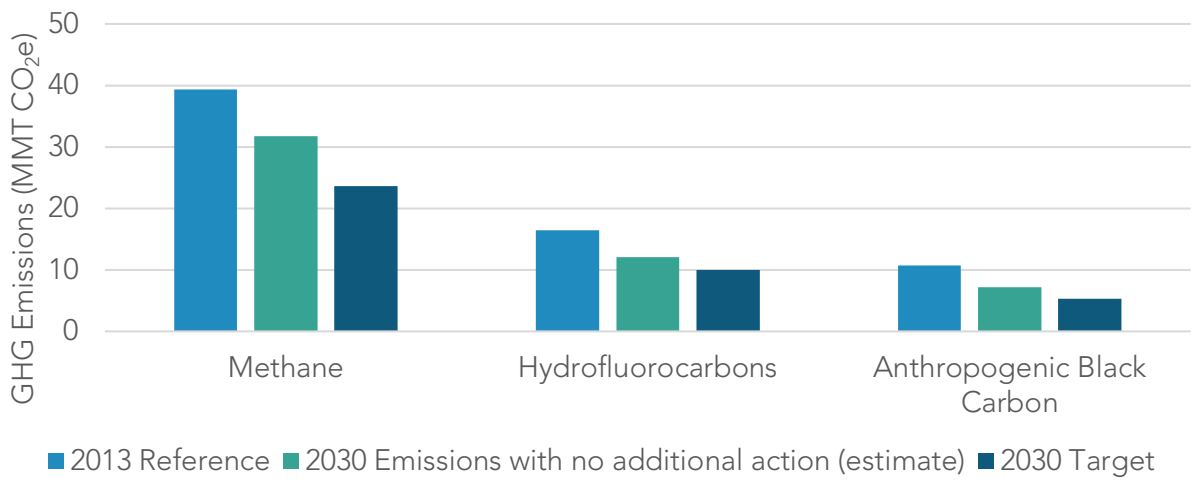
[421] IPCC. 2021. *Climate Change 2021:The Physical Science Basis. https://www.ipcc.ch/report/ar6/wg1/*.
[422] United Nations. Global Methane Assessment. Summary for Policymakers. *https://wedocs.unep.org/bitstream/handle/20.500.11822/35917/GMA_ES.pdf*.
[423] CARB. 2017. Short-Lived Climate Pollution Reduction Strategy. *https://ww2.arb.ca.gov/sites/default/files/2020-07/final_SLCP_strategy.pdf*.
[424] All SB 1383 emissions reductions are mandated to be realized by 2030 and are relative to 2013 levels.

Figure 4-11: Expected progress toward SB 1383 targeted emissions reductions by 2030 through strategies currently in place



While the state's overall GHG emissions have declined by 9 percent over the past decade, SLCP emissions reductions have not kept pace with broader progress toward decarbonization. After growing steadily in the preceding decade, methane emissions have remained relatively flat since 2013.

HFCs are the fastest growing source of GHG emissions, primarily driven by their use to replace ozone-depleting substances and an increased demand for cooling and refrigeration.[425] Since 2005, statewide HFC emissions have more than doubled. While the rate of increase has slowed in recent years due to the state's measures, HFC emissions are still on the rise in California, and have grown by over 50 percent since 2010.[426] Globally, as temperatures rise, adoption of cooling technologies (and refrigerants) is increasing rapidly. If no measures are taken, it is estimated that HFCs will account for 9 to 19 percent of the total global GHG emissions by 2050.[427]

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[425] CARB. 2022. *California Greenhouse Gas Emissions for 2000 to 2020: Trends of Emissions and Other Indicators.* https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf.

[426] CARB. 2022. *California Greenhouse Gas Emissions for 2000 to 2020.* https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf.

[427] Velders, G. J., D. W. Fahey, J. S. Daniel, M. McFarland, and S. O. Andersen. 2009. "The large contribution of projected HFC emissions to future climate forcing." *Proceedings of the National Academy of Sciences* 106(27), 10949–10954.

Methane

Human sources of methane emissions are estimated to be responsible for up to 25 percent of current warming.[428] Fortunately, methane's short atmospheric lifetime of ~12 years[429] means that emissions reductions will rapidly reduce concentrations in the atmosphere, slowing the pace of temperature rise in this decade. Further, a substantial portion of the targeted reductions can be achieved at low cost and will provide significant human health benefits. For example, the UN's *Global Methane Assessment* (2021)[430] found that over half of the available targeted measures have mitigation costs below $21/MTCO$_2$e, and that each million metric tons of methane reduced would prevent 1,430 premature deaths annually due to ozone pollution caused by methane.

Following the Twenty Sixth Conference of Parties (COP26) (the United Nations Convention on Climate Change in 2021), over 110 nations have signed onto the Global Methane Pledge (Pledge)[431] to limit methane emissions by 30 percent relative to 2020 levels. The Pledge covers countries that emit nearly half of all methane and make up 70 percent of global GDP. The UN's Global Methane Assessment[432] shows that human-caused methane emissions can be reduced by up to 45 percent this decade, which would avoid nearly 0.3°C of global warming by 2045.

As shown in Figure 4-12, the three largest sources of California's methane emissions are the dairy and livestock industry, landfills, and oil and gas systems.

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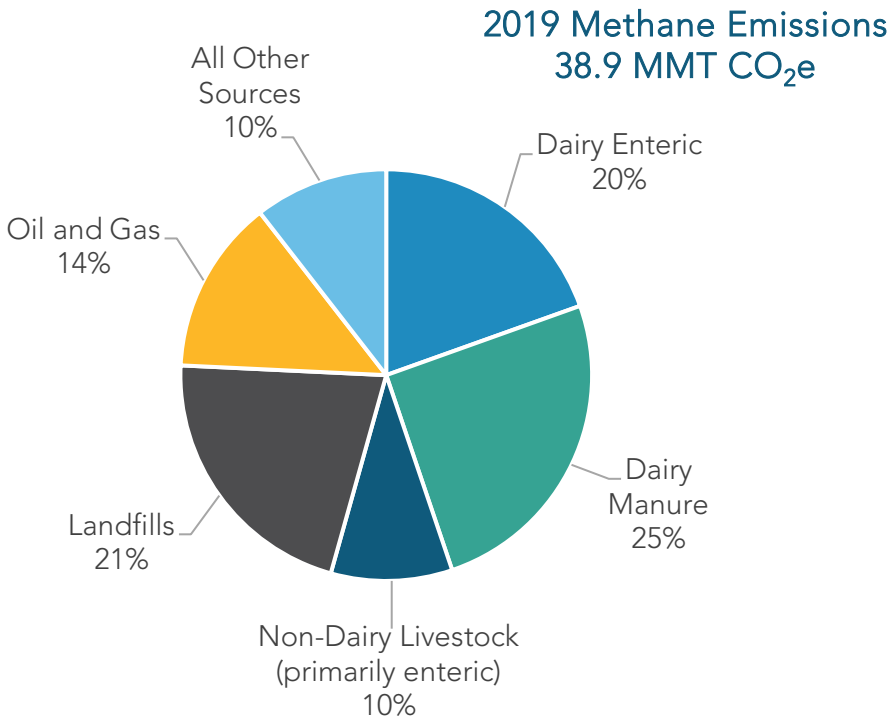
[428] IPCC. 2021. *Climate Change 2021:The Physical Science Basis.* https://www.ipcc.ch/report/ar6/wg1/.
[429] In contrast, the lifetime of CO_2 is hundreds of years. The IPCC Third Assessment Report concluded that no single lifetime can be defined for CO_2 because of the different rates of uptake by different removal processes. According to IPCC Fourth Assessment Report, the majority of an increase in CO_2 will be removed from the atmosphere within decades to a few centuries, while the remaining 20 percent may stay in the atmosphere for many thousands of years.
[430] United Nations. 2021. Global Methane Assessment. https://wedocs.unep.org/bitstream/handle/20.500.11822/35917/GMA_ES.pdf.
[431] Global Methane Pledge. https://www.globalmethanepledge.org/.
[432] United Nations Environment Programme. 2021. Global Methane Assessment: Benefits and Costs of Mitigating Methane Emissions. https://www.unep.org/resources/report/global-methane-assessment-benefits-and-costs-mitigating-methane-emissions?msclkid=00661370c85811eca078eb8fdbd603d1.

Figure 4-12: Sources of California methane emissions (2019)



Emissions from dairy and livestock operations come from two main sources: (1) enteric fermentation and (2) manure management operations, especially at dairies that employ open anaerobic lagoons that allow methane to escape into the atmosphere. Landfills, the second largest source of methane emissions, produce methane from the decomposition of organic waste. Although approximately 95 percent of all the waste that has been disposed of in the state has been deposited in a landfill that is equipped with a gas collection and control system, as required by California's Landfill Methane Regulation,[433] a portion of the methane still escapes into the atmosphere. Fugitive methane emissions can be intermittent and highly variable, both seasonally and spatially, particularly at landfills. Research has shown that landfills are complex systems and a wide range of conditions (e.g., atmospheric, operational, biological, chemical, and physical) may contribute to variability in rates of organic waste degradation, methane generation, and capture efficiency, so reducing the amount of organics deposited in landfills is critical to reducing overall landfill methane emissions. And despite the variability in individual landfill emissions, landfill gas collection and control systems remain the most effective strategy

[433] CARB. Landfill Methane Regulation. https://ww2.arb.ca.gov/our-work/programs/landfill-methane-regulation.

for reducing methane emissions from waste once it is placed in a landfill. Non-combustion methane emissions from the oil and gas sector are the third largest source of methane emissions in California. Almost three-quarters of the methane emissions from this sector come from leaks and venting from fossil gas transmission and distribution pipelines and equipment.

Hydrofluorocarbons

HFCs are synthetic GHGs that are powerful climate forcers. They are used mainly as refrigerants or heat transfer fluids in refrigeration, space conditioning, and heat pump equipment. Refrigerants are ubiquitous and are used everywhere from supermarkets, convenience stores, cold storage warehouses and wineries, to vending machines and residential and motor vehicle air-conditioners. Additionally, HFCs are also used as foam-blowing agents, solvents, aerosol-propellants, and fire suppressants. While HFCs remain in the atmosphere for a much shorter time than CO_2, the relative global warming potential (GWP) values of HFCs can be hundreds to thousands of times greater than CO_2. The mix of HFCs currently in use in California, weighted by usage (tonnage), have an average 100-year GWP of 1,700.[434] The average atmospheric lifetime of the mix of HFCs in use is 15 years.[435] Given the short average lifetimes, rapid reductions in HFC emissions can translate into near-term reductions in climate change effects.

As the global temperatures increase, the demand for cooling and refrigerants will continue to grow, as will the use of electric heat pumps to replace conventional fossil gas heating options. Unless addressed, continued use of high-GWP HFCs will perpetuate a feedback loop, where the cooling agents themselves cause additional warming.

In 2016, representatives from 197 nations signed the Kigali Amendment, which amended the existing Montreal Protocol (to reduce ozone-depleting substance production and consumption) to include a global phasedown in the production and consumption of HFCs beginning in 2019.[436] As of September 2022, 137 nations have either accepted, approved, or ratified the Kigali Amendment. On September 21, 2022, the U.S. Senate approved ratification of the Kigali Amendment, and it is expected that the United States

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[434] CARB. 2020. *Initial Statement of Reasons: Public Hearing to Consider the Proposed Amendments to the Prohibitions on Use of Certain Hydrofluorocarbons in Stationary Refrigeration, Chillers, Aerosols-Propellants, and Foam End-Uses Regulation.* October 20. https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2020/hfc2020/isor.pdf?_ga=2.164659835.592460318.1646664679-912670513.1542398285.

[435] Zhongming, Z., et al. 2011. *HFCs: A Critical Link in Protecting Climate and the Ozone Layer: A UNEP Synthesis Report.*

[436] United Nations Treaty Collection. Chapter XXVII, Amendment to the Montreal Protocol on Substances that Deplete the Ozone Layer. https://treaties.un.org/Pages/ViewDetails.aspx?src=IND&mtdsg_no=XXVII-2-f&chapter=27&clang=_en.

will soon join the 137 nations that have already ratified.[437] In the United States, Congress enacted the federal *American Innovation and Manufacturing (AIM) Act* in December 2020.[438] The AIM Act authorizes the U.S. EPA to address HFCs in several ways, including a national HFC phasedown that nearly mirrors the schedule of the global phasedown under the Kigali amendment.[439]

Nearly 90 percent of HFC emissions in California come from their use as refrigerants in the commercial, industrial, residential, and transportation sectors. The timescales over which the HFC emissions occur vary, depending on the type of application. Thus, strategies to reduce HFC emissions must be tailored by equipment type. CARB has several measures in place to tackle HFC emissions from the various sources shown in Figure 4-13 below. This includes the Refrigerant Management Program[440] that tracks and manages emissions from large commercial, industrial, and cold storage refrigeration facilities in the state. CARB has adopted regulations to reduce HFC emissions from consumer product aerosol propellants, semiconductor manufacturing, and small cans of automotive refrigerant.[441]

In 2018, California adopted HFC prohibitions via regulation and legislation for several sectors, including stationary refrigeration and foam end uses to backstop the partially vacated federal Significant New Alternatives Policy (SNAP) program.[442] Most recently, in 2020, CARB adopted additional measures that place GWP limits on refrigerants used in refrigeration and air conditioning equipment, which are the largest sources of HFC emissions, and are commonly used in residential, commercial, and industrial buildings. Additionally, CARB adopted a unique pilot program requiring the use of reclaimed refrigerant: the Refrigerant Recovery, Reclaim, and Reuse (R4) Program. The newly adopted HFC rules for the refrigeration and air conditioning sectors are the first of their kind in the nation.

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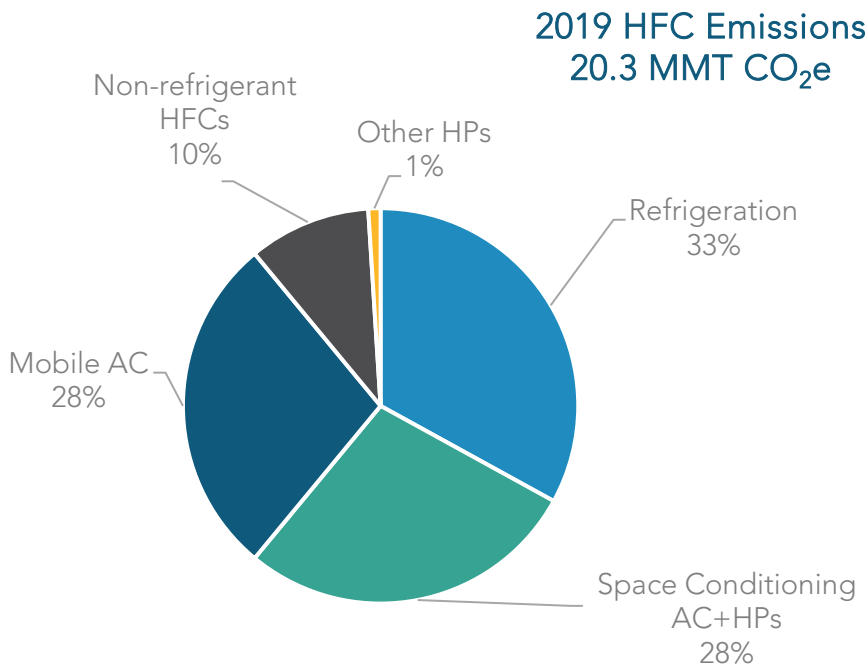
[437] U.S. Ratification of the Kigali Amendment - United States Department of State. *https://www.state.gov/u-s-ratification-of-the-kigali-amendment/*.
[438] 42 U.S.C § 7675, Pub. L. 116-260, § 103. *https://www.epa.gov/sites/default/files/2021-03/documents/aim_act_section_103_of_h.r._133_consolidated_appropriations_act_2021.pdf*.
[439] 42 U.S.C § 7675, Pub. L. 116-260, § 103.
[440] Cal. Code of Regs., tit. 17, §§ 95380, et seq.
[441] Contained in various sections, commencing with Cal. Code of Regs., tit. 13, §§ 1900 et seq.
[442] Cal. Code of Regs., tit. 17, §§ 95371, et seq.; California Cooling Act, Senate Bill 1013 (Lara, Stats. of 2018, Ch. 375, Health & Saf. Code § 39764).

Figure 4-13: Sources of hydrofluorocarbon (HFC) emissions (2019)

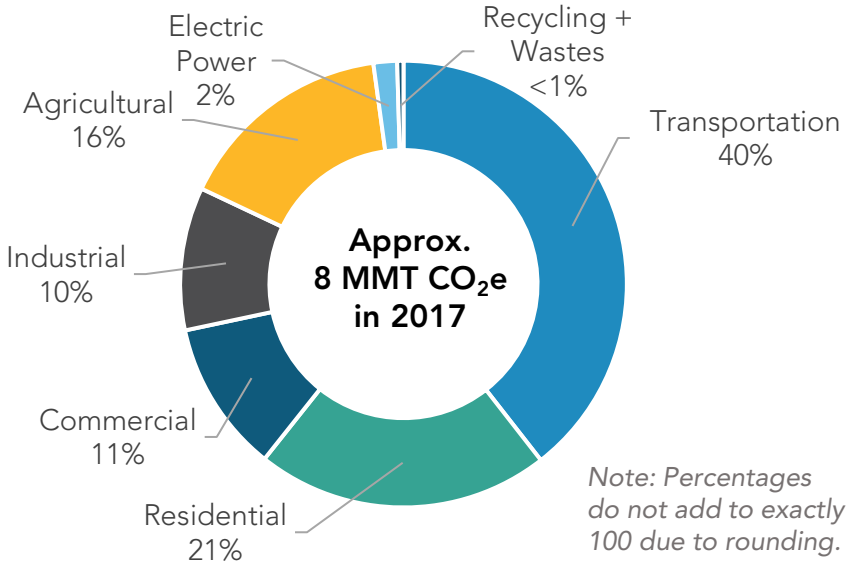


Anthropogenic Black Carbon

Black carbon is not included in AB 32 or the state's AB 32 GHG inventory that tracks progress toward the state's climate targets; however, it has been identified as a powerful climate forcer and is included California's Short-Lived Climate Pollutant Reduction Strategy. The majority of anthropogenic black carbon emissions come from transportation, specifically heavy-duty vehicles, and they have decreased since 2013 due to engine certification standards and in-use rules for on-road and off-road fleets, along with clean fuel requirements and incentives, including California Climate Investments and LCFS credits. Additionally, fuel combustion for residential, commercial, and industrial applications contribute significantly to overall black carbon emissions. Approximately 95 percent of residential black carbon emissions are due to wood combustion; these emissions are being reduced through programs like the Woodsmoke Reduction Program established by SB 563 (Lara, Chapter 671, Statutes of 2017). Alternatives to agricultural burning and policies that phase out agricultural burning will also result in agricultural black carbon emissions reductions. In 2021 CARB provided a preliminary estimate of 2017

black carbon emissions (Figure 4-14).[443] This estimate will be finalized as part of a future update to the Short-Lived Climate Pollutant Inventory.

Figure 4-14: Sources of anthropogenic black carbon (preliminary 2017 estimates; AR5 100-yr GWP 900)



Sector Transition

California has long recognized the importance of mitigating non-combustion SLCPs and took several early action measures as part of a comprehensive, ongoing program to reduce in-state GHG emissions under AB 32. The early action measures included CARB's Landfill Methane Regulation,[444] Refrigerant Management Program,[445] and Oil and Gas Methane Regulation.[446]

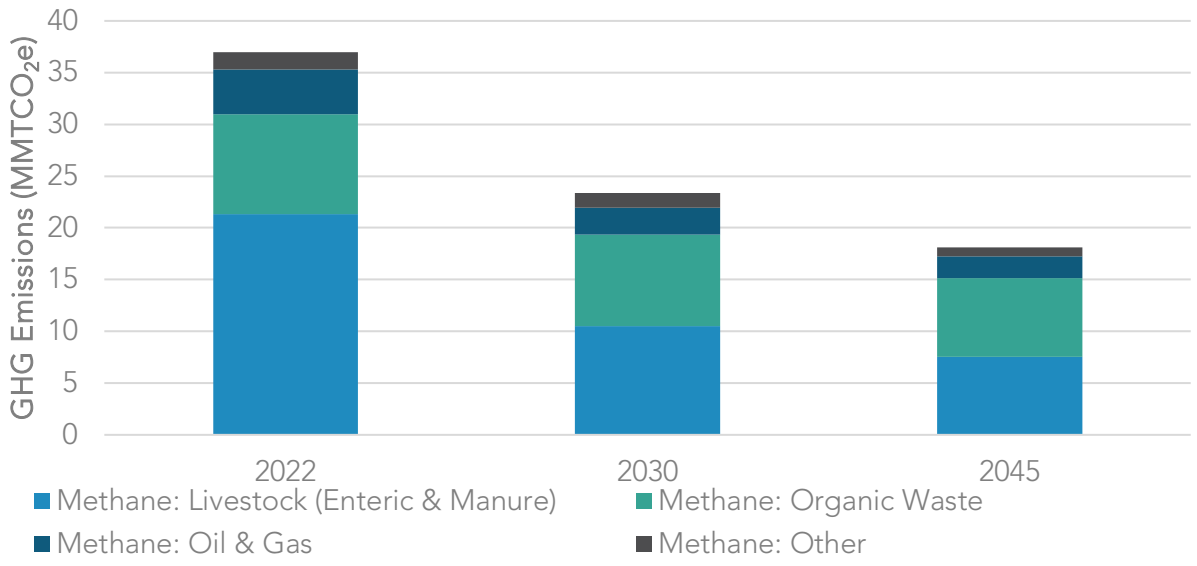
Methane

The methane abatement strategies currently in place are projected to achieve half of the methane emissions needed to meet the overall methane reduction target of SB 1383 (40 percent reduction by 2030). The reduction target translates to a limit of less than 24 MMTCO_2e in 2030 (Figure 4-15). It is anticipated that, since some sectors have fewer

[443] CARB. 2021. 2022 Scoping Plan Update – Short-Lived Climate Pollutants Workshop Presentation, September 8. https://ww2.arb.ca.gov/sites/default/files/2021-09/carb_presentation_sp_slcp_september2021_1.pdf.
[444] Cal. Code of Regs., tit. 17, §§ 95460, et seq.
[445] Cal. Code of Regs., tit. 17, §§ 95380, et seq.
[446] Cal. Code of Regs., tit. 17, §§ 95665–77.

strategies that can be implemented to reduce methane in the near-term, other sectors will need to go beyond the 40 percent reduction to meet the target.

Figure 4-15: Methane emissions in 2022, 2030, and 2045 in the Scoping Plan Scenario[447]



Dairy and Livestock Methane

California is the largest dairy-producing state, home to one in five U.S. dairy cows. To date, methane emissions reductions from the dairy and livestock sector have mainly been driven by a decreasing animal population and the growing adoption of manure management strategies, including anaerobic digesters and conversion to dry manure systems and pasture systems. CARB recently completed a detailed analysis of the emission reductions expected by 2030 and the estimated additional investment needed to reach the dairy and livestock sector methane reduction target. [448]

Assuming no adoption of additional manure management and enteric mitigations strategies beyond the projects that have committed funding, and a continued annual animal population decrease of 0.5 percent per year through 2030, further reductions of approximately 4.4 $MMTCO_2e$ will be needed to achieve the 2030 methane emissions reduction target for the sector set by SB 1383. If the remaining reductions are met through

[447] The *Organic Waste* category includes methane from landfills, wastewater treatment, and compost facilities.
[448] CARB. 2021. Analysis of Progress toward Achieving the 2030 Dairy and Livestock Sector Methane Emissions Target. June. *https://ww2.arb.ca.gov/sites/default/files/2021-06/draft-2030-dairy-livestock-ch4-analysis.pdf*.

a mix of dairy projects in which half are dairy digesters and half are alternative manure management projects, then it is estimated that at least 420 additional projects will be necessary. Additional emissions reductions beyond this level will likely be necessary to ensure that the overall state methane emissions reduction targets are met.

Despite the considerable methane emissions mitigation potential of enteric strategies like feed additives, little progress has been made, as few products with proven mitigation potential have become commercially available, and unlike manure management strategies, there is a lack of financial incentives for their adoption.

Market conditions favoring farm consolidation and improved production efficiencies have driven reductions in the California and U.S. dairy population over the past decade. [449] These efficiency gains have allowed California to maintain production levels despite the decreasing population. If demand for dairy and beef products remains steady or increases, continued improvements in production efficiency and adoption of effective manure management and enteric mitigation strategies will be important to support dairy and livestock methane emission reductions.

Strategies for Achieving Success

- Install state of the art anaerobic digesters that maximize air and water quality protection, maximize biomethane capture, and direct biomethane to sectors that are hard to decarbonize or as a feedstock for energy.
- Increase alternative manure management projects, including but not limited to conversion to "solid," "dry," or "scrape" manure management; installation of a compost-bedded pack barn; an increase in the time animals spend on pasture; and implementation of solid-liquid separation technology into flush manure management systems.
- Implement enteric fermentation strategies that are cost-effective, scientifically proven, safe for animal and human health, and acceptable to consumers, and that do not impact animal productivity. Provide financial incentives for these strategies as needed.
- Accelerate demand for dairy and livestock product substitutes such as plant-based or cell-cultured dairy and livestock products to achieve reductions in animal populations.
- In consideration of pace of deployment of methane mitigation strategies and the scale of complimentary incentives, consider regulation development to ensure that the 2030 target is achieved, assuming the conditions outlined in SB 1383 are met.

[449] MacDonald, James M., Jonathan Law, and Roberto Mosheim. 2020. *Consolidation in U.S. Dairy Farming.* ERR-274. July. https://www.ers.usda.gov/webdocs/publications/98901/err-274.pdf.

Landfill Methane

Achieving the 75 percent organic waste disposal reduction target[450] of SB 1383, and maintaining that level of disposal in subsequent years, would bring annual landfill emissions in 2030 to just below the 2013 baseline. Annual methane emissions will be higher through 2030 than originally anticipated by the SLCP Strategy because the state did not achieve the anticipated reductions in organic waste disposal of 50 percent below 2014 levels by 2020. SB 1383 prohibited the organic disposal regulations from taking effect until 2022,[451] and, as a result, emissions have continued to increase.

Due to the multidecadal time frame required to break down landfilled organic material, the emissions reductions from diverting organic material in one year are realized over the course of several decades. For example, one year of waste diversion in 2030 is expected to avoid 8 $MMTCO_2e$ of landfill emissions, cumulatively, over the lifetime of that waste's decomposition.[452] Near-term diversion efforts are critical to avoid locking in future landfill methane emissions.

CalRecycle's 2020 report, *Analysis of the Progress Toward the SB 1383 Waste Reduction Goals,*[453] estimated that 8 million short tons of composting and anerobic digestion capacity will be needed to manage organic wastes, above the existing and new capacity expected to be available by 2025. The 2019 report, *Co-Digestion Capacity in California,*[454] from the State Water Resources Control Board estimated that at least 2.4 million tons of digester capacity is available at urban wastewater treatment plants if sufficient incentives or funding for collection, receiving, and processing operations are provided to enable utilization of this capacity. The CPUC approved a decision in February 2022 implementing the biomethane procurement program, which will require investor-owned utilities by 2025 to procure 17.6 billion cubic feet (BCF) of biomethane produced from organic wastes to support the landfill disposal reduction and SLCP target and reduce fossil gas reliance for

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[450] The target is from 2014 levels by 2025.
Public Resources Code, § 42652.5. CalRecycle approved the SLCP: Organic Waste Reductions regulations (*https://calrecycle.ca.gov/organics/slcp/*) in 2020 and began implementing them in January 2022. These regulations are designed to achieve the 2025 disposal reduction and edible food recovery targets.

[452] The life cycle emissions reduction is based on anticipated diversion of 27 million short tons of organic waste from CalRecycle (2020) Analysis of the Progress Toward the SB 1383 Organic Waste Reduction Goals (*https://www2.calrecycle.ca.gov/Publications/Details/1693*). Under CalRecycle's SLCP regulations, an alternative to landfill disposal must achieve a life cycle GHG reduction of 0.3 $MTCO_2e$ per short ton of waste diverted.

[453] CalRecycle. 2020. *Analysis of the Progress Toward the SB 1383 Waste Reduction Goals.* *https://www2.calrecycle.ca.gov/Publications/Details/1693*.

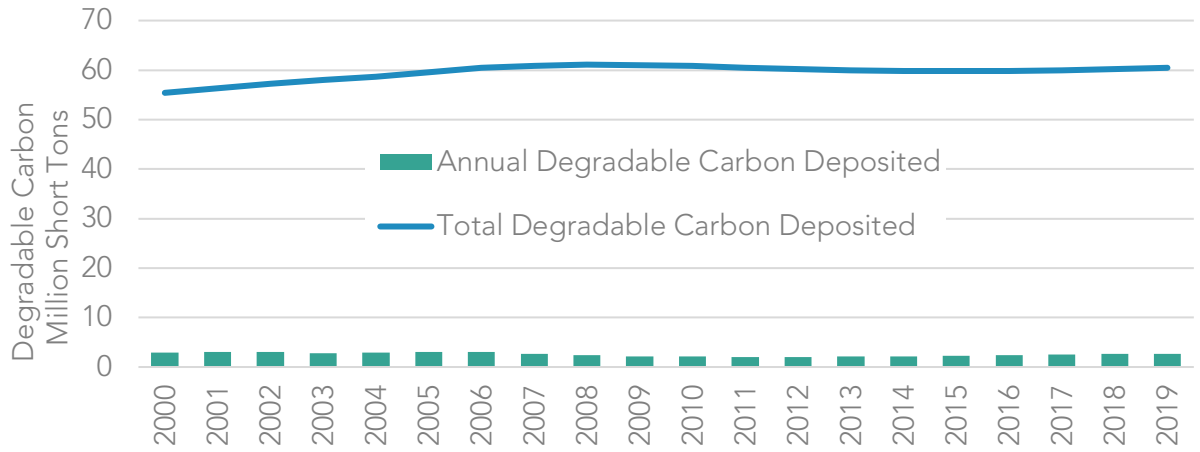
[454] State Water Resources Control Board. 2019. *Co-Digestion Capacity in California.* *https://www.waterboards.ca.gov/water_issues/programs/climate/docs/co_digestion/final_co_digestion_capacity_in_california_report_only.pdf*.

residential and commercial customers.[455] Additionally, the organic waste stream includes more than one million tons of edible food that could be recovered before it enters the waste stream through food rescue programs that combat hunger in communities throughout California.

While reducing organic waste disposal is the most effective means of achieving reductions in waste sector methane, strategies to reduce emissions from waste already in place in landfills also will play a role in achieving near-term reductions. As Figure 4-16 shows, the total degradable carbon (a measure of the amount of waste with potential to generate methane) that is accumulated from waste deposited in previous years is over 20 times greater than the amount added each year. This illustrates that even if we were able to entirely phase out landfilling of organic waste today, the existing waste in place at landfills would continue to generate methane for decades into the future.

Through a combination of improvements in operational practices, use of lower permeability covers, advanced landfill gas collection systems, and increased monitoring to detect and repair leaks, it is estimated that a direct emission reduction of 10 percent is achievable across the state's landfills by 2030. Technologies to utilize landfill gas efficiently can contribute further emission reductions in the energy sector.

Figure 4-16: Degradable carbon deposited in landfills



Strategies for Achieving Success

- Maximize existing infrastructure and expand it to reduce landfill disposal, with strategies including composting, anaerobic digestion, co-digestion at wastewater treatment plants, and other non-combustion conversion technologies.

[455] CPUC. 2022. Decision 22-02-025.

- Expand markets for products made from organic waste, including through recognition of the co-benefits of compost, biochar, and other products.[456]
- Recover edible food to combat food insecurity.
- Invest in the infrastructure needed to support growth in organic recycling capacity.
- Utilize existing digesters at wastewater treatment facilities to rapidly expand food waste digestion capacity.
- Direct biomethane captured from landfills and organic waste digesters to sectors that are hard to decarbonize.
- Implement improved technologies and best management practices at composting and digestion operations.
- Reduce emissions from landfills through improvements in operational practices, lower permeability covers, advanced collection systems, and technologies to utilize landfill gas.
- Leverage advances in remote sensing capabilities to quickly pinpoint large methane sources and mitigate leaks, improve understanding of the factors that lead to better capture efficiency, and explore new technologies and practices that can reliably improve methane control at landfills.

Upstream Oil and Gas Methane Reduction

For oil and gas production, processing, and storage, California is currently on track to achieve a 41 percent reduction in methane emissions by 2025 relative to 2013. The additional reductions needed to meet the 2030 target may be achieved by implementing additional regulatory requirements to further reduce intentional venting of fossil gas from equipment. If necessary, additional reductions from transmission and distribution facilities may be achieved by requiring the utilities to increase inspection and repair activities or further reduce emissions from pipeline blowdowns by implementing methods such as using portable compressors, using plugs to isolate sections of pipelines, flaring vented gas, routing gas to fuel gas systems, and installing static seals on compressor rods. Advances in methane detection technologies (e.g., satellites equipped to detect large methane sources) may also help to identify and mitigate methane emissions quickly across the oil and gas sector.

As California transitions away from fossil fuels, in-state oil and gas production will likely decline. This could result in an increase over time in the number of long-term idle and orphan wells (idle wells lacking a financially solvent, responsible owner) in the state. While California has regulations aimed at helping ensure operators manage their idle wells,

[456] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F4.4. finalejacrecs.pdf (arb.ca.gov).

there could likely be an increase in California's orphan well population. Plugging all orphan wells, of which there are currently over 5,000, could take decades due to the limited resources California has for orphan well plugging. The benefits from plugging wells include methane emission reductions and job creation; employment gains from well plugging and site remediation activities could help temporarily offset job losses from the oil and gas industry. The California Council on Science and Technology's 2018 report on orphan wells, *Orphan Wells in California: An Initial Assessment of the State's Potential Liabilities to Plug and Decommission Orphan Oil and Gas Wells,*[457] found that the potential cost to the state of plugging current orphan wells could be approximately $500 million, and the cost of plugging all active and idle wells could total over $9.1 billion. As oil and gas production in California declines due to reduced demand for fossil fuels, additional funding will likely be needed to cover the costs of plugging wells that have no viable operator.

Strategies for Achieving Success

- Mitigate emissions from leaks by regular leak detection and repair (LDAR) surveys at all facilities.
- Replace high emitting equipment with zero emission alternatives wherever feasible.[458]
- Have CARB and CalGEM lead a Task Force to identify and address methane leaks from oil infrastructure near communities.
- Pursuant to SB 1137, develop leak detection and repair plans for facilities in health protection zones, implement emission detection system standards, and provide public access to emissions data.
- Minimize emissions from equipment that must vent fossil gas by design (e.g., fossil gas powered compressors).
- Install vapor collection systems on high emitting equipment.
- Phase out venting and routine flaring of associated gas (gas produced as a by-product during oil production).
- Continuous ambient monitoring at fossil gas underground storage facilities to quickly detect large methane sources.
- Reduce pipeline and compressor blowdown emissions.

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[457] The California Council on Science and Technology. 2018. *Orphan Wells in California: An Initial Assessment of the State's Potential Liabilities to Plug and Decommission Orphan Oil and Gas Wells.* *https://ccst.us/wp-content/uploads/CCST-Orphan-Wells-in-California-An-Initial-Assessment.pdf*.

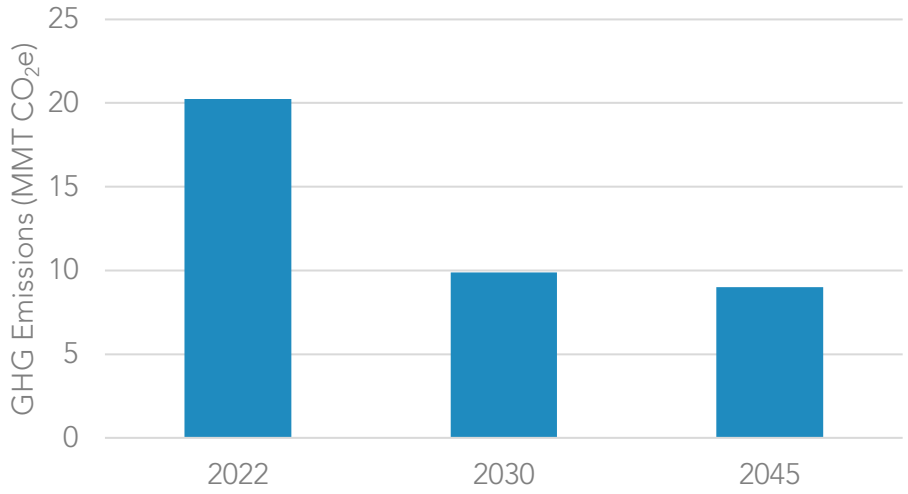
[458] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, P5. *finalejacrecs.pdf (arb.ca.gov)*.

- Leverage advances in remote sensing capabilities to quickly pinpoint large methane sources and mitigate leaks.[459]

Hydrofluorocarbons

In California, all the HFC measures currently in place will help achieve more than 70 percent of the reductions needed to achieve the 2030 HFC goal and provide very significant emissions reductions by 2045 and beyond. However, new targeted measures will be needed to maintain the pace of reductions, as demand for technologies that currently predominantly use high-GWP refrigerants is anticipated to grow. Despite decarbonization efforts, high-GWP HFCs are expected to be among the last remaining persistent GHG emission sources, as shown in Figure 4-17.[460]

Figure 4-17: Hydrofluorocarbon emissions in 2022, 2030, and 2045 in the Scoping Plan Scenario



HFC emissions from new and existing sources should be addressed in tandem with building decarbonization efforts to maximize reductions.[461] As buildings are electrified in an effort to decarbonize them, the use of heat pumps for space conditioning, water heaters, and clothes dryers is expected to increase significantly. Heat pumps, while using

[459] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, CC17. finalejacrecs.pdf (arb.ca.gov).
[460] Energy and Environmental Economics, Inc. 2020. *Achieving Carbon Neutrality.* https://ww2.arb.ca.gov/sites/default/files/2020-10/e3_cn_final_report_oct2020_0.pdf.
[461] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF26. finalejacrecs.pdf (arb.ca.gov).

electricity, not fossil gas, currently rely predominantly on high-GWP refrigerants. Very low- or no-GWP technologies and solutions are either available or emerging for various heat pump technologies, and likely to develop further as international efforts to mitigate HFCs continue. However, most of these technologies are still nascent in the United States. In addition, some of the alternatives cannot be used until California building codes are updated, which is currently expected at the earliest in mid-2024 for some technologies based on the recently adopted provisions in AB 209[462] requiring the California Building Standards Commission to adopt the latest safety standards for refrigerant containing equipment into California's building codes. The current updates to the building codes will allow the use of many refrigerants with lower GWPs than HFCs currently in use. However, additional building code updates are needed to expand the choices of ultra-low-GWP alternatives, and that will need to happen in the next few years. The adoption of low-GWP refrigerants must occur in parallel with building decarbonization efforts; without such efforts, the vast GHG benefits of the latter will be partially offset, and the proportion of HFC emissions from buildings will continue to grow.

Leaks from existing air conditioning and refrigeration equipment are a major source of statewide and global HFC emissions. Once installed, refrigeration and air conditioning equipment can stay in place for decades, while leaking refrigerants into the atmosphere. This makes it very important that new installed equipment use refrigerants with a GWP as low as possible. The refrigerants inside existing equipment are sometimes collectively referred to as the *installed base* or *banks* of potential HFC emissions. If released spontaneously, the existing HFC banks would equal 60 percent of all annual statewide GHG emissions in California, as illustrated in Figure 4-18.[463]

The sales prohibitions on newly produced refrigerants set forth in SB 1206 (2022) and the national/international HFC phasedown will help in reducing HFC emissions from existing equipment by restricting the supply of and increasing the value of existing high-GWP HFCs, thus enabling a circular economy. In the 2022–2023 state budget, CARB received $45 million in incentive funding for climate-friendly refrigerant technologies; this funding will be critical in shifting the market toward the best available refrigerant technologies in various sectors.

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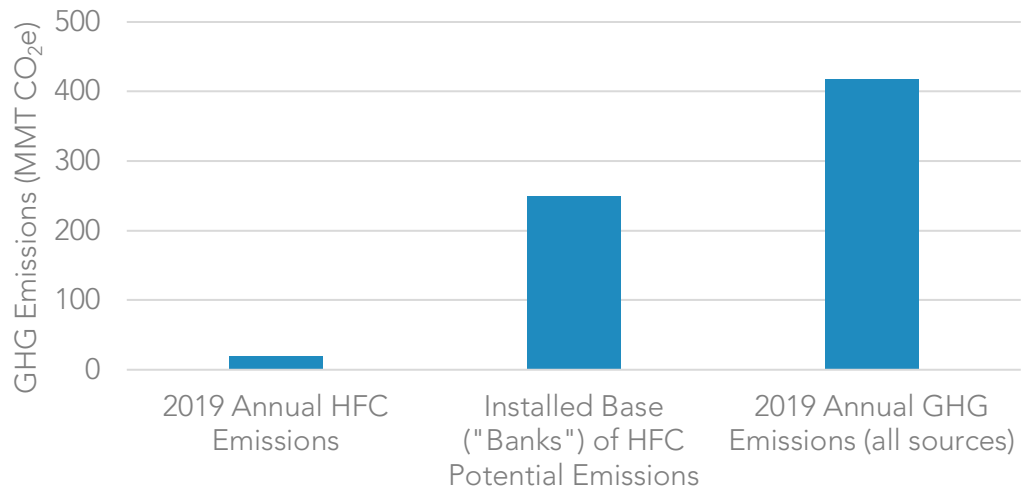
[462] AB 209: Energy and climate change. *https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB209.*

[463] CARB. 2021. 2022 Scoping Plan Update – Short-Lived Climate Pollutants Workshop Presentation. September 8. *https://ww2.arb.ca.gov/sites/default/files/2021-09/carb_presentation_sp_slcp_september2021_1.pdf*.

Figure 4-18: Potential emissions from refrigerants in existing equipment



Strategies for Achieving Success

- Expand the use of very low- or no-GWP technologies in all HFC end-use sectors, including emerging sectors, like heat pumps for applications other than space conditioning, to maximize the benefits of building decarbonization.[464]
- Convert large HFC emitters such as existing refrigeration systems to the lowest practical GWP technologies.[465]
- Prioritize small-scale and independent grocers serving priority populations in addressing existing "banks" of high-GWP refrigerants.[466]
- Improve recovery, reclamation, and reuse of refrigerants by limiting sales of new or virgin high-GWP refrigerants and requiring the use of reclaimed refrigerants where appropriate.[467]
- Assist low-income and disadvantaged communities in obtaining low-GWP space conditioning units to protect vulnerable communities from heat stress and wildfire smoke.[468]

[464] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF26. finalejacrecs.pdf (arb.ca.gov).
[465] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF22. finalejacrecs.pdf (arb.ca.gov).
[466] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, JT5 and JT6. finalejacrecs.pdf (arb.ca.gov).
[467] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, JT1. finalejacrecs.pdf (arb.ca.gov).
[468] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, NF28, JT5, and JT6. finalejacrecs.pdf (arb.ca.gov).

- Accelerate technology transitions in California and the U.S. overall by collaborating with international partners committed to taking action on HFCs under the Kigali Amendment to the Montreal Protocol; this includes addressing barriers to adoption of very low- or no-GWP refrigerant technologies such as high upfront costs, shortage of trained technicians, and lag in updating safety standards and building codes.

Anthropogenic Black Carbon

Significant progress has been made since 2013 to reduce anthropogenic black carbon emissions, primarily from decreased combustion of distillate fuels in the agricultural sector, as well as improvements to provide cleaner, on-road combustion technologies. Under current strategies, anthropogenic black carbon from transportation is expected to be reduced by over 60 percent in 2030. Continued reductions in combustion emissions across all sectors from both the state's climate and air quality programs will also help reduce anthropogenic black carbon emissions going forward.

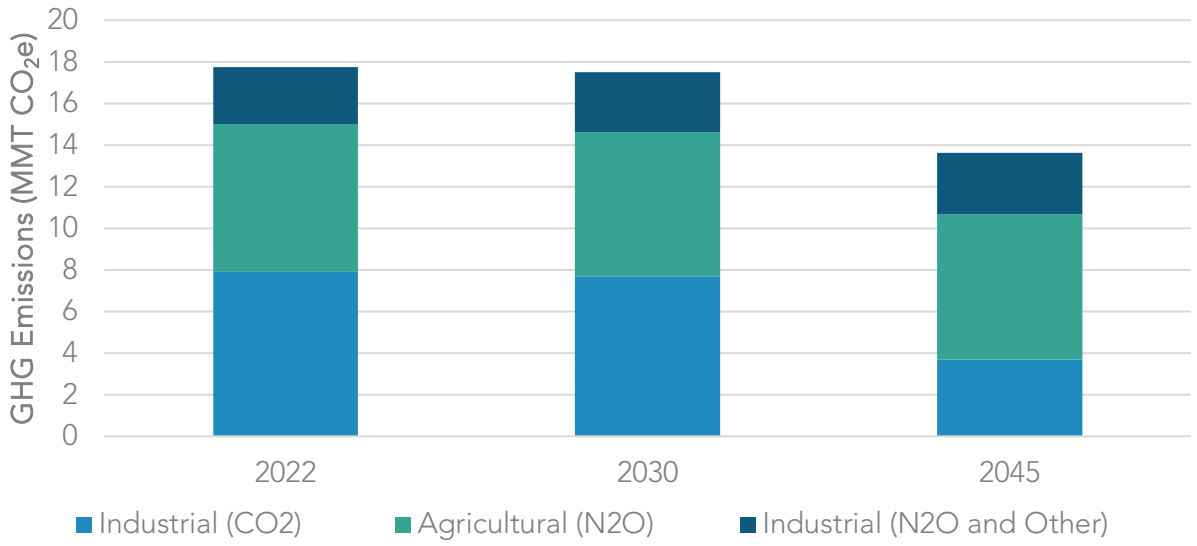
Strategies for Achieving Success

- Reduce fuel combustion commensurate with state's climate and air quality programs, particularly from reductions in transportation emissions and agricultural equipment emissions.[469]
- Invest in residential woodsmoke reduction.

In addition to SLCP emissions, some remaining non-combustion emissions are anticipated to persist in the coming decades, as shown in Figure 4-19. These include CO_2 from industrial processes such as cement manufacturing, oil and gas extraction, and geothermal electric power; N_2O from wastewater treatment, fertilizers, and livestock manure applied to agricultural soils; and other industrial, non-HFC GHG emissions.

[469] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, F1A and Appendix A (Table Summary of Direct Emission Reduction Strategies). "Emissions reductions from energy consumed by California's agricultural sector, including post-harvest processing, use of tractors and other farm equipment, and water import and irrigation." finalejacrecs.pdf (arb.ca.gov).

Figure 4-19: Remaining non-combustion emissions in 2022, 2030, and 2045 in the Scoping Plan Scenario



Natural and Working Lands

California's natural and working lands (NWL) cover approximately 90 percent of the state's 105 million acres,[470] and include forests, grasslands, shrublands and chaparral, croplands, wetlands, sparsely vegetated lands, and the green spaces in urban and built environments. These lands include California Native American tribes' ancestral and cultural lands, parks and green spaces in our cities and communities, and the waters and the iconic landscapes we know and love. The diverse landscapes and biodiversity found throughout California's NWL provide a multitude of benefits to the people of California, including clean water, clean air, biodiversity, food, economic prosperity, recreational opportunities, continuation of traditional tribal ways of life, mental health benefits, and many others.

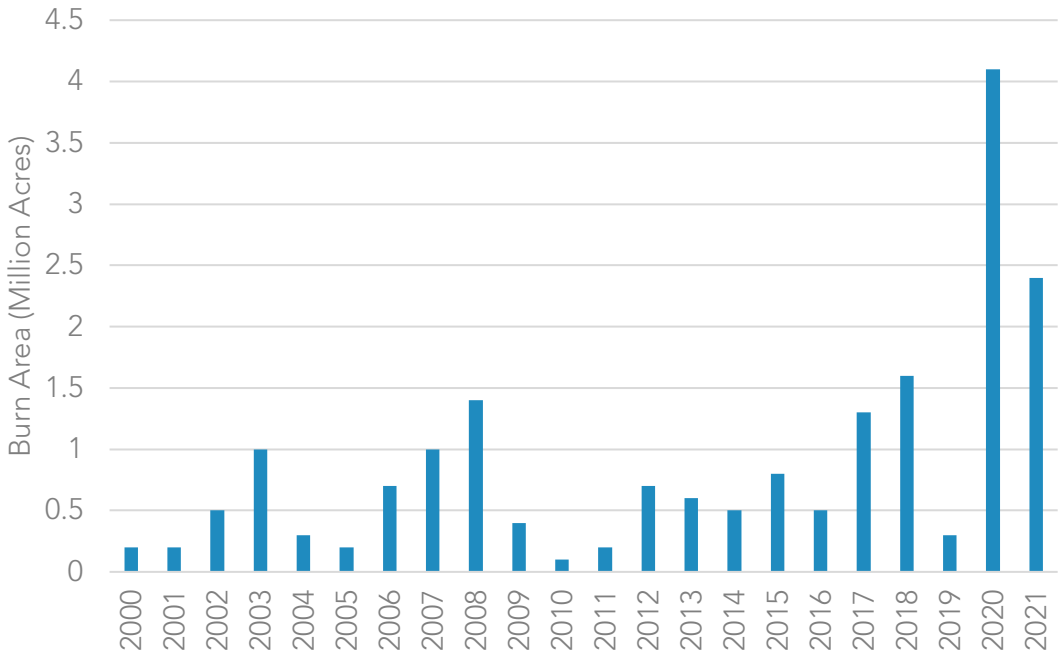
Our lands are a critical sector in California's fight to achieve carbon neutrality and build resilience to the impacts of climate change. Healthy land can sequester and store atmospheric CO_2. Healthy lands also can reduce emissions of powerful SLCPs, limit the release of future GHG emissions, protect people and nature from the impacts of climate change, and build our resilience to future climate risks. Creation of healthy lands through

[470] CNRA. 2022. Natural and Working Lands Climate Smart Strategy. *https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Expanding-Nature-Based-Solutions/CNRA-Report-2022---Final_Accessible_Compressed.pdf*.

multi-benefit and mitigation measures can also support tribal and local traditional lifeways. Unhealthy lands have the opposite effect—they release more GHGs than they store and are more vulnerable to future climate change impacts.

Climate change impacts have become more apparent in recent years and are having significant effects on communities throughout the state. One of these impacts is the much more frequent occurrence of unusually large, high-severity wildfires, which are being driven by climate change and by a recent history of fire-exclusion and land management practices that have resulted in forests with high levels of biomass. These recent large and high-severity wildfires have resulted in a significant amount of burned acreage and emissions in California (Figure 4-20).[471]

Figure 4-20: Acreage of burned wildland vegetation area



These wildfires deviate from the lower-severity fires that previously occurred at frequent intervals, around which California's forests evolved. As climate change accelerates, these large, uncharacteristic wildfires are likely to become more common and impact more of our landscapes. Climate change is also expected to have other significant effects on our lands, including more extreme droughts, floods, extreme heat, and the spread of invasive aquatic and terrestrial species, pests, diseases, and parasites. These impacts can lead

[471] CARB. 2022. Wildfire Emission Estimates for 2021. https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/Wildfire%20Emission%20Estimates%202000-2021.pdf.

to negative feedback loops on human and ecological health; for example, increasing the spread of invasive species can lead to increases in pesticide use, if not managed through regulation or mitigation, which can pose risks to human health and the environment.

California's approach to climate action in the NWL sector is not solely focused on maximizing carbon stocks but instead on supporting carbon management that holistically fosters ecosystem health, resilience, provision of overall climate function, and other co-benefits.

Natural systems operate on a longer timescale than the energy and industrial sectors, and benefits from climate action on our lands can take decades to accrue. Scaling climate smart land management in California requires taking action now and playing the "long game" by establishing and maintaining consistent, patient approaches and programs.

Landscapes

For the first time, this Scoping Plan includes modeling for the NWL sector. The focus of the initial modeling is limited to seven land types that align with the those in the NWL Climate Smart Strategy.[472] Work will continue to incorporate more landscapes and management practices into the modeling over time. The initial landscapes included in the modeling for this Scoping Plan are:

- Forests
- Shrublands and Chapparal
- Grasslands
- Croplands
- Wetlands
- Developed Lands
- Sparsely Vegetated Lands

Each of these land types are a key component to the state's approach to increasing climate action in the NWL sector, as called for in Executive Order N-82-20 and AB 1757.[473] The Executive Order directs CARB to update the target for this sector in support of carbon neutrality by 2045 as part of this Scoping Plan, and to take into consideration the NWL Climate Smart Strategy. AB 1757 calls for the development of an

[472] CNRA. 2022. *Natural and Working Lands Climate Smart Strategy. Appendix B.* *https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Expanding-Nature-Based-Solutions/Appendix-B_04132022_ada.pdf*.

[473] AB 1757 California Global Warming Solutions Act of 2006: Climate Goal: Natural and Working Lands. *https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB1757*.

ambitious range of targets for the NWL sector to be integrated into the Scoping Plan and other state policies. It directs CARB and CNRA to work closely together to update the NWL Climate Smart Strategy, and establish an expert advisory committee to inform and advise on NWL modeling, targets, and implementation strategies.[474] Additionally, in 2021, the governor signed SB 27[475] (Skinner, Chapter 237, Statutes of 2021) into law. It directed CARB to establish CO_2 removal targets for 2030 and beyond and take into consideration the NWL Climate Smart Strategy. The governor's Executive Order, AB 1757, and SB 27 go beyond previous direction from the Legislature and past administrations. These directives emphasize the importance of quantifying land-based carbon both statewide,[476] and in programs and policies,[477] setting targets[478] for NWL to support the state's climate objectives, and advancing land management actions[479] that support the health and resiliency of these lands.

Blue carbon (also known as carbon captured and held in coastal vegetation and soils, such as seagrasses, seaweeds, and wetlands)—is also important to consider as we look at long-term climate goals. While this landscape is not currently covered by IPCC inventory guidelines or included in California's NWL Inventory, the United States was the first nation to include blue carbon in its national GHG emissions inventory. California's Ocean Protection Council and San Francisco Estuary Institute are partnering to create a new coastal wetlands, beaches, and watersheds inventory. CARB staff will utilize information from this effort and assess other available data to evaluate how this landscape may be integrated into our efforts in the future as more data become available.[480]

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[474] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N20. *finalejacrecs.pdf (arb.ca.gov)*.
[475] SB 27 Carbon sequestration: state goals: natural and working lands: registry of projects. *https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220SB27*.
[476] SB 859 Public resources: greenhouse gas emissions and biomass (SB 859, Committee on Budget and Fiscal Review, Chapter 368, Statutes of 2016). *https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB859*.
[477] SB 1386. Resource conservation: working and natural lands. (SB 1386, Chapter 545, Statutes of 2016). *https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201520160SB1386*.
[478] CARB. 2017. 2017 Climate Change Scoping Plan Update. Board Resolution 17-46. *https://ww2.arb.ca.gov/sites/default/files/barcu/board/res/2017/res17-46.pdf*.
[479] Executive Department. State of California. EO B-52-18. *https://www.ca.gov/archive/gov39/wp-content/uploads/2018/05/5.10.18-Forest-EO.pdf*.
[480] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N2. *finalejacrecs.pdf (arb.ca.gov)*.

Trends of Carbon on Landscapes

CARB currently tracks the carbon stock changes though the Inventory of Ecosystem Carbon in California's Lands[481] (NWL Inventory), which is summarized in Chapter 1. The NWL Inventory is a key tool for tracking changes in carbon stocks across the state, and it will serve as the inventory of record for this sector, tracking sector-wide progress toward the target. The NWL Inventory provides a retrospective snapshot of the status of California's lands, and captures the gains or losses of carbon stocks that occur over time. In addition to tracking carbon stock changes, the NWL Inventory is an important tool for understanding the impacts of our efforts to increase climate action in this sector (such as those identified in this Scoping Plan and the NWL Climate Smart Strategy) on NWL carbon stocks. The inventory is also used as the foundation for Scoping Plan scenario modeling and target setting.

CARB's inventory shows that carbon stocks decreased in NWL lands from 2001 to 2011, releasing more carbon than they were storing, and then increased slightly from 2012 to 2014.[482] These trends highlight the interannual and interdecadal variability of lands and their ability to be both a source and a sink of carbon, and the importance of looking at NWL data and trends over multiyear and multidecadal time periods, as opposed to looking only at annual changes. This movement is part of the Earth's carbon cycle, where carbon transfers between the land, ocean, and atmosphere. As part of the carbon cycle, over decades or centuries, fire and plant respiration and decomposition move carbon from the land to the atmosphere, while plant growth and other processes move carbon from the atmosphere to the land. Emissions from fossil-fuel combustion are contributing to putting this cycle out of balance.

Additionally, some historic land management practices that have resulted in the loss of carbon from the soil are also contributing to the atmospheric rise of CO_2 while simultaneously exacerbating the imbalance of the water cycle, which is influenced by and linked to the carbon cycle. These emissions are also contributing to a feedback loop for California's lands: as CO_2 emissions accumulate in the atmosphere—and California experiences more warming, extreme heat events, and droughts—the risk and intensity of carbon losses also increases, which in turn transfers more carbon from the land to the atmosphere. And because forests and shrublands comprise approximately 85 percent of the carbon stocks in California, management strategies and disturbances in forest and

[481] CARB. *An Inventory of Ecosystem Carbon in California's Natural & Working Lands.* 2018 Edition. nwl_inventory.pdf (ca.gov). Accessed 3/2/2022.
[482] These trends are consistent estimates in the most recent AB 1504 reporting period.

shrubland carbon play an important role in determining whether California's lands are providing either net carbon sequestration or net emissions on an annual basis.

The gains and losses of carbon on our lands will fluctuate in the future; what is important is to restore carbon in places where it has been lost and reduce large carbon losses on our NWL through active, attentive, and adaptive management. For additional details on the nexus between NWL and GHGs, see pages 5–6 of the NWL Climate Smart Strategy.

Goals and Accelerating Nature-Based Solutions

The state's climate mitigation targets are traditionally identified by individual years, (i.e., tons of GHG emissions in 2020 or 2030). However, because NWL processes fluctuate year to year and because it can sometimes take decades for climate action to fully impact carbon in NWL, it is important to consider the statewide, long-term trends of carbon stock change when identifying how this sector contributes to California's pathway to achieving carbon neutrality. Tracking carbon stock change over a multi-decadal period is the best way to assess the full direct impact climate action has on carbon storage. Such an approach filters out fluctuations from year-to-year weather variations and multi-year natural climate cycles, such as El Niño patterns.

Current data sources and methods allow us to track only certain carbon stocks that exist on NWL. For target tracking to be successful, each carbon pool must be inventoried using a methodology that can detect changes due to management and climate change. Certain carbon pools lack the scientific data and methodologies necessary for target-setting and tracking. For example, soils in forests, shrublands, and grasslands are not included in the Scoping Plan carbon stock target because, currently, there is no way to track statewide soil carbon through time in a way that would capture the effects of increased climate action and climate change.

When considering how NWL contribute to the state's goal of carbon neutrality, all lands' carbon stock gains and losses must be considered, and the Scoping Plan target is set in these terms. It is not sufficient to aggregate climate benefits only within areas where projects, management, or climate action occur. Much of the state does not receive active or quantifiable management, but these areas still contribute to the state's overall carbon stock change and GHG emissions. To incorporate the entire carbon balance toward true carbon neutrality, the Scoping Plan target is set in terms of carbon stock change across the entire state. This incorporates all lands that both receive and do not receive active management, and includes the end result of all sequestration, emissions, and other changes to carbon on the landscape.

However, carbon stock change is not equivalent to emissions. Currently, the data and emission quantification science is not sufficient to enable inventories to comprehensively track all NWL emissions in a way that would enable us to set an NWL target in terms of

statewide emissions and sequestration. There is a great need, across the entire NWL sector statewide, for more empirical data, science, and tools to track all carbon stocks across each carbon pool, and to begin to track emission and sequestration rates. As California implements AB 1757, there is an opportunity to update the data, science, and tools to enable this level of tracking and target setting in the future.

As outlined in Chapter 2, California is projected to lose carbon stocks over the coming decades, but this Scoping Plan analysis also shows that increasing the pace and scale of climate smart land management in California will reduce the carbon stock losses and GHG emissions from the NWL sector. In response to EO N-82-20 and AB 1757, the proposed target for NWL is shown in Table 4-1.

Table 4-1: Scoping Plan modeled target for NWL, based on increasing action on NWL

	Total Carbon Stock % Change from 2014
2045	-4

Achieving this target will require significant expansion of the pace and scale of climate action on California's NWL, including the following:

- Increasing climate smart forest, shrubland, and grassland management to at least 2.3 million acres a year—an approximate 10x increase in management from current levels.
- Increasing climate smart agricultural practices by at least 78,000 acres adopted a year, annually conserving at least 8,000 acres a year of croplands, and increasing organic agriculture to comprise at least 20 percent of cultivated acres in California by 2045—an approximate 7.5x increase in healthy soils practices from previous levels and a 2x increase in total acres of organic agriculture.
- Increasing annual investment in urban trees in developed lands by at least 200 percent above historic levels and establishing defensible space on all parcels by 2045.
- Restoring at least 60,000 acres, or approximately 15 percent of all Sacramento–San Joaquin River Delta (Delta) wetlands, by 2045.
- Cutting land conversion of deserts and sparsely vegetated landscapes by at least 50 percent annually from current levels, starting in 2025.

If the carbon stock target above is met, and the management actions above are implemented, the modeling for NWL indicates that California's lands will be a net source of emissions, producing approximately 7 $MMTCO_2e$ of average annual emissions.

Additional climate smart management practices and additional landscapes, such as those included in the Climate Smart Strategy and discussed below in Additional Management Strategies, have the potential to increase carbon stocks and reduce GHG emissions from NWL beyond the levels modeled for this Scoping Plan.

The purpose of the NWL target and the above estimated outcomes is to provide a numerical guide that can support the state's efforts to accelerate both near-term and long-term climate action on California's lands, prioritizing durable solutions that deliver multiple outcomes. Taking these actions over the coming decades will reduce the potential carbon losses from NWL, reduce GHG emissions from some landscape types (such as croplands and Delta wetlands), and support sequestration of GHGs from NWL between 2025 and 2045. These actions will also deliver significant benefits to Californians beyond advancing our climate goals, such as reducing wildfire emissions and their associated health impacts, increasing habitat for biodiversity, reducing urban heat island effects, reducing harmful pesticide exposure, expanding economic opportunities, and others. Additional information on several economic and health outcomes from the Scoping Plan Scenario is included in Chapters 2 and 3.

Statewide planning and target setting for the NWL sector will only create meaningful change if followed by effective on-the-ground implementation. State government cannot accomplish this implementation alone. Effective large scale climate action is dependent on partnerships among tribal, federal, state, regional, and local partners, and across governmental, private, nonprofit, and commercial sectors. The NWL sector of the Scoping Plan sets a carbon target with climate action recommendations that can be used to achieve the quantified carbon, health, and economic outcomes. Implementation of these actions must be led by local or regional partnerships that plan and execute projects appropriate to the specific conditions. The technical expertise and local knowledge of land managers and stewards in all sectors must be elevated to ensure relevant, efficient, and effective climate action.

Implementation of climate action should contribute to state targets, maximize local benefits, and alleviate environmental injustices and other social inequities. On-the-ground action is largely executed and managed by local and regional actors, but state government agencies must support communities across the state in implementing nature-based climate solutions that address statewide objectives, such as the Scoping Plan carbon target. This includes providing resources and developing frameworks, while greatly increasing capacity and technical assistance to assist and empower local partners. Examples of how this can be done are the Regional Forest and Fire Capacity Program within the forestry sector, the UC Cooperative Extension in the agricultural and forestry sectors—as well as the work of the state's 10 regional Conservancies. These programs provide strong examples to emulate as they facilitate statewide coordination, and information and resource transfer from the state to the regional and local levels. The Regional Forest and Fire Capacity Program provides funding for local and regional groups

to build their organizational capacity to plan and implement wildfire and forest management projects that are informed by their own local expertise. The UC Cooperative Extension is an example of how the state provides technical assistance to local landowners and community organizations, helping them apply the latest science-based management strategies to their lands. California's regional Conservancies play a pivotal role in implementing regional conservation, restoration, and land management efforts through activities such as grant funding, science generation, and planning assistance.

The state also has identified the need to incorporate and elevate traditional indigenous knowledge into climate action on the regional and local scales. Accomplishing this requires close partnerships with tribes for mutual knowledge and resource sharing, while protecting culturally sensitive knowledge and resources. As Tribes are sovereign nations with specialized cultural knowledge and experience in managing lands, climate action on these lands that contribute to the State of California's climate targets can only be accomplished with the full participation and under the leadership of the Tribes that govern those lands.

Strategies for Achieving Success: Crosscutting Items for all NWL

- Implement AB 1757 and SB 27.
- Implement the Climate Smart Strategy.
- Accelerate the pace and scale of climate smart action, consistent with the management levels identified above, as part of a collective effort between federal, state, private, nonprofit, and individual land managers.
- Prioritize and practice equity, including through meaningful community engagement and prioritizing implementation of nature-based solutions that benefit the communities most vulnerable to climate change.[483]
- Advance multi-benefit, collaborative, landscape-level approaches that engage communities and landowners, and incorporate adaptive managements.
- Consult and partner with California Native American tribes to increase co-management and tribal management authority; restore, protect, and enhance natural cultural resources, traditional foods, and cultural landscapes; respect tribal sovereignty; and support tribes' implementation of tribal expertise and Traditional Ecological Knowledge and cultural easements.[484]

[483] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N8. *finalejacrecs.pdf (arb.ca.gov).*
[484] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N1, N6, N16, N17, N18. *finalejacrecs.pdf (arb.ca.gov)*.

- Leverage existing innovative financial and market mechanisms, and explore new ones, between the public, private, and philanthropic sectors to secure funding of climate smart land management.
- In partnership with communities, tribes, and the private sector, expand and develop new infrastructure for manufacturing and processing of climate smart agricultural and biomass products.
- Leverage and support technical assistance providers: such as the UC Cooperative Extension and California's 98 Resource Conservation Districts, that have track records of providing technical assistance to local landowners and implementing agriculture, forestry, natural resource management, and restoration projects across the state.
- Establish and expand mechanisms that ensure NWL are protected from land conversion and parcelization (e.g., conservation easements or Williamson Act), in line with the strategies outlined in CNRA's Pathways to 30x30 California.[485,486] Pair land conservation projects with management plans that increase carbon sequestration, where feasible.
- Increase opportunities for private and philanthropic investments in nature-based climate solutions, utilizing existing voluntary and compliance carbon markets, existing state and local programs, and the California Carbon Sequestration and Climate Resiliency Project Registry established pursuant to SB 27.
- Expand monitoring and tracking of management actions and outcomes consistent with the tracking and monitoring recommendations of the Climate Smart Strategy.

Forests, Shrublands, and Chaparral

At roughly 29 million acres, forests cover 27 percent of California. Shrublands and chaparral cover 31 percent of the state; roughly 33 million acres. Both types are distinct, with their own ecological dynamics and management strategies, and are modeled within a single model that is calibrated to treat them uniquely.

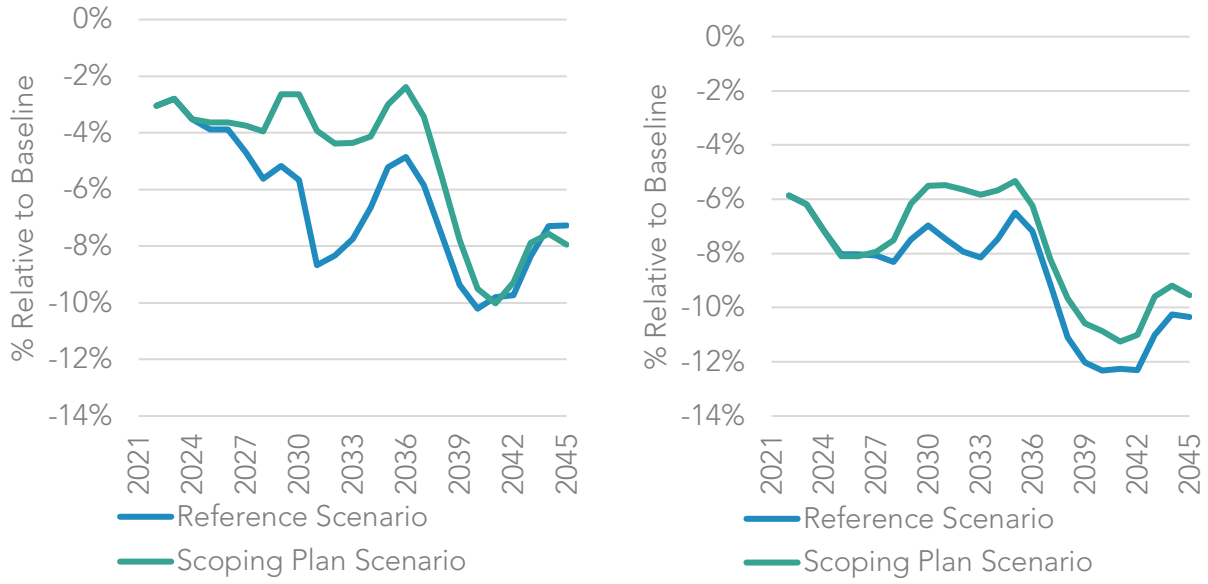
Together, forests, shrublands, and chaparral support a high biodiversity of plants and animals, in addition to high levels of carbon stocks. They provide important air and water quality benefits to all Californians, as well as recreational opportunities and, for forests, harvested wood products for the state. These landscapes are fire-adapted, and historical tribal management of these lands has fostered ecosystem health and resilience. Over the past century, these lands have been impacted severely by fire exclusion, including

[485] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N5, N26, N27. finalejacrecs.pdf (arb.ca.gov).
[486] CNRA. 2022. *Pathways to 30x30 California*. https://www.californianature.ca.gov/pages/30x30.

exclusion of indigenous people's management and past management practices, which has resulted in less resilient ecosystems and communities and more destructive wildfires today. This, along with drought induced stress and mortality, has changed these landscapes from a carbon sink to a carbon source. Climate smart management can help make forests more resilient to climate change and less prone to catastrophic wildfire. Climate-smart management in shrublands and chaparral face additional challenges and uncertainty, but can still provide protection for threatened communities and natural resources. This management, if conducted on a regular basis to maintain forest health, can help reduce emissions from forests, shrublands, and chaparral, and help strengthen and maintain the co-benefits that Californians experience from them.

Under all management levels, forests and shrublands are expected to lose carbon over the next two decades due to climate change and wildfire (Figure 4-21).

Figure 4-21: Forest (left) and shrubland (right) carbon stocks by 2045[487,488]



While this decrease in carbon stocks may be inevitable, forest management under the Scoping Plan Scenario can help direct where and how carbon loss occurs. By proactively managing forests and shrublands, the loss of carbon from wildfire can be lessened as the risk of high severity fire is decreased, with the removed biomass going toward a more

[487] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N13. *finalejacrecs.pdf (arb.ca.gov)*.

[488] This analysis is the aggregation of all forests and shrublands from all ownerships across the entire state of California.

useful purpose such as harvested wood products, bioenergy, and engineered carbon removal. Managing for a diverse and resilient forest landscape also can help forests recover more quickly so that when climate change and wildfire impacts occur, forests will be less affected and can continue to thrive and sequester carbon. Additional details on the climate benefit potential of forests and shrublands/chapparal can be found in Section 2 of the NWL Climate Smart Strategy.

Strategies for Achieving Success

- Accelerate the pace and scale of climate smart forest management to at least 2.3 million acres annually by 2025, in line with the climate smart management strategies identified in this Scoping Plan, the NWL Climate Smart Strategy, and the Wildfire and Forest Resilience Action Plan.[489]
- Establish and expand mechanisms that ensure forests, shrublands, and grasslands are protected from land conversion and that support ongoing, rather than one-time, management actions.
- In collaboration with state and local agencies, accelerate the deployment of long-term carbon storage from waste woody biomass residues resulting from climate smart management, including storage in durable wood products, underground reservoirs, soil amendments, and other mediums.
- Expand infrastructure to facilitate processing of biomass resulting from climate smart management.
- Expand permit streamlining in collaboration with state and local agencies to accelerate implementation of climate smart forest management while protecting natural resources.

Grasslands

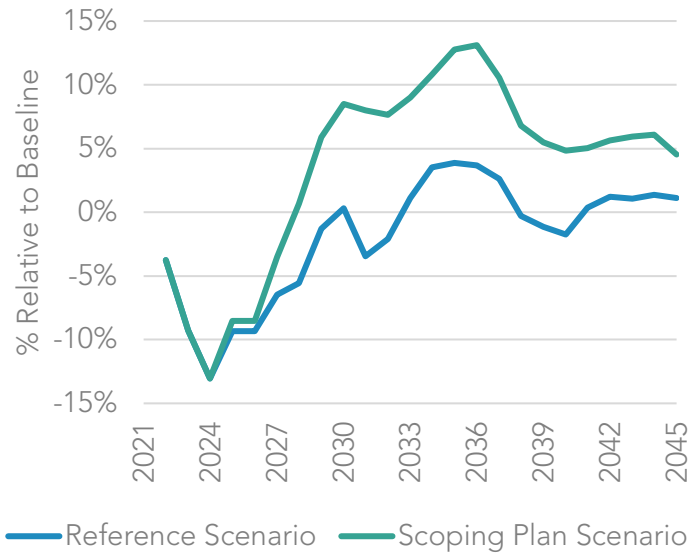
Grasslands cover 9 percent of California, roughly 10 million acres, and are found throughout the state in various landscapes, with concentrations in the foothills surrounding the Sacramento and San Joaquin Valleys. In addition to carbon storage (primarily in the soil), grasslands provide open space, wild habitat, grazing land, and important water filtration and recharge benefits. The protection of grasslands provides an opportunity to reduce sprawl and complement VMT reduction strategies. As grasslands are susceptible to invasive species, climate smart strategies can increase grassland

[489] Forest Management Task Force. 2021. *California's Wildfire and Forest Resilience Action Plan: Recommendations of the Governor's Forest Management Task Force.* https://www.fire.ca.gov/media/ps4p2vck/californiawildfireandforestresilienceactionplan.pdf.

resilience to climate change by improving species diversity and maintaining or increasing soil carbon stocks.

Modeling results show that increased fuels treatments and avoided land conversion can increase carbon stocks on grasslands by 2045, but sequestration rates fluctuate annually. Grasslands are capable of high carbon sequestration rates but are susceptible to carbon losses from wildfire and land conversion. Soil carbon is the major carbon pool on these lands, and continued future improvement of the monitoring and modeling of soil carbon is needed. Similar to forests and shrubland/chaparral, modeling alternatives that include fuels treatments resulted in greater carbon stocks compared to no management, and had lower wildfire emissions. Unlike forests and shrubland/chaparral, which have a general declining carbon stocks trend, the modeling results (Figure 4-22) show grasslands can maintain or increase carbon stocks with active management. Details on the climate benefit potential of grasslands can be found in Section 2 of the NWL Climate Smart Strategy.

Figure 4-22: Grassland carbon stocks by 2045



Strategies for Achieving Success

- Establish and expand mechanisms that ensure grasslands are protected from land conversion/parcelization and that support ongoing, rather than one-time, management actions that improve carbon sequestration.
- Deploy grassland management strategies, like prescribed grazing, compost application, and other regenerative practices, to support soil carbon sequestration, biodiversity, and other ecological improvements.

- Increase adoption of compost production on farms and application of compost in appropriate grassland settings for improved vegetation and carbon storage, and to deliver waste diversion goals through nature-based solutions.

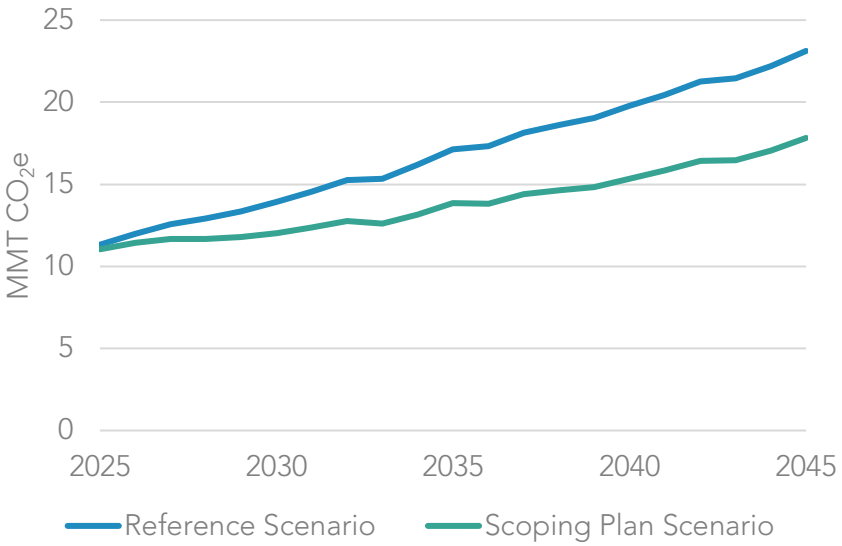
Croplands

Croplands cover 9 percent of the state, roughly 9.5 million acres. This land is some of the most productive agricultural land in the world, and enables California to be a global leader in agriculture. Aside from developed lands, croplands are the most intensively managed landscapes in the state, and are closely tied to society through the food they produce and the constant, direct contact that people have with croplands through the course of management. In addition to food security, croplands provide considerable carbon storage in the soil and, in perennial croplands, in aboveground biomass. Climate smart practices can improve public health; for example, by reducing synthetic fertilizer and pesticide use. They also help to maintain or increase the climate resilience of cropland productivity through improved soil conditions and increased pollinator habitat.

There is also significant potential to transform this sector to increase soil carbon storage, reduce GHG emissions (Figure 4-23), and reduce pesticide exposure and health impacts. Moving to an agricultural system that improves soil health and water holding capacity reduces over-application of nitrogen, reduces the use of pesticides and fumigants, and increases biodiversity and pollinator habitat, supporting California's pathway to carbon neutrality while simultaneously improving the lives of those who live and work in the agricultural community. Croplands are intricately tied to people, communities, and their health, and through climate smart practices and cropland conservation, these lands have the potential to contribute more to society than just food.[490] The implementation of climate smart agricultural practices and diversified organic agriculture can help California achieve social and environmental benefits, like improving water use efficiency, increasing pollinator habitat, and reducing synthetic fertilizer and pesticide use.[491] Additional details on the climate benefit potential of croplands can be found in Section 2 of the NWL Climate Smart Strategy.

[490] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations In-part (N3, N4, N22), N5, N21. *finalejacrecs.pdf (arb.ca.gov)*.
[491] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N11. *finalejacrecs.pdf (arb.ca.gov)*.

Figure 4-23: Cumulative CO_2e emissions from annual croplands in 2045[492]



CARB recognizes the complex nature of croplands, cross-sector relationships, and the need to build on this analysis to further our understanding of cropland dynamics. Many more aspects of cropland management need to be explored for potential climate benefits, such as water and nutrient use management, pest control methods, crop rotations, and other management practices. The impacts of climate change on water availability, annual/perennial crop growth, and future carbon sequestration trends are uncertain, and recent policies such as the Sustainable Groundwater Management Act may also influence cropland management in unforeseen ways. Nonetheless, it is clear that greater climate smart practice implementation can prepare California for the future and yield tangible benefits for the state.

Strategies for Achieving Success

- Accelerate the pace and scale of healthy soils practices to 80,000 acres annually by 2025, conserve at least 8,000 acres of annual crops annually, and increase organic agriculture to 20 percent of all cultivated acres by 2045.

[492] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N11. *finalejacrecs.pdf (arb.ca.gov)*.

- Utilize the recommendations included in CDFA's Farmer and Rancher-Led Climate Change Solutions[493] report to accelerate deployment of healthy soils practices, organic farming, and climate smart agriculture practices.
- Establish or expand financial mechanisms that support ongoing deployment of healthy soils practices and organic agriculture.[494]
- Support strategies that achieve co-benefits of safer, more sustainable pest management practices and the health and preservation of ecosystems, such as implementing the California Department of Pesticide Regulation's (DPR's) Sustainable Pest Management Work Group recommendations.[495]
- Conduct research on the intersection of pesticides, soil health, GHGs, and pest resiliency via a multi-agency effort with DPR, CDFA, and CARB.[496]
- Conduct outreach and education to develop and facilitate the increased adoption of safer, more sustainable pest management practices and tools; reduce the use of harmful pesticides; promote healthy soils; improve water and air quality; and reduce public health impacts.
- In collaboration with state and local agencies, accelerate the deployment of alternatives to agricultural burning that increase long-term carbon storage from waste agricultural biomass, including storage in durable wood products, underground reservoirs, soil amendments, and other mediums.
- Work across state agencies to reduce regulatory and permitting barriers around some healthy soils practices (e.g., composting), where appropriate.
- Utilize innovative agriculture energy use and carbon monitoring and planning tools to reduce on-farm GHG emissions from energy and fertilizer application or to increase carbon storage, as well as to promote on-farm energy production opportunities.

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[493] California Department of Food and Agriculture. 2021. Farmer and Rancher Led Climate Change Solutions. *https://www.cdfa.ca.gov/oefi/climate/docs/cdfa_farmer_and_rancher-led_climate_solutions_meetings_summary.pdf*.

[494] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N5, N7. *finalejacrecs.pdf (arb.ca.gov).*

[495] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations N3, N4, N5, N7, N22. *finalejacrecs.pdf (arb.ca.gov)*.

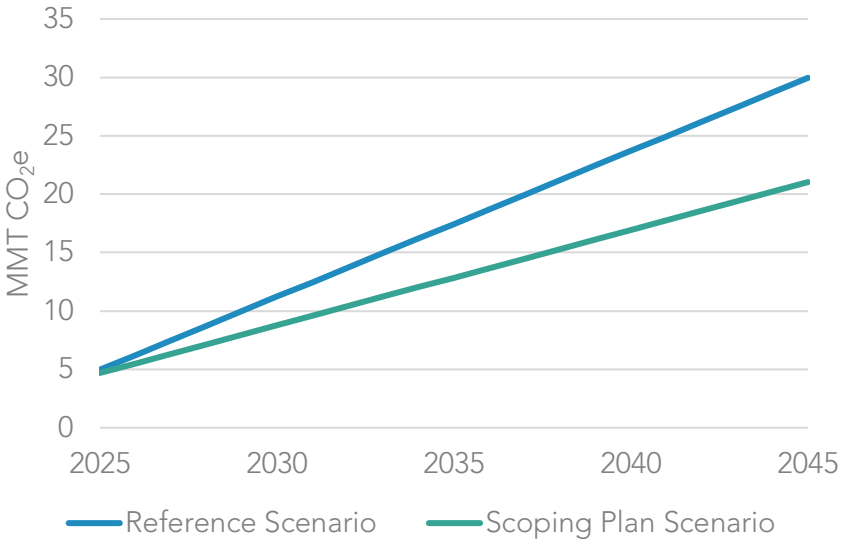
[496] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N11. *finalejacrecs.pdf (arb.ca.gov)*.

Wetlands

Wetlands cover 2 percent of the state (roughly 1.7 million acres) and include inland and coastal wetlands, such as vernal pools, peatlands, mountain meadows, salt marshes, and mudflats. These lands are essential to California's communities as they serve as hotspots for biodiversity, contain considerable carbon in the soil, are critical to the state's water supply, and protect upland areas from flooding due to sea level rise and storms. Wetlands have been severely degraded through reclamation, diking, draining, and dredging practices in the past, resulting in the emissions of the carbon stored in the soils and the loss of ecosystem benefits. Climate smart strategies to restore and protect all the types of wetlands can reduce emissions while simultaneously improving the climate resilience of surrounding areas and improving the water quality and yield for the state. Restored wetlands also can reduce pressure on California's aging water infrastructure. These benefits beyond emissions reductions will help in the future, as climate change is predicted to negatively affect water supply.

Avoided conversion and restoration of Delta wetlands reduces CO_2 and methane emissions from wetlands, with GHG reductions scaling with implementation rates (Figure 4-24). Expansion of conservation and restoration efforts will generate benefits such as the conservation of biodiversity, improved water quality and supply, and reduced flood risk. Additional details on the climate benefit potential of wetlands can be found in Section 2 of the NWL Climate Smart Strategy.

Figure 4-24: Cumulative CO_2e emissions from Delta wetlands by 2045



Strategies for Achieving Success

- Restore 60,000 acres of Delta wetlands annually by 2045 to reduce methane emissions from wetlands and reverse the resulting subsidence.

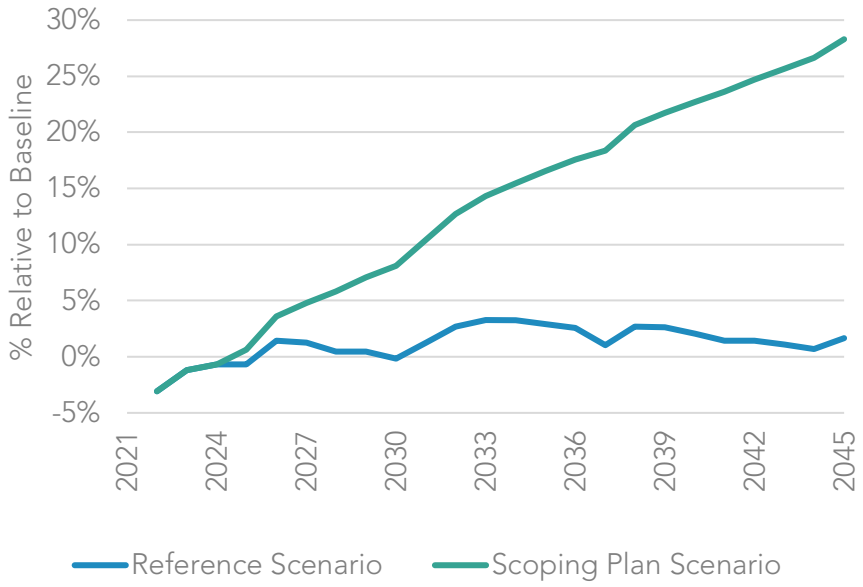
- Identify and prioritize wetland restoration efforts around climate vulnerable communities.
- Leverage other funding and institutions to support wetland restoration projects, including land trusts, local funding (e.g., San Francisco Measure AA), federal funding, and private and philanthropic funding to support wetlands restoration projects.
- Work across state agencies to reduce regulatory and permitting barriers around wetland restoration projects, where appropriate.

Developed Lands

Developed lands cover 6 percent of the state (roughly 6.8 million acres) and include urban, suburban, and rural areas, as well as transportation and supporting infrastructure throughout California. This area encapsulates the land on which the vast majority of Californians reside and call home. The vegetation within cities and communities, and along infrastructure, are all part of developed lands. This vegetation provides numerous benefits to surrounding areas, including carbon storage, air and water filtration, reduced urban heat island effect, and access to nature, aesthetics, and mental health, among others. These areas are susceptible to climate change as well, and climate smart strategies to protect and expand the urban forests, landscaping, green spaces, parks, and associated vegetation can increase their climate resilience and the benefits Californians derive from them. These strategies also have a significant opportunity to benefit disadvantaged communities, who may not have equitable access to these practices or the benefits they provide. Additional details on the climate and equity benefit potential of developed lands can be found in Section 2 and the Introduction of the NWL Climate Smart Strategy.

Urban forests have a significant potential to sequester carbon (Figure 4-25). They are vastly different from wildland forests, as they require investments to maintain and irrigate. This results in the need for a significant increase in investment to increase urban forest carbon. As urban forests become denser and management difficulty increases, the carbon stock returns on investment diminish, making it expensive to maximize carbon in urban forests. Water availability and irrigation efficiency are also an important consideration for increasing urban forest cover. As water becomes scarcer, the prioritization of irrigating trees over lawns or gardens may be required to achieve increases in urban forest carbon.

Figure 4-25: Carbon stocks in urban forests by 2045



Within wildland-urban interface (WUI) areas, defensible space can protect urban and rural communities from wildfire. Analysis results show that 48 percent of parcels are currently fully compliant with defensible space requirements. This highlights how much work needs to be done to protect communities and homes. Defensible space results in a decrease in carbon stocks, as expected when reducing fuels for wildfire.

Strategies for Achieving Success

- Increase urban forestry investment annually by 200 percent, relative to business as usual.
- Increase public awareness of urban forest benefits and, where appropriate, prioritizing irrigation of trees over lawns.
- Provide technical assistance and resources to disadvantaged communities to implement community urban greening projects to provide equitable access to the benefits of urban greening projects.[497]
- Work with state and local agencies to expand technical assistance for and enforcement of the defensible space requirements of PRC 4291 to reduce wildfire risk to homes and structures.

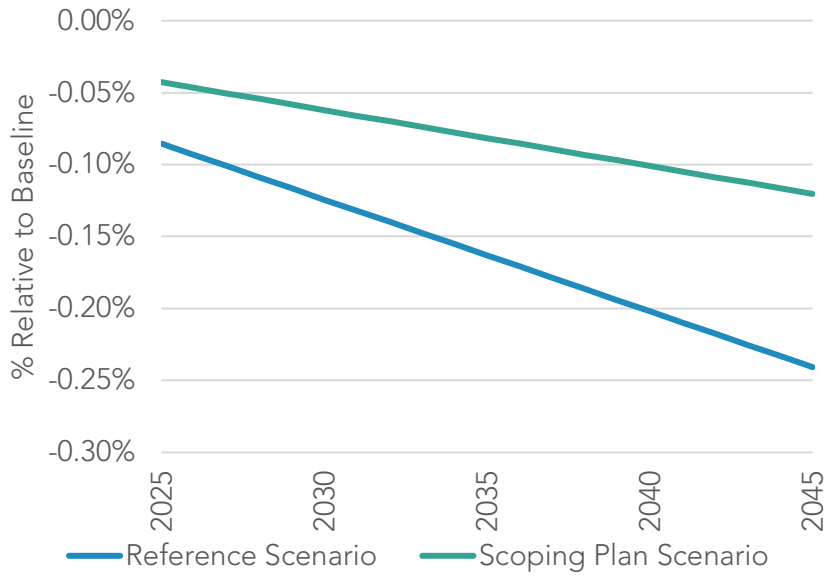
[497] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N8. finalejacrecs.pdf (arb.ca.gov).

Sparsely Vegetated Lands

Sparsely vegetated lands cover 10 percent of the state, roughly 10.2 million acres, primarily in the east and southern parts of California. These lands include deserts, beaches, dunes, bare rock, and areas covered in ice and snow (e.g., higher mountain elevations). The limited carbon storage of these lands varies from bare rock and mineral soil to more vegetated areas, though severe climate limits the amount of biomass. Nonetheless, sparsely vegetated lands are important for open space and provide rare and unique habitats for endemic species and a diversity of wildlife. These lands present important recreational opportunities for Californians and serve as important protective buffers in coastal and low-lying areas. Land use change threatens these lands, and conservation efforts are important for protecting these unique areas of California.[498]

Avoided conversion of sparsely vegetated lands reduces the organic carbon lost from the soil, which is the major carbon pool in this land type (Figure 4-26). In identifying the outcomes for sparsely vegetated lands, CARB modeled avoided land conversion to another land use.

Figure 4-26: Carbon stocks in sparsely vegetated lands by 2045



Strategies for Achieving Success

- Establish and expand mechanisms that ensure sparsely vegetated lands are

[498] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N26. finalejacrecs.pdf (arb.ca.gov).

protected from land conversion, prioritizing those areas most vulnerable to climate change and loss.

Additional Management Strategies

Additional nature-based climate solutions beyond those management strategies modeled for this Scoping Plan are available for implementation, but either cannot currently be modeled and/or affect carbon and the landscape in ways that cannot currently be tracked. Nevertheless, it is important to take action even where these technical gaps exist. Some of these actions, such as cultural burning and indigenous farming practices, have been used on large scales for decades or even centuries, while others are relatively new concepts. The state nevertheless recommends implementing the additional solutions listed here to achieve potential additional climate benefits, as well as other co-benefits. These additional solutions were drawn from the NWL Climate Smart Strategy and stakeholder, tribal government, and interagency feedback.[499]

Considerations

Although these practices are recommended, because of the lack of in-depth modeling and analysis available, several considerations must be addressed when implementing them. These considerations also apply to the management strategies included in the Scoping Plan Scenario.

- Future climate change impacts are uncertain: The negative impact that climate change can have on the ability of these practices to maintain expected climate benefits is uncertain and may significantly change in the future. Climate change is expected to further diminish the already constricting growing conditions in California, with increasing droughts, more extreme weather events, and expanding disturbances from fire, insects, and disease. It is estimated that suitable habitat for many native plant and animal species could shift, creating novel ecosystems without historical precedent. Close monitoring of all practices, including no management, across our NWL will be critical to understand if and how future climate change affects outcomes and how to adapt management to meet the needs of the system under climate change.[500]

[499] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N24. *finalejacrecs.pdf (arb.ca.gov)*.
[500] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N15. *finalejacrecs.pdf (arb.ca.gov)*.

- Local conditions: Not every practice is applicable, feasible, or even desirable in every location across California. Implementation of these practices should account for local conditions and needs that may affect the appropriateness of that practice.
- Long-term carbon storage: The ability to sequester additional carbon into NWL is only beneficial to the climate if that carbon stays out of the atmosphere. Many of the additional practices listed here may require continual incentives or interventions to ensure permanence of carbon storage in the soil and biomass. For example, in croplands, it is difficult to estimate how much of the carbon stored by no-tillage can be released by a single subsequent tillage, but a return to conventional tillage would usually be expected to erase most gains.[501,502]
- Scaling actions: There are uncertainties on how these practices may impact both the environment and communities when significantly expanded. For this reason, it is best to take a cautious and measured approach to ramping up actions to a larger scale.
- Infrastructure and operational needs: Scaling up the implementation of some of these practices demands transformational change in the supporting infrastructure and operational frameworks. For example, increasing forest management to the degree included in the Scoping Plan Scenario will require significant changes to wood-processing infrastructure, workforce capacity, permitting processes, technical assistance, and other operational constraints. The increased application of compost to croplands, and potentially to rangelands, will require a significant increase in organic waste and dairy manure collection to increase compost supply, in line with SB 1383. This will also require additional compost production facilities as well as compost/organic waste transportation and application methods.
- Co-benefits: Many co-benefits from these practices exist beyond the climate benefits. These co-benefits include improved public and worker health; improved microbial, insect, and wildlife habitat; enhanced biodiversity; greater labor demand in the nature-based economy; and improved climate resilience.
- Labor and Economics: Many of these practices require additional labor, and an evaluation of how many more jobs are needed to carry out many of these practices

[501] Muñoz-Romero, V., R. J. Lopez-Bellido, P. Fernandez-Garcia, R. Redondo, S. Murillo, and L. Lopez-Bellido. 2017. “Effects of tillage, crop rotation and N application rate on labile and recalcitrant soil carbon in a Mediterranean Vertisol.” *Soil Tillage Res.* 169, 118–123.
[502] Mitchell, J. P., A. Shrestha, W. R. Horwath, R. J. Southard, N. Madden, J. Veenstra, and D. S. Munk. 2015. “Tillage and cover cropping affect crop yields and soil carbon in the San Joaquin Valley.” *California. Agron. J.* 107, 588–596.

is currently unknown. There will also be the need to explore the costs and economic benefits of implementing these additional practices.

- Retreatments: All of these practices have limits on how long they can enhance carbon sequestration. Many of these practices need to be periodically repeated, followed by complementary practices, or maintained through time. This increases costs and requires diligence and long-term stewardship.

Additional NWL Actions and Strategies

Below is a set of additional actions that should be taken on California's natural and working lands. Again, these practices were not modeled for this Scoping Plan, and all of the considerations listed above should be taken into account before implementing the following actions.

- Conservation of all NWL types (in line with the NWL Climate Smart Strategy and CNRA's Pathways to 30x30 California) is critical to ensuring continued carbon sequestration and provision of co-benefits from these lands for all Californians.[503]
- Reforestation following disturbance, using appropriate species, is an impactful practice that can help prevent conversion away from forestland and establish new trees to sequester carbon. The number of acres that may need reforestation following high severity wildfires is estimated to continue to increase into the future.
- Restoration of shrublands, chaparral, riparian zones, and oak woodlands across California includes a variety of practices to alter their structure and return endemic species to the areas. These unique habitats provide multiple co-benefits to the state, such as clean water, reduced wildfire risk, and biodiverse habitats for flora and fauna.
- Conservation and restoration of wetlands, beyond the Delta wetlands included in the NWL modeling, can protect these unique habitats and the climate benefits they provide. These wetland types can include but are not limited to coastal wetlands, mountain meadows, vernal pool complexes, alkali sinks and meadows, and floodplains.
- Conservation and restoration of seagrasses and seaweeds provide a number of benefits, including carbon storage and sequestration, habitat provision for many culturally and commercially important species of fishes and invertebrates, shoreline protection, and tourism opportunities.[504]

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[503] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N26, N27. finalejacrecs.pdf (arb.ca.gov).
[504] AB 32 EJ Advisory Committee. 2022 Scoping Plan Recommendations, N2. finalejacrecs.pdf (arb.ca.gov).

- Prescribed herbivory utilizes various livestock to consume vegetation to reduce fuel loads across an area. This fuel management practice can be used in forests, grasslands, and shrublands as an effective alternative to herbicide use, and should be considered wherever local conditions allow.
- Urban and community greening efforts such as green schoolyards, urban farms, rain gardens, community gardens, community composting, and many more provide numerous health benefits to communities.
- Additional Healthy Soils Program practices on annual croplands such as conservation cover and crop rotation, biomass planting for borders, wind barriers, riparian areas, and improved nutrient management can improve soil health, water retention, and increase carbon stocks.
- Healthy Soils Program practices on perennial croplands and rangelands, such as compost application and alley cropping/cover cropping to improve soil health, water retention, erosion control, and biomass growth.[505]
- Stacking of these Healthy Soils Program practices, where appropriate, in perennial and annual systems, can synergistically improve soil health and provide multiple benefits.
- Mulching adds high carbon materials to croplands or fallowed lands to reduce competing vegetation and retain moisture. This practice can support other benefits such as reduced water use and reduced synthetic pesticide and fertilizer use, as well as provide a use for suitable forest and agricultural waste biomass.
- Reductions in the use of synthetic fertilizers in cropland management, generally supported by the implementation of new management tools or technologies, can lead to reductions in GHG emissions from the production and application of fertilizers. This benefit is in addition to the co-benefits of reduced chemical runoff into waterways and reduced exposure of human populations to their harmful effects.

[505] Various types of organic amendments are being researched for application to particular landscape types. For example, compost application to rangelands is a relatively new practice that has been shown to improve soil health and increase carbon sequestration in the short term, though the science on the long-term impacts of this practice is still developing and the supply of available compost may be limiting.

Chapter 5: Challenge Accepted

This chapter provides an overview of the next steps and partnerships that will be needed to successfully implement this Scoping Plan. The path forward is not dependent on one agency, one state, or even one country. It will take action on a global level to address the threat climate change poses. But, the work begins at home.[506] The state can lead by engaging Californians and demonstrating how action at the state, regional, and local levels of government, as well as action at community and individual levels, can contribute to addressing the challenge before us. We must build partnerships with academic institutions, private industry, and others to support and accelerate the transition to carbon neutrality. Ultimately, the success of this Scoping Plan will be measured by our ability to implement the actions modeled in the Scoping Plan Scenario at all levels of government and society. This will depend on a mix of legislative action, regulatory program development, incentives, institutional support, workforce and business development, education and outreach, community engagement, and research and development and deployment. Optimizing this mix will help to ensure that clean energy and other climate mitigation strategies are clear, winning alternatives in the marketplace and in communities—to promote equity, drive innovation, and encourage consumer adoption. Bold institutional action will catalyze continued research and push private investment to create jobs and bring innovative ideas to reality.

State-level Action

Achieving the targets described in this Scoping Plan will require continued commitment to and successful implementation of existing policies and programs and identification of new policy tools and technical solutions to go further, faster. California's Legislature and state agencies will continue to collaborate to achieve the state's climate, clean air, equity, and broader economic and environmental protection goals. It will be necessary to maintain and strengthen this collaborative effort, and to draw upon the assistance of the federal government, regional and local governments, tribes, communities, academic institutions, and the private sector to achieve the state's near-term and longer-term emission reduction goals and a more equitable future for all Californians.

[506] This "polycentric" approach to climate challenges, engaging many levels of government, was articulated in leading papers by Nobel laureate Elinor Ostrom. See, for example, Ostrom, E. 2014. "A Polycentric Approach to Coping with Climate Change." *Annals of Economics and Finance* 15-1, 97–134.

Regulations and Programmatic Development

Meeting the AB 32 2020 GHG emissions reduction target several years earlier than mandated demonstrated that developing mitigation strategies through a public process, where all stakeholders have a voice, leads to effective actions that address climate change and yields a series of additional economic and environmental co-benefits to the state. Following adoption of this Scoping Plan, state agencies will continue to update and implement new and existing programs to align with the outcomes in the plan. Community, tribal, and stakeholder engagement will be a critical part of this work. Several state agencies, including CARB, the CEC, the California State Transportation Agency (CalSTA), the CPUC, and others will need to be part of various subsequent rulemaking processes. Each of these agencies' leadership and technical staff will engage with the public through public meetings, written and oral comment, and other methods of engagement. This work will be informed by evaluations of the health, air quality, environmental, equity, and economic benefits and impacts of regulations, including an assessment of the societal cost of carbon, as required under AB 197.

Incentive Programs

As described in Chapter 1, incentive programs are one of the most important tools the state has in advancing our low carbon future, especially for climate vulnerable communities. The programs ensure clean technology and energy are accessible and are critical to closing ongoing opportunity gaps. These programs also leverage private-sector investment and build sustainable, growing markets for clean and efficient technologies, and they are particularly necessary to support GHG emission reduction strategies for priority sectors, sources, and technologies. Clean technologies are often already the best and lowest cost option over their lifetimes but incentive funding is critical to ensure that they are broadly available, especially in climate vulnerable communities. Incentives also build on California's long track record of driving innovative technology developments, and creating new industries, with targeted investment. The Inflation Reduction Act also provides a new source of funding and tax incentives that must be leveraged to help achieve the state's climate goals.

Many state funding programs are designed to achieve multiple objectives simultaneously: reduce emissions from GHGs, criteria pollutants, and toxic air contaminants; manage natural and working lands for carbon sequestration; and address health and opportunity gaps in disadvantaged communities. California's incentive programs focused on jump-starting the transition to a zero emission transportation future are a good example of this "stacked" approach. The state is investing billions of dollars through programs such as the On-Road Heavy-Duty Voucher Incentive Program and Clean Cars 4 All in order to replace the light- and heavy-duty vehicles most responsible for the state's GHG emissions and poor air quality, all while bolstering the nascent ZEV market. Further strategies aid in developing new technologies, in ramping up access for all, and in shifting to cleaner

modes of transport; for instance, by supporting investments in walkable, bikeable communities and transit, as well as in vehicles. This funding strategy is, of course, paired with the regulatory approach described above.

Local Action

Local action by cities can support and amplify efforts to reduce GHGs. For example, the City of Oakland requires all new construction to be all-electric and is currently working on electrifying existing buildings.[507] In addition, starting in 2023, the City of Sacramento will require all new buildings under three stories to be all-electric, and it extends the mandate to all new construction by 2026 with some limited exemptions. The City of Sacramento also requires levels of EV charging infrastructure in new construction starting in 2023, higher than the minimum state requirements, and provides parking incentives for zero-emission carsharing and EV charging.[508] Local governments asserting this type of leadership are critical partners in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment.

California must accommodate population and economic growth in a far more sustainable and equitable manner than in the past. Good climate policy can and should create affordable and pleasant places to live, with effective transport and clean air for all—a future in which local governments and communities are central partners. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority.

Local governments are also frequently the source of innovative and practical climate solutions that can be replicated in other areas. Their efforts to reduce GHG emissions within their jurisdictions are vital to achieving the state's near-term air quality and long-term climate goals. Local governments must continue to take action that affirmatively

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[507] City of Oakland. Building Electrification. *https://www.oaklandca.gov/projects/building-electrification*.

[508] City of Sacramento. Electrification of New Construction. *http://www.cityofsacramento.org/SacElectrificationOrdinance*.

builds the projects and expend the funds needed to further the state's collective path toward equitable emissions reductions. As such, aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in this Scoping Plan is critical to achieving the statutory targets for 2030 and 2045. Local governments can implement climate strategies that can effectively engage residents by addressing local conditions and issues that also deliver local economic benefits.

Local Climate Action Planning and Permitting

California encourages local jurisdictions to take ambitious, coordinated climate action at the community scale; action that is consistent with and supportive of the state's climate goals.[509] As discussed in more detail in Appendix D (Local Actions), local jurisdictions can do much to enable statewide priorities, such as taking local action to help the state develop the housing, transport systems, and other tools we all need. Indeed, state tools—such as the Cap-and-Trade Program or zero-emission vehicle programs—do not substitute for these local efforts. Multiple legal tools are open to local jurisdictions to support this approach, including development of a climate action plan (CAP), sustainability plan, or inclusion of a plan for reduction of GHG emissions and climate actions within a jurisdiction's general plan. Any of these can help to align zoning, permitting, and other local tools with climate action.

Once adopted, the GHG emissions reductions plans detailed in CAPs can provide local governments with a valuable tool for coordinated climate planning in their community. When a local CAP complies with CEQA requirements, individual projects that comply with the CAP are allowed to streamline the project-specific GHG analysis.[510,511] Effectively, local governments that adopt a CEQA-compliant CAP enable project developers to use this streamlined approach. This saves time and resources and provides more consistent expectations for how GHG reduction measures are applied across projects in the jurisdiction. While the state encourages local governments to follow this approach, we acknowledge not all jurisdictions have the resources to develop a CAP that meets the CEQA requirements.

In addition to being required for a local CAP to comply with CEQA, local GHG reduction targets have long been recommended as part of the process of developing a climate

[509] This plan provides more detailed guidance and tools to local governments in Appendix D (Local Actions).
[510] Cal. Code of Regs., tit. 14, § 15183.5.
[511] California Governor's Office of Planning and Research. n.d. "General Plan Guidelines - Chapter 8 Climate Change."

action plan.[512] One challenge local jurisdictions have faced is how to evaluate and adopt quantitative, locally appropriate goals that align with statewide goals. An effective response to this challenge is to focus on goals that can help implement overall state priorities—enabling the key transformations California needs.

There are many ways that local governments can make key contributions to this transformation, depending on the characteristics of their jurisdiction and community. For example, some jurisdictions will inherently have more land capacity to remove and store carbon, whether through natural and working lands or by other means. Other jurisdictions will be host to GHG-emitting facilities that serve necessary functions and will take time to transition to clean technology (e.g., municipal wastewater treatment plants, landfills, and energy generation and transmission facilities). It is important to recognize that we will need to build new energy production and distribution infrastructure, and repurpose existing ones, for clean technology and energy before we are able to phase down existing fossil sources. There also will be a need to handle the significant amount of biomass resulting from sustainable forest management for catastrophic wildfire prevention, agricultural waste, and landfill diversion.

Regional efforts can support change too: energy and transportation systems that serve Californians do not stop at jurisdictional boundaries, and some local decisions can have ramifications for other communities. For instance, Metropolitan Planning Organizations (MPOs) can help to integrate local efforts by planning consistent with the Scoping Plan and Climate Action Plan for Transportation Infrastructure, including by removing polluting roadway capacity expansions from project pipelines and instead focusing on climate-friendly solutions. These varied capabilities and needs should be taken into account in setting targets for local climate plans. For instance, although net zero targets can often be valuable and achievable, and mitigation is important, targets should be considered in the larger context of these goals. This all means any GHG targets on a local scale should take into consideration the actions and outcomes included in this Scoping Plan. Jurisdictions considering “net zero” targets should carefully consider the implications such targets may have on emissions in neighboring communities and the ability of the state to meet our collective targets.

Jurisdictions without formal CAPs also have important opportunities within this context. These jurisdictions can still take actions that effectively translate key state plans, goals, and targets, including those articulated in this Scoping Plan for local action. For instance, state ZEV targets can advance local efforts to promote broad and equitable access to charging and fueling. Similarly, local jurisdictions can enable reduced dependence on

[512] Climate Smart Communities. 2014. Climate Action Planning Guide. https://cdrpc.org/wp-content/uploads/2015/05/CAP-Guide_MAR-2014_FINAL.pdf.

single-occupancy vehicles by supporting dense infill housing and transit, among other actions. Such actions can be reflected in particular project plans, in general plans, or through other local policies. Regional partnerships among these jurisdictions can also help tap resources and provide for more effective overall action.

Unlocking CEQA Mitigation for Local Success

The California Environmental Quality Act also provides important tools for lead agencies to support the achievement of the state's GHG and VMT reduction goals. Although many climate-friendly local government actions already fall into categories that may not require a full CEQA analysis, thanks to streamlining or other tools, and although certain product types (such as affordable infill housing) are generally clearly consistent with state climate goals, CEQA analyses may still sometimes be required. CEQA can be a powerful and useful tool to engage the public, identify additional opportunities to support climate efforts, and localize change. It is important that lead agencies look for ways to use CEQA to support these core purposes, ensuring that these processes do not become sources of delay but instead unlock more opportunities. The uncertainty analysis in Chapter 2 evaluates how project implementation delays can lead to missed state climate targets and continued dependence on fossil energy. Mitigation measures applied in the communities affected by projects subject to CEQA have the added benefit of improving health, social, and economic resiliency as climate impacts worsen.

Appendix D (Local Actions) explores the role of local government action and CEQA in detail. As discussed there, an important CEQA-related tool is mitigation—which can be used to further drive local action consistent with state climate goals. When a lead agency determines that a proposed project would result in potentially significant GHG impacts due to its GHG emissions or a conflict with state climate goals, the lead agency must impose feasible mitigation measures to minimize the impact. Appendix D (Local Actions) provides suggestions for prioritizing the various types of mitigation, starting with on-site GHG-reducing design features[513] and mitigation measures, such as methods to reduce VMT and support building decarbonization, access to shared mobility services or transit, and EV charging. After exhausting all the on-site GHG mitigation measures, CARB recommends prioritizing local, off-site GHG mitigation measures, including both direct investment and voluntary GHG reduction or sequestration projects, in the neighborhoods impacted by the project. This could include, for example, development of a neighborhood green space, investment in street trees, or expansion of transit services. Implementing GHG mitigation measures in the project's vicinity would allow the project proponent and the lead agency to work directly with the affected community to identify and prioritize the

[513] Cal. Code of Regs., tit. 14, § 15126.4(c)(2) and (3).

mitigation measures that meet their needs while minimizing multiple environmental and societal impacts.

Once all potential on-site and local off-site GHG mitigation measures have been incorporated to the extent feasible, Appendix D (Local Actions) provides further suggestions for prioritizing other mitigation types, including non-local off-site mitigation, and voluntary offsets issued by a recognized and reputable voluntary carbon registry (as listed on CARB's website[514]) may be appropriate. Additional in-state mitigation also may be available in the upcoming SB 27[515] (Skinner, Chapter 237, Statues of 2021) registry, which will serve as a database of projects in the state that drive climate action on natural and working lands. Lead agencies should use substantial evidence to demonstrate that the project proponent explored and prioritized investments in feasible, local mitigation prior to moving mitigation to a geography located farther away from the project.

Communities and Environmental Justice

As noted in Board Resolution 20-33,[516] it is incumbent on CARB to function as an agent of responsible social change, especially when it is clear that environmental injustices continue to persist for low-income communities, tribes, and communities of color.

State law defines *environmental justice* as the fair treatment of all people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.[517] Government Alliance for Race and Equity (GARE)[518] defines *racial equity* as when race can no longer be used to predict life outcomes and outcomes for all groups are improved.

For this Scoping Plan to be successful, it must address environmental justice and advance racial equity. Implementation of the plan needs to address the needs of those communities that are disproportionately burdened by climate impacts and continue to face significant health and opportunity gaps. Now, we need to ensure our actions allow these communities to not only have a seat at the table, but also inform and shape the policies

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[514] CARB. 2022. Offset Project Registries. https://ww2.arb.ca.gov/our-work/programs/compliance-offset-program/offset-project-registries.

[515] SB 27. Carbon sequestration: state goals: natural and working lands: registry of projects. (SB 27, Skinner, Chapter 237, Statutes of 2021). https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB27.

[516] CARB. 2020. Resolution 20-33: A Commitment to Racial Equity and Social Justice. October 22. https://ww2.arb.ca.gov/sites/default/files/barcu/board/res/2020/res20-33.pdf.

[517] Gov. Code, § 65040.12, subd. (e).

[518] Local and Regional Government Alliance on Race and Equity. 2015. *Advancing Racial Equity and Transforming Government: A Resource Guide to Put Ideas into Action.* Page 9. https://racialequityalliance.org/wp-content/uploads/2015/02/GARE-Resource_Guide.pdf.

to ensure their communities thrive. With this Scoping Plan, the state also adds a new tool to identify which communities will be the least resilient in the face of selected climate impacts and will see disproportionate economic impacts as a result. As described in Chapter 3, the CVM will enable the state to target programs and policies to build resiliency in the specific regions that will feel climate impacts more acutely due to existing health and opportunity disparities leading to disproportionate economic impacts. This tool will be critical in the state's efforts to address climate impacts while accounting for environmental injustices and racial inequities. CARB will incorporate the CVM into its work as it moves forward and will share this new tool with other agencies to align our efforts. The goal is to keep expanding the CVM to incorporate additional climate impacts to better identify disproportionate economic impacts as community level data becomes available.

AB 617 is another important tool for both Air Districts and CARB to bring resources to communities that have long been disproportionately burdened by poor air quality. While AB 617 does not require local agencies to participate in the Community Air Protection Program, several AB 617 communities are finding ways to bring local land use agencies to the table to respond to community priorities. We look forward to more opportunities to foster relationships with local authorities and continued collaboration between state and air district programs.

In alignment with AB 32, and to ensure environmental justice and racial equity were integrated into this Scoping Plan, CARB reconvened the AB 32 Environmental Justice Advisory Committee (EJ Advisory Committee) to advise CARB on the development of this Scoping Plan. Since reconvening in May 2021, the EJ Advisory Committee has engaged in the following activities:

- In October 2021, the EJ Advisory Committee sent a letter to the governor requesting a timeline extension for the Scoping Plan process. In response to the EJ Advisory Committee's letter, CARB modified this Scoping Plan process[519] and committed to an active engagement with the EJ Advisory Committee following the approval of this Scoping Plan. The EJ Advisory Committee also presented to the CARB Board[520] at its October 2021 Board meeting, reiterating its request for a timeline extension, as well as sharing additional concerns about process.

[519] Randolph, L. M. 2021. LMR October 19 response to Environmental Justice Advisory Committee Letter. *https://ww2.arb.ca.gov/sites/default/files/2021-10/LMR%20October%2019%20response%20to%20EJAC%20Letter%20Final.pdf*.

[520] Argüello, M. D., K. Hamilton, S. Taylor, and P. Torres. 2021. EJ Advisory Committee Co-Chair Informational Presentation to CARB Board. October 28. *https://ww2.arb.ca.gov/sites/default/files/barcu/board/books/2021/102821/21-11-4pres.pdf*.

- In December 2021, the EJ Advisory Committee shared its responses to Scenario Input Questions,[521] as well as a narrative document outlining their concerns[522] around the process, the need for evaluation, and the need for a tribal representative. In response to the EJ Advisory Committee Scenario Input Questions, CARB incorporated the EJ Advisory Committee responses into the Scenario Assumptions document,[523] and modeled results from PATHWAYS.[524] In response to the EJ Advisory Committee's concerns, CARB worked diligently to appoint a tribal representative[525] in February 2022, and to outline additional opportunities for the EJ Advisory Committee to engage in the Scoping Plan process.[526]
- In March 2022, the EJ Advisory Committee presented at the joint EJ Advisory Committee / CARB Board meeting[527] and walked through their preliminary draft recommendations to inform this Scoping Plan. In April, the EJ Advisory Committee shared its revised preliminary draft recommendations[528] to inform this Scoping Plan.
- In September 2022, the EJ Advisory Committee presented at the joint EJ Advisory Committee / CARB Board meeting[529] and engaged in discussion about priority items as they relate to incorporating environmental justice into the Scoping Plan. By the end of September, the EJ Advisory Committee shared its final

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[521] EJ Advisory Committee. 2021. EJ Advisory Committee Final Responses to CARB Scenario Inputs. December 2. *https://ww2.arb.ca.gov/sites/default/files/2021-12/EJAC%20Final%20Responses%20to%20CARB%20Scenario%20Inputs_12_2_21.pdf*.

[522] EJ Advisory Committee. 2021. EJ Advisory Committee Responses to Scenario Input Questions. EJ Advisory Committee narrative document regarding scenario input recommendations. December 1. *https://ww2.arb.ca.gov/sites/default/files/2021-12/EJAC%20Narrative%20Document%20re%20Scenario%20Input%20Recommendations%2012_1_2021.pdf*.

[523] CARB. 2021. PATHWAYS Scenario Modeling. *https://ww2.arb.ca.gov/sites/default/files/2021-12/Revised_2022SP_ScenarioAssumptions_15Dec.pdf*.

[524] E3. 2022. CARB Draft Scoping Plan AB32 Source Emissions Initial Modeling Results. March 15. *https://ww2.arb.ca.gov/sites/default/files/2022-03/SP22-Model-Results-E3-ppt.pdf*.

[525] CARB. AB32 EJ Advisory Committee Meeting, February 28, 2022 CARB Update. *https://ww2.arb.ca.gov/sites/default/files/2022-02/CARB%20EJAC022822presentation.pdf*.

[526] Fletcher, C. 2021. CARB Response to EJ Advisory Committee Narrative. CARB. December 15. *https://ww2.arb.ca.gov/sites/default/files/2021-12/CARB%20response%20to%20EJAC%20Narrative.pdf*.

[527] EJ Advisory Committee. 2022. EJ Advisory Committee Presentation: Preliminary Draft Recommendations. March 10. *https://ww2.arb.ca.gov/sites/default/files/barcu/board/books/2022/031022/ejacpres.pdf*.

[528] AB 32 EJ Advisory Committee. Draft Recommendations. *https://ww2.arb.ca.gov/sites/default/files/barcu/board/books/2022/031022/ejacrecsrevised.pdf*.

[529] EJ Advisory Committee. 2022. EJAC Presentation. September 1. *https://ww2.arb.ca.gov/sites/default/files/barcu/board/books/2022/090122/ejacpres.pdf*

recommendations[530] to inform this Scoping Plan. To the extent possible, CARB has incorporated and cited these recommendations through this Scoping Plan.

In addition to the activities listed above, Central Valley EJ Advisory Committee members hosted a successful community engagement workshop[531] in San Joaquin Valley in February 2022 with over 100 attendees. Members of EJ Advisory Committee hosted a statewide community engagement workshop[532] in June 2022 with more than 165 attendees. Throughout the EJ Advisory Committee's process, members of the Committee continued to work with their communities to ground truth their recommendations to inform the development of the Scoping Plan. The EJ Advisory Committee worked hard to ensure the voices of those communities most burdened by climate impacts were reflected in the plan. The EJ Advisory Committee will continue to play an ongoing role in the implementation of this Scoping Plan to ensure environmental justice and racial equity are prioritized in our effort to address the climate challenge before us.

To the extent possible, the EJ Advisory Committee's recommendations were integrated throughout the plan. This plan directly cites instances where there is alignment between the plan and the EJ Advisory Committee recommendations. This approach seeks to ensure there is more transparency and identify consensus that exists, as well as relevant ways equity and environmental justice are addressed in this plan and in the planning for future related implementation activities. CARB is dedicated to its efforts to ensure this plan does not leave communities behind.

As this Scoping Plan moves into the implementation phase, there will be a need to better understand how to address EJ Advisory Committee recommendations on the following topics:

- Actions under the jurisdiction of other agencies: there are certain EJ Advisory Committee recommendations that are outside of CARB's jurisdiction. As the EJ Advisory Committee continues to convene, it would be helpful to understand the

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[530] EJ Advisory Committee. 2022. EJAC 2022 Scoping Plan Recommendations. September 30. https://ww2.arb.ca.gov/sites/default/files/barcu/board/books/2022/090122/finalejacrecs.pdf

[531] San Joaquin Valley Climate Justice & the Scoping Plan. 2022. https://ww2.arb.ca.gov/sites/default/files/2022-07/SJV%20Climate%20Justice%20%26%20the%20Scoping%20Plan%20Workshop%20Report%20out%20%26%20Recommendations_5.2022.pdf

[532] EJAC. 2022. *EJAC/Community Engagement Synthesis Report '22.* https://ww2.arb.ca.gov/sites/default/files/2022-07/EJAC-CommunityEngagement-SynthesisReport-2022-English%26Spanish.pdf.

role that CARB can play as it relates to the EJ Advisory Committee's recommendations for actions outside CARB's jurisdiction and coordinates with sister agencies.

- Actions that require legislative direction: there are certain EJ Advisory Committee recommendations that would require legislative action. As the EJ Advisory Committee continues to convene, it will be helpful to understand how CARB can work with the EJ Advisory Committee to share these recommendations with the appropriate members of the Legislature.
- Actions directly tied to implementation activities: This Scoping Plan is not an implementation document; it is a plan to chart a course to continue to reduce GHG emissions and achieve carbon neutrality. Once the Scoping Plan is approved, there will be follow-up action at CARB, as well as at other agencies. In these follow-up efforts, there will be a role for ongoing EJ Advisory Committee engagement.
- Actions to implement recent legislation, such as SB 905.

CARB proposes to continue to work with the EJ Advisory Committee to better understand how to move forward on EJ Advisory Committee recommendations that fall into the topics listed above and any other recommendations that were not included in this plan. It is also important to note that there are numerous recommendations where CARB shares the goals of the EJ Advisory Committee and can assist in implementation steps. Examples include the following:

- CARB shares the goal of prioritizing non-fossil energy generation and supports non-fossil projects and opportunities to locate behind-the-meter clean resources in communities of concern in programs such as the Solar on Multifamily Affordable Housing program.
- CARB will engage with agencies and academic institutions to further workforce development.
- Many other recommendations related to financial support for various energy projects, such as microgrids, are within the purview of the CPUC or local publicly owned utilities. Similarly, utility scale projects are within the jurisdiction of other agencies. However, CARB supports strategies identified in the recommendations such as offshore wind to reduce the reliance on fossil fuel generation.
- CARB is supportive of rooftop solar, although it is not within CARB's jurisdiction to determine how incentives for those projects are structured.
- CARB is supportive of strong energy decarbonization goals, recognizing that increased reliance on electrification in transportation and other sectors will create significant demand for electricity, and therefore ensuring reliability of a decarbonized grid is a critical need for the state.
- In the transportation sector, CARB is supportive of the EJ Advisory Committee's recommendations to maintain aggressive zero emission vehicle goals consistent

with its statutory mandate to ensure regulations are technologically feasible and in alignment with Governor Newsom's ZEV Executive Order (EO N-79-20). CARB looks forward to continued engagement on rulemakings that will implement these goals.

- As noted elsewhere in this plan, CARB is supportive of the Caltrans California Transportation Plan 2050 and the California Climate Action Plan for Transportation Infrastructure.
- CARB is supportive of additional public support for transit. CARB is supportive of locating EV charging in low-income communities and communities of color.
- CARB is supportive of prioritizing funding incentives for transit and heavy- and medium-duty vehicles, although CARB does believe there is an important role for incentives that support adoption of light-duty vehicles for the time being. CARB will also be opening a rulemaking on the Low Carbon Fuel Standard to ensure it continues to support clean fuels that will displace petroleum fuels and will consider the EJ Advisory Committee recommendations on this program.
- In the industrial sector, in addition to the strategies discussed more fully in this Scoping Plan, CARB continues to work with the Legislature, local agencies, and air districts to support, implement, and enforce effective reductions in emissions of GHGs and air pollutants in stationary sources. The air districts have the authority to directly issue permits addressing a facility's criteria pollutant and toxics emissions levels. These levels are set after careful permit review, under district regulation and statute. However, AB 617 directs and authorizes CARB to take several actions to improve data reporting from facilities, air quality monitoring, and pollution reduction planning for communities affected by a high cumulative exposure burden. CARB will continue to implement AB 617 and look for ways to strengthen the Community Air Protection Program.
- Considerations around the phaseout of oil and gas extraction and refining, and the role of carbon capture are discussed more thoroughly in Chapter 2.

As CARB continues to engage with the EJ Advisory Committee—in addition to the EJ Advisory recommendations that have been integrated throughout this plan—below are the following commitments that CARB is making to ensure that environmental justice is integrated in this plan and its implementation:

- Building decarbonization is a pillar of this Scoping Plan and CARB commits to working closely with state and local agencies to implement the EJ Advisory Committee recommendations that call for prioritization for residents in low-income communities and communities of color in this transition.
- CARB commits to sharing the EJ Advisory Committee's recommendations with the CEC, CPUC, and other agencies administering funds to support building

decarbonization, and to work closely with those agencies as they engage in public processes to further building decarbonization.

- CARB has committed to review the Cap-and-Trade program and determine what potential legislative or regulatory amendments could be necessary to ensure the program continues to deliver GHG reductions needed to achieve the statutory climate goals. In that process, CARB will consider the recommendations of the EJ Advisory Committee[533] and Independent Emissions Market Advisory Committee,[534] as well as others.

Critically, the EJ Advisory Committee makes numerous recommendations centered around tracking progress of the various strategies in this Scoping Plan. Currently, progress is tracked and reported in numerous ways, including the annual GHG inventory and reports to the Legislature. Part of the ongoing work of implementation, however, will include consideration of ways to provide more data and information to the public, such as rates of deployment of clean energy and technology as described in Chapter 1. CARB will also continue to collaborate with CDPH and OEHHA on health metrics to track cumulative benefits of air pollution and climate programs, especially in low-income communities and communities of color.

As noted earlier in this document, the EJ Advisory Committee will continue to play a vital role in the Scoping Plan and its implementation to ensure environmental justice and racial equity are prioritized in our effort to address the climate challenge before us. This includes ongoing EJ Advisory Committee engagement to advise CARB on the development of the Scoping Plan and any other pertinent matters in implementing AB 32. The ongoing EJ Advisory Committee will help to ensure integration of environmental justice in implementation efforts as it relates to AB 32, and also help CARB as we work toward a future where race is no longer a predictor for life outcomes.

Academic Institutions and the Private Sector

Academic institutions produce and present the latest science on both the impacts of, and actions to reduce, climate change damages. They are also leading the way by

[533] California Legislative Information. Bill Text – AB 32. Air pollution: greenhouse gases: California Global Warming Solutions Act of 2006. (AB 32, Nuñez, Chapter 488, Statutes of 2006). https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32.

[534] California Legislative Information. Bill Text – AB 398. California Global Warming Solutions Act of 2006: market-based compliance mechanisms: fire prevention fees: sales and use tax manufacturing exemption. (AB 398). https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180AB398.

establishing their own climate goals and GHG emissions reductions targets.[535, 536, 537] They are incubators for innovation and knowledge in clean energy and technology and play an important role in adding to the wealth of robust information to inform policies and programs. Academic institutions have the ability to fill knowledge gaps and push us toward new frontiers. As we move forward, we will continue to see these institutions as partners and resources that can help CARB look for ways to accelerate and introduce actions to reduce GHG emissions and remove and store carbon.

As such, it will be important to maintain and enhance relationships with academic institutions, including community colleges. Community colleges are more likely to have a large proportion of first generation students or students that come from low-income communities or communities of color. The perspective of this diverse student body will be critical to inform discussions on climate change damages and mitigation efforts. This student body is also a future workforce, and courses to teach the skills for a sustainable economy are a chance to close historical opportunity gaps. Importantly, many of the students at community colleges are local residents and community members. This engagement provides another way to invest in communities across our state. The Foundation for California Community Colleges is already leading the way through innovate programs such as their Good Jobs Challenge - California Resilient Careers in Forestry.[538] These types of programs could be replicated across other sectors. CARB will evaluate how to leverage the requirements in AB 680 on workforce development in the California Climate Investments programs with the work at the Foundation for California Community Colleges.

As noted in Chapter 1, public and private partnerships will be important as we move forward in the great energy transition. But the private sector is also important in the context of research and development and deployment. Many of these companies have the resources and expertise to build and produce the clean technology and energy we will need. It was through the efforts of several private companies (Bell, Exxon, Telecom

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[535] University of California. Our Commitment. *https://www.universityofcalifornia.edu/initiative/carbon-neutrality-initiative/our-commitment*.
[536] California State University. Energy, Sustainability, & Transportation. *https://www.calstate.edu/csu-system/doing-business-with-the-csu/capital-planning-design-construction/operations-center/Pages/energy-sustainability.aspx*.
[537] California Community Colleges Chancellor's Office. Climate Action and Sustainability. *https://www.cccco.edu/About-Us/Chancellors-Office/Divisions/College-Finance-and-Facilities-Planning/Facilities-Planning/Climate-Action-and-Sustainability?msclkid=4a72350ec4f511ecaf292c6b14ac9a4f*.
[538] Foundation for California Community Colleges. 2022. Good Jobs Challenge. Developing Resilient Careers in Forestry for Californians. *https://foundationccc.org/What-We-Do/Workforce-Development/Good-Jobs-Challenge*.

Australia) that the photovoltaic solar panels in use today were developed.[539] Similarly, it was companies such as General Electric and Texas Instruments that contributed to the development of hydrogen fuel cells.[540] This Scoping Plan includes the known and emerging clean technologies and fuels available today. The private sector spirit of invention, improvement, and innovation must continue to deliver new tools in the fight against climate change.

Individuals

This Scoping Plan not only projects ambitious availability of clean technology and energy, but also includes aggressive assumptions about consumer adoption of ZEVs, heat pumps, and other energy efficiency practices, among others. When it comes to climate change mitigation, the sum of the parts matters. Only when we add up the impacts of the choices we make do we understand the true impact on GHG emissions. Today, many Californians have opportunities to choose between driving a car, taking a bus, biking, or walking. Many can choose to install a heat pump or buy an electric cooktop. Together, we can increase these opportunities and pick the future we want. We can start or transform businesses that create clean jobs, innovate new technologies, or introduce new systems. We can engage with fellow workers to support durable paths for labor in a clean economy. And we can choose to engage with our community, tribes, and our governments to advocate for change, call out challenges, and propose solutions. Our choices will help determine California's climate future. Down one path is a future of climate impacts that will continue to worsen and further increase disparities across communities. Down the other is a future that avoids the worst impacts of climate change, improves air quality—especially for the most burdened communities—and fosters new economic and job opportunities to support a sustainable economy.

Importantly, we must acknowledge that historical decisions have resulted in health and opportunity gaps for residents in low-income communities and communities of color. Not everyone has the resources or access to make these choices—to buy a ZEV, install a heat pump, or use public transit to get to work. It is here that government can help. Government, at multiple levels, can fund programs and structure policies to provide consumers with more choice and to support them in adopting cleaner technology options. Whether through affordable energy rates or assistance in purchasing zero emission vehicles and appliances, we can use the transition to a carbon neutral economy as an opportunity to close some of these persisting opportunity gaps. By acting now, we can

[539] Californiasolarcenter.org. Passive Solar History. http://californiasolarcenter.org/old-pages-with-inbound-links/history-pv/.
[540] Fuel Cell Store. History of Fuel Cells. https://www.fuelcellstore.com/blog-section/history-of-fuel-cells?msclkid=04a19450c50211ec8d20f2afff4039fe.

change our planet’s fate and build a more resilient, healthier, and equitable future for all Californians.

DALY CITY, CA

CENSUS PLACE

2020 POPULATION
107,197
0.487% 1-YEAR GROWTH

US SENATOR
Dianne Feinstein
DEMOCRATIC PARTY

US SENATOR
Alex Padilla
DEMOCRATIC PARTY

2020 MEDIAN AGE
40.4
1.26% 1-YEAR INCREASE

2020 POVERTY RATE
6.65%
12.6% 1-YEAR DECREASE

2020 MEDIAN HOUSEHOLD INCOME
$99,910
5.67% 1-YEAR GROWTH

2020 MEDIAN PROPERTY VALUE
$851,800
8.73% 1-YEAR GROWTH

Population & Diversity
Economy
Civics
Education
Housing & Living
Health

About

UNITED STATES \ CALIFORNIA \ SAN MATEO COUNTY, CA \ SAN FRANCISCO-OAKLAND-HAYWARD, CA \ DALY CITY, PACIFICA CITIES & COLMA TOWN PUMA, CA \ SOUTH SAN FRANCISCO, SAN BRUNO & BRISBANE CITIES PUMA, CA

In 2020, Daly City, CA had a population of 107k people with a median age of 40.4 and a median household income of $99,910. Between 2019 and 2020 the population of Daly City, CA grew from 106,677 to 107,197, a 0.487% increase and its median household income grew from $94,550 to $99,910, a 5.67% increase.

The 5 largest ethnic groups in Daly City, CA are Asian (Non-Hispanic) (58.4%), White (Non-White (Hispanic) (7.47%), and Two+ (Hispanic) (3.7%).

None of the households in Daly City, CA reported speaking a non-English language at home as their primary shared language. This does not consider the potential multi-lingual nature of households, but only the primary self-reported language spoken by all members of the household.

84.7% of the residents in Daly City, CA are U.S.

The largest universities in Daly City, CA are Hilltop Beauty School (56 degrees awarded in 2021).

In 2020, the median property value in Daly City, CA was $851,800, and the homeownership rate was 60%.

Most people in Daly City, CA drove alone to work, and the average commute time was 31.7 minutes. The average car ownership in Daly City, CA was 2 cars per household.

COVID-19 IN NUMBERS

Population & Diversity

Daly City, CA is home to a population of 107k people, from which 84.7% are citizens. As of 2020, 51.3% of Daly City, CA residents were born outside of the country (55k people).

In 2020, there were 5.16 times more Asian (Non-Hispanic) residents (62.6k people) in Daly City, CA than any other race or ethnicity. There were 12.1k White (Non-Hispanic) and 9.8k Other (Hispanic) residents, the second and third most common ethnic groups.

Citizenship

84.7%

2020 CITIZENSHIP

82.8%

2019 CITIZENSHIP

As of 2020, 84.7% of Daly City, CA residents were US citizens, which is lower than the national average of 93.4%. In 2019, the percentage of US citizens in Daly City, CA was 82.8%, meaning that the rate of citizenship has been increasing.

The following chart shows US citizenship percentages in Daly City, CA compared to that of it's neighboring and parent geographies.

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DIVERSITY

Race and Ethnicity

THE 3 LARGEST ETHNIC GROUPS IN DALY CITY, CA

1. Asian (Non-Hispanic)
   62.6k ± 1.81k
2. White (Non-Hispanic)
   12.1k ± 1.2k
3. Other (Hispanic)

COVID-19 IN NUMBERS

2.3k 1.6k

21.9%

HISPANIC POPULATION
23.5k people

In 2020, there were 5.16 times more Asian (Non-Hispanic) residents (62.6k people) in Daly City, CA than any other race or ethnicity. There were 12.1k White (Non-Hispanic) and 9.8k Other (Hispanic) residents, the second and third most common ethnic groups.

21.9% of the people in Daly City, CA are hispanic (23.5k people).

The following chart shows the 7 races represented in Daly City, CA as a share of the total population.

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Foreign-Born Population

51.3%

2020 FOREIGN-BORN POPULATION
55k people

51.9%

2019 FOREIGN-BORN POPULATION
55.3k people

As of 2020, 51.3% of Daly City, CA residents (55k people) were born outside of the United States, which is higher than the national average of 13.5%. In 2019, the percentage of foreign-born citizens in Daly City, CA was 51.9%, meaning that the rate has been decreasing.

The following chart shows the percentage of foreign-born residents in Daly City, CA compared to that of it's neighboring and parent geographies.

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COVID-19 IN NUMBERS

MILITARY

Veterans

MOST COMMON SERVICE PERIOD

1. Vietnam
   1,380 ± 483
2. Gulf War (2001-)
   491 ± 156
3. Korea
   317 ± 139

Daly City, CA has a large population of military personnel who served in Vietnam, 2.81 times greater than any other conflict.

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Economy

The economy of Daly City, CA employs 59.6k people. The largest industries in Daly City, CA are Health Care & Social Assistance (10,532 people), Retail Trade (6,413 people), and Accommodation & Food Services (6,269 people), and the highest paying industries are Management of Companies & Enterprises ($90,688), Utilities ($86,848), and Professional, Scientific, & Technical Services ($77,944).

EMPLOYMENT

Occupations

All

Workforce

Value

COVID-19 IN NUMBERS

2020 VALUE
± 2,191

-0.0922%

1 YEAR DECLINE

± 4.78%

From 2019 to 2020, employment in Daly City, CA declined at a rate of −0.0922%, from 59.7k employees to 59.6k employees.

The most common job groups, by number of people living in Daly City, CA, are Office & Administrative Support Occupations (7,988 people), Sales & Related Occupations (6,213 people), and Management Occupations (4,592 people). This chart illustrates the share breakdown of the primary jobs held by residents of Daly City, CA.

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Unemployment Insurance Claims

Data is only available at the state level. Showing data for California.

This chart shows weekly unemployment insurance claims in California (not-seasonally adjusted) compared with the four states with the most similar impact.

The most recent data point uses Advance State Claims data, which can be revised in subsequent weeks.

View Full Dashboard

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INDUSTRIES

COVID-19 IN NUMBERS

Employment by Industries

Workforce

All

Value

59.6k

2020 VALUE

± 2,191

−0.0922%

1 YEAR DECLINE

± 4.78%

From 2019 to 2020, employment in Daly City, CA declined at a rate of −0.0922%, from 59.7k employees to 59.6k employees.

The most common employment sectors for those who live in Daly City, CA, are Health Care & Social Assistance (10,532 people), Retail Trade (6,413 people), and Accommodation & Food Services (6,269 people). This chart shows the share breakdown of the primary industries for residents of Daly City, CA, though some of these residents may live in Daly City, CA and work somewhere else. Census data is tagged to a residential address, not a work address.

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Median Earnings by Industry

$48,365

MEDIAN EARNING MEN ± $2,661

$41,249

MEDIAN EARNING WOMEN ± $2,434

The industries with the best median earnings for men in 2020 are Information ($80,795), Public Administration ($76,071), and Professional, Scientific, & Management, & Administrative & Waste Management Services ($65,257).

The industries with the best median earnings for women in 2020 are Public Administration ($77,896), Wholesale Trade ($76,103), and Construction ($72,069).

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COVID-19 IN NUMBERS

Employment by Industry Sector

Data is only available at the state level. Showing data for California.

Y-AXIS

Monthly Growth (Year-over-Year)

2.75%

YEAR-OVER-YEAR GROWTH

Employment change between February 2022 and February 2023

As of February 2023, there are 155M people employed in California. This represents a 2.75% increase in employment when compared to February 2022.

The following chart shows monthly employment numbers for each industry sector in California.

View Full Dashboard

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DOMESTIC TRADE

Domestic Production & Consumption

Domestic production and consumption consists of products and services shipped from California to other states, or from other states to California.

Domestic Production in Dollars

TOP DOMESTIC PRODUCTION IN DOLLARS

1. Electronics
   $405B
2. Mixed freight
   $159B
3. Pharmaceuticals
   $155B

In 2020, the top outbound California product (by dollars) was Electronics with $405B, followed by Mixed freight ($159B) and Pharmaceuticals ($155B).

The following chart shows the share of these products in relation to all outbound California products.

COVID-19 IN NUMBERS

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Domestic Trade Growth

Showing data for California.

Domestic Production in Dollars

$2.21T

2020 VALUE IN CALIFORNIA

$4.61T

PROJECTED 2050 VALUE IN CALIFORNIA

109% growth

In 2020, total outbound California trade was $2.21T. This is expected to increase 109% to $4.61T by 2050.

The following chart shows how the domestic outbound California trade is projected to change in comparison to its neighboring states.

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Interstate Trade

Interstate trade consists of products and services shipped from California to other states, or from other states to California.

Domestic Production in Dollars

MOST COMMON TRADE PARTNERS

1. Texas
   $84.4B
2. Arizona
3. Ohio
   $40.6B

COVID-19 IN NUMBERS

In 2020, the top outbound California domestic partner for goods and services (by dollars) was Texas with $84.4B, followed by Arizona with $44.8B and Ohio and $40.6B.

The following map shows the amount of trade that California shares with each state (excluding itself).

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Civics

In the 2020 presidential election, the popular vote in California went to Joseph R Biden Jr. with 63.5% of the vote. The runner-up was Donald J. Trump (34.3%), followed by Jo Jorgensen (1.07%).

Dianne Feinstein and Alex Padilla are the senators currently representing the state of California. In the United States, senators are elected to 6-year terms with the terms for individual senators staggered.

California is currently represented by 52 members in the U.S. house, and members of the House of Representives are elected to 2-year terms.

PRESIDENTIAL ELECTIONS

Presidential Popular Vote Over Time

Voting results are not available for Daly City, CA. Showing the available data for California.

2020 ELECTION RESULTS

1. Joseph R Biden Jr. (63.5%)
   Democratic Party
2. Donald J. Trump (34.3%)
   Republican Party
3. Jo Jorgensen (1.07%)
   Libertarian Party

In the 2020 presidential election, the popular vote in California went to Joseph R Biden Jr. with 63.5% of the vote. The runner-up was Donald J. Trump (34.3%), followed by Jo Jorgensen (1.07%).

The following chart shows the popular vote results in California for each registered party from 1976 to 2020.

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COVID-19 IN NUMBERS

SENATOR ELECTIONS

US Senators from California

Senatorial voting results are only available at the state level. Showing data for California.

Dianne Feinstein

SENATOR FROM CALIFORNIA
Assumed office on November 10, 1992
Elected to the seat to succeed John Seymour (California politician)|John Seymour, who had been appointed to the seat after Pete Wilson was elected Governor of California.

Alex Padilla

SENATOR FROM CALIFORNIA
Assumed office on January 18, 2021
Appointed to the seat following the resignation of Kamala Harris, who had become Vice President of the United States.

Dianne Feinstein and Alex Padilla are the senators currently representing California.

In the United States, senators are elected to 6-year terms with the terms for individual senators staggered.

The following chart shows elected senators in California over time, excluding special elections, colored by their political party.

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US REPRESENTATIVE ELECTIONS

COVID-19 IN NUMBERS

US Representatives from California

California is currently represented by 52 members in the U.S. house.

Members of the House of Representives are elected to 2-year terms, and the following chart shows the how the members for California have changed over time starting in 2008.

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Education

In 2021, universities in Daly City, CA awarded 56 degrees. The student population of Daly City, CA in 2021 is skewed towards women, with 30 male students and 168 female students.

COVID-19 IN NUMBERS

Daly City, CA are Hispanic or Latino (35 and 62.5%), followed by Asian (14 and 25%), Black or African American (4 and 7.14%), and Unknown (2 and 3.57%).

The largest universities in Daly City, CA by number of degrees awarded are Hilltop Beauty

The most popular majors in Daly City, CA are General Cosmetology (40 and 71.4%), Cosmetology, Barber, & Nail Instructor (15 and 26.8%), and Nail Specialist & Manicurist (1 and 1.79%).

COMPLETIONS

Awarded Degrees over Time

Degrees

The graph shows the evolution of awarded degrees by degrees. Under the paragraphs, the average number of awarded degrees by university in each degree is shown.

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WORKING POPULATION

Educational Pyramid

Data is only available at the state level. Showing data for California.

MEASURE

Population

Adults Age 25 and Older

In 2020, 1.74% of men over 25 years of age had not completed any academic degree (no schooling), while 1.99% of women were in the same situation.

COVID-19 IN NUMBERS

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Educational Attainment

Data is only available at the state level. Showing data for California.

RACE

All

The most common educational levels obtained by the working population in 2020 were Some college (7.14M), High School or Equivalent (6.69M), and Bachelors Degree (6.15M).

This visualization illustrates the percentage distribution of the population according to the highest educational level reached. You can filter the data by race by using the selector above.

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Housing & Living

COVID-19 IN NUMBERS

The median property value in Daly City, CA was $851,800 in 2020, which is 3.71 times larger than the national average of $229,800. Between 2019 and 2020 the median property value increased from $783,400 to $851,800, a 8.73% increase. The homeownership rate in Daly City, CA is 60%, which is approximately the same as the national average of 64.4%.

People in Daly City, CA have an average commute time of 31.7 minutes, and they drove alone to work. Car ownership in Daly City, CA is approximately the same as the national average, with an average of 2 cars per household.

Median household income in Daly City, CA is $99,910. In 2020, the place with the highest median household income in Daly City, CA was Census Tract 6003 with a value of $142,264, followed by Census Tract 6011 and Census Tract 6015.01, with respective values of $128,021 and $121,000.

Property

Property Taxes

$851,800

MEDIAN PROPERTY VALUE 2020

±$12,400

$19,337

MEDIAN PROPERTY TAXES

±$926

The following chart display owner-occupied housing units distributed between a series of property tax buckets compared to the national averages for each bucket. In Daly City, CA the largest share of households pay taxes in the $3k+ range.

The chart underneath the paragraph shows the property taxes in Daly City, CA compared to it's parent and neighbor geographies.

View Data Save Image Share / Embed Add Data to Cart

Rent vs Own

Rent vs Own

60%

COVID-19 IN NUMBERS

75%

HOMEOWNERS WITH MORTGAGE

2020

In 2020, 60% of the housing units in Daly City, CA were occupied by their owner. This percentage grew from the previous year's rate of 58.3%.

This chart shows the percentage of owner in Daly City, CA compared it's parent and neighboring geographies.

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EQUITY

Income by Location

Use the dropdown to filter by race/ethnicity.

RACE/ETHNICITY

Total

HIGHEST MEDIAN HOUSEHOLD INCOME (TOTAL)

1. Census Tract 6003
2. Census Tract 6011
3. Census Tract 6015.01

In 2020, the place with the highest Median Household Income (Total) in Daly City, CA was Census Tract 6003 with a value of $142,264, followed by Census Tract 6011 and Census Tract 6015.01, with respective values of $128,021 and $121,000.

The following map shows all of the places in Daly City, CA colored by their Median Household Income (Total).

COVID-19 IN NUMBERS

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Household Income

Please note that the buckets used in this visualization were not evenly distributed by ACS when publishing the data.

$99,910

MEDIAN HOUSEHOLD INCOME

± $4,325

32.2k

NUMBER OF HOUSEHOLDS

± 1,416

In 2020, the median household income of the 32.2k households in Daly City, CA grew to $99,910 from the previous year's value of $94,550.

The following chart displays the households in Daly City, CA distributed between a series of income buckets compared to the national averages for each bucket. The largest share of households have an income in the $200k+ range.

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Wage Distribution

The closest comparable wage GINI for Daly City, CA is from California.

0.498

2020 WAGE GINI IN CALIFORNIA

0.499

2019 WAGE GINI IN CALIFORNIA

In 2020, the income inequality in California was 0.498 according to the GINI calculation of the wage distribution. Income inequality had a 0.321% decline from 2019 to 2020, which means that wage distribution grew somewhat more even. The GINI for California was higher than than the national average of 0.478. In other words, wages are distributed less evenly in California in comparison to the national average.

This chart shows the number of workers in California across various wage buckets compared to the national average.

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COVID-19 IN NUMBERS

TRANSPORTATION

Commuter Transportation

MOST COMMON COMMUTE IN 2020

1. Drove Alone (58.1%)
2. Public Transit (19.3%)
3. Carpooled (13.4%)

In 2020, 58.1% of workers in Daly City, CA drove alone to work, followed by those who used public transit to get to work (19.3%) and those who carpooled to work (13.4%).

The following chart shows the number of households using each mode of transportation over time, using a logarithmic scale on the y-axis to help better show variations in the smaller means of commuting.

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Commute Time

31.7 minutes

AVERAGE TRAVEL TIME

Using averages, employees in Daly City, CA have a longer commute time (31.7 minutes) than the normal US worker (26.9 minutes). Additionally, 3.18% of the workforce in Daly City, CA have "super commutes" in excess of 90 minutes.

The chart below shows how the median household income in Daly City, CA compares to that of it's neighboring and parent geographies.

COVID-19 IN NUMBERS

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Car Ownership

2 cars

AVERAGE NUMBER

The following chart displays the households in Daly City, CA distributed between a series of car ownership buckets compared to the national averages for each bucket. The largest share of households in Daly City, CA have 2 cars.

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POVERTY

Poverty & Diversity

Gender, Race & Ethnicity

6.65% of the population for whom poverty status is determined in Daly City, CA (7.08k out of 106k people) live below the poverty line, a number that is lower than the national average of 12.8%. The largest demographic living in poverty are Males 18 - 24, followed by Females 18 - 24 and then Females 25 - 34.

The most common racial or ethnic group living below the poverty line in Daly City, CA is Asian, followed by Hispanic and White.

COVID-19 IN NUMBERS

...e who classifies as impoverished. If a family's total income is less than the family's threshold then that family and every individual in it is considered to be living in poverty.

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Social Needs

Data only available at the state level.

Estimated Number of Chronically Homeless Individuals

MOST PREVALENT STATES

1. California
   35,798 individuals
2. New York
   5,087 individuals
3. Florida
   4,915 individuals

In 2017, California had the highest estimated number of chronically homeless individuals in the nation, at 35,798. New York has the second highest (5,087), followed by Florida (4,915).

The following map shows the estimated number of chronically homeless individuals by state over multiple years.

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COVID-19 IN NUMBERS

95.4% of the population of Daly City, CA has health coverage, with 56.4% on employee plans, 15.2% on Medicaid, 11.7% on Medicare, 11.3% on non-group plans, and 0.862% on military or VA plans.

Per capita personal health care spending in California was $7,549 in 2014. This is a 4.04% increase from the previous year ($7,256).

Primary care physicians in San Mateo County, CA see 939 patients per year on average, which represents a 1.78% decrease from the previous year (956 patients). Compare this to dentists who see 948 patients per year, and mental health providers who see 231 patients per year.

COVERAGE

Patient to Clinician Ratios

Data is only available at the country level. Showing data for San Mateo County, CA.

Patient to Primary Care Physician Ratio

939 to 1

PATIENT TO PRIMARY CARE PHYSICIAN RATIO IN SAN MATEO COUNTY, CA

Primary care physicians in San Mateo County, CA see an average of 939 patients per year. This represents a 1.78% decrease from the previous year (956 patients).

The following chart shows how the number of patients seen by primary care physicians has been changing over time in San Mateo County, CA in comparison to its neighboring geographies.

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Health Care Diversity

Gender

In 2020, insured persons according to age ranges were distributed in 16.8% under 18 years, 24.8% between 18 and 34 years, 40.3% between 35 and 64 years, and 18.1% over 64 years.

By gender, of the total number of insured persons, 48.5% were men and 51.5% were women.

The following chart shows the number of people with health coverage by gender.

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COVID-19 IN NUMBERS

Uninsured People

4.56%
UNINSURED

56.4%
EMPLOYER COVERAGE

15.2%
MEDICAID

11.7%
MEDICARE

11.3%
NON-GROUP

0.862%
MILITARY OR VA

Between 2019 and 2020, the percent of uninsured citizens in Daly City, CA declined by 9.43% from 5.03% to 4.56%.

The following chart shows how the percent of uninsured individuals in Daly City, CA changed over time compared with the percent of individuals enrolled in various types of health insurance.

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KEEP EXPLORING

UNITED STATES

CALIFORNIA

SAN FRANCISCO-OAKLAND-HAYWARD, CA MSA

COVID-19 IN NUMBERS

SAN MATEO COUNTY, CA
COUNTY

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National Center for Sustainable Transportation
A USDOT University Transportation Center

Studying the Impacts of the Pandemic and Future Mobility Patterns in California During the Post COVID-19 Recovery

Starting in early 2020, the world has experienced huge disruptions due to the COVID-19 pandemic, which has heavily altered social and economic activities with effects that are expected to last, at least in part, even after the health emergency is over. By the end of February 2021, more than 28 million cases had been confirmed in the United States, with more than 500,000 Americans losing their life because of the pandemic. The combination of individuals' concerns about contracting the virus combined with the various measures implemented to contain the contagion have caused devastating impacts on employment and the financial conditions of many (but not all) US households, as well as huge modifications in activity organization and travel choices. Among other impacts on the transportation sector, over the past year the United States has experienced a steep decline in air travel for long-distance trips, as well as in the use of public transportation and shared mobility for shorter-distance trips. A temporary reduction in vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions from car travel was observed in the early stages of the pandemic, especially during the heavy transition to remote working and the initial stay-at-home orders, but this was followed by a substantial recovery in car travel during later stages of the pandemic.

The analyses carried out in this study will shed light on the complicated impacts of the COVID-19 pandemic on activity participation and travel patterns, including commuting and non-commuting (e.g., discretionary) trips, and the use of various means of travel. These analyses will also examine whether, and to what extent, the general aversion towards public transit, ride pooling, and other forms of shared mobility, may persist after the end of the pandemic, as a combination of objective factors (e.g., the need to avoid the risk of contagion during the early recovery, the results of changes in policies for social distancing that are extended for months, and changes in the supply of these services), psychological factors (e.g., people might be more scared of germs and viruses even after the pandemic), and habit formation (e.g., if people get used to traveling alone or

UCDAVIS

the population.

Understanding what different groups and segments of the population do, with regard to these changes, and how likely they are to continue to do certain things and/or react to future policies (e.g., enacted to contain car travel after the pandemic) is of utmost importance for transportation planners and policy makers to reign in transportation in the “post COVID-19” society. Accordingly, this study will produce valuable insights that will be of direct interest to planners at Caltrans as well as useful to inform the scientific community and other relevant stakeholders and planning agencies.

Publications

Investigating the Temporary and Longer-term Impacts of the COVID-19 Pandemic on Mobility in California
Product Type: Research Report

Longitudinal Analysis of COVID-19 Impacts on Mobility: An Early Snapshot of the Emerging Changes in Travel Behavior
Product Type: Associated Publication

Deciphering the factors associated with adoption of alternative fuel vehicles in California: An investigation of latent attitudes, socio-demographics, and neighborhood effects
Product Type: Associated Publication

Research Area

Multi-Modal Travel & Sustainable Land Use

Tags

travel behavior COVID-19 public transportation ridesharing

mobility (shared)

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Manville on Proven Strategies to Improve Transportation

December 16, 2022

News outlets from around the country turn to Michael Manville [https://luskin.ucla.edu/person/michael-manville] , associate professor of urban planning, for insight into transit and land use issues. Manville spoke to the Los Angeles Times [https://www.latimes.com/california/story/2022-12-10/should-rail-and-bus-be-free-karen-bass-may-soon-decide] about a question Mayor Karen Bass must consider: Should train and bus rides be free? History shows that this strategy to increase ridership on public transit can work, Manville said. In the San Diego region, a $160-billion plan to expand the rail system includes road charges that will levy a per-mile fee on drivers. “If you design the road-user

charge correctly, some of the biggest beneficiaries will be drivers," Manville told the San Diego Union-Tribune [https://www.sandiegouniontribune.com/news/transportation/story/2022-11-27/san-diegos-rail-expansion-survive-gop-election-shake-up] . In Kentucky, an attempt to ease congestion by adding lanes to highways is misguided, he said. "The typical highway widening project has costs that exceed its benefits and probably shouldn't be done," Manville told Louisville Public Media [https://www.lpm.org/news/2022-11-27/local-highway-projects-aim-to-ease-congestion-by-adding-lanes] , noting that adding tolls is the only proven way to consistently reduce congestion.

Read the L.A. Times article [https://www.latimes.com/california/story/2022-12-10/should-rail-and-bus-be-free-karen-bass-may-soon-decide]

Read the Union-Tribune article [https://www.sandiegouniontribune.com/news/transportation/story/2022-11-27/san-diegos-rail-expansion-survive-gop-election-shake-up]

Read the Louisville Public Media article [https://www.lpm.org/news/2022-11-27/local-highway-projects-aim-to-ease-congestion-by-adding-lanes]

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The Traffic Bogeyman Is Us, Manville Says

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The Game Is Rigged, Manville Says

The Game Is Rigged, Manville Says



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REPLIES

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Vehicle access and falling transit ridership: evidence from Southern California

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Abstract
We examine pre-COVID declines in transit ridership, using Southern California as a case study. We first illustrate Southern California's unique position in the transit landscape: it is a large transit market that demographically resembles a small one. We then draw on administrative data, travel diaries, rider surveys, accessibility indices, and Census microdata for Southern California, and demonstrate a strong association between rising private vehicle access, particularly among the populations most likely to ride transit, and falling transit use. Because we cannot control quantitatively for the endogeneity between vehicle acquisition and transit use, our results are not causal. Nevertheless, the results strongly suggest that increasing private vehicle access helped depress transit ridership. Given Southern California's similarity to most US transit markets, we conclude that vehicle access may have played a role in transit losses across the US since 2000.

Keywords Mode choice · Public transit · Ridership

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Introduction

This paper analyzes the steep decline in US transit ridership that began in the years before the coronavirus emergency. Both absolute and per capita transit patronage fell during the Great Recession. Ridership began growing as the economy recovered, but soon started to fall (American Public Transportation Association 2021a). In 2012, Atlanta and Detroit became the first large urbanized areas (UZAs) to report post-recession year-over-year absolute ridership declines. They were followed by Chicago, Los Angeles, Philadelphia, and Washington, DC in 2014; Miami, Dallas, and Phoenix in 2015; and Boston in 2016. Transit ridership in many smaller regions began falling thereafter. In 2017, ridership rose in three UZAs, and fell in 436. Transit ridership losses continued in 2018 (U.S. Federal Transit Administration 2020). Nationwide, per capita transit patronage fell by 12% between 2008 and 2018; from 2014 to 2018, absolute ridership fell by 700 million (American Public Transportation Association 2021a; Schouten et al 2021).

These declines generated substantial concern while they were happening (e.g., Badger and Bui 2020), but they were soon eclipsed by the even graver problems that befell transit as a result of COVID-19 (Frost 2020; American Public Transportation Association 2021b). While the pandemic decimated transit use, the source of that decimation is no mystery. The economy contracted, and transit travel did too. The source of the pre-COVID decline, in contrast, is less clear, and is worth investigating because the conditions that created it may well remain, and confront transit agencies as they emerge from the pandemic.

Given the nature of American transit, the pre-COVID ridership decline likely had multiple causes. Transit in the United States serves different purposes, and takes different forms, in different places. Conditions that likely affected ridership in New York, Boston, and Washington, DC, such as service disruptions on aging rail systems, were less relevant or nonexistent elsewhere.

This article focuses on an explanation with relevance to many places: increased access to private automobiles. In most of the US, public transportation is used disproportionately by people who have limited access to cars, but who live and work in built environments designed for car travel. Transit, for this group, is a mobility safety net: a public option for moving through landscapes planned around private vehicles. Precisely because transit in these areas is often mismatched to its built environment, the service it offers is generally inferior to driving. This makes transit ridership precarious. The relatively small share of people with little or no vehicle access accounts for a large share of transit trips, but those same people without vehicles have a strong incentive to acquire them, because vehicles greatly improve their ability to get around. In these circumstances, even modest increases in vehicle access could account for large losses in transit ridership. We hypothesize that in many US areas, this is in fact what occurred.

We document the association between rising auto access and falling transit use by examining Southern California, and particularly the Los Angeles urbanized area (UZA) that lies at its heart. We emphasize Southern California because it offers an unusual window into America's transit landscape: a large transit market with many attributes of a small one. American transit use follows a power law distribution: a small number of big places, most of them quite different from the nation at large, account for most transit trips. Over 40% of the nation's pre-pandemic transit rides, for example, occurred in New York, a place that in many ways bears little resemblance to other US urban areas (e.g. Voulgaris et al. 2017). As a result, no single place offers an ideal case study of "American" transit.

Nevertheless, Southern California makes a useful case study, for three reasons. The first is data limitations. Fully controlling for endogeneity in a national analysis of vehicle ownership and transit use is difficult, because data on a number of potentially confounding factors are either unavailable, or available only in data sets that are hard to match with one another. Using a single large case, as offered by Southern California, helps overcome this problem: we can scrutinize potential sources of endogeneity separately from our statistical analysis, in ways that would be difficult if we analyzed numerous areas.

Second, using Southern California rules out an important potential reason for falling ridership, which is falling investment. Southern California exemplifies, and indeed lies at the extreme end of, a national trend where transit investment has risen but ridership has lagged. From 2000 to 2015, transit investment in the United States, measured as an inflation-adjusted ten-year rolling average of capital costs plus annual operating costs, rose almost 50% (US Federal Transit Administration various), while per capita ridership fell 1% (American Public Transportation Association 2021a). In Southern California, this divergence between investment and patronage is even starker. Since 1990, Southern California has added over 100 miles of light and heavy rail, over 530 miles of commuter rail, and increased bus service as well. Transit ridership over this period, however, has been mostly flat or falling; both absolute and per capita ridership had their postwar peak in 1985. The most recent per capita decline began in 2007, and ridership started falling absolutely in 2014. The decline was more pronounced on bus than rail, but both modes lost patronage. In 2016 per capita ridership was 40% below its 1985 high-water mark.[1]

Finally, we examine Southern California because the region is, again, a large transit market with many attributes of a small one. Today Los Angeles ranks third behind New York and Chicago in the number of annual transit trips; as recently as 2016, LA was second to only New York (Freemark 2021). But the region differs dramatically from America's other big transit markets. These other regions—the "legacy" urbanized areas concentrated in the Northeast (but including Chicago and San Francisco)—have central areas with dense prewar built environments, and these environments, by making driving and parking difficult, encourage broad swathes of the population to take transit (Chatman 2003; Taylor et al. 2009). Los Angeles, in contrast, more closely resembles the typical US urban area: much of its built environment is auto-oriented, and transit use is confined largely to the poor. Analyzing LA might therefore offer a better glimpse into why ridership fell in most places, even if it is less applicable to those places where frequent transit use is most common.

We proceed as follows. The next section discusses falling transit ridership, situates Los Angeles in America's transit landscape, and summarizes previous research on the relationship between vehicle access and transit use. The "Descriptive evidence on transit use and private vehicle access in Southern California" section presents descriptive evidence about rising auto access and falling transit ridership in Southern California.

The "Statistical analysis of vehicle access and falling ridership" section presents a series of negative binomial regressions measuring the relationship between private vehicle access and transit use. The results confirm a strong negative association: a decline in zero-vehicle households is strongly associated with substantially fewer transit trips, even controlling for income, age, race, nativity, and other factors. We stop short of defining this association causally, however. Rising auto access could cause falling ridership, but could also be a consequence of other underlying reasons to prefer driving over transit. Because we cannot

[1] See Manville (2019) for data on investment and ridership.

quantitatively control for this potential endogeneity, the "Endogeneity: changes in vehicle access vs changes that prompt vehicle access" section reviews other potential sources of transit's decline, and weighs them relative to rising vehicle access.

We conclude that increased vehicle access has likely played a central role in transit's pre-COVID decline. The article's final section considers the implications of this finding. Our results suggest a tension between the collective benefits that transit offers low-income people as a group, and the private benefits that automobiles offer to individual members of that same group. In many US urban areas, transit primarily relies for riders on people who lack cars (Pucher and Renne 2003). When vehicles become more widely available, that group shrinks. So too does transit's base of frequent users, and thus its ridership. A logical policy response, from the perspective of transit operators, is to lure these riders back. From a broader perspective, however, the appropriate response is less obvious. Because transit's collective benefits for low-income people rest on transit being viable, when riders of any income acquire vehicles and leave, an important service for low-income people suffers. At the same time, however, when low-income people living in auto-oriented places acquire automobiles, they likely become *individually* better off, because they can now travel by car in regions designed for doing so. The socially optimal response to falling ridership, therefore, likely involves more than just "winning back" riders who have left. Instead it would involve addressing the policies that create structural advantages for automobility.

Before proceeding, a note about geography; throughout the article we alternatively discuss "Los Angeles" by which we mean the Los Angeles Urbanized Area (UZA) or—sometimes—Los Angeles County, and "Southern California" which is a larger area including not just Los Angeles but five outlying counties that are represented by the metropolitan planning organization. Most ridership occurs in Los Angeles, as we discuss, but Southern California is the geographic scale at which regional transportation planning occurs.

Auto use and transit ridership: considerations and causes

The pattern of American transit use is one of nesting asymmetries. Ridership is concentrated in a small number of regions, and within those regions in a small number of places (usually the dense parts of center cities). Within these places, a small share of operators carries a disproportionate share of trips, often on a small number of heavily-traveled routes. The passengers themselves, meanwhile, are drawn from a small share of the population.

This small share of the population, moreover, is drawn from both the low-income and the affluent. Transit riders are significantly more likely than the general population to be poor, but not much less likely than the general population to be rich. In 2016, just over 20% of riders came from households with incomes under $15,000, which is almost twice the share of US households that have incomes below that threshold. Just over 20% of transit riders, meanwhile, came from households with incomes over $100,000; 26% of US households overall fall in this group (Clark 2017; US Census 2016). A common thread uniting these otherwise dissimilar individuals is limited access to automobiles. Better than three out of five US transit riders (61%) report not having a private vehicle available for their transit trip (Clark 2017).

Aggregate data, then, suggest that transit is a mode for both the low-income and the affluent, with a shared attribute of low vehicle access. These aggregate data conceal, however, the fact that transit's affluent users are concentrated in a small number of urban areas. This fact, in turn, complicates national statistics about transit use and vehicle access. Most

transit riders have limited vehicle access, but limited vehicle access can arise for two reasons: because vehicle use is itself expensive (an attribute of a place), or because incomes are low (an attribute of people). In places where owning and operating a vehicle is costly—in money, time, or stress—transit has relative advantages, and even affluent people will use it. But these circumstances exist in only a handful of places: dense central cities with narrow streets, heavy congestion, and scarce parking. That description fits the nation's traditional transit centers—the "legacy" regions of New York, Chicago, San Francisco, Philadelphia, Boston, and Washington DC. These places developed around transit and retain, in their central areas, built environments that make riding transit easier and driving harder. As a result, they carry the vast majority of American transit trips, and transit in them delivers large environmental and efficiency benefits. In 2015 the legacy regions, which hold about 20% of the US urbanized population and cover about 11% of its urban land, hosted almost 65% of its transit trips. The 433 other UZAs, meanwhile, hold 80% of the urban population but carry only 35% of all transit trips.[2]

In these latter UZAs—most UZAs—driving is relatively cheap, and lower access to private vehicles usually reflects low income, and to a lesser extent medical or legal constraints that limit driving. In these places, where the landscape is arranged for cars and riding transit is much less convenient than driving, transit is best characterized as a social service—a mobility safety net used primarily by the poor (Glaeser et al. 2008; Taylor and Morris 2015).

At the risk of oversimplification, then, America has two transit regimes: the legacy regions, where the built environment can make driving difficult, and the rest of the country, where it does not. The latter regime includes most areas and most systems; the legacy regime carries most riders.

The stark difference between the legacy regions and the rest of the country complicates any discussion of "national" trends in transit ridership. If ridership falls 10% in the legacy regions and rises 20% everywhere else, US ridership would fall, even though transit would be making unprecedented ridership gains in hundreds of areas. Conversely, if legacy ridership surges, national ridership can grow, even if patronage falls in most of the country.

We illustrate this difference, and show LA's utility as a case study, by comparing Los Angeles transit riders to both the large LA population, and to US transit riders overall in Table 1. Data on LA ridership come from onboard surveys by LA Metro (Southern California's largest transit operator, which carries 70% of the region's trips, and almost 80% of the UZA's trips). Data on LA County's population come from the US Census, and data on US transit riders come from the American Public Transportation Association (Clark 2017). We present these latter data for the entire country, but also broken down by urban area size: areas of less than 200,000 people and of over 1 million people (the category dominated by the legacy regions and Los Angeles).

LA Metro riders are almost four times as likely as LA County residents to come from households with incomes under $15,000 per year (44–12%) and only one-third as likely to come from households with incomes over $100,000 (11–30%). Only 11% of Metro riders are white, compared to 27% of county residents. Most notably, 78% of Metro riders report not having a vehicle for their transit trip, while only 11% of county residents

[2] Calculated from National Transit Database's 2016 UZA Allocation Tables. The legacy regions account for an even smaller share of overall US population and land area: 11% of population and less than 1% of land.

Table 1 Characteristics of LA Metro Riders, LA County Residents, and US Transit Riders Overall, 2016. *Sources*: LA Metro Rider Surveys, US Census (2016) and Clark (2017)

	LA County	LA Metro	US transit riders		
	Residents (%)	Riders (%)	Areas < 200k (%)	Areas > 1 million (%)	All (%)
Share non-Hispanic White	27	11	50	40	40
Share w/HH income under $15k	12	44	48	20	21
Share w/HH income over $100k	30	11	6	22	21
Share w/no vehicle available	11	78	75	46	61
Use transit because they prefer it			35	59	44
Use transit because they have no car			46	14	30

Vehicle availability comparisons are imperfect. Metro asks if the rider had a vehicle available for the current trip, while the Census asks if the household had a vehicle available in general. Riders are classified as "preferring transit" if they say it is more convenient, saves time, or that they ride for environmental reasons. Riders who report riding because they lack an automobile, or who say transit is the only transportation they have, are categorized as riding because they have no car

live in a household without vehicles. Transit in Los Angeles is used disproportionately by low-income people with limited car access.

The four columns of the table that compare LA Metro riders to transit riders nationally paint a startling picture: riders on LA Metro, one of the nation's largest transit operators, most closely resemble riders in the nation's *smallest* urban areas. On measures of income and especially vehicle access, Metro riders look more like riders in Topeka or Waco, than like riders in Chicago or Philadelphia—despite LA being included in, and thus influencing, the large urban area calculations. Compared to riders in large urban areas overall, LA Metro riders are more than twice as likely to have incomes of less than $15,000 per year, and half as likely to have incomes of over $100,000 per year. Fully 78% of LA Metro riders report lacking access to a vehicle, comparable to 75% of riders who report the same in the smallest areas, and well above the 46% in the largest. The table's final rows show that transit riders in large areas are far more likely to report riding transit because they prefer it (59% compared to 35% in small areas), while passengers in the smallest areas are more likely to report riding because they do not have a car (46% compared to 14%).

Table 2, which uses data from the University of Minnesota's Accessibility Observatory, shows the stark advantage vehicle access confers in Los Angeles, relative to the legacy regions. The table shows the average number of jobs that can be reached in 30 minutes by automobile and transit in both 2014 and 2017. (This figure is calculated as the number of jobs reachable from an "average" point in the region; for example, the accessibility measure for New York will include both the high auto access of its suburbs and the low auto access and high transit access of Manhattan. For 2017, we also show this figure for the 50 largest MSAs combined.)

In all these regions cars offer more access than transit. At the same time, automobile access has fallen dramatically over time in every region, mostly due to worsening congestion. Transit access, in contrast, has risen in some regions and fallen in others.

Most important for our purposes, however, is that transit riders in the legacy regions surrender far less employment accessibility to drivers than do riders in Los Angeles. In New York, which is admittedly an outlier, the automobile in 2014 offered 10 times more

Table 2 Accessibility by auto and transit: Jobs reachable in 30 min by mode. *Sources*: Owen and Murphy (2018a, 2018b), Owen and Levinson (2014), Owen et al. (2016) and Levinson (2013)

	2014			2017		
	Auto	Transit	*Ratio*	Auto	Transit	*Ratio*
Los Angeles	2,390,608	43,430	55.0	1,282,378	38,647	33.2
Boston	1,015,035	49,237	20.6	605,308	44,014	13.8
Chicago	1,235,879	48,116	25.7	769,483	53,801	14.3
New York	2,084,022	210,186	9.9	1,241,973	213,407	5.8
Philadelphia	922,000	35,217	26.2	618,294	38,185	16.2
San Francisco	1,451,337	65,246	22.2	652,817	81,285	8.0
Washington DC	1,159,070	47,759	24.3	623,387	50,551	12.3
				50 MSA average		*54.7*

Auto 2014 is an average of 2013 and 2015 calculations. Results are not substantially different if the 2013 or 2015 reports are used alone

employment access than transit did. By 2017 this ratio had fallen to 6-to-1. The other legacy regions, while nowhere near New York, exhibit the same trend: the ratio of auto to transit accessibility ranged between 20:1 and 26:1 in 2014, and between 8:1 and 14:1 in 2017. In every legacy region but Boston, moreover, the auto-transit gap shrunk. This reduction occurred not just because the number of jobs reachable by auto fell, but also because the number of jobs reachable by transit grew.

In Los Angeles, in contrast, job access via automobile in 2014 was *55 times* higher than job access by transit. By 2017 this auto-transit ratio had fallen to 33:1—smaller, but still more than double the ratio in the nearest legacy region. The smaller ratio in LA, moreover, was entirely the result of falling automobile access, since transit access fell as well, albeit not by as much. Worsening congestion contributed to both declines.

Note that transit access to jobs in Los Angeles is high in absolute terms, comparable to Boston and Philadelphia. What makes Los Angeles different is the *relative* advantage of the automobile. Philadelphia's transit access is essentially equal to LA's, but it has only half LA's auto access to jobs, a testament to both the many parts of Philadelphia that are old and dense, and to the extent of LA's auto-orientation.

In sum: as a transit market, Southern California rivals the legacy regions in size, but more closely resembles much smaller regions in its rider characteristics. This fact, combined with the large relative advantages of the automobile in reaching jobs, suggests that many Southern California transit riders, if they had access to vehicles, might drive rather than ride. This supposition, in turn, aligns with the existing research literature documenting the barriers and burdens confronting people who live in auto-oriented environments but lack automobiles (King et al. 2019), and the value that such people place on acquiring cars (Aaronson et al. 2012; Adams et al. 2009; Blumenberg and Pierce 2012; Leininger et al. 2010; Parker et al. 2013). Taken together, these facts suggest that rising vehicle access could contribute to falling ridership in Los Angeles.

Descriptive evidence on transit use and private vehicle access in Southern California

We analyze the period from roughly 2000 to 2016, a time frame that includes the years prior to the ridership decline, as well as nearly ten years of decline itself. Per capita transit ridership began falling in Southern California in 2007, from about 42 trips in that year to 35 trips in 2016. Absolute ridership losses began after 2013; between 2013 and 2016, the region's buses accounted for 84% of ridership losses, while rail accounted for 12%.

The same asymmetries that define transit use nationwide are also evident in Southern California. A small share of people takes a large share of trips, and a large share of trips are carried by a small share of operators. The six-county Southern California region is over 38,000 square miles and has over 100 transit operators. But just 11 of those operators provide 60% of the service and carry about 80% of the trips. Census data show that 10% of all of the region's transit commuters in 2015 lived on just one-fifth of 1% of the region's land area; the mean number of transit commuters in these few tracts was almost 12 times the regional average. The region's largest operator, LA Metro, which serves Los Angeles County, carries over 70% of the region's trips, many of them on its 20 busiest routes (Manville et al. 2018).[3]

Data from the 2012 California Household Travel Survey (CHTS) show that in both LA County and Southern California overall, 2–3% of the population rides transit frequently (averaging 45 trips/month) and accounts for almost 30% of all transit trips.[4] Another 20% ride transit occasionally (averaging 12 trips/month), and accounts for over half of all transit trips. Finally, almost 77% of residents ride transit little or not at all (averaging less than one trip/month). This very large group of infrequent riders accounts for about 17% of all transit trips. About 85% of transit rides, then, are taken by less than a quarter of the population.[5]

Would rising vehicle access undermine this ridership? Auto access can increase in different ways. Most obviously, it increases when households without vehicles get them, or when households with fewer vehicles than adults add an automobile. But access also can increase when rides in other people's cars become easier to get. This can occur if family, friends, or acquaintances acquire automobiles, or if automobile rides become more available a la carte—as they did in the early 2010s when ridehail services expanded. For reasons of data availability, our analysis emphasizes rising access to private vehicles, though we return later to the question of ridehailing.

Figure 1, drawn from the CHTS, shows that Southern California's frequent transit riders are disproportionately poor, nonwhite, foreign born, and carless. The figure's dashed vertical line represents the region's daily mean of unlinked transit trips. The location of the circle associated with each subgroup shows that subgroup's average daily transit ridership, while the size of that circle shows the relative size of each subgroup's population. African-Americans and Hispanics ride transit about three times as much as whites and Asians.

[3] LA Metro ridership is sufficiently concentrated that from 2011 to 2016 losses along a dozen of its routes accounted for 38% of all the lost ridership in *California*.

[4] Administered by the California Department of Transportation, the 2012 CHTS is a one-day survey stratified to represent households in all California counties, including Los Angeles. The sample provides detailed demographic and travel behavior characteristics for over 42,500 households.

[5] LA Metro boarding data from 2017 suggest the same pattern holds in LA County: over a four-month period, 7% of County residents accounted for 14% of farecards in circulation, but 77% of boardings (Vinayak et al. 2019).

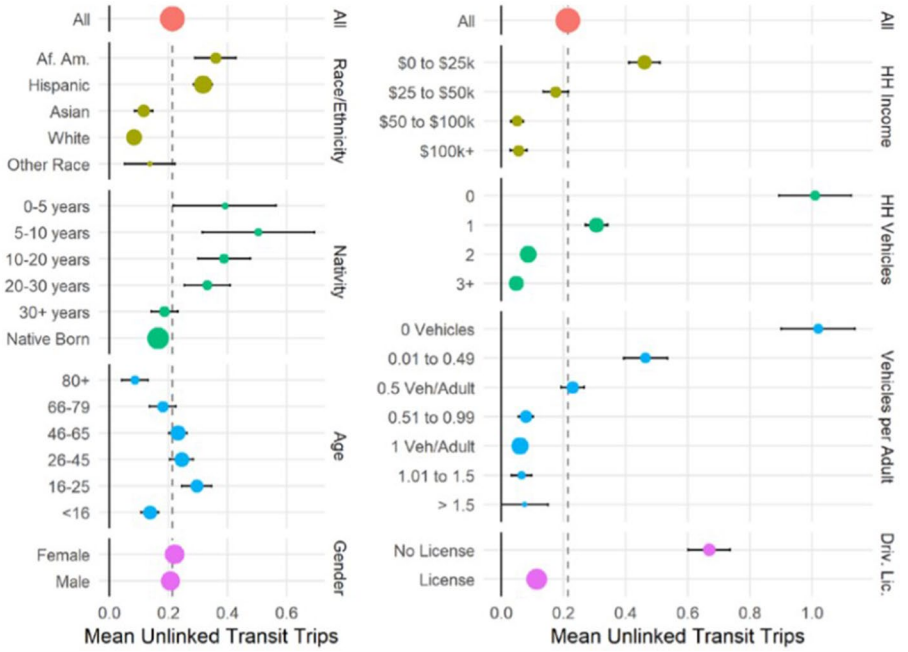

Fig. 1 Southern California transit use levels by socio-economic and auto access characteristics. *Notes* The size of each circle indicates the relative share of transit users in that category, while the horizontal bars indicate the 95% confidence interval for each category. *Source*: California Department of Transportation (2012)

Immigrants ride more than the native-born, and recent immigrants ride more than immigrants residing in the US longer.[6] Households earning under $25,000 per year ride over twice as much as households earning $25,000 to $50,000, who in turn ride twice as much as households earning over $50,000 annually.

The strongest correlations with transit use are found in the vehicle access variables: number of household vehicles, vehicles per adult, and drivers' licenses. The circles are small because low vehicle access and lack of licensure are uncommon. The circles lie far from the mean because people in households without vehicles used transit almost five times as much as people in households with one vehicle, and people in households with one vehicle take twice as many trips as those in households with two. Similarly, people in households with one vehicle for every two adults take twice as many trips as people in households with one vehicle per adult. People without driver's licenses took six times as many transit trips as people with a license.

Private vehicle ownership rose in Southern California as transit patronage fell. Census summary file data show that from 1990 to 2000, the region added 1.8 million people and 456,000 household vehicles (or 0.25 vehicles per new resident). From 2000 to 2015, however, Southern California added 2.3 million people and 2.1 million household vehicles (or 0.95 vehicles per new resident)—a rate almost four times that of the 1990s.

[6] Although not shown in the figure, other research suggests that transit use is more common among immigrants from Mexico and Latin America compared to immigrants from other countries of origin (Chatman 2014).

Someone skeptical of vehicle ownership's role in falling transit ridership could rightfully point to two concerns. First, vehicles are expensive. Low-income people have trouble affording vehicles, and low-income people ride transit more. So perhaps vehicle access is just an artifact of income, and what really matters for transit ridership is a region's number of low-income households. Indeed, between 2000 and 2015, the share of households earning less than $25,000 per year fell sharply, from about 30 to 23%.

Second, many and probably most of the region's new vehicles did not directly reduce transit ridership. For the majority of households whose members almost never ride transit, an additional vehicle increases household car ownership (and perhaps driving) but does not depress household transit use.

In the next section we use regressions to control explicitly for these factors. But we can also address them briefly here with descriptive data. First, Fig. 1 showed that the absence of a vehicle or driver's license is a much stronger predictor of transit use than is low-income alone. Census data further show, moreover, that while the *proportion* of low-income households fell in LA County, the *number* of such households rose—from about 562,000 to just under 700,000—and it is people, not proportions, who ride transit.

A third point is that Fig. 2, which plots the change in households with fewer vehicles than adults, shows that vehicle access increased across the socioeconomic spectrum, including in households more likely to ride transit. In 2000, just under 50% of native-born households earning less than $25,000 per year had fewer vehicles than adults, as did almost 70% of immigrant households in the same income bracket. By 2015 these shares had fallen to 40% and 60%, respectively. Thus in two groups that contribute substantially to transit use—the poor and the foreign-born—vehicle access rose.

These patterns are even more pronounced among households with zero vehicles. Census microdata (Ruggles et al. various) show that from 2000 to 2015, the share of zero-vehicle households in Southern California fell by 30%. Among foreign-born residents, it fell 42%, and among foreign-born households from Mexico, a group with traditionally high transit-usage rates, it fell by 66%.

Statistical analysis of vehicle access and falling ridership

In this section we estimate a series of negative binomial regressions to test the robustness of the correlation between vehicle access and transit use. Our statistical analysis confronts two primary obstacles, one conceptual and one empirical. The conceptual problem is

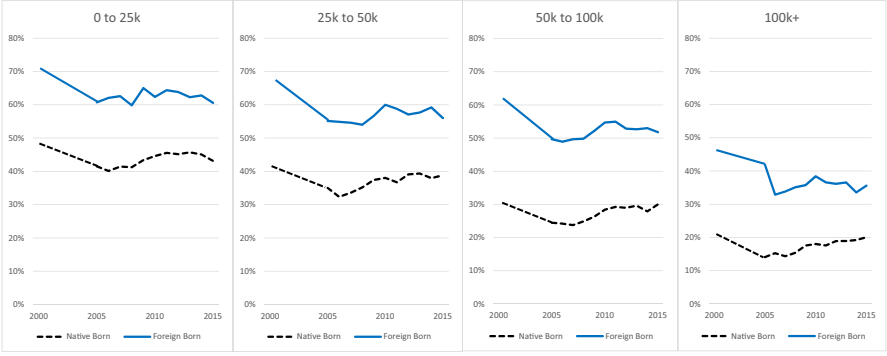

Fig. 2 Trends in the share of Southern California households with fewer vehicles than adults, by income and nativity, 2000–2015. *Note*: Solid line = foreign born, dashed line = native born. *Source*: US Census

endogeneity; specifically, the difficulty of separating an underlying preference (how much to ride transit) from the means by which that preference is satisfied (the ability to access an automobile). People might ride transit less when they acquire automobiles, but automobiles are not randomly assigned to households. Most people who acquire cars do so because they want to drive. If we assume that people's desired quantity of travel is roughly constant,[7] then transit riders who acquire automobiles may do so because they want to ride transit less. In these circumstances, auto access is less a cause of falling transit use and more a symptom of an underlying desire to ride transit less. Whatever caused that underlying desire, and not the increased auto access, would be the ultimate "cause" of falling ridership.

One can accept this limitation (we do) yet still see a potentially causal role for auto ownership. The intuition here is as follows. In regions where transit functions primarily as a social service, a sizeable share of riders may have an underlying discontent with it: they are aware that transit is slower and less reliable than driving, and/or that their ridership is a function or signal of their lower socioeconomic status. If their ability to acquire a car does not change (i.e., car prices do not fall and/or their incomes do not rise), *and* some aspect of transit service gets worse (transit becomes less reliable), the endogeneity problem looms large. People would acquire vehicles because their dissatisfaction with transit grew. Suppose, however, that many riders have *long* wanted to drive more and ride transit less, and that neither their desire for a car nor their dissatisfaction with transit appreciably changed. What changed instead was their ability to acquire an automobile. In this case, while it remains appropriate to call underlying discontent the cause of falling ridership, it becomes more defensible to also call rising auto access a trigger in its own right.

The extent to which one or the other of these scenarios holds—and it is possible that both hold to different degrees—determines the extent of the endogeneity. Unfortunately, we lack the data to measure underlying discontent, so we cannot control persuasively for endogeneity. This problem is a function of our empirical obstacle: no single data set allows us to fully test our hypothesis.

Ideally we would be able to follow households—both riders and non-riders—over time in a single market, and observe how their transit behavior changes not just as they acquire automobiles, but also as the quality and quantity of transit service changes, as driving conditions and costs change, and so on. The data that measure these phenomena, however, are spread across multiple sources, rarely longitudinal, and frequently incompatible. Annual data on transit service quantity and (to a lesser extent) quality are available through the National Transit Database (NTD), but these data offer no information on the vehicle access or personal attributes of transit riders. Detailed household- and person-level data are available annually from the U.S. Census, but the Census for the most part does not include travel data. It tracks the journey to work, but not, crucially, the total number of transit trips.

The CHTS does not include data on the quality or quantity of transit service, but does provide in-depth data on travel of all types by Californians, as well as extensive person- and household-level socioeconomic information. Unfortunately, the CHTS is a one-year snapshot of 2012. We thus have one data set that has household-level demographic data for multiple years but no transit ridership or service data; one that has household-level demographic *and* ridership data, but for only one year (and without service data); and one that has annual service data with no household-level data at all.

[7] This assumption is uncontroversial: travel is generally considered a derived demand.

We resolve these problems as best we can by combining CHTS and Census data in a two-step approach. We first use the CHTS to estimate a regression that predicts total unlinked transit trips as a function of different demographic, socioeconomic, and neighborhood attributes—sex, nativity, income, age, vehicle ownership, and so on. Crucially, in this regression we only use covariates that are included in both the CHTS and Census. We then take the parameters from this regression and apply them to Census data from different years (2000, 2005, 2010, 2015). This approach allows us to see how predicted ridership will change with changes in these various socioeconomic characteristics. We use the CHTS, in short, to estimate the relationship between transit use and different social and economic characteristics, and then use the Census to track how those characteristics have changed. Combining these estimates yields a single estimate of how changes in those characteristics would change transit ridership.

This approach is imperfect. First, it assumes a relatively constant relationship between transit use and the socioeconomic and demographic attributes we measure. We assume, in other words, that changes in transit use from 2000 to 2015 are driven primarily by changes in the *composition* of the population, and not by changes in the *propensity* to use transit by different population subgroups. So our approach is more valid, for example, if ridership changes over time because (all else equal) there are more or fewer people in poverty, or more or fewer people with vehicles, and not because people with the same poverty level or same vehicle access become more or less likely to ride transit. The latter scenario is possible, and we cannot discount it, but we also cannot measure it [although see Schouten et al (2021) for an examination of population composition and transit use in California].

Second, while our first step involves making predictions, we are not building predictive models. We test a particular hypothesis about vehicle access and transit use, and we build a model that includes those variables and adequately controls for other factors. We are not seeking regression output that precisely matches observed transit ridership. A model of that sort would require NTD data, and as we discussed above, using those data precludes use of the person-based socioeconomic data required to test our hypothesis. As such, our regression yields an estimate of the relative magnitude of the importance of auto access, not a precise measure of how many trips each additional increment of auto access actually cost Southern California.

Third, since our regressions do not include controls for changes in service quality and quantity, they do not control for endogeneity. As a result, our results are not causal. In the next section we descriptively explore the extent of potential endogeneity.

We build models for the six-county Southern California region, for Los Angeles County, and for the Southern California region outside Los Angeles. The unit of analysis is the individual survey respondent, and the dependent variable is the survey respondent's daily unlinked transit trips. Transit trips are an over-dispersed count variable, so we use negative binomial regressions.[8]

Figure 3 shows results from the first stage of our analysis (full regression results are in the Appendix). They suggest, consistent with both expectations and the descriptive data in Fig. 1, a strong negative relationship between transit trips and automobile access, even controlling for other factors. Beyond automobile access, transit use is positively associated

[8] Because most people do not ride transit, the dependent variable in these regressions has many zero values. We experimented with zero-inflated negative binomial regressions, but in most cases they did not converge. Our judgment is that such inflation would make little difference. Zero-inflation is most useful with Poisson models, since the zeroes create over-dispersion and Poisson regressions assume equi-dispersion. But the conventional negative binomial is designed to manage over-dispersion, so zero-inflating it offers a smaller improvement (Allison 2012).

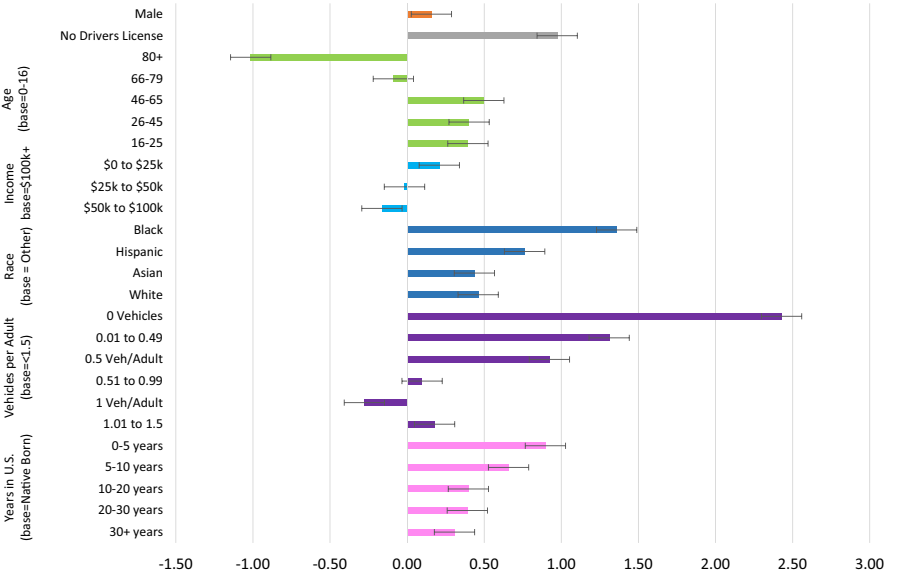

Fig. 3 Southern California unlinked transit trip predictors. *Source*: 2012 California Household Travel Survey

with the lack of a driver's license, being nonwhite, and being foreign-born—especially being foreign-born and recently-arrived.[9]

Figure 4 shows the results of applying these parameters to Integrated Public Use Micro-Sample (IPUMS) data from 2000, 2005, 2010, and 2015 (Ruggles et al. various years). To highlight the role of vehicle access, we present two models for each geographic area we analyze. The first model, represented by the dashed line, predicts the change in transit trips based on changes in all factors *except* vehicle access (income, nativity, age, etc.). The second model, represented by the solid line, is identical to the first, but includes changes in automobile access as well. In these models we measure vehicle access as the ratio of vehicles to adults.

The results are dramatic. The models that exclude vehicle access show ridership trending down from 2000 to 2015, but mildly. By contrast, the models that include vehicle ownership estimate a ridership trend that starts at a higher point in 2000 and falls more sharply to a lower point in 2015. This trend is consistent with the idea that lower levels of auto access are associated with much more transit use, while higher levels of auto access are associated with considerably less.

The lines and the changes in the model coefficients (shown in Table 3) also suggest that associations between income and transit use are largely mediated by vehicle access. Income matters largely because it is a means to access automobiles. When vehicle access is not included in the model, the coefficients associated with income are substantially larger,

[9] For the most part our CHTS regressions only include variables that also appear in the IPUMS. The lone exception is the licensure variable. We include this in the regression so that the auto ownership variable we apply to the Census data is purged of any influence from licensure.

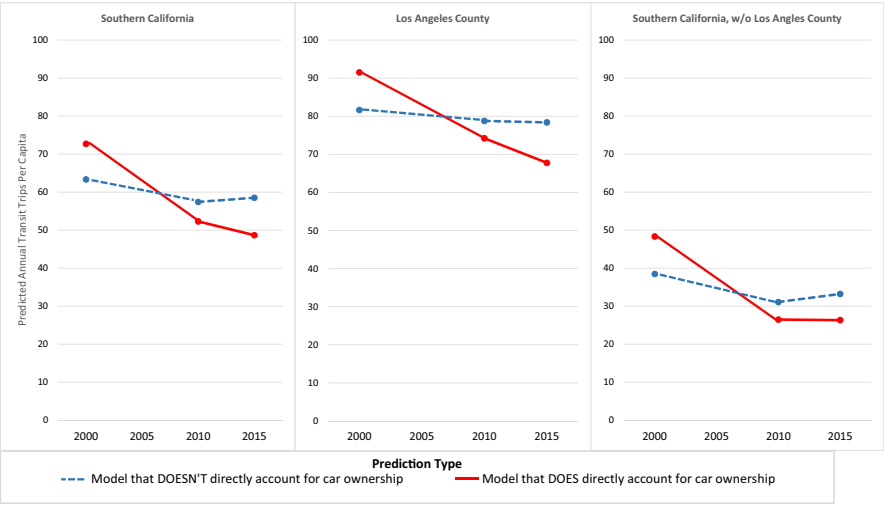

Fig. 4 Relationship between increased vehicle ownership and falling transit trips. *Source*: 2012 California Household Travel Survey and U.S. Census Bureau

suggesting that income differences in transit ridership shrink once we control for vehicle access. The same holds true for housing tenure (Table 3).

Endogeneity: changes in vehicle access vs changes that prompt vehicle access

Is vehicle access a cause of recent declines in transit ridership, a correlate of some underlying cause, or some combination of both? We examine this question by investigating changes in the ease of vehicle access and changes in underlying attitudes toward transit. If underlying attitudes toward transit did not change, but vehicles became easier to acquire, then vehicle access may have been a triggering event. If underlying factors did change, however, we cannot rule out that those factors play a role, even if vehicle access also became easier.[10]

Vehicles are easier to acquire when their prices fall or incomes rise. Overall, neither average nor median incomes rose notably in Southern California between 2000 and 2015. LA County's real median household income, for example, was about $59,000 in both 2000 and 2015, and was slightly lower in 2010, during the recession. However, incomes rose among some population groups most likely to use transit. In 2015 newer waves of immigrants (those in the country less than 10 years) had slightly higher mean incomes than recent immigrants in 2000, which might help explain the increase in vehicles among this group (Ruggles et al. various).

Even at constant incomes, however, households can acquire more vehicles, if the effective price of those vehicles falls. The effective price, importantly, is not the sticker price but the actual

[10] Dissatisfaction with transit may be associated with peer-norming. If most transit riders primarily associate with other people who primarily ride transit, the relative disadvantage of transit riding may be less salient. If more transit riders begin driving, however, people who remain on transit might become more frustrated with transit service, even if by objective measures service quality does not decline, or even improves. We have no way to measure this, but note that it could be part of the association we capture between vehicle access and transit use.

Table 3 Income and tenure associations with number of transit trips, with and without vehicle controls

	Southern California		Los Angeles County		SoCal outside LA	
	W/out vehicles	Vehicles	W/out vehicles	Vehicles	W/out vehicles	Vehicles
Income (base: 0–25k)						
25–50k	− 0.565***	− 0.071***	− 0.612***	− 0.005	− 0.458***	− 0.492***
	(0.005)	(0.005)	(0.006)	(0.006)	(0.010)	(0.011)
50–100k	− 1.066***	− 0.216***	− 1.064***	− 0.226***	− 1.060***	− 0.324***
	(0.005)	(0.006)	(0.006)	(0.006)	(0.011)	(0.011)
100k+	− 0.990***	0.039***	− 1.107***	− 0.065***	− 0.845***	− 0.048***
	(0.006)	(0.006)	(0.007)	(0.007)	(0.012)	(0.012)
Renter	1.149***	0.704***	1.000***	0.615***	1.060***	0.302***
	(0.004)	(0.004)	(0.004)	(0.004)	(0.008)	(0.008)

Negative binomial regressions, estimated from CHTS. Full results in Appendix

*$p < 0.1$; **$p < 0.05$; ***$p < 0.01$

outlay required to drive the vehicle home. For many people the effective price is heavily influenced by the availability of credit, and as credit became cheaper in the early aughts, households took on more debt. Inflation-adjusted per capita vehicle debt in California rose 91% between 2000 and 2015, implying that a surge in car ownership was matched by a surge in vehicle debt (Federal Reserve Bank of New York n.d.).

The socioeconomic status of the typical transit rider, however, suggests that for someone on the margin of vehicle ownership the decisive question is not about financing but whether they have a full cash payment for a used car. Table 4, assembled from data in Pierce et al. (2019), shows that low-income households in California overwhelmingly buy used cars with cash, and that fewer than half buy from formal dealers.

Used vehicle prices did fall notably after 2000 (Mannheim Consulting n.d.). Industry analysts suggest that prices fell in part because of changes in financing, but also because automobile leasing peaked in 1999.[11] Leasing in the 1990s, unlike today, was more common among less popular vehicle models, and aimed primarily at buyers unable to secure financing. As these leases ended in the 2000s, millions of cars flooded the used car market, depressing the average price of used cars overall (Cox Automotive 2018).[12]

The effect of these lower prices may have been augmented by the rise of internet used car sales. The cheapest used vehicles are often sold by owners for cash, and the cash sales benefit both buyers and sellers. Sellers typically get higher prices than they would if they sold or traded in to dealers, while buyers typically pay less to a private party than they would if buying from a dealer.[13] The benefits of cash sales, however, have traditionally been counterbalanced by high search and uncertainty costs on both sides of the transaction: the buyer and seller need to find each other, and trust that both the transfer of ownership and payment are legitimate. Dealerships provide a coordinating mechanism and transaction security that, for decades, private sales lacked. Searchable internet sales, however, such as those on Craigslist, help resolve the search part of this problem, by making cheap used cars much easier to find.

[11] Lease originations reached a new absolute peak in 2016, but not a peak as a share of all vehicles sold (Cox Automotive 2018).

[12] Used car prices spiked dramatically during the COVID-19 pandemic (Economist 2021).

[13] The Kelly Blue Book and similar pricing services estimate three prices for used cars: the purchase price at a car dealer, the lower private party purchase price, and the lower still trade-in price from selling to a dealer.

Table 4 Vehicle purchases by low-income California households. *Source*: Pierce et al. (2019)

	Under 25k (%)	All (%)
Purchase type		
New	31	39
Used	69	61
Seller type		
Formal dealer	47	60
Semi-formal dealer	10	11
From social network	27	20
From internet	13	10
Financing type		
Cash	62	45
Loan for part of cost	18	27
Loan for entirety of cost	15	23
Other	5	5

Semi-formal dealer includes local garage or repair shop, Buy-Here-Pay-Here-Lot, or On-Street Advertiser

Quantifying the impact of cheaper used cars is difficult. Craigslist began operating in Southern California in 2001, but to our knowledge no publicly-available data track the number of vehicles sold on the site. Figure 5 illustrates used vehicle trends with the best data available, and compares them to trends in vehicle ownership and transit ridership, from 1990 to 2015. We see that the price of used vehicles in the Western US, as measured by the used vehicle consumer price index (CPI), rose substantially over the 1990s, while the national used car finance rate fell slightly and then rose. In 2001, however, both prices and finance rates entered steep declines, and did not bottom out until the Great Recession. At essentially the same time, the share of households without vehicles in Los Angeles also began to fall. Per capita transit use in Los Angeles began falling a few years after that.[14]

Underlying discontent: service quantity and quality

We now turn to the question of whether transit became absolutely or relatively less attractive (controlling for vehicle access) during our study period. We examine this question by asking if people saw less value in transit. Transit can fall in value if service stays constant while fares rise, or if fares stay constant (or rise) while service declines. Service can decline, in turn, if quantity falls (fewer routes are operated or frequency on them declines) or quality falls (reliability declines, or passengers feel less comfortable or safe). We take up these factors in turn.

On average, inflation-adjusted fares per boarding were flat in both Los Angeles County and Southern California between 2000 and 2015.[15] This stability was not uniform—fares

[14] Figure 5 shows the share of households without vehicles falling after 2000, while the finance rates and prices started falling in 2001. This discrepancy may be an artifact of interpolation. Census data on household vehicle ownership are not available annually before 2006, so the line is interpolated between 1990, 2000, and 2006.

[15] We measure fares as total fare revenue divided by total boardings. This calculation does not capture the myriad fares paid by many different riders, some of whom pay lower rates than others as a result of monthly passes, discounts due to age or disability, etc. Fares per mile traveled fell slightly over this time, but fares per boarding are probably more salient to riders.

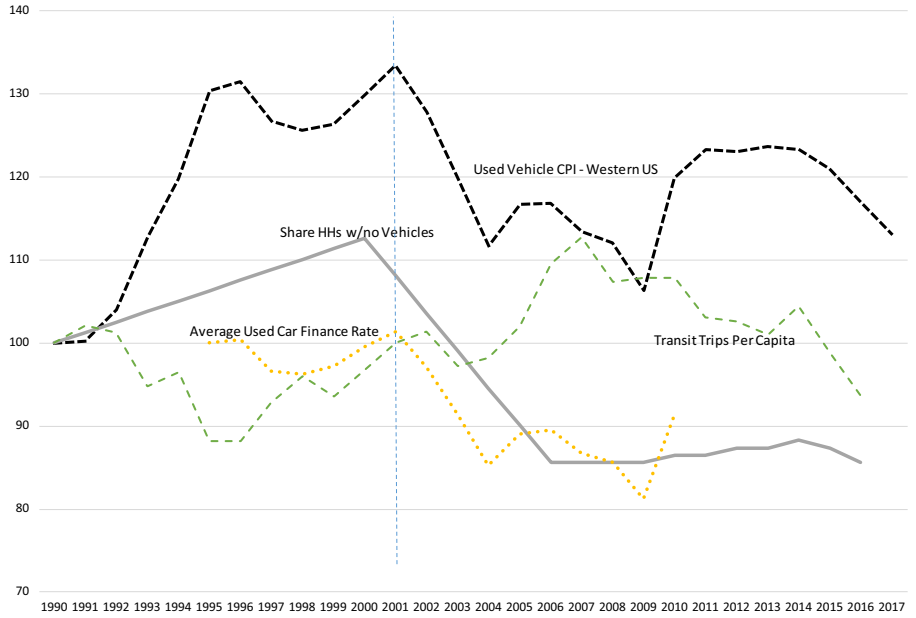

Fig. 5 Vehicle access and transit ridership 1990–2018. Sources: US Bureau of Labor Statistics various years (used car CPI) Board of Governors of the Federal Reserve various (used car finance rate), US Census Bureau various (households without vehicles), National Transit Database (transit trips per capita)

for the Orange County Transportation Authority (OCTA) and Santa Monica Big Blue Bus increased about 50% between 2002 and 2016, and this may have influenced ridership on those operators. But the largest operator, LA Metro, saw substantial ridership losses despite no real increase in average fare paid per boarding.

Service quantity, in both Southern California and Los Angeles County, appears to have risen, not fallen, as ridership declined. Transit vehicle revenue hours (VRH) in Southern California increased from both 2005 to 2016 and 2010 to 2016, and did so on operators large and small. VRH grew least among the operators that lost the most riders, but grew nevertheless.[16]

[16] Service levels can also be measured through vehicle revenue miles (VRM). VRM in Southern California *did* decline from 2000 to 2015, leading some observers to blame falling VRM for ridership declines (Boisjoly et al. 2018; Hertz 2015; Harrison 2017). But VRM alone is hard to interpret. VRM captures the distance that transit vehicles cover, while VRH measures the amount of time they operate. VRM will as a result have a higher variance than VRH, because the time between stops varies less than the distance. For instance, compare a dozen stops spaced far apart in uncongested suburbs to closely-spaced stops in a congested urban center. The miles covered on the two routes will differ much more than the time required to serve them. Falling VRM can therefore indicate reduced service quantity, but also indicate degraded quality (transit vehicles operating in higher levels of congestion) or that transit operators have strategically increased local rather than express service, and/or redirected service from outlying to central areas. In these latter scenarios a vehicle might be moved to areas where service quality is lower, in an effort to make service quality better. Distinguishing among all these possibilities requires examining VRH. If VRM and VRH fall at roughly the same rate, then service quantity is likely falling absolutely. But VRM fell in Southern California while VRH did not, which suggests that some combination of increased traffic delays and redeployed service—rather than service cuts—were at play.

Service quality is harder to measure than quantity, but does appear to have deteriorated as ridership declined. Region-wide bus vehicle speeds fell 13% from 2000 to 2015, most likely due to worsening congestion.[17] Falling speeds could reduce bus ridership. But speed did not fall nearly as much on rail: rail speeds fell only 2%, and rail service maintained a near-perfect on-time record from 2000 to 2016. Rail ridership, however, fell alongside bus ridership, suggesting that speed deterioration alone cannot be responsible for falling ridership.[18]

Rail may have suffered a different form of service degradation (which may affect buses as well): an increasing sense of discomfort on the part of passengers. Some journalistic accounts, as well as reports from within LA Metro, suggest that many homeless people in LA use transit vehicles and stations (especially rail vehicles and stations) for shelter and protection (Nelson 2018b; Haskell 2019; Loukaitou-Sideris et al 2021). If potential riders find the presence of homeless people on or near transit disturbing or threatening, transit use becomes less appealing—regardless of whether homeless people are in fact a threat.

Data to substantiate this narrative are suggestive but fragmentary. Counts of the homeless population in LA County, while always prone to error, suggest a dramatic spike in not just unhoused people but unsheltered, chronically homeless people in particular. Unsheltered homeless people are more likely to be in or near transit, and chronically homeless people, because they are more likely to struggle with addiction or mental illness, are more likely to be perceived as threatening by others. Between 2013 and 2017, the estimated homeless population in LA County rose from 39,000 to 58,000, the share of the homeless who lacked shelter rose from 64 to 74%, the share who were chronically homeless rose from 17 to 28%, and the share of the unsheltered who were chronically homeless rose from 26 to 38% (LAHSA various). Moreover, while the share of Metro riders who reported that they felt unsafe on transit did not change much, *former* riders surveyed by Metro report riding less because they felt unsafe.[19] Nevertheless, no solid data link these feelings to an increased presence of homeless people on or near transit. While we cannot discount this potential cause, we also cannot confirm it.

Other potential factors

Poverty suburbanized during the 2000s, which may have reduced transit use. Transit in Southern California is heavily supplied in a small proportion of places, and heavily used by a small proportion of people. If the small group of regular transit users becomes less likely to live in the small number of places where transit service is frequent, perhaps because dense neighborhoods gentrify, then transit use could fall.

[17] We measure quality with speed data. Transit agencies also measure quality with self-reported "reliability," or the proportion of on-time arrivals. LA Metro's reliability improved dramatically from 2008 to 2016 (Flowers and Snoble 2008; Mendelson 2015). But reliability reflects both the conditions vehicles face and the schedules they follow—and the operators set the schedules. Operators can therefore improve reliability by meeting the existing schedule more often or by changing the schedule to make it easier to meet. Only one of these manifests as better service for the passenger, and we lack the data to differentiate between them.

[18] The oldest currently operating LA rail line was taken offline entirely in 2019 for maintenance, following service cutbacks. Ridership losses predate these problems.

[19] The share of riders who report feeling unsafe comes from LA Metro's Annual Rider Surveys. LA Metro never published the survey of former riders, but it is available from the authors on request and is mentioned in Nelson (2018b).

The IPUMs data in our regressions do not offer neighborhood-level granularity, so we cannot know where riders lived or moved to or from. It is possible, therefore, that some of the increased vehicle access we see among lower-income people was motivated in part by being forced to move away from higher-quality transit. This question, of whether neighborhood change influences transit use, deserves more research.

A second potential factor is fuel prices. Fuel prices in Southern California climbed dramatically from 1998 to 2008, plunged, rose again to a peak in 2012, then fell dramatically (Manville et al. 2018). Existing research suggests that falling fuel prices have a large impact on volumes of driving, and a real but more modest impact on transit use (Iseki and Ali 2015). Cheaper fuel can only trigger less transit use among people who have vehicle access, and in almost every year since 2010 over-two thirds of LA Metro riders, and over 75% of LA Metro bus riders, report lacking access to a vehicle. It is possible, of course, that falling fuel prices encouraged the minority of riders with vehicle access to ride less, and also tipped some marginal travelers—those teetering between driving and transit—back into their cars. Per capita transit use in Southern California has been mostly falling since 2007, and it fell between 2009 and 2011 when fuel prices rose sharply. Nevertheless, we cannot rule out falling fuel prices as a contributor to falling transit ridership.

The final factor we consider is ridehailing: Lyft and Uber. What little we know about ridehailing users suggests that most are not regular transit riders (Clewlow and Mishra 2017; Feigon and Murphy 2016; Rayle et al 2016). Nevertheless, ridehail service could both complement and compete with transit. On one hand, some would-be transit riders might be drawn away by ridehail service, since it can offer the convenience of automobile travel to people who lack automobiles of their own. Ridehailing is, in this sense, just another form of vehicle access. On the other hand, ridehail service could increase transit use by improving access to and from stops and stations, and by offering transit riders a form of insurance. If some people drive rather than ride transit because they worry about emergencies where they might need a car (for instance, sick children needing transportation home from school), then the presence of ridehail service can lower transit's perceived risk, and make it more attractive.

Ridehail data are privately-held, so measuring these effects is difficult, and beyond the scope of our inquiry. The relatively few studies that examine ridehail impacts on transit yield mixed results. Hall et al. (2018) analyze all US MSAs from 2004 to 2015 and find that Uber use complements transit ridership on average, although the service's impact varies substantially by the size of the both the metropolitan area and the transit agency. Graehler et al. (2019), in contrast, analyzed only 22 US urbanized areas, but did so from 2002 to 2018, and thus included years when TNC use grew most. They find that the entry of Uber has diminished US transit ridership.

We cannot rule out ridehailing reducing ridership in Southern California. But while ridehail firms could contribute to the problem, they cannot explain it entirely. Per capita transit ridership began falling in 2007. Uber was not founded until 2009, as a car service, and did not begin ridehail operations until 2012 (when Lyft also launched). Neither Uber nor Lyft arrived in Los Angeles until 2013, and neither launched lower-cost shared rides until 2014. Both firms grew dramatically after 2015, by which point transit was already declining absolutely.

Conclusion

Transit ridership fell sharply across the United States in the 2010s, and perhaps nowhere more notably than Los Angeles, where large investments in service coincided with steep declines in pre-pandemic patronage. What caused these losses? We suggest that these pre-COVID declines in Southern California ridership were strongly associated with increases in vehicle access, and that this new vehicle access may have itself been enabled by the falling price of used cars. To be sure, vehicle access is unlikely the lone culprit. Ridehail firms, gas prices, and changing service quality may have also played a role. Vehicle access, however, matches the timing of transit's pre-COVID decline, and the relationship between vehicle access and ridership is robust to a host of controls.

Most important, rising vehicle access as a source of lost ridership makes sense conceptually. Los Angeles, like most of the US, has long been designed for automobiles. For that reason, most people in LA who can afford cars buy and use them. Transit is reserved largely for people with limited access to vehicles, and transit riders—by dint of using public transportation in a landscape laid out for private transportation—suffer diminished mobility and access. This basic fact—the structural advantage of the auto over transit—has not changed much during our study period, and indeed to the extent it has changed it has done so slightly in transit's favor, as congestion has made auto access fall. What did change, however, was the ease with which transit riders could buy a vehicle, escape transit's confines, and enjoy the same access and mobility as the driving majority. Our evidence suggests that vehicles became cheaper and easier to find, and low-income households began adding them, right before transit ridership started ticking down. And because vehicle ownership is "sticky"—once people have cars, they tend to drive them—even a onetime surge in vehicle ownership could portend an extended slump in ridership.

Not every large urban region resembles Los Angeles. Indeed, many of the nation's largest regions, which hold the most transit riders, differ from it profoundly. American transit ridership is concentrated in large urban centers *not* designed around cars. This concentration makes "national" transit ridership difficult to analyze. Nevertheless, Los Angeles holds lessons for the hundreds of urban areas where transit is primarily a safety net. These are not the places that hold the most riders, but they are *most places*.

When transit is primarily a social service, improvements in low-income mobility can threaten transit's viability. Transit works better, and transit agencies fare better, when more people ride. But riding in most places is usually inferior to driving. In places designed for the car, transit's viability thus depends on many low-income people having constrained mobility. From an equity perspective, this situation might create an uncomfortable tension. The same egalitarian impulse that recognizes transit's importance to low-income people should also see the value of low-income people acquiring cars and graduating away from it. If transit is important because it provides a safety net level of mobility for the vulnerable, then vehicle acquisition by low-income people, which dramatically improves their mobility, should be important as well.

Recognizing that cars can have high value for former transit riders is different from seeing falling transit ridership as socially costless. Driving contributes to a plethora of social problems. Also, not every rider can acquire a car, and as ridership falls, service might deteriorate for those still on transit. Lower-income travelers who acquire cars and leave transit improve their mobility and access, but also—by imposing costs on transit agencies—create problems for the people who remain.

The problem here lies not with the behavior of the people buying cars, but with the broader circumstances that make transit a mode of last resort, and driving a mode of first resort. In urban areas where buses must contend with traffic, where roads are wide and free, where gasoline is only modestly-taxed, and where parking is abundant and densities low, transit ridership will be comprised disproportionately of disadvantaged people, many of them yearning to drive. These yearnings will mean that transit, the economic lifeline on which its riders collectively rely, will also be perversely vulnerable to its riders' individual economic success. If driving were less privileged and transit more effective, transit riders would be less uniformly low-income, and this dilemma would diminish, and perhaps disappear.

That last point is important, so we make it one final way. The fact of America's auto-orientation makes the question of why transit ridership fell before COVID-19 fundamentally different from the question of how to make it rise afterward. Analysts and agencies (including us, in this article) often focus on why the small share of people who regularly use transit began using it less. This is an important question, but it too easily takes as given the enormous structural benefits public policy bestows on private driving. Asking how to make transit ridership rise, in contrast, expands the focus beyond current riders who are riding less, and puts more emphasis on current drivers who never ride. In doing so it also puts the structural advantages of driving on the table. If reducing or removing those benefits—through parking and congestion charges, bus-only lanes, and higher density development—nudged even small shares of current drivers onto transit vehicles, ridership would rise dramatically.

Appendix: Full descriptive statistics and regression output

See Tables 5 and 6.

Table 5 Descriptive statistics, CHTS regression sample: share taking transit on survey day. *Source*: California Department of Transportation (2012)

	Six County Southern California Region	Los Angeles County Alone	Southern California outside LA County
All (weighted)	4.8	6.9	2.4
All (unweighted)	3.7	5.6	1.8
Age			
< 16	3.2	4.7	1.6
16–25	7.3	10.6	3.5
26–45	5.2	7.3	2.6
46–65	4.9	6.9	2.4
66–79	4.2	6	2
80+	2.3	3.3	1.1
Race/ethnicity			
White	2.2	3.2	1.3
Asian	3.1	4.2	1.2
Hispanic	7.1	9.8	3.7
Af. Am	9.3	11	4.4
Other race	3.5	2.9	4.3
Immigrant tenure			
Native born	3.8	5.7	1.8
0–5 years	13.8	16.4	8.5
5–10 years	10.4	13.5	5
10–20 years	11	14.3	6.3
20–30 years	7.9	9.8	5.1
30+ years	5	6.3	2.8
Income			
$0–$25k	11.4	15.2	5.9
$25k–$50k	5.3	7.5	2.6
$50k–$100k	2	3	1
$100k+	1.7	2.3	1.1
Vehicle-to-adult ratio			
0 vehicles	28.6	31.5	21.5
0.01–0.49	13.2	16.4	7.3
0.5 veh/adult	6.4	8.9	2.9
0.51–0.99	2.2	2.8	1.6
1 veh/adult	1.2	1.7	0.6
1.01–1.5	1.4	1.7	1.1
> 1.5	1.9	3.1	0.6
Licensure			
License	2.6	3.8	1.2
No license	18.2	22.2	11.4
Non-adult	3.2	4.7	1.6
N	35,875	17,830	18,045

Table 6 Associations with number of transit trips, negative binomial regressions

	Six County Southern California Region		Los Angeles County Alone		Southern California outside LA County	
	W/out vehicles	Vehicles	W/out vehicles	Vehicles	W/out vehicles	Vehicles
Age (base: 0–15)						
16–25	1.250*** (0.006)	1.190*** (0.005)	1.176*** (0.007)	1.124*** (0.006)	1.404*** (0.012)	1.166*** (0.011)
26–35	0.637*** (0.006)	0.615*** (0.006)	0.729*** (0.007)	0.666*** (0.007)	− 0.099*** (0.013)	− 0.094*** (0.013)
36–45	0.825*** (0.006)	0.901*** (0.006)	0.772*** (0.007)	0.840*** (0.007)	0.827*** (0.013)	0.862*** (0.013)
46–55	0.854*** (0.006)	0.855*** (0.006)	0.860*** (0.007)	0.839*** (0.007)	0.772*** (0.012)	0.714*** (0.012)
56–65	1.029*** (0.007)	1.048*** (0.007)	1.038*** (0.008)	0.964*** (0.008)	0.799*** (0.014)	1.016*** (0.013)
66–79	0.615*** (0.008)	0.677*** (0.007)	0.609*** (0.009)	0.666*** (0.008)	0.356*** (0.015)	0.371*** (0.016)
80+	0.106*** (0.011)	− 0.119*** (0.011)	0.159*** (0.013)	− 0.054*** (0.013)	− 0.258*** (0.023)	− 0.527*** (0.024)
Immigrant	1.520*** (0.017)	1.598*** (0.016)	1.175*** (0.019)	1.257*** (0.018)	2.027*** (0.039)	1.591*** (0.036)
Female	− 0.167*** (0.004)	− 0.132*** (0.004)	− 0.191*** (0.004)	− 0.176*** (0.004)	− 0.050*** (0.007)	0.023*** (0.007)
Income (base: 0–25k)						
25–50k	− 0.565*** (0.005)	− 0.071*** (0.005)	− 0.612*** (0.006)	− 0.005 (0.006)	− 0.458*** (0.010)	− 0.492*** (0.011)
50–100k	− 1.066*** (0.005)	− 0.216*** (0.006)	− 1.064*** (0.006)	− 0.226*** (0.006)	− 1.060*** (0.011)	− 0.324*** (0.011)
100k+	− 0.990*** (0.006)	0.039*** (0.006)	− 1.107*** (0.007)	− 0.065*** (0.007)	− 0.845*** (0.012)	− 0.048*** (0.012)
Race/Eth (base: white)						
Black	1.212*** (0.006)	0.979*** (0.006)	1.047*** (0.006)	0.777*** (0.006)	0.492*** (0.016)	0.833*** (0.014)
Asian	0.279*** (0.008)	0.072*** (0.008)	0.197*** (0.009)	− 0.040*** (0.009)	− 0.160*** (0.018)	− 0.260*** (0.018)
Hispanic	0.560*** (0.005)	0.451*** (0.005)	0.529*** (0.006)	0.408*** (0.005)	0.361*** (0.009)	0.246*** (0.009)
Other race	− 0.888*** (0.033)	− 1.108*** (0.035)	− 0.834*** (0.038)	− 1.150*** (0.042)	− 0.770*** (0.059)	− 0.722*** (0.057)
Not employed	− 0.100*** (0.004)	− 0.217*** (0.004)	− 0.041*** (0.004)	− 0.144*** (0.004)	− 0.252*** (0.008)	− 0.381*** (0.008)
With disability	0.307*** (0.006)	0.071*** (0.006)	0.059*** (0.007)	− 0.235*** (0.006)	0.932*** (0.012)	0.851*** (0.011)
Renter	1.149*** (0.004)	0.704*** (0.004)	1.000*** (0.004)	0.615*** (0.004)	1.060*** (0.008)	0.302*** (0.008)
Years in US (base: Native)						
10–20 years	− 1.020*** (0.014)	− 0.867*** (0.012)	− 0.791*** (0.015)	− 0.741*** (0.014)	− 1.247*** (0.032)	− 0.564*** (0.029)
20–30 years	− 1.027*** (0.014)	− 0.892*** (0.013)	− 0.792*** (0.015)	− 0.773*** (0.014)	− 1.621*** (0.033)	− 0.975*** (0.029)

Table 6 (continued)

	Six County Southern California Region		Los Angeles County Alone		Southern California outside LA County	
	W/out vehicles	Vehicles	W/out vehicles	Vehicles	W/out vehicles	Vehicles
30+ years	− 1.308*** (0.014)	− 1.126*** (0.013)	− 1.109*** (0.015)	− 0.846*** (0.014)	− 1.842*** (0.033)	− 1.989*** (0.030)
Less than 10 years	− 1.117*** (0.015)	− 0.754*** (0.014)	− 0.847*** (0.017)	− 0.465*** (0.015)	− 2.068*** (0.038)	− 1.862*** (0.035)
HH Adults (base: 1 adult)						
2 adults	− 0.256*** (0.005)		− 0.163*** (0.006)		− 0.326*** (0.012)	
3 adults	− 0.205*** (0.006)		− 0.068*** (0.006)		− 0.561*** (0.013)	
4+ adults	− 0.271*** (0.006)		− 0.191*** (0.007)		− 0.534*** (0.013)	
Veh/adult ratio (Base: > 1.5)						
0 vehicles		2.118*** (0.011)		1.778*** (0.013)		3.723*** (0.028)
0.01–0.49		1.216*** (0.011)		0.986*** (0.012)		2.130*** (0.027)
0.5		0.694*** (0.010)		0.500*** (0.012)		1.657*** (0.026)
0.51–0.99		− 0.164*** (0.011)		− 0.414*** (0.012)		0.898*** (0.026)
1		− 0.696*** (0.010)		− 0.826*** (0.012)		0.052** (0.026)
1.01–1.5		− 0.160*** (0.012)		− 0.288*** (0.014)		0.652*** (0.028)
Immigrant * female	0.471*** (0.007)	0.386*** (0.007)	0.426*** (0.008)	0.414*** (0.007)	0.563*** (0.015)	0.402*** (0.014)
Immigrant * 100k+	0.199*** (0.012)	0.019* (0.011)	0.119*** (0.013)	− 0.154*** (0.013)	1.023*** (0.024)	1.316*** (0.023)
Immigrant * 50k	0.092*** (0.009)	− 0.132*** (0.008)	0.250*** (0.010)	− 0.108*** (0.009)	− 0.190*** (0.019)	0.273*** (0.018)
Immigrant * 100k	− 0.107*** (0.010)	− 0.151*** (0.010)	− 0.007 (0.012)	− 0.067*** (0.011)	− 0.696*** (0.024)	− 0.372*** (0.023)
Immigrant * Af. Am	− 0.446*** (0.026)	− 0.654*** (0.024)	− 0.714*** (0.028)	− 0.580*** (0.026)	0.889*** (0.059)	− 0.558*** (0.054)
Immigrant * Asian	− 0.430*** (0.014)	− 0.539*** (0.013)	− 0.364*** (0.015)	− 0.379*** (0.015)	− 1.096*** (0.031)	− 1.269*** (0.030)
Immigrant * Hispanic	− 0.334*** (0.012)	− 0.482*** (0.011)	− 0.382*** (0.013)	− 0.456*** (0.013)	0.174*** (0.025)	− 0.170*** (0.024)
Immigrant * other race	0.383*** (0.048)	0.144*** (0.049)	− 0.499*** (0.058)	− 0.614*** (0.063)	1.364*** (0.090)	0.896*** (0.085)
Constant	− 3.066*** (0.008)	− 3.879*** (0.012)	− 2.661*** (0.009)	− 3.226*** (0.013)	− 3.398*** (0.016)	− 4.997*** (0.028)
N	35,710	35,710	17,736	17,736	17,974	17,974
Log Likelihood	− 4,176,820	− 4,038,281	− 3,084,798	− 2,989,386	− 1,019,573	− 979,084

Table 6 (continued)

	Six County Southern California Region		Los Angeles County Alone		Southern California outside LA County	
	W/out vehicles	Vehicles	W/out vehicles	Vehicles	W/out vehicles	Vehicles
Akaike Inf. Crit	8,353,710	8,076,638	6,169,667	5,978,849	2,039,216	1,958,245

*$p < 0.1$; **$p < 0.05$; ***$p < 0.01$. Regressions estimated from CHTS

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Inequality and opportunity in America Native Americans

Most Native Americans live in cities, not reservations. Here are their stories

This summer, Joe Whittle decided to document the experiences of some of the 140,000 Native Americans who call

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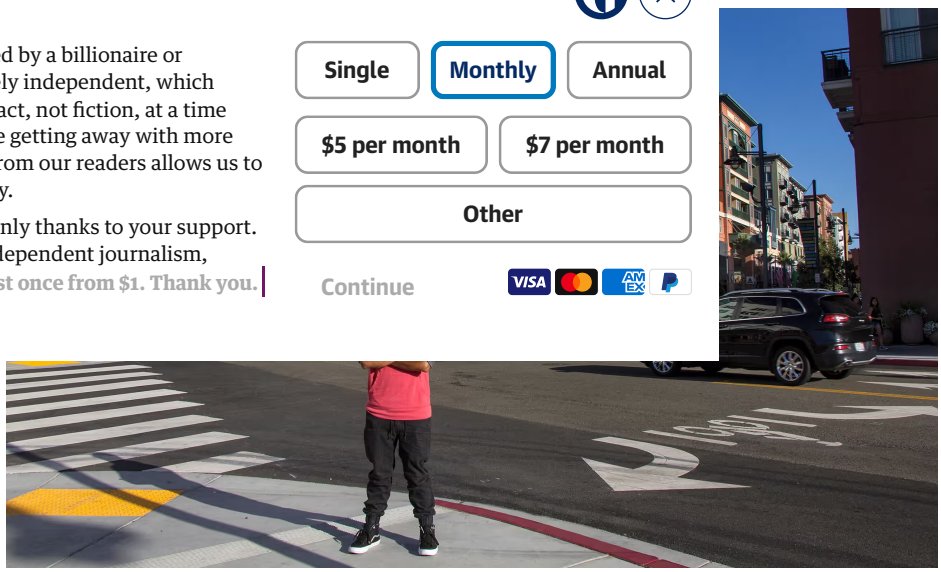

Chah-tah Gould on his ancestors' land. Photograph: Joe Whittle for The Guardian

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About this content

Joe Whittle

Mon 4 Sep 2017 06.00 EDT

As I left my small, remote hometown of Joseph, Oregon, driving two hours to the nearest airport to fly south, I thought about my father, a Caddo/Delaware Native American man who spent most of his life in the Bay Area.

Dad arrived in California as a child due to the assimilation policies enacted by the US government in the 1950s, which forcefully relocated Native Americans from their land into urban areas to become "productive" members of society. It also intentionally placed Indian orphans into the homes of white families. Today, 78% of Native Americans live off-reservation, and 72% live in urban or suburban environments.

Those policies had devastating effects. Relocated tribal members became isolated from their communities. Low paying jobs and higher expenses, combined with the inability to return to reservations which had often been dissolved, left many in precarious circumstances.

In the case of my dad, this translated to growing up on the rough streets of Richmond, CA, and spending much of his life burying his trauma at the bottom of a bottle. He was orphaned twice; first when my Native grandmother died in our tribal territory, then when his adopted white mother passed when he was 16. Dad never knew who his birth father was, and his adopted father was also an alcoholic who died not many years after his wife.

My dad's love for his children was deep, but so was his pain. As a result, my father was barely a physical presence in my life, let alone an economic one. He was terrible with money: if he had it, he spent it.

Indigenous people are not supposed to have money. We were never meant to. My tribes occupied our homelands consistently for 13,000 years without it, and we were rich beyond our wildest dreams. We had advanced seasonal permaculture, hunting and fishing patterns, and vast amounts of leisure time. Yet we've had about 150 years to change 13,000 years of subsistence

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"deep poverty".

According to Janeen Comenote, executive director of the National Urban Indian Family Coalition, "poverty remains one of the most challenging aspects to contemporary urban Indian life. While I do recognize that a sizable chunk of our populations are solidly middle class, every Native person I know has either experienced poverty or has a family member who is. Housing and homelessness remain at the top of the list of challenges."

Chah-tah Gould: ' Even the ones who are into gangs, they still go to powwows'



Chah-tah Gould, who is a film-maker, is currently producing a film about an urban Native superhero who breaks stereotypes about Native Americans. Photograph: Joe Whittle for The Guardian

Chah-tah Gould stands in front of a banner listing the names of the companies that built stores on top of his tribe's burial shellmound. These days, it is known as the Bay Street Shopping Mall in Emeryville. He will not enter the plaza any further than this point due to it being a violation of his tribe's sacred protocol: the buildings are desecrating his ancestors' graves.

Sometimes, his friends will go to the mall and forget about his relationship with the land - he always asks them to stop so he can get out of the car.

Chah-tah, a lifelong Oakland resident, is one of few Ohlone tribal members

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"I feel like on reservations, it's a whole different story. They grow up around their culture. But when they transition to here, it's a whole different game. To fit in, they start acting and thinking differently, and it gets to the point where it's almost like a disease. You know, to be cool, you start drinking, you start smoking, all this other stuff. I got into some stuff like that. Luckily for me I got away from all of it. I realized, 'this isn't who I am'."

There's hope, however. "Even the ones who are into gangs and stuff, they still go to powwows," Chah-tah says. "I like that a lot of Natives do know their culture."

I ask him how he stays away from negative influences. "There are a lot of centers and programs," he says. "But I feel like you have to put effort into staying in the Native community. Out here you have to deal with life - you know, the American-type life; taxes, jobs, everything like that. So it gets to a point where you have to choose. Materialistic things can become the priority and you miss out on the whole experience of what your people are about."

Michelle Lot: 'I can't find a spot that the government tells me I'm not trespassing on'



Michelle Lot at a protest camp. Her grandmother always told her that she has Cherokee and Delaware/Dutch ancestry, and her son's father is Haudenosaunee. Photograph: Joe Whittle for The Guardian

Sporting a large "No DAPL" pin on her hat in the photo above, Michelle Lot peels "bear root medicine" for her son, who suffers from a lung ailment. He is seated underneath a towel in the background steaming the root in a coffee pot to inhale the root's medicinal vapors.

I met Michelle and her son in a homeless protest camp in Berkeley, underneath the Bay Area Rapid Transit line (Bart), which can be seen screeching by above her. It was reminiscent of a miniature Standing Rock

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Michael Horse: 'I am still amazed at the lack of knowledge of Native culture'



Michael Horse testifies to the Oakland City Planning Commission. Photograph: Joe Whittle for The Guardian

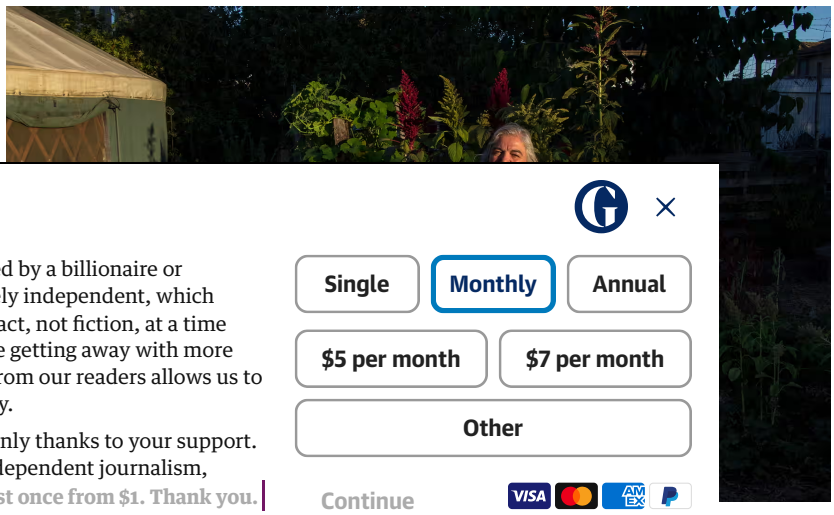
Michael Horse, who is Yaqui of Sonora, is an award-winning artist currently starring in the TV series Twin Peaks. He was recently at the Oakland Planning Commission to speak on behalf of a recurring sweat lodge ceremony - a Native spiritual tradition - which was banned by the city after a group of neighbors complained about the smoke from the fire used to heat rocks for the lodge twice a month (some of the complainants can be seen in the first and second rows behind him).

Many other residents and neighbors came forward to testify that the smoke did not bother them, and compared it to the smoke from countless BBQ's that happen in the neighborhood uncontested, or other people's backyard campfire pits.

Well over 100 supporters showed up to testify on behalf of allowing the ceremony, citing the American Indian Freedom of Religion Act. The planning commission overturned the ban.

"I am still amazed at the lack of knowledge of Native culture," says Michael. "It has been a struggle for so many years to try to educate people, especially elected officials, about our rights under the laws of the US to practice our religions and ceremonies and to pray in our own ways."

Patricia St Onge: 'The overwhelming experience of racism was so transformative'



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built. She is a descendant of the Mohawk Tribe, as well as adopted Lakota. I visited Patricia at her home, which also serves as a community spiritual space for local spiritual practitioners.

"I grew up in New Hampshire in a little French Canadian enclave," says Patricia. "Because I have white skin privilege, and was living in a community where there was no Indian community to speak of, I never felt culturally Native. I married an African American man, and we had kids. The overwhelming experience of racism that we experienced as a family in New England was so transformative. From the time my kids were little, we had neighbors petition our landlord to evict us."

After a series of moves to various urban localities in the late 1980s, they finally moved to Oakland so Patricia could go to graduate school. "When we got here, we found a place, we found jobs," says Patricia. "In Boston my husband was a social worker and had clients who would rather not have a social worker at all than have a black man for a social worker. We became really close as a family because of all of this."

Patricia's experiences with racism against her family led her to seek the connection with her Native heritage. "When we finally got to Oakland in

1987, one of the first things I did was to look for the Indian community, and I found the Oakland Intertribal Friendship House. So we started going there and getting involved."

Patricia went on to become the founding director of Habitat For Humanity Oakland and worked as a nonprofit consultant. It wasn't long before she had to face another cultural challenge to her family's identity though. About five years ago the complaints about the sweat lodge began, eventually leading the city to ban them.

It wasn't until the week I visited Patricia, this July, that the ban was finally overturned.

Decoy Gallerina: 'I've had endless love-filled experiences in my life'



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alcoholism on both their parts," says Decoy. "My mother, grandmother, aunt and I moved to the Bay Area through the Relocation Act."

Decoy had complicated relationships with her mother and aunt, but her grandmother "recognized and accepted me completely. I don't remember her ever saying one negative word to me, only encouragement."

"When my 13th year came, my grandmother left to take care of my schizophrenic uncle. In the past, when she would travel on her own, she would always return. This time, she simply disappeared from my life and my whole world changed. I lost not only my connection with her, but all the presence, love and acceptance of hundreds of relatives in Mescalero and Oklahoma." As a result, she was left on her own in her mid-teenage years, with no parental support.

When she was 15, Decoy was raped by an 18-year-old man. She became almost completely silent and withdrawn. "I was raped again when I was about 18 by a man 23-years-old or so," she says. "I never identified it as rape until years later when I was in a support group for suicide attempt survivors. I heard someone else tell her story and I said to myself, 'That happened to me', with absolutely no emotional connection to the thought."

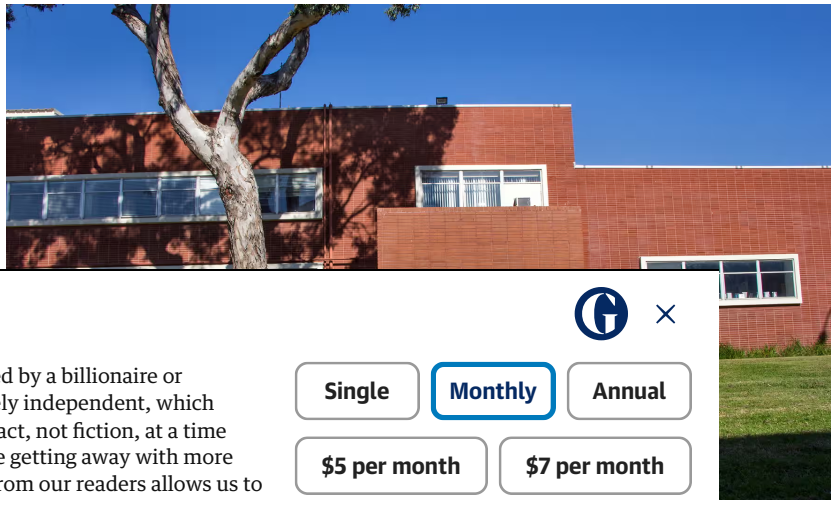
Among American Indian and Alaska Native women, 56.1% have experienced sexual violence in their lifetime (over 70% of the perpetrators are non-Native).

I was profoundly struck by Decoy's words when she told me she was "so blessed" to have never become a prostitute or addict. There wasn't an ounce of cynicism in those words, but rather wholehearted gratitude.

"I've had endless beautiful and love-filled experiences in my life," she says. "I've studied art my whole life - dance, singing, writing, visual arts, performance, bead work with amazing and famous artists since I was tiny. I have been blessed to have the ability to absorb and produce almost any artistic form. Creator chose me as a vehicle for these things, is all I can say. I am an artistic being who has PTSD, and I've suffered from chronic, deep suicidal depression, OCD, low self esteem, and self-abusive behaviors for most of my life. Side by side with that I am a courageous, tenacious, kind and ferocious spirit."

She hopes her story can be an inspiration to others facing similar struggles.

Isabella Zizi: 'We are a minority mixed within a minority group'



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reaching out to disenfranchised groups. She eventually helped to create the Native American health and cultural centers in Richmond. Today, Isabella continues that work as an organizer.

Growing up off-reservation in an urban environment outside her tribal community turned out to be a challenge. "We aren't able to culturally find out who we truly are because we've been displaced. I feel like that puts historical trauma on us, and we really just want to disconnect. It makes us not feel welcomed and not feel complete because we are a minority mixed within a minority group."

So she struggled finding a place to fit in. Natives are so dispersed and statistically sparse that it rarely allows creation of a peer subgroup in an off-reservation environment. "What am I going to do? Who am I going to talk to?" she found herself thinking as a teenager. "Going through that stage creates depression. It shuts us down living in an urban city," she says.

As she grew older and became more involved in Native activism, Isabella found ways to strengthen her Indigenous identity. "I feel like I am breaking that stereotypical mindset that all Natives live on reservations," says Isabella. "Although I don't live in my own territory, I am still connected to

my Indigenous ways. There are many ways we still practice our ceremonies. We're able to be in prayer, or just be in a beautiful circle with different Natives here in the Bay Area in one of the most urban places I know of," she says with a laugh.

Star Morgan: 'They didn't know about our struggle until we made our voices heard'



Star Morgan went to Standing Rock aged 17. Photograph: Joe Whittle for The Guardia/Native Mentorship in Public Health Program

Star Morgan is an 18-year-old member of the Navajo Nation. I asked her if ture. She ing the ur jackets, ts: "I love rotest when over aying ained arm for s shot at

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"We gotta stick together, because there's not very many of us," Star says with a chuckle. "We're supposed to stick together, and be unified. That's why when I went to Standing Rock, it was amazing. Over 300 tribes came together just to protect water! We stood our ground. It felt really empowering. People went to Standing Rock with little or no money and just the clothes they had on their back to stand up for what's right."

Star has struggled intensely with depression, anxiety and PTSD, and has witnessed severe violence in her life. She saw her brother, who suffers from bipolar disorder, beaten by police who didn't understand his strange behavior; he now has permanent brain damage. (According to the Center on Juvenile Crime and Justice, Native Americans are the most likely race to experience police violence in the US.)

She has been a mentee in the Native Mentorship in Public Health Program, which encourages physical, spiritual and mental wellness for Indigenous youth. The program provides a variety of activities to help prevent substance abuse and promote leadership, communication and self-empowerment skills.

"I don't want to be one of the ones to stay silent," she says. "I want to go and do something. It was healing to know people came from all over [to Standing Rock] just to protect the water. It was like a balance of really bad and really good at the same time."



The author's stepmother and daughter at a memorial ceremony for his father at the Point Reyes National Seashore. Many urban Natives still find ways to connect with ancestral and natural traditions. Photograph: Joe Whittle for The Guardian

My conversation with Star left me reflecting on the fact that no matter where I go in Indian Country, I see the same Indigenous values - ones that transcends far beyond economics. It's a value system that has nothing whatsoever to do with money.

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person you earn. Your value within the culture is measured by how much you give, not by how much you take and accrue.

To me, values like that explain the humbling strength and resilience I found in every Native person I met in the course of this story.

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Help Save Daly City's Only Community Garden on Ohlone Land and Territory

Started July 3, 2021
Petition to Vice-Mayor, City of Daly City Juslyn Manalo and **12 others**

4,559
Signatures

5,000
Next Goal

Support now

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Why this petition matters



Started by **Debbie Santiago**

When my family moved to Daly City in 2004 my son discovered a beautiful community garden within walking distance of our home. Growing fruits and vegetables with friends and neighbors helped teach my son and niece to respect and share earth's bounty.

My mother and I are enrolled members of the **Washoe Tribe of Nevada and California**. Together we hold small ceremonies in the Daly City Community Garden and sing traditional Wašiw songs to honor Mother Earth and all her beauty. The garden has given my family a sense of peace and harmony.

Over the past two decades gardeners have nurtured the land and Mother Earth has responded by providing a second chance for indigenous plants, hummingbirds, hawks, bees, frogs, Mission Blue Butterflies, California Gartersnakes, and deer that drink from seasonal wetlands. Everything you see and touch in the garden is living and sacred. Please help me save it.

Here's the Problem: High School District Trustees Plan to Bulldoze Daly City's Only Community Garden

Daly City, the second most populous city in San Mateo County, with a population of 104,901 according to the 2020 census, is home to only one community garden. However, this single food forest is under threat because Jefferson Union High School District (JUHSD) intends to demolish it. This community garden, an urban oasis and a vital food source for residents for over two decades, is located at 699 Serramonte Blvd in Daly City. Shockingly, the district's plan is to repurpose this sacred space into a dump site for asphalt and construction debris as part of a 15-year phased development project that includes the construction of five apartment buildings, eventually totaling 1,113 rental units. It's important to note that these units will be built on public school district property and leased to a private property management company.

The local Sierra Club chapter, along with various other community organizations including the NAACP, have communicated their concerns to the City, urging them to preserve this invaluable garden space.

Spare the Garden: Don't Bulldoze It, Dump on It, Or Build Over It

The current site for the garden is ideal because the ridgeline above the garden protects a fruit

Support now

Sign this petition

Ramaytush Ohlone, the original inhabitants of the San Francisco Peninsula, who sustained themselves through hunting, fishing, and gathering. The garden and the surrounding trees not only provide valuable community resources but also contribute to preserving this green space with cultural and historical importance.

School District's Heavy-Handed Tactics Targeting Gardeners

District trustees who support demolishing the garden directed staff to implement an authoritarian culture of intimidation and fear. In 2020, as the Covid pandemic spiked JUHSD began ramping up harassment. School district tactics included verbally berating gardeners by telling them to stay away, erecting an 8’ cyclone fence with a padlocked gate, installing a video surveillance system near the gate, installing a loudspeaker, cutting off water from all garden spigots and removing redwood trees. Additionally, gardeners were required to pay for fingerprints and an FBI background check to access the garden by appointment. Staff said they were concerned about crime however when asked if the school district had reported any incidents to police administrators said no crime was reported. Toni Presta, Superintendent of JUHSD has not refunded the public's money for fingerprints and background checks. Presently, JUHSD has allocated resources to employ security guards tasked with overseeing the garden. Unfortunately, there have been reports of security personnel engaging in drug use, both within the garden and in the adjacent parking area, which concerns gardeners.

History of Ancestral and Cultural Genocide

In 1769, Spanish colonizers arrived in Northern California and constructed missions to Christianize my ancestors and take our land. Between the years 1769 and 1834, the number of Native Californians dropped from 300,000 to 250,000. After California entered into the Union in 1850, the state government perpetrated massacres against the Ohlone people. Many of the leaders of these massacres were rewarded with positions in state and federal government. These massacres have been described as genocide. During the 1940’s through the 1960’s the state disenrolled eight-hundred tribes including the Ohlone to gain control of their land and territory. Native Californians who were relocated during this era faced culture shock and discrimination. Today, many of us are **leading the effort** for cultural and historical recognition of our tribes.

Privatization of Public Resources

Bulldozing Daly City's only community garden and killing trees to develop **market-rate**

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plants, hundreds of trees, a seasonal wetland and wildlife including the Mission Blue Butterfly and the California Garter Snake.

The garden has a rich history of serving as a communal space for Indigenous families, Latinx families, and families of Color, allowing them to cultivate crops and raise chickens. Gardeners forage for plants that hold significance in the medicine and dietary practices of the Ramaytush Ohlone. Additionally, the garden serves as a site for multi-generational seasonal ceremonies led by Indigenous elders, encompassing approximately 2 acres of public land.

This garden is especially important because it's the only community garden in Daly City, where access to greenspace and parkland is extremely limited and underfunded. In recent years, the Daly City Council made the regrettable decision to defund Westmoor Park, a space they previously leased from JUHSD. Consequently, the park lease was terminated, and JUHSD is now utilizing the land to construct new office buildings for the elected board of trustees and administrators.

Regrettably, there appears to be a lack of accountability among locally elected officials who may not fully grasp the detrimental consequences of trading a public garden and park for market-rate housing. This shortsighted approach by the JUHSD Board of Trustees has resulted in detrimental policy decisions and an unwarranted focus on expansion that deviates from the District's stated mission of "Excellence Through Equity."

From the City of Daly City website:

- Daly City is the 9th most **densely populated** city in the entire country. And the City experiences one of the highest pollution burdens within the County of San Mateo.
- Overall, Daly City does not have a diverse urban forest, and this has much larger implications for long-term resilience. Forests that are not diverse succumb to external shocks quickly, like disease, drought, and storms.

Chronic Illness in San Mateo County

The 2013 San Mateo County Community Health Needs Assessment reported that the prevalence of asthma and diabetes increased significantly between 1998 and 2013. In only 15 years the asthma rate in San Mateo County jumped from 8% to 17.9% and chronic lung disease increased from 4.7% to 7.1%. Poor air quality in Daly City disproportionately impacts

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income families.

The Sierra Club sent Daly City officials a letter that included the following concerns:

Land owned by the Jefferson Union High School District currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants, provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park.

There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and the unhoused.

The garden was initially established many decades ago as a therapeutic school garden project but swiftly transformed into a beloved community garden. Today, it stands as a cherished source of immense public benefit and a point of pride for the community. This garden not only offers opportunities for both active and passive recreation but also promotes healthy nutrition, a crucial aspect given the concerns surrounding malnutrition and obesity, especially considering the limited availability of community gardens in Daly City.

Furthermore, considering the low ratio of counselors to students in JUHSD, the garden plays a significant role in supporting student mental health. The shortage of community gardens in Daly City has had a detrimental impact on its residents, particularly during the COVID-19

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given its significant population of minority families with deep-rooted traditions of actively tending to gardens, orchards, and farms. These practices are tied to food security and cultural traditions, making the presence of community gardens even more critical for the community's well-being.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. As global warming intensifies food costs will continue to increase and food scarcity will need to be addressed through community gardening. Gardens play a multifaceted role in mitigating climate change impacts by reducing urban heat islands, offering various ecosystem services, and improving stormwater retention.

From a socioeconomic standpoint, community gardens build trust, encourage community participation, improve responses to natural disasters, and bolster food security — all of which are pivotal elements in effectively adapting to and building resilience against the effects of climate change. Notably, unlike other green infrastructure solutions such as rain gardens, bioswales, and green roofs, community gardens are uniquely equipped to respond to a broader spectrum of stressors, encompassing economic, social, and political instabilities in addition to their environmental benefits.

Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events.

Stop Reducing Greenspace in Daly City

It is imperative that our elected representatives fulfill their responsibility to address nature-deficit disorder, a condition stemming from the chronic absence of community gardens, green spaces, and parks in Daly City. Nature-deficit disorder has far-reaching consequences, including elevated rates of physical and emotional illnesses, attention deficits, depression, substance abuse, sensory underutilization, and health issues related to poor dietary habits, insufficient physical activity, and acute asthma episodes triggered by unhealthy air quality. Extensive research indicates that nature-deficit disorder erodes ecological literacy and hinders stewardship of the natural world, fostering apathy in the face of climate change crises such as wildfires, sea level rise, and extreme heat – challenges that Daly City urgently needs to address.

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significant concerns about JUHSD's endorsement of government-sponsored segregation on public lands. Economic segregation is particularly worrisome, given that only a minimal 10% allocation has been designated for affordable apartments within the project. Additionally, the School District's strategy of concentrating all 111 affordable/low-income units within a single "poor door" building while distributing 1002 market-rate apartments across four other buildings is inconsistent with the city's Inclusionary Housing Ordinance and is expected to perpetuate low socioeconomic status and racial segregation.

Economic Segregation and Racial Segregation are Intertwined

Economic segregation occurs when individuals or families with lower incomes are confined to certain neighborhoods, or a single building within a multi-building development, due to affordability constraints. This pattern often results in racially homogeneous housing, as people of similar economic backgrounds often share similar racial backgrounds. Consequently, when families are concentrated in poor buildings, it creates racially homogeneous social networks that limit access to educational and employment opportunities. This perpetuates a self-reinforcing cycle that sustains economic disparities, economic segregation, and racially segregated housing.

Low Socioeconomic Status

Socioeconomic status (SES) encompasses not just income but also educational attainment, financial security, and subjective perceptions of social status and social class. SES can encompass quality of life attributes as well as the opportunities and privileges afforded to people within society. The relationship between SES, race and ethnicity is intimately intertwined. Research has shown that in terms of socioeconomic stratification, race and ethnicity often play significant roles in determining a person's SES (U.S. Census Bureau, 2009).

Communities affected by low SES, driven by factors like income-based housing segregation, share common experiences, including limited economic development, substandard health conditions, and fewer educational opportunities. Persistent low SES has been identified as a contributing risk factor that disproportionately affects communities of color residing in income-segregated housing. In contrast, affluent homeowners in predominantly white communities are less likely to experience low SES.

Social-Spatial Segregation

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children of a safe route to and from school. Social-spatial segregation is also apparent by the absence of a rooftop Jacuzzi spa for families in the affordable building, while it is provided to market-rate tenants on Parcel B. The proposed plans raise concerns of income-based discrimination, as emergency generators are exclusively installed in all market-rate buildings, with no provision for the low-income building. Additionally, placing an income segregated daycare center on Parcel C underscores its stigmatization as an income segregated area of the development.

Further Information Available Online

To access more information, please visit the **Daly City Community Garden Alliance** website. You can also stay updated on the garden's activities by following their Instagram account **@themysticalgarden**. **Historic photos**, **recent photos** and **wetland photos and videos** are also published online.

Your Support Matters

Join me in supporting community gardening in Daly City. By adding your signature to this petition, you are helping to ensure the preservation of Daly City's only community garden for generations to come. This is a comment on the Serramonte Del Rey Campus Redevelopment Project **Draft Environmental Impact Report**. This petition, addressing the Draft EIR (APN 091-211-230), is scheduled for delivery by 5:00 pm on Sept 8, 2023, to Daly City Planning Manager **Michael Van Lonkhuysen**, City of Daly City **Councilmembers**, and Jefferson Union High School District **Trustees.**

Thank you, Debbie Santiago

Community Garden Trees (hundreds of trees)

27 Redwoods
3 Madrone
2 Buckeye
4 California Coffee Bean
1 Bay Laurel
2 California elderberry
1 Laurel
2 Douglas Fir

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1 Catalina ironwood (donated by city)
5 Willow
20 Juncus patens (Spreading Rush)
14 Juncus lescurii (San Francisco Rush)
2 Blue Spruce
1 Potted Spruce
1 Alpine Source
1 Austrian Pine
1 Live Oak
1 Noble Fir
3 Maple (big)
2 Japanese Maple
1 Walking Stick Tree
1 White oak
(100+) Acacia

Community Garden Fruit Orchard (over 100 fruit trees)

3 Cherry
2 Plum
8 Nectarines
22 Apple
12 Currants, many varieties
5 Avocado
4 Pears
3 Olive
2 Loquat
2 Kumquat
2 Lemon
2 Buddha Hand Citrus Tree
1 Mexican Lime
1 Meyer Lemon
3 Banana Passion Fruit
6 Blackberries without thorns
1 Lemon Guava
1 Pomegranate
6 Blueberries Shrubs

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2 Mandarin Clementine
3 Grape Vines
1 Prickly Pear Cactus
2 Dragon Fruit Cactus
2 Peach

Wildlife (partial list):

- California Garter Snake
- California Vole (rodent)
- Coyote
- Bald Eagle
- Red-Tailed Hawks
- Skunks
- Raccoons
- Ravens
- Woodpeckers
- Hummingbirds
- Lizards (Alligator Lizard and Blue Belly)
- Owls
- Bats
- Frogs
- Mountain Lion (SDR near Skyline Ridge - Seen droppings and track prints)
- Squirrels

Butterflies:

- Mission Blue
- Monarchs

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- Painted Lady
- Regal Fritillary

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English (United States)

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The Myth of the Vanishing Indian

ART IN THE WHITE HOUSE COLLECTION

★ ★ ★

SARAH FLING

Historian



Diplomatic Reception Room Wallpaper, 2010

WHITE HOUSE HISTORICAL ASSOCIATION

THE WHITE HOUSE DIPLOMATIC RECEPTION ROOM IS PERHAPS BEST KNOWN FOR ITS scenic wallpaper (https://www.whitehousehistory.org/the-diplomatic-reception-rooms-historic-wallpaper), installed during the John F. Kennedy (https://www.whitehousehistory.org/bios/john-kennedy) administration in 1961. The highly detailed panorama, designed by French artist Jean-Julien Deltil and produced by Jean Zuber and Company, depicts notable American places including Niagara Falls, Boston Harbor, West Point, and the Natural Bridge in Virginia.

It is worth noting that Deltil likely never visited the United States during his lifetime; rather these scenes are one French artist's interpretation of nineteenth-century America. [1] Created in 1834, the wallpaper prominently features several Native Americans dancing and playing the drums for white onlookers in its Virginia panel. [2] Interestingly, Zuber specifically requested Indigenous representation in Deltil's work; the artist obeyed, writing: "I hope that this scene of Indians will completely satisfy you…I believe that there are few landscapes in which you will find as many Indians as these." [3]



This detailed view of the Zuber wallpaper shows the inclusion of Native Americans.

White House Historical Association

Deltil was correct; his representation of Native Americans was very different from American counterparts of the same period. While the Frenchman included Indigenous people in his depiction of the United States, American artists from the same period consciously and subconsciously excluded Native Americans from their portrayals of the national landscape, which is evident in many fine and decorative arts pieces found in the White House Collection (https://www.whitehousehistory.org/about/conservation-of-the-white-house-collection) today.

Indeed, during the nineteenth century, Americans embraced a larger theme in artwork, literature, and political rhetoric which historians call the Myth of the Vanishing Indian. [4] This trope posited that Native Americans were doomed to extinction. According to historian Paul Jentz, white Americans felt the deaths of Indigenous individuals "could be mourned" while simultaneously believing that "Indians must die away into the 'untrodden West' as white civilization took its racially superior place on the continent." [5] In reality, Native Americans were not "vanishing." They were being displaced by war and coercion and dispossessed of their ancestral lands through illegal seizures and illegitimate treaty negotiations.

Indigenous Removal in the Nineteenth Century

The Myth of the Vanishing Indian was a national self-fulfilling prophecy pursued by federal government officials and agents throughout the nineteenth century that aligned with a wider belief in "Manifest Destiny," or the idea that American territorial expansion by white settlers was both inevitable and preordained by God. [6] Indigenous removal and North American imperialism predate the creation of the United States, but the first major expansion of American territory occurred in 1803, when President Thomas Jefferson (https://www.whitehousehistory.org/bios/thomas-jefferson) bought over 827,000 miles of territory from the French government, known as the Louisiana Purchase. [7] Over the subsequent decades, national expansion increased at a breakneck pace as the Unites States acquired new territories and citizens pushed West across the Mississippi River. Indigenous groups who had lived in these places for generations now faced displacement at the hands of white settlers, often resulting in violent conflict between the two groups.

This behavior was supported by federal legislation throughout the century, reaching its zenith when President Andrew Jackson (https://www.whitehousehistory.org/bios/andrew-jackson) signed the Indian Removal Act of 1830. [8] Jackson strongly believed that Native Americans were obstacles to civilization, and he negotiated nearly seventy removal treaties throughout his administration. [9] At his annual message to Congress in 1830, Jackson proclaimed:

It gives me pleasure to announce to Congress that the benevolent policy of the Government, steadily pursued for nearly thirty years, in relation to the removal of the Indians beyond the white settlements is approaching to a happy consummation… Rightly considered, the policy of the General Government toward the red man is not only liberal, but generous. He is unwilling to submit to the laws of the States and mingle with their population. To save him from this alternative, or perhaps utter annihilation, the General Government kindly offers him a new home… [10]

Here, the Myth of the Vanishing Indian is evident. Jackson claims that removal will "save" Native Americans from "utter annihilation" when in fact, his policies exacerbated the problem. Despite claims that that these removal policies were "generous," Jackson's plans led to unimaginable suffering among Indigenous groups, including the Cherokee, Choctaw, Chickasaw, Creek, and Seminole peoples. [11] These efforts were continued by Jackson's successor Martin Van Buren, who oversaw the forced removal of the Cherokee people to Oklahoma in 1838-1839 —more commonly known as the Trail of Tears. [12] Native Americans were also aware of the existence of this myth and its impact on their lives. In 1829, an article in the *Cherokee Phoenix* noted:

It is frequently said that the Indians are given up to destruction, that it is the will of heaven, that they should become extinct and give way to the white man. Those who assert this doctrine seem to act towards these unfortunate people in a consistent manner, either in neglecting them entirely or endeavoring to hasten the period of their extinction. [13]

As the century continued, American settlers further encroached on the ever-shrinking territories of Indigenous groups. This was intensified by the mid-century discovery of gold and silver in the West, as well as new federal legislation such as the Indian Appropriations Act of 1851, which forcibly moved Indigenous groups onto government-sanctioned reservations. [14] Later, the Homestead Act of 1862 and the Dawes Act of 1887, signed by presidents Abraham Lincoln (https://www.whitehousehistory.org/bios/abraham-lincoln)and Grover Cleveland (https://www.whitehousehistory.org/bios/grover-cleveland), broke up Indigenous lands further and privatized them for sale to white settlers. [15] In response, several bloody conflicts occurred between Native American and American military forces in the West over land, resources, and sovereignty.

Native Americans in Nineteenth-Century Art

As politicians used the Myth of the Vanishing Indian to legitimize settler colonialism in the West, so did artwork from the period. By depicting Native Americans as a disappearing race, Americans came to believe that the extinction of Indigenous groups was unavoidable and nearly complete. [16] Furthermore, as removal policies successfully forced Indigenous groups onto reservations and out of the public eye, white artists also came to believe that images of Native Americans should be made for posterity's sake. One publication wrote:

It should be held in dutiful remembrance that [the Indian] is fast passing away from the face of the earth. Soon the last red man will have faded for ever from his native land and those who come after us will trust to our scanty records for his knowledge of habits and appearance… [17]

As historian Brian Dippie writes: "There is something almost callous about the enthusiasm with which artists and writers went about their self-appointed task of preserving not the Indian, but a record of the Indian." [18] Nineteenth-century Americans then consumed these images in art exhibits, advertisements, and newspapers, as well as at World's Fairs, cycloramas, and Wild West shows. [19] The White House Collection holds several historical works influenced by the Myth of the Vanishing Indian.

CHARLES BIRD KING PORTRAITS, CA. 1822



Monchousia (White Plume), Kansa, Charles Bird King

White House Collection/White House Historical Association



Petalesharro (Generous Chief), Pawnee, Charles Bird King

White House Collection/White House Historical Association



Sharitahrish (Wicked Chief), Pawnee, Charles Bird King

White House Collection/White House Historical Association



Hayne Hudjihini (Eagle of Delight), Oto, Charles Bird King

White House Collection/White House Historical Association



Shaumonekusse (Prairie Wolf), Oto, Charles Bird King

White House Collection/White House Historical Association

The earliest depictions of Native Americans in the White House Collection are these five portraits by Washington, D.C.-based portraitist Charles Bird King. From November 1821 to February 1822, several Native American representatives visited President James Monroe at the White House. [20]

The federal government commissioned Charles Bird King to paint portraits of delegation members from life, resulting in over two hundred paintings of Indigenous men and women from different tribes. [21] Secretary of War James Barbour recollected that he and Superintendent of

Indian Affairs Thomas McKenney set out to preserve "the likenesses of some of the most distinguished among this extraordinary race of people" because "this race was about to become extinct" and the paintings would be "of interest in after times." [22] This language plainly references the Myth of the Vanishing Indian.

The paintings in the White House Collection feature Monchousia (White Plume) of the Kansa of Kaw, Petalesharro (Generous Chief) and Sharitahrish (Wicked Chief) of the Pawnee, and Hayne Hudjihini (Eagle of Delight) and Sumonyeacathee (Prairie Wolf) of the Otoe-Missouria. The four men wear peace medals with President Monroe's profile, gifted to the male delegates.

Later, several collectors, artists, and federal employees attempted to convince Congress to purchase King's paintings for the Smithsonian's permanent collection. In 1853, Commissioner of Indian Affairs Luke Lea wrote:

"As the aboriginal inhabitants of our country are fast disappearing from the face of the Earth, there seems to be an increasing regret that the Government has not taken more timely and efficient measures for preserving memorials to this race. A National Portrait Gallery of distinguished Indians…would certainly be an object of general interest." [23]

Although this did not happen at the time, many of King's portraits remained at the Smithsonian on loan until a devastating fire destroyed many of the pieces in 1865.

EMIGRANT SCENE, 1837



Attributed to William H. Powell

WHITE HOUSE COLLECTION/WHITE HOUSE HISTORICAL ASSOCIATION

One of these works is *Emigrant Scene*, attributed to artist William H. Powell. In this oil painting, an Indigenous man stands with a group of white settlers. He points West, appearing to give directions to the group and permitting them to encroach further into his land. Powell's painting suggests a peaceful exchange of instructions as the Indigenous man makes their journey westward possible.

He is also drastically outnumbered by the settlers—notice that the land the man points to is devoid of others like him. In general, the settlers and their belongings represent the tide of civilization, inheriting the West from the original stewards of the land. Moreover, this romanticized portrayal of encounters between Native American and settler groups in the nineteenth century obscures the harsh realities of Indigenous removal in the period. Indeed, this work was painted in the same decade that President Jackson's policies forcibly ousted tens of thousands of Native Americans from their ancestral lands.

HUDSON RIVER SCENE, 1861



Painted by Shepard Alonzo Mount

White House Collection/White House Historical Association

This 1861 landscape by Shepard Alonzo Mount is typical of the Hudson River School, an art movement characterized by romantic, vast landscapes—many of which included isolated Native Americans. In comparison to other works from the period, these are generally more sympathetic, representing the loss of nature and its inhabitants in the face of rapid industrialization and economic progress.

This work features two Indigenous figures in the foreground, while another figure paddles a canoe on the Hudson River. By the time that Mount painted this scene, many of the groups indigenous to the region, including the Munsee, Mohawks, and Mohicans, had been dispersed by Dutch and later American settlements. [24] Art historian Thomas L. Doughton writes that "through a visual iconography–New England Indians took on the presence of an absence. Natives became 'people without history,' people without 'a place,' absent from the social landscape, their collective identity as Native, in both past and present, 'erased.'" [25] The figures in this painting aptly personify this isolation.

THE INDIAN'S VESPERS, 1847



Painted by A. B. Durand

White House Collection/White House Historical Association

In A. B. Durand's 1847 painting, *The Indian's Vespers*, a lonely Indigenous man, surrounded by wilderness, raises his arms toward the horizon. This is another work from the Hudson River School that captures how white artists inaccurately perceived and portrayed the decline of Native Americans in period landscapes. The mood is somber as the sun symbolically sets upon the lone Indigenous man and his race.

Interestingly, this work was labeled *Last of the Mohicans*, a reference to James Fenimore Cooper's 1826 novel, when it was acquired by the White House in 1963. [26] This is no coincidence—Cooper's popular nineteenth-century book about the demise of a Mohicans is emblematic of the Myth of the Vanishing Indian in literature, poetry, and art.

HIAWATHA'S BOAT, 1871



Created by the Gorham Manufacturing Company

White House Historical Association

The silver piece pictured here was purchased by First Lady Julia Dent Grant (https://www.whitehousehistory.org/bios/julia-grant) at the 1876 Centennial Exposition in Philadelphia, Pennsylvania. Mrs. Grant "took much pleasure in securing a piece entirely American in history, ideal, skill, and material." [27] Indeed, this silver centerpiece was a reference to American poet Henry Wadsworth Longfellow's popular poem, "The Song of Hiawatha," written about the Ojibwe people of the Great Lakes region. [28]

While Longfellow's poem receives some credit for preserving several pieces of Ojibwe culture, it also embraces the Myth of the Vanishing Indian. [29] Longfellow pens the fictional tale of an Ojibwe man, Hiawatha; in the end, he encounters Christian missionaries and decides to sail away from his ancestral home, perhaps forever:

Forth into the village went he / Bade farewell to all the warriors /

Bade farewell to all the young men / Spake persuading, spake in this wise: /

"I am going, O my people / On a long and distant journey; /

Many moons and many winters / Will have come, and will have vanished, /

Ere I come again to see you." [30]

Together, these works in the White House Collection embody the inaccurate way that white Americans depicted Native Americans throughout the nineteenth century. In 1918, the U.S. Department of the Interior's Commissioner of Indian Affairs reported: "It will not be denied here that the Indian through long years of disappointment was crowded back and back until literature lamented him as a vanishing race with broken arrows and dead campfires, and art sculpted him in hopeless desolation at the end of the trail." [31] Literature and artwork are not conceptualized or produced in a vacuum, and contemporary events often shape larger conversations about American culture and politics; thus, the Myth of the Vanishing Indian both reflected and influenced federal policy towards Native Americans in the nineteenth century and beyond.

Despite centuries of conflict with the federal government, Native American communities continue to grow, making up a large and important part of the American population. In fact, recent census data shows that millions of people self-identify as American Indian and Alaska Native, disproving the nineteenth-century idea that Native Americans were a vanishing race. They are also represented at the highest levels of the federal government; in 2021, Pueblo member Deb Haaland made history as the first Native American cabinet secretary when she was appointed secretary of the interior. [32]

...

FOOTNOTES & RESOURCES

1 Robert P. Emlen, "Imagining America in 1834: Zuber's Scenic Wallpaper 'Vues d'Amérique du Nord'," *Winterthur Portfolio* Vol. 32 No. 2/3 (Summer-Autumn 1997), 189.

2 It also depicts coexisting Black and white populations, an unusual feature that would not have been common in American-made artwork during this period, as slavery remained legal throughout the United States. Several of these depictions of Black men and women are based on racist caricatures from the period; as a result, these depictions have earned criticism from modern viewers; see Rumaan Alam, "What to Do About a Room with a 'Vues'?" *The New Yorker*, June 29, 2020.

3 Quoted in Emlen, "Imagining America in 1834: Zuber's Scenic Wallpaper 'Vues d'Amérique du Nord'," 206; The final representation of dancing Native Americans was loosely based upon contemporary depictions of the Winnebago people.

4 See Brian W. Dippie, *The Vanishing American: White Attitudes and U.S. Indian Policy* (Middletown, CT: Wesleyen University Press, 1982); this book is an excellent overview of the origins of the myth.

5 Paul Jentz, *Seven Myths of Native American History* (Indianapolis, IN: Hackett Publishing Co., 2018), 86.

6 Though the term "Manifest Destiny" was first used by journalist John O'Sullivan in 1845, the ideas behind the phrase were already prominent among American leadership. See John O'Sullivan, "Annexation," *The United States Magazine and Democratic Review*, Volume 17 (New York: 1845), 5-6, 9-10.

7 See "The Louisiana Purchase," *Thomas Jefferson's Monticello*, https://www.monticello.org/tho… (https://www.monticello.org/thomas-jefferson/louisiana-lewis-clark/the-louisiana-purchase/).

8 See "An act to provide for an exchange of lands with the Indians residing in any of the states or territories, and for their removal west of the river Mississippi," May 28, 1830, in *A Century of Lawmaking for a New Nation: U.S. Congressional Documents and Debates, 1774 – 1875*, Library of Congress.

9 "President Andrew Jackson's Message to Congress 'On Indian Removal' (1830)," *National Archives and Records Administration*, https://www.ourdocuments.gov/d… (https://www.ourdocuments.gov/doc.php?flash=false&doc=25).

10 "President Jackson's Message to Congress 'On Indian Removal'," December 6, 1830; Records of the United States Senate, 1789-1990; Record Group 46; Records of the United States Senate, 1789-1990; *National Archives and Records Administration*.

11 "The Trail of Tears and the Forced Relocation of the Cherokee Nation," *National Park Service*, https://www.nps.gov/articles/t… (https://www.nps.gov/articles/the-trail-of-tears-and-the-forced-relocation-of-the-cherokee-nation-teaching-with-historic-places.htm).

12 President Andrew Jackson's Message to Congress 'On Indian Removal' (1830)," *National Archives and Records Administration*, https://www.ourdocuments.gov/d… (https://www.ourdocuments.gov/doc.php?flash=false&doc=25.) Phoenix article, January 28, 1829 in *Cherokee Editor: The Writings of Elias Boudinot*, Ed. Theda Perdue (Athens, GA: University of Georgia Press, 1996), 103-104.

13 Roxanne Dunbar-Ortiz and Dina Gilio-Whitaker, *"All the Real Indians Died Off" And 20 Other Myths about Native Americans* (Boston, MA: Beacon Press, 2016), 60-75.

14 See "Americans Indians and the Homestead Act," *National Park Service*, https://www.nps.gov/home/learn… (https://www.nps.gov/home/learn/historyculture/american-indians-and-the-homestead-act.htm); "The Dawes Act," *National Park Service*, https://www.nps.gov/articles/0… (https://www.nps.gov/articles/000/dawes-act.htm).

15 Thomas L. Doughton, "Text, Image and the Discourse of Disappearing Indians in Antebellum American Landscape Painting," *Interfaces* 38 (2017), https://doi.org/10.4000/interf… (https://doi.org/10.4000/interfaces.323). See also Vivien Green Fryd, *Art & Empire: The Politics of Ethnicity in the United States Capitol, 1815-1860* (Athens, OH: Ohio University Press, 2001).

16 "The Indians in American Art," *Crayon* Vol. 3, No.1 (January 1856), 28, https://doi.org/10.2307/255273… (https://doi.org/10.2307/25527370).

17 Dippie, *The Vanishing American: White Attitudes and U.S. Indian Policy*, 27.

18 Francis Flavin, "The Adventurer-Artists of the Nineteenth Century and the Image of the American Indian," *Indiana Magazine of History* 98, No. 1 (2002), 25.

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23 Quoted in Herman J. Viola, *The Indian Legacy of Charles Bird King* (Washington, D.C.: Smithsonian Institution Press, 1976), 115.

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25 Doughton, 211.

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27 Julia Dent Grant, *The Personal Memoirs of Julia Dent Grant*, Ed. John Y. Simon (Carbondale, IL: Southern Illinois University Press, 1975), 189.

28 See Henry Wadsworth Longfellow, "The Song of Hiawatha," *Maine Historical Society*, https://www.hwlongfellow.org/p… (https://www.hwlongfellow.org/poems_poem.php?pid=62).

29 Longfellow's poem was based on the research of scholar Henry Schoolcraft, who studied and published volumes about Indigenous culture and history, including the Ojibwe, while serving as an "Indian Agent" for the federal government. Not all of Schoolcraft's writings are considered accurate today, but they provided a more factual base than most literature published about Indigenous people in this period. See "Hiawatha," *National Park Service*, https://www.nps.gov/long/learn… (https://www.nps.gov/long/learn/historyculture/hiawatha.htm).

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The Association of Ramaytush Ohlone

Land Acknowledgement Statements

Things to Consider

- **Why?** Before you begin writing a Land Acknowledgement statement you should ask yourself why it is important to do so. What does it mean to be a settler on someone else's stolen land?
- **It's for You.** Land Acknowledgement statements are primarily for you, not for us, and YOU should read them to open meetings, events, etc., not us.

- **Be creative . . . or not.** Land Acknowledgement statements can take different forms, from a formal policy to performance art.
- **Work with us.** We are here to offer advice, but we encourage you to write them on your own, and then let us review it before it is finalized.
- **Coherence.** Integrate your organization's (or personal) values, initiatives, principles, etc. into the statement in order to enhance coherence or to show alignment.
- **Exclusivity.** Contrary to the practice of inclusivity, Land Acknowledgement statements are exclusive to the original peoples of the land where you live and work.
- **Land Acknowledgement Plus**!: How does the Land Acknowledgement statement live in your work? In other words, activate the ideas and commitments behind the Land Acknowledgement statement--make it more than just a symbolic statement. We are excited to partner with you in those actions.

Resources

we have provided some resources below, including two guides along with a few samples. A search of the topic on the internet will provide additional examples.

A generic land acknowledgements statement follows:

We acknowledge that _____ is located on the unceded ancestral homeland of the Ramaytush Ohlone peoples who are the original inhabitants of the San Francisco Peninsula.

Honor Native Land (PDF) **Land Acknowledgement (PDF)**

Examples

San Francisco Human Rights Commission (Full Version)

We, _____, acknowledge that we are on the unceded ancestral homeland of the *Ramaytush* Ohlone who are the original inhabitants of the San

Notre Dame de Namur University

We acknowledge that Notre Dame de Namur University sits on the unceded ancestral homeland the Ramaytush Ohlone who are the original people the San Francisco Peninsula. We recognize that we

Francisco Peninsula. As the indigenous stewards of this land and in accordance with their traditions, the *Ramaytush* Ohlone have never ceded, lost nor forgotten their responsibilities as the caretakers of this place, as well as for all peoples who reside in their traditional territory. As Guests, we recognize that we benefit from living and working on their traditional homeland. We wish to pay our respects by acknowledging the Ancestors and Relatives of the *Ramaytush* community and by affirming their sovereign rights as First Peoples.

Adopted by SF HRC: Nov. 12, 2020

American Sociological Association (more political)
Before we can talk about sociology, power, inequality, we must acknowledge that the land on which we gather is the traditional and unceded territory of the Ramaytush Ohlone (pronounced Rah-my-toosh O-lone-ee). We, the American Sociological Association (ASA), acknowledge that academic institutions, indeed the nation-state itself, was founded upon and continues to enact exclusions and erasures of Indigenous Peoples. This acknowledgement demonstrates a commitment to beginning the process of working to dismantle ongoing legacies of settler colonialism, and to recognize the hundreds of Indigenous Nations who continue to resist, live, and uphold their sacred relations across their lands. We also pay our respect to Indigenous elders past, present, and future and to those who have stewarded this land throughout the generations.

Presidio Trust
We would like to acknowledge that the Presidio of San Francisco is the traditional territory of the Yelamu, a local tribe of Ramaytush Ohlone peoples of the San

benefit from living and working on their traditional homeland, and we affirm their sovereign rights as f peoples.

Generic (emphasis on nature)
_____ acknowledges that it is located on the unced ancestral homeland of the Ramaytush Ohlone peoples, recognizes that, as the original stewards o this land, the Ramaytush Ohlone understood the interconnectedness of all things and maintained harmony with nature for millennia, and honors the Ramaytush Ohlone peoples for their enduring commitment to Mother Earth.

Fine Arts Museums of San Francisco Land Acknowledgment
The Fine Arts Museums of San Francisco respectfull acknowledge the Ramaytush Ohlone, the original inhabitants of what is now the San Francisco Peninsula.

Indigenous communities have lived in and moved through this land over hundreds of generations anc Indigenous peoples from many nations make their home in this region today. Please join us in recognizing and honoring their ancestors, descendants, and all other members of their communities.

Urban Forestry Council (Full Version)
The Urban Forestry Council acknowledges that we occupy the unceded ancestral homeland of the Ramaytush Ohlone peoples, who are the original inhabitants of the San Francisco Peninsula.
We wish to pay our respects to the Ancestors, Elde

Francisco Peninsula. Yelamu familes lived in the village of Petlenuc, long before California was Spain, Mexico, or the United States. As a reminder, the process of colonization is ongoing and still adversely affects the indigenous people from the Bay Area. We encourage you to keep this in mind throughout the tour.

and Relatives of the Ramaytush Community and to affirm their sovereign rights as First Peoples. We honor the Ramaytush Ohlone for their enduring commitment to steward Mother Earth. We recogniz that the Ramaytush Ohlone have lived in harmony with nature for millennia, and that to achieve a truly ecologically sustainable future for San Francisco, we must embrace Indigenous traditional ecological knowledge in how we care for the city's lands, wate and all its people.

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CHAPTER 8

Settler Colonialism, Ecology, and Environmental Injustice

Kyle Whyte

Diverse persons, including scholars, writers and activists, have described settler colonial domination as violence that disrupts human relationships with the environment. Lee Maracle writes that "violence to earth and violence between humans are connected" (2015: 53). Eve Tuck and K. Wayne Yang discuss how "the disruption of Indigenous relationships to land represents a profound epistemic, ontological, cosmological violence" (2012: 5). Vanessa Watts claims that "the measure of colonial interaction with land has historically been one of violence . . . where land is to be accessed, not learned from or a part of" (2013: 26). The Women's Earth Alliance and The Native Youth Sexual Health Network recently produced a report entitled *Violence on the Land, Violence on Our Bodies: Building an Indigenous Response to Environmental Violence.* The report states that colonially supported extractive industries create "devastating impacts of environmental violence" (WEA and NYSHN 2016). J.M. Bacon refers to "colonial ecological violence" as a process of "disrupt[ing] Indigenous eco-social relations" (2018: 1).

I seek to investigate philosophically one dimension of how settler colonialism commits environmental injustice through the violent disruption of human relationships to the environment. The dimension concerns how settler colonialism works strategically to undermine Indigenous peoples' social resilience as self-determining collectives. Engaging Anishinaabe (Neshnabé) intellectual traditions, I will offer an Indigenous conception of social resilience and self-determination that, for short, I will call collective continuance. I will then show how settler colonialism commits environmental injustice through strategically undermining Indigenous collective continuance. Using this understanding of environmental injustice, I will conclude by showing how settler colonialism engenders at least

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two kinds of environmental injustices against Indigenous peoples: (1) vicious sedimentation and (2) insidious loops.

While my starting point of analysis is anti-Indigenous violence that disrupts human relationships with the environment, I am not attempting here to define absolutely what such violence is or entails. I am also not trying to create the single theory of environmental injustice that can somehow explain every wrongdoing. The theory offered here in outline seeks only compatibility and complementarity with a variety of other approaches to violence and injustice that are well argued for across Indigenous studies and related fields, such as settler colonial studies and critical environmental justice studies. I will also isolate US settler colonial domination for analytic purposes in this article, especially the oppressive relationship between US settler populations and Indigenous populations. The theory I will offer here should, when further elaborated elsewhere, be able to connect to more complex, intersectional, and globally integrated accounts of ecological domination within, before, and beyond US settler colonialism.

Collective Continuance and Ecology

Interdependence, Systems of Responsibilities and Migration

Human and environmental relationships have many possible values, including, among others, spirituality, sustainability, senses of place or home, and communion with nonhumans. I will describe a theory of value that I have developed out of my own embeddedness in a range of traditions. Here I will focus on a slice of the studies and voices of Anishinaabe peoples that have shaped my thinking as a Potawatomi scholar, activist, relative, citizen, and community member. I will describe one value, which I will refer as collective continuance, by connecting three concepts in Anishinaabe intellectual traditions: (1) interdependent relationships (or interdependence), (2) systems of responsibilities, and (3) migration. The theory of collective continuance I will develop combines these concepts to suggest a value that is similar to social resilience in its relationship to self-determination.

In saying Anishinaabe peoples, I am invoking broad intellectual traditions connecting Ojibwe, Potawatomi, Odawa, and Mississauga and related peoples who have diverse contemporary and ancient linguistic, cultural, social, and political connections. These intellectual traditions often occur in contexts connected to and in dialogue with neighboring peoples, including the Menominee, Miami, Haudenosaunee and numerous others. While I will use Anishinaabe for short here, I caution that the diversity of Anishinaabe peoples means that there is a whole range of inquiries and studies for which it is inappropriate to use such a broad designator (or English-language spelling) as Anishinaabe. Throughout this section, I will use the term "the environment" to reference many different relationships connecting human and nonhuman living beings (plants, animals, persons, insects), nonliving beings and entities (spirits, elements), and collectives (e.g., forests, watersheds). The environment is not a precise or culturally accurate term, though for reasons of space, I will rely on it.

To begin with, the first concept is interdependence. Going back to the nineteenth century and earlier, Anishinaabe responses to US-settlement-invoked concepts of interdependence with the environment. D. Ezra Miller has researched how in the Treaty of October 23, 1826 with the Miami Tribe, one Potawatomi leader, Awbanawben, told the following to US settlers in a speech: "You said we could not stay here. We would perish. But what will perish [?] But what will destroy us [?] It is yourselves destroying us. . . You trampled on our soil, and drove it away. Before you came, the game was plenty, but you drove it away. . . You point

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to a country for us in the west, where there is game . . . but the Great Spirit has made and put men there who have a right to that game and it is not ours" (Miller 2016).

Awbanawben, in nineteenth-century rhetoric, is concerned about interdependence of humans and nonhumans in ecosystems. US settlement is viewed as violating these relationships, for Potawatomi but also peoples who will be displaced by any Potawatomi relocation processes imposed by the US. While in the nineteenth century many different people referred to the importance of game or good farming conditions, I can just note here that Awbanawben clearly identifies how particular human societies are entangled in relationships of interdependence with the environment and have habituated themselves to particular ecosystems.

Diverse sources of Anishinaabe intellectual and artistic traditions bring out different senses of interdependence. Louise Erdrich, in *Books and Islands in Ojibwe Country,* writes of how for the late Tobasonakwut, an Anishinaabe elder, "His people were the lake, and the lake was them. . . . As the people lived off fish, animals, the lake's water and water plants for medicine, they were literally cell by cell composed of the lake and the lake's islands" (Erdrich 2006: 34). Robin Kimmerer calls relationships of interdependence the "covenant of reciprocity," which refers to relationships organized among relatives who have gift-giving and gift-receiving responsibilities to each other: "In Potawatomi, we speak of the land as *emingoyak,* 'that which has been given to us,' a gift that must be reciprocated with our own" (2010: 143–144).

Aimée Craft has analyzed the newspaper accounts of the 1871 negotiations of Treaty 1 involving Anishinaabe, Cree and Canadian representatives. Craft writes that "Chief Ayeeta-pe-pe-tung spoke to the Queen's negotiators about his 'ownership' and his view that rather than owning it, he was *made of the land*" (Craft 2014, 16). Megan Bang and Douglas Medin describe research they have been involved in in the Great Lakes with members of the Menominee Tribe and the Chicago urban Indian community. Based on these studies, they suggest that "Native parents said they want their children to realize that they are part of nature . . . were also more likely to mention . . . the idea that no creation is more important than or 'above' any other creature" (2010: 10).

The concept of interdependence includes a sense of identity associated with the environment and a sense of responsibility to care for the environment. There is also no privileging of humans as unique in having agency or intelligence, so one's identity and caretaking responsibility *as a human* includes the philosophy that nonhumans have their own agency, spirituality, knowledge, and intelligence. Potawatomi people, in daily speech, often say that nonhumans have the capacity for knowledge but humans really do not (Kimmerer 2013). Thus, humans ought to take responsibility to be respectful of nonhuman ways of knowing. In my experiences, some Anishinaabe persons identify primarily through nonhuman identities, such as clan identities (e.g., crane, bear, turtle). Heidi Bohaker shows the importance of *nindoodemag* (clan identities) for Anishinaabe historically. Bohaker describes them as "kinship networks" where people "conceived of themselves as related to and having kin obligations toward those who shared the other-than-human progenitor being." Nindoodemag networks were crucial for "social and political life . . . [they] shaped marriage and alliance patterns and facilitated long distance travel; access to community resources . . . [and] operated as an important component of Anishinaabe collective identities" (Bohaker 2006, 25-29).

So at least for some Anishinaabe persons historically and today, it is not necessarily true that such an identity as "the human" as a distinct or uniquely rational or knowledgeable type of being even exists. In these ways, interdependence can be thought of as intrinsically valuable. Interdependence is a source of identity for how humans understand whom and what they are in the world, but the concept of interdependence is also instrumentally

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valuable. For interdependence is also a means to motivate humans to exercise their caretaking responsibilities to their relatives, human and nonhuman, which helps motivate these relatives to exercise their reciprocal responsibilities to nourish and support one another in diverse ways.

Interdependence highlights reciprocity or mutuality between humans and the environment as a central feature of existence. In Anishinaabe traditions, reciprocity is also systematized. That is, environmental identities and responsibilities are coordinated with one another through complex social, cultural, economic, and political institutions. Interdependence suggests a much larger system of "reciprocities" that characterize many hundreds of relationships of interlocking/intersecting relationships across entire societies. The second concept, then, is "systems of responsibility," in which responsibility refers to relationships with reciprocal expectations.

Deborah McGregor, in her work with Josephine Mandamin and Anishinaabe women's water movements, discusses how to think systematically about the different lives that water supports. Water supports "plants/medicines, animals, people, birds, etc." and—reciprocally—there is "the life that supports water (e.g., the earth, the rain, the fish)." The system is based on responsibilities such that "water has a role and a responsibility to fulfil, just as people do" (2009: 37–38). McGregor writes that "All beings have responsibilities to fulfill, and recognizing this contributes to a holistic understanding of justice. Our interference with other beings' ability to fulfil their responsibilities is an example of a great environmental injustice, an injustice to Creation" (40). McGregor's writing opens onto philosophizing about larger coordinated networks of responsibilities that ought to constitute Anishinaabe institutions.

Brenda Child describes systems of responsibilities through interpreting anthropologist Frances Densmore's work with Nodinens, an elder. Child describes how Ojibwe peoples "lived according to a seasonal round, each year taking advantage of opportunities to hunt, fish, farm, and gather wild foods in a highly systematic way of life." For Child, the seasonal round is not an accidental arrangement of responsibilities: "It was a way of life passed down by the generations and required study, observation of the natural world, experimentation, relationships with other living beings on the earth, and knowledge-generating labor" (2012: 30). A "seasonal round" is a type of governance in which the major social, cultural, economic, and political institutions of a society shift in shape, size, and organizational structure throughout the year. Child's reference to "relationships" connects to the responsibilities described by McGregor. Child highlights that morality, knowledge and inquiry, and labor are systematically coordinated in the seasonal round.

Gender is another way to understand Anishinaabe systems of responsibility. People who today code as women exercised a range of leadership roles, whether as knowledge keepers (experts) of particular plants and animals, visible leaders and diplomats, or servant leaders (such as a through participation on committees tasked with selecting visible leaders) (Sleeper-Smith 2001; White 1991). Historians, including Child (2012), Susan Sleeper-Smith (2001), Jean O'Brien (1997), and Richard White (1992), describe Anishinaabe and broader Algonquian gender and kinship relationships for women as focused less around obligations confined to roles in patriarchal marriages and focused more around multifarious and diverse responsibilities to their parents, siblings, grandparents, clan members, members of other social units (e.g., lodges, bands, etc.) and trading partners from other societies.

Perhaps most significantly, Anishinaabe intellectual traditions do not emphasize a binary gender system, but rather embrace gender diversity and fluidity. According to Margaret Noodin, "Anishinaabe language and culture acknowledge gender difference, but in a way that relies on choice and context rather than fixed and predictable rules" (2014: 12). Niigaan Sinclair has written about Ozawwendib, an Anishinaabe and Two-Spirit person

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who lived in the early 1800s. In the record, especially but not exclusively from the perspectives of settlers, this person's behavior broached and mixed many binary gender norms. Sinclair discusses how Ozawwendib nonetheless "appeared to live without shame, apology, and fear" in their society and was among the most respected experts in environmental skills and knowledge (2016: 14).

Sleeper-Smith's (2005) work shows what I interpret as the U.S. introducing patriarchy and sexism to disrupt trust, consent, and diplomacy in their interactions with Anishinaabe peoples. Sinclair's (2016) work shows the overt sexism, gender discrimination, and discomfort of US and Canadian settlers who responded to Ozawwendib's gender and sexuality. These norms, tied to binary assumptions about gender, formed a stark contrast between the complex and multifarious responsibilities, relationships, and leadership positions to which many Anishinaabe women and persons of nonbinary genders were accustomed. Though here I want to caution that, in presenting a theoretical account in this article, I am emphasizing what I take to be positive qualities of Anishinaabe gender systems in the absence of a more detailed discussion of gender oppressions that occurred in periods like the transatlantic fur trade, such as human trafficking.

Systems of responsibilities also involve government and diplomacy across different peoples. John Borrows claims: "Aboriginal peoples developed spiritual, political, and social conventions to guide their relationships with each other and with the natural environment. These customs and conventions became the foundation of many complex systems of government and law" (2002: 37). This idea, of course, is reflected in points cited earlier, such as references in McGregor's and Craft's work to how interdependence and systems of responsibilities are related to treaty-making (diplomacy) and justice. Leanne Simpson has supported reinvigorated interest in the Dish with One Spoon treaty between Anishinaabe and Haudenosaunee peoples in the Great Lakes region. Simpson writes that "*Gdoo-naaganinaa* [the dish] acknowledged that both the Nishnaabeg and the Haudenosaunee were eating out of the same dish through shared hunting territory and the ecological connections between their territories . . . both parties were to be responsible for taking care of the dish. . . . All of the nations involved had particular responsibilities to live up to in order to enjoy the rights of the agreement. Part of those responsibilities was taking care of the dish" (2008: 37).

Migration is the next concept I will discuss having now discussed interdependent relationships and systems of responsibilities. Anishinaabe philosophies often involve migratory themes such as constant motion, change, transformation, mobility, and adjustment. However, I would like to note that the following discussion of migration is not intended to normalize one particular type of mobility, which would be morally problematic. Instead, I seek to discuss how societies can be organized to best adjust to the ecological and social dynamics they face. Migration suggests that relationships of interdependence and systems of responsibility are not grounded on stable or static relationships with the environment. Rather, these relationships arise from contexts of constant change and transformation. A key idea is that relationships that are constantly shifting do not sacrifice the possibility of continuity.

Michael Witgen (2011), for example, discusses the territory of Anishinaabewaki in the Great Lakes region during the transatlantic fur trade period. Anishinaabewaki was a place where people were connected to each other through diverse kin relationships rooted in particular ecosystems. Individual persons were actually complex identities associated with the *many* places where they engaged in economic and cultural activities throughout the year in their seasonal rounds associated with their nonhuman ancestors (i.e., clan memberships), families, bands/tribes, lodges, ceremonial communities, romantic ties, and diplomatic protocols. At a particular place and a particular time during the calendar year, someone might primarily be known as a "trader" or member of "clan *y*." But that was just that person's identity at that place and that time of year. Identity was always shifting.

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Shifting identities and shifting governance authorities are a part of the seasonal round governance system. One version of the seasonal round is the 13 moons system articulated by many Anishinaabe authors. Depending on the community, moons usually have names and meanings that correspond to or indicate the particular combination of plants and animals that are monitored, harvested, stored, used, or consumed and recycled during those times. Particular lodges, clans, or other organizational units have different responsibilities for convening people in particular locations during those times of year to facilitate monitoring or harvesting. Instead of a central government, there are diverse family, band, lodge, clan, and other organizations whose authority and responsibilities change throughout the year.

Seasonal round governance expanded and contracted throughout the year so that social, cultural, economic, and political institutions were organized to approximate, as best possible, the seasonal dynamics of ecosystems. Ecosystems, of course, include the impacts of human social systems. Witgen (2011) cites and agrees with the anthropologist Regna Darnell (1998) that the seasonal round is an "accordion" system of governance in its constant spiral of expansion and contraction in response to change (see also Child 2012; Johnston 1976).

The philosophies behind the seasonal round involve migratory concepts such as transformation, cyclical time (in the sense of spiraling time), and shape-shifting. Heidi Stark writes: "The Anishinaabe transformed themselves, adapting to their ever-changing environment. Importantly, the stories maintained about Nenabozho often conveyed the importance of change. Anishinaabe nationhood has never been static or fixed. Indeed, no nation can or has survived without undergoing constant change" (2012: 124). Gerald Vizenor's concept of "survivance" connotes continuity through constant change: "Native survivance stories are renunciations of dominance, tragedy, and victimry" (1999: vii). Sinclair interprets Vizenor's work as having direct implications for governance as constantly shifting. Sinclair writes that "transmotion is, in fact, a cultural, political, and historical Anishinaabeg method of continuance" (2009: 137), citing Vizenor's articulation of transmotion in which Vizenor connects together the "natural right of motion" with the maintenance of "continuous sovereignty" (quoted in Sinclair 2013: 248)

Time is also understood as in motion. Kimberley Blaeser, in a conversation with Jennifer Andrews, writes about the philosophy of time involved in her work:

> [KB There's the circular shape, but there's also the lateral, the different strands on the spider's web, and then I envision what happens when a fly lands and there's a vibration. So we're talking about the vibration, the motion, the movement, and I guess it's that idea of being in the essence of movement that is in a continuum; we're in a constant evolution and yet at the same time it reconnects us, and so it folds back, and maybe it's like a. . .
> [JA] An accordion.
> [KB] Yeah! When you talk about a circle, you're still restricting it to a single dimension. (Andrews and Blaeser 2007)

Spiral or accordion conceptions time (or temporality) can make transformation possible in different respects. Witgen (2011) discusses ceremonies in which different peoples transformed themselves into relatives in order to facilitate diplomacy. In one fur-trade era ceremony, Anishinaabe, Cree, and Dakota peoples buried the bones of their ancestors together to render themselves kin for the sake of coordinated collective action in response to the presence of European traders and settlers. Hence, kin is not just based on birth or biology, as Indigenous studies scholars more broadly have discussed (TallBear 2013). Witgen (2011) and Sleeper-Smith (2005) discuss how people took on new names during their lives, sometimes the identities of respected persons who had walked on.

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The slice of Anishinaabe intellectual traditions that I have focused on here involves three concepts that, in the next section, I will discuss as interconnected: interdependence, systems of responsibilities, and migration. These concepts encompass a wide range of ways in which Anishinaabe live and theorize about environmental stewardship, ethics, gender, leadership, and cosmology. At least one possible nexus of these concepts, from my perspective here, is a theory of value of social resilience and self-determination that I will call "collective continuance."

Collective Continuance and Ecology

I see the concepts of interdependence, systems of responsibilities, and migration as converging on an important value for any society: collective continuance. Collective continuance refers to a society's capacity to self-determine how to adapt to change in ways that avoid reasonably preventable harms. Adaptive capacity is similar to what is often meant by the concept of social resilience. In the Anishinaabe intellectual traditions I just discussed, which predate "Western" concepts of social resilience, seasonal round governance systems are highly flexible webs of relationships. The relationships are based on particular responsibilities that each party in a relationship has. Building from my more simple definition offered earlier, responsibilities refer to the reciprocal (though not necessarily equal) attitudes and patterns of behavior that are expected by and of various parties by virtue of the different roles that each may be understood to play in a relationship. Reciprocity is understood through the gift-giving and -receiving relationship in which each party has a special contribution to make. But to become a party in a relationship, one must be transformed into a relative with reciprocal obligations, and transformation often occurs through ceremonies and other formal activities. Anishinaabe kinship relationships connected, via reciprocal responsibilities, humans with other humans, humans with nonhumans, whether spirits, plants, animals, or elements (e.g., water) and humans with particular places. The ways in which responsibilities are organized into interdependent systems facilitate the adaptive capacity of collective continuance, which I will discuss in more detail starting with the idea that responsibilities are not static or unchanging.

Consider the ancient Anishinaabe reciprocal responsibility with water and wild rice, for example. Some of my work is devoted to wild rice advocacy and conservation in the Great Lakes region, and I will be providing some general history and information here. The responsibility emerged during a particular point in the Anishinaabe migration story in which the travelers were told to stop when they arrived at the land where food grows on water. At this stopping point, they had to develop relationships with water and rice as relatives and establish reciprocal (gift giving/receiving) responsibilities that would support the lives of all relatives, from the nutritional and ceremonial uses humans gain from rice to the human stewardship and protection of rice habitats that rice gains from humans. Anishinaabe peoples today, in different ways, seek to maintain relationships of responsibility with wild rice and water for the sake of their identities, nutrition and environmental health, among other purposes. This is a persisting responsibility, or one that societies seek to continue into the future.

Emerging responsibilities are those that societies create through innovation to respond to new issues. For example, many Anishinaabe governments today hire scientific staff (often tribal members) who play key roles in monitoring and protecting wild rice and water. I know many tribes who seek to ensure that scientific work is performed responsibly, which means that staff are guided by elders, involve all generations of the community in their research and education, participate in tribal life, and ensure through events and other

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opportunities that they are held accountable by the community. I often interpret such situations as transformations of tribal scientists into kin who have responsibilities to wild rice, water, and the community. Emerging responsibilities, like with wild rice so long ago, may become persisting responsibilities one day.

Philosophically, a key question is what makes systems of responsibilities capable of high degrees of adjustability through the interplay of maintaining critical persisting responsibilities and creating emerging responsibilities that best respond to change. I will claim here that one possible reason has to do with the ways in which responsibilities are organized to foster interdependence. Consider, again, responsibilities pertaining to wild rice and water. Particular people are vested by their communities with leadership to take care of rice and water. Often, women and members of particular clans are vested with this responsibility (Andow et al. 2009; Child 2012). Rice-harvesting camps, which involve interactions with water, are opportunities for different families and people to reaffirm bonds and share knowledge.

Various communities and families have special relationships to particular ricing areas and have developed diplomatic protocols for coordinating but not having to divulge secrets with other groups. Historically, from what I have heard, Anishinaabe people had protocols with other groups, such as Dakotas, who riced too, having their own sacred traditions. Wild rice and water, both their nutritional and spiritual place in Anishinaabe societies, are so integral to identity that some people, such as Frances Van Zile, say they would cease being Anishinaabe in their absence (quoted in GLIFWC 1995, regarding wild rice).

In the example of wild rice, the significance I want to highlight involves not just what types of relationships are or were prevalent. The types of relationships being described are reciprocal responsibilities (as opposed to rights, duties, contracts etc.). I want to focus on the qualities of the responsibilities that have developed over time, which foster interdependence. These qualities, including consent, diplomacy, trust, and redundancy, facilitate interdependence in ways that make it possible for the types of relationships to actually have the capacities to achieve social outcomes, including freedom, sustainability, cultural integrity, economic vitality, and so on. Trust refers to a quality of relationships among people in the community in which each party or relative, human and nonhuman, takes to heart the best interests of the other party or relative. People trust one another when they feel confident and at ease that the trustor takes the trustee's best interest to heart. Women's leadership involved thorough vetting processes that ensured that those responsible for rice were qualified and ceremonies served to reaffirm people's motivation publically to hold certain responsibilities. These processes and ceremonies also re-affirmed another quality, consent, which refers to people's capacity to approve or veto the actions of others that may affect them. That people passed vetting processes or engaged in ceremonies affirmed that people consented to their exercising certain responsibilities.

Redundancy is a quality that refers to states of affairs of having multiple options for adaptation when changes occur and for being able to guarantee sufficient opportunities for education and mentorship for community members. For example, in the case of wild rice harvesting, a society with high redundancy is one that can harvest from multiple ricing lakes in the event that some lakes stop producing rice for some period of time, whether naturally or through destruction or occupation by settlers. Redundancy also includes the distribution of wild ricing expertise across both numerous delegated leaders and all members of society who have to have sufficient skills and caretaking expertise to conserve wild rice. So, if a major delegated leader in wild rice walks on, there are many more people who can maintain the tradition. Redundancy is similar to buffering in resilience or systems theory.

Diplomacy is the quality of being able to engage in productive relationships with others without being forced to disclose matters that are sacred or that make one unacceptably vulnerable (and hence exploitable, especially by a more powerful party). Diplomacy occurs

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internally within communities, such as allowing members of certain genders to meet independently to discuss key matters. Externally, there are also political protocols for sharing ricing regions without violating each community's (often secretive) sacred and economic relationships to rice. While diplomacy can be understood, in one respect, as the withholding of knowledge and information, it is, more importantly, true that relationships in which secrets are respected are ones in which the parties or kin to those relationships are more comfortable working together and expanding their work together. If each kin is confident in the safety of whatever it is that they do not want to disclose, then they can move forward together knowing that their consent to share what they are comfortable with is protected.

For Anishinaabe and many other Indigenous peoples, I would argue that people would say too that these qualities emanate, in different ways, from the nonhumans—though that discussion is for another piece of writing, given the complexity around what it means for nonhuman beings or systems to be in consensual, trustworthy, diplomatic, and redundant relationships with humans. I would argue that these qualities of relationships can see societies through some of the toughest of times, which means they support self-determined adaptive capacity that avoids reasonably preventable harms—that is, they support collective continuance.

High levels of trust in leadership, traditions of consent, and access to large areas of land facilitate adaptation to major environmental shocks. Within a society, these qualities, even in the face of less disruptive changes, create more freedom and a sense of attachment. One's having a sense of trust and consent gives someone the confidence to express how and who they are. Anishinaabe intellectual traditions can suggest aspirations toward very meritocratic societies, in which someone's having a leadership role has to do with how they have been vetted and proved themselves in action, not simply something tied alone to privileges associated with gender or heredity. A society with a high degree of what I call collective continuance is one that has many qualities of relationships like the ones I described. For me, these qualities are key elements of interdependence, yet it is an interdependence capable of transformation and change through facilitating persisting and emerging responsibilities. When these qualities decline in number and in practice, then society has less social resilience.

Patriarchy, a foundational aspect of US settler colonialism, is a system of relationships with few qualities of relationships. Patriarchal relationships involve low levels of society-wide trust and consent. They also involve low levels of diplomacy within society given their disrespect for privacy and consensual intimacy. Redundancy is also lowered if only men are responsible for knowing certain environments, which lessens the knowledge base and transferability of knowledge and skills within a society. It also reduces meritocracy as talented persons of diverse and nonbinary genders are denied opportunities to excel at their talents and gifts.

Forced relocation, another aspect of settler colonialism, whether through imposing reservations on Indigenous peoples or complete removal, threaten redundancy. Reservations, for example, furnish less access to places for harvesting and ceremonial practices. Boarding schools and policies, such as relocation, that divide and separate Indigenous communities destroy the basis for maintaining languages and cultural practices that are also tied to maintaining other qualities such as trust and consent. One reason I often hear for why many Potawatomi people want to restore intergenerational fluency in our language is that our own linguistic expressions have elements that are more trustworthy as means of communication than English.

The qualities of relationships and responsibilities that make up collective continuance are the bonds that create interdependency between human institutions (e.g., lodges, ceremonies, offices) and ecosystems (e.g., habitats, watersheds). In this way, I am describing

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an ecology, that is, an ecological system, of interacting humans, nonhuman beings (animals, plants, etc.) and entities (spiritual, inanimate, etc.), and landscapes (climate regions, boreal zones, etc.) that are conceptualized and operate purposefully to facilitate a collective's (such as an Indigenous people) adaptation to changes. Ecologies here are understood in terms of their makeup of qualities of relationships. As in most understandings of ecology and agroecology today, the term "ecology" is not denoting systems or capacities always seeking to bounce back toward some equilibrium. Rather, it is much more about "transmotion," constant migration and the interplay between persisting and emerging relationships (Whyte 2015).

At the same time, newer challenges that fall outside that range, including global environmental change and the intervention of other societies (e.g., settler colonialism), may interfere with, perturb, or degrade the ability of certain qualities to provide valued aspects of a collective's quality of life, such as cultural integrity, freedom, food security, public health, and so on. While the term "ecologies" may strike some as strange, I use it to suggest not only ecosystems but also the calculated stewardship of them (hence the –logy). One way to understand the adaptive capacity of ecologies is through how well certain ecologies facilitate the interplay between persisting and emerging responsibilities (Whyte 2015).

Collective continuance then can be described as ecology. As a value, collective continuance can be used to understand many complexities today, such as a people's capacity to respond to environmental threats by engendering a sense of responsibility in its members that is intrinsically valuable to their identity. While I tend to write about collective continuance in terms of *a* society's collective continuance, the fact is that few people belong to *a single* society. But collective continuance is actually not based on a strict notion of belongingness. If I zoom to the level of a particular person's identity, they may belong, in different ways, to multiple societies, similar to the migratory concepts I described earlier. Each society has its own relationships of reciprocal responsibilities or lack thereof. Someone's capacity for self-determination and well-being is in part related to whether they are in relationships with qualities such as those I have enumerated. These qualities of relationships, whether particular to a society or overlapping across societies, have everything do with that persons' capacity to adapt to changes in ways that maintain as much well-being and self-determination as is feasible depending on the times they live in and forces they are encountering.

The Ecology of Settler Colonial Domination

The concept of collective continuance can explain some of the reasons why settler colonial domination is ecological violence and environmental injustice. I am now using "ecology" in the sense defined earlier in relation to collective continuance. Recently, settler colonialism has been articulated as a theory of domination and a field that is associated with non-Indigenous scholars (Veracini 2010). However, as my earlier quote of Awbanawben shows, the very same ideas in many respects were in circulation in Indigenous communities in the nineteenth century and probably before. Awbanawben, for example, challenged settlers' deceitful self-effacement of their own causation of the potential "perishing" of Potawatomi people, their "[trampling] of the soil" and their undermining of peoples' rights and relationships to land, which underscores some of the key aspects of settler colonial domination that I will describe in this section. Moreover, a brief review of work in Indigenous intellectual traditions may reveal insights and discussions about settler colonialism from the last several hundred years (Lefevre 2015; Martinez 2011; Warrior 2017). Contemporary academics and writers, including many Indigenous feminists, have long named settler colonialism or used

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other terms referring to the same type of domination (Calhoun et al. 2007; Lefevre 2015; Maracle 2015; Speed 2017).

In my understanding, settler colonialism refers to complex social processes in which at least one society seeks to move permanently onto the terrestrial, aquatic, and aerial places lived in by one or more other societies who already derive economic vitality, cultural flourishing, and political self-determination from the relationships they have established with the plants, animals, physical entities, and ecosystems of those places. When the process of settler colonialism takes place or has already occurred in some region, the societies who are moving in or have already done so can be called "settlers," and the societies already living there at the beginning of settlement, "Indigenous peoples."

The settlers' aspirations are to transform Indigenous homelands into settler homelands. Settlers create moralizing narratives about why it is (or was) necessary to destroy other peoples (e.g., military or cultural inferiority), or they take great pains to forget or cover up the inevitable militancy and brutality of settlement. Settlement is deeply harmful and risk-laden for Indigenous peoples because settlers are literally seeking to erase Indigenous economies, cultures, and political organizations for the sake of establishing their own. Settler colonialism, then, is a type of injustice driven by settlers' desire, conscious and tacit, to erase Indigenous peoples and to erase or legitimate settlers' causation of such domination.

Looking closely at processes of settler colonial domination, there is an important ecological dimension—again, where I am using ecology in the sense discussed in the previous section. By seeking to establish their own homelands, settler populations are working to create their own ecologies out of the ecologies of Indigenous peoples, which often requires that settlers bring in additional materials and living beings (e.g., plants, animals) from abroad. Consider US settler colonial domination of Anishinaabewaki. The US rerouted the hydrology to facilitate its own forms of transportation and water use. The US mined, deforested, and industrialized the Great Lakes region. US settlers killed off or decimated many species and intentionally and unintentionally introduced new ones. The draining of wetlands, development of commercial agriculture and recreational areas, and building of massive urban areas and military, chemical, oil, and gas industries transformed the ecologies of Anishinaabewaki into a US settler ecology, including states such as Michigan, Wisconsin, Indiana, and Minnesota.

The US strategically sought to undermine the qualities of relationships that served Anishinaabe collective continuance. Historical accounts show that the US used patriarchy and racism to undermine Indigenous leadership. The US contained seasonal rounds through the creation of reservations, liquidation of land into private property, and illegalization of Indigenous ceremonial practices. In policies such as allotment of private property, Anishinaabe and other Indigenous peoples often sought to manage those properties cooperatively, which the US also worked to prevent.

The US did not regulate forms of pollution, terraforming and hydraulic engineering that specifically alter the ecological dynamics that Indigenous collective continuance is based on. The US pressured Indigenous governments to reengineer themselves as yearlong, voter-elected councils designed to facilitate extractive industries in Indigenous territories. Boarding schools worked to deliberately erase Indigenous languages and cultures, installing heteropatriarchal values and privileging the nuclear family that would ultimately replace, for many attendees, the more open and fluid gender and kinship systems of their heritages and intellectual traditions.

Each of these US settler strategies harms qualities of relationships that are crucial for Anishinaabe and Indigenous collective continuance. Patriarchy and uncontrolled extractive industries undermine consent. Knowledge destruction and corporate tribal government undermine the trustworthiness of knowers in their communities and the trustworthiness

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of leadership. Indigenous people then had to rely on scientists to protect their safety, but, in numerous cases, scientists did not report what they knew (e.g., the risks of exposure to industrially caused toxicity in fish). Containment and relocation destroy redundancy. At the same time, the actual environmental changes themselves hasten the undermining of qualities of relationships—such as loss of knowledge and Indigenous legal/juridical systems coupled with the loss of landscapes from which those knowledge and legal/juridical systems came from. The harms just described impact negatively Indigenous peoples' persisting responsibilities and threaten Indigenous peoples' capacities to engender emerging responsibilities.

At the same time, the purpose of settler colonialism is for the US to establish its ecology and, hence, social resilience, in Indigenous ecologies or homelands. So the US too, to refer to a complex nation more simply, involves the establishment of its own ecology, at the expense of Indigenous ecologies. There is a deliberate attempt *not* to share ecologies. The US has had little to no interest in what Eve Tuck, Hannah Sultan, and Alison Guess (2014) have referred to as issues regarding "selfsame land," what Simpson (2008) refers to in her interpretation of the Dish with One Spoon treaty, what Witgen (2011) refers to as Anishinaabewaki (as a place of complex/diverse kinship).

As an environmental injustice, settler colonialism is a social process by which at least one society seeks to establish its own collective continuance at the expense of the collective continuance of one or more other societies—just one of its injustice-making features. Historically and today, there are many threats to collective continuance that are accidental and unavoidable, but settler colonial domination is not one of these threats. For Indigenous peoples under settler colonialism, wrongful domination is locatable at the intersection of settler intent to undermine Indigenous collective continuance (and hence Indigenous ecologies) through disrupting the qualities of relationships that are constitutive of collective continuance and that facilitate social resilience or adaptive capacity. Settler colonial domination undermines social resilience.

US settler colonialism, in terms of collective continuance, is a complex process because settlement inscribes the settler ecology. First, US settler ecology involves philosophies and practices associated with Europe, emerging US settler culture, and other parts of the world that are carved into Indigenous ecologies. D. Ezra Miller refers to what I am calling a carving process as the development and maintenance of "settlerscapes" (Miller 2016). Second, US settler ecologies involve erasures of the qualities of relationships that matter to Indigenous peoples. While US settler ecologies have attempted to establish qualities of relationships themselves, they have had trouble promoting qualities of consent and trust. While they did establish redundancy in a certain sense by taking over so much land and so many "resources," without other qualities of relationships, they have created a notoriously unsustainable society.

Both the byproducts and pollution of their economies are stored in sinks, such as the climate system or bodies of water, that are being destabilized or degraded, and resources such as coal or oil are going to run out. So to argue that one society pursues its collective continuance at the expense of another society is not to say that the former's collective continuance is somehow superior. The former's collective continuance could be highly anti-adaptive. In fact, what adaptive capacity the US does have is often tethered to wealth generated from exploitation, un-checked "growth," and extraction of nonrenewable resources.

As I see in the US, there is not a particularly high degree of qualities of relationships within the settler colonial system. The US actually tries to establish troubling "persisting" relationships with the environment by creating fictional imaginaries of its political and cultural legitimacy in North America, from the doctrine of discovery to the ideologies of "wilderness". At one point, each of these imaginaries was an "emerging" relationship, which

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people in the US took pains to transform into one they take to be "persisting." It should be noted that the US has rarely sought to create emerging and persisting relationships that are responsibilities, favoring instead the privileging of types of relationships such as rights, contracts (e.g. relating to private property), and consumer/commodity associations. So, while I can use collective continuance as a concept to describe the US, I cannot argue that the US has a high degree of collective continuance.

Third, because of this unsustainability and lack of flexibility of a particular formation of settler colonialism (I can imagine ones that are not), there is the creation of environmental injustices. The environmental problems created through unsustainable settler colonialism burden underprivileged populations. Environmental injustices are committed in at least two senses. In the US, Indigenous peoples, peoples of color, and many more populations who experience oppression live in environments where they experience more pollution and less capacity to have meaningful connections with the nonhuman world (Mohai et al. 2009). Then, perhaps because of a psychological issue that I do not have the space to discuss more here, settler populations suppress the unsustainability of their society, avoiding discussions of the industrial bases of their society. So many members of settler populations are not actually aware of the sources of their energy or consumer lifestyles. Because the spaces where energy is sourced are often populated with Indigenous peoples, people of color, and other groups who experience oppression, settler populations sometimes even deny that environmental injustice is an important issue.

A broad range of Indigenous testimonies and intellectual traditions describe settler colonialism as threatening social resilience. Awbanawben certainly saw the US as seeking to erase its own causation in the degradation of ecological relationships, and then forcing Indigenous peoples to accommodate the US by relocating. In the area of human-caused climate change, Simpson discusses how "Indigenous peoples have always been able to adapt, and we've had a resilience. But the speed of this—our stories and our culture and our oral tradition doesn't keep up, can't keep up. . . . Colonial thought brought us climate change (quoted in Klein 2013). In another case involving threats from extractive industries to Indigenous peoples in the Yukon territory, Norma Kassi, speaking of her Gwich'in community, says: "We cannot, however, simply change our diet. If we were to change suddenly and start eating store-bought foods more, then disease would increase and our rate of death would be higher, because it would be too rapid a change, too much of a shock to our systems" (1996: 80). Grace Dillon describes Indigenous science-fiction imaginations, often ones involving massive ecological degradation, as "survivance stories" that are about "persistence, adaptation, and flourishing in the future" (2016: 9). I read these writers, scholars, and activists as saying that settler colonialism deeply threatens the interplay of persisting and emerging responsibilities that is crucial for social resilience.

Settler colonial domination can be understood as an undermining of Indigenous adaptive capacity or social resilience. A key ecological dimension of such domination is how settler colonial strategies threaten qualities of relationships that constitute Indigenous ecologies or collective continuance. Settler colonial domination does so deliberately and at a pace that is too rapid for any society to be able to reasonably adjust to without compromising its self-determination and without avoiding harms that society would historically not have been susceptible to. What I have just described represents one dimension of how settler colonialism is violence that disrupts human relationships to the environment.

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Environmental Violence and Settler Colonialism

Settler colonialism, as an ecological form of domination, is environmental violence. In the first paragraph of this article, I feature the voices of people who understand the disruption of relationships between humans and the environment as violent. Interpreting the disruptions ecologically, it is possible to identify some violent patterns of environmental injustice that arise from settler colonialism. While I do not think there is some exhaustive list of patterns of injustice, I do want to discuss at least two and give them labels for the sake of this essay. The first is "vicious sedimentation," which is the pattern of how environmental changes compound over time to reinforce and strengthen settler ignorance against Indigenous peoples. The second is "insidious loops," which is the pattern of how historic settler industries that violated Indigenous peoples when they began are also implicated many years later in further environmental violence, such as climate injustice.

Vicious sedimentation refers to how constant ascriptions of settler ecologies onto Indigenous ecologies fortify settler ignorance against Indigenous peoples over time. In historic accounts of fur traders, clergy, and settlers, they certainly attempted to enclose regions such as Anishinaabewaki into settler concepts of nationhood, savage places, and so on. But in reading those accounts, the colonists nonetheless traveled through these regions and recognized the different Indigenous ecologies operative within those places. Witgen (2011), Sleeper-Smith (2001), Michael McDonnell (2015), and White (1991) provide accounts of European and US attempts to abide by Anishinaabe kinship-based forms of diplomacy. Yet, fast-forward more than two centuries later. People who participate in settler colonial domination are perhaps more likely to have their discriminatory beliefs about Indigenous peoples confirmed by the prevalence of settler ecologies that have forcibly overlaid Indigenous ecologies substantially and dramatically.

The Midwestern US, for example, appears to settlers, depending on where, as endless farming and commercial agriculture, recreational lakeshore, unoccupied parks, vast urban centers, wilderness space, golf courses, quaint towns, military installations, and so on. When settlers even walk onto an Indigenous jurisdiction or nearby a sacred site, there is a good chance that they experience no awareness of any difference from their own lives. From the soils and hydrology to the flora and fauna, all they can see are settler ways of life. Even references to "Native American inhabitation" in parks and tourist sites are often written by non-Indigenous persons and do not reflect the lives of the descendants of those "inhabitants" today. The lack of visibility of wild rice beds and the Indigenous communities who monitor and protect them, when settlers drive along highways, go on hikes, mine, or grow foods, among other activities, further solidifies the presumption that Indigenous peoples are absent. Urban gentrification in Midwestern cities erases any traces of Indigenous origins of the area. Gentrification processes often commodify highly selective memories and legacies of other groups, often people of color, who lived there before the most recent gentrification process.

Mishuana Goeman develops the concept of "settler grammars of place" to describe "repetitive practices of everyday life that give settler place meaning and structure" (2014: 237). Yet sedimentation and repetitiveness do not mean that there are no Indigenous ecologies living and operative in the world. Goeman's work is importantly about "constant mobility" (239) too. Goeman shows how Indigenous peoples develop and renew qualities of relationships among humans and nonhumans in environments that settlers would think bear no traces of Indigenous ecologies—such as the city of Los Angeles:

> Often, it was necessary for women to practice gendered relations outside the cultural forms learned from their mothers, aunties and grandmothers. These practices of relating to each other were not 'outdated' in the city, but instead the elements of these prac-

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> tices that persisted were and continue to be vital to Native navigations in urban centers. In many ways, the lack of the dominant culture's understanding of Native peoples' capacity to reach out to others beyond their specific Tribal Nation was a major flaw in the goals of Relocation policy. In fact, the propensity for sharing where one is from and learning to live with each other comes from thousands of years of experience living on this continent together—it is as instinctive as breathing. (2009: 175)

At one level, then, sedimentation renders settler populations unwilling to accept Indigenous peoples as adaptive people with long *and* continuing histories in North America. In the strands of Anishinaabe intellectual traditions I drew from earlier, many of the scholars have pointed to settlers' unwillingness to recognize Anishinaabe migration, seeking to fix particular groups of people into nations or other formations that have immovable territorial boundaries. Reading Goeman suggests a different approach. For example, if migration, as social resilience, flourishes through qualities of relationships, then the qualities of relationships are constantly manifesting in different ways, through persisting and emerging responsibilities. Qualities like trust, consent, diplomacy, and redundancy can guide efforts to achieve safety, justice, and wellness under hostile conditions.

The sedimentation is vicious because it significantly damages settlers' inclinations for consensual decision-making with Indigenous peoples. Consider how strictly bounded reservations erase the larger territories that are significant to Indigenous peoples. In the Dakota Access Pipeline issue, pipeline proponents claim that "The Dakota Access Pipeline does not cross land owned by the Standing Rock Sioux" (DAPL Facts 2018). North Dakota State congressperson Kevin Cramer (2016) claims that "The pipeline does not cross any land owned by the Standing Rock Sioux. The land under discussion belongs to private owners and the federal government. To suggest that the Standing Rock tribe has the legal ability to block the pipeline is to turn America's property rights upside down." These claims, of course, efface the long histories of non-consensual land dispossession along the pipeline's route and the efforts of the Oceti Sakowin over many years to maintain collective self-determination against multiple threats generated by the US. Sedimented dispossession then makes it seem to settlers that the pipeline today does not require Indigenous consent since it is off reservation.

At the same time, vicious sedimentation explains why certain allies are unable to advocate effectively for Indigenous peoples. Some allies of the tribe also mistakenly reduced the issue to that of the immediate threat to water and cultural heritage of a single pipeline. So these allies' advocacy does not engage the longer and larger issues pertaining to mechanisms of colonial power that engendered and maintain land dispossession and the denial of self-determination. Bonita Lawrence and Enakshi Dua (2005) and Tuck and Yang (2012) have written about innocence, in which privileged persons feel that their daily actions and aspirations for justice are not implicated in settler colonial domination. Hence, these persons get to feel good about advocating for Indigenous peoples without having to take on the hard work of doing anything that will change the underlying land-based structures of domination that secure Indigenous disempowerment. These underlying land-based structures are what made it possible in the first place for the Dakota Access Pipeline—including the process of its construction—to even be something that some people would envision as good.

Innocence also pertains to allies who are disappointed when they find out that Indigenous peoples in various cases do not "live off the land" as their ancestors may have done or are Christian. In the absence of any capacity to recognize living Indigenous ecologies or the realities of settler-caused ecological destruction, they work with whatever information they have gleaned from the biased sources they have access to. These sources do not discuss Indigenous peoples beyond rather static portrayals that are demographically unfounded. In

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psychology, this is often called the representative heuristic (Kahneman et al. 1982). Vicious sedimentation drives the process of limiting representativeness and creates conditions for ignorant people to become frustrated when it turns out that an Indigenous community is struggling for aspirations that are complex and dynamic and that seek to confront the realities of ecological destruction.

Insidious loops refer to the complex feedback from ecological systems that is particularly harmful for Indigenous peoples. Consider climate justice. The destabilization of the climate system, or human-caused (anthropogenic) climate change, produces ecological conditions that disrupt human societies, through impacts such as rising sea levels, more severe droughts, warming freshwater, and faster melting glaciers. It is certainly true that "all humanity" faces climate risk. Yet a scan of scientific reports from the US Global Change Research Program and the Intergovernmental Panel on Climate Change shows that Indigenous peoples are among the populations whose well-being is threatened the most.

One of the most notable cases involves those Indigenous peoples who are among the first groups to make decisions about whether and how to relocate because of sea level rise in the Arctic, the Gulf of Mexico, and other places. Moreover, disproportionate Indigenous suffering is produced by changing environmental conditions—and once again—the machinations of US settler colonialism. Many relocating tribes, for example, are vulnerable precisely because they were forced to live permanently on tiny areas of land with limited adaptive options. The shrinking of their lands occurred before today's climate change ordeal through US military expansion, settler oil and gas companies pipelines, public water control infrastructure and flood control measures, and the development of industrial agriculture, among other factors (Maldonado et al. 2013). The climatic vulnerability of these tribes today is the looping effect of US strategies to undermine Indigenous qualities of responsibilities through land dispossession/shrinkage and the pollution/emissions of many industrial activities whose operations are/were secured through colonial land dispossession/shrinkage.

The looping effects of undermining qualities of responsibilities, such as consent or trust, are evident in how climate change also opens up more Indigenous territories, such as in the Arctic, to pressure from colonial exploitation, as thawing snow and ice create access to resources, such as oil and other hydrocarbons, that were previously hard to access. This climate-related development, as well as booms in extractive industries due to other causes, increases detrimental effects already experienced with past extractive industries. The workers camps, or "man camps," created to support drilling and mining, intensify sexual and gender violence through increases in the trafficking of Indigenous women and children (Deer and Nagle 2017; Sweet 2014a, 2014b). Sarah Deer and Mary Kathryn Nagle describe how "the trafficking of Native women and children is not a new phenomenon. . . . Sexual exploitation of Native women and children, dating back to the times of the Spanish Conquistadors, often times accompanies the colonial conquest of tribal lands." Yet "the Bakken oil boom has created a renewed sense of urgency in areas that have recently experienced a rapid increase in oil extraction" (2017: 36). Victoria Sweet (2014b) describes how workers in extractive industries often have "no community accountability," which presents major problems for Indigenous women and children when workers' presence increases in a region. Climate change, then, is part of a looping process that, in conjunction with ongoing colonialism, engenders violence and environmental injustice against Indigenous peoples.

Vicious sedimentation and insidious loops are patterns of environmental injustice that are characteristic of settler colonial domination when considering the ecological dimension of settlement. At the surface level, environmental violence manifests as the imposition of

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environmental destruction and pollution. At another level, it is possible to look at environmental violence as undermining the qualities of relationships that are constitutive of any society's social resilience or collective continuance. Hence, settler sedimentation (i.e., "settlerscapes," "settler grammars of place"), settler "innocence," and gender and sexual violence are ecological issues. But I do not mean so in the sense that they are subsumable under some conception of the environment. Nor do I mean that the examples I gave of vicious sedimentation and insidious loops are ecological simply because they somehow implicate the environment. Rather, I am relating violence to ecology to highlight the ways they are very much related to systems concepts such as resilience, adaptive capacity, and sustainability—what I have described through centering concepts of collective continuance and Indigenous ecologies. For, using these ecological concepts, problems like the Dakota Access Pipeline and the trafficking of Indigenous women and children are violations of trust, consent, diplomacy, and redundancy (redundancy, given these problems' connections to land dispossession).

In this article, the approach to settler colonial domination has implications for current projects of reconciliation and the establishment of justice for Indigenous peoples. Honoring qualities of relationships requires, as a matter of Indigenous collective continuance, that settler nations relate to Indigenous peoples in ways that secure needed lands (for the sake of protecting redundancy) and changing policies that undermine trust, diplomacy, and consent. While I do not have the space for elaborating actions that establish justice, I am nonetheless noting here what the implications of this theoretical outline are for unambiguous requirements on settler states for establishing justice.

At the same time, theories of collective continuance have moral implications for Indigenous communities themselves. For myself and many I know, we live among a host of projects to revitalize Indigenous sovereignty and traditions. Yet, within our communities, many of us have experienced oppressive forms of self-determination and revitalization, where our own people seek to bring back types of relationships without attending to qualities of relationships. Examples include aspirations to Indigenous sovereignty that do not attempt to restore genuine consent or trust and practices of cultural revitalization that are dominated by patriarchy. Examples like these ignore the moral significance of qualities of relationships in the operation of emerging responsibilities (e.g., US-recognized forms of sovereignty) or persisting responsibilities (e.g., language maintenance). Collective continuance, as a value, can be used to assess both settler and Indigenous attempts to foster conditions of justice. The outline of the theory offered here seeks then to be compatible with important recent work in Indigenous studies that supports much stronger connections between Indigenous peoples and ecosystems than are found in settler laws and policies and settler approaches to reconciliation.

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SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

June 7th, 2021

Carmelisa Morales, Associate Planner,
City of Daly City, Planning Division,
333 90th Street,
Daly City, CA 94015
Via email to: cmorales@dalycity.org

Re: Serramonte Del Rey Campus Redevelopment, 699 Serramonte Boulevard APN 091-211-230

Dear Ms. Morales,

The Equity Committee of the Loma Prieta Chapter of the Sierra Club has reviewed the Serramonte Del Rey Campus Redevelopment and appreciates this opportunity to comment on the Notice of Preparation regarding this 22-acre site slated for redevelopment by the Jefferson Union High School District (JUHSD) by dividing it into six parcels to accommodate 1,235 housing units and 14,000 sq ft of residential retail commercial space including a 1400 sq ft Head Start childcare facility. The equity group looks for local development to be consistent with state priorities to promote equity, health, environmental protection, access to fresh food, and public safety. We are concerned with air and noise pollution, nature deficits disorder, disease, jobs, and urban disorders like congestion within Daly City as the city looks to address climate-related crises such as extreme heat, power shutdowns, and sea level rise.

Our comments are organized into five sections that look for remedies to
1 - Keep public uses public.
2 - Preserve public uses such as community gardens and parks.
3 - Fund public uses, like gardens and parks, fairly across the city.
4 - Prevent gentrification and displacement.
5 - Preserve access to Indigenous cultural resources.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated.

Keeping public uses public.

1. No project is the best alternative to preserve public uses and reduce harm since the city cannot meet its Vehicle Miles Travelled (VMT) goals under SB743 and ozone and PM targets under the Clean Air Act. The public uses of the site include the almost 2-acre community garden and the school. According to California air quality standards, the site slated for redevelopment is in an area that is failing to reduce pollutant levels for ozone, PM 10, and PM 2.5 to protect public health and the climate. Daly City and this project area suffer from elevated diesel particulate and other

traffic emissions relative to other census tracts in California according to CalEnviroScreen. People in impacted neighborhoods endure unhealthy community conditions and face barriers in access to health care that result in poor health outcomes and shorter life spans. Scarce transit service and route eliminations or reductions by SamTrans means low-income people have less access to goods and services, employment, and other opportunities. The lack of adequate public transit that this site will experience can often exacerbate those inequities. Families and individuals living in extended Daly City, especially low-income and environmental justice communities who face disproportionate amounts of pollution from industry and transportation also face the worst health outcomes when compared with the affluent sections of Daly City. This area is also difficult to traverse on foot or by bicycle. As the devastating and unjust health and social impacts of COVID-19 have demonstrated, maintaining the status quo is no longer an option. An outcome of the pandemic was the need for adequate outdoor access overwhelming parks, etc. Keeping public uses public is essential to public health by preventing harms like pollution.

1a. The city should have a Growth Management Policy that would prohibit new development to occur unless adequate public facilities like transit, and improvements to environmental quality of life standards are raised in the rest of the city. Projects like this tend to claim that the significant air quality impacts, VMT increases, and poor transit options cannot be mitigated. However, they could be mitigated if the project occurred in a transit-oriented development location such as Daly City's Planned Development Area.

1b. Use transfer of development rights to move the project to a transit-oriented development site. Transfer Of Development Rights are used to move development to less problematic locations where additional public goals can be realized. Belmont, Pacifica, San Francisco have used transfer of development rights in various contexts. Other jurisdictions have moved development through more conventional means such as the theater in Redwood City, and FEMA projects related to removing developments from harm's way such as flooding and wildfire.

1c. A no-project option would be better all-around given the problems with this location meeting public goals for displacing public uses, air quality, public health, safety, and displacement of lower income groups.

Preserving public uses such as community gardens and parks.

2. The school district currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants**,** provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park. For photos of the garden please see the garden's Instagram account @themysticalgarden and additional photos are published here: https://spaces.hightail.com/space/C09Szrz5BR

We support keeping public resource uses public because it more equitably addresses nature-deficit disorder which contributes to a diminished use of the senses, attention difficulties, conditions of obesity, and higher rates of emotional and physical illnesses. Research also suggests that the nature-deficit weakens ecological literacy and stewardship of the natural world, resulting in apathy in the face of climate change disasters such as wildfires, sea level rise, and extreme heat which Daly City needs to counter. Accordingly, we support increasing community gardening opportunities on public lands in Daly City. Preserving public uses such as community gardens and parks serves public needs, safety, and recreation.

2a. The city should provide the park-to-resident ratio for Daly City and how it compares to surrounding cities and the national averages of the typical park and recreation agency offering one park for every 2,277 residents served, with 9.9 acres of parkland per 1,000 residents. Proximity to existing parklands operated by the county or state, including San Bruno Mountain, should not be considered part of the city's own obligation to provide an adequate park-to-resident ratio, particularly since San Mateo County parks underperform with regard to minority access relative to the county's demographic makeup.

2b. Consider an option to restore the site to parkland under N-EO-82-20 to offset the negative effect on the aesthetic, natural, scenic, and historical environmental qualities to the proposed projects vicinity which would be a significant environmental impact under CEQA. There are many options here, for example the site could be a Planned Conservation Area under the One Bay Area Plan.

2c. Preserve the community garden or offer a larger garden to the community proportional to the addition of residents as part of the project. There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and or the homeless.

2d. Study in the EIR the bird habitats within the garden which community gardeners say include raptors and the role of water at the site during bird migration.

The garden was started decades ago as part of a therapeutic school garden project and it continues today as a source of great public benefit and community pride. The garden provides opportunities for active and passive recreation as well as healthy nutrition. This is critically important given concerns about malnutrition and obesity and a disproportionate lack of community gardens in Daly City. Further, given the low proportion of counselors to students in JUHSD, the garden's benefit to student mental health is significant. A shortage of community gardens in Daly City negatively impacts citizens; this hardship became particularly difficult during the COVID-19 pandemic when team sports, gyms and group exercise classes were prohibited by state and local health orders. The need for increased community garden access is particularly relevant in Daly City, given its high percentage of minority families with backgrounds in active tending of gardens, orchards and farms for reasons related to food security and cultural practice.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. Community gardens can reduce urban heat islands, provide various ecosystem services, and increase storm water retention. From a socioeconomic perspective, these gardens also build trust, facilitate participation, improve responses to natural disasters and food security – all vital components of effective adaptation and resilience to climate change. Unlike rain gardens, bioswales, and green roofs, community gardens respond to stressors like economic, social, and political instability. Therefore, the EIR should explain if policies that address climate change explicitly incorporate mitigation strategies like community gardens.

2e. Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events. The EIR should discuss Daly City expanding it's 2016 Project Green Space by taking a fee from projects like this which threaten public resources.

2f. Gardeners at the project site report foraging for plants of significance to the medicine and diet of the Ramaytush Ohlone. The biological section should include a complete list of all plants and trees and explain if these resources should be preserved.

2g. Gardeners also report a high-water table at the garden site and a seasonal wetland. The hydrologic section should explain the significance of any dewatering expected from the project.

Funding public uses like gardens and parks fairly across the city.

3. New developments require substantial public services such as sewer, water, security, and especially stormwater. The infrastructure is paid for by the development, but the upkeep is a public cost at a time when the cost of operations for existing service is rising across the city despite a decrease in use, due to drought, costs, maintenance, and other factors. Hardscape, increasing the cost of stormwater downstream, is a consequence of development. This affects the city's ability to deliver other public services like parks, recreation, safety, libraries, childcare, reliable public transit, etc especially in low-income areas – all of which affect the equity and quality of services that residents can access. These shortfalls occur at a time when increasing climate issues like extreme heat and Public Safety Power Shutdowns have resulted in blackouts creating safety concerns for medically and financially impacted residents. Funding public uses like gardens and parks fairly across the city requires not increasing the disparity with projects like currently proposed at this site.

3a. The EIR should enumerate the cost of providing services to the project and how the city will make operation and maintenance break even.

3b. Provide affordable housing developers the opportunity to develop on half the lots. Affordable housing would be a real community benefit given the median income of residents surrounding the project. Further, with consideration to the Daly City RHNA 5 (2014-2022) planning period, preference should be given to producing housing affordable to very low & low income Daly City residents. It would have been required for most other surplus properties but AB2135 doesn't cover school districts.

3c. Provide a copy of the decision required under Education Code section 17388 which states that the board needs to appoint a committee to advise on the disposal of surplus lands.

3d. The project should include community benefits such as battery powered ventilators and cooling rooms and shelters for community use during extreme events.

3e. The Jefferson Union High School Faculty and Staff Housing Project provided 122 parking spots, in the form of problem hardscape. The 58 surface level spots cost is $2.3M, based on the cost of paving land in Daly City which could have more beneficial uses as community gardens, housing, etc. The 64-unit car barn cost was just under $5M. $7M can build a lot of affordable housing if the project was located in a transit friendly location and not add to the disease burden in the area. At the rate of in-lieu fees in the area you could build 70 more units as a community benefit. The city should look at alternatives to driving to increase public benefits and reduce harms from the project. Housing people instead of cars is a public benefit realized through reduced VMT and air pollution.

3f. Require shuttles as part of the project design.

3g. Study the impacts of increased traffic from the proposed development on out of attainment air quality and road congestion level of service including an analysis of the bicycle pedestrian access to school, transit, and neighborhood services.

Preventing gentrification and displacement.

4. The project will increase gentrification and displacement. Poverty in the project area is the 52nd percentile of the CA census tracts. Adding high-end housing will not address the chronic need for affordable housing at all income levels while increasing harms such as bad air quality and VMT mentioned above. Further, according to CA HCD, housing is unaffordable when more than 30% of a household's income. Therefore, market rate development rental prices would be considered unaffordable to the majority of Daly City Residents, based on median income data. The addition of 1,235 housing units, the majority being market rate, would increase median rental prices in Daly City. Building housing that is unaffordable to the majority of Daly City will accelerate gentrification that is already a serious issue for Daly City households. Other problems that arise include income-based segregation as low-income projects are developed in standalone buildings. Preventing gentrification and displacement addresses public goals related to VMT, greenhouse gas emissions, affordable housing, and preventing homelessness.

4a. The project should consider anti gentrification measures such as an additional in-lieu fee for additional affordable and workforce housing. See point 3B above that suggests affordable housing developments.

Preserving access to Indigenous cultural resource

5. This project is on Ramaytush Ohlone and Muwekma lands. Assembly Bill 52 requires that a project that may cause a substantial adverse change in the significance of an Indigenous cultural resource is a project that may have a significant effect on the environment. The bill requires Daly City to begin consultation with the two Tribes that are traditionally and culturally affiliated with the

geographic area of the proposed project prior to determining whether an environmental impact report is required. We ask that the City of Daly City prepare a document outlining their compliance with California procedures for proper consultation with indigenous groups. Preserving access to Indigenous cultural resources prevents a historical genocidal indifference to native landscapes.

5a. Religious, cultural, and spiritual significance of the area to Tribes be ascertained prior to the EIR for the purpose of protecting, or mitigating impacts to, cultural places by contacting the relevant groups.

5b. As mentioned earlier Indigenous people within the garden community farm native plants for herbal and spiritual needs, a use that should be preserved.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated. The analysis should consider these five significant issues presented in this letter within the EIR to inform council how to mitigate impacts before granting entitlement. Thank you for the opportunity to review and comment.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

Daly City Community Garden Alliance

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City of Daly City, Planning Division,
333 90th Street,
Daly City, CA 94015
Via email to: mvanlonkhuysen@dalycity.org

Friday, July 21, 2023

Re: **Serramonte Del Rey Campus Redevelopment: 699 Serramonte Boulevard APN 091-211-230**

Dear Mr. Van Lonkhuysen,

The Community Garden Alliance has reviewed the Serramonte Del Rey Campus Redevelopment proposal and appreciates this opportunity to comment on the Notice of Preparation. The 22-acre site slated for redevelopment by the Jefferson Union High School District (JUHSD) is divided into six parcels to accommodate 1,235 housing units and 14,000 sq ft of residential retail commercial space including a 1400 sq ft Head Start childcare facility.

We look for local development to be consistent with state priorities to promote equity, health, environmental protection, access to fresh food, and public safety. We are concerned with air and noise pollution, nature deficits disorder, disease, jobs, and urban disorders like congestion within Daly City as the city looks to address climate-related crises such as extreme heat, power shutdowns, and sea level rise.

Our comments are organized into ten sections that look for remedy to

1. Keeping public uses public.
2. Preserve public uses such as community gardens and parks.
3. Preserve c3 on - site storm mitigation.
4. Prevent gentrification and displacement.
5. Preserve access to Indigenous cultural resource.
6. Address the proposed segregated housing by income and that leads racial segregation.
7. Add affordable housing missed in the RHNA cycle.
8. Use vegetative highway barriers to reduce the impact of air pollution.
9. Maintain biodiversity.
10. Reduce Vehicle Miles Travelled and prevent the continued bankruptcy of transit.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated.

Keep public uses public.

1. The EIR should study the shortage of public greenspace for residents of Daly City. Keeping public uses public is essential to public health by preventing harms like pollution that will result from new development and which the Environmental Impact Report will claim to be significant but unavoidable.

In the no build alternative please study keeping public resource uses public to equitably address nature-deficit disorder and its' associated symptoms of diminished use of the senses, attention difficulties, conditions of obesity, and higher rates of emotional and physical illnesses. Research also suggests that the nature-deficit weakens ecological literacy and stewardship of the natural world, resulting in apathy in the face of climate change disasters such as wildfires, sea level rise, and extreme heat which is plaguing the region currently.

The EIR should study the park-to-resident ratio for Daly City and how it compares to surrounding cities and the national averages of the typical park and recreation agency offering one park for every 2,277 residents served, with 9.9 acres of parkland per 1,000 residents. Proximity to existing parklands operated by the county or state, including San Bruno Mountain, should not be considered part of the city's own obligation to provide an adequate park-to-resident ratio, particularly since San Mateo County parks underperform regarding minority access relative to the county's demographic makeup.

The no build alternative should also study restoring the site to parkland under N-EO-82-20 to offset the negative effect on the aesthetic, natural, scenic, and historical environmental qualities to the proposed projects vicinity which would be a significant environmental impact under CEQA. There are many options here, for example the site could be a Planned Conservation Area under the One Bay Area Plan.

Preserve public uses such as community gardens and trees.

2. Please study the benefits of increasing community gardening opportunities on public lands in Daly City. The school district currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases

access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants**,** provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park. For photos of the garden please see the garden's website communitygardenalliance.org and wetland video and photos are published here: https://www.communitygardenalliance.org/wetland

Please include County Public Health assessments and recommendations regarding the benefits to area residents of preserving community gardening opportunities on public lands in Daly City. Is ecological green space like a community garden a resilient benefit to residents during dangerous events like the recent pandemic and the increasing effects of climate change? The EIR should explain if policies that address climate change explicitly incorporate mitigation strategies like community gardens.

- Is the greenspace including the community garden, all located on public lands, open to the public?

Preserve c3 on-site stormwater mitigation.

3. The EIR should study how new development will require substantial public services, including sewer, water, security, and especially stormwater. The infrastructure is paid for by the development, but the upkeep is a public cost at a time when the cost of operations for existing service is rising across the City despite a decrease in use, due to drought, costs, maintenance, and other factors. Please study the effect of hardscape downstream impacts, considering increasing atmospheric rivers due to climate change. How will stormwater impacts increase the cost of the city's ability to deliver other public services like parks, recreation, safety, libraries, childcare, reliable public transit, etc. especially in low-income areas. Shortfalls occur at a time when increasing climate issues like extreme heat and Public Safety power shutdowns have resulted in blackouts creating emergency response delays, safety concerns for medically and financially impacted residents.

The EIR should study and enumerate the cost of providing services to the project and how the City will make operation and maintenance break even.

Prevent gentrification and displacement.

4. Historically new California housing development in urban areas has increased gentrification and displacement. Poverty in the project area is the 52nd percentile of the CA census tracts.

The EIR should study how adding new market rate housing and high-income housing will address or worsen the chronic need for affordable housing at all income levels.

- How will the housing cost stay below 30% of an area median household's income?
- Will market rate development rental prices be affordable to the majority of Daly City Residents, based on median income data?
- How will the addition of 1,235 housing units, the majority being market rate, increase median rental prices in Daly City?
- How will income-based segregation increase as projects are developed in standalone "poor door" buildings?
- What anti gentrification measures do other cities utilize to protect their income diversity and deliver workforce housing?

Preserve access to Indigenous cultural resources

5. **<u>This project is on Ramaytush Ohlone lands</u>**. Assembly Bill 52 requires that a project that may cause a substantial adverse change in the significance of an Indigenous cultural resource is a project that may have a significant effect on the environment. The bill requires Daly City to begin consultation with the Tribe that is traditionally and culturally affiliated with the geographic area of the proposed project prior to determining whether an environmental impact report is required.

- The EIR should study, in the project alternative section, if creating a community park that includes the treed in area and the community garden, comanaged by the The Association of Ramaytush Ohlone, will improve the health of area residents in the City of Daly City?
- How will preserving Indigenous access to the garden for native plants for herbal and spiritual needs meet federal requirements?

- How could the development be improved by being taller to accommodate spiritual and cultural areas and plants as well as more greenspace and community garden space to address community needs?

Address segregated housing by income and race

6. The project as conceived includes a separate building that will house the low-income residents that quality for affordable housing. Daly City Councilmember Glenn Sylvester pointed out that the city's own regulation requires affordable housing to be distributed throughout the project to meet inclusionary zoning requirements.

Every residential building in each phase of development should include an equal proportion of low-income and very low-income housing.

- **The EIR should study how the project buildout will reduce segregation and not violate the civil rights of low-income residents**.

- Please note that, "When developers segregate tenants by income, they do so not because desegregation is financially impossible, but from deference to the race and class prejudices of potential affluent residents, reflected in the reluctance—and, frequently, the refusal—of lenders to finance desegregated units. It is easier to rent or sell market-rate apartments that are physically separated, and easier to charge more for them, because realtors can appeal to customers' elitism." Rothstein, Leah; Rothstein, Richard. Just Action: How to Challenge Segregation Enacted Under the Color of Law (pp. 88-89).

Add affordable housing missed in the RHNA cycle

7. The EIR should study the Daly City RHNA 5 (2014-2022) and the RHNA 6 cycle to say how preference should be given to production of very-low and low-income housing for Daly City residents.

- Should affordable housing and RHNA categories be required of surplus public-school properties?
- Has the education code been complied with in the percent of affordability that this property could provide?
- The EIR should study how 60% of required housing units in the RHNA 5 (2014-2022) cycle was missed.
- The EIR should study how this project could meet the RHNA 5 missed requirement.

Use vegetative highway barriers to reduce the impact of air pollution

8. The EIR should study how placing the project within the air basin of three freeways, 280, 35, 1 will impact area air quality.

- The EIR should also study how the removal of the existing trees, that form a Vegetative Highway Barrier against air pollution, will increase unhealthy air in the final project.
- Will the project comply with all California Air Resource Board (CARB) requirements for placing housing near highways and major roads.

Maintain biodiversity

9.

- The EIR should study how the project will change the wetlands and habitat for species like lupine that would endanger the Mission Blue Butterfly.

- The EIR should also study how adding roads for the project will impact the safety of wildlife corridors for species like Coyote.

- Because of the existing wetlands, the EIR should study impacts on the California Garter Snakes and Red Legged Frogs because this is their historic habitat.

Reduce VMT and prevent the continued bankruptcy of transit.

10. The EIR should study how the project will comply with the California Air Resource Board's 2022 Scoping Plan to reduce Vehicle Miles Travelled. In addition, the EIR should study if the project will deliver passengers to the available regional transit which is facing what the media calls a fiscal cliff? Will enough of the incoming residents occupy the income demographic that uses area transit? Or are they more likely to fail the scoping plan's target of reducing vehicle miles? The EIR should study if the project can be redesigned to achieve an increase transit use? For example, could building the project without parking result in a public benefit realized through reduced VMT, reduced air pollution, and increased transit use? Would shuttles and micro mobility hubs help like downtown Los Angeles? Will a similar benefit be realized if area residents do not need to drive for alternative public greenspace access instead of what is the current available with the community garden? The EIR should study how the parking in Parcel B will impact transit use and alternate mobility uses.

Thank you for considering these issues in the EIR.

Nancy Lacsamana
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Brisbane, CA 94005
communitygardenalliance.org

Cc:
American Indian Heritage Commission

Daly City Community **Garden Alliance**

City of Daly City Council
333 90th Street
Daly City, CA 94015
CityCouncil@DalyCity.org

Monday, February 7, 2022

Re: **Daly City's Only Community Garden—Serramonte Del Ray**

Dear Mayor Daus-Magbual and Councilmembers,

On Feb 1, 2022, the Jefferson Union High School District board of trustees notified the community of their intent to close Daly City's only Community Garden. JUHSD plans to convert the garden and orchard into a construction dump and eventually build a 14-story tower over the dump.

On Feb 1, 2022, JUHSD approved spending $170,000 for 24/7 security guards ($21,600 per month), more fencing ($16,760) and surveillance cameras ($2,050 per month) to intimidate community gardeners. Inaccurate and misleading information was presented by JUHSD staff to justify the expenditure. These public funds should instead be prioritized for teacher salaries.

Please clarify, was closure of the garden the intent of the Daly City Council when councilmembers approved a resolution on Jan 10, 2022, granting two billion dollars of entitlements to JUHSD? **Please let JUHSD know if closing Daly City's only Community Garden was <u>not</u> the intent of your resolution.**

It has come to our attention that JUHSD has alleged that the garden is the site of an encampment for unhoused people and that beer cans were found in the garden. These allegations are not true. The conditions described refer to an area of JUHSD land near Shasta Summit High School, not the garden. Dumped trash, an extremely dangerous open sewer manhole and the unhoused encampment are all located <u>outside</u> of the Community Garden on land within the proposed Serramonte Del Ray project site.

We are concerned that JUHSD is using conditions experienced by unhoused individuals (including some students) in the Bay Area to attack the Community Garden. The District, the City and the County should provide sanitary facilities that are accessible to unhoused residents. We encourage the City to work with the District, County and State to provide no-cost housing to unhoused people.

The City's current housing policies are reflected of the District's proposal to build 90% "market rate" apartments on publicly owned land. Today's market rate housing is unaffordable for most Daly City residents and families with children attending the District's high schools. For this reason, **please increase the City's low-income housing requirement to a minimum of 33 percent**. Insufficient low-income housing has led to the current housing crisis, and only by creating additional low-income housing in perpetuity can we reduce the cost of living in the Bay Area.

The garden is well maintained by hard working community members. JUHSD should follow the example set by community gardeners and clean up trash dumped on public lands that they are responsible for managing.

We encourage JUHSD to become good stewards of the environment. In an era of devastating climate disasters, it's extremely reckless of the school district to destroy sequestered carbon to build a concrete jungle. Please oppose destroying Daly City's only Community Garden.

Please protect the garden at its existing site.

Sincerely,

Daly City Community Garden Alliance

The Daly City Community Garden Alliance includes the following organizations:

4DalyCity
Serramonte Ridge Renters Association
JUHSD Alumni for Green Schools
Preservation Ancient Traditional Indigenous Lands - *Educators of Sacred Sites and Caregivers of Mother Earth*
Sierra Club Loma Prieta Chapter
Pacifica Social Justice
Youth vs Apocalypse
Palestinian Youth Movement
Gay Shame - *Nonhierarchical Direct Action and Radical Queer Collective*

And the following individuals:

Betty Parent – Athabafcan/Yupi'ka and Alaska Native
Mary Jean Robertson – Cherokee Tribe of Oklahoma
Mary Smith – Navajo
Bernice Hapathly – Navajo
Barbara Nyhan – Ho-Cuk – Wisconsin Winnebago
Alberta Snyder – Washoe Nevada/California
Debbie Santiago – Washoe Nevada/California and Osage of Oklahoma
Valerie Laiwa - Navajo and Clarence Jr. Laiwa – Pomo/Wailaki Tribe of California
Allan Harrison – Northern Pomo of California
Janine Laiwa – Pomo/Piont-Arena California
Juanita Ward and Susie Ward – Comanche
Jacqueline Lomeli – Luiseno California
Morngingstar Vanci – Lenape PA



CITY OF DALY CITY
2023-2031 HOUSING ELEMENT

Public Review Draft
May 2023

CITY OF
DALY CITY
GATEWAY TO THE PENINSULA



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CITY OF DALY CITY
2023-2031 HOUSING ELEMENT

Public Review Draft
May 2023

Prepared By: PlaceWorks

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CITY OF DALY CITY

Public Review Draft Housing Element

RHNA 6 (2023-2031 Planning Period)



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CITY OF DALY CITY

Public Review Draft Housing Element

RHNA 6 (2023-2031 Planning Period)



Introduction

From an urban planning perspective, nothing has impacted Daly City more than the construction of housing. Over the years, Daly City has provided new housing opportunities for many thousands of families, many of whom settled in the city at the close of World War II.

Like much of the Bay Area, housing demand has exceeded housing supply in Daly City for many years. While job centers in the Bay Area region have flourished, housing construction has not kept pace with the demand created by a vast influx of households taking advantage of the rich opportunities offered by the region's employers. In bedroom communities like Daly City, these economic forces have led to soaring housing costs, overcrowding, and illegal construction.

Even in the current market downturn, the housing market continues to impact the daily lives of households in Daly City and throughout the region. Steep increases in the cost of for-sale homes at the beginning of the decade have been replaced by scarce credit to construct new housing and a foreclosure crisis not seen since the Great Depression. This climate further challenges the abilities of the State and local governments to ensure equitable access to affordable housing.

What is a Housing Element?

State law requires each city and county to adopt a General Plan containing at least seven elements, including a Housing Element. Unlike the other mandatory General Plan elements, the Housing Element must be updated every eight years, is subject to detailed requirements of State law, and must be reviewed by the California Department of Housing and Community Development (HCD). Housing elements have been mandatory portions of general plans since 1969, reflecting the State recognition that the availability of housing is a matter of statewide importance and that cooperation between government and the private sector is critical to attainment of the State's housing goals. The regulation of the housing supply through planning and zoning powers affects the State's ability to achieve its housing goal of "decent housing and a suitable living environment for every California family" and is critical to the State's long-term economic competitiveness.

This Housing Element provides a comprehensive analysis of the status of housing in Daly City, and sets forth goals, policies, and programs (tasks) to improve the quality of the City's housing stock and increase housing opportunities. Like other parts of this General Plan, the Housing Element has been prepared within the context of urban transformation that will result from an ever-increasing population and mandates from State and regional agencies to build housing near existing transit. The policies contained within the element are intended to provide a framework for evaluating specific housing proposals; establish a

coordinated, realistic course of action for dealing with Daly City's concerns; and be a tool for decision makers when considering the approval of housing construction projects.

Legal Requirements

Housing element law requires local governments like Daly City to adequately plan to meet their existing and projected housing needs, including their share of the regional housing need. Housing Element law is the State's primary market-based strategy to increase housing supply, choice, and affordability. The law recognizes that for the private sector to adequately address housing needs and demand, local governments must adopt land use plans and regulatory schemes that provide opportunities for, and do not unduly constrain, housing development.

The Housing Element process begins with HCD allocating a region's share of the statewide housing need to Councils of Governments (COG) based on California Department of Finance (DOF) population projections and regional population forecasts used in preparing regional transportation plans. In Daly City, the Association of Bay Area Governments (ABAG) serves as the regional COG in the San Francisco Bay Area. In coordination with local governments, ABAG allocates the region's share of the statewide need to the cities and counties in the Bay Area. This allocation, which is discussed further within this document, is called the Regional Housing Need Allocation (RHNA, pronounced "ree-nuh").

As shown in **Table HE-**1, Daly City must plan for 4,838 units during the 2023-2031 planning period.

Table HE 1: Regional Housing Need, 2023–2031

Income Category	Allocation	Percentage
Very Low*	1,336	**27%**
Low	769	**16%**
Moderate	762	**16%**
Above Moderate	1,971	**41%**
Total	**4,838**	**100%**

Source: ABAG 2021

*Note: * It is assumed that 50 percent of the very low- income is allocated to the extremely low-income category.*

Content and Organization

The Housing Element is organized into the following sections and has been structured to comply with state housing element guidelines. The content of the sections is listed below.

Introduction: This section provides information on the State of California's requirements, the purpose of the Housing Element, the organization of the document, and General Plan consistency.

Public Outreach and Engagement: Describes the opportunities the City provided for public participation during preparation of the updated Housing Element.

Review of the 2015 Housing Element: This section contains an evaluation of the prior Housing Element and its accomplishments and analyzes differences between what was projected and what was achieved.

Daly City Housing Needs: This section focuses on demographic information, including population trends, ethnicity, age, household composition, income, employment, housing characteristics, housing needs by income, and housing needs for special segments of the population.

Fair Housing Assessment: Includes an assessment of fair housing that aims to combat discrimination, overcome patterns of segregation, and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.

Housing Sites Inventory: This section describes the City's housing resources as well as the City's existing housing stock and the potential areas for future housing development. This section also discusses opportunities for energy conservation, which can reduce costs to homeowners and infrastructure costs to the City.

Housing Constraints: This section analyzes potential governmental and nongovernmental constraints to housing development in Daly City. This includes the City's planning, zoning, and building standards that directly affect residential development patterns as well as influence housing availability and affordability. Potential nongovernmental constraints include the availability and cost of financing, the price of land, and the materials for building homes, as well as natural conditions that affect the cost of preparing and developing land for housing, and the business decisions of individuals and organizations (some examples are home building, finance, real estate, and rental housing that impact housing cost and availability).

Objectives, Policies, and Tasks: This section sets forth the City's objectives, policies, and tasks that are designed to address the housing needs in Daly City. Based on the findings of all of the previous sections, the objectives, policies, and tasks section identifies actions the City will take to meet local housing goals, quantified objectives, and address the housing needs in Daly City.

General Plan Consistency

State law requires that "the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing within the city.

The Housing Element has been reviewed for consistency with the City's other General Plan elements. The Daly City 2030 General Plan was last adopted in 2013. The policies and actions in this Housing Element are consistent with the policy direction contained in other parts of the General Plan. The City will continue to review and revise the Housing Element, as necessary for consistency, when amendments are made to the General Plan.

Per Assembly Bill (AB) 162 (Government Code Section 65302.g.3), upon the next revision of the Housing Element on or after January 1, 2014, the Safety Element shall be reviewed and updated as necessary to address the risk of fire for land classified as state responsibility areas, as defined in Section 4102 of the Public Resources Code, and land classified as Very High Fire Hazard Severity Zones, as defined in Section 51177. Senate Bill (SB) 379 (Government Code Section 65302.g.4) requires that the Safety Element be reviewed and updated as necessary to address climate change adaptation and applicable resiliency strategies. SB 1035 (Government Code Section 65302.g.6) requires that the Safety Element be reviewed and updated as needed upon each revision of the Housing Element or local hazard mitigation plan, but not less than once every eight years. SB 99 (Government Code Section 65302.g.5) requires that on or after January 1, 2020, the Safety Element includes information to identify residential developments in hazard areas that do not have at least two evacuation routes.

The City plans to review and update the current Safety Element incorporating all State law changes, including applicable laws and any additional requirements and General Plan guidelines from the State of California Governor's Office of Planning and Research (OPR).

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Public Outreach and Engagement

State law requires cities and counties to make a diligent effort to achieve participation from all segments of the community in preparing a Housing Element. Section 65583(c)(6) of the California Government Code specifically requires that "The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the Housing Element, and the program shall describe this effort."

The diligent effort required means that local jurisdictions must do more than issue the customary public notices and conduct standard public hearings prior to adopting a Housing Element. State law requires cities and counties to take active steps to inform, involve, and solicit input from the public, particularly low-income and racial and ethnic households that might otherwise not participate in the process.

Daly City developed a broad and diverse outreach plan designed to reach as many community members who live and work here as possible. To accomplish such a diverse outreach plan, the City partnered with other San Mateo County jurisdictions through the 21 Elements (http://www.21elements.com/) collaboration.

Outreach for All

To ensure that a wide range of residents were able to participate in the outreach process, including renters, workers, young families, youth, people of color, immigrants, refugees, non-English speakers, and people with disabilities, the City completed the following in corporation with 21Elements.

- Ensured foreign language translation and interpretation was included in our meetings and materials.
- Designed a website that was mobile friendly, with accessibility features and in multiple languages. (Lower-income residents, young adults, and people of color are more likely to use their phones to access online information.)
- Formed an Equity Advisory Group consisting of 18 organizations across San Mateo County that provided feedback on outreach and materials, and shared information about the Housing Element update and how to participate in the process with the communities they serve.
- Held meetings in partnership with community organizations (including an introductory meeting in Spanish with English interpretation).

Countywide Outreach Efforts

Website and Social Media

The City helped develop a countywide website available in five languages which was linked to the city webpage detailing our timeline, engagement activities, and resources, videos about the process in several languages, and a social media presence. As of February 2022, the website has been visited more than 17,000 times, with more than 20 percent from mobile devices.

Let's Talk Housing – Webinar Series

As part of outreach and engagement work for the 6th Cycle Housing Element Update, 21 Elements/Let's Talk Housing organized a countywide four-part webinar series to help educate and inform San Mateo County residents and stakeholders on regional and local housing issues.

The four-part series took place on Zoom in fall of 2021, focusing on the following topics and how they intersect with the Bay Area's housing challenges and opportunities:

- Why Affordability Matters
- Housing and Racial Equity
- Housing in a Climate of Change
- Putting it All Together for a Better Future

The series included speaker presentations, audience Q&A, breakout sessions for connection, and debrief discussions. The sessions were advertised and offered in English, Spanish, Mandarin, and Cantonese, though participation in non-English channels was limited. The meetings were well attended and attendees represented a range of age groups and races.

Key Themes of the Webinars:

- Housing affordability is a public health issue: Where we live impacts our health, economic equity, environmental and racial justice.
- The Three S's: Supply, Stability, and Subsidy: Increase housing supply, protect renters and vulnerable households by providing stability, fill the gaps with subsidies.
- Implement strategies to promote climate-ready housing.
- In addition to the webinar series, Let's Talk Housing also sponsored four "listening sessions" with City and County staff and key stakeholders, that convened more than 30 groups. These stakeholders represented organizations that focused on:
    - Building market-rate or affordable housing
    - Addressing fair housing issues
    - Advocating for affordable housing
    - Providing housing services.

Community Meetings

The City participated in several meetings and webinars in partnership with 21 Elements, including:

- **Introduction to the Housing Element** – A Housing Element overview with breakout discussion rooms that was part of a series of introductory meetings.
- **All About RHNA Webinar** – An in-depth dive into sites methodology.
- **Stakeholder Listening Sessions** – Four meetings where jurisdictions could listen to and interact with stakeholder groups arranged by topic. More than 30 groups participated.
- **Creating an Affordable Future Webinars** – A four-part series to help educate community members about local housing issues.

Daly City Residents Feedback

Although few residents attended, meaningful conversation at these community meetings were achieved. The participants reflected on how much they valued the city's racial diversity and the ways that the city's relatively affordable housing allows multiple generations to live nearby. At the same time, some community members were concerned about disappearing affordability and challenges to young families

in buying new homes. Conversation included ideas on how to increase participation, which included working with the Filipino community, and doing direct outreach to elders, including people who use the Serramonte Mall as a community hub.

Stakeholder Listening Session Series

Daly City joined 21 Elements for a facilitated series of listening sessions held between September and November 2021 to hear from various stakeholders who operate countywide or across multiple jurisdictions. The four sessions convened more than 30 groups, including fair housing organizations, housing advocates, builders/developers (affordable and market-rate), and service providers, to provide observations on housing needs and input for policy consideration. Key themes and stakeholder groups included the following.

Fair Housing: Concern for the end of the eviction moratorium, the importance of transit-oriented affordable housing and anti-displacement policies, and the need for education around accessibility regulations and tenant protections. Eight stakeholder groups provided this feedback, including the following:

- Center for Independence of Individuals with Disabilities (CID)
- Community Legal Services of East Palo Alto (CLSEPA)
- Housing Equality Law Project
- Legal Aid for San Mateo County
- Project Sentinel
- Housing Choices
- Public Interest Law Project
- Root Policy Research

Housing Advocates: Concern for rent increases and the need for ongoing outreach to underserved and diverse communities, workforce housing, deeply affordable and dense infill, and tenant protections for the most vulnerable. Six stakeholder groups provided this feedback, including the following:

- Housing Leadership Council
- Faith in Action
- Greenbelt Alliance
- San Mateo County Central Labor Council
- Peninsula for Everyone
- San Mateo County Association of Realtors

Builders and Developers: Local funding, tax credit availability, and concern that appropriate sites limit affordable housing while sites, construction costs, and City processes limit market-rate housing. Twelve stakeholder groups provided this feedback, including the following:

- Affirmed Housing (Affordable)
- BRIDGE Housing (Affordable)

- The Core Companies (Affordable, Market Rate)
- Eden Housing (Affordable)
- Greystar (Market Rate)
- Habitat for Humanity (Affordable)
- HIP Housing (Affordable)
- Mercy Housing (Affordable)
- MidPen Housing (Affordable)
- Sand Hill Property Company (Affordable, Market Rate)
- Sares | Regis (Market Rate)
- Summerhill Apartment Communities (Market Rate)

Service Providers: More affordable housing and vouchers or subsidies for market-rate housing are needed, along with on-site services and housing near transit, and jurisdictions should work with providers and people experiencing issues before creating programs. Ten stakeholder groups provided this feedback, including the following:

- Abode Services
- Daly City Partnership
- El Concilio
- HIP Housing
- LifeMoves
- Mental Health Association of San Mateo County
- National Alliance on Mental Illness
- Ombudsman of San Mateo County
- Samaritan House San Mateo
- Youth Leadership Institute

Equity Advisory Group

In alignment with community outreach best practices, it was important to include the guidance of and foster partnerships with community organizations to help ensure everyone's voices were heard during the Housing Element update. In response, an Equity Advisory Group (EAG) was formed consisting of 15 organizations or leaders across the county that are advancing equity and affordable housing. A stipend of $1,500 was originally provided for meeting four to five times over 12 months to advise on Housing Element outreach and helping get the word out to the communities they work with.

After meeting twice in 2021, it was decided the best use of the EAG moving forward would be to provide more focused support in 2022 based on jurisdiction need and organization expertise. To date, EAG members have facilitated and hosted community meetings in partnership with 21 Elements, collected community housing stories to put a face to housing needs, advised on messaging, and amplified events and activities to their communities. The EAG continue to work collaboratively with jurisdictions and

deepen partnerships, as well as connect community members to the Housing Element update process. All participating organizations are featured on the Let's Talk Housing website (https://www.letstalkhousing.org/orgs) and include the following:

- Ayudando Lations A Soñar (ALAS)
- Community Legal Services
- El Comite de Vecinos del Lado Oeste (El Comite)
- EPACANDO
- Faith in Action
- Housing Choices
- Housing Leadership Council
- Menlo Together
- Nuestra Casa
- One San Mateo
- Peninsula for Everyone
- Puente de la Costa Sur
- San Mateo County Health
- Youth Leadership Institute
- Youth United for Community Action

Affirmatively Furthering Fair Housing Survey

Through the 21 Elements process, an Affirmatively Furthering Fair Housing Survey was conducted that focused on housing issues. While the survey results are not specific to Daly City, they identify important conditions, issues, and needs that impact residents countywide. The survey findings were considered when drafting the fair housing assessment section of the Housing Element.

Countywide Key Takeaways

Below is a summary of key takeaways that emerged throughout the outreach process.

- **Housing is personal**: People often have differing views on housing because it is a very personal issue tied to feelings of safety, belonging, and identity. Often the comments reflected people's current housing situation. Those with safe, stable housing that they can afford were more concerned with change. Those without were more interested in bolder policies and more housing generally. Many people shared meaningful stories of being priced out of their communities or of their children not being able to live in the community where they grew up.
- **The price of housing is a major concern:** Many voiced concerns about the high cost to rent or buy a home today, either for themselves, friends, or family. It is an issue that touches a lot of lives.
- **More housing is needed:** Generally, people believe we need more housing, particularly affordable housing. However, there are diverging views on how to accomplish this, where housing should go, and what it should look like.

- **Single-family neighborhoods are polarizing:** While some people voiced their interest in upzoning single-family neighborhoods or eliminating them altogether, other homeowners want to protect them and in turn, the investment they have made.
- **Affordable housing is a top concern:** Many felt that more needs to be done to promote affordable housing. They also felt that developers should be eligible for incentives and opportunities that make them more competitive.
- **The process is too complicated**: There was significant concern that the development process was too slow and there was too much uncertainty.
- **Better information resources**: People wanted to know how to find affordable housing in their communities and navigate the process of applying for it.
- **Issues are connected**: Transportation, climate change, access to living wage jobs, and education opportunities are all tied to housing and quality of life. These issues are not siloed in people's lives and there is a desire to address them in interconnected ways.
- **Equity is on people's minds:** People want to talk about housing inequities and, even more so, discuss how to solve them. There was interest in ways to create new opportunities for housing and asset building for all that also address past exclusions.
- **Regional input matters but there's more to figure out:** It was valuable to build a broader sense of community and share resources at the countywide level. However, it was challenging to engage nonresident community members on jurisdiction-specific input.
- **Diversity in participation was a challenge:** Despite partnering with organizations to engage with the hardest to reach communities and providing multilingual outreach, achieving diversity in participation was challenging. In the wake of COVID-19, organizations already operating on limited resources were focused on supporting immediate needs, while the added stresses of life coupled with the digital divide added additional barriers for many.

Housing Element Workshops

The Planning Division held two community workshops on May 19 and June 2, 2022, to provide an overview of the City's 6th Cycle Housing Element and update residents on new State Housing laws that could affect the Housing Element update, e.g., SB9, AFFH, etc. Both meetings were identical in terms of their presentations by City staff, outlining the purpose and objectives of having a Housing Element, an overview of the City's Regional Housing Need Allocation and potential ways for meeting housing construction targets, and the process for updating the Element. Both meetings were held by video conference with notice distributed to approximately 240 community members, community organizations, and housing advocacy groups.

Staff estimates that approximately 10 members of the public attended the meetings, primarily the meeting on June 2. Concerns expressed by residents primarily focused around the desire for existing residents of the Midway Village housing redevelopment project (45 Midway Drive) to be provided preferential access to for-sale townhomes that will be under construction in a later project phase and the City's strategy to meet the City's Regional Housing Need Allocation. A resident also inquired as to how the City could incentivize development under SB 9 and SB 10. He suggested the City could provide low-interest rate loans to homeowners for the purpose of constructing accessory dwelling units. There was overall support for increased residential density in the City provided greater community benefits were incorporated into more-dense development.

Public Comments

The City will consider and incorporate public comments throughout the drafting of the Housing Element.

Noticing of the Draft Housing Element

Per California Government Code Section 65585, the draft Housing Element was made available for public comment for 30 days, from May 12 to June 11, 2023. Public comment was received, and an additional 10 business days was allowed to consider and incorporate public comments into the draft revision before submitting to HCD on June 26, 2023. The draft was made available on the City's website and was noticed to residents through the same methods as the Planning Commission and City Council meetings. Additional direct noticing was sent to local housing advocate groups.

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Review of the 2015 Housing Element

Per California Government Code Section 65588, each local government shall review its housing element as frequently as appropriate to evaluate all of the following: (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal; (2) the effectiveness of the housing element in attainment of the community's housing goals and objectives; (3) the progress of the city, county, or city and county in implementation of the housing element; (4) the effectiveness of the housing element goals, policies, and related actions to meet the community's needs, pursuant to paragraph (7) of subdivision (a) of Section 65583.

Progress Toward Meeting the 2015-2022 Regional Housing Needs Allocation

Each jurisdiction in California is responsible for accommodating its share of the region's housing needs. The process of determining each jurisdiction's share of housing needs is called the Regional Housing Needs Assessment (RHNA). The RHNA projection period for the previous Housing Element was from January 1, 2014, to October 31, 2022. The Housing Element planning period had a slightly different timeframe of January 31, 2015, to January 31, 2023.

The City of Daly City was assigned an RHNA of 1,350 units, divided into four income categories:

- Very Low-Income (less than 50 percent of the Area Median Income)
- Low-Income (50 to 80 percent of the Area Median Income)
- Moderate-Income (81 to 120 percent of the Area Median Income)
- Above Moderate-Income (greater than 120 percent of the Area Median Income)

Table HE-2 summarizes the City's accomplishments in meeting the RHNA during the previous RHNA projection period. Daly City met its RHNA obligation in all categories except very low income, and still was able to meet 50 percent of that requirement.

Table HE 2: Units Permitted During 5th Cycle RHNA Projection Period

Income Category	2015–2023 RHNA	2015	2016	2017	2018	2019	2020	2021	2022	Total Building Permits Issued	Percent Accom-plished
Very Low	400	38		21				147		206	52%
Low	188	15	7	183			18		6	218	100%+
Moderate	221	14	17	18	37	34	43	33	23	225	100%+
Above Moderate	541	89	140	17	22	81	215	46	81	691	100%+
Total	**1,350**	**156**	**164**	**256**	**96**	**152**	**280**	**226**	**110**	**1440**	**100%+**

Source: City of Daly City, 2023.

Efforts to Address Special Housing Needs

California Government Code Section 65588 requires that local governments review the effectiveness of the housing element goals, policies, and related actions to meet the community's special housing needs. As shown in **Table HE-3**, *Implementation of 2004 Housing Element Objectives and Policies (2015-2023)*, the City worked diligently to continuously promote housing for special-needs groups in a variety of ways. Some of the accomplishments are highlighted below:

- The City granted parking reductions for projects to help facilitate the development of affordable housing, which includes the 206-unit Brunswick apartments (AMG and Associates), 3001 Geneva Avenue townhouses (Habitat for Humanity), 45 Midway Drive – Midway Village (Mid-Peninsula Housing/County of San Mateo), and 493 Eastmoor Avenue (CORE). To increase affordable options into the local housing stock, the City permitted 360 accessory dwelling units (ADUs). Of these units, 96 were lower-income units.
- Through the Successor Agency, the City provided $2,420,000 for the Sweeney Lane Apartments on 6800 Mission Street. Additionally, the City provided $1,494,997 in HOME funds. Of the 51 affordable units, 6 units are for extremely low-income households, 45 are for lower-income households.
- To help increase homeownership opportunities for large families, the City provided $809,000 in City Housing Trust Funds to Habitat for Humanity Greater San Francisco for the Geneva Habitat Townhomes. The three-bedroom units were all allocated for lower-income households.
- During the planning period the City provided $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant-based rental assistance (TBRA) to households affected by COVID-19.
- To ensure housing for lower-income households (60 percent AMI or lower), the City awarded $2,917,380 in Permanent Local Housing Allocation (PLHA) funds for a proposed 72-unit affordable housing development known as 493 Eastmoor project. The City has conditionally allocated an additional $2,328,307 in HOME and HOME-ARP funds for this project. As of 2023, the project has been entitled but is still working to secure more funding.
- During the planning period, about 238 households were assisted through home repair programs. This included households assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of the 238 households assisted, 152 were special-needs groups (seniors/disabilities).
- The Daly City Partnership/Community Service Center received the following funds for COVID-19 relief activities, including $1,126,638 for rental assistance, $750,000 for emergency rental assistance, $120,00 for mental health services, $95,000 for food distribution. Mission Asset Fund received $820,000 for immigrant relief cash assistance.
- To help fund fair housing education and outreach during the COVID-19 pandemic, Legal Aid Society of San Mateo County received $100,000 in Community Development Block Grant (CDBG)-CV funds to provide eviction assistance, education, and outreach services in Daly City.

Progress Towards Meeting Housing Element Programs

Table HE-3 summarizes the programs from the 2015-2023 Housing Element. To the degree that such programs are recommended to be continued in the current Housing Element, these programs are reorganized and presented in the Housing Objectives, Policies, and Tasks section.

Table HE 3: Implementation of 2004 Housing Element Objectives and Policies (2015-2023)

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Housing Supply				
Policy HE-1: Maintain, and, where possible, create larger housing development sites throughout the City.				
Task 1.1	Increase the minimum property sizes in all commercial zones and R-3 Multiple-Family Residential zone and restrict the ability of existing sites within this zone to subdivide below the established minimum lot size. The minimum parcel shall be established at the time of the Zoning Ordinance update and shall be such that it promotes the construction of mixed-use and/or higher density multifamily development, as determined by the respective zone to which it applies.	Timeframe: 2015.	The City issued a request for proposal (RFP) for this effort in March 2022. PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 3.1, 3.2, 3.2, 6.1, 8.1, and 31.1. New Task 1.1
Task 1.2	Incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers and shall be commensurate with the size of the parcels being merged and/or created.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1. New Task 1.2
Policy HE-2: Support infill housing in existing neighborhoods by offering streamlined planning and environmental reviews.				
Task 2.1	Develop a Permit Streamlining Program that identifies specific ways to reduce the processing times of projects that increase the supply of housing. These projects shall include minor subdivisions involving the creation of four or fewer parcels and the construction of duplexes in the R-1/A Single Family/Duplex Residential Zone. The Program shall identify criteria for inclusion in the Zoning Ordinance that establish which project characteristics will qualify a project for	Timeframe: 2015.	No progress has been made on this program.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	streamlining and what method of streamlining will be utilized.			
Task 2.2	Continue to exempt infill housing development proposals from the California Environmental Quality Act (CEQA) if the proposal meets all of the requirements of CEQA Guidelines Section 15332.	Timeframe: ongoing.	During the 5th planning period, approximately 15 proposals qualified and were exempted from the CEQA Guidelines Section 15332.	Part of the City's process. Delete.
Task 2.3	Amend the automatic expiration for all discretionary land use approvals (including design review approval) from one year to two years, and amend the expiration provision to indicate that an applicant need only apply for a building permit within the specified two-year timeframe.	Timeframe: 2015.	The Planning Division was unable to complete this program, during the 5th planning period but expects to complete this task in 6th planning cycle. The City Council has however granted 18-time extensions to residential development projects in the planning period and has on occasion granted multiple extensions simultaneously to facilitate project viability.	Continue New Task 2.1
Policy HE-3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.				
Task 3.1	Within one year, of the Housing Element adoption, the City shall establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development, including, but not limited to the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue (approximately 65 acres), and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The City shall, as a part of this task, explore increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.2, 3.2, 6.1, 8.1, and 31.1. New Task 1.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 3.2	Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task HE 3.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to update will be form based code. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.3, 6.1, 8.1, and 31.1. New Task 1.3
Task 3.3	Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components and parking available to both uses.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to this update will be form based code. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 6.1, 8.1, and 31.1. New Task 1.1
Task 3.4	For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently-funded HOA/POA amenities (e.g., van pools or car sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus "park-n-rides", etc.)	Timeframe: 2015.	The City has continued to allow parking reductions for projects. These include the 206-unit Brunswick apartments, 3001 Geneva Avenue townhouses, 45 Midway Drive, and 493 Eastmoor Avenue, each of which are completely affordable. Additionally, the City has granted numerous reductions for parking to facilitate residential development in general, such as the 323-unit Serramonte Views project, a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	New Task 3.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 3.5	Amend the parking regulations to remove differentiation between single-family, multiple-family, and condominium uses for the purpose of parking regulations, and establish such regulations based on total bedroom count. This requirement shall also apply to residential additions and the provision of additional bedrooms within any existing dwelling.	Timeframe: 2015.	This task was completed in 2015.	Completed. Delete.
Task 3.6	Clarify that no parking reduction incentive (other than incentives allowed for senior affordable units) shall result in less than one parking space per unit. Any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households shall be however exempt from the minimum parking requirement identified by this task and instead a be subject to providing at least 0.5 parking spaces per unit.	Timeframe: 2015.	The City has defaulted to state law and will remove this program since it contradicts state law.	Delete.
Policy HE-4: Assure that standards for new housing construction comply with appropriate aircraft noise abatement requirements				
Task 4.1	All new housing development within the 65dB CNEL aircraft contour, as shown on the most recent FAA accepted San Francisco International Airport Noise Exposure Map, shall be constructed to achieve an interior noise level of 45 dB CNEL or less based on aircraft noise events.	Timeframe: 2015.	The City continued to all new housing development within the 65dB CNEL aircraft contour.	Continue and combine with Tasks 4.2 and 4.3. New Task 4.1
Task 4.2	For all development proposals with the 65dB CNEL noise contour, the City shall require a noise study that identifies the proposed project's compliance with requirement of Task 4.1 above. If the project qualifies for review under the California Environmental Quality Act (CEQA), the City shall incorporate the noise study and any mitigation measures into the CEQA document and shall adopt findings that the project, as conditioned, complies with the interior noise level requirement.	Timeframe: ongoing.	As projects come forward, the City continued to incorporate noise studies and mitigation measures into the CEQA document.	Continue and combine with Tasks 4.1 and 4.3. New Task 4.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 4.3	The City shall incorporate compliance with this policy into adopted CEQA compliance guidelines. The guidelines shall identify detailed compliance requirements, such as the methods of acceptable noise mitigation (insulation, windows, etc.).	Timeframe: 2015.	As projects come forward, the City continued to incorporate noise studies and mitigation measures into the CEQA document.	Continue and combine with Tasks 4.1 and 4.2. New Task 4.1
Housing Affordability				
Policy HE-5A: Allow the construction of additional second units throughout the City. (Note: Rename second units as accessory dwelling units)				
Task 5.1	Align the maximum neighborhood density applicable to second units to be consistent with the maximum neighborhood density allowed by the General Plan.	Timeframe: 2017.	The task was completed in 2015.	Completed
Task 5.2	Eliminate the required parking for small second units where the second unit is no larger than 400 square feet, the size of the home in which the unit is proposed is no greater than 1,600 square feet including the garage, and the existing home provides two legal, i.e., full-sized, parking spaces.	Timeframe: 2015.	The City defaults to state law and plans to make Accessory Dwelling Units to (ADU) amendments to ensure compliance with state law in Summer 2023. The City has not required parking for any ADU constructed in the City since January 2018.	Continue.
Task 5.3	Eliminate the requirement for owner-occupancy for second units where the applicant for a non-owner occupied second unit can demonstrate that the entire property is subject to professional property management by means of a written contract supplied to the City.	Timeframe: 2015.	The City defaults to state law and will amend this program to ensure compliance with Government Code 65852.2 (D)(xii)(6). The City has not required owner occupancy for any ADU constructed in the City since January 2020.	Continue and modify. New Task 5.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 5.4	Continue to offer same-day, express plan check permitting for all second units.	Timeframe: ongoing.	The City continued to ensure ADUs were permitted in the city. Between 2015 and 2022, the City permitted 365 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Delete.
Task 5.5	Monitor second unit construction and rental activity on an annual basis and report this information in the City's General Plan Annual Report.	Timeframe: ongoing.	The City continued to ensure ADUs were permitted in the city. Between 2015 and 2022, the City permitted 365 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Continue
Policy HE-5B: Reduce or eliminate the impacts of new construction to residents displaced by such construction.				
Task 5.6	The City shall evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and adjust as necessary.	Timeframe: 2017.	Although no progress has been made, no displacement has occurred. The City will look into how to address the minimal displacement concerns in the 6th Housing Element.	Continue and modify. New Task 5.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Vacant and Underutilized Sites				
Policy HE-6: Assure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation.				
Task 6.1	Remove the use permit requirement for mixed-use projects located in the (future) C-MU Commercial Mixed Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by-right," without requirement for discretionary approvals.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 3.3, 8.1, and 31.1. New Task 1.3
Task 6.2	Amend the BART Station Area Specific Plan to redesignate the 8.7-acre Samtrans park-and-ride lot at 3501 Junipero Serra Boulevard (APNs 008-131-010 through 040 and 008-132-010 and 020) to the Specific Plan's High Density Residential designation. Simultaneously, amend the BART Station Area Specific Plan regulations to require at least 30 dwelling units per acre for new development and amend the development regulations provided within the Plan to comply with the balance of policies provided in this Housing Element.	Timeframe: 2015.	This effort was not completed as written. However, 7.1 acres of land were rezoned to zones that allow at least 30 dwelling units per acre, and an additional 147 units of lower-income housing is proposed on a site that was not part of the 5th Cycle Sites Inventory. The City did not have an unaccommodated need. See Table HE-42.	Delete.
Task 6.3	Amend the General Plan designation and Zoning Ordinance for the 1.15-acre property located on Brunswick Street across from Chelsea Court (APN 003-210-260) from Commercial Mixed-Use and C-2 Heavy Commercial, respectively, to Residential High Density and R-3 Multiple Family Residential District, respectively.	Timeframe: 2015.	This is the site of Brunswick Street Apartments. A 206-unit affordable senior housing complex that was constructed during the planning period. This project exceeded the Residential High-Density unit allowance.	Completed
Task 6.4	Work with Caltrans to ensure that access from Hickey Boulevard is achievable so as to allow residential development of the 2.49-acre housing	Timeframe: 2015.	During the planning period, the City worked with Caltrans; however, the property was not developed.	Completed

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	site located at 1050 St. Francis Boulevard. The maximum density at this site shall continue to reflect the permitted General Plan Medium Density designation currently attributable to the site, i.e., 35 dwelling units per acre.			
Task 6.5	Amend the Zoning Ordinance to require that, if after adopting the General Plan Land Use Map and Zoning Map, the City redesignates and/or rezones any site(s) included on the Potential Housing Sites Inventory List to a non-residential use or a residential use of less intensity than has been identified on the Potential Housing Sites Inventory List, the City shall replace the redesignated/rezoned site(s) with another site(s). The new site(s) shall allow the same or greater development intensity as the rezoned site(s) and shall be physically capable to providing the development intensity of rezoned sites(s) in terms of environmental restraints, infrastructure capacity, and similar constraints. The Ordinance shall specify that this requirement shall apply only to sites that are necessary to satisfy the City's Regional Housing Need Allocation (RHNA), but that any replacement site shall continue to satisfy the City's RHNA by income category.	Timeframe: 2015.	The City continued to maintain an inventory of sites available and appropriate for residential development at all income levels, and sites suitable for redevelopment and/or reuse. In keeping with state "no net loss" provisions (Government Code Section 65863).	Continue and modify New Task 6.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-7: Allow development density on all residentially-zones properties consistent with the General Plan Land Use Map and work with utility providers to ensure that adequate water supplies and sewer capacities are available to allow construction at such density, especially for development that includes housing units affordable to lower-income households.				
Task 7.1	Review and amend the Zoning Ordinance, if necessary, to ensure that residential densities identified on the General Plan Land Use Map can be reasonably constructed given property size, accessibility, and topography. For the purpose of calculating densities, the Ordinance shall be amended to describe a method for calculating residential density that is site specific, meaning that the land area calculated as part of the density prescription shall include the site only and no portion of adjacent right-of-way or adjacent public or private property.	Timeframe: 2015.	The City continued to ensure consistency for proposed projects during the planning period.	Delete.
Task 7.2	Upon adoption of the Housing Element, the City will provide a copy of the adopted Housing Element to each of the City's water and sewer providers, advising each of these agencies of the City's intention to comply with Government Code Section 65589.7, which requires these providers to grant priority service allocation to proposed developments that include housing units affordable to lower-income households.	Timeframe: 2015.	This task was completed in 2015.	Delete. Continue as policy.
Policy HE-8: Avoid rezoning properties that are presently designated or zoned for residential uses for non-residential uses.				
Task 8.1	Amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially-zoned or residentially-designated property to any zone or designation other than residential. To this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be	Timeframe: 2015.	The City hired PlaceWorks in 2022 to create the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed by the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 3.3, 6.1, and 31.1. New Task 1.4

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the Potential Housing Sites Inventory List for which a replacement site has not been identified (see Policy HE-X above).			
Policy HE-9: Expand homeownership opportunities by facilitating condominium construction, while protecting renters from condominium conversions.				
Task 9.1	Encourage a variety of housing types and tenures for all income levels and assure access to housing by all groups of individuals.	Timeframe: Ongoing.	The City continued to ensure a variety of housing types and tenures for all income levels. Between 2018 and 2021, the City constructed 257 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Delete, completed
Task 9.2	Amend the condominium regulations to include specific standards for a relocation program necessitated by condominium conversion that include requirements for the following: 1) an on-site relocation assistance office, 2) the return of all deposits and fees, 3) benefits for voluntary relocation after conversion approval, 4) benefits for forced relocation, 5) first right of refusal for tenants wishing to purchase and 6) rent stabilization during the entire conversion process.	Timeframe: 2015.	During the 5th planning period, no condominium conversion were proposed and the City therefore did not need to relocate residents as a result of condominium conversion.	Delete.
Policy HE-10: Use the financial and other resources available to the City to reduce the cost and increase the amount of affordable housing.				
Task 10.1	When such funds are available, the City shall use and leverage Federal, State and local funds (including Redevelopment Agency set-aside finds), tax credits, tax-exempt bonds, and private sources such as foundations to encourage the production of affordable housing. The City shall	Timeframe: ongoing.	During the 5th planning period, the City provided $1,494,997 in HOME funds and, through the Successor Agency, $2,420,000 for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	strive to leverage such funds, on average, every two years within the planning period.		units are for extremely low-income households, 45 are for lower-income households. Additionally, the City awarded $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are allocated for lower-income households.	
Task 10.2	Offer technical assistance to landowners and prospective developers regarding, for instance, regulatory guidelines, development potential, design solutions, and marketing data.	Timeframe: ongoing.	The City continued to work with landowners and developers as they approached the city.	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1
Task 10.3	Continue to routinely monitor, investigate, and utilize available new funding sources.	Timeframe: ongoing.	From 2014-2016, the City was awarded $743,073 in HOME funds to help fund the 6800 Mission project. From 2017 - 2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period the City provided $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			households at 60% AMI or lower. As of 2023, the project has been entitled but is still working to secure funding.	
Policy HE-11: Continue to require affordable units in all new housing development and in new condominium conversions.				
Task 11.1	Enforce the requirements of the Inclusionary Zoning Ordinance to the extent that Task HE 11.2 below is addressed.	Timeframe: ongoing.	The City continued to enforce the requirements of the inclusionary zoning ordinance.	Continue and combine as applicable. New Task 10.1
Task 11.2	Provide as part of the General Plan Annual Report an analysis of the effectiveness of the Inclusionary Zoning Ordinance in creating long-term affordable renter- and owner-occupied housing units. The analysis shall identify housing developments subject to the Ordinance for which construction has been completed in the previous year, and shall qualitatively and quantitatively describe the extent to which the ordinance impacted the construction cost of market-rate units within these developments.	Timeframe: annual.	The city annually reports on the inclusionary Zoning Ordinance as a part of the the General Plan Annual Report. As shown in Table HE-1, the city had sufficient housing development in all income categories throughout the 5th cycle planning period and therefore has determined that the Inclusionary Zoning Ordinance is not a constraint but rather an important tool to ensure development for all income levels.	Continue and combine as applicable. New Task 10.1
Task 11.3	Amend the Inclusionary Zoning Ordinance and the condominium regulations to clarify that condominium conversions are subject to the Ordinance.	Timeframe: 2015.	The City amended the Inclusionary Ordinance to include condominium conversion regulations in December 2018.	Completed. Delete
Task 11.4	Through staff training, ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers, and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance.	Timeframe: ongoing;	The City prepared brochures to inform purchasers and developers about the City's Inclusionary Ordinance.	Continue and combine as applicable. New Task 10.2
Task 11.5	Adopt disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a	Timeframe: 2015.	This task has not yet been completed. The City plans to complete this task by 2026.	Continue and combine as applicable. New Task 10.3

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	certain size and valuation that could be subject to the City's inclusionary zoning ordinance.			
Policy HE-12: Provide regulatory incentives and streamline the permit process for development projects that contain deed-restricted affordable units.				
Task 12.1	Reduce delays in project approval and issuance of building permits by developing a plan check prioritization system that reduces the time required to complete the plan check review process for affordable housing projects, especially those projects which exceed the City's inclusionary zoning ordinance requirements.	Timeframe: 2015.	The City assists developers with the development process as projects come forward. The City has granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Modify. Combine with 12.4. New Task 11.1
Task 12.2	Continue to offer parking reductions offered in the current Zoning Ordinance that serve as an incentive to developers of low-income elderly housing provided a minimum age for residency of such units is established by the Ordinance (e.g., 62 years of age).	Timeframe: ongoing.	During the planning period, the City granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue New Task 11.1
Task 12.3	Establish regulations that allow parking reductions for all multiple-family housing developments containing low-income units, commensurate to the proportion of the project devoted to such units (currently a project must be 100 percent affordable to qualify for a parking reduction).	Timeframe: 2015.	The City continued to establish regulations that allowed for parking reductions. The City granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters. In addition to help facilitate the development of housing, the City has waived the state 20 unit requirement and had allowed development at 16 units per acre. The City will update code to comply with state law.	Delete.

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 12.4	Continue to offer streamlined environmental review for affordable housing development where authorized by the California Environmental Quality Act (Public Resources Code Sections 21159.20 through 21159.27 – Special Review of Housing Projects).	Timeframe: ongoing.	The City continues to streamline environmental review for affordable housing development.	Modify. Combine with 12.1. New Task 11.1
Policy HE-13: Consider financial incentives to increase the supply of rental housing for all household income groups including extremely low-income households.				
Task 13.1	Give priority expenditure of City housing funds to projects that will provide deed restricted affordable rental housing, especially to development projects that will provide extremely low-income units.	Timeframe: ongoing.	The City provided $1,494,997 in HOME funds for the development of the 6800 Mission project. The project has units for extremely low-income households.	Continue and combine New Task 12.1
Task 13.2	When funds are available, apply for and/or co-sponsor funding opportunities for the construction of rental housing. The City shall strive to make such applications, on average, every two years within the planning period.	Timeframe: ongoing.	The City provided $1,494,997 in HOME funds to help fund the 6800 Mission project. From 2017 -2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period, the City awarded $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting households at 60 percent AMI or	New Task 12.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			lower. As of 2023, the project has been entitled but is still working to secure funding.	
Task 13.3	Give priority expenditure of City housing funds (e.g., HOME, Affordable Housing Trust Fund, etc.) to projects that will occupy sites that have been previously developed.	Timeframe: ongoing.	During the 5th planning period, the City awarded $1,494,997 in HOME funds and, through the Successor Agency, $2,420,000for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6 units are for extremely low-income households, 45 are for lower-income households. Additionally, the City provided $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are allocated for lower-income households. The City provided $1,494,997 in HOME funds to help fund the 6800 Mission project. From 2017 -2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period, the City awarded $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP	Continue and combine New Task 12.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			funds have been conditionally allocated for this project. The proposed projects are targeting households at 60 percent AMI or lower. As of 2023, the project has been entitled but is still working to secure funding.	
Policy HE-14: Assure access to services in Daly City for homeless individuals and families and address the special needs and circumstances of these individuals.				
Policy HE-15: Require adaptability and accessibility of residential units for disabled occupants and ensure that the Zoning Ordinance provides regulations that are sensitive to the needs of disabled occupants.				
Task 15.1	Maintain an active role in expanding accessibility and require all State and local accessibility codes to be met.	Timeframe: ongoing.	The City continued to comply with state law.	Ongoing process. Delete.
Task 15.2	Regularly monitor the implementation of the jurisdiction's ordinances, codes, policies, and procedures to ensure they comply with the "reasonable accommodation" for disabled provisions and all fair housing laws.	Timeframe: ongoing.	The City adopted development regulations for reasonable accommodation in 2014 and has approved 10 reasonable accommodation requests.	Completed. Delete.
Task 15.3	Continue to fund (as funding permits) and support home repair programs that assist residents in paying for various handicapped modifications in and around their homes.	Timeframe: ongoing.	About 238 households were assisted through home repair programs. This includes households assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of these, 152 were special-needs groups (elderly/disabled).	Continue New Task 14.3

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-16: Prevent housing discrimination based on age, race, religion, sex, ethnic background, or familial status, and work to ensure the safety and availability of Employee Housing.				
Task 16.1	The City shall assist in the implementation and enforcement of State and federal fair housing and civil rights laws and shall make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City shall work with the appropriate public interest agencies to vigorously pursue the matter and where discrimination is found, the City shall assist the relevant entity in prosecuting the matter.	Timeframe: ongoing.	The City continued to partner with Project Sentinel to assist with Fair Housing complaints. Project Sentinel provides fair housing services, including investigating housing discrimination, tenant and landlords dispute mediation, and house counseling programs.	Continue New Task 15.1
Task 16.2	The City will continue to contract with Project Sentinel to provide fair housing services to its residents and property owners. Services will include: 1. Distributing educational materials to property owners, apartment managers, and tenants every two years; 2. Making public service announcements (PSAs) via different media (e.g., newspaper ads and public service announcements at local radio and television channels) at least two times a year; 3. Conducting fair housing audits and public presentations with different community groups; 4. Responding to complaints of discrimination (i.e., in-taking, investigation of complaints, and resolution); and 5. Referring services to appropriate agencies.	Timeframe: ongoing.	The City continued to partner with Project Sentinel to assist with Fair Housing complaints. Project Sentinel provides fair housing services, including investigating housing discrimination, tenant and landlords dispute mediation, and house counseling programs.	Continue New Task 15.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 16.3	The City shall, to the extent of its jurisdiction, implement all the provisions of the Employee Housing Act (Government Health and Safety Code Sections 17030-17039) and work with the State Department of Housing and Community Development to do the same.	Timeframe: ongoing.	The City is planning to update the municipal code to ensure compliance with Health and Safety Code Sections 17021.5 and 17021.6.	Continue. New Task 15.4
Policy HE-17: Provide financial assistance to lower income households in emergency situations.				
Task 17.1	Continue to operate and support (as funding permits) the Housing Assistance Program that grants eligible lower income families, seniors, and persons with disabilities money to cover housing related emergencies (e.g., security deposits, temporary difficulty meeting rent payments).	Timeframe: 2015.	The Daly City Partnership/Community Service Center received the following funds for COVID-19 relief-related activities, including: • CDBG-CV for emergency rental assistance: $1,126,638 o HOME for emergency rental assistance: $750,000 o CDBG for mental health services: $120,000 o CDBG for food distribution: $95,000 • Legal Aid Society of San Mateo County received $100,000 in CDBG-CV funds for eviction assistance, education, and outreach services. • Mission Asset Fund received $820,000 in CDBG-CV funds for immigrant relief cash assistance.	Continue. New Task 16.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-18: Support a balanced distribution of quality residential care facilities.				
Task 18.1	Develop location regulations for larger residential care facilities that are not exempt from local zoning restrictions to provide objective standards to persons desiring to establish such facilities, while at the same time dispersing such facilities throughout the City.	Timeframe: 2015.	As a matter of policy the City treats all residential care facilities as residential uses, subject to Fire Department inspections.	Modify. New Task 17.2
Policy HE-19: Address the range of needs and encourage the production of additional housing opportunities for extremely low-income (ELI) households.				
Task 19.1	Provide an exception to the proposed zoning regulation identified in Task HE 3.7, whereby any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households would be exempt from the minimum one parking space per unit rule identified by this task (applies to projects qualifying for transit-proximate parking reductions) and instead be subject to providing at least 0.5 parking spaces per unit.	Timeframe: 2015.	During the planning period, the City granted the 323-unit Serramonte Views a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue and modify New Task 18.1
Task 19.2	Revise the Zoning Ordinance to waive the parking requirements altogether for ELI deed-restricted second units that are transit proximate, as described in Task HE 3.5.	Timeframe: 2015.	During the planning period, the City granted the 323-unit Serramonte Views a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue and modify New Task 18.1
Task 19.3	For any new housing development utilizing public funding or publicly owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for ELI households.	Timeframe: ongoing.	During the 5th planning period, the City provided $1,494,997 in HOME funds and $2,420,000 through the Successor Agency for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6 units are for extremely low-income households and 45 are for lower-income households. Additionally, the City awarded $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are	Continue and modify New Task 18.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			allocated for lower-income households.	
Policy HE-20: Support home sharing programs, such as that operated by HIP Housing, as part of a collection of policies, programs and practices for addressing the housing needs of those at the lowest income levels including seniors, those living with disabilities, those at risk of homelessness and female head of households.				
Housing Maintenance				
Policy HE-21: Encourage voluntary housing rehabilitation and reconstruction.				
Task 21.1	Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multifamily residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.	Timeframe: 2015.	While the City did not amend the Zoning Ordinance, approximately 238 households were assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of the 238 households, 152 were special-needs groups (elderly/disabled). During the planning period, 20 seniors received residential rehab loans.	Continue and modify New Task 20.1
Policy HE-22: Encourage housing reconstruction after fire or other natural disaster.				
Task 22.1	Amend the Zoning Ordinance non-conforming building regulations to allow reconstruction of non-conforming buildings affected by fire or natural disaster subject to the land use regulations in place at the time of the original building construction if present development regulations are determined by the Director of Economic and Community Development to allow fewer total units than were originally permitted. This amendment shall allow such reconstruction provided the total unit count does not increase and the size of each replacement unit is substantially similar to the size of the original unit being replaced. The amendment shall not apply where the General Plan Land Use Map requires a higher minimum density than was provided in the building prior to the fire or natural disaster.	Timeframe: 2015.	While the City did not amend the Zoning Ordinance, the City continued to encourage the development of housing throughout the planning period. The City helped facilitate development through parking reduction and applying for monies such as HOME funds and PLHA funds. For example, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting households at 60% AMI or lower. As of	Continue and modify New Task 21.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			2023, the project has been entitled but is still working to secure funding.	
Policy HE-23: Preserve existing low-income housing units that are at risk of being converted to market-rate housing				
Task 23.1	Monitor existing at-risk low-income housing units to determine if the owners plan to file a notice of interest to prepay the mortgage obligation. The prepayment would terminate the requirement that the units be rented to low-income individuals. The City should maintain an up-to-date list of public and private non-profit housing entities who can and will be able to purchase the at risk units should the necessity arise. The City should also maintain a current list of available financial resources to fund the potential purchase of these units.	Timeframe: ongoing.	During the planning period, no units were at risk of conversion to market rate.	Continue and modify New Task 22.1
Energy Efficiency				
Policy HE-24: Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.				
Task 24.1	Develop enhanced residential energy efficiency standards (Title 24, California Administrative Code) in all new residential construction which exceeds State-mandated requirements by five percent in 2015, ten percent in 2020, and twenty percent in 2030.	Timeframe: ongoing.	Daly City, in accordance with California housing law, establishes certain minimum requirements for residential construction. The City Building Department currently operates under the 2022 California Building Code (CBC), the 1997 Uniform Housing Code, the 2022 California Mechanical Code, the 2022 California Plumbing Code, and the 2022 California Electrical Code.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 24.2	Establish energy and water efficiency upgrade programs that promote energy and water efficiency upgrades in all existing residential buildings. Energy efficiency upgrades promoted as part of this program could include upgrades such as attic insulation, programmable thermostats, heating duct insulation, and water heater insulation. Water efficiency upgrades could include the installation of low-flow shower heads, where feasible, and retrofit of existing toilets to meet low-flush requirements as established by the City. Examples of programs developed as a part of this task could provide financial incentives (e.g., rebates, appliance buy-back, and similar programs) aimed at providing strong incentives to residential building owners to use the programs.	Timeframe: 2015.	Daly City runs the water and sewer services in the city. During the COVID-19 pandemic, the City advertised PG&E's customer protections brochures on the City's website. Additionally, the City advertised Peninsula's Clean Energy services and programs that provide homeowners in San Mateo County and the City of Los Banos interest-free financing and new rebates to install electric water heaters and heating and A/C equipment.	Continue New Task 23.2
Policy HE-25: Mandate the inclusion of green building techniques into most new construction.				
Task 25.1	Adopt amendments to the building code that require all City-funded affordable housing projects reach a Home Energy Rating System (HERS) score above 86 (the minimum Energy Star rating), or equivalent.	Timeframe: 2017.	Daly City, in accordance with California housing law, establishes certain minimum requirements for residential construction. The City Building Department currently operates under the 2022 California Building Code (CBC), the 1997 Uniform Housing Code, the 2022 California Mechanical Code, the 2022 California Plumbing Code, and the 2022 California Electrical Code.	Delete
Policy HE-26: Provide a greater number of street trees throughout Daly City's neighborhoods.				
Task 26.1	Amend the Zoning Ordinance to require street tree planting as part of the construction of any new home and any remodel to any residential structure exceeding 50 percent valuation of the structure being remodeled. The Ordinance shall require uniform street tree spacing within new neighborhoods of one tree per each 25 linear feet	Timeframe: 2015.	The City continued to encourage sustainable building practices on a project-to-project basis.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	of curb, to the maximum extent practical. All new street trees shall receive irrigation.			
Task 26.2	Amend the plan check process to ensure compliance with amended Zoning Ordinance provisions related to street tree planting. At a minimum, applicants and developers shall identify street tree placement on all utility plans submitted for City of public utility review and approval.	Timeframe: initially 2014, now ongoing.	The City continued to encourage sustainable building practices on a project-to-project basis.	Delete
Policy HE-27: Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater National Pollutant Discharge Elimination System (NPDES) permits by incorporating controls that reduce water quality impacts over the life of the project.				
Task 27.1	In locations where high-density residential development is prevalent (e.g., east of Interstate 280), consider the use of the public right of way as an appropriate location for privately maintained stormwater treatment mechanisms.	Timeframe: ongoing.	The City continued to encourage sustainable building practices on a project-to-project basis. The 2020 Water Management Water Plan is available on the City's website.	Delete
Policy HE-28: Revise land use policies to meet or exceed the greenhouse gas reduction goals established in Assembly Bill 32 (reducing California's greenhouse gas emissions to 1990 levels by 2020).				
Task 28.1	Create and adopt a Climate Action Strategy Plan that establishes a greenhouse gas reduction goal, based on the baseline established in the respective Plan.	Timeframe: 2016.	The City created and adopted a Climate Action Strategy Plan in 2015.	Completed. Delete.
Task 28.2	Adopt progressive energy efficiency strategies similar to those adopted by the California Public Utilities Commission: 1. All new residential construction in California will be zero net energy by 2020; 2. All new commercial construction in California will be zero net energy by 2030; 3. Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and 4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.	Timeframe: 2016.	The City created and adopted a Climate Action Strategy Plan in 2015.	Modify New Task 23.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-29(A): Promote alternative sources of energy in all homes.				
Task 29.1	Encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.	Timeframe: 2016.	The City continued to encourage sustainable building practices on a project-to-project basis	Continue and combine with Task 28.2 and 29.2. New Task 23.1
Task 29.2	Develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.	Timeframe: 2016.	The City continued to encourage sustainable building practices on a project-to-project basis.	Continue and combine with Task 28.2 and 29.1. New Task 23.2
Neighborhood Preservation and Character				
Policy HE-29(B): Ensure that additions of habitable space within existing dwellings are completed safely and in a manner consistent with the City's building and zoning regulations				
Policy HE-30: Require property owners to provide relocation assistance to renters displaced where rental units in which they live were constructed or are maintained in violation of the Daly City Municipal Code.				
Task 30.1	Require that property owners who place renters in units that violate the Municipal Code provide relocation assistance when the tenant must vacate the premises due to code enforcement activity. This policy will serve to protect particularly residents living in substandard illegal secondary units.	Timeframe: 2016.	During the 5th planning period, the City did not need to relocate residents as a result of building code violations.	Continue New Task 8.1
Policy HE-31: Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods, the impacts of building height are decreased to the maximum extent feasible without reducing permitted General Plan density				
Task 31.1	Review the Mixed-Use Design Guidelines and Zoning Ordinance to ensure that the guidelines address impacts created by larger mixed-use buildings proposed adjacent to smaller buildings and amend the Guidelines and Ordinance as needed.	Timeframe: 2015.	The City issued an RFP for this effort in March 2022. PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to update will be form based code. The City expects this update to be completed at the end of 2023.	Continue and Combine with Task 1.1, 3.1, 3.2, 3.3, 6.1, and 8.1. New Task 1.3

Daly City Housing Needs

General Demographics

Daly City had 102,875 residents in 2022, according to the most recent Department of Finance estimates, making it the second-largest city in San Mateo County, following the City of San Mateo with a population of 103,779). According to the 2015-2019 American Community Survey (ACS), Daly City's population decreased by 6 percent from 2020 to 2022 (**Table HE-4**). The Association of Bay Area Governments (ABAG) projects that Daly City's growth will increase over the next two decades, bringing the population to almost 120,000 by 2030.[1]

From a historical perspective, the population of Daly City increased greatly since 1930, most significantly in the decades immediately following World War II. Between 1950 and 1970, the City's population quadrupled to almost 67,000 people as the residential subdivisions of Westlake and Serramonte dotted Daly City's landscape west of newly constructed Interstate 280.

Daly City consists of a majority (59 percent) Asian population (**Table HE-5**). Approximately 12 percent of Daly City's residents are white, 3 percent are Black or African American, and 3 percent are mixed race or other. Of the total population, 23 percent identifies as Hispanic/Latinx. Latinx or Hispanic is not a separate racial category on the ACS, so all individuals who identify as Latinx or Hispanic also belong to another racial category as well (e.g.,- black, white, other).

As of 2019, the median age in Daly City was 39.7, which is similar to San Mateo County with a median age of 39.9. Approximately 25 percent of the city's residents are 24 years of age or younger, and 57 percent were between the ages of 25 and 64 (**Table HE-6**). The population 65 and overrepresented 17 percent of the city's population. Daly City, like other cities in San Mateo County, can expect to see a dramatic increase in the number of seniors as the baby boomer population ages.

Table HE 4: Daly City Population Growth

	Number			Percentage Change	
Year	**Daly City**	**County**	**Bay Area**	**Daly City**	**County**
1990	92,088	649,623	6,020,147	--	--
2000	103,625	707,163	6,784,348	13%	9%
2010	101,072	718,451	7,150,739	-2%	2%
2020	109,142	773,244	7,790,537	8%	8%
2022	102,875	744,662	n/a	-6%	-4%
2030 (Projected)	118,000	801,300	n/a	4%	10%
2040 (Projected)	129,700	862,800	n/a	7%	7%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019) and ABAG Projections 2040, Department of Finance E-5 Report, 2022.

[1] Although ABAG provides the most accurate population projects for the area, the projections are based on theoretical models, and often run high.

Table HE 5: Race and Ethnicity

	Daly City	Percentage	County
White	22,708	21%	51%
Black or African American	3,677	3%	2%
American Indian or Alaska Native	464	0%	0%
Asian/API	61,936	58%	29%
Native Hawaiian or Other Pacific Islander	1,441	1%	1%
Some Other Race	11,385	11%	11%
Two or More Races	5,066	5%	6%
Total population	**106,677**	**100%**	**100%**
Hispanic or Latino	24,407	23%	24%
Not Hispanic or Latino	82,270	77%	76%

Source: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 6: Age of Residents

	Daly City	Percentage
Under 5	4,752	4%
Age 5-14	9,048	8%
Age 15-24	13,421	13%
Age 25-34	18,271	17%
Age 35-44	14,718	14%
Age 45-54	13,324	12%
Age 55-64	14,921	14%
Age 65-74	10,068	9%
Age 75-84	5,458	5%
Age 85+	2,696	3%
Total	**106,677**	**100.0%**

Source: ABAG Data Packet, 2021 -- U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Housing Stock Characteristics

Housing Type, Tenure, and Vacancy

According to the 2015-2019 ACS, in 2019, Daly City had 31,796 homes (**Table HE-7**). Most of the households in Daly City (58 percent), the County (60 percent), and the Bay Area (56 percent) own their own homes (**Table HE-8**). A similar trend exists for renter-occupied households where less than half of the households rent in Daly City (42 percent), the County (40 percent), and the Bay Area (44 percent).

Almost half (47 percent) of the homes in Daly City are single-family detached homes, and 15 percent are single-family attached homes (e.g., condos or townhomes). A quarter (25 percent) of the population lives in larger apartment buildings of five units or more, and the remainder (12 percent) live in moderately sized buildings of two to four units. Mobile homes or other make up only 2 percent of the housing stock. See **Table HE-9** for details on building types in the city, county, and state.

Daly City has low vacancy rates (**Table HE-10**). According to 2022 data from the Department of Finance (DOF), the overall vacancy rate was 3.6 percent. When looking at vacancy rate by tenure, the homeowner vacancy rate was 1.0 and the renter vacancy rate was 1.8 percent. A housing market with a vacancy rate under 5 percent is considered to be a tight market. Tight markets can lead to high housing prices and subsequent higher rates of overcrowding.

Table HE 7: Total Housing Units

	Daly City		San Mateo County		Bay Area	
	Number	Percentage Change	Number	Percentage Change	Number	Percentage Change
2000	33,061	-	271,140	-	-	-
2019	31,796	3.98%	263,543	-2.8%	2,731,434	-

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 8: Tenure Type

	Daly City		San Mateo County		Bay Area	
Owner Occupied	18,534	58%	158,543	60%	1,531,955	56%
Renter Occupied	13,262	42%	105,000	40%	1,199,479	44%
Total Occupied Housing Units	**31,796**	**100%**	**263,543**	**100%**	**2,731,434**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 9: Building Type

	Daly City	Percentage	San Mateo County	State
Single-Family Detached	15,907	47%	55%	57%
Single-Family Attached	4,928	15%	9%	7%
2 to 4 units	4,187	12%	7%	8%
5+	8,354	25%	28%	24%
Mobile Home or Other	557	2%	1%	4%
Total	**33,933**	**100%**	**100%**	**100%**

Source: Department of Finance E-5 City/County Population and Housing Estimates, 2022

Table HE 10: Type of Vacancy

	Daly City	San Mateo County	Bay Area
Total Housing Units	32,978	277,773	2,904,094
Total Vacant	1,182	14,230	172,660
Total Vacancy Rate	3.6%	5.1%	5.9%
For rent	298	4,347	41,117
For-sale only	39	1,017	10,057
Rented or sold, not occupied	81	1,649	22,463
For seasonal, recreational, or occasional use	370	3,249	37,301
Other vacant	**394**	**3,968**	**61,256**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Housing Age and Condition

In addition to issues with affordability and overcrowding, housing can have physical problems, such as age or lack of facilities. An indication of the quality of the housing stock is its general age. Typically, housing over 30 years old is likely to have rehabilitation needs that may include plumbing, roof repairs, foundation work, and other repairs.

Nearly 70 percent of Daly City's housing stock was built between 1940 and 1980 (**Table HE-11**). Older housing can be more expensive to maintain and renovate. Almost the entire housing stock (approximately 96 percent) was built over 30 years ago, showing a high likelihood that a majority of the housing stock needs some type of rehabilitation. Only 4 percent of the homes have been built in the last quarter century.

The ACS reports other housing problems, including a lack of plumbing and kitchen facilities. Homes in Daly City have a small number of additional housing problems. Approximately 2 percent of renter units lack complete plumbing facilities while 0.4 percent of owner-occupied units lack complete kitchen facilities (**Table HE-12**).

Daly City's Economic and Community Development Department reports that a small number of houses or apartment buildings need major maintenance or repair. There were approximately 3,901 code enforcement cases opened between September 2019 and 2022. Of those 435 cases were due to unpermitted construction. These violations concerned construction without permits and did not include violations related to substandard housing issues. There were six cases classified as substandard, and 14 cases identified mold as a concern. The City has identified only a handful of units that are vacant and not habitable. The code enforcement department estimates that about 0.5 percent of the housing stock older than 10 years, which equates to about 50 percent of the housing stock, is in need of major rehabilitation with a few units needing replacement.

Table HE 11: Year Structure Built

	Daly City	Percentage
Built 1939 or earlier	2,475	8%
Built in 1940 to 1959	10,195	31%
Built in 1960 to 1979	12,209	37%
Build in 1980 to 1999	6,517	20%
Built in 2000 to 2009	1,128	3%
Built 2010 or Later	454	1%
Total	32,978	100%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 12: Number of Potential Housing Problems

	Owner	Renter
Lacking complete plumbing facilities	0.6%	1.6%
Lacking complete kitchen facilities	0.4%	0.1%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Rehabilitation Program

Residential Rehabilitation Program

The City administers a residential rehabilitation program that offers a variety of grants and loans. Grants are available to replace existing security bars on bedroom windows and exit doors. Seniors are eligible for grants of up to $2,500 for minor home repairs. The program offers low interest rate loans to low-income homeowners for roof replacement, window installation, or exterior painting and offers up to $1,500 for security bar retrofits. The city also offers complete rehab loan of up to $75,000 for homeowners. This loan includes a complete home inspection, termite report, cost estimate, work write-up, assistance with contractor selection, and a final inspection. Loans are also available to rehabilitate rental units.

This program is primarily funded with Community Development Block Grant (CDBG) funds, and as a result, is targeted to low-income households. The City is an entitlement jurisdiction and receives CDBG funds directly from the Department of Housing and Urban Development.

Community Development Block Grant Program (CDBG)

In addition to funding the City's Residential Rehabilitation Program, CDBG funds are used to support and fund several housing and housing-related programs carried out by various nonprofit agencies. More detailed descriptions of the programs administered by the nonprofit agencies can be found in the City's annual HUD Consolidated Plans. CDBG-supported programs serve low to moderate income persons.

Minor Home Repair

The City provides funding for minor home repair and installation of ramps, smoke detectors and/or grab bars. Minor home repair includes repair of windows, doors and plumbing fixtures. The City provides funding to three nonprofit agencies that assist Daly City residents with minor home repairs.

Household Characteristics

Household Size and Type

According to the DOF (Table HE-13), in 2022, Daly City had a relatively large average household size at 3.16, but this size has decreased slightly since 2011 (3.21 persons per household). For comparison, the average persons per household across San Mateo County was 2.7 and 2.81 for the State of California.

Looking at household types, half of all households (50 percent) in Daly City are married-couple family households, with 59 percent owning their own home (**Table HE-14**). Single-headed family households with children made up 23 percent of the population. Of the single-headed family households, 14 percent were female-headed households and 9 percent were male-headed households. Householders living alone made up 18 percent of all households.

Table HE 13: Household Size

		Daly City	San Mateo County	State
2011	Average Household Size	3.21	2.7	2.9
2022	Average Household Size	3.16	2.7	2.81

Source: Department of Finance E-5 City/County Population and Housing Estimates, 2022

Table HE 14: Household Type

Group	Owner Occupied	Percentage	Renter Occupied	Percentage	Total	Percentage
Married-Couple Family Households	10,843	59%	4,976	38%	15,819	50%
Householders Living Alone	2,923	16%	2,936	22%	5,859	18%
Female-Headed Family Households	2,525	14%	2,077	16%	4,602	14%
Male-Headed Family Households	1,422	8%	1,545	12%	2,967	9%
Other Non-Family Households	821	4%	1,728	13%	2,549	8%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Overcrowding

Limited affordable housing options can result in households living in overcrowded conditions. The U.S. Census defines an "overcrowded" household as 1.01 or more persons per room, excluding bathrooms, porches, balconies, foyers, halls, and half-rooms. "Severe overcrowding" occurs in households with more than 1.5 persons per room.

Daly City has a larger percentage of overcrowded units compared to the county (**Table HE-15**). About 8 percent of units in the city are overcrowded, and 5 percent are severely overcrowded. These percentages are higher than the county at 5 percent and 3 percent, respectively. The 2015-2019 ACS reports that renters have a much higher rate of overcrowding at 13 percent, and 10 percent are severely overcrowded. The rate of overcrowding for owners (5 percent) is much lower but still high, and 2 percent of owner households are severely overcrowded. Rates of overcrowding are closely linked to instances of overpayment and affordability.

Table HE 15: Number of Overcrowded Units

	Daly City	Percentage	San Mateo County	Percentage	Bay Area	Percentage
Not overcrowded	27,403	86%	242,599	92%	2,543,056	93%
Overcrowded	2,660	8%	12,333	5%	115,696	4%
Severely overcrowded	1,733	5%	8,611	3%	72,682	3%
Total Overcrowded	**4,393**	**14%**	**20,944**	**8%**	**188,378**	**7%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Household Income

Housing choices such as tenure (owning versus renting), housing type, and location are dependent on household income. On the other hand, household size and type often affect the proportion of income that can be spent on housing.

The California Department of Housing and Community Development (HCD) publishes annual tables of official federal and state income limits for determining these maximums for a variety of programs, including most of those on the website.

State statutory limits are based on federal limits set and periodically revised by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 Housing Choice Voucher (HCV) program. HUD's limits are based on surveys of local area median income (AMI).

The AMI for a family of four in San Mateo County in 2022 was $166,000. The commonly used income categories are as follows for a household of four:

- Extremely Low Income: Up to 30 percent of AMI ($0 to $55,900)
- Very Low Income: 31 to 50 percent of AMI ($55,901 to $93,200)
- Low Income: 51 to 80 percent of AMI ($93,201 to $149,100)
- Moderate Income: 81 to 120 percent of AMI ($149,101 to $199,200)
- Above Moderate Income: Above 120 percent of AMI ($199,201 or more)

Table HE-16 shows the maximum annual income level for each income group adjusted for household size for San Mateo County. The maximum annual income data are used to calculate the maximum affordable housing payments for households with different income levels and their eligibility for federal housing assistance.

Table HE 16: HCD 2022 Income Limits by Household, San Mateo County

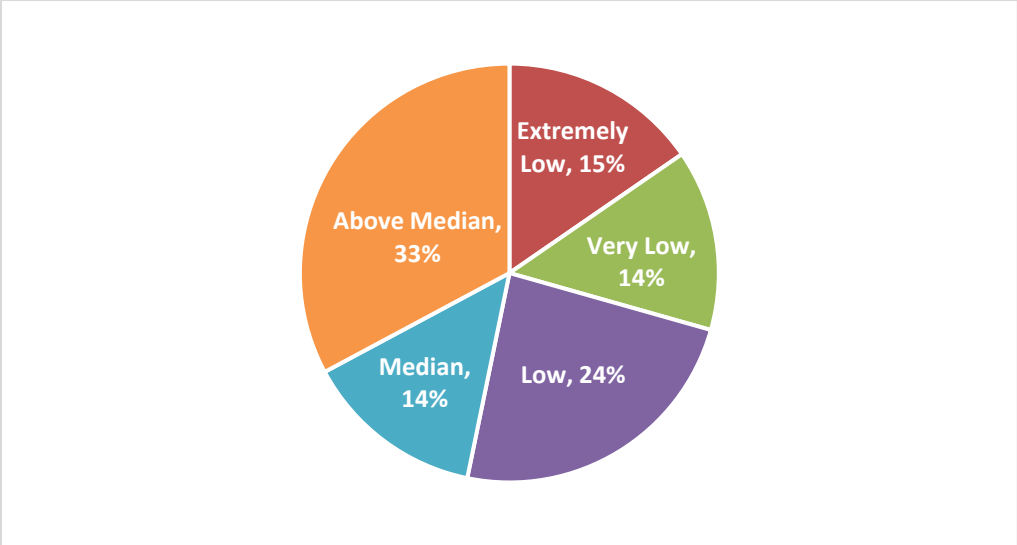
Income Category	1	2	3	4	5
Acutely Low	$17,450	$19,900	$22,400	$24,900	$26,900
Extremely Low	$39,150	$44,750	$50,350	$55,900	$60,400
Very Low	$65,250	$74,600	$83,900	$93,200	$100,700
Low Income	$104,400	$119,300	$134,200	$149,100	$161,050
Median Income	$116,200	$132,800	$149,100	**$166,000***	$179,300
Moderate Income	$139,450	$159,350	$179,300	$199,200	$215,150

** Bolding indicates the AMI for a family of four.*

Source: HCD State Income Limits 2022, San Mateo County

Daly City households have lower incomes than households countywide and in the Bay Area as a whole (**Table HE-17**). For Daly City and San Mateo County, this indicates that over half of households earn less than $166,000. In Daly City, 33 percent of the population earn above the AMI (**Figure HE-1**). At the other end of the spectrum, 53 percent of Daly City households make under $166,000 annually and are considered low-income households. Looking at tenure, (**Table HE-18**), the majority of renters are lower income households, and moderate and above moderate-income households tend to be owner occupied.

Figure HE-1: Household by Income Category



Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Table HE 17: Household Income

Income Category	Daly City		San Mateo County	Bay Area
Extremely Low	4,823	15%	13%	15%
Very Low	4,380	14%	11%	11%
Low	7,465	24%	16%	13%
Median	4,369	14%	10%	9%
Above Median	10,280	33%	49%	52%
Total	**31,317**	**100%**	**100%**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Table HE 18: Households by Income and Tenure

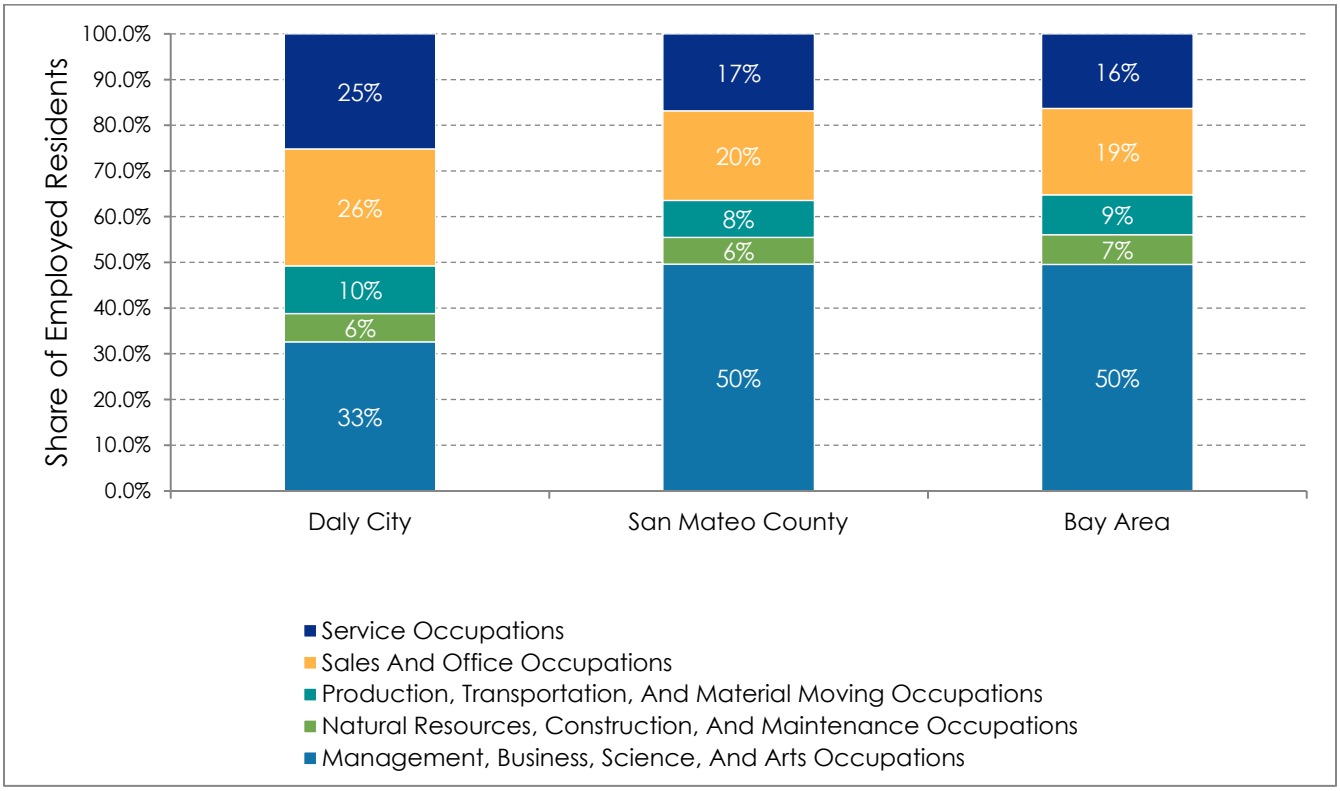
Income Category	Owner	Renter	Total		% Of All Households
Extremely Low	41%	59%	100%	4,823	15%
Very Low	37%	63%	100%	4,380	14%
Low	53%	47%	100%	7,465	24%
Median	63%	37%	100%	4,369	14%
Above Median	72%	28%	100%	10,280	33%

Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release.

Workforce

Daly City is largely a residential community, and thus almost all Daly City residents leave the city to work. **Figure HE-2** shows the occupations for Daly City residents compared to the county and Bay Area. Additionally, **Table HE-19** shows the median earning for these different occupation groups. Management, Business, Science, and arts made up the highest percentage of occupations in Daly City with 33 percent. This same group also had the highest median earnings at $72,499. Assuming a household of four, with two working adults in this field, the household would earn, $144,998, and would fall into the low-income category.

Figure HE-2: Resident Employment by Occupation



Source: ABAG Data Packet, 2021 -- U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 19: Median Earnings by Occupation, Daly City

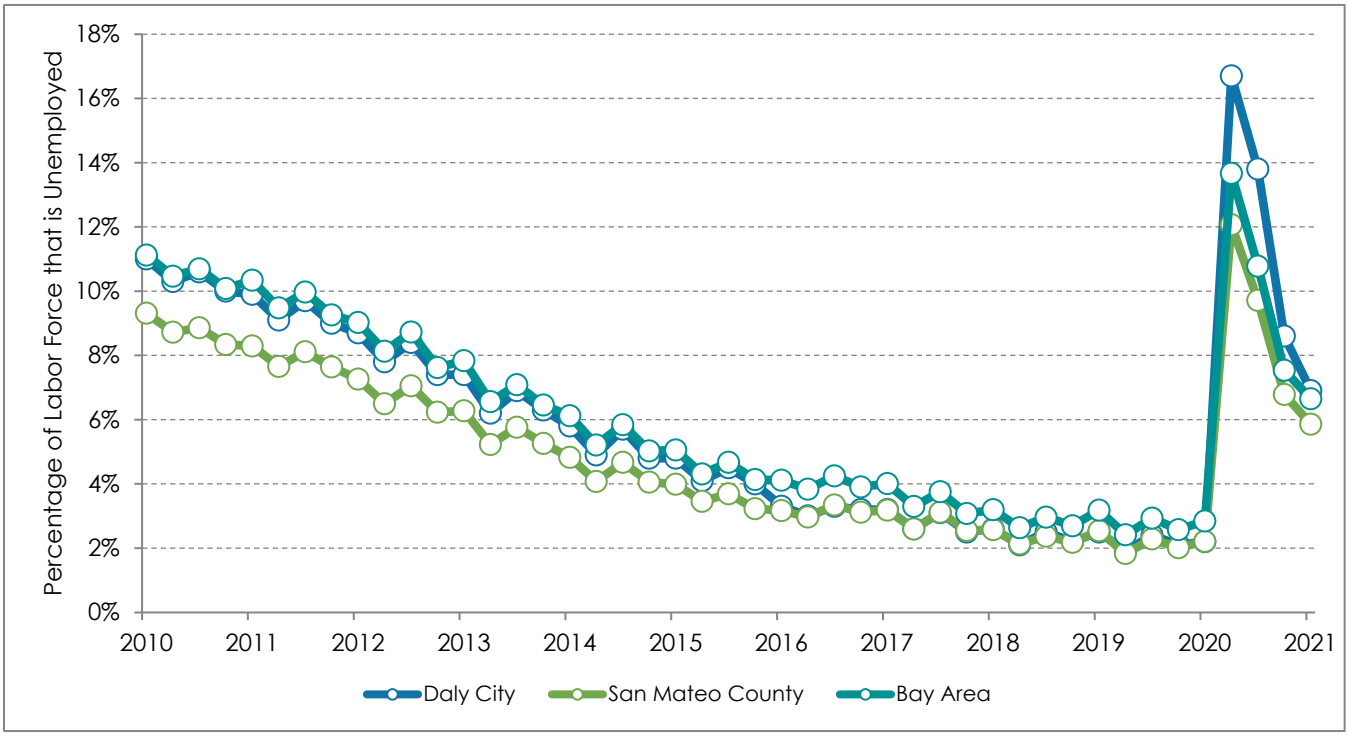
Occupation	Median Earnings	Median Earnings for Male	Median Earnings for Female
Management, business, science, and arts	$72,499	$80,621	$60,856
Service	$32,415	$39,334	$29,549
Sales and office	$34,328	$38,370	$31,868
Natural resources, construction, and maintenance	$47,160	$47,065	$67,000
Production, transportation, and material moving	$47,965	$50,667	$24,304

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Unemployment

According to the Employment Development Department, there were approximately 19,000 persons in the labor force in 2019 in Daly City, 416,000 in San Mateo County, and over 4 million in the Bay Area. Generally, the unemployment rate has decreased in the city similarly to the county and the Bay Area since 2010. However, in 2020, the unemployment rate increased exponentially from 2.2 percent in January 2020 to 16.7 percent in April 2020. This increase can most likely be attributed to the COVID-19 pandemic. As of January 2021, the unemployment rate decreased to 6.9 percent (**Figure HE-3**).

Figure HE-3: Unemployment Rate



Sources: ABAG Data Packet, 2021; California Employment Development Department, Local Area Unemployment Statistics (LAUS), Sub-county areas monthly updates, 2010-2021.

Housing Affordability

Home Prices and Affordability

According to 2020 data from the Zillow Home Value Index, the median home value in Daly City was $1,092,742 (**Table HE-20**). This is similar to the Bay Area overall but slightly lower than San Mateo County. According to Zillow, home prices in Daly City have increased by more than 55 percent since the start of the last Housing Element update in 2014.

As a result of climbing housing prices, a single person making a moderate income or less cannot afford to buy a home in Daly City. Likewise, a family of four making the median income or higher cannot afford a single-family home (**Table HE-21**). Given that half the housing stock in Daly City is single-family homes, and that more than half the population of Daly City is making less than a lower income, there are significant affordability concerns in terms of homeownership, especially if the market continues to rise.

Table HE 20: Median Home Values

	Owner-Occupied Units		
	Daly City	**County**	**Bay Area**
2013	$654,104	$888,354	$680,668
2014	$701,596	$957,191	$747,763
2015	$809,618	$1,110,183	$831,074
2016	$859,164	$1,160,303	$864,199
2017	$956,588	$1,310,332	$962,725
2018	$1,027,657	$1,394,704	$1,023,382
2019	$1,035,330	$1,363,234	$1,000,107
2020	$1,092,742	$1,418,334	$1,077,233

Sources: ABAG Data Packet, 2021; Zillow, Zillow Home Value Index (ZHVI)

Table HE 21: Ability to Pay for For-Sale Housing

	Annual Income	**Maximum Affordable Home Price**	**Median Priced Single-Family Detached Home**
Single Person			
Acutely Low Income	$17,450	$76,592	
Extremely Low Income	$39,150	$171,839	
Very Low Income	$65,250	$286,399	
Low Income	$104,400	$458,238	
Median Income	$116,200	$510,031	
Moderate Income	$139,450	$612,081	
Four Person			$1,092,742
Acutely Low Income	$24,900	$109,292	
Extremely Low Income	$55,900	$245,359	
Very Low Income	$93,200	$409,078	
Low Income	$149,100	$654,438	
Median Income	$161,050	$706,889	
Moderate Income	$199,200	$944,348	

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Notes:

1. Affordable cost 30 percent of gross household income spent on housing.

2. Affordable housing sales price is based on conventional 30-year loans at 6.00-percent interest and a 5-percent down payment.

3. Average value of homes in Daly City

Rents and Affordability

Rents in Daly City are comparable to rents in the county as a whole (**Table HE-22**). According to the 2015-2019 ACS, contract rent in Daly City was $2,116 a month in 2019, approximately a 36 percent increase since 2015. Rental rates in the county were slightly higher at $2,208 per month but lower when looking at the Bay Area at $1,849 per month in 2019. When comparing rents between the city, county, and Bay Area, the majority of rents ranged from $1,500 to $2,500 per month (**Table HE-23**).

In Daly City, a single-person and four-person household earning below the median income cannot afford the average unit (**Table HE-24**).

Table HE 22: Median Contract Rent

	Daly City		San Mateo County		Bay Area	
	Price per Month	Percentage Increase	Price per Month	Percentage Increase	Price per Month	Percentage Increase
2011	$1,399	-	$1,435	-	$1,285	-
2012	$1,411	1%	$1,461	2%	$1,323	3%
2013	$1,456	3%	$1,516	4%	$1,353	2%
2014	$1,493	3%	$1,565	3%	$1,396	3%
2015	$1,580	6%	$1,639	5%	$1,440	3%
2016	$1,680	6%	$1,747	7%	$1,521	6%
2017	$1,799	7%	$1,886	8%	$1,618	6%
2018	$1,949	8%	$2,049	9%	$1,737	7%
2019	$2,116	9%	$2,208	8%	$1,849	6%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 23: Summary of 2019 Rents

	Daly City	San Mateo County	Bay Area
Rent less than $500	1.8%	2.8%	6.1%
Rent $500-$1,000	4.6%	4.5%	10.2%
Rent $1,000-$1,500	13.4%	12.2%	18.9%
Rent $1,500-$2,000	23.7%	22.0%	22.8%
Rent $,2000-$2,500	27.8%	20.9%	17.3%
Rent $2,500-$3,000	16.4%	15.6%	11.7%
Rent $3,000 or more	12.3%	22.1%	13.0%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 24: Ability to Pay for Rental Housing

	Annual Income	Maximum Affordable Monthly Rent	2022 Market Rent	Affordability Gap
Single Person				
Acutely Low Income	$ 17,450	$436	$2,631	-2,195
Extremely Low Income	$ 39,150	$979	$2,631	-1,652
Very Low Income	$ 65,250	$1,631	$2,631	-1,000
Low Income	$104,400	$2,610	$2,631	-21
Median Income	$116,200	$2,905	$2,631	274
Moderate Income	$139,450	$3,486	$2,631	855
Four Person				
Acutely Low Income	$ 26,900	$ 673	$4,111	-3,439
Extremely Low Income	$ 60,400	$1,510	$4,111	-2,601
Very Low Income	$100,700	$2,518	$4,111	-1,594
Low Income	$161,050	$4,026	$4,111	-85
Median Income	$179,300	$4,483	$4,111	372
Moderate Income	$215,150	$5,379	$4,111	1,268

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Overpayment

A household is considered to be overpaying for housing if they spend more than 30 percent of their income on housing costs. Severely overpaying is defined as paying more than 50 percent of monthly household income for housing costs.

The ACS estimated that 6,734, or 20 percent, of all Daly City households, were overpaying for housing in 2019 (**Table HE-25**). Of those, 19 percent were owner-occupied households and 25 percent were renter-occupied households overpaying for housing (**Figure HE-4**).

Overall, renter households had a higher rate of overpayment than owner-occupied households.

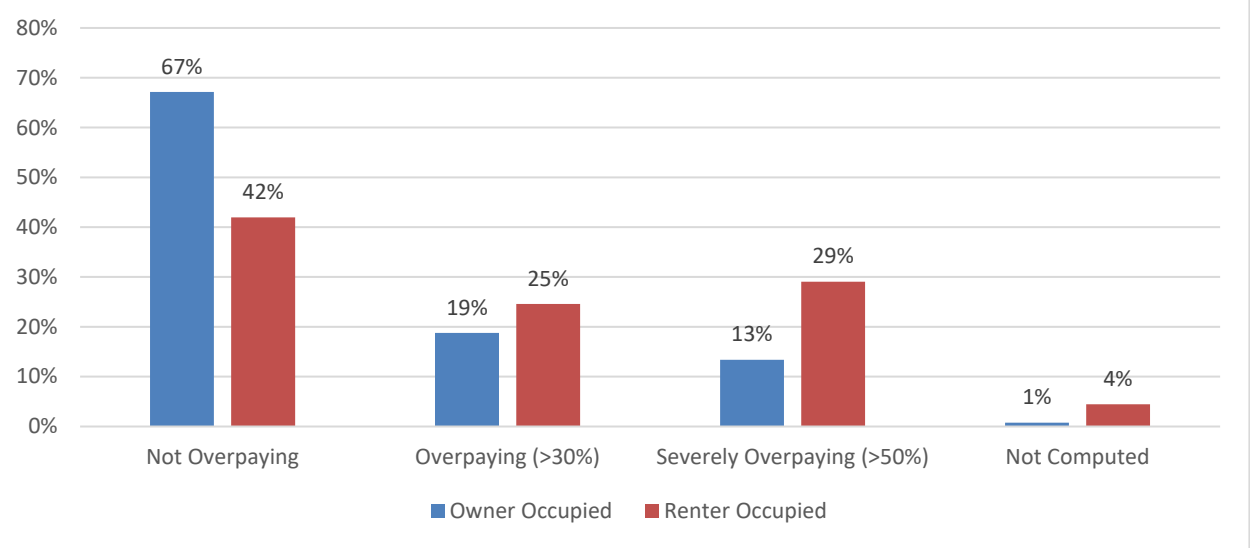
If there is not enough affordable housing in Daly City, lower-income people may choose to live elsewhere and commute into the city to work. Those who do live in Daly City may live in overcrowded units and have extremely limited money to dedicate towards other necessities, such as food, transportation, and medical care. Extremely low-income households paying more than 50 percent of their income towards housing are at greater risk for becoming homeless.

Table HE 25: Households Overpaying for Housing

Tenure	Income Category	Daly City	
Owner-occupied	Not Overpaying	12,445	67%
	Overpaying	3,475	19%
	Severely Overpaying	2,477	13%
	Not Computed	137	1%
	Total	**18,534**	**100%**
Renter-occupied	Not Overpaying	5,563	35%
	Overpaying	3,259	21%
	Severely Overpaying	6,330	40%
	Not Computed	724	5%
	Total	**15,876**	**100%**
Total	Not Overpaying	18,008	52%
	Overpaying	6,734	20%
	Severely Overpaying	8,807	26%
	Not Computed	861	3%
	Total	**34,410**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Figure HE-4: Households Overpaying by Tenure



Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

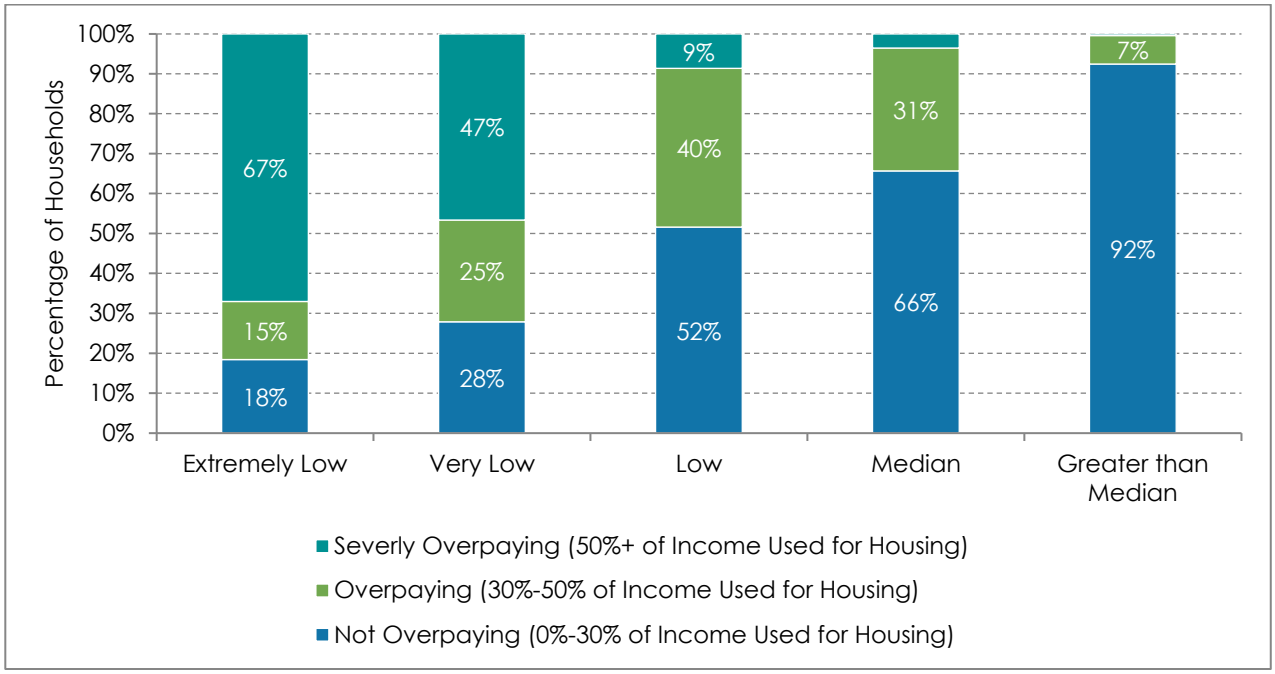
Lower-Income Households Overpaying

Cost burden tends to disproportionately affect lower-income households. **Figure HE-5** shows the relationship between low-income households and the varying degrees of cost burden. Overall, the majority of Daly City's low-income households overpay for housing costs, which include utilities and rent for renting households, and mortgage payments, insurance, real estate taxes, and utilities for home-

[1]

owning households. As shown in **Figure HE-5**, the percentage of cost-burdened households increases as annual income decreases. Daly City's extremely low-income households (earning up to 30 percent AMI, or $24,900 annually) experience the highest rates of cost burden, with 67 percent of households paying over 50 percent of monthly income toward housing costs.

Figure HE-5: Low-Income Households Overpaying



Sources: ABAG Data Packet, 2021; 2013-2017 CHAS.

Inventory of At-Risk Units

As required by California Government Code Section 65583, the Housing Element must analyze the extent to which below-market rate units are at risk of converting to market-rate housing. If there are at-risk units, the element should include programs to encourage preservation of these units or to replace any that are converted to market rate. The units to be considered are any units that were constructed using federal assistance programs, state or local mortgage revenue bonds, redevelopment tax increments, in-lieu fees or an inclusionary housing ordinance, or density bonuses. Housing is considered to be "at risk" if it is eligible to be converted to non-low-income housing due to: (1) the termination of a rental subsidy contract, (2) mortgage prepayment, or (3) the expiration of affordability restrictions. The time period applicable in making this determination is the 10-year period following the last mandated update of the Housing Element, which in the case of Daly City, is 2023 to 2031.

According to California Housing Partnership Corporation (CHPC), as of 2020, there were 673 affordable/assisted units in Daly City. Of those units, 161 units in two projects are at risk of converting to market rate in the next 10 years, by 2031 (**Table HE-26**). However, St Andrews Community that has an expiration of less than ten years is owned by Mercy Housing and is categorized as low risk by CHPC.

This section identifies the low-income units at-risk of converting to market-rate units in Daly City during the next 10 years and evaluates the likelihood of conversion.

Table HE 26: Assisted Units in Daly City

Name	Address	Funding Source	# of Units	# of Affordable Units	Affordable Units Expiration	Expiration 10 years or less
6800 Mission Family Housing	6800 Mission St.	LIHTC	52	51	2069	No
Brunswick Street Apartments	4619 Brunswick St.	LIHTC	206	204	2070	No
Hillcrest Gardens	35 Hillcrest Dr.	HUD	40	39	2047	No
Hillside Terrace	1293 Hillside Blvd.	CalHFA	18	4	2072	No
Midway Village Phase 1	47 Midway Dr.	LIHTC	147	145	2074	No
School House Station & Vista Grande (Site A)	99 School St.	LIHTC	71	69	2067	No
St. Andrew Community*	2070 Sullivan Ave.	HCD; HUD	50	49	2032	Yes*
Villa Fontana Apartments*	50 E. Market St.	HUD	120	112	2024	Yes*
Total			**704**	**673**		
Total At Risk				***161***		

** = Unit at risk of conversion in next 10 years.*

Sources: ABAG Data Packet, 2021; California Housing Partnership, 2022.

Cost Analysis of Preservation and Replacement

The following analysis examines the cost of preserving the at-risk units and the cost of producing replacement rental housing comparable in size and rent levels to the units that might convert to market-rate prices. In addition, this analysis will compare the costs between preservation and replacement.

Acquisition and Preservation Costs. The factors that must be used to determine the cost of preserving low-income housing include property acquisition, rehabilitation, and financing. Actual acquisition costs depend on several variables, such as condition, size, location, existing financing, and availability of financing (governmental and market). Based on the current market for multifamily buildings throughout San Mateo County, prices ranged from $450,000 per unit for a 76-unit complex building in Burlingame to $500,000 per unit for a 12-unit complex in San Mateo. To preserve the 112 affordable units in the Villa Fontana apartments at a comparable per-unit cost, the total cost would likely be between $50,400,000 and $56,000,000. For the 49 affordable units in St Andrews Community, the total cost would likely be between $52,200,000 and $58,000,000. Additionally, if the property needs significant rehabilitation, or financing is difficult to obtain, the overall cost to preserve the affordable units may increase.

Replacement costs. The cost of developing new housing depends on a variety of factors, such as density, size of units, location and related land costs, and type of construction. Land costs in the Bay Area are among the highest in the nation. The cost to replace 112 at-risk units in the Villa Fontana Apartments and 49 units in St Andrews Community has been estimated using 21 Elements Baird+ Driskell San Mateo and Santa Clara Counties Development Counties Development Costs. The per-unit replacement cost is estimated to be $732,500 based on a 10-unit project and $786,500 per unit for a 100-unit project. Consequently, the replacement cost for the 112-unit Villa Fontana Apartments would range from $82

million to $88 million. To replace the 49 affordable units in St Andres Community, the replacement costs would range between $36 million and $38 million.

Rent Subsidy. Housing affordability can also be preserved by seeking alternative means of subsidizing rents such as Tenant Protection Vouchers, which are a subset of the HCV program. Under HCVs, HUD pays the difference between what tenants can pay (defined as 30 percent of household income) and what HUD estimates as the fair-market rent on the unit. Based on HUD's 2022 fair-market rents and income limits, the subsidy needed to preserve a unit at an affordable rent for a four-person, extremely low-income household would be an estimated $1,688 per month for a two-bedroom unit, or $20,256 per year. For 30 years, the subsidy would be approximately $607,680 and subsidizing all 161 units at risk of converting to market rate at extremely low-income rents would cost approximately $97,836,480 for 30 years.

The subsidy needed to preserve a unit at an affordable rent for a very low-income household would be an estimated $681 per month, or $8,166 per year. For 30 years, the subsidy would be about $244,980 for a 4-person household. Subsidizing all 116 units at a very low-income rent for 30 years would cost an estimated $28.4 million.

In San Mateo County, a four-person, low-income household's ability to pay exceeds the fair-market rent for a two-bedroom unit.

Resources for Preservation

The types of resources available to preserve the at-risk low-income housing units in Daly City fall into two categories: (1) entities, such as public agencies or nonprofits, with the interest and capacity to purchase and/or manage at-risk units; and (2) financial resources available to purchase existing units or develop replacement units.

Public and nonprofit agencies. As part of the research for this section, local and regional private, nonprofit housing organizations were contacted. They could not make a commitment to purchase the at-risk units in the future because the need to assume ownership and management of these units is speculative at this stage. They did state, though, that they were interested and would be willing to work with Daly City to preserve the long-term affordability of these units if necessary. The organizations contacted were Mid-Peninsula Housing Coalition, Citizens Housing Corporation, and Mercy Charities Housing.

The California Housing and Community Development Department (HCD) also maintains a list of qualified organizations, including nonprofit housing developers, who are interested in being given first right of refusal on any upcoming sale of federally subsidized at-risk rental units to keep the units affordable.

Public financing and subsidies. As a result of the high cost of purchasing and developing housing, intense competition for available funding, and restrictions on the use of funds, financing for the preservation and/or replacement of at-risk units will likely come from multiple sources. The following funding sources have been identified for use in purchasing at-risk units in Daly City. Because new funding sources may become available in the future, the list below should not be viewed as comprehensive.

1) State Programs

The State provides several financial resources for housing development activities, including the preservation or replacement of at-risk units, through its various agencies. Since many of the State housing programs have a competitive funding cycle, Daly City would, if the situation arose, identify the amount of funding needed to preserve or replace at-risk units and apply to the appropriate programs.

a. **State Housing and Community Development Funds:** HCD offers a variety of loans and grants for housing development. One current program is the Multifamily Housing Program, which awards deferred loans for acquisition, rehabilitation, and new construction. As part of SB2 in 2017, the State established the Permanent Local Housing Allocation (PLHA) program which now provides funds to the city for various housing activities.

b. **CalHFA Funds:** The California Housing Finance Agency (CalHFA) operates several programs targeting both multifamily and single-family housing. CalHFA's multifamily housing development programs offer a range of loans to assist in the acquisition and development of affordable rental units.

c. **Tax Credits:** The California Tax Credit Allocation Committee, under the State Treasurer's Office, implements the federal and state low-income housing tax credit (LIHTC) programs, which are available to eligible acquisition, rehabilitation, and/or new construction projects annually through a competitive application cycle. State tax credits can only be received on approval for federal tax credits. Because of the highly competitive nature of the funding process, projects awarded tax credits are targeted to very low-income renters. Public or private developers are eligible to apply.

2) CDBG Funds

Through the federal Community Development Block Grant (CDBG) program, the City provides grants and loans to a wide range of housing and neighborhood development activities. As an entitlement grantee, Daly City receives CDBG funds directly from HUD each year. The City has received an average of $900,000 to $1 million in annual CDBG funding from HUD which is allocated to various funding categories including housing, capital improvements and public services. CDBG-funded activities include rehabilitation, public services (i.e. homelessness, illiteracy, childcare), plans to develop infant toddler center, economic development – micro enterprise assistance, sidewalk curb ramps, and contracts with local nonprofits for housing rehabilitation.

Over the last four fiscal years, an average of $1.1 million has been allocated annually towards housing activities. The City allocates its annual CDBG fund to the City's Residential Rehabilitation Program, grants, and low interest loans are available to eligible single-family and multifamily property owners. During the planning period, 238 households were assisted through the home repairs programs, of these households, 152 were special-needs groups (seniors/with disabilities). In response to the COVID-19 pandemic, the City received additional CDBG funds (CDBG-CV) which it used to provide emergency rental assistance for low income households affected by the pandemic.

3) HOME Funds

Daly City, as a Participating Jurisdiction, directly receives Home Investment Partnership Program (HOME) funds from HUD. The City receives an annual allocation of $350,000 in HOME funds and is allocated towards affordable housing development.

4) Other HUD Funds

Subject to annual congressional appropriations, HUD will provide most – and in some cases all – of the financial incentives necessary for acquisition or maintenance of federally subsidized at-risk projects with existing owners or other public or private entities like nonprofit organizations. Some HUD funding sources include the following:

- Restructured and/or renewed Section 8 contracts between existing owners and HUD to maintain or extend affordability of at-risk units. Villa Fontana Apartments chose this option by participating in HUD's Mark Up to Market Program and delaying any possibility of an opt out for five years.

- Section 8 Vouchers are available to tenants in at-risk multifamily units whose owners terminate their project-based Section 8 contracts to prevent any displacements. These owners can then voluntarily accept Section 8 tenant-based vouchers or else the tenants can seek out another rental unit since the vouchers are portable. If the tenants move, the vouchers will only pay up to the difference of the HUD rent standard and 30 percent of the tenant's monthly income.

Regional Housing Needs Allocation

The Regional Housing Needs Allocation (RHNA) addresses housing demand across income levels and coordinates housing policy throughout California. Each jurisdiction in the Bay Area (101 cities, 9 counties) is given a share of the anticipated regional housing need. The Bay Area's regional housing need is generally allocated by HCD and finalized though negotiations with ABAG. However, in San Mateo County, jurisdictions formed a sub-regional agreement and divided the countywide need themselves.

According to the RHNA, Daly City will need to ensure there is land available for a total of 4,838 new units between 2023 and 2031 (**Table HE-27**). Approximately 41 percent of those units will be for households making more than moderate income, 16 percent will be for households making moderate income, 16 percent for low-income, and 28 percent for very low-income and extremely low-income households.

Table HE 27: Regional Housing Needs Allocation 2023 - 2031

	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
Atherton	94	54	56	144	348
Belmont	488	281	283	733	1,785
Brisbane	317	183	303	785	1,588
Burlingame	863	497	529	1,368	3,257
Colma	44	25	37	96	202
Daly City	**1,336**	**769**	**762**	**1,971**	**4,838**
East Palo Alto	165	95	159	410	829
Foster City	520	299	300	777	1,896
Half Moon Bay	181	104	54	141	480
Hillsborough	155	89	87	223	554
Menlo Park	740	426	496	1284	2,946
Millbrae	575	331	361	932	2,199
Pacifica	538	310	291	753	1,892
Portola Valley	73	42	39	99	253
Redwood City	1115	643	789	2,041	4,588
San Bruno	704	405	573	1483	3,165
San Carlos	739	425	438	1133	2,735
San Mateo City	1777	1023	1,175	3040	7,015
South San Francisco	871	502	720	1,863	3,956
Woodside	811	468	433	1121	2,833
Unincorporated San Mateo County	90	52	52	134	328
Total	**12,196**	**7,023**	**7,937**	**20,531**	**47,687**

Source: Association of Bay Area Governments, Final 2023-2031 Regional Housing Need Allocation by County

Special Housing Needs

Certain groups have greater difficulty in finding decent, affordable housing because of their special circumstances. Special circumstances may be related to employment and income, family characteristics, disability, and household characteristics.

State Housing Element law states that special-needs groups include the following: senior households, disabled persons, developmentally delayed persons, large households, female-headed households with children, students, homeless persons, and farmworkers. This section provides a discussion of the housing needs facing each group.

Seniors

Seniors face many housing challenges as they age, including a fixed budget, higher medical costs, and greater likelihood of disabilities.

According to the 2015-2019 ACS, approximately 17 percent (18,222 persons) of the City's population were senior residents (65 years or older). Senior-headed households made up approximately 23 percent (7,295 households) of the households in Daly City (**Table HE-28**). The majority of senior households were owner-occupied households (66 percent) and had incomes less than 80 percent AMI. The majority of renter-occupied households (39 percent) had incomes in the extremely low-income category. Overall, 67 percent of seniors were considered low income.

Seniors in Daly City, like seniors in San Mateo County at large, are significantly more likely to be homeowners than renters. Thus, housing concerns for seniors in Daly City might include retrofits to allow seniors to age in place (stay in their current home as they get older). Often, homeownership means greater housing security.

As the large baby boomer population ages, Daly City, like the rest of San Mateo County, is expected to see a growing senior population.

Table HE 28: Senior Households by Income Level and Tenure

	Owner	Percentage	Renter	Percentage	Total	Percentage
Extremely Low (0%-30% of AMI)	1,010	21%	970	39%	**1,980**	**27%**
Very Low (31%-50% of AMI)	825	17%	475	19%	**1,300**	**18%**
Low (51%-80% of AMI)	1,060	22%	510	21%	**1,570**	**22%**
Median (81%-100% of AMI)	545	11%	135	5%	**680**	**9%**
Above Median (>100% of AMI)	1,385	29%	380	15%	**1,765**	**24%**
Total Seniors	**4,825**	**100%**	**2,470**	**100%**	**7,295**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Persons with Disabilities

Persons with disabilities face many challenges when looking for housing. There is a limited supply of handicap-accessible, affordable housing generally, and the supply is especially tight near transit. Being near transit is important because many people with disabilities cannot drive. People with disabilities are also often extremely low income due to the challenge of securing long-term employment, and to higher medical bills. Additionally, because some people with disabilities, particularly developmental disabilities, have lived with their parents, they often do not have rental or credit history. This makes it harder for them to compete for the limited housing that is available. The ACS defines six aspects of disability: hearing, vision, cognitive, ambulatory, self-care, and independent living.

- Hearing difficulty: Deafness or serious difficulty hearing
- Vision difficulty: Blindness or serious difficulty seeing even when wearing glasses
- Cognitive difficulty: Serious difficulty concentrating, remembering, or making decisions due to a physical, mental, or emotional condition
- Ambulatory difficulty: Serious difficulty walking or climbing stairs
- Self-care difficulty: Difficulty dressing or bathing (Activities of Daily Living [ADL])
- Independent living difficulty: Difficulty doing errands alone, such as visiting a doctor's office or shopping due to a physical, mental, or emotional condition

According to the 2015-2019 ACS, 9,680 individuals (19 percent) over age five in the City of Daly City had one or more disability (**Table HE-29**).

In Daly City, more than a third (75 percent) of the senior population has some kind of disability. The most common disabilities among seniors in Daly City are ambulatory disabilities (23 percent of the population) and independent living disabilities (19 percent).

Table HE 29: Type of Disability

Disability Type	Percentage
Vision Disability	1.4%
Hearing Difficulty	2.6%
Cognitive Disability	2.9%
Ambulatory Disability	5.3%
Self-Care Disability	2.4%
Independent Living Disability	4.4%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Developmental Disabilities

California Government Code Section 65583(a)(7)) requires the City to include the needs of those with a developmental disability within the community in its analysis of "special needs groups." According to Section 4512 of the Welfare and Institutions Code, "developmental disability" means a disability that originates before an individual attains 18 years of age; continues, or can be expected to continue, indefinitely; and constitutes a substantial disability for that individual. It includes intellectual disabilities, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions closely related to intellectual disability or requiring similar treatment but does not include other conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled persons require a group living environment where supervision is provided. The most severely affected persons may require an institutional environment where medical aid and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services currently provides community-based services to approximately 360,000 people with developmental disabilities and their families through a statewide system of 21 regional centers, 4 developmental centers, and 2 community-based facilities. The Golden Gate Regional Center is 1 of 21 regional centers in California that provides point-of-entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

According to the Department of Developmental Services, from 2019-2020, the Golden Gate Regional Center served 41 percent of the age group 0 to 17 and 59 percent for ages 18 and over for developmentally disabled residents in Daly City. **Table HE-30** provides an estimate of the number of developmentally disabled residents by age in Daly City.

Many people with developmental disabilities are unable to secure long-term employment. This results in many people relying on Supplemental Security Income (SSI) and many earn 10-20 percent of the AMI.

People with developmental disabilities have various housing needs and housing situations. Almost all (83 percent) of Daly City residents with disabilities live with a parent or legal guardian (**Table HE-31**). An additional 7 percent live in community care facilities, while 10 percent live in Foster/Family Home, Independent/Supportive Living, Intermediate Care Facility, or "Other."

Table HE 30: Age of People with Development Disabilities

Age 18+	397
Age Under 18	272
Total	**669**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 31: Living Arrangements of People with Developmental Disabilities

	Number	
Lives with	**Daly City**	**Percentage**
Home of Parent/Family/Guardian	547	83%
Community Care Facility	49	7%
Foster/Family Home	31	5%
Independent/Supportive Living	9	1%
Intermediate Care Facility	20	3%
All Others	5	1%
Total	**661**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Trends that are affecting the people with developmental disabilities include California's moves to reduce institutionalization, aging family caregivers not being able to continue providing in-house care, and the growing wave of people with autism.

- **Deinstitutionalization** – In 1977, California, passed the Lanterman Developmentally Disabled Services Act, to minimize the institutionalization of developmentally disabled people, help them remain in their communities, and allow them to live their lives as similar to non-disabled people as possible. To accomplish this end, the state has been closing large institutional care facilities, resulting in more people with disabilities being integrated into the community. However, this has increased the demand for community-based independent living options to serve the needs of the developmentally disabled.
- **Aging Baby Boomers Unable to Care for Their Children with Developmental Disabilities** – Almost three quarters of people with developmental disabilities live with a parent or caregiver, and many of these caregivers are baby boomers. As these caregivers age, their ability to continue to care for their developmentally disabled children will decrease to the point where it is no longer possible. This trend is also going to be a factor in the increased need for community-based independent living options for the developmentally disabled. Many service delivery systems and communities are not prepared to meet the increasing need.
- **Increasing Numbers of People with Autism** – There is a large number of people with developmental disabilities that have autism. They have been brought up as independent members of the community and want to remain independent and involved in the community. There is a coming need to supply community-based independent living options for these individuals.

Disability Policy Recommendations

The three major needs for people with disabilities are low cost (subsidized) rents, handicapped accessible homes, and buildings near public transportation. These needs are very similar to the desires of other segments of the population. Policies that promote affordable housing generally are also good for the disabled community. Specific recommendations from the Golden Gate Regional Center include (and the City of Daly City's provision of each):

- Jurisdictions assisting with site identification for low-income developments – the City Housing Manager provides this information
- Policies to promote accessible homes – the City has adopted a Reasonable Accommodation Ordinance
- Inclusionary zoning – the City has adopted an inclusionary zoning law
- Second units – the City has adopted a flexible second ordinance
- Mixed-use zoning – the City allows mixed-use development in a number of zones

Additionally, some people with development disabilities need supportive housing that is affordable and near public transit. In supportive housing, additional services are provided at the home.

Single-Headed Households

Households headed by a single parent can have special needs due to the economic limitation of earning only one income, and the challenges of childcare without a partner. Although gender equality has made strides over the past 50 years, women continue to earn lower incomes than men. Therefore, female-headed households in particular have specific housing needs that must be addressed. Female-headed households can have special needs that include low-cost housing suitable for children and located near

schools and childcare facilities. Innovative, shared-living arrangements, including congregate cooking and childcare, could also be appropriate.

Of total single-headed households, female-headed households make up 8 percent and male single-headed households made-up 4 percent in Daly City. The most vulnerable female-headed households can be those where women are living with children without a partner. According to the 2015-2019 ACS, Daly City has 4,602 such households (**Table HE-32**). Of total households, single-headed households represent 15 percent, of such households, 8 percent are owners and 7 percent are renters. Female-headed households are more likely to be living under the poverty line than other households: 8 percent of female-headed households in Daly City are under the poverty line. An additional approximately 2,967 households are headed by males.

Table HE 32: Single-Headed Family Households

	Female-Headed Family Households		Male-Headed Family Households		Total Single-Headed Family Households out of All households[1]	
Tenure	**Number**	**Percentage**	**Number**	**Percentage**	**Number**	**Percentage**
Owner	2,525	8%	1,422	4%	3,947	21%
Renter	2,077	7%	1,545	5%	3,622	27%
Total Single Headed Households	4,602	15%	2,967	-	7,569	24%
Female Households Below Poverty Level	364	8%	-	-		

1. Totals calculated using 2015-2019 households count of 31,796, of which, 18,534 are owner occupied, and 13,626 are renter occupied.

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Large Households

Large households are defined as households with five or more members living in the same home. Large households are a special-needs group because of the difficulty in finding adequate and affordable housing. Many jurisdictions have few large homes, and often these larger homes are significantly more expensive than smaller ones.

According to the 2015-2019 ACS, large households made up 17 percent of all household in the city in 2019 (**Table HE-33**). Of those large households, 19 percent were renters and 17 percent owned their home. Approximately 51 percent of large family households in Daly City were classified as either very low- or low-income households, while the remaining 49 percent fell into the moderate- or above moderate-income category.

When looking at the available housing stock, a majority of the city's rental housing stock consists of individual single-family homes and apartment buildings for rent with multifamily only comprising 37 percent of the housing stock in Daly City (**Table HE-34**). The City recognizes that lower-income large families are most likely in need of rentals with a greater number of bedrooms. There were approximately 16,881 dwelling units with three or more bedrooms in Daly City, an amount that exceeds the current estimated needs for large families.

Table HE 33: Households of Five or More by Tenure

	Owner	Percentage	Renter	Percentage	Total	Percentage
1-person household	2,923	16%	2,936	22%	5,859	18%
2-person household	5,458	29%	3,261	25%	8,719	27%
3-person household	3,501	19%	2,334	18%	5,835	18%
4-person household	3,571	19%	2,248	17%	5,819	18%
5- or more person household	3,081	17%	2,483	19%	5,564	17%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 34: Housing Units by Bedroom Size

	Owner	Percentage	Renter	Percentage	Total	Percentage
No bedroom	270	1%	1,675	13%	1,945	6%
1 bedroom	537	3%	4,250	32%	4,787	15%
2 bedrooms	4,125	22%	4,058	31%	8,183	26%
3-4 bedrooms	12,654	68%	2,965	22%	15,619	49%
5 or more bedrooms	948	5%	314	2%	1,262	4%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Persons Experiencing Homelessness

Homelessness in San Mateo County

The San Mateo County Continuum of Care announced in October 2022 that to end homelessness they will be focusing on prevention by moving homeless people into permanent housing instead of shelters by increasing the stock of affordable housing and launching a new local voucher program. The voucher program will launch in 2023 and will help fill in the gap between rent paid by formerly homeless individuals and families with extremely low incomes and the actual rent to avoid evictions. Funding for the program will be subject to future approvals by the Board of Supervisors. Additionally, the County began the construction of its first Low-Barrier Navigation Center. The center includes 240 units. On these units, 168 units are 200 square feet and include an in-unit bathroom. Of the 240 units, 72 units are 100 square feet, and the residents of these units will have access to community bathrooms. The total capacity is for 260 residents.

According to a 2022 countywide homeless survey, there are 1,092 homeless people living in San Mateo County (**Table HE-35**). About 84 percent of the homeless population was living in San Mateo County when they became homeless.

The homeless population in San Mateo County are both sheltered, meaning they live in emergency shelters, transitional housing, treatment centers, or other similar institutions; and unsheltered, meaning they live on the street, in encampments, or in a vehicle.

The number of homeless individuals living on the street in San Mateo County has increased since 2013, while the number living in a recreational vehicle (RV) has risen to 26 percent and those living in a car has decreased by 40 percent. The number of people living in an encampment has risen dramatically from 1 percent in 2013 to 16 percent in 2022. The remaining 34 percent are living on the street, safe parking, or "other" place.

The vast majority of homeless people are single adults (who may be living with another adult, but no children). However,109 households (8.7 percent) were families experiencing homelessness. Of the 109 families, 88 (81 percent) were staying in emergency shelters or transitional housing and 14 percent were staying in safe parking programs. Only 5 families (5 percent) were living in vehicles outside of safe parking programs and 1 family (1 percent) was observed living on the street. Most of the unsheltered population were White (62 percent) and male (74 percent). Notably, 22 percent of the unsheltered homeless population has an alcohol and drug problem, while 25 percent of the sheltered population has a similar problem. **Table HE-36** contains demographics of the county's homeless population and **Table HE-37** shows the location where homelessness first occurred. **Table HE-38** lists the county's homeless population by location as of 2022.

Homelessness in Daly City

As of the 2022 San Mateo Homeless Census, 49 unsheltered homeless people lived in Daly City. The number of unsheltered homeless people has declined over the past five years from a high of 66 in 2019.

Table HE 35: Homeless Count

	Daly City	County		
Year	Unsheltered	Unsheltered	Sheltered	Total
2017	17	637	616	1,253
2019	66	901	611	1,512
2022	49	1,092	716	1,808
2017-2022	32	455	100	555
2017-2022	65%	42%	14%	31%

Source: 2022 One Day Homeless Count and Survey

Table HE 36: Demographics of Homeless Population

	County			
	Emergency Shelter	**Transitional Housing**	**Unsheltered**	**Total**
	582	134	1,092	1,808
Demographics by sleeping location				
Age				
Under 18	20%	51%6	3%	12%
18-24 years old	3%	13%	3%	4%
25+ years old	77%	35%	94%	84%
Gender				
Female	41%	52%	25%	32%
Male	59%	47%	74%	67%
Transgender	0%	1%	1%	0%
Not Singularly Female or Male	<1%	0%	0%	0%
Questioning	0%	0%	0%	0%
Ethnicity				
Non-Hispanic/Non-Latin (a) (o)(x)	67%	37%	47%	53%
Hispanic/Latin (a) (o) (x)	33%	63%	53%	47%
Race				
White	59%	60%	62%	61%
Black, African American, or African	19%	12%	20%	19%
Asian, or Asian American	5%	1%	7%	6%
American Indian, Alaska Native, or Indigenous	4%	4%	6%	5%
Native Hawaiian or Pacific Islander	7%	16	0%	3%
Multiple Races	6%	7%	5%	5%
Other Characteristics				
Chronically Homeless	43%	-	42%	39%

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness.

Table HE 37: Location when Homelessness Occurred

	County
Living in San Mateo County when became homeless	84
Other County in California	12%
Other State	3%
Refused	1%

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness

Table HE 38: County Homeless Population Location 2013-2022

	2013	2022	Change
Street	15%	16%	7%
Car/Van	41%	30%	-27%
Safe Parking	11%	16%	45%
Tent/Encampment	1%	16%	1500%
RV	19%	26%	37%
Other	12%	2%	-83%
Total	**2,281**	**1,092**	**-1,189**

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness

Homelessness Assistance

The City provides funding to one agency that operates homeless shelters in the County. LifeMoves (formerly Shelter Network) operates Family Crossroads, a transitional shelter for families located in Daly City. This shelter also provides supportive services to help connect their clients to other services that they may need.

The Daly City Community Service Center, operated by Daly City Partnership, serves as one of the core, or primary entry, social service agencies in the county. The Center's mission is to promote and improve the quality of life for the residents of Daly City, Colma, and Broadmoor through the provision of quality crisis intervention services, either directly or by referral to the appropriate provider. A vital housing-related service through the Center is the distribution of motel vouchers to families and individuals who need temporary emergency shelter. Also, the Center offers a comprehensive needs assessment and is able to provide housing-related information and referrals. The City provides in-kind support for the Center. The Center is located in a City building that is provided to Daly City Partnership rent-free. During COVID, the City provided funding to the Center to fund an emergency rental assistance program.

Farmworkers

Farmworkers are traditionally defined as persons whose primary incomes are earned through seasonal agricultural labor. Farmworkers typically have special housing needs because of their relatively low income and the unstable nature of their job (i.e., having to move throughout the year from one harvest to the next).

According to the California Department of Education, California Longitudinal Pupil Achievement Data System (CALPADS), since 2016, there have not been migrant worker students in Daly City. The 2002-2018 U.S. Census Bureau, Longitudinal Employer-Household Dynamics, Residence Area Characteristics reports that there were 258 job holders in Daly City classified as Agriculture and Natural Resources, making up 0.4 percent of the total job industry. According to the U.S. Department of Agriculture, Census of Farmworkers, hired permanent farmworkers (those working more than 150 days) in San Mateo County has decreased by 56 percent and seasonal (working less than 150 days) have decreased by 57 percent.

The Housing Element, in **Task 13.4**, provides that the City shall, to the extent of its jurisdiction, implement all of the provisions of the Employee Housing Act (Government Health and Safety Code Sections 17030-17039) and work with HCD to do the same.

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Fair Housing Assessment

This Fair Housing Assessment follows the April 2021 State of California Guidance for AFFH. The study was conducted as part of the 21 Elements process, which facilitates the completion of housing elements for all San Mateo County jurisdictions.

The section includes the following

Fair Housing Enforcement and Outreach Capacity reviews lawsuits/enforcement actions/complaints against the jurisdiction; compliance with state fair housing laws and regulations; and jurisdictional capacity to conduct fair housing outreach and education.

Integration and Segregation identifies areas of concentrated segregation, degrees of segregation, and the groups that experience the highest levels of segregation.

Access to Opportunity examines differences in access to education, transportation, economic development, and healthy environments.

Disparate Housing Needs identifies which groups have disproportionate housing needs, including displacement risk.

Other Relevant Factors analyzes the local and regional context that may influence access to fair housing.

Sites Inventory Analysis examines the distribution of sites, unit capacity, and affordability to meet the RHNA with the lens of affirmatively furthering fair housing.

Contributing Factors and Fair Housing Action Plan identifies the primary factors contributing to fair housing challenges and the plan for taking meaningful actions to improve access to housing and economic opportunity.

Fair Housing Enforcement and Outreach Capacity

This section discusses fair housing legal cases and inquiries, fair housing protections and enforcement, and outreach capacity.

Fair housing legal cases and inquiries. California fair housing law extends beyond the protections in the Federal Fair Housing Act (FHA). In addition to the FHA protected classes—race, color, ancestry/national origin, religion, disability, sex, and familial status—California law offers protections for age, sexual orientation, gender identity or expression, genetic information, marital status, military or veteran status, and source of income (including federal housing assistance vouchers).

The California Department of Fair Employment in Housing (DFEH) was established in 1980 and is now the **largest civil rights agency in the United States**. According to its website, the DFEH's mission is "to protect the people of California from unlawful discrimination in employment, housing and public accommodations (businesses) and from hate violence and human trafficking in accordance with the Fair Employment and Housing Act (FEHA), Unruh Civil Rights Act, Disabled Persons Act, and Ralph Civil Rights Act."[2]

DFEH receives, evaluates, and investigates fair housing complaints. It plays a particularly significant role in investigating fair housing complaints against protected classes that are not included in federal legislation and therefore not investigated by HUD. DFEH's website provides detailed instructions for filing a complaint,

[2] https://www.dfeh.ca.gov/aboutdfeh/

the complaint process, appealing a decision, and other frequently asked questions.[3] Fair housing complaints can also be submitted to HUD for investigation.

Additionally, San Mateo County has a number of local enforcement organizations, including Project Sentinel, the Legal Aid Society of San Mateo County, Bay Area Legal Aid, and Community Legal Services of East Palo Alto. These organizations receive funding from the county and local jurisdictions to support fair housing enforcement and outreach and education in the county.

From 2013 to 2021, **135 fair housing complaints in San Mateo County were filed with HUD, and 8.9 percent (8 complaints) were in Daly City (see Table HE-39),** although complaints may include more than one issue. Countywide, most complaints cited disability status as the bias (52.6 percent), followed by familial status (19.6 percent) and race (16.3 percent),. In Daly City, the most common bases for complaints were familial status (87.5 percent) and race and disability (37.5 percent each). The issues associated with these complaints included refusal to rent, refusal to negotiate for a rental, and failure to make reasonable accommodation.

Countywide, 64 cases were closed following a "no cause" determination; 50 were closed following successful conciliation or settlement; 16 complaints were withdrawn by the complainant after resolution; and 5 complaints were withdrawn by the complainant without resolution. The majority of fair housing inquiries in 2020 were submitted by residents of the cities of San Mateo, Redwood City, Daly City, Pacifica, East Palo Alto, and Menlo Park.

Table HE 39: Fair Housing Complaints by Basis

Basis	San Mateo County		Daly City	
	Number	Percentage	Number	Percentage
Disability	71	52.6%	3	37.5%
Race	22	16.3%	3	37.5%
National Origin	21	15.6%	1	12.5%
Familial Status	40	29.6%	7	87.5%
Sex	6	4.4%	0	0
Retaliation	11	8.1%	0	0
Religion	4	3.0%	0	0
Total Cases*	**135**		**8**	

Source: HUD, 2021

**Note: Each case may cite multiple bases of discrimination, so the total number of bases may exceed the total number of cases.*

In addition to formal complaints, 147 inquiries were made during the same time. Of these, 25.9 percent had no valid issues, 39.5 percent of claimants failed to respond to HUD, 17.0 percent had no valid basis, 6.8 percent decided not to pursue further, 4.1 percent had other dispositions, and the remainder of claimants did not file in a timely manner. While the majority of the cases filed during this period did not have cause, that does not necessarily mean there is no discrimination occurring. Therefore, the City has identified **Tasks 15.1 and Task 15.2** to ensure residents and housing providers are aware of fair housing laws, rights, and requirements as well as resources available to residents should they experience

[3] https://www.dfeh.ca.gov/complaintprocess/

discrimination. Further, the City will work with local and regional fair housing providers to facilitate trainings for housing providers to prevent discriminatory actions and behaviors.

The National Fair Housing Alliance (NFHA) reported a "negligible" decrease in the number of complaints filed nationally between 2019 and 2020. The primary bases for complaints nationally were nearly identical to San Mateo County's: disability (55 percent) and race (17 percent). Familial status represented 8 percent of complaints nationally, whereas this basis comprised 14 percent of cases in the county.

NFHA identifies three significant trends in 2020 that are relevant for San Mateo County:

- First, fair lending cases referred to the Department of Justice from federal banking regulators have been declining, indicating that state and local government entities may want to play a larger role in examining fair lending barriers to homeownership.
- Second, NFHA identified a significant increase in the number of complaints of harassment—1,071 complaints in 2020 compared to 761 in 2019.

Finally, NFHA found that 73 percent of all fair housing complaints in 2020 were processed by private fair housing organizations rather than state, local, and federal government agencies—reinforcing the need for local, active fair housing organizations and increased funding for such organizations.[4]

Outreach and capacity. The City's website provides a link to the Regional Assessment of Fair Housing—approved by HUD in November 2017.[5] Housing resources are also available on the City's website, but not specific information about the Fair Housing Act or resources for residents experiencing discrimination in housing.[6] The City has included **Tasks 15.1 and 15.2** to improve the accessibility of fair housing information on the website and in public buildings for residents experiencing housing discrimination. This could include consolidating all applicable fair housing information on one web page by providing contact information for local fair housing organizations and legal assistance as well as general information about the Fair Housing Act and discrimination.

In compliance with Government Code Section 11135 et seq., the City offers translation services by request for all public meetings and offers accessibility accommodations to ensure equal access to all programs and activities operated, administered, or funded with financial assistance from the state, regardless of membership or perceived membership in a protected class.

Compliance with State law. The City of Daly City enforces fair housing and complies with fair housing laws and regulations through a twofold process: review of local policies and codes for compliance with State law, and referral of fair housing complaints to appropriate agencies. The following identify how the City complies with fair housing laws:

- Density Bonus Law (Government Code Section 65915). The City has included **Task 11.5** to amend the density bonus ordinance to allow up to a 50.0 percent increase in project density depending on the proportion of units that are dedicated as affordable, and up to 80.0 percent for projects that are completely affordable, in compliance with State law.

[4] https://nationalfairhousing.org/2021/07/29/annual-fair-housing-report-shows-increase-in-housing-harassment/
[5] https://www.dalycity.org/352/Reports
[6] https://www.dalycity.org/BusinessDirectoryII.aspx?lngBusinessCategoryID=47

- No-Net-Loss (Government Code Section 65863). The City has identified a surplus of sites available to meet the Regional Housing Needs Assessment allocation. In total, the City's surplus unit capacity is 251, consisting of 52 lower-income units, 85 moderate-income units, and 114 above moderate-income units.
- Housing Accountability Act (Government Code Section 65589.5). The City does not condition the approval of housing development projects for very low-, low-, or moderate-income households or emergency shelters unless specified written findings are made.
- Senate Bill 35 (Government Code Section 65913.4). The City will comply with SB 35 by establishing a written policy or procedure, as well as other guidance as appropriate, to streamline the approval process and standards for eligible projects by June 2025 (**Task HE 11.4**).
- Senate Bill 330 (Government Code Section 65589.5). The City complies with SB 330, relying on regulations for processing preliminary application for housing development projects, conducting no more than five hearings for housing projects that comply with objective general plan and development standards, and making a decision on a residential project within 90 days after certification of an environmental impact report or 60 days after adoption of a mitigated negative declaration or an environmental report for an affordable housing project. However, the City has also included **Task HE 11.4** to establish a formal application process compliant with SB 330.
- California Fair Employment and Housing Act and Federal Fair Housing Act. The City provides protections to residents through referrals to legal assistance organizations, such as Legal Aid Society of San Mateo County, and has included **Tasks HE 15.1 and 15.2** to provide information to tenants and landlords about fair housing rights and responsibilities as well as to refer cases to fair housing services providers.
- Review Processes (Government Code Section 65008). The City reviews affordable development projects in the same way as market-rate developments except in cases where affordable housing projects are eligible for preferential treatment, including but not limited to residential sites subject to AB 1397.
- Assembly Bill 686 (Government Code Section 8899.50). The City has completed this Assessment of Fair Housing and identified programs to address identified fair housing issues in Section VII, Contributing Factors and Fair Housing Action Plan.
- Equal Access (Government Code Section 11135 et seq.). The City provides translation services for all public meetings and materials and offers accessibility accommodations to ensure equal access to all programs and activities operated, administered, or funded with financial assistance from the State, regardless of membership or perceived membership in a protected class.

Housing specific policies enacted locally. Daly City identified the following local policies that contribute to the regulatory environment for affordable housing development in the city.

Local policies in place to encourage housing development.

- Reduced parking requirements
- Condominium conversion
- Inclusionary housing ordinance
- In-lieu fees (inclusionary zoning)
- Homeowner repair or rehabilitation programs
- By-right development
- Surplus Public Lands Act
- Acquisition or rehabilitation conversion
- Housing development impact fee
- Home-sharing programs
- Density bonus ordinance

Local barriers to affordable housing development.

- Extremely high land cost/value
- Non-existence of vacant land in general
- Lack of land zoned for multifamily development
- Height limits on multifamily developments
- Difficult parcel consolidation due to multiple (different) property owners
- Minimum lot sizes
- Excessive parking requirements

Local policies that are NOT in place but would provide the best outcomes to addressing housing shortages.

- Rent stabilization
- Parking reduction
- Fee incentives for parcel mergers
- Commercial linkage fees
- Parcel merge / significantly increased minimum lot sizes

Local policies in place to mitigate or prevent displacement of low-income households.

- Condominium conversion regulations
- Inclusionary zoning
- Promoting streamlined processing of ADUs
- Fair housing legal services

According to the California Department of Housing and Community Development AFFH Data Viewer (HCD data viewer), Daly City does not have any public housing buildings. However, the city does have seven census tracts with a moderate share of household units using housing vouchers (5 percent to 15 percent) and one area of the city with substantial (30 percent to 60 percent) housing voucher utilization.

Compared to nearby Brisbane and Pacifica, **Daly City appears to be accommodating to renters with housing vouchers** because the city has a greater share of voucher holders compared to the surrounding communities. The presence of housing voucher users indicates available rental supply to house these residents.

Integration and Segregation

This section discusses integration and segregation of the population by protected classes, including race and ethnicity, disability status, familial status, and income status. The section concludes with an analysis of racially and ethnically concentrated areas of poverty and affluence.

Integration and Segregation

Integration generally means a condition in which there is not a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a particular type of disability when compared to a broader geographic area.

Segregation generally means a condition in which there is a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a type of disability in a particular geographic area when compared to a broader geographic area.

Source: California Department of Housing and Community Development Guidance, 2021, page 31.

Race and ethnicity. Generally, the demographic characteristics of Daly City are consistent with the overall characteristics of San Mateo County. However, Daly City has a much larger proportion of Asian/Asian Pacific Islander (API) residents than San Mateo County (59 percent compared to 30 percent countywide) and a much smaller non-Hispanic White population (12 percent compared to 39 percent countywide). Daly City's populations of Hispanics (23 percent), Other/Multiple Races (3 percent), and Black or African Americans (3 percent) are similar to the county's population distribution.[7] Older residents are less diverse, with 29 percent of the population older than 65 years identifying as White compared to only 18 percent of the population for children less than 18 years old, **which may indicate increasing diversity in Daly City,** and conversely, a declining share of White residents.

Racial and ethnic minority populations generally have higher rates of poverty and lower household incomes compared to the non-Hispanic White population throughout the Bay Area. In Daly City, however, though Black or African American households and other or multiple races have the highest rates of poverty—13.3 and 10.3 percent, respectively—Asian (6.5 percent) and Hispanic (8.2 percent) households have lower rates of poverty than non-Hispanic White (8.4 percent) households.

Geospatially, all of Daly City's census tracts[8] are majority Asian, with varying degrees of concentration. Five of the city's census tracts are predominantly Asian, in which the Asian population is more than 50.0 percent higher than the next most populous racial and/or ethnic group.

Dissimilarity and isolation indices. Segregation is the separation of demographic groups into different geographic locations or communities, resulting in uneven distribution across geographic space. The ABAG MTC AFFH Segregation Report (March 2022) analyzes neighborhood-level segregation in a local jurisdiction as well as segregation between jurisdictions in the Bay Area. Historically, racial segregation stemmed from explicit discrimination against people of color, such as restrictive covenants, redlining, discrimination in mortgage lending, and land use decisions that influenced housing choices. The map of Daly City in **Figure HE-6** offers a visual representation of the spatial distribution of racial groups within the jurisdiction, showing the percent of the population of each census tract that is non-white.

[7] The share of the population that identifies as American Indian or Alaska Native is less than 1 percent.
[8] Majority census tracts show the predominant racial or ethnic group by tract compared to the next most populous.

The Dissimilarity Index, or DI, is a common tool that measures segregation in a community. The DI measures the degree to which two distinct groups are evenly distributed across a geographic area. The DI represents the percentage of a group's population that would have to move for each area in the county to have the same percentage of that group as the county overall. DI values range from 0 to 1—where 0 is perfect integration and 1 is complete segregation. DI values between 0 and 0.39 generally indicate low segregation, values between 0.40 and 0.54 generally indicate moderate segregation, and values between 0.55 and 1 generally indicate a high level of segregation. In Daly City, the DI for People of Color/White is 0.19, indicating a fairly low level of segregation for People of Color. Further, this index score has decreased since 2000 from 0.24. The highest segregation (0.32) is between Latinx and White residents, meaning that 32.0 percent of Latinx residents would need to move to a different neighborhood to create perfect integration between Latinx residents and White residents. However, this index has also decreased from 0.37 in 2000, reflecting ongoing integration in Daly City.

African Americans are the only racial group facing consistently high segregation in San Mateo County, although African American residents in Daly City have what is considered a low segregation index compared to most other jurisdictions in the county and the ABAG region as a whole. Only the jurisdictions of Belmont, Burlingame, Colma, and Foster City have lower segregation values than Daly City. African American/White segregation, as measured by the dissimilarity index, has decreased over time in Daly City, from 0.27 in 2000 to 0.20 in 2020, reflecting increasing integration. In contrast, Hispanic and Asian residents are more segregated (relative to White, non-Hispanic residents) today than in 1990. These groups have also experienced the strongest growth in the county. Residential settlement patterns of these two groups during the past 25 years appear to have influenced segregation.

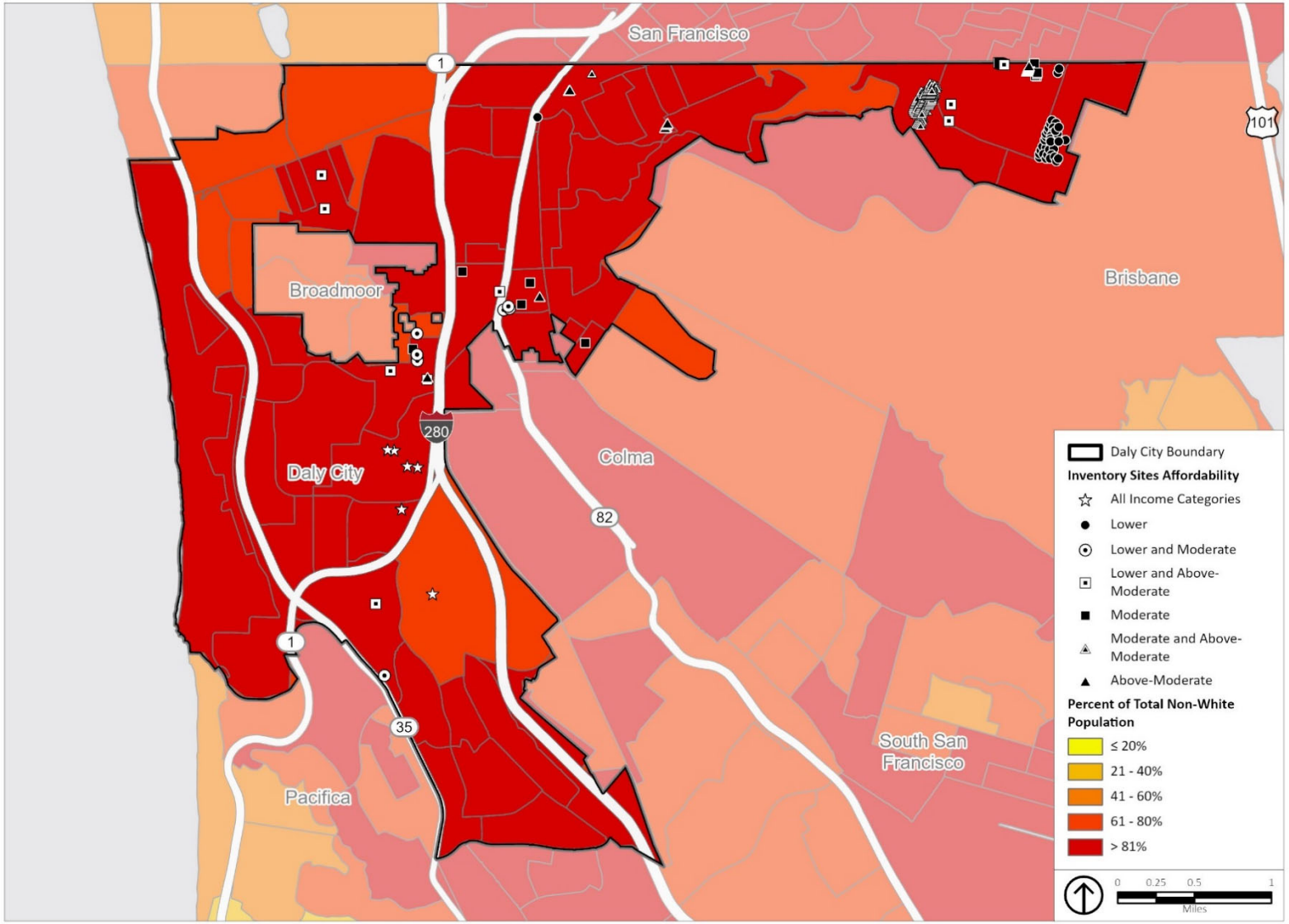
The Isolation Index is interpreted as the probability that a randomly drawn minority resident shares an area with a member of the same minority. It ranges from 0 to 100 and, as with the DI, higher values tend to indicate higher levels of segregation. In Daly City, the most isolated racial group is Asian residents, meaning that the average Asian resident lives in a neighborhood that is predominantly Asian. Other racial groups are less isolated, meaning they may be more likely to encounter other racial groups in their neighborhoods. Among all racial groups in this jurisdiction, the Isolation Index for White residents has changed the most over time, becoming less segregated from other racial groups, from a score of 0.23 in 2000 to 0.14 in 2020. Although the Black/African American population makes up only a small proportion of the city's population, their Isolation Index has also changed significantly over time, from 0.05 in 2000 to 0.03 in 2020, as Asian/Pacific Islander and Latinx populations become more predominant.

In Daly City, 59.0 percent of residents identify as Asian, 23.0 percent as Hispanic or Latinx, 12.0 percent as White non-Hispanic, and 3.0 percent each as Black and Other. In comparison, in San Mateo County as a whole, 30.0 percent of residents identify as Asian, 24.0 percent as Hispanic or Latinx, 2.0 percent as Black, and 39.0 percent as White non-Hispanic. Since 2010, the Asian population in Daly City has increased from 53.0 percent, the White non-Hispanic population has decreased from 18.0 percent, and the Black population has decreased from 5.0 percent. The proportion of Hispanic or Latinx residents in Daly City has remained the same since 2010.

In Daly City, census tracts with the lowest proportions of non-White populations (60.0 to 80.0 percent) are found in the northwest quadrant in the vicinity of Serramonte Center, with the remainder of the city above 80.0 percent non-White. Overall, the distribution of communities of color has not changed significantly over the past decade. The two centrally located census tracts, south of Eastmoor Avenue and north of Cabrillo Highway/Southgate Avenue, have the highest proportion of Asian residents, between 65.9 to 73.9 percent of the population, and also had the highest representation of Asian residents in 2010, from 66.2 to 72.6 percent of the population. Further, census tracts at the southern end of the city have high proportions of Asian residents, above 68.0 percent, with a similar proportion in 2010.

ABAG's assessed measures of segregation above highlighted the concentration of Asian-identifying residents in Daly City, with the proportion of this population increasing over time.

Figure HE-6: Percentage of Population Non-White



Source: ESRI, 2018

Disability status. Persons with disabilities typically have special housing needs due to physical or developmental capabilities, fixed or limited incomes, and higher health costs. Seniors typically experience disabilities at higher rates. **The share of the population living with at least one disability is 9 percent in Daly City** compared to 8 percent in San Mateo County. Five census tracts in the city have a disability rate between 10 percent and 20 percent of the population, and two of these tracts are along the northern edge of the city (**Figure HE-7**). In the Hillcrest neighborhood east of Junipero Serra Boulevard, the disability rate is 12.5 percent. Although only 16.8 percent of the population in the tract are seniors, 60.2 percent of persons with disabilities are elderly, likely supporting the slightly elevated disability rate overall. In the upper Westlake neighborhood, north of John Daly Boulevard, 11.2 percent of the population experience a disability. Seniors comprise 25.1 percent of the population, and 69.7 percent of the population experiencing a disability are seniors.

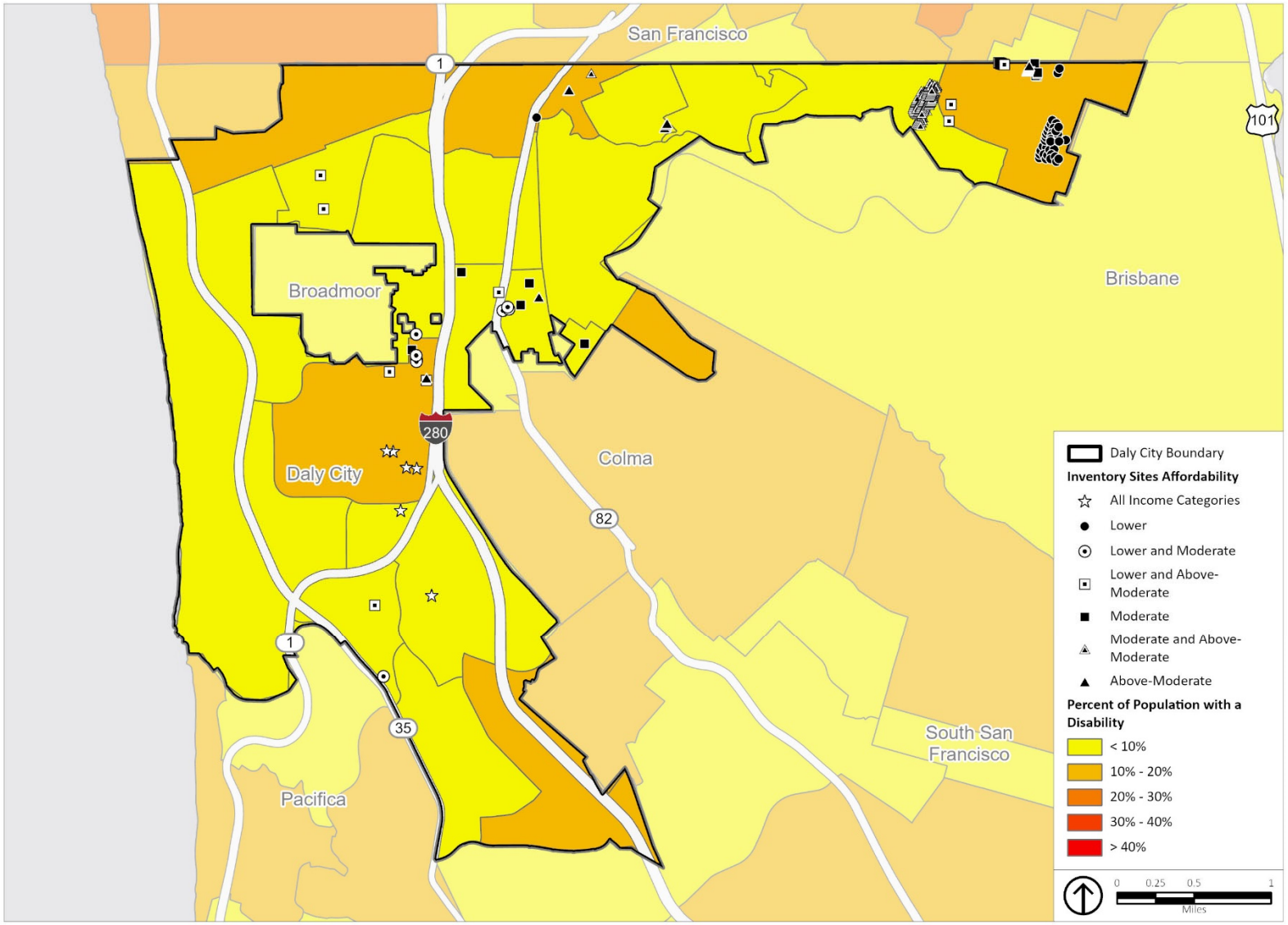
Higher rates of disability (12.5 percent) are found in the central portion of the city in the St. Francis neighborhood. Of the population with a disability in this tract, 77.1 percent are seniors, though seniors comprise only 9.7 percent of the tract population. An affordable age-restricted multifamily complex is in this tract, as are two nursing home facilities and the Seton Medical Center. In the southeastern Gellert Boulevard neighborhood, the rate of disability is 11.2 percent, of whom 34.2 percent are elderly, a lower proportion than in the other three tracts, and a slightly higher share of White non-Hispanic residents than the citywide average. Geographic concentrations of people living with a disability may indicate increased access to services, amenities, and transportation that support this population.

The areas with disability rates over 10 percent have changed over time, shifting from the two upper Westlake neighborhood census tracts in 2010 to the two census tracts north of John Daly Road. Senior populations in the two upper Westlake tracts were 11.8 percent and 17.4 percent in 2010, compared to 6.3 percent and 17.2 percent in 2019. This shift also correlates with a decrease in the proportion of non-White population and a fairly significant increase in median income.

To meet the needs of residents with disabilities throughout the city, there are 12 licensed adult residential care facilities with capacity for 68 residents and 17 elderly assisted living facilities with a combined capacity for 503 residents. The San Mateo Transit District's (SAMTRANS) Redi-Wheels (bay side) and Redicoast (coast side) Paratransit services are also available to residents and visitors in Daly City and throughout the San Mateo service area. Redi-Wheels and Redicoast are available to riders who cannot use conventional accessible bus transit services due to physical, visual, or cognitive disabilities. However, all SAMTRANS buses and light rail services (connections to BART and Caltrain stations) are also accessible for persons using wheelchairs and include announcements of key destinations for persons with visual disabilities. Persons with disabilities may ride all Bay Area public transit systems at a discount if they hold a Regional Transit Connection Discount Card, Medicare card, or Department of Motor Vehicles Disabled Placard Identification Card. There are also multiple private medical transportation providers offering services in Daly City.

The City has included **Task 14.2** to encourage the development of ADUs that are accessible to persons with a disability and has included **Tasks 14.1 and 14.2** to provide reasonable administrative accommodations where needed to ensure the availability of housing to persons with disabilities.

Figure HE-7: Percentage of Population with a Disability



Source: ACS, 2015-2019

Familial Status. Familial status can indicate specific housing needs and preferences. A larger number of nonfamily or single-person households indicates a higher share of seniors living alone, young adults living alone or with roommates, and unmarried partners. Higher shares of nonfamily households indicate an increased need for one- and two-bedroom units.

Daly City's households are mostly made up of 2-person households (27.4 percent) and 3- to 4-person households (36.6 percent). Single-person households and large families (5 or more persons) make up a similar proportion of households in the city, at 18.4 percent and 17.5 percent, respectively. Married-couple households make up a majority of Daly City households (49.8 percent), compared to 18.4 percent of householders living alone, 14.5 percent headed by single females, and 9.3 percent headed by single males. The remainder of households (8.0 percent) consist of other household compositions. Approximately 30.0 percent of all households have at least one child under the age of 18.

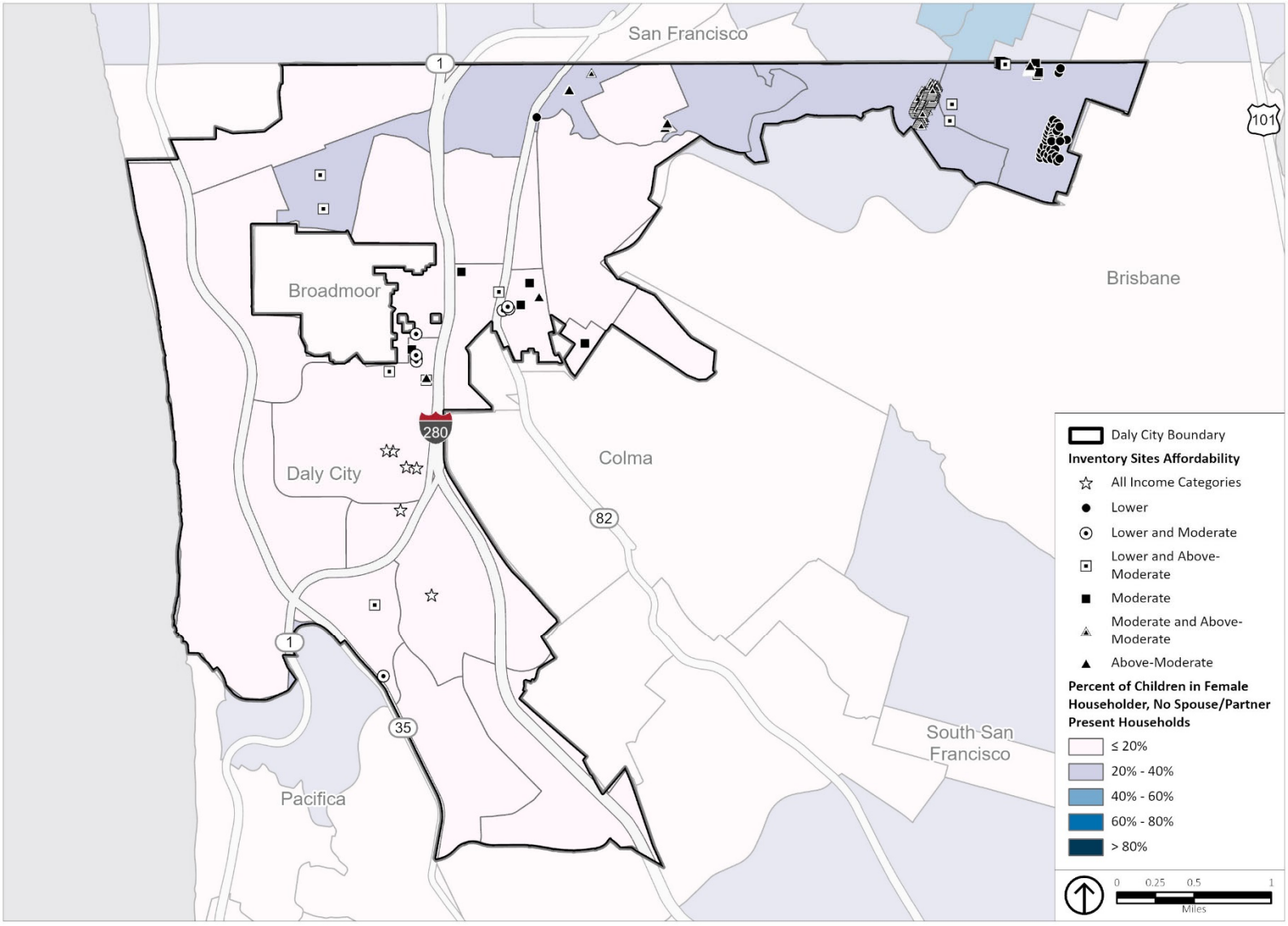
Compared to the county and larger Bay Area, Daly City has a slightly smaller proportion of married-couple households (49.8 percent, compared to 55.2 percent and 51.2 percent, respectively) and a higher proportion of single-parent households (23.8 percent compared to 14.9 percent and 15.2 percent). In addition, Daly City has a lower proportion of single-person households (18.4 percent compared to 22.3 percent in the county and 24.7 percent in the region) and a higher proportion of large-family households (17.5 percent compared to 10.9 percent and 10.8 percent).

While there are no spatial concentrations of single-person households in the city, there are two census tracts in the northern part of the city where the proportion of children in single-parent, female-headed households exceeds 20.0 percent, as shown in **Figure HE-8**. These tracts are in the upper Westlake neighborhood west of Interstate (I-) 280 and the Hillside/Vista Grande neighborhood east of I-280, where two deed-restricted multifamily complexes are located. These neighborhoods are accessible to commercial, service, and recreation amenities as well as the BART/SAMTRANS transfer center transit opportunities.

The majority of married-couple households live in owner-occupied housing (68.5 percent), as do the majority of female-headed family households (54.9 percent), and persons living alone reside in owner- and renter-occupied housing in equal proportions. The number of housing units available by number of bedrooms and tenure is generally consistent with the familial status of the households that live in Daly City. Compared to the county, Daly City's larger proportion of family households and smaller proportion of single-person households is reflected in the number of bedrooms and tenure of the housing stock in the city.

To encourage the development of affordable housing and promote housing mobility for families of all types, the City has included Tasks 1.1 through 1.5 which will create new opportunities for housing development in the C-MU zone and will amend the zoning code such that two commercial zones will permit mixed-use development by-right. As part of Task 3.1, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents. The City will also encourage the development of ADUs through Task 5.1, which can be an affordable housing type for lower-income households.

Figure HE-8: Percentage of Children in Female-Headed Households



Source: ACS, 2015-2019

Household income. The household income distribution by percentage of area median income (AMI) in Daly City differs from the county. The share of households making greater than 100.0 percent AMI is significantly less (32.8 percent) than in the whole county (48.9 percent), and the proportion of households with incomes below 80 percent of the AMI is greater (53.2 percent) than countywide (40.9 percent). As shown in **Figure HE-9, Median Household Income**, the highest median incomes are in the northwest corner, along Skyline Boulevard at the western edge of the city in the Westlake Northwest neighborhood (east of Skyline Boulevard in vicinity of Westridge Avenue), and in the southern portion of the Serramonte neighborhood between Skyline Drive and I-280. Additionally, two census tracts in the northeastern section of the city in the Crocker and Southern Hills neighborhoods have median incomes above $125,000; as do several neighborhoods along the east side of Hillside Boulevard from Brunswick Street to the lower Hillside neighborhoods north and south of East Market Street in the southeastern corner of the city.

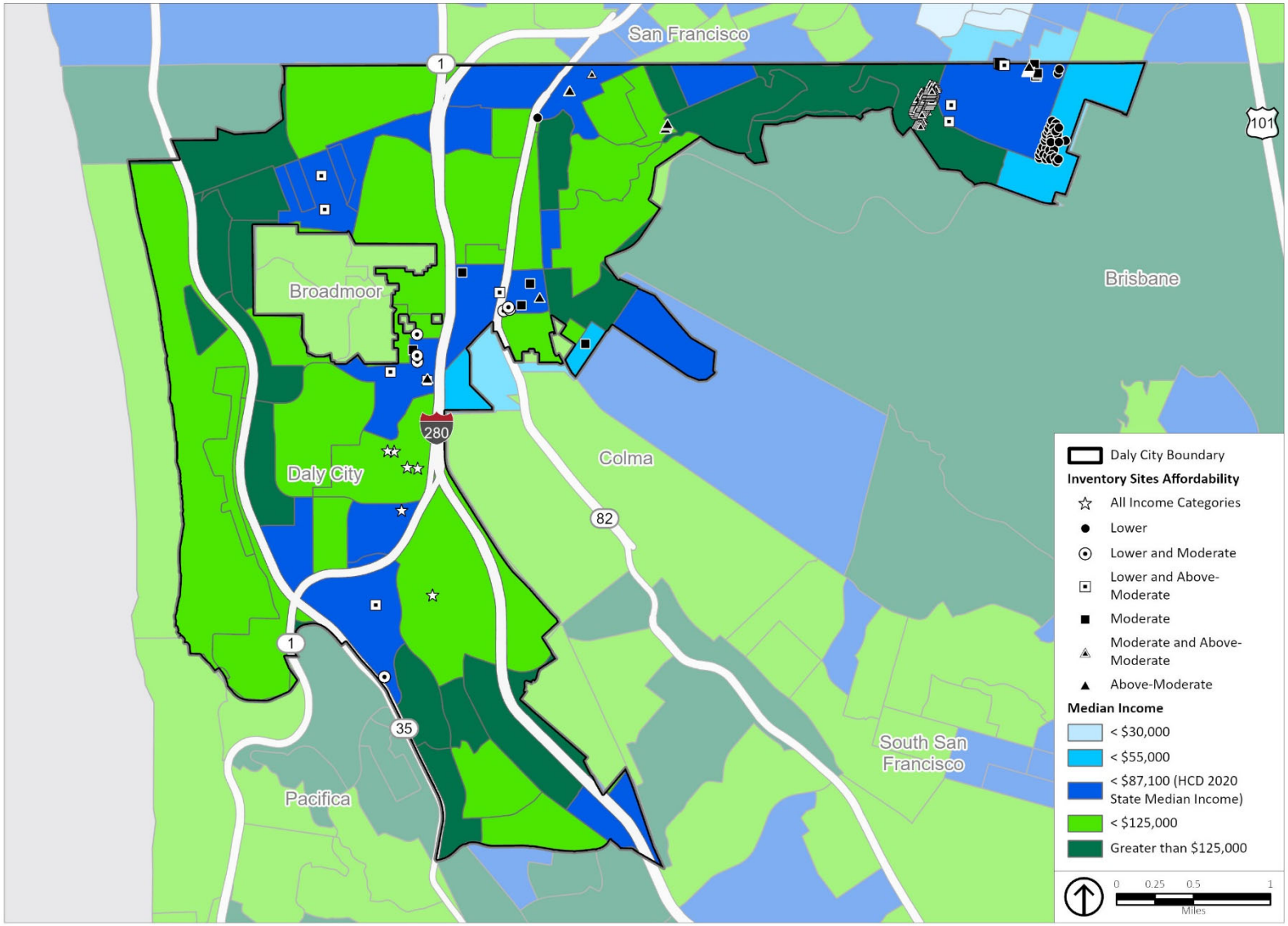
A large proportion of census tracts in the city have median incomes between the state median and $125,000. These are found in the northern portion of the city in the Westlake Park area; the eastern Hillside and Lincoln Park neighborhoods; the Original Daly City neighborhood adjacent to the Lake Merced Golf Course, which includes 51 deed-restricted multifamily units; west of Skyline Boulevard; the two central St. Francis and Serramonte neighborhoods; and the eastern portion of the Broadmoor neighborhood adjacent to I-280. There is also a small neighborhood east of the Colma BART Station and bounded by Market Street to the north, A Street to the south, and Hillside/Chester Streets to the east that has a median income of $109,326 and includes 112 units of deed-restricted multifamily housing.

Conversely, the lowest-income neighborhoods are found in the central area of the city at the convergence of I-280 and State Route (SR-) 82 (Mission Street) on the west side of the Colma BART Station, with a median income of $42,087, and in the Bayshore neighborhood to the east of the Cow Palace, including a 145-unit deed-restricted multifamily complex. The majority of this tract consists of an unincorporated island, within which are three deed-restricted multifamily complexes (providing 209 affordable units), which likely influences the low median income in the tract, because the incorporated city portion of this tract is developed primarily with light industrial and nonresidential uses. The remainder of the city has median incomes between $55,000 and the state median and contains many multifamily and duplex housing complexes. These are found in the Eastmoor neighborhood west of the Colma BART Station; the Franciscan Park neighborhood at the southeast tip of the city; the Plymouth Circle neighborhood at the southern boundary of the city, which is predominantly duplex housing types; the Fairmont neighborhood west of the Serramonte Center commercial area, which includes several higher density apartment complexes; the older neighborhoods north and southwest of Merced Extension Triangle area at the confluence of I-280 and Junipero Serra Boulevard; and the Outer Mission neighborhood at the northern edge of the city. While rents and home prices in Daly City are high throughout the city, higher density products may be marginally more affordable and attractive to households earning slightly lower incomes, thus resulting in a slightly lower median income.

In 2014, the lowest median income in the city was in the Westlake Shopping Center neighborhood ($48,929), which now ranges from $57,275 to $75,021. The central area surrounding the Colma BART Station was also in the lower-income category ($53,505). In 2019, the median income in the area southwest of the Station fell to $46,087 while the areas to the north and east had increased to $69,261 and $109,327, respectively. Additionally, the Fairmont neighborhoods west of Serramonte Center have increased from $53,941 in 2014 to a range in the three block groups between $70,050 to $82,115 in 2019. The remainder of the city has maintained similar median income distribution patterns, although incomes rose in all census tracts between 2014 and 2019. However, it is important to note that the available data in 2014 was at the tract level, and data in 2019 was at the block group level, providing a more specific perspective on income patterns. Considering these changes in data, the relatively small changes in median income in each of these notable neighborhoods do not appear to reflect exclusionary income patterns over time.

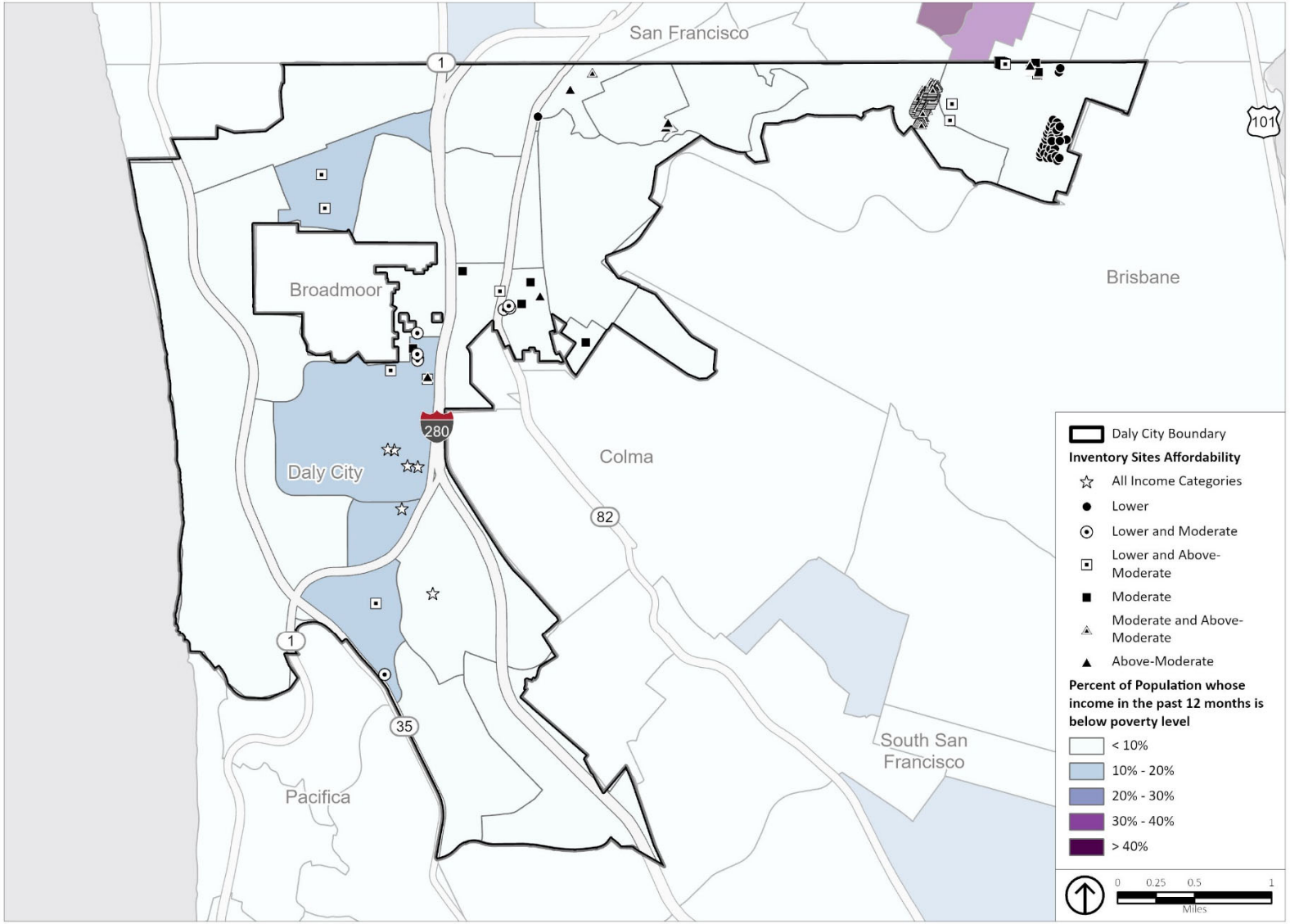
The poverty rate in the city is approximately 7.8 percent, compared to 6.4 percent in San Mateo County. As shown in **Figure HE-10**, Percentage of Population with Incomes Below the Poverty Level, the majority of the city has poverty rates below 10 percent, with a concentration of tracts with rates above 10 percent in the central portion of the city west of I-280. These are primarily residential neighborhoods in the vicinity of larger commercial centers with a mix of higher-density residential products and older single-family neighborhoods. The central Westmoor neighborhood has a poverty rate of 11.4 percent, reflecting a negligible change from 11.5 percent in 2014. The poverty rate in the St. Francis neighborhood west of Serramonte Center (10.4 percent) decreased significantly from 19.5 percent in 2014, with a concurrent increase in median income from $53,924 to $71,196. The highest rate of poverty (19.3 percent) is in the Westlake Shopping Center tract, encompassing several higher density multifamily complexes. In 2014, this area had a poverty rate of 16.4 percent. In contrast to the rising poverty in this tract, the median income in this area has increased by 14.6 percent, as discussed above, although other areas of the city have experienced increases of over 25.0 percent. This increase in poverty rate, reflecting a greater share of extremely low-income households, may suggest growing income discrepancies in this area of the city as the median income increases at a higher rate throughout most of the city and a larger share of higher income households citywide. **Higher poverty rates between 10 percent and 20 percent are concentrated in census tracts west of I-280**.

Figure HE-9: Median Household Income



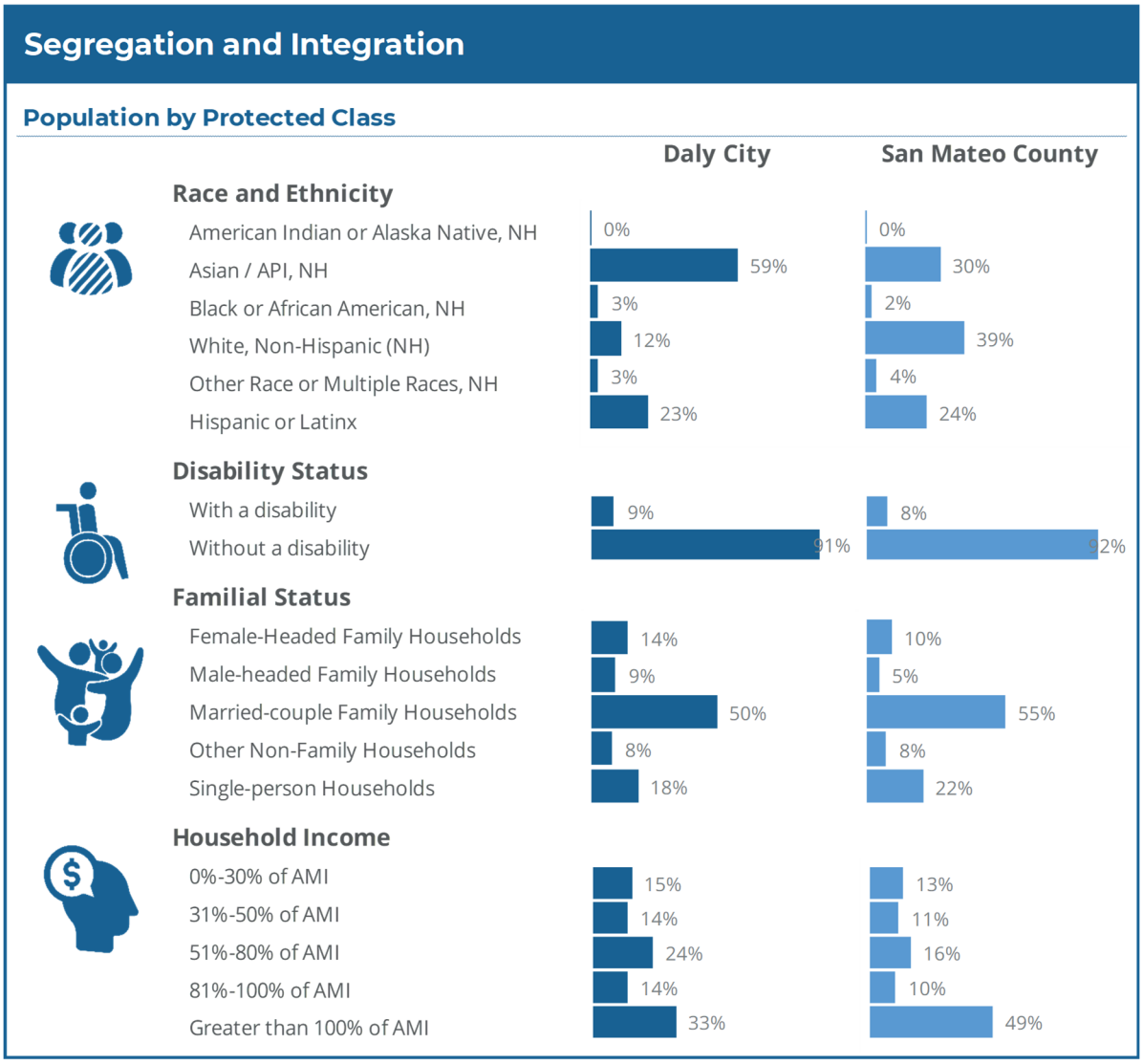
Source: ACS, 2015-2019

Figure HE-10: Percentage of Population with Incomes Below the Poverty Level



Source: ACS, 2015-2019

Figure HE-11: Segregation and Integration by Protected Class



Racially or ethnically concentrated areas of poverty and affluence. A Racially or Ethnically Concentrated Area of Poverty (R/ECAP) and a Racially Concentrated Area of Affluence (RCAA) represent opposing ends of the segregation spectrum—from racially or ethnically segregated areas with high poverty rates to affluent, predominantly White neighborhoods. Historically, HUD has paid particular attention to R/ECAPs as a focus of policy and obligations to AFFH. Recent research out of the University of Minnesota Humphrey School of Public Affairs argues for the inclusion of RCAAs to acknowledge current and past policies that created and perpetuate these areas of high opportunity and exclusion.[9]

It is important to note that R/ECAPs and RCAAs are not areas of focus because of racial and ethnic concentrations alone. This study recognizes that racial and ethnic clusters can be a part of fair housing choice if they occur in a nondiscriminatory market. Rather, R/ECAPs are meant to identify areas where

[9] Goetz, E. G., Damiano, A., and Williams, R. A. (2019). "Racially Concentrated Areas of Affluence: A Preliminary Investigation." *Cityscape: A Journal of Policy Development and Research*, 21(1), 99–124.

residents may have historically faced discrimination and continue to be challenged by limited economic opportunity; conversely, RCAAs are meant to identify areas of particular advantage and exclusion.

R/ECAPs

HCD and HUD's definition of a Racially/Ethnically Concentrated Area of Poverty is:

- A census tract that has a non-White population of 50 percent or more (majority-minority) or, for nonurban areas, 20 percent, AND a poverty rate of 40 percent or more; OR
- A census tract that has a non-White population of 50 percent or more (majority-minority) AND the poverty rate is three times the average tract poverty rate for the county, whichever is lower.

Source: California Department of Housing and Community Development Guidance, 2021.

As described previously, the population throughout Daly City is predominantly non-White. Therefore, for this study, the poverty threshold used to qualify a tract as an R/ECAP was three times the average census tract poverty rate countywide—or 19.1 percent. In addition to R/ECAPs that meet the HUD threshold, this study includes edge or emerging R/ECAPs that hit two-thirds of the HUD-defined threshold for poverty—emerging R/ECAPs in San Mateo County have two times the average tract poverty rate for the county (12.8 percent).

In 2010 there were three census tracts that qualified as R/ECAPs (19.4 percent poverty rate) in the county and 11 that qualified as edge R/ECAPs (13 percent poverty rate). **Two of the 2010 edge R/ECAPs were in Daly City**—which means they are majority minority and have a poverty rate two times higher than the countywide census tract average. One of the tracts is east of the convergence of SR-35 and the Pacific Coast Highway—west of the Serramonte Center. The other edge R/ECAP is in the far eastern part of the city, in the Bayshore neighborhood near the Cow Palace Arena and Event Center.

Neither of these tracts has indicators that meet the edge R/ECAP definition in 2019, but they are areas with higher rates of poverty and may be considered areas of concentrated poverty relative to the city. In 2019 there were two census tracts that qualified as R/ECAPs (19.1 percent poverty rate) in the county and 14 that qualified as edge R/ECAPs (12.8 percent poverty rate). **One of the 2019 R/ECAPs was in Daly City**—which means it is a majority minority tract and has a poverty rate three times higher (19.3 percent) than the countywide census tract average. This tract is near the Westlake Shopping Center—just north of Broadmoor and west of the Lake Merced Golf Club.

The demographic characteristics of this R/ECAP include:

- 52.9 percent of residents report being Asian, and 21.8 percent are of Hispanic origin, compared to 59 percent and 23 percent, respectively, for the city overall; 30 percent and 24 percent for the county; and 27 and 24 percent for the Bay Area. The edge R/ECAP area has a moderate segregation rating for Asian and Hispanic residents based on the HCD segregation index map and a diversity index between the 73rd and 78th percentile.
- The non-White population has increased since 2010, from 75.3 percent to 88.6 percent in 2019, with the greatest increase in the Asian population.
- Persons with disabilities in the edge R/ECAP area are represented at a lower rate (5.4 percent) than in the city overall (9.1 percent).

- 19.3 percent of residents in this area live below the poverty level as of 2019, an increase from 16.4 percent in 2010.
- Median household income is in the very low-income category, with median incomes between $57,275 and $75,021, compared to the San Mateo County median income of $143,100. This census tract is adjacent to the BART-Daly City Station, which also has median incomes in the very low-income category, although higher than the Westlake Shopping Center neighborhood.
- 21.6 percent of households in the tract are married couples, lower than in the majority of the city. Approximately 10.6 percent of adults live alone, and 24.4 percent reside in "nonfamily" households (e.g., living with roommates) and 17.8 percent in other family living arrangements. Between 20.0 and 40.0 percent of children in this tract live in a single-female-headed household.
- 95.0 percent of the housing units in the R/ECAP are rented, compared with 49.6 percent in the city overall.
- Housing development surrounding the shopping center and in the northeastern corner of the tract are multifamily housing types, which make up 93.3 percent of the housing units in the R/ECAP, offering more housing diversity compared to predominantly owner-occupied tracts in the northwestern section of the city. However, because 95 percent of the households are renters, it is likely that the majority of single-family housing units in the R/ECAP have been converted to rental properties. The predominance of high density development and rental tenure may contribute to the area's relative affordability, higher proportion of unmarried-couple household configurations, and lower median incomes.
- The presence of housing units that are occupied by Housing Choice Voucher holders is less than 1 percent in the R/ECAP, lower than or similar to surrounding areas west of I-280.
- The R/ECAP has one of the highest rates of renter cost burden in the city—63.0 percent of renters—and 32.1 percent of owners are cost burdened. This level of cost burden is not unique to this tract, however, with similar rates in the Bayshore, St. Francis, and Westmoor neighborhoods. However, according to the Location Affordability Index, the R/ECAP offers better affordability than many areas of the city, and proximity to the Daly City BART (27.6 percent of commuters use public transit) and Westlake Shopping Center provide access to resources.
- Approximately 14.5 percent of households live in overcrowded conditions, which is similar to other lower-income tracts but higher than immediately surrounding tracts.

Given the above demographics in this census tract, potential edge R/ECAP status appears to be driven in part by the availability of relatively affordable rental units, although almost two-thirds of households overpay for rental housing—with access to the BART transit station, shopping and services, positive educational attainment scores, and an increasing proportion of non-White populations with lower-median incomes in the context of the region.

To increase housing mobility for lower-income households, the City has included **Tasks 1.1 through 1.4** which will create new opportunities for housing development in the C-MU zone. As part of **Task HE 3.1**, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents, and in **Task 18.1** the City will reduce the required parking for projects that include at least 20 percent of units for extremely low-income households. The City will define and permit single-room occupancy units, which can be more affordable to extremely low income households, as part of **Task HE 18.3**. Through **Task HE 1.5**, the City will amend the zoning code such that two commercial zones will permit mixed-use development by-right. The City will also encourage the development of ADUs through **Task HE 5.1**, which can be an affordable housing type for lower-income households.

RCAAs

HCD's definition of a Racially Concentrated Area of Affluence is:

- A census tract that has a percentage of total white population that is 1.25 times higher than the average percentage of total white population in the given COG region, and a median income that was 2 times higher than the COG AMI.

Source: California Department of Housing and Community, 2022.

RCAAs are generally understood to be neighborhoods in which there are both high concentrations of non-Hispanic White households and high household income rates. Similar to the importance of identifying R/ECAP areas, which helps to identify areas that are segregated by race/ethnicity and poverty, it is also necessary to identify racially concentrated areas of wealth to further compare these patterns.

Using 2015-2019 data from the American Community Survey, HCD developed a mapping tool that demonstrates the "location quotient" (LQ) for each California census tract; this quotient represents the percentage of total White population for each census tract compared to that of the average percentage in the council of governments (COG) region. In order to determine the RCAAs, HCD takes the census tracts with a LQ of more than 1.25 and a median income that is 1.5 times higher than the COG region (or 1.5 times the State AMI, whichever is lower). The tracts that meet these criteria are assigned a numeric score of 1, which indicates that they have an accumulation of high incomes and a White population, i.e., a Racially or Ethnically Concentrated Area of Affluence. RCAAs are the inverse of R/ECAPs in that they illustrate where self-segregated and/or exclusive wealthy White neighborhoods are potentially located.

By the definition of RCAAs, there are no racially concentrated areas of affluence in Daly City. However, for this study, the threshold used to qualify as a potential concentration of affluence is a median income two times higher than the COG AMI, or $241,680. There are no census tracts in the city that have median incomes at this level—the highest income in the city is $193,523 in the northwest corner of the city in the vicinity of Thornton State Beach.

Access to Opportunity

This section discusses disparities in access to opportunity among protected classes including access to quality education, employment, transportation, and environment.

Access to Opportunity

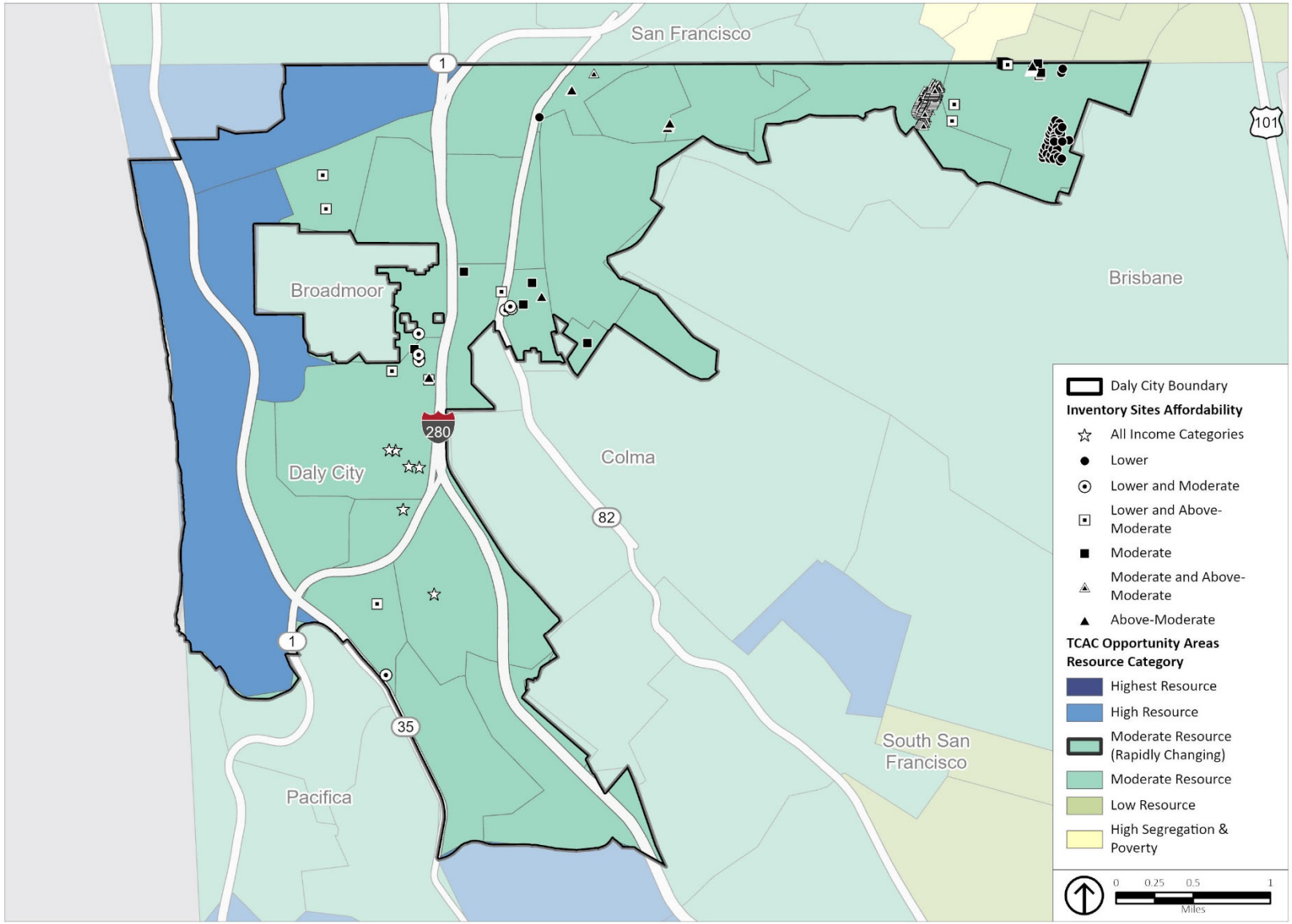
Access to opportunity is a concept to approximate place-based characteristics linked to critical life outcomes. Access to opportunity oftentimes means both improving the quality of life for residents of low-income communities, as well as supporting mobility and access to 'high resource' neighborhoods. This encompasses education, employment, economic development, safe and decent housing, low rates of violent crime, transportation, and other opportunities, including recreation, food and healthy environment (air, water, safe neighborhood, safety from environmental hazards, social services, and cultural institutions).

Source: California Department of Housing and Community Development Guidance, 2021, page 34.

The California Tax Credit Allocation Committee (TCAC) in collaboration with HCD developed a series of opportunity maps that help to identify areas of the community with good or poor access to opportunity for residents. These maps were developed to align funding allocations with the goal of improving outcomes for low-income residents—particularly children.

The opportunity maps highlight areas of highest resource, high resource, moderate resource, moderate resource (rapidly changing), low resource and high segregation and poverty. TCAC provides opportunity maps for access to opportunity in quality education, employment, transportation, and environment. Opportunity scores are presented on a scale from zero to one and the higher the number, the more positive the outcomes. The Opportunity Area designations for Daly City are shown in **Figure HE-12**.

Figure HE-12: TCAC Opportunity Areas



Source: TCAC, 2021

Education. TCAC's education score is based on math proficiency, reading proficiency, high school graduation rates, and the student poverty rate. According to TCAC's educational opportunity map, shown in **Figure HE-13**, most census tracts in Daly City score between the 25th and 75th percentile; opportunity scores are presented on a scale from zero to one and the higher the number, the more positive the outcomes. In Daly City, **census tracts with the best educational outcomes, in the 50th to 75th percentiles, are west of I-280, with two tracts along Cabrillo Highway (Route 1) east of Skyline Boulevard scoring in the 49th percentile.** With the exception of the Bayshore neighborhood at the northeastern corner of the city, which has educational domain outcome scores below the 25th percentile, the remainder of the city has educational opportunity scores between the 25th and 50th percentiles. The Bayshore area also has a high concentration of populations with low- to moderate-income compared to the rest of the city, high rates of children in female-headed households, a 96.9 percent non-White population, and an affordable multifamily complex with 145 deed-restricted units, which may contribute to the score. This neighborhood has its own school district which contains one elementary school.

Daly City is served by three school districts—Jefferson Union High School District, South San Francisco Unified School District, Bayshore Elementary School District, and the Jefferson Elementary School District. All three school districts experienced decreases in enrollment from 2010 to 2020—South San Francisco saw a 12.0 percent decrease in enrollment while Jefferson Union and Jefferson Elementary both experienced a 5.0 percent decrease in enrollment. **All three districts lost students during the COVID-19 pandemic.**

All three school districts' enrollment by race and ethnicity are similar to the countywide distribution. However, each school district has a higher proportion of Filipino students (Jefferson Union 29.0 percent, Jefferson Elementary 25.0 percent, South San Francisco 23.0 percent compared to 8.0 percent countywide) and a smaller proportion of White students (Jefferson Union 14.0 percent, Jefferson Elementary 11.0 percent, South San Francisco 6.0 percent compared to 26.0 percent countywide). Jefferson Union and Jefferson Elementary have a smaller proportion of Hispanic students compared to the county (31.0 percent and 36.0 percent compared to 38.0 percent countywide), while South San Francisco Unified has a greater proportion (48.0 percent compared to 38.0 percent countywide).

Jefferson Union has a higher share of English learners (36.0 percent compared to 20.0 percent countywide) and students who qualify for reduced lunch (44.0 percent compared to 29.0 percent countywide) than the county, while Jefferson Elementary has a smaller share (14.0 percent and 27.0 percent, respectively). South San Francisco Unified also had slightly higher shares of English learners and students who qualify for reduced lunch (21.0 percent and 34.0 percent) than the county. Jefferson Elementary and South San Francisco Unified also have 1 percent of their respective students experiencing homelessness.

Many high schoolers in the county met admission standards for a University of California (UC) or California State University (CSU) school. While Jefferson Union had one of the lower rates of graduates who met such admission standards (48.0 percent) among high school districts in San Mateo County, the school has seen a significant increase in the percentage of students who meet these benchmarks over the last five years (from 21.0 percent in 2016-17). **Black and Hispanic students in Jefferson Union High School District were less likely to meet the admission standards with rates of 23.0 percent and 32.0 percent, respectively.** Census tracts with the highest proportion of Hispanic/Latinx residents above the citywide average of 23.0 percent of the total tract population include the neighborhoods between I-280 and Mission Street from the northern boundary to the unincorporated Colma community, including the neighborhoods surrounding the Colma BART Station and the downtown, and encompassing seven affordable multifamily housing complexes; the Outer Mission neighborhoods; the Franciscan Park neighborhood; and the Bayshore Heights/Cow Palace neighborhoods, all within portions of the city with lower anticipated educational domain opportunities. The 2015 to 2019 ACS data indicates that Black households (72.0 percent of total household with incomes below 80 percent of AMI) and Hispanic or Latinx households (62.0 percent of total household with incomes below 80.0 percent of AMI) have lower incomes compared

to Asian and White non-Hispanic households, which is a factor often contributing to lower educational outcomes. As well, these neighborhoods reflect the highest rates of children in single female-headed households, which often contributes to economic challenges. Based on above statistics for English learners and disadvantaged students, these concentrations of students are likely to be experiencing lower educational outcome opportunities.

Conversely, South San Francisco Unified, which has the lowest rate among all high school districts in the county (41.0 percent), has seen their rate of graduates who met such admission standards significantly decline over the last five years (57.0 percent in 2016-17). However, 73.0 percent of Asian students meet those standards—a 32.0 percentage point gap. **Hispanic and White students in South San Francisco Unified School District were less likely to meet the admission standards with rates of 27.0 percent and 44.0 percent, respectively**, although only a very small proportion of the city south of Hickey Boulevard falls within this district.

Jefferson Elementary school district had a 17.0 percentage point gap between their overall chronic absenteeism rate (12.0 percent) and their chronic absenteeism rate among Black students (28.0 percent). However, while this is an important indicator of need, the overall representation of Black population under the age of 18 in the city is 3.0 percent, which would not contribute to large concentrations of chronic absenteeism. South San Francisco Unified also had an 18.0 percentage point gap between their overall chronic absenteeism rate (13.0 percent) and their chronic absenteeism rate among Pacific Islander students (31.0 percent).

While Jefferson Union has the lowest dropout rates in the county—just 3.0 percent of students—the highest dropout rates were found among Black (7.0 percent) and Hispanic students (6.0 percent), suggesting that factors of lower median income, access to resources, high rates of children in single female-headed households, language barriers for Hispanic or Latinx students, and higher rates of poverty likely contribute to lower educational outcomes and high school dropouts. South San Francisco Unified had one of the highest dropout rates in the county at 9.0 percent, with White (12.0 percent) and Hispanic (11.0 percent) students accounting for the highest rates.

Transportation. The San Mateo County Transit District (SamTrans) acts as the administrative body for transit and transportation programs in the county, including SamTrans and the Caltrain commuter rail, with rapid transit access to San Francisco from the Daly City and Colma BART stations. SamTrans provides bus services in San Mateo County, including Redi-Wheels paratransit service, discussed in Section II. SamTrans provides a range of route selections depending on origin location, service area, express, multicity, and San Francisco commuter services. Routes that originate at the Daly City BART Station include: 110, 120, 121, 130, 131B, and the ECR. Routes with stops at the Serramonte Center include: 112, 120, 121, 122, 130, 130B, and 38 school connector to South City High. Routes with stops at the Colma BART Station include: 112, 120, 122, 130, and ECR with connections to San Francisco on BART.

In 2018, the Metropolitan Transportation Commission (MTC), which covers the entire Bay Area, adopted a coordinated public transit and human services transportation plan. While developing the coordinated plan, the MTC conducted extensive community outreach about transportation within the area. That plan—which was developed by assessing how well seniors, persons with disabilities, veterans, and people with low incomes are served—was reviewed to determine gaps in services in Daly City and the county overall. Below is a summary of comments relevant to Daly City and San Mateo County.

> San Mateo's PCC and County Health System, as well as the Peninsula Family Service Agency provided feedback. The most common themes expressed had to do with pedestrian and bicycle needs at specific locations throughout the county, though some covered more general comments such as parked cars blocking sidewalk right-of-way and a desire for bike lanes to accommodate motorized scooters and wheelchairs. Transportation information, emerging mobility providers, and transit fares were other common themes.

> While some comments related to the use of car share, transportation network companies (TNCs), or autonomous vehicles as potential solutions, other comments called for the increased accessibility and affordability of these services in the meantime.[10]

Transit improvements recommended particularly for Daly City included: "More bus shelters at the Daly City Kaiser Permanente are needed."

A partnership between the World Institute on Disability and the MTC created the research and community engagement project TRACS (Transportation Resilience, Accessibility & Climate Sustainability). The project's overall goal is to "stimulate connection and communication between the community of seniors and people with disabilities together with the transportation system—the agencies in the region local to the San Francisco Bay, served by MTC."[11] TRACS highlights that improving accessibility requires engagement with the community because there are no "watch-dog" systems in place to hold agencies accountable.

As part of the TRACS outreach process, respondents were asked to share their compliments or good experiences with MTC transit. One respondent who had used multiple services said, **"It is my sense that SamTrans is the best Bay Area transit provider in terms of overall disability accommodation."**

The San Mateo County Transit District updated its "Mobility Plan for Older Adults and People with Disabilities" in 2018. According to the district, the **county's senior population is expected to grow more than 70 percent over the next 20 years, and the district is experiencing unprecedented increases in paratransit ridership**. Additionally, Daly City "contains many of the census tracts with the highest concentrations of older adults [in the county] (above 1,500 per square mile), followed by San Mateo."[12] The plan is targeted at developing effective mobility programs for residents with disabilities and older adults, including viable alternatives to paratransit, partnerships, and leveraging funding sources.[13]

MTC also launched Clipper START in 2020—an 18-month pilot project that provides fare discounts on single transit rides for riders whose household income is no more than double the federal poverty level.[14]

AllTransit is a transit and connectivity analytic tool developed by the Center for Neighborhood Technology (CNT) that is used for the advancement of equitable communities and urban sustainability. The tool analyzes the transit frequency, routes, and access to determine an overall transit score at the city, county, and regional levels. Based on these factors, Daly City has a performance score of 8.4 out of 10, meaning there is an excellent combination of trips per week and number of jobs accessible, enabling numerous people to take transit to work. This score is higher than San Mateo County as a whole (with a score of 6.1). The data also indicates that 99.8 percent of all jobs in the city are within one-half of a mile of transit, and 99.6 percent of the city's workers live within one-half of a mile of one of the transit routes. The rate of commuters who use transit is high, with 20.5 percent traveling by public transit.

[10] https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf
[11] https://wid.org/transportation-accessibility/
[12] https://www.samtrans.com/Planning/Planning_and_Research/Mobility_Plan_for_Older_Adults_and_People_with_Disabilities.html
[13] Ibid
[14] https://mtc.ca.gov/planning/transportation/access-equity-mobility/clipperr-startsm

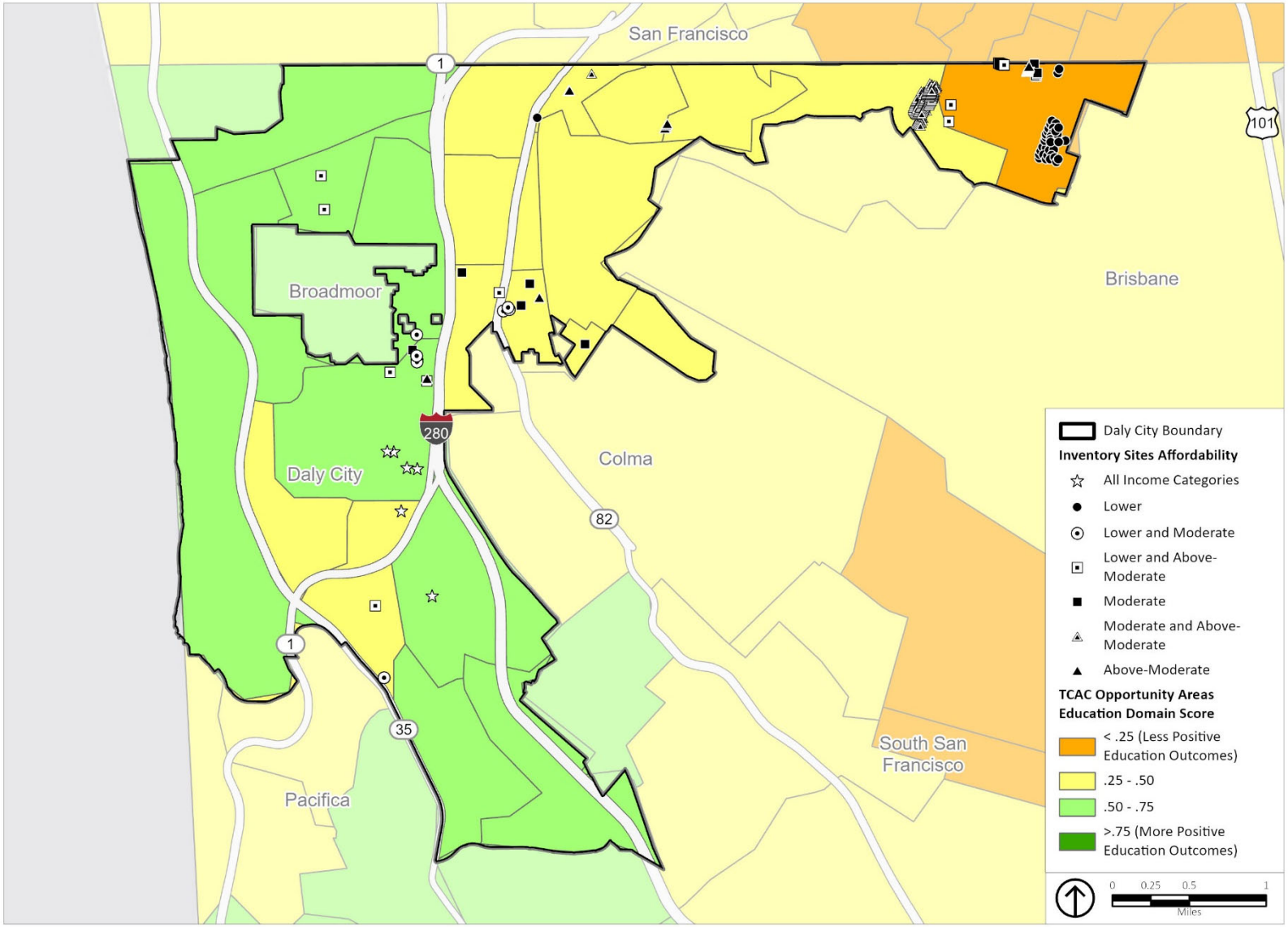
Employment. The top three industries by number of jobs in Daly City include **health and educational services, arts and recreation services, and retail**. Daly City has a lower job-to-household ratio when compared to the county (0.59 and 1.59, respectively), **indicating a shortage of jobs for the number of households that live in the city**. The city also has a higher unemployment rate—6.9 percent compared to the county's 5.9 percent.

TCAC's economic opportunity score comprises poverty, adult educational attainment, employment, job proximity, and median home value. Overall, nearly all of Daly City scores between 0.5 and 0.75, reflecting relatively positive economic outcomes. Only two tracts, one directly north of Broadmoor in the Westlake Center tract, the other entirely west of Skyline Boulevard, have **low to moderate economic opportunity scores** in the city.

Conversely, HUD's job proximity index, shown in **Figure HE-14**, shows **Daly City has the furthest proximity to jobs** in the entire county, with almost the entire city scoring below the 20th percentile on a scale from zero to 100, where 100 is the closest proximity to jobs. However, it is likely that this ranking is based on the assumptions that employment hub opportunities are the City and County of San Francisco and the San Francisco Airport.

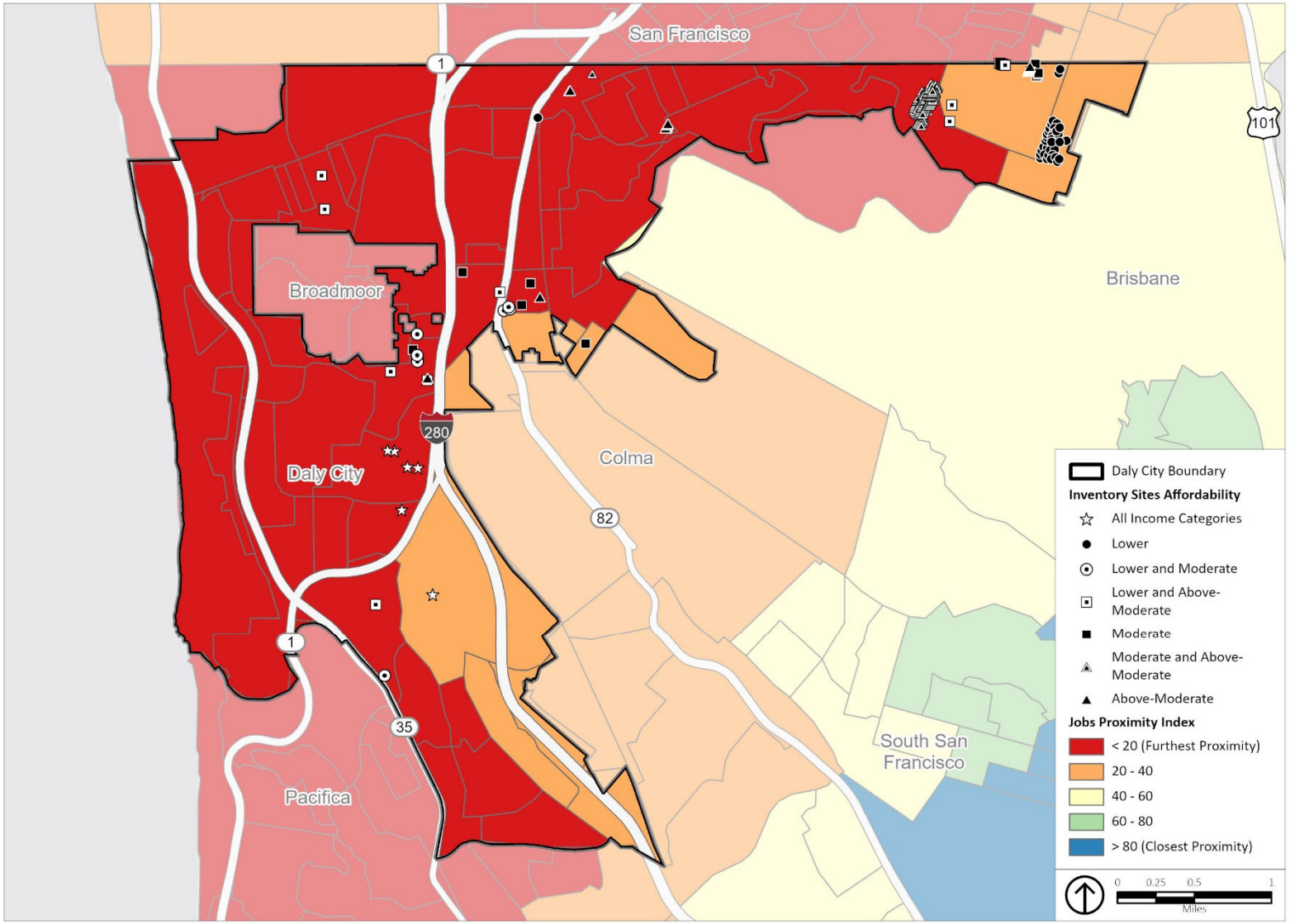
Through **Tasks 1.1 through 1.4**, the City will establish a Commercial Mixed-Use zone, and will remove the conditional use permit requirement for mixed-use development in the C-1 and C-2 zones as part of **Task 1.5**. Mixed-use development can create new job opportunities in close proximity to housing, potentially reducing the length of required commutes.

Figure HE-13: TCAC Education Score



Source: TCAC, 2021

Figure HE-14: HUD Jobs Proximity Index



Source: HUD, 2014-2017

Environment. Daly City is an urbanized area with predominantly residential and commercial uses. However, proximity to major roadways and I-280 may contribute to adverse environmental conditions.

A disadvantaged community or environmental justice community ("EJ Community") is designated by the California Environmental Protection Agency (CalEPA) as areas that fall in the 25 highest scoring census tracts for environmental pollution and other hazards, and may or may not have a concentration of low-income households, high unemployment rates, low homeownership rates, overpayment for housing, or other indicators of disproportionate housing need.[15] In February 2021, the California Office for Environmental Health Hazard Assessment released the fourth version of CalEnviroScreen, a tool that uses environmental, health, and socioeconomic indicators to map and compare communities' environmental scores. In the CalEnviroScreen tool, communities that have a cumulative score in the 75th percentile or above (25 percent highest score census tracts) are designated disadvantaged communities under SB 535.[16] CalEnviroScreen percentiles in Daly City are shown in **Figure HE-15**. The cumulative score for each census tract includes an exposure score, with a low score being a positive outcome, for each of the following:

- Ozone concentrations
- $PM_{2.5}$ concentrations
- Diesel particulate matter emissions
- Drinking water contaminants
- Children's lead risk from housing for children
- Use of certain high-hazard, high-volatility pesticides
- Toxic releases from facilities
- Traffic impacts[17]

Communities that are identified as disadvantaged communities based on their cumulative pollution exposure score are targeted for investment through the State cap-and-trade program. However, the condition of these communities poses fair housing concerns due to disproportionate exposure to unhealthy living conditions. Overall, Daly City scores relatively well on environmental outcome, with an average score in the 47.6th percentile. indicating that there are no areas that meet the criteria of a disadvantaged community or are disproportionately exposed to high levels of pollutants compared to other census tracts in the state. These scores reflect generally positive environmental conditions for residents of Daly City.

The primary indicators leading to higher scores in the city, as reported by OEHHA's CalEnviroScreen 4.0, are, in order of significance: low birth rate, linguistic isolation, diesel particulate matter (PM), lead in older homes, traffic, asthma, groundwater threats, hazardous waste, and education, all at or above the 49th percentile. In Daly City, the northern portion of the city, including the Pointe Pacific, Franciscan Park, Westlake/Westlake Northwest, Westlake South of Westmoor, and the Serramonte Center neighborhoods, and adjacent tracts to the south along I-280 to the central boundary of the city, see more positive environmental conditions compared to central areas. The most adverse environmental conditions are

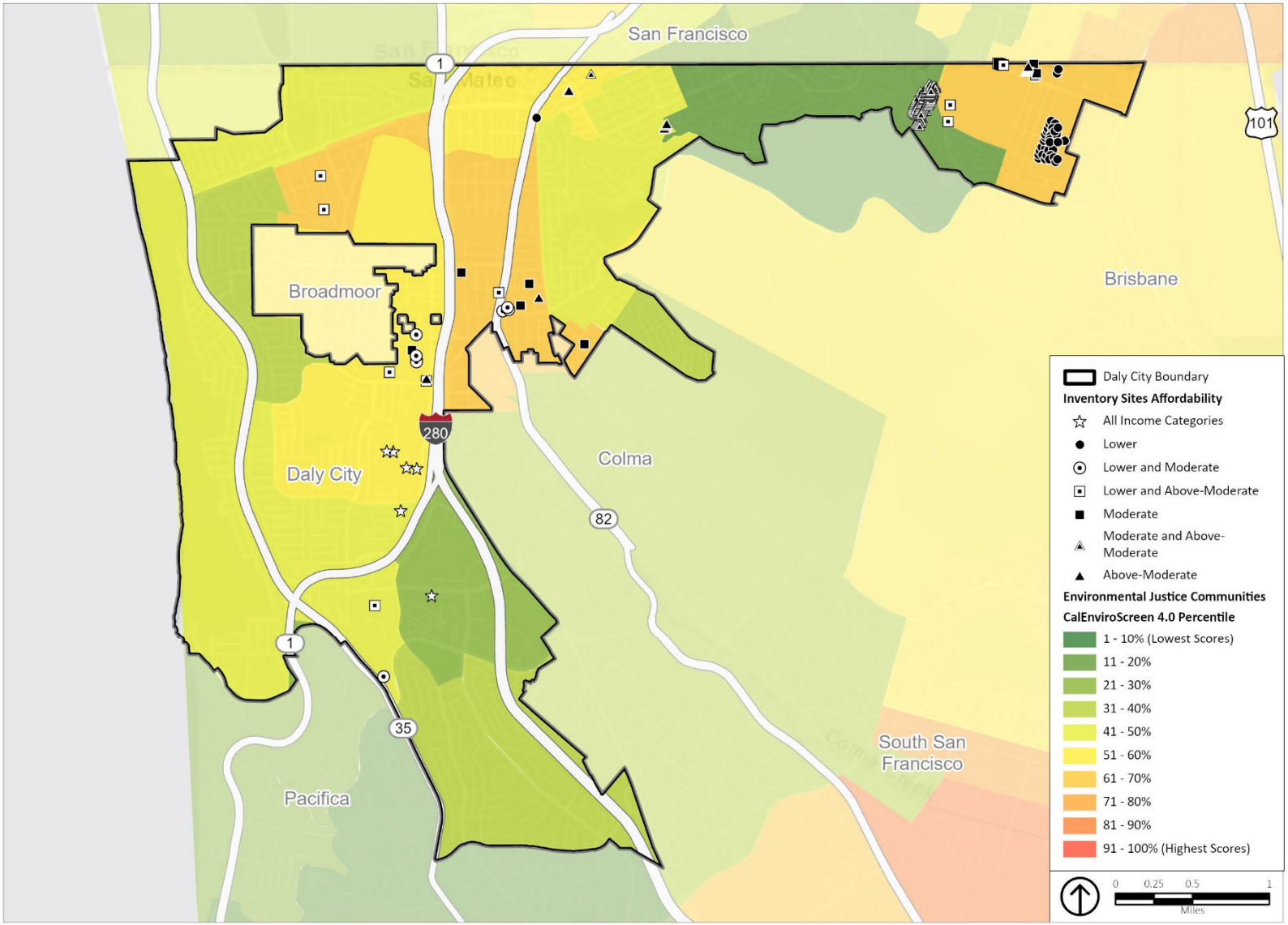
[15] California Health and Safety Code § 39711
[16] California Office of Environmental Health Hazard Assessment. *SB 535 Disadvantaged Communities*, June 2017. https://oehha.ca.gov/calenviroscreen/sb535
[17] California Environmental Protection Agency, California Office of Environmental Health Hazard Assessments. *Update to the California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0 Public Review Draft*, February 2021. https://oehha.ca.gov/media/downloads/calenviroscreen/document/calenviroscreen40reportd12021.pdf.

found in the central areas along I-280; north, east, and west of Broadmoor; in the original downtown; Westmoor and St. Franciscan neighborhoods; and the Bayshore and Cow Palace neighborhoods. The siting of affordable multifamily rental complexes largely coincides with census tracts with scores above the 50th percentile.

While Daly City is not considered an area of potential concern regarding fair housing in relation to disproportionate exposure to environmental hazards and a concentration of vulnerable populations by SB 535, I-280 runs through the center of the city, Highway 35 runs north to south through the western portion of the city, and Highway 82 parallels I-280. The locations of these major transportation corridors pose a potential environmental concern for adjacent residential areas, which may face increased exposure to traffic emissions and particulate matter. CalEnviroScreen reports that the pollution burden for diesel PM is above the 67th percentile, and traffic in these areas exceeds the 86th percentile. Further, the higher scores in these tracts are also attributed to socioeconomic factors, which generally fall above the 68th percentile, particularly cost burden, health factors, and linguistic isolation.

In San Mateo County, cumulative pollution exposure scores are relatively consistent among similarly situated suburban and urban communities. Scores increase in higher industrial areas, such as in the vicinity of the San Francisco Airport.

Figure HE-15: CalEnviroScreen 4.0 Percentile



Source: CalEnviroScreen 4.0

Disparities in access to opportunity. Data show that racial and ethnic minorities are more likely to live in low and moderate resource areas compared to non-Hispanic White residents. However, with the exception of Hispanic residents, the distribution of racial and ethnic residents in Daly City is relatively similar for those living in low, moderate, and high resource areas. While non-Hispanic White residents are more likely to live in high-resource areas, **Hispanic residents are more likely to live in low- and moderate-resource areas**.

TCAC's composite opportunity score for Daly City shows that census tracts in the northwest area of the city fall within high-resource areas while the rest of the city is in moderate-resource areas. The Social Vulnerability Index (SVI) provided by the CDC—which ranks census tracts based on their ability to respond to a disaster—includes socioeconomic status, household composition, race or ethnicity, and housing and transportation. **The central area of the city, bordered by I-280 to the west and Hillside Boulevard to the east, is most vulnerable according to the SVI**.

Daly City does not have any disadvantaged communities as defined under SB 535, where "disadvantaged communities are defined as the top 25.0 percent scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low-income populations."[18]

Disparities specific to the population living with a disability. Nine percent of the population in Daly City are living with at least one disability, compared to 8 percent in the county. The most common disabilities in the city are ambulatory (5.3 percent), independent living (4.4 percent), and cognitive (2.9 percent). The spatial distribution of Daly City residents with a disability is shown earlier in **Figure HE-7**.

Disability

"Disability types include hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty."

For the population 65 and over, the share of the population with an ambulatory or independent living difficulty increases. As mentioned above under access to transportation, San Mateo County is rapidly aging, therefore this population with a disability is likely to increase.

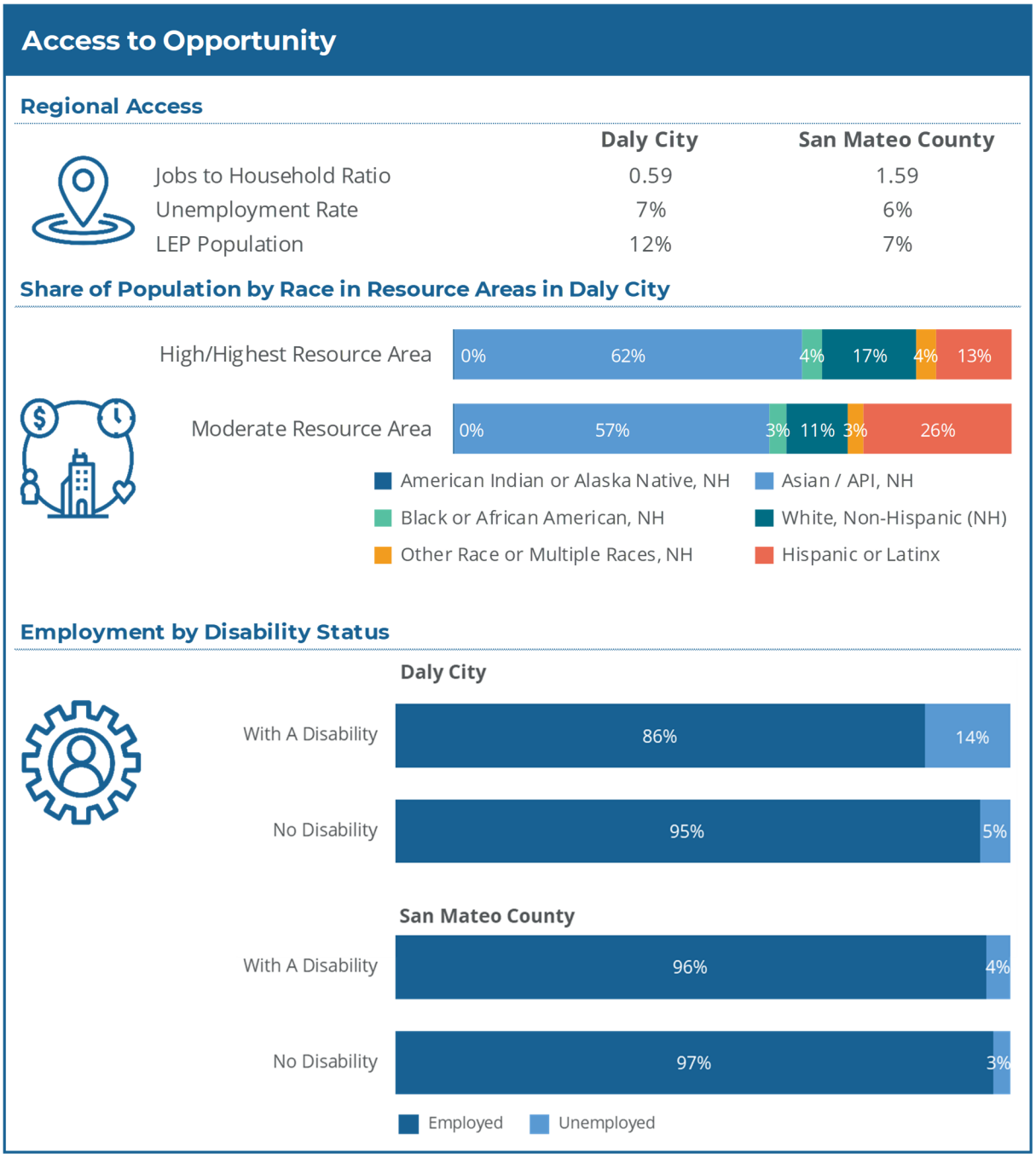
Unemployment is disproportionately high among residents living with a disability—14.0 percent compared to 5.0 percent for residents without a disability in Daly City—particularly when compared to the county where the disparity is not as high. Countywide, the unemployment rate for residents with a disability is 4.0 percent, compared to 3.0 percent for residents without a disability. High unemployment rates among this population point to a need for increased services and resources to connect this population with employment opportunities.

Residents living with a disability are primarily concentrated geographically along the I-280 corridor. This is likely due to increased transportation access and access to support services.

Source: California Department of Housing and Community Development Guidance, 2021, page 36.

[18] https://oehha.ca.gov/calenviroscreen/sb535

Figure HE-16: Access to Opportunity



Disparate Housing Needs

This section discusses disparate housing needs for protected classes, including cost burden and severe cost burden, overcrowding, substandard housing conditions, homelessness, displacement, and other considerations.

Disproportionate Housing Needs

"Disproportionate housing needs generally refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need when compared to the proportion of members of any other relevant groups, or the total population experiencing that category of housing need in the applicable geographic area. For purposes of this definition, categories of housing need are based on such factors as cost burden and severe cost burden, overcrowding, homelessness, and substandard housing conditions."

Source: California Department of Housing and Community Development Guidance, 2021, page 39.

Housing needs. Since 2000, population growth in Daly City has generally aligned with the Bay Area but lagged behind the county. Daly City experienced its most significant loss in population during the Great Recession. **Population growth slowed again from 2019 to 2020, likely due to the emergence of the COVID-19 pandemic.**

Since 2015, **the housing that has received permits to accommodate growth has largely been priced for above moderate-income households**, with 359 units permitted for above moderate-income households. **However, the city has also issued nearly 300 permits for low-income housing.** Additionally, the city has permitted 132 permits for moderate-income housing and 59 permits for very low-income housing. The Housing Needs Data Report for Daly City indicates new construction has not kept pace with demand throughout the Bay Area, "resulting in longer commutes, increasing prices, and exacerbating issues of displacement and homelessness."[19]

The variety of housing types available in the city in 2020 are predominantly single family (62.0 percent) and medium- or large-scale multifamily (24.0 percent). From 2010 to 2020, the multifamily inventory increased more than single family, and the city has a greater share of multifamily housing compared to other communities in the region.[20]

Nearly 70.0 percent of the housing inventory in Daly City was constructed from 1940 to 1979. As such, the city's units are older, lack energy efficiency, could be costly to adapt for disability accessibility, and may have deferred maintenance if households cannot afford to make improvements.

Compared to San Mateo County, the city's owner-occupied housing market has a smaller share of units priced between $1 and $1.5 million—14.0 percent of units in the city fall within this price range compared to 23.0 percent in the county. Similarly, units priced above $2 million make up less than 1.0 percent of the city's housing stock compared to 19.0 percent in the county. According to the Zillow home value index, home prices have experienced significant increases in the county.

Rents have increased at a slower pace compared to the for-sale market—however, median rents increased more rapidly from 2017 to 2019. Rent increases have likely been dampened by the COVID-19 pandemic. Compared to the county, **Daly City has fewer luxury rental units**—12.0 percent of units rent for more than $3,000 in the city compared to 22.0 percent in the county.

Cost burden and severe cost burden. **Close to half of all renter households in Daly City are cost burdened**, spending more than 30.0 percent of their gross income on housing costs, and one in five are extremely cost burdened, spending more than 50.0 percent of their gross income on housing costs. Cost burdened

[19] Housing Needs Data Report: Daly City, ABAG/MTC Staff and Baird + Driskell Community Planning, 2021.
[20] Housing Needs Data Report: Daly City, ABAG/MTC Staff and Baird + Driskell Community Planning, 2021.

households have less money to spend on other essentials like groceries, transportation, education, healthcare, and childcare. Extremely cost burdened households are considered at risk for homelessness.

A greater portion of households in Daly City (42.0 percent) struggle with cost burden compared to the county (37.0 percent). Lower-income households are more likely to experience housing cost burden. Two-thirds of households earning less than 30.0 percent AMI—considered extremely low-income households—are severely cost burdened, compared to less than 1.0 percent of households earning more than 100.0 percent of AMI.

There are **disparities in housing cost burden in Daly City by race and ethnicity and family size**. Black or African American (54.0 percent) and Hispanic households (49.0 percent) experience the highest rates of cost burden in the city. Non-Hispanic White (36.0 percent cost burdened) and both Asian and other/multiple race households (39.0 percent) experience the lowest cost burden.

Large family households—considered households with five or more persons—experience less cost burden, at a rate of 36.0 percent compared to all other households at 42.0 percent. Cost burdened renter households are primarily concentrated west of I-280 and in the northeast part of the city, just north of San Bruno Mountain State Park.

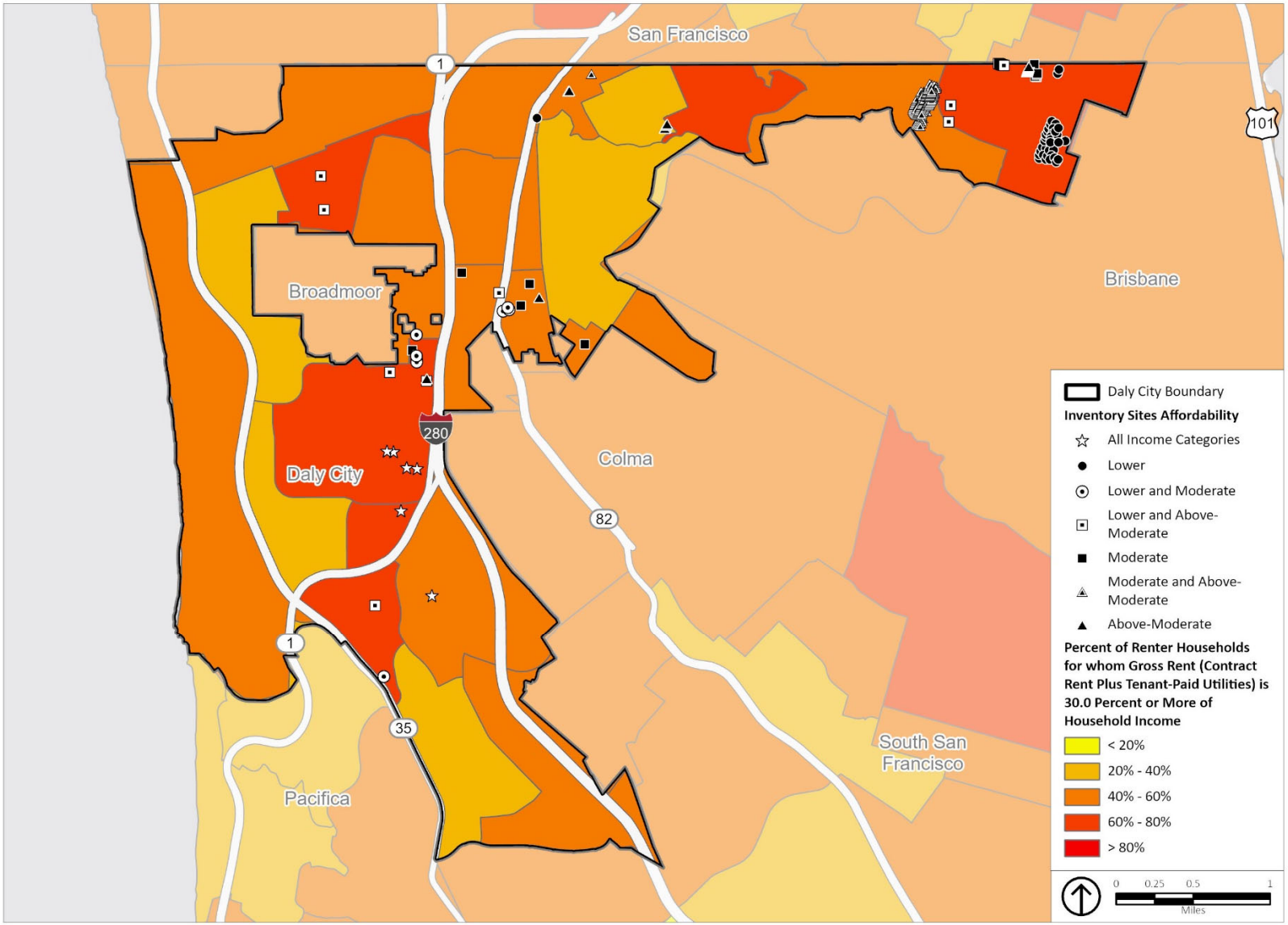
Figure HE-17 demonstrates the distribution of overpayment by renters for tracts throughout Daly City. While renters throughout the city experience housing cost burden, overpayment by renters is more severe in the Westlake Center (63.0 percent) and Campus Drive Serramonte (66.2 percent) neighborhoods, which correspond to the highest proportion of renter-occupied units in the city (at 95.0 and 82.9 percent of households respectively) as well as the highest rates of poverty and very low median incomes, between $57,275 and $71,186. In the Original Daly City and Hillside neighborhoods, 74.6 percent of households are renters and 55.4 percent are cost burdened, with median incomes in the very low-income range between $69,261 and $80,284. Additionally, although a lower proportion of households in the Westmoor Park and St. Francis neighborhoods are renters (39.2 percent), 61.6 percent pay more than 30 percent of their income toward housing costs. Median incomes range between very low in the neighborhood between Southgate Avenue and Cabrillo Highway (SR-1) adjacent to Serramonte Center, to low in the St. Francis neighborhood, with between 10.4 percent and 11.6 percent of the population earning incomes below the poverty level.

Similar overpayment conditions are found in the Bayshore Heights neighborhood, where 44.9 percent of households are renters, the median income is considered very low, and 66.3 percent of renters overpay for housing. Within the Southern Hills neighborhood, only a small proportion of households (17.0 percent) are renters and, although the median income is in the moderate category ($130,625), the majority of renters (65.8 percent) are cost burdened. In addition, in the west Hillside/Citrus Avenue and Merced Extension Triangle neighborhoods, where renters comprise between 44.0 and 50.7 percent of the households, an average of 46.0 percent of renters are cost burdened. These areas with high renter overpayment generally coincide with rates of overcrowding above 15.0 percent, with the exception of the Mission Hills neighborhood, which has a very low rate of overcrowding. Compared to neighboring cities in the county, renter occupants in Daly City experience housing cost burden at similar rates.

Figure HE-18 shows the distribution of homeowners in Daly City paying more than 30 percent of their income on housing. The intensity of housing cost burdens for homeowners is comparable to that of renters, with the majority of the city seeing homeowner overpayment rates between 40.0 and 60.0 percent. However, within the neighborhoods west of Skyline Boulevard, and north of John Daly Boulevard from the coast to the junction of SR 1 and I-280, homeowner cost burden is below 40.0 percent, correlating with predominantly single-family development, homeowner rates above 70.0 percent, moderate to above moderate median incomes, and the highest concentration of White non-Hispanic residents in the city. This area also has poverty rates between 15.0 percent and 30.0 percent, and although homeowner

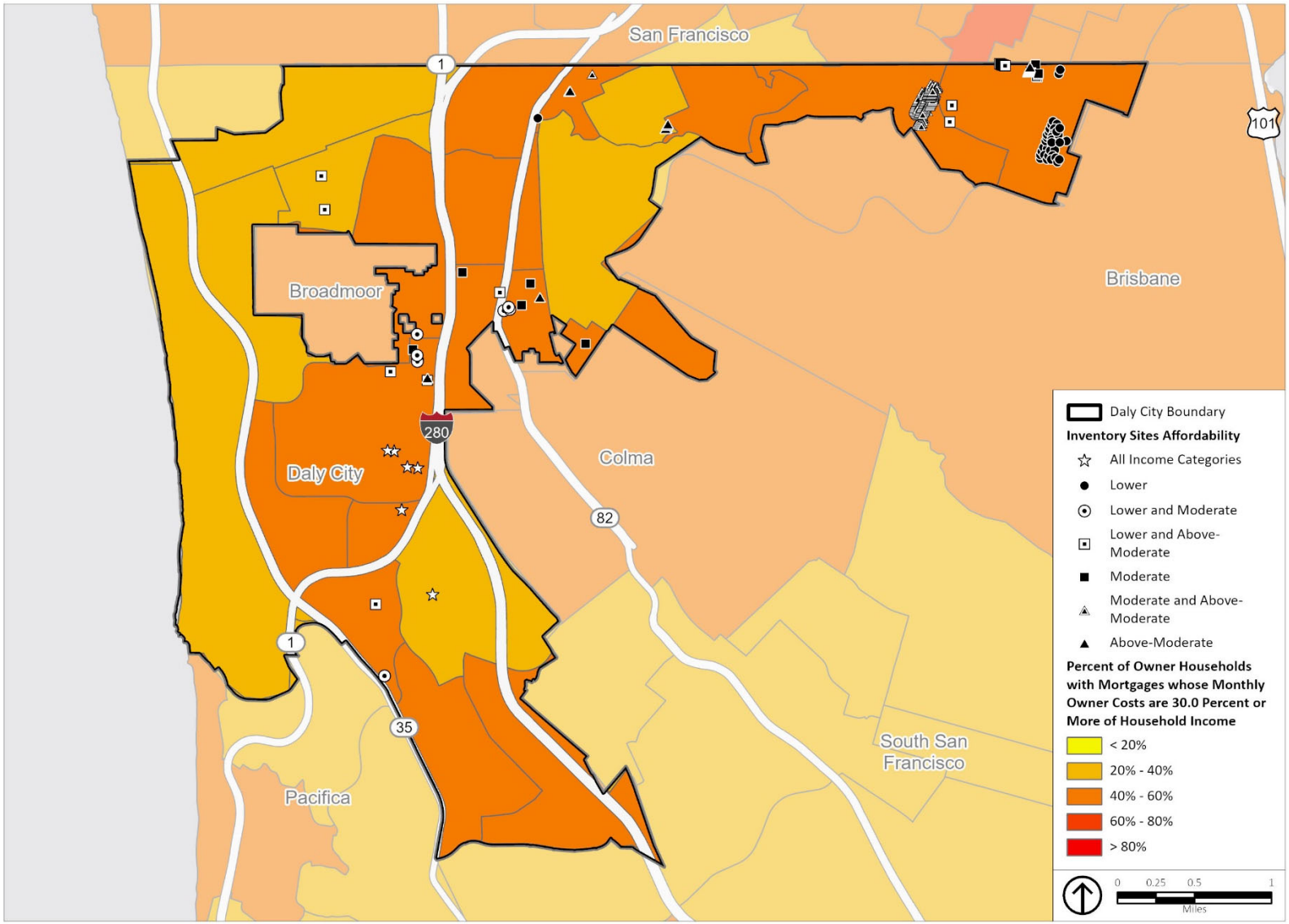
overpayment is relatively low, 50.0 percent of the small proportion of renters in these neighborhoods are cost burdened. Homeowner overpayment below 40.0 percent is also found in the Hillside Park neighborhood and the Crocker neighborhood in the vicinity of Lincoln Park, with moderate incomes and a larger proportion of Asian residents. Renters, while comprising less than 30 percent of the households in these neighborhoods, experience overpayment at similar rates. However, unlike the western area of the city, between 15.0 to 16.5 percent of households in these neighborhoods are overcrowded, which could indicate that families or household members are doubling up in order to afford their housing. Cost burden by homeownership is slightly more apparent in Daly City compared to neighboring cities such as San Carlos, Menlo Park, Redwood City, and East Palo Alto. It should also be mentioned that even in areas previously identified as being of higher income levels (upwards of $125,000), residents throughout the city still experience cost burdens regardless of occupancy type and income.

Figure HE-17: Renter Overpayment



Source: ACS, 2015-2019

Figure HE-18: Owner Overpayment



Source: ACS, 2015-2019

Overcrowding. In response to a disparity between household income and housing costs in a community, some households may not be able to buy or rent housing that provides a reasonable level of privacy and space. According to both California and federal standards, a housing unit is considered overcrowded if it is occupied by more than one person per room (excluding kitchens, bathrooms, and halls).

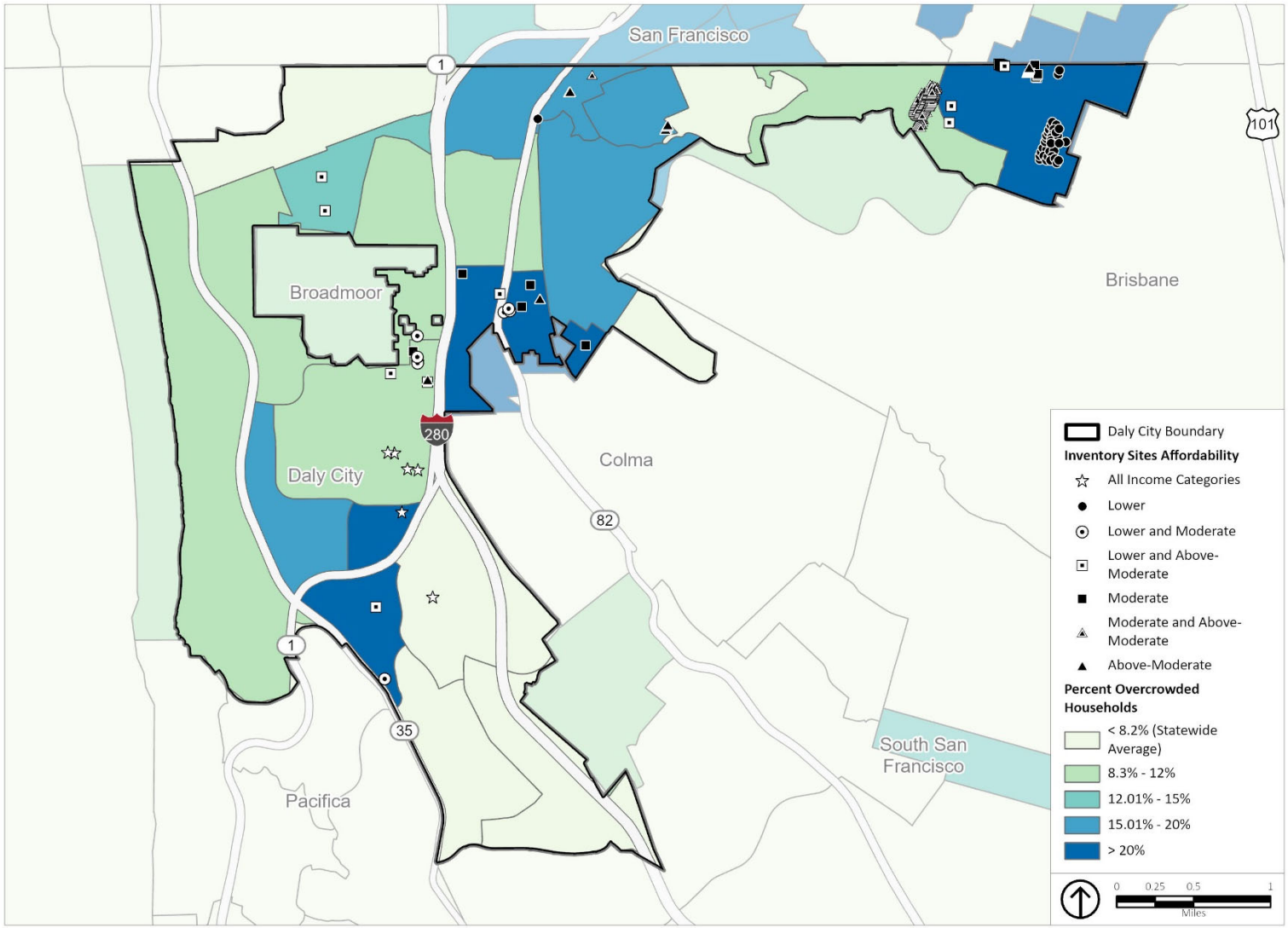
Fourteen percent of households in Daly City are overcrowded, compared with only 8.0 percent in the county. However, renter households are more likely to be overcrowded, with nearly 22.0 percent of households with more than one occupant per room compared to 8.0 percent of owner households.

As demonstrated in **Figure HE-19**, overcrowded households in Daly City are concentrated in the Westlake Shopping Center neighborhood (14.5 percent), southern St. Francis/Campus Drive and Serramonte (each at 27.9 percent), a portion of the Westmont neighborhood south of Westmoor Avenue and west of Skyline Boulevard (16.8 percent), northern Crocker (16.5 percent), Daly City BART (15.6 percent), Hillside/Pacific Pointe (15.1 percent), and Original Daly City (22.4 percent) neighborhoods. The majority of these areas have lower median incomes (**Figure HE-9, Median Household Income**) and are predominantly non-White with an Asian majority and an average of 30.0 percent Hispanic residents (**Figure HE-6, Percentage of Population Non-White**). These areas also experience higher levels of housing cost burden (**Figure HE-18, Overpayment by Homeowners,** and **Figure HE-17, Overpayment by Renters**) for both homeowners and renters, and in the northern and Westlake neighborhoods, a higher incidence of children in single female-headed households. It is likely that residents live in these areas due to the low cost of housing compared to other parts of the region or, conversely, as a result of a shortage of units to accommodate households at appropriate sizes and within their price range.

Regionally, Daly City, as well as other cities such as San Mateo, Redwood City, and East Palo Alto, has a relatively high percentage of overcrowded households in comparison to the county as a whole.

Racial and ethnic minorities are more likely than non-Hispanic White households to experience overcrowding. Hispanic (21 percent), Other/Multiple race (20 percent), and Asian (16 percent) households experience the highest rates of overcrowding. Low- and moderate-income households are also more likely to be overcrowded.

Figure HE-19: Rate of Overcrowding



Source: CHHS, 2020

Displacement. Owner households generally enjoy greater housing stability than renter households, which are more mobile. In Daly City, **21 percent of income-assisted rental units are at high or very high risk for conversion to market rate**, a total of 112 out of 528 total units in the city. In San Mateo County, 417 units are at risk—8 percent of the total assisted housing units in the county. Source: https://www.sensitivecommunities.org/.

Displacement Sensitive Communities

"According to the Urban Displacement Project, communities were designated sensitive if they met the following criteria:

- "They currently have populations vulnerable to displacement in the event of increased redevelopment and drastic shifts in housing cost. Vulnerability is defined as:
  - "Share of very low-income residents is above 20 percent

    AND
  - "The tract meets two of the following criteria:
    - "Share of renters is above 40 percent
    - "Share of people of color is above 50 percent
    - "Share of very low-income households (50 percent AMI or below) that are severely rent burdened households is above the county median
    - "They or areas in close proximity have been experiencing displacement pressures. Displacement pressure is defined as:
      - "Percent change in rent above county median for rent increases, 2014-2020

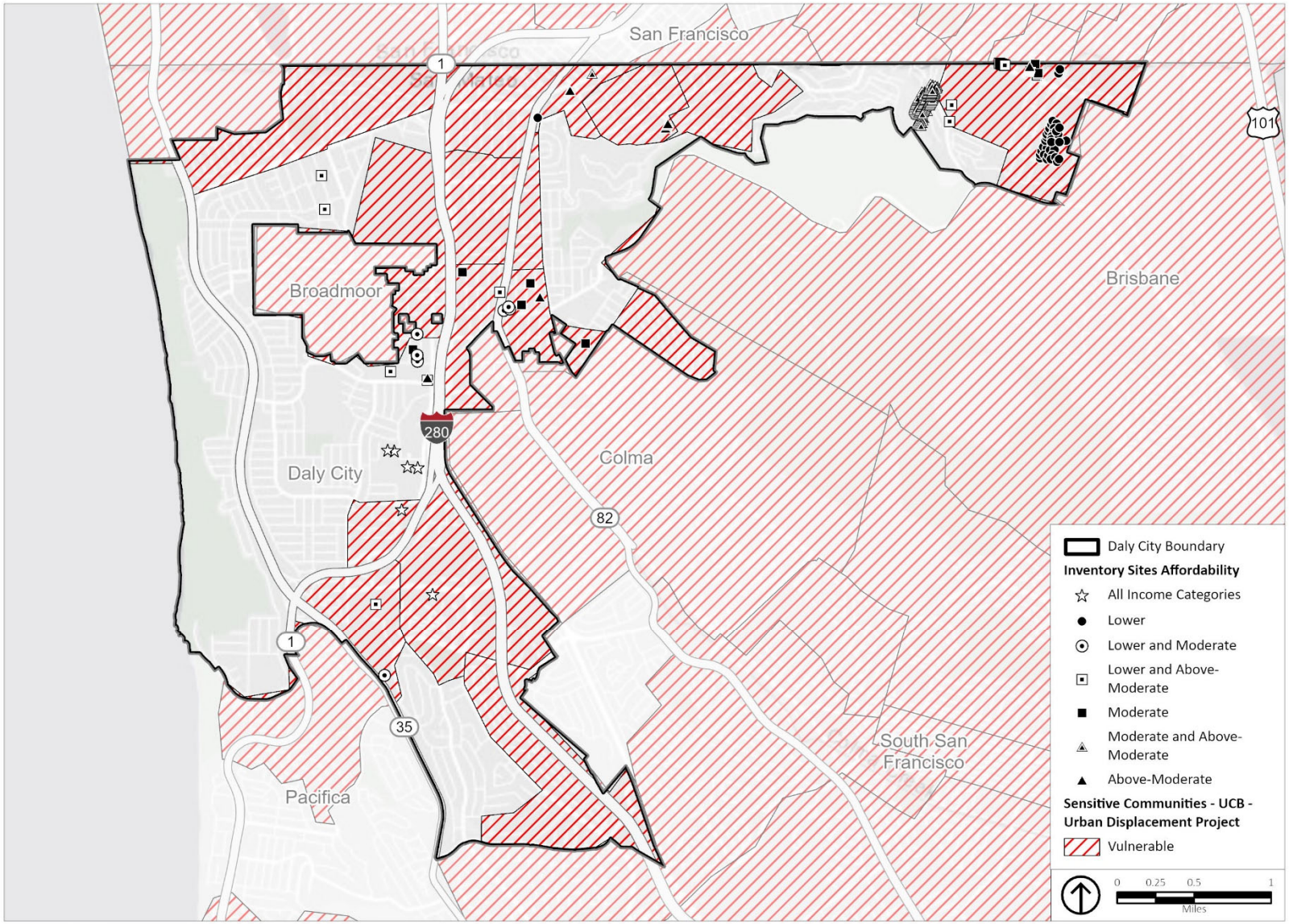
"OR

- "Difference between tract median rent and median rent for surrounding tracts above median for all tracts in county (rent gap)"

Residents of 11 census tracts in the city are vulnerable to displacement—these same tracts generally have higher shares of renter households (**Figure HE-20**). Displacement risk is not attributed to flood hazard; outside of minimal areas adjacent to the Pacific Ocean and the BART Colma Station, **there are no areas in Daly City that are included in the Special Flood Hazard Areas determined by the Federal Emergency Management Agency (FEMA) as having a 1.0 percent chance of flooding annually.**

To address various potential causes for displacement, the Housing Element includes **Task 8.1** which will protect renters from displacement caused by condominium conversions using federal, state, and local funds as available. The City will also leverage available funding to encourage the production of affordable housing and will provide technical assistance as part of **Task 9.1**. The City will continue to provide fair housing services and education to tenants and landowners to prevent housing discrimination as part of **Tasks 15.1 and 15.2**. The City will also continue to operate and support the Housing Assistance Program as part of **Task 16.1** to provide emergency financial assistance grants to eligible lower-income families, seniors, and persons with disabilities to cover housing-related emergencies.

Figure HE-20: Communities Vulnerable to Displacement



Source: UCB Urban Displacement Project, 2021

Substandard housing. Substandard housing is housing that poses a risk to the health, safety, and/or physical well-being of residents. When looking at the age of the housing stock, particularly for rental units that often require larger investment to maintain, the oldest units are located in the northern portion of the city, in the Southern Hills, Daly City BART, and Westlake Park neighborhoods. Of these neighborhoods, Daly City BART has the lowest median income ($76,413 to $ 96,691) and the highest percentage of rental units built prior to 1949. Therefore, the City has identified **Task HE 14.3** to provide rehabilitation assistance loans and target outreach regarding rehabilitation assistance in this neighborhood, and any others where there is identified rehabilitation need.

Additional data on housing condition is very limited, with the most consistent data available across jurisdictions found in the American Community Survey (ACS)—which captures units in substandard condition as self-reported in census surveys. In Daly City, renter households are more likely to have substandard kitchen and plumbing facilities compared to owner households. Generally, a low share of households are lacking kitchen or plumbing. For renters, 1.6 percent are lacking kitchen facilities while less than 1 percent are lacking plumbing. For owners, less than 1 percent are lacking either kitchen or plumbing facilities.

Through **Task 14.3** the City will continue to provide CDBG-funded residential rehabilitation loans to eligible low-income homeowners and rental property owners. Additionally, as part of **Task 23.2** the City will develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.

Homelessness. In 2022, 1,808 people were experiencing homelessness in the county, an increase of 191 persons from 2019—39.6 percent of people were in emergency or transitional shelter and the remaining 60.4 percent were unsheltered. The majority of unsheltered people experiencing homelessness were in households without children (91.2 percent). Of the households with children, 82.0 percent were residing in an emergency shelter or transitional housing; the remainder were unsheltered persons living in safe parking areas or in their vehicle.

The majority of people in adult-only households were unsheltered (72.0 percent), aged 25 or older (96.0 percent), male (73.0 percent), non-Hispanic/non-Latin (56.0 percent), White (63.0 percent), and were not considered chronic homeless (55.0 percent). **Populations that were overrepresented in the homeless population compared to the general population include residents that identify as American Indian or Alaskan Native (5.0 percent of the homeless population compared to less than 1.0 percent of general population), Black (19.0 percent of homeless, 3.0 percent of total population), White (61.0 percent of homeless, 54.0 percent of total population), and Hispanic (47.0 percent of homeless percent, 25.0 percent of population).** People struggling with chronic substance abuse (18.9 percent), severe mental illness (28.0 percent), and domestic violence (6.7 percent) represented a substantial share of the homeless population in 2022.

To better understand the impacts of the COVID-19 pandemic on homelessness, the survey administered to people experiencing unsheltered homelessness were asked whether the COVID-19 pandemic was the cause of homelessness and about their vaccination status. Among those surveyed, 15.0 percent reported that the COVID-19 pandemic caused them to become homeless. Of this subset of the population, the most common causes were loss of job (44.0 percent), eviction (10.0 percent), having their rent raised (5.0 percent), and having their work hours reduced (5.0 percent).

In Daly City in 2022, 49 unsheltered persons were counted, a decrease from 66 in 2019. The total number of sheltered homeless residents from Daly City is not included in the 2022 Point in Time count. While Daly City's population represents 14 percent of the total county, only 4.0 percent of the unsheltered population were present in the city. Demographic information is not available at the city level; however, it is reasonable to conclude that persons experiencing homelessness share similar demographics with those

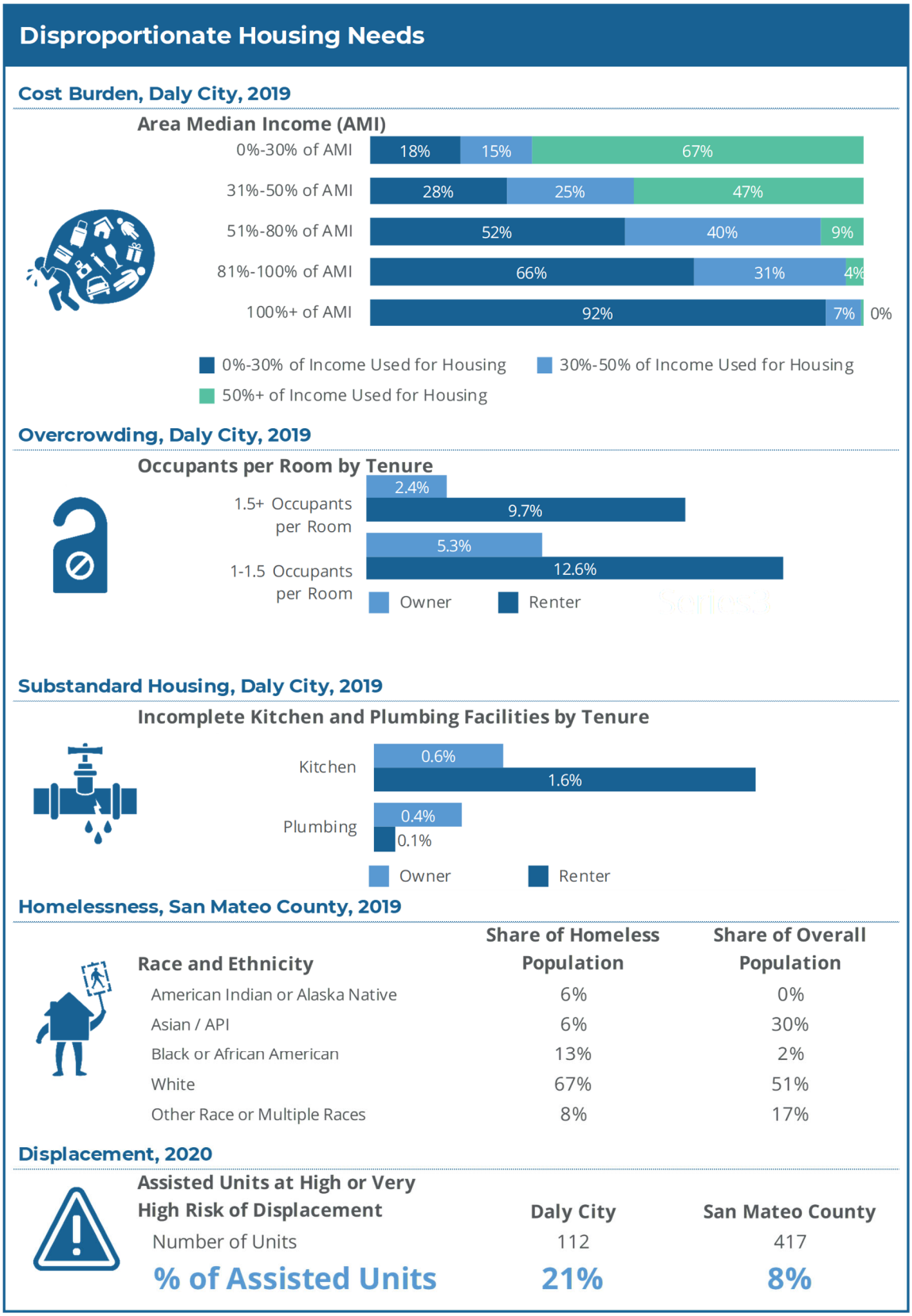
who are living in poverty and/or face severe cost burden. In Daly City, the highest rates of poverty were among Black residents (13.3 percent), American Indian residents (10.8 percent), and Other or Multiple races, including Hispanic and non-Hispanic (10.3 percent).

In Daly City, areas where homeless community members are frequently noticed are generally concentrated around Mission Plaza, Westlake Shopping Center, in front of the Walgreens on San Pedro Road, and around the bus turnaround at Top-of-the-Hill (Mission Street and John Daly Boulevard). Each of these locations is within easy walking access to transit, connecting homeless residents to services and resources they may need throughout the city and the Bay Area. Services in Daly City for homeless residents include Family Crossroads and the Daly City Community Service Center. Family Crossroads is operated by LifeMoves, a nonprofit organization aiding homeless individuals transition to stable housing. The facility is located in the Daly City BART neighborhood and provides interim housing for 15 families experiencing homelessness. The Daly City Community Service Center is located in the Broadmoor neighborhood and is one of eight core San Mateo County agencies that addresses homelessness and provides services for the population. The Center offers case management and safety net services, including rent and utility assistance, food pantry and distribution, shelter referrals, Diaper Club Program, clothing, toiletries, and household items support. All services provided by the Center are available in English, Spanish, Tagalog, Cantonese, and Mandarin.

The City will continue **Policy 19** and make referrals to home-sharing programs which can provide essential housing to those at risk of homelessness. The City will also adopt management standards for emergency shelters as part of **Task 13.1**. To ensure sufficient local shelter for those experiencing homelessness, the City will revise its zoning code to permit Transitional and Supportive Housing in compliance with State Law through **Task 13.3** and will additionally define and permit the development of low-barrier navigation centers in **Task 13.2**.

Access to mortgage loans. ***Disparities by race and ethnicity are also prevalent for home mortgage applications, particularly in denial rates. Hispanic (38 percent denial rate) and Black or African American (36 percent) had the highest denial rates for mortgage loan applications in 2018 and 2019. Conversely, non-Hispanic While (22 percent) and both American Indian or Alaska Native and Asian (25 percent) households have the lowest denial rates during the same time.***

Figure HE-21: Disporportionate Housing Needs



Other Relevant Factors

History of segregation in the region. The United States' oldest cities have a history of mandating segregated living patterns—and Northern California cities are no exception. ABAG, in its recent Fair Housing Equity Assessment, attributes segregation in the Bay Area to historically discriminatory practices—highlighting redlining and discriminatory mortgage approvals—as well as "structural inequities" in society and "self segregation" (i.e., preference to live near similar people).

This history of segregation in the region is important not only to understand how residential settlement patterns came about, but more importantly, to explain differences in housing opportunity among residents today. To summarize, not all residents had the ability to build housing wealth or achieve economic opportunity. This historically unequal playing field in part determines why residents have different housing needs today.

Researcher Richard Rothstein's 2017 book *The Color of Law: A Forgotten History of How Our Government Segregated America* chronicles how the public sector contributed to the segregation that exists today. Rothstein highlights several significant developments in the Bay Area that played a large role in where the region's non-White residents settled.

Pre-civil rights San Mateo County faced resistance to racial integration, yet it was reportedly less direct than in some Northern California communities, taking the form of "blockbusting" and "steering" or intervention by public officials. These local discriminatory practices were exacerbated by actions of the Federal Housing Administration, which excluded low-income neighborhoods, where the majority of people of color lived, from its mortgage loan program.

According to the San Mateo County Historical Association. San Mateo County's early African Americans worked in a variety of industries, from logging to agriculture to restaurants and entertainment. Expansion of jobs, particularly related to shipbuilding during and after World War II, attracted many new residents into the peninsula, including the first sizable migration of African Americans. Enforcement of racial covenants after the war forced the migration of the county's African Americans into neighborhoods where they were allowed—housing segregated into less desirable areas, next to highways, and concentrated in public housing and urban renewal developments.

Daly City is notable for its relatively small lot sizes—spurred by the development of affordable homes to accommodate demand in the post–World War II housing boom. As such, the city has been accommodating "missing middle" housing demand for many decades and continues to serve as a provider of missing-middle ownership housing for the greater region.[21]

Still, while Daly City was unique in providing homes to returning vets, public- and private-sector regulations and actions prevented purchases of those homes by buyers of color, including returning veterans. Daly City's Westlake neighborhood was financed with Federal Housing Administration guarantees that carried covenants that prevented homes from being sold to non-Whites. Recorded deeds specified that only "members of the Caucasian or White race shall be permitted" to occupy sold homes—the exception being "domestics … employ[ed] on the premises."[22] Daly City neighborhoods that did not carry such covenants were racially and ethnically diverse, and sales were made to persons of color to

[21] https://www.kqed.org/news/11882379/how-daly-city-became-one-of-the-most-densely-populated-cities-in-the-country
[22] Rothstein, Richard, *The Color of Law: A Forgotten History of How Our Government Segregated America,* 2017.

accommodate workforce needs.[23] This history explains Daly City's relative diversity, which has been maintained over time, as discussed previously.

The segregating effect of blockbusting activities is well documented in East Palo Alto. In 1954, after a White family in East Palo Alto sold their home to an African American family, the then-president of the California Real Estate Association set up an office in East Palo Alto to scare White families into selling their homes ("for fear of declining property values") to agents and speculators. These agents then sold these homes at overinflated prices to African American buyers, some of whom had trouble making their payments. Within six years, East Palo Alto—initially a "whites only" neighborhoods—became 82 percent African American. The FHA prevented re-integration by refusing to insure mortgages held by White buyers residing in East Palo Alto.

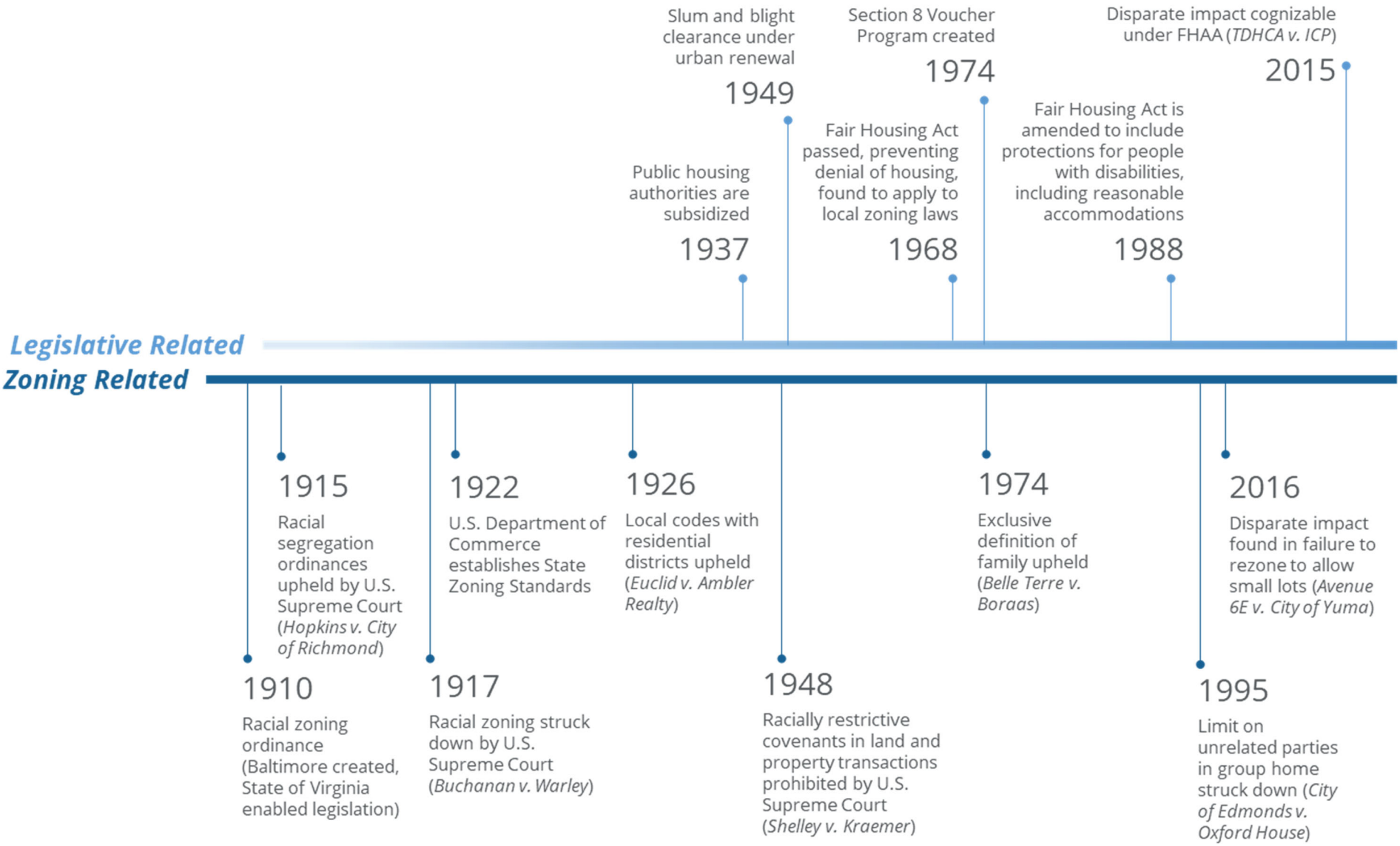
Throughout the county, neighborhood associations and city leaders attempted to thwart integration of communities. Although some neighborhood residents supported integration, most did not, and it was not unusual for neighborhood associations to require acceptance of all new buyers. Builders with intentions to develop for all types of buyers (regardless of race) found that their development sites were rezoned by planning councils, required very large minimum lot sizes, and\or were denied public infrastructure to support their developments or charged prohibitively high amounts for infrastructure.

The following timeline displays major federal acts and court decisions related to fair housing choice and zoning and land use (**Figure HE-22**). As shown in the timeline, exclusive zoning practices were common in the early 1900s. Courts struck down only the most discriminatory and allowed those that would be considered today to have a "disparate impact" on classes protected by the Fair Housing Act. For example, the 1926 case *Village of Euclid v. Amber Realty Co.* (272 U.S. 365) supported the segregation of residential, business, and industrial uses, justifying separation by characterizing apartment buildings as "mere parasite(s)" with the potential to "utterly destroy" the character and desirability of neighborhoods. At that time, multifamily apartments were the only housing options for people of color, including immigrants.

The Federal Fair Housing Act was not enacted until 1968, nearly 60 years after the first racial zoning ordinances appeared in U.S. cities. This coincided with a shift away from federal control over low-income housing toward locally tailored approaches (block grants) and market-oriented choice (Section 8 subsidies)—the latter of which is only effective when adequate affordable rental units are available.

[23] https://www.kqed.org/news/11883382/in-daly-city-the-bayanihan-spirit-is-alive-and-well

Figure HE-22: Major Public and Legal Actions That Influence Fair Access to Housing



Zoning and land use. Though exclusive and discriminatory zoning is no longer legal, current land use and zoning patterns influence neighborhood demographics, access to opportunities, and more.

The Othering & Belonging Institute, a UC Berkeley research center, published a report in 2020 analyzing the characteristics of communities in the Bay Area in relation to the proportion of single-family zoning. The research findings identified that in San Mateo County and across the Bay Area regionally, residents of cities with high levels of single-family zoning have greater access to resources, resulting in positive life outcomes. Predominance of single-family zoning aligned with higher median incomes, higher home values, more-proficient schools, and other factors that are similarly associated with the highest-resource designation in the TCAC/HCD opportunity maps. Single-family zoning predominates residential areas in the Bay Area; the average proportion of residential land zoned exclusively for single-family housing in Bay Area jurisdictions was found to be 85.0 percent. Only in two jurisdictions of the 101 surveyed (Benicia and Suisun City) did single-family zoning make up less than 40.0 percent of the jurisdiction's land area. However, access to high quality resources was greatest in jurisdictions with at least 90.0 percent of the land area designated to single-family zoning.

During the study, it was assessed that 89 percent of residentially zoned land in Daly City was zoned exclusively for single-family housing, putting it in the top 30.0 percent of jurisdictions in the Bay Area based on percentage of exclusively single-family land. All jurisdictions that had 80.0 to 89.0 percent of their land designated for single-family housing were considered moderately exclusive. In 2020, approximately 62.3 percent of Daly City's housing stock consisted of single-family homes. Of the remaining units, 24.4 percent were multifamily units in structures with five or more units, 11.6 percent were in duplex to fourplex structures, and 1.6 percent were mobile homes. While single-family zoning can create highly desirable places to live, higher entry costs associated with this housing type can pose a barrier to access for low- and moderate-income households, restricting access to economic, educational, and other opportunities that are available in higher-resource communities.

In Daly City, the R-3, R-4, and BMR zones permit higher density multifamily housing and are scattered throughout the city, though with concentrations along Mission Street and Highway 1/ Cabrillo and surrounding the Westlake Shopping Center and Serramonte Center. As described throughout this Assessment of Fair Housing, these areas tend to have more indicators of fair housing concerns, such as lower median incomes, higher rates of poverty, higher rates of overcrowding, and more. While multifamily offers valuable housing opportunities for lower- and moderate-income households, the limited and concentrated supply of suitably zoned land may result in patterns of income segregation. To combat this potential fair housing issue, the City has identified **Tasks 1.1 through 1.4** which will create new opportunities for dense housing development in the C-MU zone. As part of **Task 3.1**, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents. The City will define and permit single-room occupancy units, which can be more affordable to extremely low income households, as part of **Task 18.3**. Through **Task 1.5**, the City will amend the zoning code such that two commercial zones will permit mixed-use development by-right. The City will also encourage the development of ADUs through **Task 5.1**, which can be an affordable housing type for lower-income households.

Public Investment Patterns.

Public and private investment typically includes construction, maintenance, and improvements to public facilities, including infrastructure, acquisition of land, and major equipment. Historically, investment in the City of Daly City has been prioritized based on need and available funding, which has prevented disinvestment in any particular area of the city. However, any infrastructure or facilities in need of improvement are identified for investment in the City's 5-year Capital Improvement Plan (CIP). The CIP is funded from a variety of sources that can each be used for specific purposes. These funds are allocated to improve roadways and other transportation infrastructure, public utility infrastructure, complete

downtown projects, support affordable development, maintain parks, and other projects. Recent and upcoming projects include, but are not limited to:

- Affordable Housing:
    - 493 Eastmoor: 71-unit affordable housing project in pre-development (2023).
    - 3001 Geneva: 6 affordable townhomes developed by Habitat for Humanity. Construction completed in Spring 2022.
- Park improvements in the Bayshore neighborhood, including Bayshore Park, Bayshore Heights Park, and Linda Vista Retention Basin. This is a lower-income neighborhood with a moderate to high rate of children in single-parent, female-headed households.
- Street improvements including crosswalk and streetlight enhancements citywide to promote pedestrian safety and accessibility for all residents and visitors.

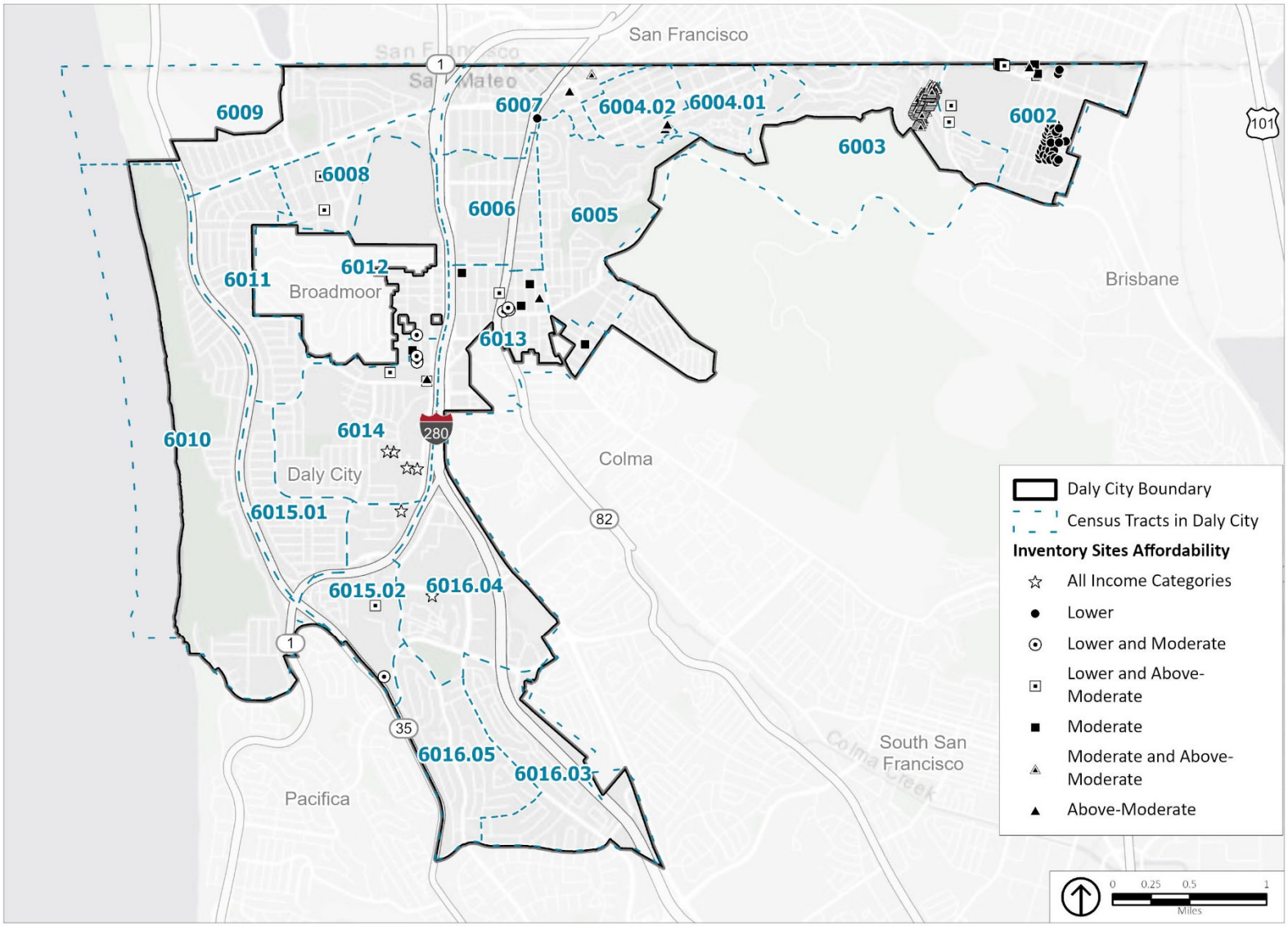
Priority is based on projects that will result in the greatest community benefit, mitigate existing issues, and address public demand and need, focusing on creating more public facilities, public safety, and recreational amenities for residents of the city. While there has not been any disproportionate investment to date, or conversely, disinvestment in any particular area of the city; the Community Development Department prioritizes use of CDBG funding for lower-income census tracts to facilitate place-based revitalization and equitable access to city amenities. Site Inventory Analysis

Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015. Under California law, AFFH means "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics."

This section includes an analysis of the Housing Element's sites inventory as compared with fair housing factors. The location of housing in relation to resources and opportunities is integral to addressing disparities in housing needs and opportunity and to fostering inclusive communities where all residents have access to opportunity. This is particularly important for lower-income households. AB 686 added a new requirement for housing elements to analyze the distribution of projected units by income category and access to high resource areas and other fair housing indicators compared to citywide patterns to understand how the projected locations of units will affirmatively further fair housing. These demographic patterns will be analyzed at the census-tract level; **Figure HE-23** shows Daly City's census tracts along with the RHNA sites inventory organized by the income levels accommodated by each site.

It is worth noting that while these factors are discussed in terms of the expected income level that each unit is expected to accommodate, many projects and sites in the inventory are expected to develop with mixed-income housing, which will help to mitigate any potential over-concentration of lower-income sites within any one area of the city.

Figure HE-23: Daly City Census Tracts



Source: US Census (2010 Decennial)

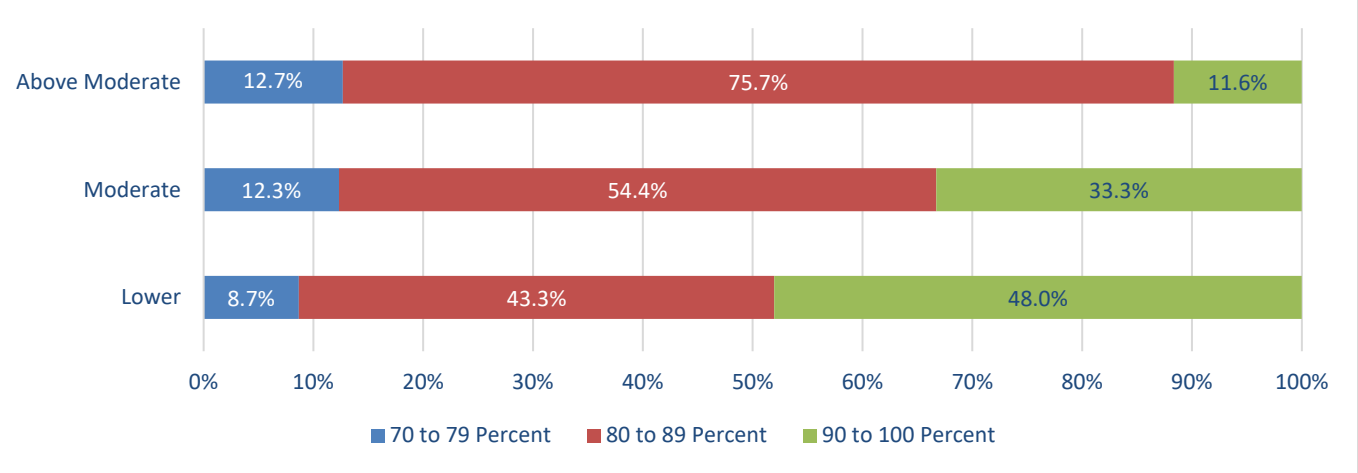
Race and Ethnicity

As is shown in **Figure HE-24**, all of the RHNA inventory sites are within census tracts where the population is at least 75 percent non-white. However, this is not reflective of segregation within the inventory sites, but instead of a higher concentration of non-white residents in the city overall. As shown in **Figure HE-24**, distribution of non-white residents is fairly even throughout the city.

Among lower-income inventory units, the highest percentage (48.0 percent) are in areas of the city where 90 percent or more of the population is non-white. A smaller but not insignificant percentage of lower-income units (43.3 percent) are within census tracts where 80 to 90 percent of the population is non-white. By comparison, while only 11.6 of the above moderate-income inventory units are expected to develop in areas where 90 percent of the population or more identify as non-white, 75.7 percent of above moderate-income units are expected to develop in areas where 80 to 89 percent of the population identifies as non-white. For the remaining inventory units, a lower percentage of the lower-income units than above moderate-income units are in areas with lower concentrations of non-white residents (8.7 percent and 12.7 percent of units, respectively). While higher-income units are better-represented in the areas with the lowest concentration of non-white community members, this is not the predominant location for above moderate-income units.

Just over half of moderate-income units in the inventory are estimated to develop in areas where 80 to 89 percent of the population is non-white. The smallest percentage of moderate-income units, 12.3 percent, are inventoried in areas where 70 to 79 percent of the population is non-white, and the remaining 33.3 percent are inventoried in areas where 90 or more percent of the population is non-white.

Figure HE-24: Percentage of the Population Non-White



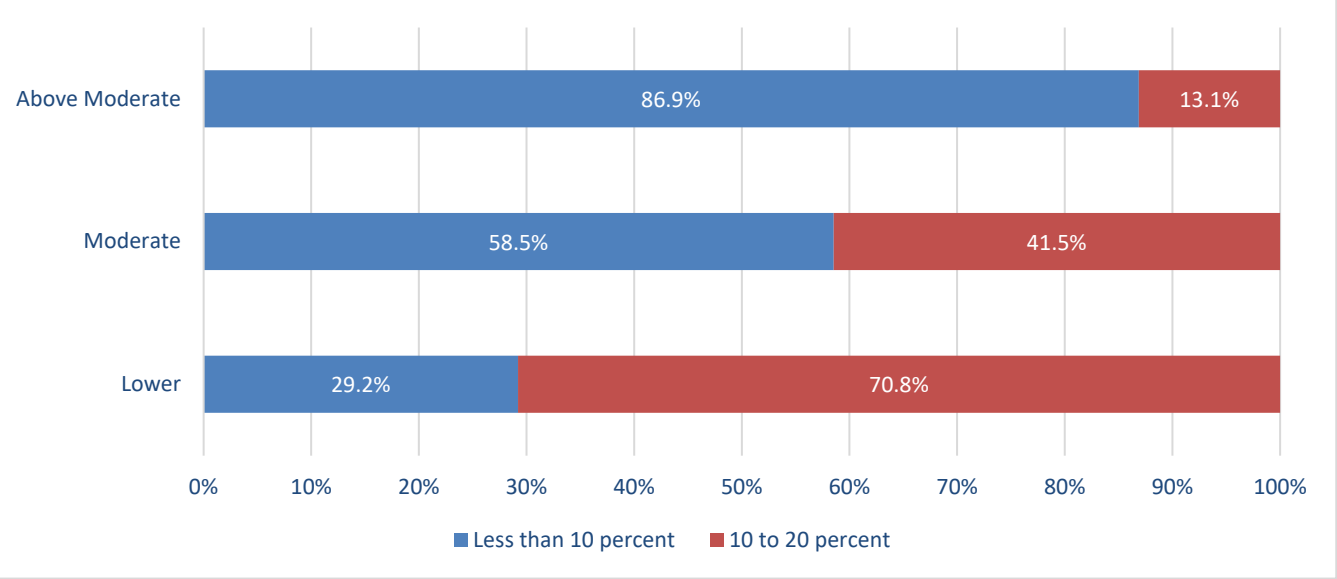
Source: ACS, 2015-2019.

Disability Status

As is shown in **Figure HE-25**, the majority of both above moderate- and moderate-income units in the RHNA inventory are expected to develop in areas where 10 percent or less of the residents report having a disability (86.9 percent of above moderate-income units and 58.5 percent of moderate-income units in these areas). In contrast, just under one-third of lower-income units (29.2 percent) are expected to develop in these areas. However, in the two census tracts with the highest percentage of residents with a disability, only 12.5 percent of residents in each tract report a disability, so the difference between the two groups of census tracts is not significant. Additionally, as shown in Figure 1-2, several of the sites in

these areas with higher levels of residents with disabilities are sites that are either currently developing as mixed-income projects or are expected to develop as mixed-income in the future.

Figure HE-25: Percentage of Inventory by Income Level, by Percentage of Residents with a Disability



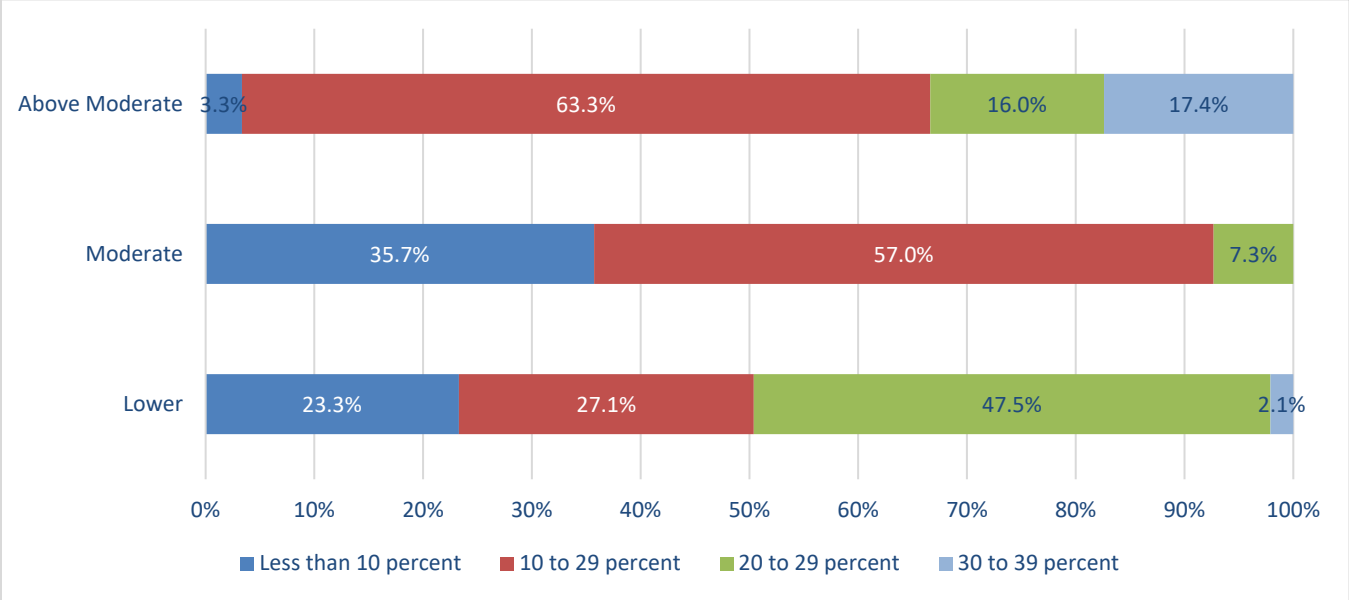
Source: ACS, 2015-2019.

Family Status

The majority of census tracts in Daly City do not have a significant population of children living within households with a single female head of household. As shown in **Figure HE-26**, areas of the city with the highest percentages of the population with this family status are in the northern parts of the city, adjacent to San Francisco. Sites in these areas include a few projects with lower-income units, such as a large affordable housing development at Midway Village, and some sites that are expected to develop for both lower- and above moderate-income households, However, there are also a large number of units in these tracts that are developing as single-family housing for above moderate- and moderate-income households.

The result of this mix of income levels within the areas with higher percentages of children in female-headed households is that 17.4 percent of above moderate-income units are expected to develop in tracts where between 30 and 39 percent of children live in female-headed households, compared to just 2.1 percent of lower-income units (see Figure 1-17). In contrast, 23.3 percent of lower-income and 35.7 percent of moderate-income units are expected to develop in areas where less than 10 percent of children live in female-headed households, compared to 3.3 percent of above moderate-income households. Because female-headed households have a higher likelihood of being lower-income, this distribution can help to prevent reinforcement of any historic overconcentration of lower-income households that may exist.

Figure HE-26: Percentage of RHNA Inventory by Income Level, by Percentage of Children in Households with Single Female Householder



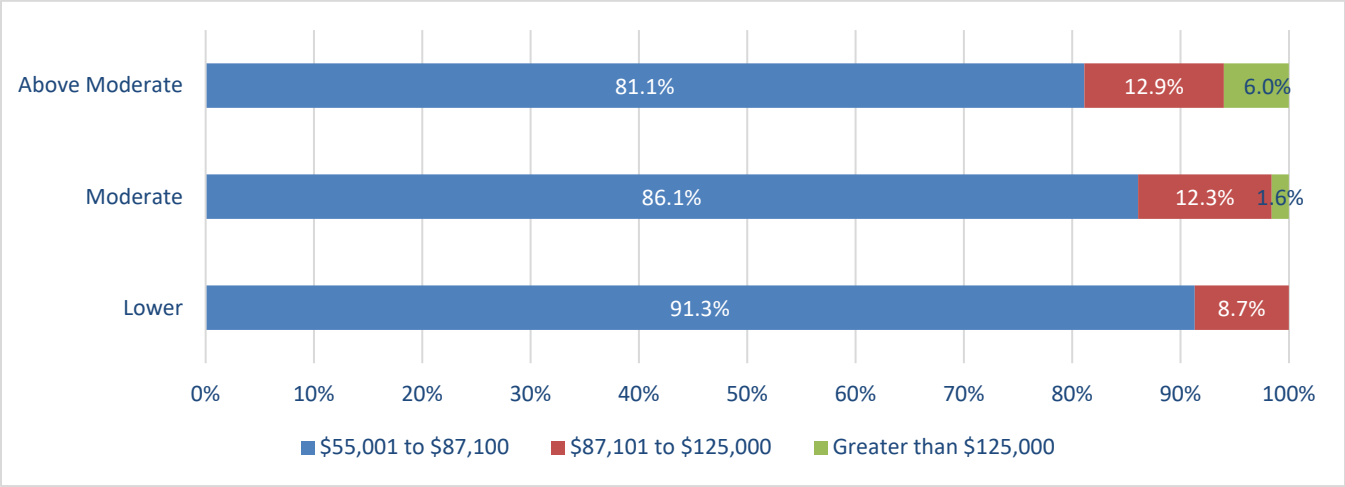
Source: ACS, 2015-2019.

Median Income

As shown in **Figure HE-27**, at the block group level, there are a few block groups with median annual incomes below $55,000. These are at three points on the eastern edge of the city. One of these block groups includes Midway Village, an all-affordable housing project, and another includes an all moderate-income project. Another set of block groups along the northern edge of the city has a median income of greater than $125,000 per year. Within this cluster of block groups is a single-family housing project that will include both moderate- and above moderate-income houses.

At the census-tract level, as shown in Figure-18, the city's RHNA inventory does not include any tracts with median incomes below $55,000 per year. This indicates that lower-income and higher-income areas of the city are relatively close together, such that they would be included in the same census tract but not the same block group. Accordingly, the majority of all units in the RHNA inventory are in census tracts with incomes between $55,000 and $87,100, the state median income. More than 80 percent of above moderate-income units (81.1 percent) and 91.3 percent of lower-income units are expected to develop in these areas, along with 86.1 percent of moderate-income units. Just over ten percent of moderate-income units (12.3 percent) are inventoried within census tracts with median incomes just above the state median, along with 8.7 percent of lower-income units and 12.9 percent of above moderate-income units. The small number of remaining sites, containing 6.0 percent of above moderate-income inventory units and 1.6 percent of moderate-income units, are in census tracts with median incomes above $125,000. This indicates that the majority of units across all income levels are expected to develop in the areas with the lowest incomes in the city, which can increase the overall amount of housing available to lower-income households without displacing them to other areas of the city.

Figure HE-27: Percentage of RHNA Inventory by Median Income Level



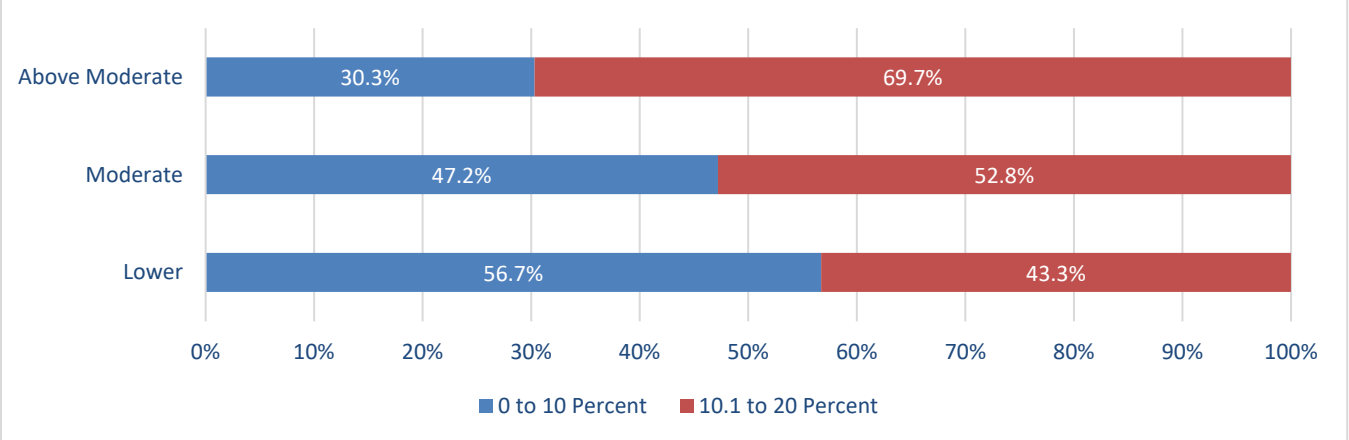
Source: ACS, 2015-2019.

Poverty Level

Daly City has relatively low levels of poverty in most of the city, as is shown in **Figure HE-28**. Most census tracts have less than 10 percent of their population living below the poverty level. Between 10 and 20 percent of the populations of three census tracts in the city have incomes below the poverty level. These are in the central part of the city. The majority of sites and projects in the RHNA inventory are mixed-income sites, so are not expected to increase the concentration of poverty in any of these tracts.

As is shown in Figure 1-19, more than two thirds of above moderate-income units in the sites inventory (69.7 percent) are in census tracts where between 10.1 and 20 percent of the population has an income below the poverty level. This will help to prevent over-concentration of lower-income households within the city. The siting of 56.7 percent of lower-income units and 47.2 percent of moderate-income inventory units within census tracts where less than 10 percent of residents live below the poverty level is also expected to create more housing mobility for lower-income households in the community.

Figure HE-28: Percentage of RHNA Inventory by Income Level, by Percentage of Population with Incomes Below the Poverty Level



Source: ACS, 2015-2019.

One Daly City census tract, 6002.00, is where 42.6 percent of the City's Housing Choice Voucher (HCV) recipients reside. This is in the Bayshore area of the city. Several mixed- and moderate-income inventory sites are within this census tract, as is the large lower-income housing project known as Midway Village. Though this project will concentrate a lot of lower-income housing units within one census tract, it is anticipated that this project will provide significantly more housing opportunities for lower-income households within their existing neighborhood as well as childcare facilities, recreation facilities, and a community center. Of the remaining census tracts where inventory sites are located, none contain more than 8 percent of voucher-holding households.

Racially or Ethnically Concentrated Areas of Poverty

As of 2019, there was one R/ECAP in Daly City, near the Westlake Shopping Center, just north of Broadmoor and west of the Lake Merced Golf Club. There are two pending projects in this area, and both are predominantly above moderate-income with a small number of lower-income units within each project. It is not expected that the development of these units will exacerbate existing concentrations of racial segregation of poverty.

Opportunity Areas

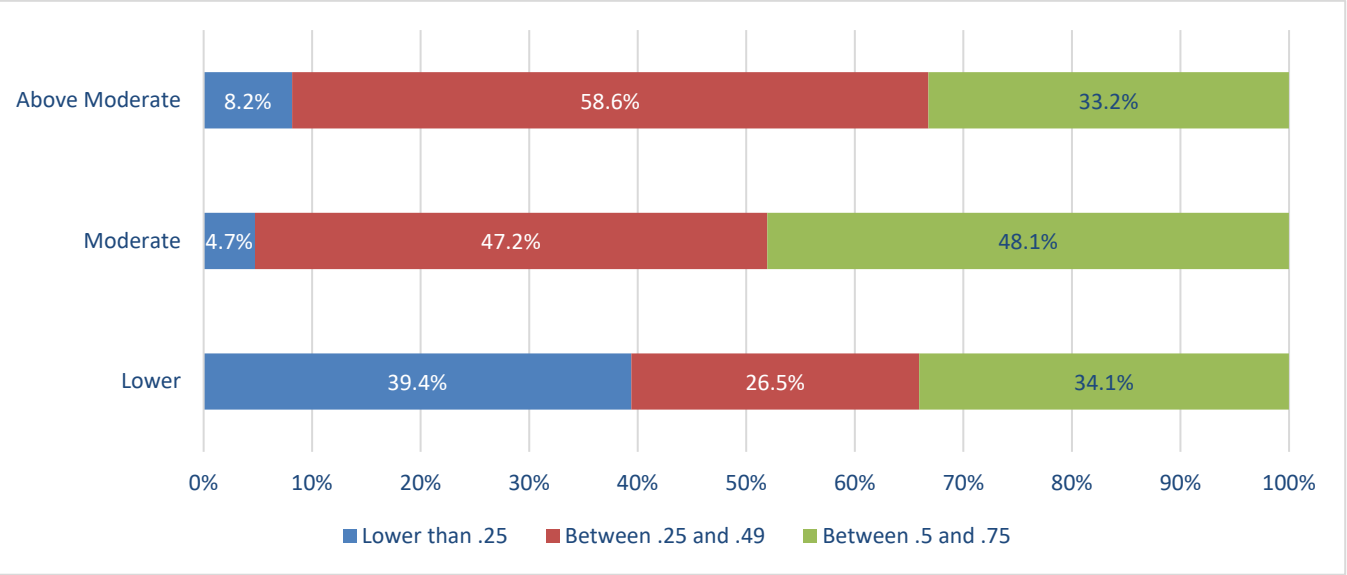
As shown in Figure 1-6, all of the sites in the RHNA inventory are in moderate-resource areas within the city per the 2021 TCAC Opportunity Areas designation. Census tracts in the inland part of Daly City are all designated moderate-resource areas, while the coastal areas are considered high-resource areas. Accordingly, no individual project is considered to over-concentrate lower-income units in lower-resource areas, nor will households in any of the lower-income inventory units be afforded notably increased access to resources as compared to other sites in the inventory.

Educational Attainment

According to the 2021 TCAC Education Domain Score, shown in **Figure HE-29**, the majority of the city has educational domain scores within the two middle quartiles of educational outcomes. However, one section of the northeast side of the city, in the Bayshore Heights area, was ranked in the lowest quartile of education outcomes statewide. The areas with the highest educational domain scores tended to be on the west side of the city, which is loosely correlated with some higher-income areas.

Because many of the sites in the RHNA inventory are in the center of the city, the majority of units in the inventory are within either the 25th to 49th percentile range or the 50th to 75th percentile range. However, there is a cluster of housing at all income levels within the Bayshore Heights neighborhood that has lower than 25th percentile educational attainment levels. Because Midway Village is in this area, a significant percentage of lower-income units in the inventory are located here; in total, 39.4 percent of all lower-income units are in this area. However, it is hoped that the childcare services provided as part of the project will improve early childhood education attainment levels. Additionally, 8.2 percent of above moderate-income units and 4.7 percent of moderate-income inventory units are sited in this area.

Figure HE-29: Percentage of RHNA Inventory by Income Level, by Educational Attainment Score



Source: TCAC, 2021.

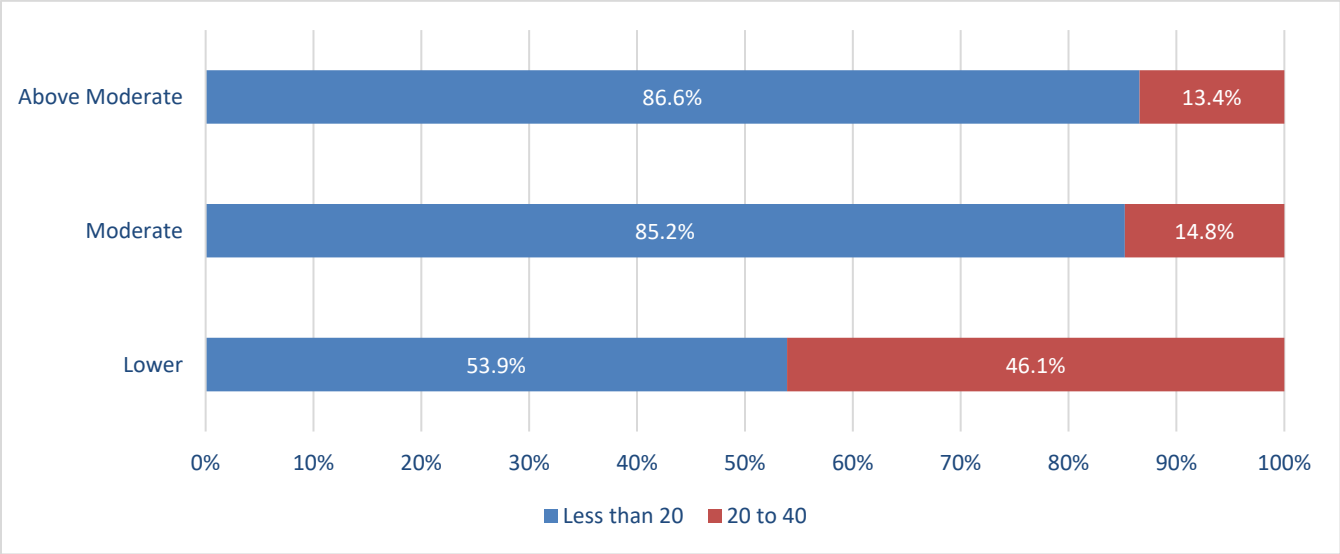
Transit Access

The majority of Daly City is within half a mile of what Caltrans classifies as a "High-Quality Transit Stop." This includes all units within the sites inventory at all income levels. These stops represent well-serviced transit routes and routes with service at least every 15 minutes during the peak period.

Jobs Proximity

Though the Bay Area is home to many large corporations that provide significant high-earning job opportunities, to access these jobs, residents of Daly City must travel significant distances. As is shown in **Figure HE-30**, HUD's jobs proximity index indicates that nearly all of the city has a proximity score of less than 20, indicating a far distance to jobs. Small areas on the eastern edges of the city, including the Bayshore Heights neighborhood, fall within the 20 to 40 score range, indicating closer proximity to job centers in the region. Just under half of the lower-income units in the sites inventory (46.1 percent) fall within this low-moderate score range of 20 to 40, primarily because of the cluster of lower-income units associated with Midway Village. Many of the remaining sites in these closer-proximity areas are mixed-income or moderate-income. As such, 14.8 percent of moderate-income units and 13.4 percent of above moderate-income units fall within this area. The present low rate of jobs proximity in the rest of the city may be improved through the development of future mixed-use projects or residential projects within mixed-use zones, of which there are many in the sites inventory.

Figure HE-30: Percentage of RHNA Inventory by Income Level, by Jobs Proximity Index

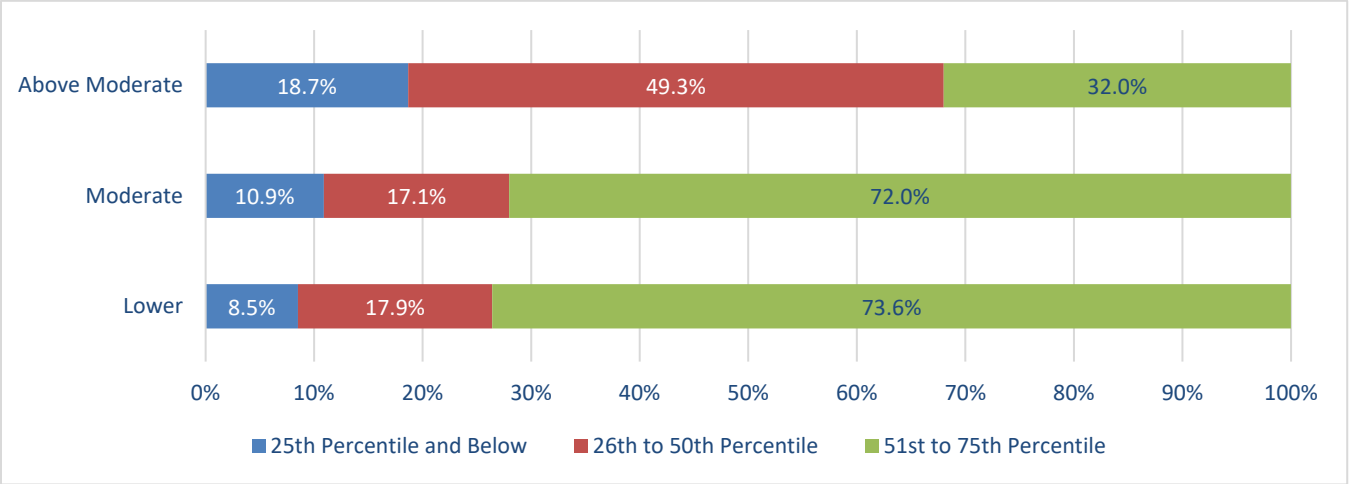


Source: HUD, 2014-2017.

Environmental

None of the census tracts in Daly City are considered disadvantaged or environmental justice communities, as designated by CalEPA under SB 535. As is shown in Figure HE-31, Daly City has moderate levels of environmental challenges throughout most of the city with some areas near the north and east sides of the city having better environmental pollution ratings. There is some clustering of lower-income sites within areas that are between the 51st and 75th percentile (Figure 1-22), in part because the Midway Village project is within an area with a score in this range. Though a number of pollution and demographic factors are considered as part of the CalEnviroScreen index, within Daly City census tracts around the SR-82 corridor and adjacent to the I-280 corridor tend to have higher scores; many mixed-income projects are located in these areas. As such, 73.6 percent of lower-income units in the sites inventory and 72.0 percent of moderate-income units are in areas with CalEnviroScreen scores in the 51st to 75th percentile, compared to 32 percent of above moderate-income units. This can create a challenging balance, as proximity to the highway can be a benefit for households that need to commute longer distances to their jobs by car. Projects farther from the highway tend to have better CalEnviroScreen scores, which includes 10.9 percent of moderate- and 18.7 percent of above moderate-income units that are in areas with CalEnviroScreen scores in the 25th percentile or better.

Figure HE-31: Percentage of RHNA Inventory by Income Level, by CalEnviroScreen Percentile

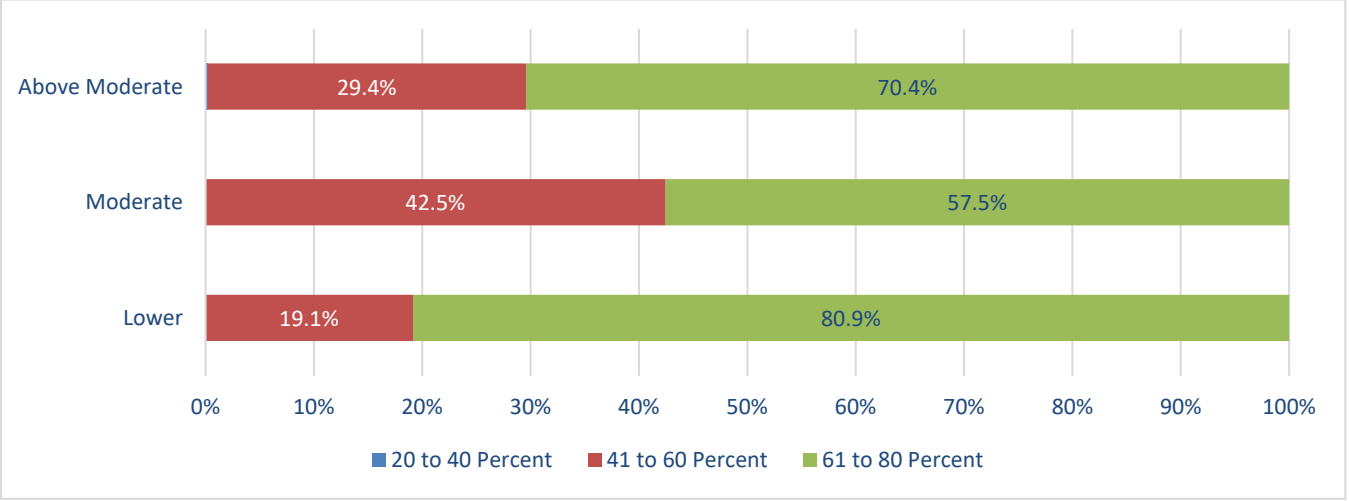


Source: CalEnviroScreen 4.0, 202.1

Overpayment

Rates of overpayment among renter households across the city, as shown in **Figure HE-32**, indicate relatively high rates of overpayment throughout much of the city. The majority of both lower- and above moderate-income units in the sites inventory (80.9 and 70.4 percent, respectively) are within areas where between 61 and 80 percent of renters currently overpay for housing (see Figure 1-23). The development of lower-income housing in these areas may provide greater opportunities for renter households overpaying for housing to seek more affordable housing opportunities within their current neighborhood. Just under half of moderate-income units in the sites inventory (42.5 percent) are in areas where between 41 and 60 percent of renters overpay for housing. Though these areas have lower rates of overpayment as compared to the areas where most lower- and above moderate-income inventory units are sited, this is not indicative of an area of over-concentration of moderate-income housing that is related to a city-level fair housing issue. Instead, it is indicative of the overall high cost of rental housing throughout the region.

Figure HE-32: Percentage of RHNA Inventory by Income Level, by Percentage of Renter Households Overpaying for Housing

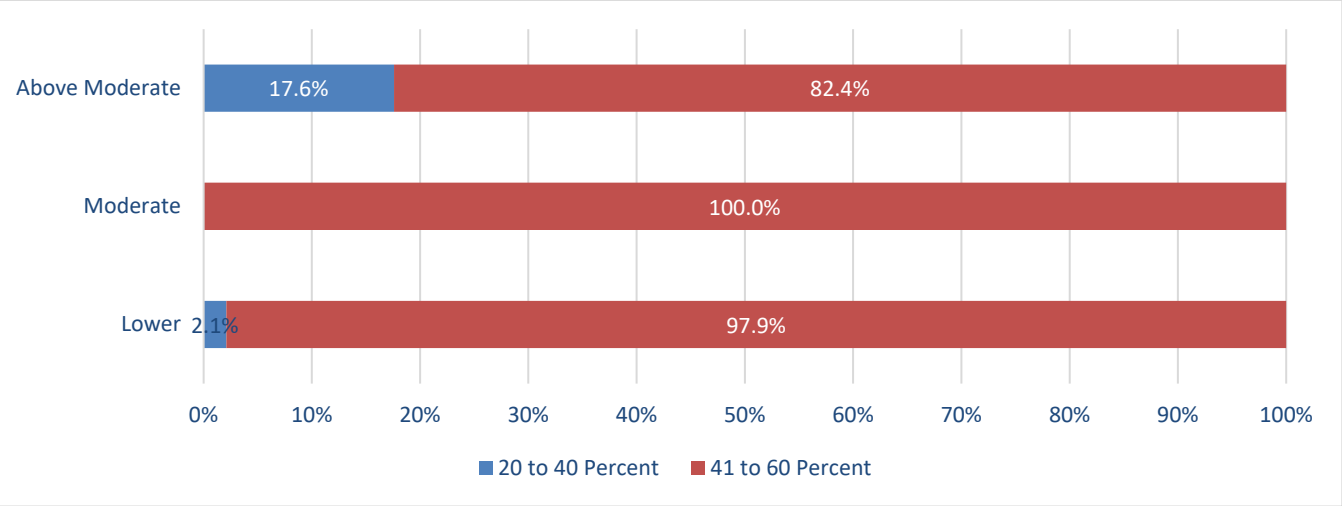


Source: ACS, 2015-2019.

Note: An additional 0.2 percent of above moderate-income households fall into the 20 to 40 percent category, but this percentage is too small to appear in the chart.

The majority of new housing development within the city over the current Housing Element period is expected to occur within census tracts where 41 to 60 percent of homeowner households pay at least 30 percent of their monthly income toward housing costs (**Figure HE-33**). A small number of units, mostly in the above moderate-income affordability category, are expected to develop in areas where only 20 to 40 percent of homeowners overpay for housing. These projects represent 17.6 percent of above moderate-income units and 2.1 percent of lower-income inventory units. This does not necessarily represent over-concentration that indicates a fair housing concern, as these areas of higher overpayment are also close to resources such as commercial areas and schools that are less proximate in areas with lower overpayment rates.

Figure HE-33: Percentage of RHNA Inventory by Income Level, by Percentage of Homeowner Households Overpaying for Housing

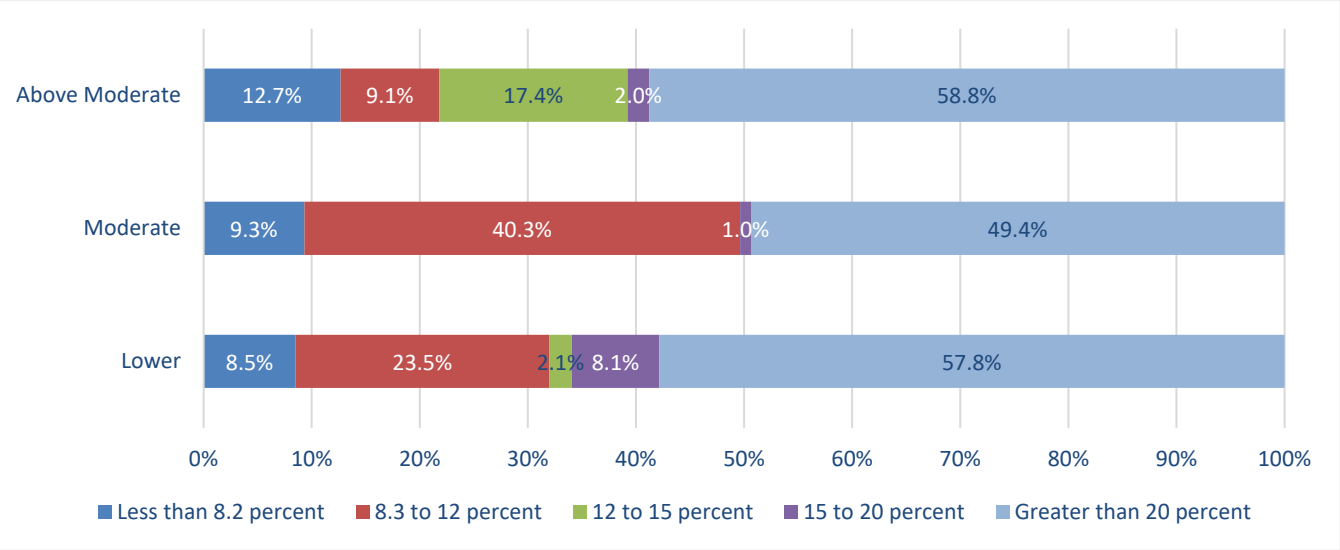


Source: ACS, 2015-2019.

Overcrowding

The rate of overcrowding within the city is higher than that of the county, with particular concentrations in neighborhoods with lower incomes such as the Original Daly City neighborhood, southern St. Francis/Campus Drive and Serramonte areas, Hillside/Pacific Pointe, part of the Westmont neighborhood, the Westlake Shopping Center neighborhood, the northern Crocker area, and the neighborhood surrounding the Daly City BART station (**Figure HE-19**). As shown in **Figure HE-34**, more than half of all lower- and above moderate-income units in the inventory (57.8 and 58.8 percent, respectively) are within areas of the city where more than 20 percent of households are experiencing overcrowding. Additionally, 49.4 percent of moderate-income units in the sites inventory are sited in areas with this rate of overcrowding. The number of inventory sites and projects within areas of above-average overcrowding rates is not indicative of disproportionate clustering in low-income areas but is related to the overall high cost of housing throughout the Bay Area. Because there are a large number of mixed-income sites and projects within the inventory, the small number of inventory sites that are in areas with a lower-than-average rate of overcrowding (i.e., lower than 8.2 percent of households) include units in multiple income levels. This includes 12.7 percent of above moderate-income units, 9.3 percent of moderate-income units, and 8.5percent of lower-income units.

Figure HE-34: Percentage of RHNA Inventory by Income Level, by Percentage of Households Overcrowded



Source: CHHS, 2020.

Vulnerability to Displacement

As is shown in **Figure HE-20**, much of the central and eastern sides of the city have been designated as communities sensitive to displacement. These areas include 76.2 percent of the lower-income units, 69.3 percent of moderate-income units, and 76.7 percent of above moderate-income units in the inventory. By encouraging the development of more housing, the City hopes to lessen the risk of displacement in these areas.

Contributing Factors and Fair Housing Action Plan

Primary Findings

This section summarizes the primary findings from the Fair Housing Assessment for Daly City regarding fair housing enforcement, outreach feedback-, integration and segregation, access to opportunity, disparate housing needs, contributing factors, and the City's fair housing action plan.

- **14.0 percent of fair housing complaints filed in San Mateo County from 2017 to 2021 were in Daly City—proportionate to the city's share of the county's population.** The most common issues cited in the city were refusal to rent and refusal to negotiate for a rental. Most complaints in the city were on the basis of familial status (4 complaints) and disability status (3 complaints).
- **Racial and ethnic minority populations generally have higher rates of poverty and lower household incomes and are disproportionately impacted by overcrowding and homelessness** compared to the non-Hispanic White population in Daly City. Additionally, racial and ethnic minorities are more likely **to live in low- and moderate-resource areas and be denied a home mortgage loan.**
    - Racial and ethnic minority populations generally have higher rates of poverty (Figure I-5) and lower household incomes (Figure I-4) compared to the non-Hispanic White population in Daly City.

- Racial and ethnic minorities are more likely than non-Hispanic White households to experience overcrowding (Figure I-12). Low- and moderate-income households are also more likely to be overcrowded.
- People who identify as American Indian or Alaskan Native, Black, White, and Hispanic are overrepresented in the homeless population compared to their share of the general population .
- Hispanic households are more likely to live in low- and moderate-resource areas than in high-resource areas (Figure I-6).
- ***Hispanic and Black or African American households have the highest denial rates for mortgage loan applications in 2018 and 2019.***

- Geospatially, **different outcomes are experienced in different parts of the city**. Areas west of I-280 are disproportionately impacted by high poverty and concentrations of cost burdened households; socially vulnerable areas are clustered around I-280 north into San Francisco; and the area east of I-280 experiences lower educational opportunity than areas west of the interstate. Collectively, the city experiences relatively positive economic and environmental outcomes and moderate resources scores, with overcrowded households distributed across the city.
  - Census tracts with higher poverty rates, between 10.0 percent and 20.0 percent, are all west of I-280 (Figure II-28).
  - Education opportunity scores are between 0.5 and 0.75 west of I-280—meaning this area has higher education scores compared to the rest of the city (Figure 1-7).
  - The city has moderate to high economic opportunity scores, between 0.5 and 0.75.
  - The city has moderately positive environmental scores, which account for $PM_{2.5}$, diesel PM, pesticides, toxic release, traffic, cleanup sites, groundwater threats, hazardous waste, impaired water bodies, and solid waste sites (Figure I-9).
  - Geospatially, the majority of Daly City falls within moderate-resource areas. (Figure I-6).
  - The Social Vulnerability Index (SVI) provided by the CDC ranks census tracts based on their ability to respond to a disaster. The areas adjacent to I-280 are the most vulnerable in Daly City according to the SVI.
  - ***Concentration (60.0 percent to 80.0 percent of households) of cost burdened households are west of I-280 and in the eastern portion of the city (Figure 1-10 and 1-11).***
  - Overcrowded households (Figure 1-12) and census tracts with populations vulnerable to displacement (Figure 1-13) are distributed throughout the city.
- ***Daly City has a slightly higher share of residents with disabilities (9 percent) compared to the county (Figure 1-2). Residents living with a disability in the city are more likely to be unemployed and are largely concentrated in areas around I-280. Finally, the aging population is putting a strain on paratransit access countywide.***
  - **Unemployment is disproportionately high among residents living with a disability—14.0 percent compared to 5.0 percent for residents without a disability in Daly City**—particularly when compared to the county .

- Hispanic and Black/African American students in Daly City—served by Jefferson Union High School District, South San Francisco Unified School District, Bayshore Elementary School District, and Jefferson Elementary School District—**experience poor educational outcomes compared to other students.** Many high schoolers in the county met admission standards for a University of California (UC) or California State University (CSU) school. However, **Black and Hispanic students in the Jefferson Union High School District were less likely to meet the admission standards, as were Hispanic and White students in the South San Francisco Unified District**.
- While Jefferson Union has the lowest dropout rates in the county—just 3.0 percent of students—**the highest dropout rates were still found among Black (7.0 percent) and Hispanic students (6.0 percent).** South San Francisco Unified had one of the highest dropout rates in the county at 9.0 percent, with **White (12.0 percent) and Hispanic (11.0 percent) students accounting for the highest rates.**
- More than **half of all renter households in Daly City are cost burdened**, spending more than 30.0 percent of their gross income on housing costs; one in three are extremely cost burdened, spending more than 50.0 percent of their gross income on housing costs (Figure 1-10). There are **disparities in housing cost burden in Daly City by race and ethnicity.**
- In Daly City, **21.0 percent of income-assisted rental units are at high or very high risk of conversion** to market rate, a total of 112 out of 528 total units in the city. Loss of these units would have a significant impact on affordability for very low-income renters.

Compared to the county and Bay Area, Daly City offers better access to homeownership due to the city's relatively large share of homes valued between $500,000 and $1 million (71.0 percent in the city versus 37.0 percent in the county and 40.0 percent in the Bay area). The city's rent distribution (Figure IV-6) is more closely aligned with the county, and Daly City has a smaller share of affordable rentals than the Bay Area overall (20.0 percent of Daly City's rental units rent for $1,500 and less per month compared to 35.0 percent in the Bay Area).

Contributing Factors

Through discussions with stakeholders, fair housing advocates, and this assessment of fair housing issues, the City identified factors that contribute to fair housing issues, as shown in **Table HE-40, Factors Contributing to Fair Housing Issues**. While the City has identified several strategies to address the fair housing issues, the most pressing issues are the:

- Presence of R/ECAP conditions and characteristics.
- Disproportionate housing needs of renters.
- Concentration of cost burdened households west of I-280 and in northeastern neighborhoods.
- Concentrations of lower-income households.
- Potential conversion of affordable housing to market rate and displacement of residents.
- Disproportionate housing needs among populations of color, especially among Hispanic and Black and African American households.

The combination of these factors presents challenges to housing and economic mobility in the short and near term for many households, particularly lower-income households. Prioritized contributing factors are **bolded** in **Table HE-40**, and associated actions to meaningfully affirmatively further fair housing related to these factors are ***bold and italicized***. Additional programs to affirmatively further fair housing are included in **Chapter 5, Goals, Policies, and Tasks**.

Table HE 40: Factors Contributing to Fair Housing Issues

Identified Fair Housing Issues	Contributing Factors	Meaningful Actions
Presence of potential R/ECAP in city	*Concentration of poverty in Westlake Shopping Center neighborhood* *89 percent of units in Westlake Shopping Center neighborhood are multifamily* *95 percent of households in Westlake Shopping Center neighborhood are renter households*	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Increased displacement risk for lower-income households	*Over half of renters are cost burdened* *Low production of affordable rental housing limits housing choices of all low-income households and has a disproportionate impact on populations of color* *Shortage of affordable rental housing*	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Concentration of cost burdened households west of I-280 and in northeastern neighborhoods	***High rates of renter-occupied housing*** ***High rates of female-headed households with children*** ***Less positive environmental scores*** ***Higher proportion of multifamily units*** ***Shortage of affordable rental housing***	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Concentrations of lower-income households	***High correlation of lower-income households in vicinity of Daly City and Colma BART stations*** ***Location of deed-restricted units*** ***Clustered zoning for higher density multifamily housing opportunities*** ***More naturally affordable housing in the Franciscan Mobile Home Park and older Original Daly City neighborhoods*** ***Lack of affordable housing in high-resource areas***	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Potential conversion of affordable housing to market rate and displacement of residents	***Affordability covenants identified to expire in 15.9 percent of deed-restricted units in planning period*** ***Limited affordable rental housing***	Task 22.1
Disproportionate housing needs among populations of color, especially Hispanic and Black and African American households	Historical actions that limited economic opportunity and homeownership Limited affordable housing High housing costs relative to wages	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3

Housing Sites Analysis

State law requires that a local Housing Element include a projection of the housing units by income category for the forthcoming planning period and that the Association of Bay Area Governments (ABAG) determine the existing and projected regional housing needs of the Bay Area as well as each city's share of that regional need. The Government Code states that, "…a locality's share of the regional housing need includes that share of the housing need of persons at all income levels within the area significantly affected by the jurisdiction's general plan." Within San Mateo County, ABAG acknowledged the formation of the subregion for the purpose of developing the Regional Housing Needs Allocation (RHNA) in 2006. Daly City, together with 20 other jurisdictions within the county, participated in the development of the RHNA identified within this section.

Regional Housing Needs Allocation

The RHNA is the State of California-required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The process is split into the following three steps.

1. Regional Determination: The California Department of Housing and Community Development (HCD) provides each region with a Regional Determination of housing need, which includes a total number of units split into four income categories. Daly City is within the region covered by ABAG. HCD provided ABAG with a Regional Determination of 441,176 units for the 6th Cycle RHNA (2023-2031). This is the total number of units that the cities and counties in the ABAG region must collectively plan to accommodate.

2. RHNA Methodology: Councils of Governments (COG), including ABAG, are responsible for developing an RHNA Methodology for allocating the Regional Determination to each city and county in the COG's region. This methodology must further specific state objectives, including, but not limited to, promoting infill, equity, and environmental protection; ensuring jobs-housing balance; and affirmatively furthering fair housing.

3. Housing Element Updates: Each city and county must then adopt a housing element that demonstrates how the jurisdiction can accommodate its assigned RHNA through its zoning. HCD reviews each jurisdiction's housing element for compliance with state law.

The City of Daly City's share of the regional housing need was determined by a methodology prepared by ABAG as part of the Regional Housing Needs Plan, adopted in December 2021. In accordance with ABAG's Regional Housing Needs Plan, the City must plan to accommodate a total of 4,838 housing units between June 30, 2022, and December 15, 2030. **Table HE-41** shows the City's RHNA by income category. Of the 4,838 total units, the City must plan to accommodate 1,336 units for very low-income households, 769 units for low-income households, 762 units for moderate-income households, and 1,971 units for above moderate-income households.

Table HE 41: Regional Housing Needs Allocation, 2023–2031

Income Category	Allocation	Percentage
Very Low*	1,336	**27%**
Low	769	**16%**
Moderate	762	**16%**
Above Moderate	1,971	**41%**
Total	**4,838**	**100%**

Source: ABAG, 2021.

Note: It is assumed that 50 percent of the very low-income category is allocated to the extremely low-income category.

Unaccommodated Regional Housing Need Allocation from the 5th Cycle

Task 6.2 in the 2015-2023 Housing Element stated that the City planned to amend the Bay Area Rapid Transit (BART) Station Area Specific Plan to redesignate the 8.7-acre Samtrans park-and-ride lot at 3501 Junipero Serra Boulevard to the Specific Plan's High Density Residential designation, and to simultaneously amend the BART Station Area Specific Plan regulations to require at least 30 dwelling units per acre for new development. This would have given the City an additional capacity of approximately 261 units that would allow for 30 units per acre and therefore be appropriate to meet a portion of the lower-income RHNA.

The City was not able to meet the rezone/redesignation deadline of 2015. However, as is described in **Table HE-42**, two alternative sites were rezoned to zones that allow at least 30 dwelling units per acre as part of projects that generated 197 units on 7.1 acres. Additionally, a residential site that was not part of the 5th Cycle Inventory was developed for residential use without a rezone. This generated 147 units on 4 acres that were not part of the inventory. As such, the need that would have been accommodated by the planned rezone was met through the alternative site rezones and project development.

Table HE 42: Alternatives to 5th Cycle Rezone to Meet Unaccommodated Need

Project	Units	Acres	General Plan Designation	Zoning	New General Plan Designation	New Zoning
Approved Project but Not in the 5th Cycle RHNA Inventory						
Midway Village Phase I	147	4.0	Residential – High Density (R-H)	R-3 Multiple Family Residential District	N/A	N/A
Rezoned Sites						
Jefferson Union High School District (JUHSD) Staff Housing	122	3.9	Commercial – Office (C-O)	Planned Development (PD-31)	Residential – High Density (R-H)	Planned Development (PD-31A)
Serra Station Townhouses (The Hub)	75	3.2	Commercial Mixed-Use (C-MU)	BC - BART Commercial	Residential – Medium Density (R-M)	PD-72
Total	**344**	**11.1**				

Source: City of Daly City, 2023.

Planned and Approved Projects

Daly City has a significant number of development projects that are seeking entitlements or that have been approved. **Table HE-43** summarizes the inventory of residential and mixed-use projects that are pending approval or that have current active entitlements. Figure HE-1 provides a map of all approved and pending projects along with the vacant and underutilized sites that will be used to meet the RHNA. Sites in this map are designated by the RHNA affordability levels that are expected to be accommodated by the site.

As of April 2023, there were an estimated 3,092 housing units in the pipeline that could meet a portion of the City's RHNA. Of these units, 974 are affordable to lower-income households, 83 affordable to moderate-income households, and 2,035 are assumed to be market rate. Affordability for lower- and moderate-income units are based on different sources, including the City's Inclusionary Zoning program, Housing Authority of San Mateo County requirements, the State Density Bonus, and public subsidies, such as HOME funds, Permanent Local Housing Allocation (PLHA), Section 8, Low Income Housing Tax Credits (LIHTC), and local Housing Trust funds.

Table HE 43: Planned and Approved Projects

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-041-280		Residential Low Density	Planned Development	18 (Total P-1 Site Area)	133 (Total P-1 Capacity)		1			
P-1	005-570-010		Residential Low Density	Planned Development				1			
P-1	005-570-020		Residential Low Density	Planned Development				1			
P-1	005-570-030		Residential Low Density	Planned Development				1			
P-1	005-570-040		Residential Low Density	Planned Development				1			
P-1	005-570-050		Residential Low Density	Planned Development				1			
P-1	005-570-060		Residential Low Density	Planned Development				1			
P-1	005-570-070		Residential Low Density	Planned Development				1			
P-1	005-570-080		Residential Low Density	Planned Development				1			
P-1	005-570-090		Residential Low Density	Planned Development				1			
P-1	005-570-100		Residential Low Density	Planned Development				1		Inclusionary Housing Ordinance (IHO)	
P-1	005-570-110		Residential Low Density	Planned Development					1		
P-1	005-570-120		Residential Low Density	Planned Development					1		
P-1	005-570-130		Residential Low Density	Planned Development					1		
P-1	005-570-140		Residential Low Density	Planned Development					1		
P-1	005-570-150		Residential Low Density	Planned Development					1		
P-1	005-570-160		Residential Low Density	Planned Development					1		
P-1	005-580-010		Residential Low Density	Planned Development					1		
P-1	005-580-020		Residential Low Density	Planned Development					1		
P-1	005-580-030		Residential Low Density	Planned Development					1		
P-1	005-580-040	Carter Street, Steve Courter Way and Martin St (Multiple Addresses in P-1 Project)	Residential Low Density	Planned Development					1		Entitled (All P-1 Parcels) This project is currently under rough grading in its entirety. Model home complex is the first vertical pending building permit approval now. With pre-sales occurring throughout the summer, construction should be under way late 23 early 24.
P-1	005-580-050		Residential Low Density	Planned Development					1		
P-1	005-580-060		Residential Low Density	Planned Development					1		
P-1	005-580-070		Residential Low Density	Planned Development					1		
P-1	005-580-080		Residential Low Density	Planned Development					1		
P-1	005-580-090		Residential Low Density	Planned Development					1		
P-1	005-580-100		Residential Low Density	Planned Development					1		
P-1	005-580-110		Residential Low Density	Planned Development					1		
P-1	005-580-120		Residential Low Density	Planned Development					1		
P-1	005-580-130		Residential Low Density	Planned Development					1		
P-1	005-580-140		Residential Low Density	Planned Development					1		
P-1	005-580-150		Residential Low Density	Planned Development					1		
P-1	005-580-160		Residential Low Density	Planned Development					1		
P-1	005-580-170		Residential Low Density	Planned Development					1		
P-1	005-580-180		Residential Low Density	Planned Development					1		
P-1	005-580-190		Residential Low Density	Planned Development					1		
P-1	005-580-200		Residential Low Density	Planned Development					1		
P-1	005-580-210		Residential Low Density	Planned Development					1		
P-1	005-580-220		Residential Low Density	Planned Development					1		
P-1	005-580-230		Residential Low Density	Planned Development					1		
P-1	005-580-240		Residential Low Density	Planned Development					1		
P-1	005-580-250		Residential Low Density	Planned Development					1		
P-1	005-580-260		Residential Low Density	Planned Development					1		
P-1	005-580-270		Residential Low Density	Planned Development					1		
P-1	005-580-280		Residential Low Density	Planned Development					1		
P-1	005-580-290		Residential Low Density	Planned Development					1		
P-1	005-580-300		Residential Low Density	Planned Development					1		

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-580-310		Residential Low Density	Planned Development					1		
P-1	005-580-320		Residential Low Density	Planned Development					1		
P-1	005-580-330		Residential Low Density	Planned Development					1		
P-1	005-580-340		Residential Low Density	Planned Development					1		
P-1	005-580-350		Residential Low Density	Planned Development					1		
P-1	005-580-360		Residential Low Density	Planned Development					1		
P-1	005-580-370		Residential Low Density	Planned Development					1		
P-1	005-580-380		Residential Low Density	Planned Development					1		
P-1	005-580-390		Residential Low Density	Planned Development					1		
P-1	005-580-400		Residential Low Density	Planned Development					1		
P-1	005-580-410		Residential Low Density	Planned Development					1		
P-1	005-580-420		Residential Low Density	Planned Development					1		
P-1	005-580-430		Residential Low Density	Planned Development					1		
P-1	005-580-440		Residential Low Density	Planned Development					1		
P-1	005-580-450		Residential Low Density	Planned Development					1		
P-1	005-580-460		Residential Low Density	Planned Development					1		
P-1	005-580-470		Residential Low Density	Planned Development					1		
P-1	005-580-480		Residential Low Density	Planned Development					1		
P-1	005-580-490		Residential Low Density	Planned Development					1		
P-1	005-580-500		Residential Low Density	Planned Development					1		
P-1	005-580-510		Residential Low Density	Planned Development					1		
P-1	005-580-520		Residential Low Density	Planned Development					1		
P-1	005-580-530		Residential Low Density	Planned Development					1		
P-1	005-580-540		Residential Low Density	Planned Development					1		
P-1	005-580-550		Residential Low Density	Planned Development					1		
P-1	005-580-560		Residential Low Density	Planned Development					1		
P-1	005-580-570		Residential Low Density	Planned Development					1		
P-1	005-580-580		Residential Low Density	Planned Development					1		
P-1	005-580-590		Residential Low Density	Planned Development					1		
P-1	005-580-600		Residential Low Density	Planned Development					1		
P-1	005-580-610		Residential Low Density	Planned Development					1		
P-1	005-580-620		Residential Low Density	Planned Development					1		
P-1	005-580-630		Residential Low Density	Planned Development					1		
P-1	005-580-640		Residential Low Density	Planned Development					1		
P-1	005-580-650		Residential Low Density	Planned Development					1		
P-1	005-580-660		Residential Low Density	Planned Development					1		
P-1	005-580-670		Residential Low Density	Planned Development					1		
P-1	005-590-010		Residential Low Density	Planned Development					1		
P-1	005-590-020		Residential Low Density	Planned Development					1		
P-1	005-590-030		Residential Low Density	Planned Development					1		
P-1	005-590-040		Residential Low Density	Planned Development					1		
P-1	005-590-050		Residential Low Density	Planned Development					1		
P-1	005-590-060		Residential Low Density	Planned Development					1		
P-1	005-590-070		Residential Low Density	Planned Development					1		
P-1	005-590-080		Residential Low Density	Planned Development					1		
P-1	005-590-090		Residential Low Density	Planned Development					1		
P-1	005-590-100		Residential Low Density	Planned Development					1		
P-1	005-590-110		Residential Low Density	Planned Development					1		
P-1	005-590-120		Residential Low Density	Planned Development					1		
P-1	005-590-130		Residential Low Density	Planned Development					1		
P-1	005-590-140		Residential Low Density	Planned Development					1		

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-590-150		Residential Low Density	Planned Development					1		
P-1	005-590-160		Residential Low Density	Planned Development					1		
P-1	005-590-170		Residential Low Density	Planned Development					1		
P-1	005-590-180		Residential Low Density	Planned Development					1		
P-1	005-590-190		Residential Low Density	Planned Development					1		
P-1	005-590-200		Residential Low Density	Planned Development					1		
P-1	005-590-210		Residential Low Density	Planned Development					1		
P-1	005-590-220		Residential Low Density	Planned Development					1		
P-1	005-590-230		Residential Low Density	Planned Development					1		
P-1	005-590-250		Residential Low Density	Planned Development					1		
P-1	005-590-260		Residential Low Density	Planned Development					1		
P-1	005-590-270		Residential Low Density	Planned Development					1		
P-1	005-590-280		Residential Low Density	Planned Development					1		
P-1	005-590-290		Residential Low Density	Planned Development					1		
P-1	005-590-300		Residential Low Density	Planned Development					1		
P-1	005-590-310		Residential Low Density	Planned Development					1		
P-1	005-590-320		Residential Low Density	Planned Development					1		
P-1	005-590-330		Residential Low Density	Planned Development					1		
P-1	005-590-340		Residential Low Density	Planned Development					1		
P-1	005-590-350		Residential Low Density	Planned Development					1		
P-1	005-590-360		Residential Low Density	Planned Development					1		
P-1	005-590-370		Residential Low Density	Planned Development					1		
P-1	005-590-380		Residential Low Density	Planned Development					1		
P-1	005-590-390		Residential Low Density	Planned Development					1		
P-1	005-590-400		Residential Low Density	Planned Development					1		
P-1	005-590-410		Residential Low Density	Planned Development					1		
P-1	005-590-420		Residential Low Density	Planned Development					1		
P-1	005-590-430		Residential Low Density	Planned Development					1		
P-1	005-590-440		Residential Low Density	Planned Development					1		
P-1	005-590-450		Residential Low Density	Planned Development					1		
P-1	005-590-460		Residential Low Density	Planned Development					1		
P-1	005-590-470		Residential Low Density	Planned Development					1		
P-1	005-590-480		Residential Low Density	Planned Development					1		
P-1	005-590-490		Residential Low Density	Planned Development					1		
P-1	005-590-500		Residential Low Density	Planned Development					1		
P-2	008-082-160	305 Eastmoor Avenue	Residential Medium-Low Density	Sullivan Corridor – Residential High Density (SC – R-H)	2.38	56	6	0	50	IHO	Under construction. Building permits issued July 22, 2022.
P-3	006-254-030	141 Third Avenue	Residential Medium Density	R-3 Multiple-Family Residential	0.71	15	0	0	15		Approved April 24, 2023. Next step is application for building permits.
P-4	004-243-130	717 Templeton Avenue	Residential – Low Density	R-1 Single-Family Residential	0.36	4	0	0	4		Approved. Building permit application submitted.
P-4	004-243-160		Residential – Low Density	R-1 Single-Family Residential							
P-4	004-243-170		Residential – Low Density	R-1 Single-Family Residential							
P-4	004-243-140		Residential – Low Density	R-1 Single-Family Residential							
P-5	008-082-180	1784 Sullivan Avenue	Commercial - Service	Commercial - Service		14	0	0	14		Approved March 2023 (AB 2097 used).

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-6	008-082-200	493 Eastmoor Avenue	Commercial Mixed-Use	Commercial - Service	0.37	72	72	0	0	Seven due to Affordable Housing Ordinance (AHO) requirements. All because of HOME-R. PLHA, Project-based Section 8, Tax Credits, and the City Housing Trust Fund	Entitled. This project is currently in building permit plan check. Assuming funding availability, construction is likely to commence Q1 2024.
P-7	004031260	6098 Mission Street	Commercial Mixed-Use	C-1 Light Commercial	0.25	36	0	7	29	Inclusionary Housing Ordinance (IHO) - Ownership	Approved. Project has building permits ready to issue.
P-8	005-050-240	1 Carter Street	Commercial Mixed-Use	C-1 Light Commercial	12.5	262	262	0	0	Inclusionary Housing Ordinance (IHO) and housing site, stated in pre-app. Bridge Housing project.	Pre-Application. Site plan in process. Bridge Housing project.
P-8	005-380-020	1 Carter Street	Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-010	2321 Geneva Avenue	Commercial Mixed-Use	C-1 Light Commercial	0.48	185	34	0	151	Inclusionary Housing Ordinance (IHO) and State Density Bonus.	Approval pending June 2023.
P-9	005-061-020		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-030		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-040		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-050		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-060		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-070		Commercial Mixed-Use	C-1 Light Commercial							
P-10	002170230 (Portion)	10 Park Plaza Drive	Commercial Mixed-Use	Planned Development	1.95	179	18	0	161		Approved. Initial project approval pre-dates Affordable Housing Ordinance, but 10% affordable to low income.
P-11	002-201-140	99 Southgate Avenue	Commercial Mixed-Use	Planned Development	1.93	214	21	0	193	Inclusionary Housing Ordinance (IHO)	This project was approved in April 2017. No building permit submittal yet.
P-12	005-064-250	2665 Geneva Avenue	Commercial Mixed-Use	Planned Development	1	9	1	0	8	Inclusionary Housing Ordinance (IHO)	This project was approved in Spet. 2022. No building permit submittal yet.
P-13	091-211-230	699 Serramonte Boulevard		Planned Development	18.1	1150	150	0	1000	Proposed development agreement, Inclusionary Housing Ordinance (IHO)	Negotiating development agreement. Phased project. Rezones completed.
P-14	005-330-020	45 Midway Drive	Residential - High Density	R-3 Multiple-Family Residential	15	408	408	0	0	Housing Authority of San Mateo County requirement	4 phases, Phase 1 completed. Design review is needed for the remaining 4 but all approved. Phase 1 of 147 already
P-14	005-330-030		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-040		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-050		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-060		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-070		Residential - High Density	R-3 Multiple-Family Residential							

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-14	005-330-080		Residential - High Density	R-3 Multiple-Family Residential							constructed, 555 in the total project.
P-14	005-330-090		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-100		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-110		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-120		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-130		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-140		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-150		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-160		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-190		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-200		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-210		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-220		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-230		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-240		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-250		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-260		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-270		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-280		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-290		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-300		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-310		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-340		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-350		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-360		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-420		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-430		Residential - High Density	R-3 Multiple-Family Residential							
P-15	005-064-290	55 Calgary Street	Commercial - Retail and Office	Planned Development	0.34	7	0	0	7		In plan check
P-15	005-064-300		Commercial - Retail and Office	Planned Development							
P-15	005-064-310		Commercial - Retail and Office	Planned Development							
P-15	005-064-320		Commercial - Retail and Office	Planned Development							
P-15	005-064-330		Commercial - Retail and Office	Planned Development							
P-15	005-064-340		Commercial - Retail and Office	Planned Development							
P-15	005-064-350		Commercial - Retail and Office	Planned Development							
P-16	004-050-200	6225 Mission Street	Commercial Mixed-Use	C-1 Light Commercial		8	0	0	8		Pending application
P-16	004-050-190		Commercial Mixed-Use	C-1 Light Commercial							
P-17	006-244-080	7310 Mission Street	Commercial Mixed-Use	C-1 Light Commercial		17	2	0	15	Inclusionary Housing Ordinance	Entitled (approved May 2022). In plan check.
P-18	091-247-080	525 Serramonte Boulevard	Residential – High Density	R-3 Multiple-Family Residential	4.67	323	0	65	258		This project was approved in November 2018. No building permit submittal yet.
					TOTALS	**3,092**	**974**	**83**	**2,035**		

Source: City of Daly City, May 2023

Note: Sites with multiple parcels include site unit totals within the first parcel row. In Site P-1, 11 of the site's 133 units will be designated as affordable to moderate-income households; however, these may be different parcels within the site than the parcels indicated in this table.

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Sites Inventory and Analysis

State law requires each jurisdiction to demonstrate that sufficient land is zoned to provide housing capacity that is adequate to meet the RHNA for each income level. To determine housing capacity, City staff conducted a comprehensive inventory in March 2023 of all vacant and nonvacant developable land within the city limits that is zoned to allow for housing and available to develop within the Housing Element planning period. This section describes the methodology used to calculate the housing capacity on developable housing sites.

Figure HE-35 maps each site in Daly City's sites inventory that could accommodate a portion of the RHNA. **Table HE-46, HE-47, and HE-48** include a parcel-by-parcel listing of the vacant and underutilized sites that can accommodate portions of the RHNA. All sites are served by or planned to be served by infrastructure, with no constraints identified that would reduce capacity.

Sites Identified in Previous Housing Element

Pursuant to California Government Code Section 65583.2(c), a non-vacant site identified in the previous planning period and a vacant site that has been included in two or more previous consecutive planning periods cannot be used to accommodate the lower-income RHNA. An exception is if the site is subject to an action in the Housing Element requiring rezoning within three years of the beginning of the planning period to allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower-income households.

Sites 3, 4, and 7 have been included in the past two Housing Element cycles and are subject to California Government Code Section 65583.2(c). Sites 12, 14, and 15 are underutilized and were included in the last Housing Element cycle. The City has included Housing Element **Task 6.3**, which commits the City to allowing residential use by right on sites consistent with Government Code Section 65583.2(c), for housing developments in which at least 20 percent of the units are affordable to lower-income households.

Sites Appropriate for Lower-Income Housing

Housing element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households are sufficient to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; or (2) use default density standards deemed adequate to meet the appropriate zoning test. According to state law (California Government Code Section 65583.2(c)(3)(B)), the default density standard for Daly City is 30 dwelling units per acre. Default densities are established using population-based criteria, as detailed here:

- Incorporated cities within non-metropolitan/rural counties and non-metropolitan counties with micropolitan areas (15 units or more per acre)
- Unincorporated areas in all non-metropolitan counties (10 units or more per acre)
- Suburban jurisdiction (20 units or more per acre)
- Metropolitan jurisdictions (30 units or more per acre).

The City of Daly City falls into the Metropolitan Jurisdiction category, and will be using its R-2, R-3, Commercial-Mixed Use, and C-1 zones to meet the lower-income RHNA. All of these zones permit densities of 30 or more units to the acre.

Realistic Development Capacity Assumptions

This Housing Element uses the following assumptions regarding the realistic development capacity of vacant and underutilized sites identified in **Tables HE-46, HE-47, and HE-48.**

Vacant Sites Zoned for Exclusively Residential Uses

Of the nine vacant housing sites identified in **Table HE-46**, five sites are subject to zoning regulations that allow exclusively residential uses. The anticipated density on these sites ranges from 50 to 120 dwelling units per acre, largely reflecting the maximum permissible General Plan density currently attributable to each of these sites along with a planned change to the maximum permitted density in High-Density Residential/R-3 Zoning and Medium-Density Residential/R-2 Zoning as part of **Task 6.6**. The City has assumed that development will occur at approximately 90 percent of the maximum permissible density because development trends in Daly City have historically supported this assumption. Of the pipeline housing projects in traditional residential land use areas, the majority of multifamily housing development has maximized the density allowed by the General Plan Land Use Map through implementation of the planned development zone at the time of the project's development. **Table HE-44** shows recent examples of recent multifamily projects and the capacity at which they were developed. Both were developed in zones with no maximum density but show that both high-density and moderate-density projects above 30 dwelling units to the acre are able to develop in Daly City.

Table HE 44: Recent Development Examples, Multifamily

Project Name	Affordability	Acres	Project Status	General Plan / Zoning	Total Project Units	Max. Allowable Units	Realistic Capacity
Brunswick Street Apartments	Low/Very Low	1.15	Completed 2020	CMU/C-2	206	N/A – C-2 has no maximum	Developed at 179 du/ac
JUHSD Staff Housing	Low/Market	3.9	Building Permits Issued - 2020	CMU/PD-31A	122	N/A –	Developed at 31 du/ac

Source: City of Daly City, 2023.

du/ac = dwelling units per acre

Vacant: Mixed-Use Sites

Of the nine vacant housing sites identified in **Table HE-46** two sites are subject to zoning regulations that allow residential uses as part of a mixed-use project. The City will remove the requirement for a conditional use permit for residential uses in the C-1 and C-2 zones as part of **Task 2.2**. As with sites zoned for residential uses, the City has assumed that development will occur at approximately 90 percent of the maximum permissible density because development trends in Daly City have historically supported this assumption. **Table HE-45** shows recent examples of recent mixed-use projects and the capacity at which they developed.

Table HE 45: Recent Development Examples, Mixed-Use

Project Name	Affordability	Acres	Project Status	General Plan / Zoning	Total Project Units	Realistic Capacity
2665 Geneva Avenue Mixed Use	15% of Units at 60% AMI, Remainder Market-Rate	1.26	Constructed 2007	CMU/PD-65	72	Developed at 57 du/ac
6800 Mission Mixed-Use	100% Lower, including 30% Extremely Low Income	0.77	Constructed 2015	CMU/C-1 – No Maximum Density	52	Developed at 68 du/ac

Source: City of Daly City, 2023.

du/ac = dwelling units per acre

Vacant Sites Requiring Rezoning

The Seton Hospital site, Site 9, is not presently zoned for residential uses. However, as part of the development process, the site will be rezoned to R-3 with a General Plan land use designation of Residential-Very High (**Table HE-47**). These parcels are currently within the grounds of a large hospital campus and there is active interest on the part of the property owner in adding residential uses to these sections of the campus.

Additionally, the Planned Development zone at 525 Serramonte Boulevard (Site 7) and at 169 First Avenue (Site 8) will be adjusted to permit residential uses instead of hotel and office uses.

Both the Mission Street and Geneva Avenue corridors are presently zoned C-1 Light Commercial and are identified for rezoning to a newly developed C-MU Commercial Mixed Use in Tasks 1.1 through 1.5 primarily as a means to promote housing construction with ground-floor retail uses through a more streamlined development review process than currently exists. Neither the existing General Plan Land Use Element nor the Zoning Ordinance identifies a maximum residential density in the Retail and Office General Plan designation or C-1 Light Commercial zone designation for these areas. Based on recent development projects in the corridor, it is estimated that these will develop at a density of 75 units to the acre.

Non-Vacant Housing Sites

Of the 15 sites identified in **Table HE-48**, 6 sites are occupied by existing structures or parking lots. Of these six sites, four sites are occupied by existing greenhouses, nurseries, and other agricultural land uses that have an improvement-to-land value ratio of less than 1.0, supporting the notion that redevelopment of these properties is feasible and even likely, given the history of sites with agricultural uses being converted to residential uses in Daly City. In many cases, property owners have either expressed an interest in redeveloping their properties or have previously obtained land use entitlements to do so.

Site 11: E. Market between Mission Street and First Street. This privately owned site is populated by retail and parking lots and is partially vacant. It is believed that this site will re-develop during the planning period as developers have expressed an interest in the site, though no plans have been submitted at present.

Site 13: 1670 and 1698 Bryant Street. This 1.38-acre privately owned site is currently occupied by an operational auto repair garage that has previously been considered by a nonprofit housing developer for the construction of 48 apartments. The condition of the building, constructed in the 1950s, is average. The development capacity identified in **Table HE-48** reflects a development capacity based on the 57 units per acre density of the recently developed residential property across the street.

Compliance with the State's "By Right" Requirement

To fully comply with the State's "by right" requirement, which mandates that sites necessary to satisfy the City's RHNA not be subject to conditional use permit or other discretionary approvals, it will be necessary for the City to remove the use permit requirement for mixed-use projects in the (future) C-MU Commercial Mixed-Use zone and the C-1 and C-2 commercial zones that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. The requirement to complete this amendment is identified as **Task 1.3**.

Environmental Constraints

With the exception of a narrow stretch of coastal area, the majority of the city falls within the Federal Emergency Management Agency (FEMA) flood hazard designation X, an area of moderate flood risk that is lower risk than the 1 percent floodplain. All of the RHNA inventory is within this moderate flood risk area. No areas of the city are considered to have a heightened risk of wildfire, though the San Bruno Mountain State Park just outside the city is within a high fire hazard severity zone.

Table HE 46: Vacant Sites, Residential Permitted

Site Number	Assessor's Parcel Number	Site Address/ Intersection	General Plan Designation (Current)	Zoning Designation (Current)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity (90%)	Lower-Income Units	Moderate-Income Units	Above Moderate= Income Units
1	005-065-120	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial	75	0.38	29	26		26	0
	005-065-130	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
	005-065-140	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
	005-065-190	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
2	006-221-190	130 Station Avenue	Residential High Density	R-3 Multiple-Family Residential	120	0.23	28	25		25	0
3	005-067-210	51 Oriente Street	Residential Medium Density	R-2 Two-Family Residential	50	0.57	29	26	26		
	005-067-220	51 Oriente Street	Residential Medium Density	R-2 Two-Family Residential							
4	091-211-340	1050 St. Francis Boulevard	Residential Medium Density	R-2 Two-Family Residential	50	2.49	125	112	56	56	0
5	006-234-030	89 Second Avenue	Residential High Density	R-3 Multiple-Family Residential	120	0.46	55	50		50	0
6	006-345-070	1590 Bryant Street	Retail and Office Commercial (C-R/O)	Retail and Office Commercial (C-R/O)	57	0.34	27	24	3	21	0
Total Vacant Site Capacity								262	85	177	0

Notes: Sites with multiple parcels include site unit totals within the first parcel of the site.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities.

Table HE 47: Vacant Sites – Proposed Rezone or Planned Development Update

Site Number	Assessor's Parcel Number	Site Address/Intersection	General Plan Designation (Current)	Zoning Designation (Current)	General Plan Designation (Proposed)	Zoning Designation (Proposed)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units
7	091-247-080	525 Serramonte Boulevard	Residential High Density	Planned Development	Commercial Mixed-Use	Planned Development (Permitting Residential)	135	1.30 (Portion)	176	158	158		
8	003-224-100	6401 Mission Street	Commercial Mixed-Use	Planned Development (Permitting Office)	Commercial Mixed-Use	Planned Development (Permitting Residential)	75	0.35	26	150	150	0	0
9	008-521-110	Seton Hospital - Southgate	Office (C-O)	Office Commercial (C-O)	Residential- High (R-H)	R-3	120	1.75 gross, 1.75 net	210	189	126	63	0
	008-104-110	Seton Hospital - West	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3	120	4.16 gross, 2.08 net	250	225	150	75	0
	008-104-120	Seton Hospital - West	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3							
	008-520-180	Seton Hospital - East	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3	120	5.48 gross, 2.74 net	329	296	197	99	0
	008-520-190	Seton Hospital - East	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3							
Total Vacant Rezone Capacity										**1,018**	**781**	**237**	**0**

Notes: Maximum density on Site 7 is based on the planned development density of project P-18, with which Site 7 is co-sited. Realistic capacity on Site 8 is based on previous/pending rezone application project capacity. Site 9 is divided into three sub-sections for site totals.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities. Where applicable, steep slopes are accounted for with decreased acreage.

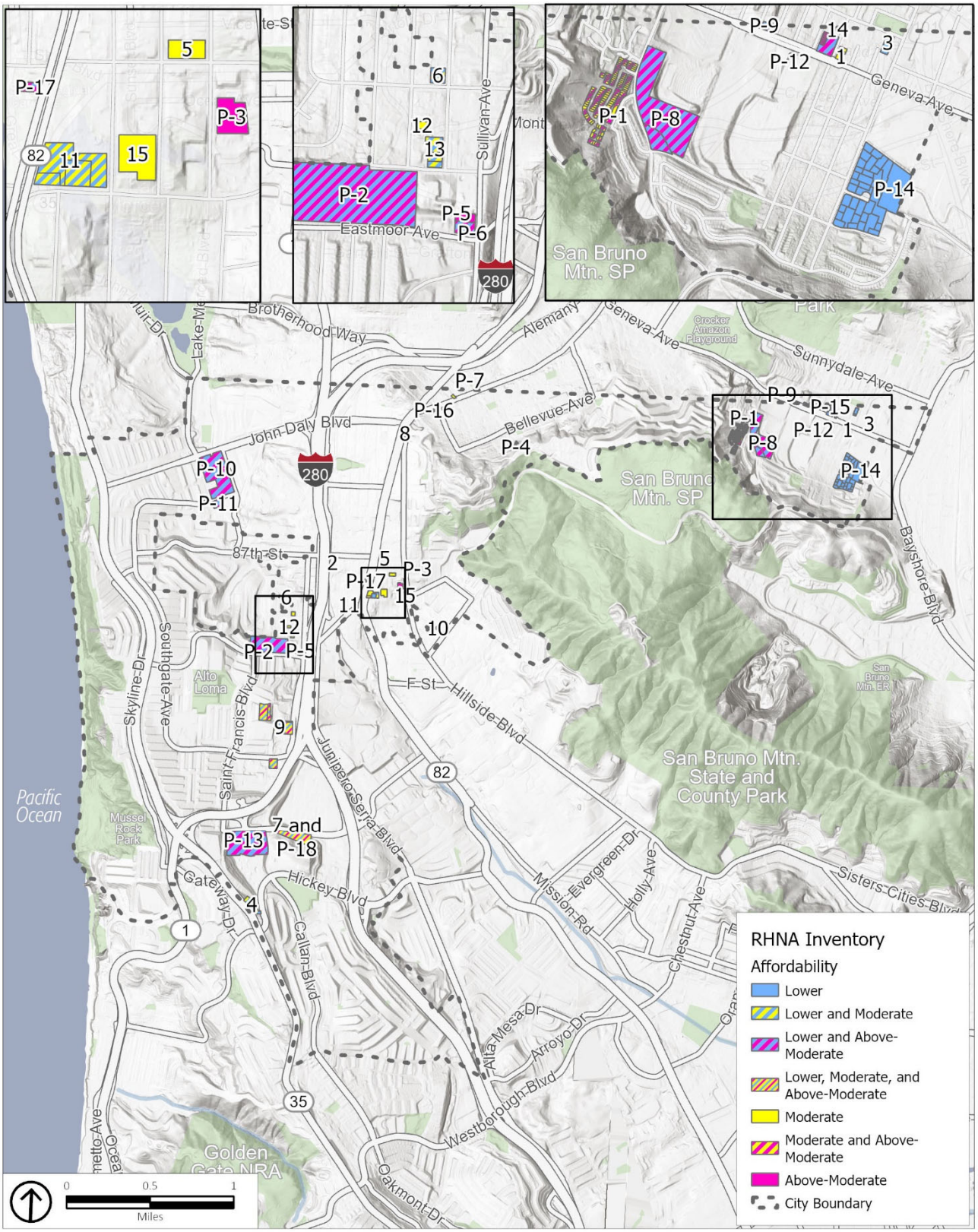
Table HE 48: Underutilized Sites

Site Number	Assessor's Parcel Number	Site Address/Intersection	General Plan Designation (Current)	Zoning Designation (Current)	General Plan Designation (Proposed)	Zoning Designation (Proposed)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity (90%)	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units
Underutilized, Residential Permitted													
10	006-453-020	Lisbon Street	Residential Medium-Low Density	R-1 Single-Family Residential	*N/A*	*N/A*	20	0.27	5	5		5	
11	006-251-230	E. Market between Mission Street and First Street	Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*	40	0.78	31	28	8	20	
	006-251-210		Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*							
	006-251-220		Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*							
12	006-346-170	Edgeworth Avenue	Commercial Mixed-Use	Residential Retail Commercial (C-R/R)	*N/A*	*N/A*	75	0.17	13	11		11	
13	006-346-280	1670 and 1698 Bryant Street	C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*	57	1.38	79	71	7	64	
	006-346-130		C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*							
	006-346-140		C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*							
14	005-064-210	Rio Verde Street	Residential Medium-Low Density	R-1 Single-Family Residential	*N/A*	*N/A*	20	0.40	8	7		7	
Underutilized, Rezone Required													
15	006-252-080	169 First Avenue	Residential Medium Low Density	R-3	Residential High Density	R-3	100	1.02	102	92		92	
		Total Underutilized Site Capacity								**214**	**22**	**155**	**0**

Notes: Sites with multiple parcels include site unit totals within the first parcel of the site.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities.

Figure HE-35: Location of Projects and Sites to Meet the RHNA



Additional Capacity Potential

Rezoning and Change of General Plan Land Use Designation

The City of Daly City is obligated by State law to ensure that appropriately zoned land exists in the city that would allow construction of all units in the RHNA. As part of **Task 6.5**, the City will make the following changes to its Zoning Code and General Plan Land Use Element:

- Increasing the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre.
- Increasing the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre.
- Increasing the permitted density in the Residential High Density General Plan Land Use Designation from 35.1 to 60 dwelling units per acre to 60.1 to 120 dwelling units per acre.
- Increasing the permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of 120.1 dwelling units per acre.
- Removing the conditional use permit requirement for residential uses in the C-1 and C-2 zones

Additionally, through **Task 6.6**, the City will ensure that zoning development standards are updated as needed to ensure consistency between zones and the Land Use Element.

SamTrans Park and Ride Lot

The SamTrans Park and Ride Lot (3501 Junipero Serra Boulevard) is owned by the San Mateo County Transit District and consists of an existing parking lot that provides daily paid parking for use by patrons to the Colma BART Station. The District has re-initiated a conversation with City for the site and received a letter of support from the City Council for potentially developing the entire 8.7-acre site in a mixed-use format. The City has long-been supportive of redeveloping the site and has provided policy guidance in the Land Use Element and previous Housing Element intended to allow for broader mix of land uses in a more intensive format than is currently provided by the BART Station Area Specific Plan. To this end, the Housing Element proposes a redesignation of the lot to the Specific Plan's Residential High Density designation and amending the designation language to require at least 30 dwelling units per acre. This designation change allows for the mixed-use building type sought by SamTrans, while permitting residential densities necessary to achieve the affordability levels sought by the City. Because the parameters and constraints associated with developing this property are unknown, this City is currently assuming a 261-unit yield (30 dwelling units per acre). However, these units are not being counted toward the RHNA total due to the unknown timeline for permitting and construction.

Accessory Dwelling Units

California Government Code Section 65583.1(a) states that a town, city, or county may identify sites for accessory dwelling units (ADUs) based on the number of ADUs developed in the prior Housing Element planning period, whether the units are permitted by right, the need for ADUs in the community, the resources or incentives available for their development, and any other relevant factors. Based on recent changes in state law reducing the time to review and approve ADU applications, requiring ADUs that meet requirements to be allowed by right, eliminating discretionary review for most ADUs, and removing other restrictions on ADUs, it is anticipated that the production of ADUs will increase in the 6th Cycle Housing Element planning period.

The City issued the following ADU building permits over the last four years:

- 2018 – 74 ADUs received building permits
- 2019 – 68 ADUs received building permits
- 2020 – 74 ADUs received building permits
- 2021 – 48 ADUs received building permits
- 2022 – 51 ADUs received building permits

On average, there are about 63 applications for ADUs approved each year. To promote ADUs, the City has included **Task 5.1** to promote the construction of affordable ADUs through several actions.

To determine assumptions on ADU affordability in the ABAG region, ABAG conducted a regional analysis of existing ADU rents and prepared a draft report in September 2021. The analysis resulted in affordability assumptions that allocate 30 percent of ADUs to very low income, 30 percent to low-income households, 30 percent to moderate-income households, and 10 percent to above moderate-income households. Affordability of ADUs projected to be built in the city during the planning period were based on the ABAG analysis.

Summary of Capacity to Accommodate the RHNA

Table HE-49 compares the City's RHNA to its site inventory capacity. Looking at the capacity in **Tables HE-43 and HE-46, HE-47 through HE-48** as well as the projected ADUs, the City has a total surplus of 249 units. Breaking this down by income category, the City has a surplus of 52 units in the lower-income (including extremely low-, very low-, and low-income) category, a 85-unit surplus in the moderate-income category, and a 114-unit surplus in the above moderate-income category. This does not include the SamTrans Park and Ride Lot site, which could provide an additional 261 units.

Table HE 49: Summary of Residential Capacity Compared to the 6th Cycle RHNA by Income Category

RHNA Category	2023-2031 RHNA	Vacant Site Capacity	Underutilized Capacity	Proposed/ Approved Projects	Projected ADUs	Total Capacity	Surplus
Very Low	1,336	866	15	974	302	2,157	52
Low	769						
Moderate	762	414	199	83	151	847	85
Above Moderate	1,971	0	0	2,035	50	2,085	114
Total	**4,838**	**1,280**	**214**	**3,092**	**503**	**5,022**	**251**

Source: ABAG 2021, City of Daly City, May 2023

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Constraints to Housing Production

Constraints to the maintenance, improvement, and construction of housing can generally be divided into two categories—governmental and nongovernmental. State law requires analysis of actual and potential constraints and identification of ways to reduce or overcome the constraints, where possible, to meet the identified housing needs. In many instances constraints represent a balance between the need for housing and other desirable goals. Where this is the case, the consideration of these other goals should be examined to make certain the constraint is not unnecessarily severe.

Governmental Constraints to Housing Production

Actions by local governments may impede housing construction, maintenance, and improvement in a variety of ways. For example, excessive fees or improvement requirements may discourage housing activity or possibly price housing above the level some groups can afford. Environmental impact reports (EIR) can be costly and create delays, although by State statute such analyses are mandatory. In some instances, the lack of available water and/or sewer facilities may temporarily diminish housing construction activity. The governmental constraints to housing development include land use controls in the form of the General Plan, specific plans, and zoning; building codes; fees and dedications; site improvements; permit processing procedures; and infrastructure constraints. Each of these potential constraints is discussed below.

Consistent with transparency requirements pursuant to Government Code Section 65940.1, subsections (a)(1)(A)) and (a)(1)(B)), all zoning and development standards, and fees are available on the City's website.

General Plan Land Use Designations

Daly City's 2013 General Plan contains five residential land use designations that communicate the City's policies related to residential development densities. These designations and their respective densities are identified in **Table HE-50.** However, **Task 6.5** has been included to increase the allowable densities in several land use designations.

Table HE 50: 2013 General Plan Land Use Designations

Land Use Designation	Density Limitations
Open Space Residential	0 to 2 dwelling units per acre
Low Density Residential	2 to 14.5 dwelling units per acre
Medium-Low Density Residential	14.6 to 20 dwelling units per acre
Medium Density Residential	20.1 to 35 dwelling units per acre
High Density Residential	35.1 to 50 dwelling units per acre
Very High Density Residential	Over 50 dwelling units per acre

Source: City of Daly City, 2013.

Specific Plan Designations

Subsequent to the adoption of the 1987 General Plan, the City adopted the BART Station Area (1993) Specific Plan and Sullivan Corridor Specific Plan (1998). Both of these specific plans contain land use designations and development regulations that replaced the land use designations and zoning regulations in these areas. Below is a short synopsis of each plan and its relevant residential designations.

BART Station Area Specific Plan. Prepared in conjunction with the San Mateo County Transit District, the BART Station Specific Plan was prepared in anticipation of the construction of the Colma BART Station (construction completed in 1996). The primary purpose of the Specific Plan was to identify a physical development plan for the area immediately adjacent to the new station in support of the transportation/transit role that the area was contemplated to fulfill in Daly City at the time. **Table HE-51** identifies the land use designations identified by the Specific Plan as allowing residential uses.

Table HE 51: BART Station Area Specific Plan Land Use Designations

Land Use Designation	Density Limitations
Low Density Residential	6 to 12 dwelling units per acre
Medium Density	12 to 25 dwelling units per acre
High Density Residential	25 to 55 dwelling units per acre
Mixed-Use Commercial/Office	Function of height/coverage limitations and parking regulations
Neighborhood Commercial	Function of height/coverage limitations and parking regulations

Source: City of Daly City, 2013.

Several significant high-density residential projects have been constructed within the BART Station Specific Plan Area. Most recently, Habitat for Humanity completed construction of a condominium project at 7555 Mission Street that provided 36 units (47 du/ac) of housing to lower-income households. Additional development potential exists at an underutilized SamTrans park-and-ride lot adjacent to the Colma BART Station. Although this site is presently designated Office/Convenience Retail, the potential does exist for a mixed-use project containing higher density residential uses. A six-acre portion of this site has in fact been identified for redesignation and rezoning to accommodate up to 50 dwelling units per acre.

Sullivan Corridor Specific Plan. The Sullivan Corridor Specific Plan was adopted as means to guide the revitalization of properties within the Sullivan Corridor, which is the area in the general proximity of City Hall, west of Interstate 280. The plan's land use designations were prepared to complement the construction of new public and commercial developments occurring in the area at the time, including the North County Health Center and the Colma BART Station. **Table HE-52** identifies the land use designations identified by the Specific Plan as allowing residential uses.

Developers of larger projects within the Sullivan Corridor Specific Plan Area can elect to have their projects reviewed by the Sullivan Corridor Committee, which consists of two city council members. Although review by the committee does add time to the development review process, developers are able to obtain valuable input from council members very early in the process. The estimated time for Sullivan Corridor Committee review is three to four weeks.

Table HE 52: Sullivan Corridor Specific Plan Land Use Designations

Land Use Designation	Density Limitations
Residential Low Density	0 to 14.5 dwelling units per acre
Residential High Density	None identified
Residential Retail Commercial	Maximum FAR of 1.0
Service Commercial	Maximum FAR of 3.0
Retail and Office Commercial	Maximum FAR of 5.0

Source: City of Daly City, 2023.

A significant residential construction project in this area has been a 208-unit (65 du/ac) mixed-use senior apartment complex at 165 Pierce Street. As an urban infill site, the project provides an example of the potential for the Sullivan Corridor Area to provide additional housing opportunities as vacant and underutilized sites in the area are developed or redeveloped. Construction of the project concluded in 2013. Most recently, the City Council in 2020 approved a seven-story, completely affordable, mixed-use building at 493 Eastmoor consisting of 72 apartments (205 du/ac). This project is currently in plan check for building permits.

Development Regulations

The Zoning Ordinance contains eight residential districts and four nonresidential districts in which residential development is allowed. The minimum lot area per unit and resulting densities of these districts are presented in **Table HE-53**. It is important to note that there is no land currently zoned R-4 in Daly City.

Table HE 53: Zoning District Designations and Densities

Zoning Designation	Lot Area, SF per DU	Resulting Density
MHP Mobile Home Park	1/200 minimum 1/2500 maximum	17.4–217.8 du/ac
R-1 Single Family	1/3,000	14.5 du/ac
R-1/A Single Family/Duplex	1/1,250	34.8 du/ac
R-2 Duplex	1/1,500	29.4 du/ac
R-2/A Two-Family Design	1/1,250	34.8 du/ac
R-3 Multiple Family	1/500	87.1 du/ac
BRM BART Multiple Family	1/1,750	25 du/ac
R-4 Multi-family/Professional	1/300	145 du/ac
C-1 Light Commercial District	1/300	145 du/ac
C-2 Heavy Commercial District	1/300	145 du/ac
PD Planned Unit Development	Flexible	Not Applicable
Pre-PD Pre-Planned Unit Development	Flexible	Not Applicable

Source: City of Daly City Municipal Code, 2023.

Commercial Mixed-Use Zone

The City is in the process of establishing a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development. The C-MU zone will encourage the development of higher-density multifamily residential development and mixed-used projects in close proximity to commercial areas. Once established, the zone will include the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue (approximately 65 acres) along with other areas. This zone will also incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development will be provided specific and significant incentives to do so (see also Land Use Element Task LU 1.2).

At the same time that the zone is put into place, the City will also establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The design guidelines of the C-MU zone will include development regulations to reposition mixed-use building mass away from lower-density neighborhoods and will address impacts created by larger mixed-use buildings proposed

adjacent to smaller buildings. The zone's parking regulations will also allow for a parking reduction for all buildings containing residential and retail components where parking is available for both uses.

The City will also remove the use permit requirement for any mixed-use projects located in the C-MU Commercial Mixed-Use zone that contain a first-floor commercial component of a certain size and which provide a residential component resulting in an overall net density of at least 30 dwelling units per acre. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by-right," without requirement for discretionary approvals.

The City will amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially zoned or residentially-designated property to any zone or designation other than residential. For the purpose of this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the RHNA Housing Sites Inventory List for which a replacement site has not been identified.

As identified in **Table HE-54**, residential development is allowed within several commercial zones, most notably within the C-1 Light Commercial District. The C-1 zone encompasses all properties fronting Mission Street for its full length, and almost all of Geneva Avenue in the Bayshore neighborhood. Sites likely to yield large numbers of affordable housing units are within these two commercial corridors. In fact, several sites and pending projects identified in the Potential Housing Sites Inventory List are located on Mission Street or Geneva Avenue.

Table HE-54 identifies the development regulations for each of the above zones, as contained in the Daly City Zoning Ordinance. As shown in the table, the minimum lot sizes for both the R-3 Multiple Family and C-1 Light Commercial zones are 2,500 square feet in most instances. Both zones also allow the construction of single-family homes. In combination, these regulations allow owners of larger parcels to subdivide their parcels for single-family residential development or small commercial uses. This effectively causes scarce larger parcels that could be used for higher density mixed-use development to be underutilized. Similarly, the building heights for both the R-3 and C-1 zones are only six feet higher than that allowed in the R-1 zone (30 feet maximum versus 36 feet maximum), but the R-3 and C-1 zones allow six times the density allowed by the R-1 zone (87 du/ac versus 14.5 du/ac).

Because a 36-foot height limit may be appropriate for the C-1 Light Commercial zone in other parts of Daly City, the policy section of this Housing Element sets forth a requirement that the Zoning Ordinance be amended to establish a new Commercial Mixed-Use (C-MU) zone for areas encompassing Mission Street and Geneva Avenue, and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. To preserve larger commercial and residential sites, this Housing Element also requires that the Zoning Ordinance increase the minimum parcel sizes for all commercial and R-3 Multiple Family zones as determined necessary to promote the construction of higher density and/or mixed-use development. Likewise, the Housing Element commits the City to exploring increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone. Further study of increased height along Mission Street and Geneva Avenue would be undertaken as part of the Zoning Ordinance update.

Table HE 54: Daly City Regulations for Residential Zones

Zoning District	Permitted Uses	Use Permit Required	Max. Building Height	Min. Lot Area	Floor Area Ratio	Min. Lot Width	Max. Lot Coverage	Min. Front Yard	Min. Side Yard	Min. Rear Yard	Lot Area per D.U.
R-1	Single-family	No	30 ft	3000 sf, 2500 sf*		33 ft, 25 ft*	50%, 55%*	15 ft	None	10 ft	3000 sf, 2500 sf*
R-1/A	Single-family	No	30 ft	2500 sf		25 ft	55%	15 ft	None	10 ft	
	Duplexes	Yes									
R-2	R-1	All uses permitted in this zoning classification (see above).									
	One two-family dwelling	No	36 ft	3000 sf, 2500 sf*		33 ft, 25 ft*	60%	15 ft	None	10 ft	1500 sf, 1250 sf
R-2/A	Single-family, two-family	No	30 ft	2500 sf		25 ft	60%	5 ft, 10 ft max	None	10 ft	
	Duplexes	Yes									
R-3	R-1, R-2	All uses permitted in this zoning classification (see above).									
	Multi-family	No	36 ft	3000 sf, 3500 sf*		33 ft, 25 ft*	755	15 ft	None	15 ft	500 sf
BRM	Small apartments, townhomes, flats	No	45 ft	5000 sf		50 ft	60%	5 ft, 10 ft max	None	15 ft	
	R-1, R-2	Yes									
R-4	R-1, R-2, R-3	All uses permitted in this zoning classification (see above).									
	Multi-family	No	FAR 3.5–1.0	10000 sf	3.5–1.0	100 ft	70%	15 ft	None	10 ft, 20 ft**	300 sf
MHP	Mobile homes	No	30 ft	2500 sf		30 ft	75%	5 ft	None	3 ft	
C-1	R-3	All uses permitted in this zoning classification (see above), except use permit is required.									
	R-4	No	36 ft	2,500 sf–3,000 sf		33 ft, 25 ft*	70%	None	None	None	300 sf
C-2	C-1	All uses permitted in this zoning classification (see above), except use permit is required and 7.0–1.0 FAR.									
	R-3	Yes		2,500 sf–3,000 sf	7.0–1.0	33 ft, 25 ft*	70%	None	None	None	300 sf
PD	A variety of uses or combination of uses are allowed in this zoning classification pending City approval of an applicant's planning application.										
Pre-PD	Serves as a transitional zoning classification for PD (see description of PD uses above).										

**For lots or subdivisions recorded prior to 1/1/49.*
***For buildings in excess of 3 stories.*
Other exceptions may apply.
Source: City of Daly City, 2023.

Parking Regulations

Parking requirements for new residential development are contained within the Zoning Ordinance as identified in **Table HE-55**. Because parking is a significant factor in multifamily and affordable housing construction costs, the constraints to housing production caused by parking regulations must be closely examined.

Table HE 55: Daly City Parking Regulations

Residential Type	Required Parking Spaces
Single-family	2 spaces for buildings of less than 1,500 sf 3 spaces for buildings between 1,500 and 2,000 sf 4 spaces for buildings between 2,001 and 2,500 sf 6 spaces for buildings of more than 2,500 sf
Two-family (Duplex)	2 spaces per unit; 4 per structure
Multiple-family, including condominiums	1 space per studio unit 1.5 spaces per one-bedroom unit 2 spaces per two-bedroom or larger unit
Mobile Home	One space for each mobile home, said space to be located on the individual trailer site (tandem parking permitted) One space per site for guest parking, the latter to be grouped in common area
Mobile Home Park	2 spaces per mobile home site Guest parking of 1 space per 10 sites Parking for recreation center and office of 1 space for every 500 square feet of gross floor area
Boardinghouse	1 space per rentable room, plus one space per every 200 square feet of kitchen and administrative office area
Secondary Unit	2 spaces, plus 2 per principal dwelling (4 total)
Emergency Shelter	0.75 covered or uncovered spaces per employee

Source: City of Daly City Municipal Code.

Currently, Daly City's Zoning Ordinance requires two parking spaces for each condominium unit or apartment with two or more bedrooms. This is the same parking requirement for single-family units. Reductions to the parking requirements are permitted by the Zoning Ordinance for development proposals that are determined to be exclusively for low-income households. Parking requirements for emergency shelters are based on the number of employees rather than the size of the building; however, the current requirement is not considered to be greater than other uses within the same zone.

Parking reductions are available for projects that serve low-income families or low-income seniors. Apartment complexes and condominiums designed and intended for the exclusive occupancy of low-income elderly persons shall provide at least one-fourth the normally required amount of off-street parking. Apartment complexes and condominiums designed and intended for the exclusive occupancy of low-income persons or families other than the elderly shall provide at least three-fourths the normally required number of spaces.

Accessory dwelling units shall provide one parking space per unit or per bedroom (studio units shall provide one parking space). These spaces may be provided as tandem parking on an existing driveway in the front setback. No parking spaces shall be required for an accessory dwelling unit in any of the following instances:

a. The accessory dwelling unit is located within one-half mile of public transit.
b. The accessory dwelling unit is located within an architecturally and historically significant historic district.
c. The accessory dwelling unit is part of the existing primary residence or an existing accessory structure.
d. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.
e. When there is a car share vehicle located within one block of the accessory dwelling unit.

Generally, the City's residential development standards are consistent with the requirements of neighboring jurisdictions and accepted planning practice. There is anecdotal evidence, given high land costs in Daly City and throughout the region, that parking requirements could constrain the development of new and/or affordable housing.

Building Codes

The City enforces the 2022 International Building Code, as amended by the City. This code has established construction standards that add to the cost of housing development. Local code amendments have been made, though significantly reduced in comparison to past levels of amendment in an effort to allow greater uniformity of construction standards throughout the county. The remaining local amendments are minor and do not add significantly to the cost of housing, but significantly increase the long-term safety of residents, prevent fire spreading to adjoining homes, and improve insurance rates.

Current amendments include:

- Establishing that fees will be prescribed by Resolution of the City Council.
- Establishing that plan review and time limitation shall comply with Municipal Code General Regulations 15.00.040.
- Specifies the City's process for appealing decisions made by the City Building Official.
- Defines which City departments and officials correspond to roles defined by the Building Code.
- Specifies sizes of printed plans.
- Adds inspection and waterproofing requirements for exterior elevated elements such as balconies and stairway systems to avoid hazards such as deterioration from dry rot or decay.
- Provides compliance alternatives for evaluating a change of occupancy that increases the public safety, health, and general welfare of an existing building without requiring full compliance of a new building.

Fees and Dedications

Site improvements and exactions by the City, such as traffic signals or park in-lieu fees, increase the cost of development in Daly City. To better ensure equity in the application of fees related to new development, the City analyzed the needed public facilities associated solely with new development

and established a fee that allocates a "fair share" of cost to new residential and commercial development. Most off-site improvements needed to serve future growth are funded through the City's Public Facilities Fees.

All Bay Area cities charge fees in order to pay the costs to process, regulate, and mitigate the impacts of new development on City services and infrastructure. If fees are inordinately high, they can lead to higher costs and/or discourage housing development within the community.

Tables HE-56 through HE-58 show recent examples of the building and planning fees charged by the City of Daly City.

Based on a 2021 single-family home valued at $576,154.71, shown in Table HE-50, the City's Building Department fees represent an additional cost of 3 percent over the cost of construction. This is relatively low and not considered a constraint to development.

Table HE 56: Sample Development: Single Family

Fee	Category Total
Building	$17,549.17
Business License - Added Valuation	$576.15
Electrical	$360.84
Mechanical	$213.61
Plumbing	$239.66
Fee Total	**$18,939.43**
Home Valuation	**$576,154.71**
Fees as a Percent of Home Value	**3%**

Source: City of Daly City, 2021.

Based on a 2021 mixed-use project valued at $77,624,440, shown in **Table HE-57**, the City's Building Department fees represent an additional cost of 2 percent over the cost of construction. This percentage is relatively low and not considered a constraint to development. The first phase of the project included 147 units.

Table HE 57: Sample Development: Multifamily Affordable Project

Fee	Category Total
Permit Fees	$1,093,761.86
Plan Check	$375,441.07
Electrical	$14,380.74
Mechanical	$4,541.47
Plumbing	$12,877.26
Fee Total	**$1,501,002.40**
Project Valuation	**$77,624,440.00**
Fees as a Percent of Home Value	**2%**

Source: City of Daly City, 2021.

Based on a 2022, 72-unit multifamily home project valued at $43,758,000, shown in **Table HE-58**, the City's Building Department fees represent an additional cost of 2 percent over the cost of construction. This project was an affordable housing project in a mixed-use building. Some fees were noted to not be included in this estimate, including fire sprinkler and engineering permit fees, but it is not expected that these costs would drastically increase the fees as a percentage of the cost to construct. This percentage of construction cost is relatively low and not considered a constraint to development.

Table HE 58: Sample Development: Mixed Use Project, 72 Units of Affordable Housing

Fee	Category Total
Permit Fee	$672,306.48
Plan Check	$64,046.97
Electrical	$8,355.23
Mechanical	$16,238.97
Sewer Connection	$207,127.00
Plumbing	$19,604.97
Fee Total	**$987,679.62**
Project Valuation	**$43,758,000.00**
Fees as a Percent of Home Value	**2%**

Source: City of Daly City, 2022.

Additional public services charged by the City are based on the costs of providing public facilities to new development and reflect the AB 1600 fee program developed by the City and intended to mitigate the impacts of new development on public facilities. Public facilities funded through the AB 1600 fee include police, library, fire, administrative facilities, roadways, water, and wastewater. The fees are charged on the basis of geographic benefit zones, each with differing cost bases (**Table HE-59**).

Table HE 59: AB 1600 Fees

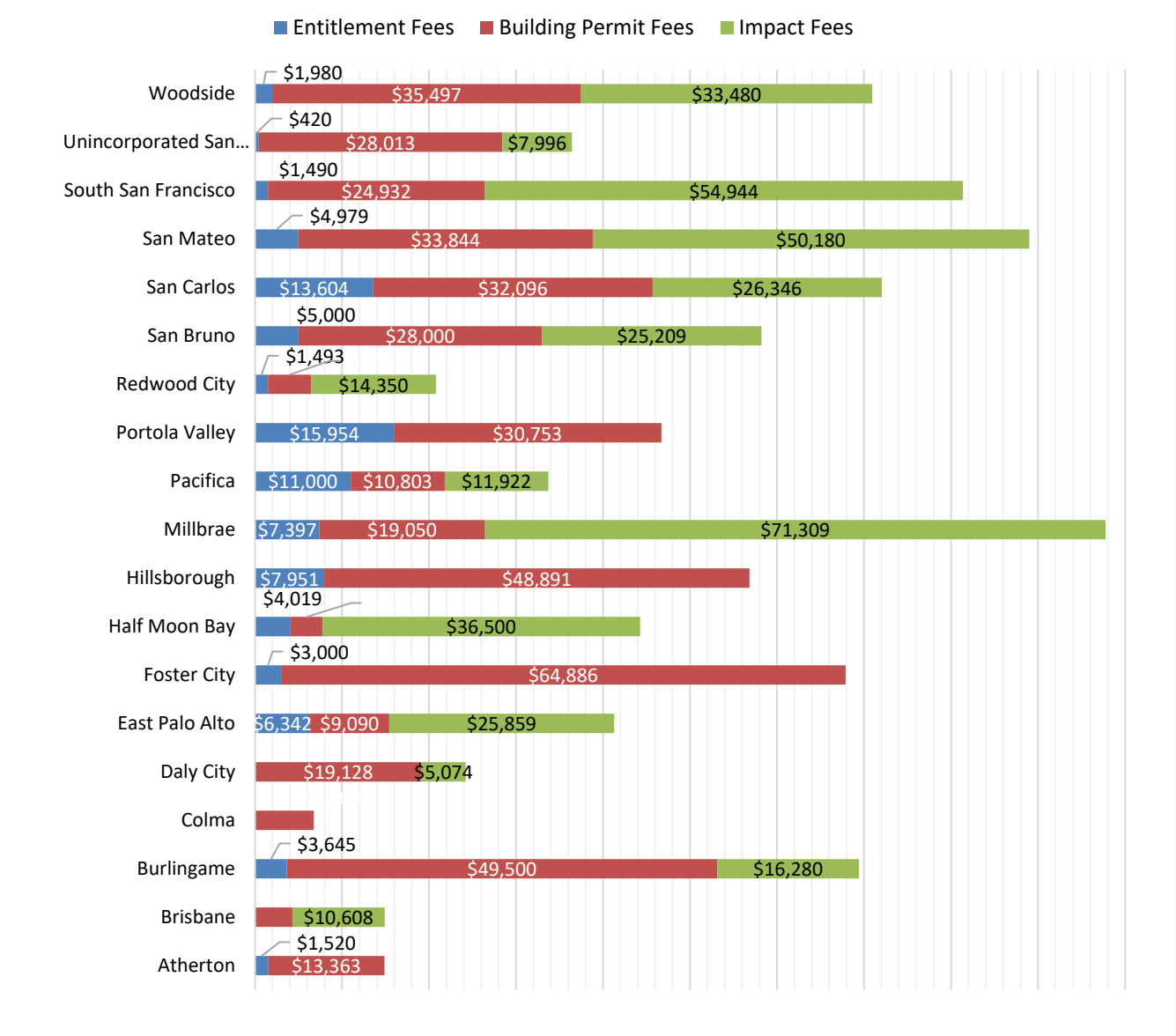
Benefit Zone	Fee per Square Foot
Zone 1	$3.36
Zone 2	$3.83
Zone 3	$3.25
Zone 4	$3.72
Zone 5	$9.36
Zone 6	$3.15
Zone 7	$2.71
Zone 8	$3.29
Zone 9	$2.71
Zone 10	$2.35
Zone 11	$2.71

Source: City of Daly City, 1999

Figures HE-36 and HE-37 and **Tables HE-60 and HE-61** provide a comparison of Daly City's entitlement, building, and impact fees to other jurisdictions in San Mateo County for both single-family and multifamily homes based on a prototype project. Estimates for single-family home fees are based on a 2,600-square-foot home in all jurisdictions but Atherton, Portola Valley, unincorporated San Mateo County, and Woodside. These jurisdictions were estimated based on a 5,000-square-foot home. The prototype multifamily project is based on a 10-unit building of 21,000 total square feet divided between two-bedroom and three-bedroom units. Among these jurisdictions, the median fee for the single-family and 10-unit condo prototypes are $58,209 and $345,742, respectively. As identified in the figures, Daly City's total fees for these two prototypes are $24,202 and $325,583, respectively.

While Daly City's fees are generally similar to those of adjacent jurisdictions for the single-family home prototype, the City's fees for the 10-unit condominium prototype are closer to the County-wide median. The City currently collects impact fees for schools and the AB 1600 fees described above.

Figure HE-36: Comparative Fee Analysis for Prototypical Developments: Single-Family Home (2022)



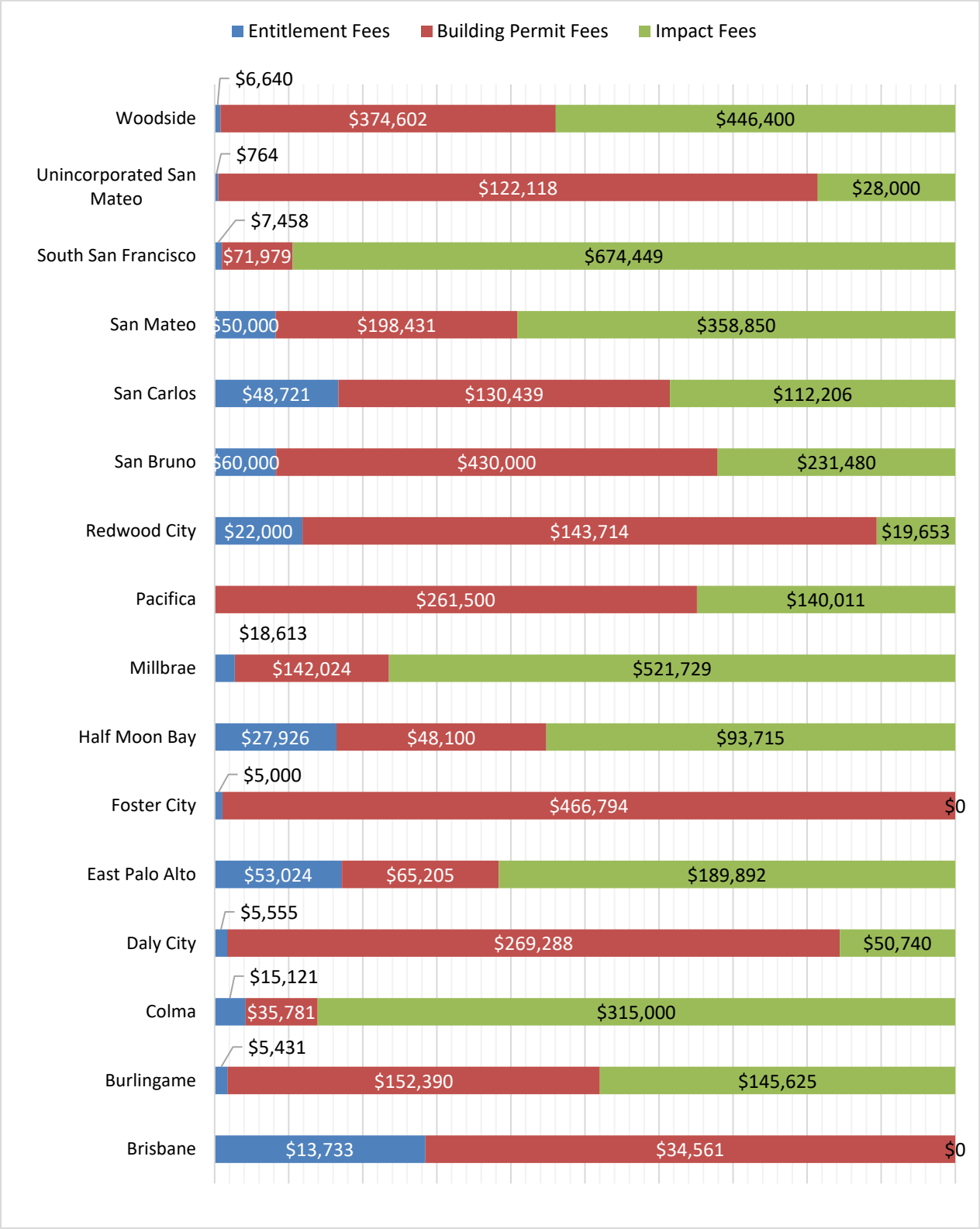
Source: 21 Elements Development Fees Survey (2022).

Table HE 60: Comparative Fee Analysis for Prototypical Developments: Single-Family Home (2022)

Jurisdiction	Entitlement Fees	Building Permit Fees	Impact Fees	Other Fees	Total
Atherton	$1,520	$13,363	$0	$1,058	$15,941
Brisbane	$0	$4,300	$10,608	$10,032	$24,940
Burlingame	$3,645	$49,500	$16,280	$0	$69,425
Colma	$0	$6,760	$0	$0	$6,760
Daly City	**$0**	**$19,128**	**$5,074**	**$0**	**$24,202**
East Palo Alto	$6,342	$9,090	$25,859	$39,576	$80,867
Foster City	$3,000	$64,886	$0	$0	$67,886
Half Moon Bay	$4,019	$3,750	$36,500	$8,300	$52,569
Hillsborough	$7,951	$48,891	$0	$14,250	$71,092
Millbrae	$7,397	$19,050	$71,309	$0	$97,756
Pacifica	$11,000	$10,803	$11,922	$0	$33,725
Portola Valley	$15,954	$30,753	$0	$6,216	$52,923
Redwood City	$1,493	$4,952	$14,350	$0	$20,795
San Bruno	$5,000	$28,000	$25,209	$0	$58,209
San Carlos	$13,604	$32,096	$26,346	$0	$72,046
San Mateo	$4,979	$33,844	$50,180	$0	$89,003
South San Francisco	$1,490	$24,932	$54,944	$0	$81,366
Unincorporated San Mateo	$420	$28,013	$7,996	$0	$36,429
Woodside	$1,980	$35,497	$33,480	$0	70,957

Source: 21 Elements Development Fees Survey (2022).

Figure HE-37: Comparative Fee Analysis for Prototypical Developments: 10-Unit Buildings (2022)



Source: 21 Elements Development Fees Survey (2022).

Table HE 61: Comparative Fee Analysis for Prototypical Developments: 10-Unit Buildings (2022)

Jurisdiction	Entitlement Fees	Building Permit Fees	Impact Fees	Other Fees	Total Fees	Total Fees/DU
Atherton	no data provided					
Brisbane	$13,733	$34,561	$0	$68,484	$116,778	$11,678
Burlingame	$5,431	$152,390	$145,625	0	$303,446	$30,345
Colma	$15,121	$35,781	$315,000	0	$365,902	$36,590
Daly City	**$5,555**	**$269,288**	**$50,740**	**0**	**$325,583**	**$32,558**
East Palo Alto	$53,024	$65,205	$189,892	0	$308,121	$30,812
Foster City	$5,000	$466,794	$0	0	$471,794	$47,179
Half Moon Bay	$27,926	$48,100	$93,715	0	$169,741	$16,974
Hillsborough	no data provided					
Millbrae	$18,613	$142,024	$521,729	0	$682,366	$68,237
Pacifica		$261,500	$140,011	0	$401,511	$40,151
Portola Valley	no data provided					
Redwood City	$22,000	$143,714	$19,653	0	$185,367	$18,537
San Bruno	$60,000	$430,000	$231,480	0	$721,480	$72,148
San Carlos	$48,721	$130,439	$112,206	0	$291,366	$29,137
San Mateo	$50,000	$198,431	$358,850	0	$607,281	$60,728
South San Francisco	$7,458	$71,979	$674,449	$7,670	$761,555	$76,156
Unincorporated San Mateo	$764	$122,118	$28,000	0	$150,882	$15,088
Woodside	$6,640	$374,602	$446,400	0	$827,642	$82,764

Source: 21 Elements Development Fees Survey (2022).

Although fees imposed by the City on new residential development add to the cost of housing, these fees are necessary to offset the impact to the City's infrastructure directly caused by new development. Although impact fees may seem to be a significant cost factor in residential development, their cost is often folded into the permanent financing of a residential development project, which is then paid over the term of home mortgage. This cost is a significantly lower factor than cost proportions devoted to private profit, such as interest charges, mortgage insurance, and realtor fees.

On- and Off-Site Improvement Requirements

In addition to permit processing and impact fees charged by the City, a new subdivision may be required to install improvements off-site, dedicate land for parks (or pay an in-lieu fee), or contribute to the cost for services provided to the project. These are typical costs associated with mitigating environmental impacts associated with a development, and they vary on a case-by-case basis depending on the anticipated impacts. While these costs are necessarily a part of new development in the city, the charges are carefully analyzed in each case to avoid imposing unnecessary requirements on new residential development. The City's on-site improvements are typical of most cities, stormwater treatment measures are required in most instances.

While new subdivisions typically require the construction of expensive infrastructure such as new roads, sewer trunk lines, and stormwater catchment systems, most new residential development in Daly City will continue to occur as denser buildings situated adjacent to existing infrastructure, either replacing existing

older buildings or vacant in-fill lots. This type of development is therefore able to forgo much of the expense typically associated with improvement of the public right-of-way. There are instances where utility upsizing may be required to accommodate a significant increase in the utility demand over a previously existing, less-intensive use. However, these costs are much lower on a per-dwelling-unit basis than the costs associated with acquiring land and constructing new utilities for a new subdivision.

As part of **Task 11.4** the City will establish a process for evaluating affordable housing projects for reductions in required improvements.

Density Bonus

At present, the City provides a density bonus for projects of five or more units that meet any of the following criteria:

A. At least 10 percent of the total units are designated for low-income households.

B. At least 5 percent of the total units are designated for very low-income households.

C. A senior citizen housing development, as defined in Sections 51.3 and 51.12 of the Civil Code.

D. At least 10 percent of the total units in a condominium project, as defined in subdivision (f) of, or in a planned development as defined in subdivision (k) of, Section 1351 of the Civil Code, are designated for moderate income households, as defined in Section 50093 of the Health and Safety Code, provided that all units in the development are offered to the public for purchase.

When an applicant seeks a density bonus and/or concessions as prescribed by Government Code Section 65915, the City will grant the density bonus and number of incentives or concessions required by that section unless it makes one of the following findings:

1. The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.3 of the Health and Safety Code, or for rents for the targeted units to be set as specified in Section 65915(c) of the Government Code.
2. The concession or incentive would have a specific adverse impact, as defined in Government Code Section 65589.5(d)(2), upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

The following incentives and concessions are deemed not to have the adverse impact set forth in the subsection above:

1. Reduced setbacks so long as the project remains consistent with the city's general plan and any applicable design guidelines;
2. Increased maximum lot coverage so long as the project remains consistent with the city's general plan and any applicable design guidelines;
3. Increased maximum building height so long as the project remains consistent with the city's general plan and any applicable design guidelines;
4. Reduction in parking standards beyond that set forth in Government Code Section 65915(p); and
5. In addition to the additional density bonus provided in accordance with Government Code Section 65915(g) for land donations within one-fourth mile of an applicant's project, provision of the additional density bonus set forth in Government Code Section 65915(g) for land dedicated to the city that is located within one-half mile of the applicant's project so long as the applicant

demonstrates to the city's satisfaction that building the requisite number of affordable units on-site is infeasible and there is an identified source of funding for the very low income units.

The city will not, however, provide any direct financial assistance, waive fees or dedication requirements, or provide publicly owned land for a housing development as an incentive or concession.

Under current State law (Government Code Section 65915), cities and counties must provide a density increase up to 80 percent over the otherwise maximum allowable residential density under the municipal code and the land use element of the general plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with 100 percent of units affordable to low- or very low-income households. As part of **Task 11.6** in the Housing Element, the City will amend its guidelines to ensure compliance with current State law.

Zoning for a Variety of Housing

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population. This includes single-family housing, multifamily housing, manufactured housing, mobile homes, emergency shelters, and transitional housing, among others.

The Zoning Code outlines residential development permitted by right (P), permitted with a use permit (UP), or not permitted (NP). **Table HE-62** illustrates permitting requirements by zone for various residential uses in Daly City.

Table HE 62: Existing Entitlement Requirements by Zoning District

Building Type	Zoning Designations Allowing Residential Uses									
	R-1	R-1/A	R-2	R-2A	R-3	R-4	BRM	MHP	C-1[1]	C-2
Single family home (one unit)	P	P	P	P	P	P	P	NP	UP	UP
Accessory Dwelling Unit	P	P	P	P	P	P	P	NP	UP	UP
Duplex (two units)	NP	UP	P	P	P	P	P	NP	UP	UP
Multiple family (three or more units)	NP	NP	NP	NP	P	P	P	NP	UP	UP
Mixed Use	NP	NP	NP	NP	NP	NP	NP	NP	UP	UP
Residential Care Facility ≤ 6 persons	P	P	P	P	P	P	P	NP	UP	UP
Residential Care Facility > 6 persons	UP	NP	UP	UP	UP	UP	UP	NP	UP	UP
Emergency Shelter	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Single-Room Occupancy	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Manufactured Homes	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Mobile Homes	P	P	P	P	P	P	P	NP	UP	UP
Transitional Housing	P	NP	P	P	P	P	P	NP	UP	UP
Supportive Housing	P	NP	P	P	P	P	P	NP	UP	UP
Entitlement Required: "P" = Permitted, "UP" = Use Permit Required, "NP" = Not Permitted										
[1]Dwellings not permitted in C-1 within the Coastal Zone.										

Source: City of Daly City Municipal Code.

Single Family

Single-family homes are currently permitted ministerially in the R-1, R-1A, R-2, R-2A, R-3, R-4, BRM, and C-R/O zones and with a Use Permit in the C-1 and C-2 zones.

Duplexes and Two-Family Homes

Duplexes, also called two-family homes, are currently permitted ministerially in the R-2, R-2A, R-3, R-4, and BRM zones and with a Use Permit in the R-1A, C-1, and C-2 zones. As part of **Task 6.7**, the City will amend the Zoning Ordinance to allow duplexes by right and without the requirement for design review in the R-1A zone, unless by objective standards.

Multifamily

Multifamily projects are permitted ministerially in R-3, R-4, and BRM zones and with a Use Permit in the C-1 and C-2 zones.

Accessory Dwelling Units (ADUs)

An accessory dwelling unit (ADU) is accessory to a primary residence and has complete independent living facilities for one or more persons. ADUs may include buildings of the following types:

- Detached: The unit is separated from the primary structure.
- Attached: The unit is attached to the primary structure.
- Converted Existing Space: Space (e.g., master bedroom, attached garage, storage area, or similar use, or an accessory structure) on the lot of the primary residence that is converted into an independent living unit.
- Junior ADU (JADU): A specific type of conversion of existing space that is contained entirely within an existing or proposed single-family residence.

To comply with Government Code Sections 65852.2 and 65852.26, ADUs must be permitted ministerially subject to objective design standards. At present, second units in an existing single-family home are permitted ministerially in all residential zones. **Task 5.1** will amend the Zoning Code to expand the ADUs permitted to include JADUs as a permitted use in addition to ADUs on the same lot. Additionally, **Task 5.1** will also clarify the language in the Zoning Code to replace the term "second unit" with "accessory dwelling unit" and will remove the owner-occupancy requirement.

Mobile Homes and Manufactured Homes

Under California Government Code Sections 65852.3 through 65852.5, jurisdictions must allow certified manufactured homes on all lots zoned for conventional, stick-built, single-family dwellings. The only difference in regulation between manufactured homes and conventional single-family dwellings may be with respect to architectural requirements. The City's Municipal Code currently permits mobile homes ministerially in the Mobile Home Park Zone and specifies in Section 15.40.020 that mobile homes be subject to all provisions of the zoning ordinance applicable to single-family residential structures, which complies with current State law. **Task 13.5** will review and amend the zoning code as clarify the inclusion of mobile homes as a permitted use in residential zones where conventional, stick-built, single-family dwellings are permitted.

Residential Care Facilities

Health and Safety Code Sections 1267.8 and 1566.3 require local governments to treat licensed group homes and residential care facilities with six or fewer residents no differently than other by-right single-family housing uses. "Six or fewer persons" does not include the operator, the operator's family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use and may not require licensed residential care facilities for six or fewer persons to obtain conditional use permits or variances that are not required of other family dwellings. Residential care facilities for six persons or fewer are currently permitted in any residential zone except for Mobile Home Parks without a permit. Residential care facilities for more than six persons are currently permitted in any residential zone except for Mobile Home Parks with a use permit. **Task 17.2** will amend the Municipal Code to allow residential care facilities, regardless of size, in all zones that permit residential uses of the same type, in accordance with the City's definition of family.

Single-Room Occupancy Units (SROs)

The Daly City Municipal Code does not currently permit or prohibit SRO units in any zone. In **Task 18.3** of the Housing Element, the City will identify at least one zone in which to permit SROs and will amend the Municipal Code to reflect this.

Low-Barrier Navigation Centers

Government Code Section 65662 requires that the development of Low-Barrier Navigation Centers be by right in zones where mixed uses are allowed or in nonresidential zones that permit multifamily housing. For a navigation center to be considered "low barrier," its operation should incorporate best practices to reduce barriers to entry, which may include, but is not limited to, the following:

- Permitting the presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth
- Pets
- Ability to store possessions
- Providing privacy, such as private rooms or partitions around beds in a dormitory setting or in larger rooms with multiple beds

Task 13.2 has been included to amend the Municipal Code to comply with State law.

Transitional and Supportive Housing

Supportive housing is defined by Section 50675.14 of the Health and Safety Code as housing with linked on- or off-site services with no limit on the length of stay and which is occupied by a target population, as defined in Health and Safety Code Section 53260 (i.e., low-income person with mental disabilities, AIDS, substance abuse, or chronic health conditions, or persons whose disabilities originated before the age of 18). Services linked to supportive housing usually focuses on retaining housing, living and working in the community, and/or health improvement.

Transitional housing is defined in Section 50675.2 of the Health and Safety Code as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. It may be designated for a homeless individual or family transitioning to permanent housing. This housing can take many structural forms, such as group housing and multifamily units, and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Historically, the City has worked with nonprofit organizations and governmental agencies to assess needs, evaluate sites, and determine operational and acquisition costs. Otherwise, the City has not received nor expects to receive within the term of this Housing Element Update a request for new construction of these facilities. Existing buildings are being adapted for reuse to accommodate these needs more commonly than new buildings are constructed, typically without requiring any discretionary permits. Pursuant to Government Code Section 65583, transitional and supportive housing types are required to be treated as residential uses and subject only to those restrictions that apply to other residential uses of the same type in the same zone. **Task 13.3** will amend the City's zoning code to ensure compliance with State Law.

Employee and Farmworker Housing

The City does not have any land designated for agricultural uses. However, to comply with the State Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6) the City will amend the zoning code to regard employee housing serving six or fewer employees as a single-family dwelling for purposes of applying land use and zoning regulations in **Task 13.4** of the Housing Element.

Emergency Shelter

The California Health and Safety Code (Section 50801) defines an emergency shelter as "housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or households may be denied emergency shelter because of an inability to pay." Emergency shelter for special needs populations is accommodated by the organizations that serve those particular populations and needs. When approached by these organizations the City has historically provided appropriate assistance as needed. The City has historically deferred to the San Mateo County Office of Housing, which has taken the lead role in San Mateo County to evaluate and provide for homeless population needs, facilities, and services. This County Office has concluded in the past that homeless needs for Daly City in addition to other neighboring communities are being served and met by the year-round operation of Safe Harbor in South San Francisco. Safe Harbor is an emergency shelter closest to Daly City and most likely to serve Daly City residents' needs for homeless facilities. Homeless counts and needs assessment by the County occur annually and biennially, respectively. No requests have been received for added emergency shelters.

Government Code Sections 65582 and 65583(a)(5)) require jurisdictions to identify zones where emergency shelters are permitted without a conditional use permit. Within identified zones, only objective development and management standards may be applied, given that they are designed to encourage and facilitate the development of or conversion to an emergency shelter. At present, emergency shelters are permitted by-right within the C-R/O zone, which allows residential uses by-right when part of a mixed-use project. The C-R/O zone is close to services and transit.

In accordance with Assembly Bill (AB) 2339 (2022), the Housing Element must identify potential sites for emergency shelters within zones that allow residential uses by-right. The following sites may be used for development of emergency shelters.

The City has identified APN 006-345-070 (0.34 acres in size) as appropriate for an emergency shelter. This parcels is close to services and transit. The City has an identified need of 49 persons. Assuming 200 square feet per person, the identified site exceeds the required square footage requirement and therefore meets the requirements of AB 2339.

As part of **Task 13.1**, the City will also adopt management standards for emergency shelters.

Extremely Low-Income Housing

Extremely low-income households typically consist of persons with special housing needs, including, but not limited to, persons experiencing homelessness or at risk of homelessness, persons with substance abuse problems, and farmworkers. Government Code Section 65583 requires the quantification and analysis of existing and projected housing needs of extremely low-income households. Housing elements must also identify zoning to encourage and facilitate supportive housing and single-room occupancy units. The R-3 zone allows for very high-density development, which has the potential to allow for housing affordable to extremely low-income households. In **Task 12.1** of the Housing Element, the City will identify potential funding sources on an ongoing basis to encourage the development of housing affordable to households in this income category. As part of **Task 18.3**, the City will also identify a zone in which to permit the development of SRO units.

Housing for Persons with Disabilities

Under SB 520, passed in 2001, State Housing Element law was amended to require localities to "analyze potential and actual constraints upon the development, maintenance and improvement of housing for persons with disabilities and demonstrate local efforts to remove governmental constraints that hinder the locality from meeting the need for housing for persons with disabilities."

With regard to fulfilling this requirement, the City has existing procedures and policies that enhance accessibility in its residential housing. The City enforces the accessibility provisions under Title 24 of the California Codes that apply to new construction of multifamily development with three or more dwelling units. The City has also adopted (2014) a reasonable accommodation ordinance, which provides a procedure for allowing the Director of the Department of Economic and Community Development to review and grant reasonable accommodation requests using the criteria identified. Central to the decision to grant the request is whether the requested accommodation would impose an undue financial or administrative burden on the jurisdiction or would require a fundamental alteration in the nature of the jurisdiction's land use and zoning or building program. If the Director can find that the request does not and is necessary to make housing available to an individual with disabilities protected under the fair housing laws, the Director may grant the request for reasonable accommodation in accordance with specific findings.

The City has also supported programs over the years to enable lower income households, including those with persons with disabilities, an opportunity to maintain and improve their housing, while providing them with needed financial relief. The City's Residential Rehabilitation Program, which offers grants and low interest loans, and the nonprofits, North Peninsula Neighborhood Services and Rebuilding Together, both of whom provide grants to low-income households as well, allow accessibility modifications as eligible activities. Another nonprofit, Center for the Independence of the Disabled (CID), solely undertakes accessibility improvements to housing for a person with disabilities. All four programs are funded annually with City CDBG funds. Reasonable Accommodations

Reasonable Accommodation Procedure. In 2014 the City established a formal reasonable accommodation procedure in order to ensure that the City's development standards do not present a barrier to community members with disabilities. A request for reasonable accommodation may be made by any individual with a disability, his or her representative, or a developer or provider of housing for individuals with disabilities, when the application of a land use, zoning or building regulation, policy, practice or procedure acts as a barrier to fair housing opportunities. Reasonable accommodations requests shall be reviewed by the Director of Community Development, after which the Director will issue a written decision. Appeals to an adverse decision may be made to the City Council.

The written decision to grant, grant with modifications, or deny a request for reasonable accommodation shall be consistent with fair housing laws and based on the following factors:

1. Whether the housing, which is the subject of the request for reasonable accommodation, will be used by an individual with disabilities protected under fair housing laws;
2. Whether the requested accommodation is necessary to make housing available to an individual with disabilities protected under the fair housing laws;
3. Whether the requested accommodation would impose an undue financial or administrative burden on the jurisdiction; and
4. Whether the requested accommodation would require a fundamental alteration in the nature of the jurisdiction's land use and zoning or building program.

Accessibility Requirements. The City does not presently have any explicit accessibility guidelines above and beyond those contained in the adopted Building Code.

Separation Requirements. The City's municipal code does not impose any separation requirements for group homes or residential care facilities.

Definition of Family. The Daly City Municipal Code defines a family as "one or more persons living together as a single housekeeping unit in a dwelling unit."

Permit Processing Procedures

The Zoning Ordinance identifies the residential types permitted, permitted with a use permit, or not allowed in each zone allowing residential uses. Permitted uses are those uses allowed without discretionary review and require only a building permit as long as the project complies with all development standards and design guidelines.

The permit requirements for each housing type allowed in each zoning district are identified in Table HE-55. As identified in the table, the development review process is very expedient for new residential development proposed in a residential zone. Most approvals may be made at the staff level, and Design Review Committee (DRC) approval is required only for projects where four or more units are proposed, and for which an entitlement necessitating a public hearing is required. The DRC, which consists of the two City Council members appointed by the Mayor, has the ability to approve non-discretionary projects or discretionary projects that are exempt from the requirements of the California Environment Quality Act. Otherwise, City Council certification of either a Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) is required. At the present time, there are no known environmental constraints affecting any housing sites identified in the sites inventory within the 2023-2031 planning period.

Despite the expediency of constructing new residential projects on residentially zoned land, the most significant additions to the housing supply in Daly City have occurred in multiple-family apartment and condominium buildings exceeding 50 dwelling units per acre. Due to permit requirements in place at the time of their construction, these types of buildings have typically been subject to a use permit (due to their location in the C-1 zone on Mission Street or Geneva Avenue), a subdivision map (because they involve a condominium), or both. In certain cases, typically involving projects outside the Mission Street/Geneva Avenue corridors, a rezoning may have also been required. In rare circumstances, an amendment to the General Plan Land Use Map may be required as a part of project approval.

All subdivisions (including condominium maps) and use permits must be approved by the City Council with a recommendation from the Planning Commission. Typical findings of a residential subdivision include that the project is consistent with the General Plan, that the site on which the subdivision is to be located is physically suitable for the number of lots proposed, and that adequate infrastructure exists to serve the

proposed subdivision. The findings for a use permit are similar, adding that the use is compatible with surrounding uses and the neighborhood character and that the project would not jeopardize the public health, safety, and welfare. Rezonings and General Plan amendments are legislative acts and are therefore not subject to written findings.

Staff has completed an analysis as to whether any of the findings identified in the preceding paragraph have been detrimental to project approvals, in terms of additional processing time, cost, and developer certainty. In a review of approximately 35 planning entitlement applications, including rezonings and major and minor subdivisions, that the City Council has considered since the adoption of the current Housing Element in 2004, in no instance did mandated findings present an obstacle to the Council granting these approvals. In fact, the City Council approved all 35 applications, adopting the required findings in each instance. **Table HE-68** provides the typical processing time by type of approval.

Table HE 63: Typical Processing Time by Type of Approval

Type of Approval or Permit	Typical Processing Time	Approval Body
Zoning Entitlements		
Building Permit (ministerial projects)	1 to 4 weeks	Staff
Design Review	4 to 6 weeks	Design Review Committee †
Use Permit	8 to 10 weeks	City Council
Variance	8 to 10 weeks	City Council
Coastal Development Permit (coastal zone only)	8 to 10 weeks	City Council ††
Parcel Maps	10 to 12 weeks	City Council
Subdivision Maps	10 to 12 weeks	City Council
Zone Change (to traditional zones)	10 to 12 weeks	City Council
Zone Change (to planned development zoning)	12 to 16 weeks	City Council
General Plan Amendment	12 to 16 weeks	City Council
† Processed concurrently for items approved by City Council	*†† May be appealed to Coastal Commission*	
Environmental Review		
Mitigated Negative Declaration	10 to 12 weeks	City Council
Environmental Impact Report	24 to 36 weeks	City Council

Source: City of Daly City Planning Division.

The time it takes for developers to secure any of the above entitlements varies depending on factors such as the nature, size, location, and complexity of the project, including the involvement of other agencies. Table HE-56 identifies the typical processing time most common in the entitlement process. It should be noted that, for projects requiring more than one entitlement, the City processes these entitlements concurrently. For example, the condominium map and environmental review for a new mixed-use project could be processed concurrently with the City Council's consideration of the subdivision map for the project. In 2008, the City Council adopted revisions to the Zoning Ordinance to allow concurrent processing of design review and other discretionary approvals that required Planning Commission and City Council approval. This change removed the requirement for projects which had been approved by the City Council to return to the Design Review Committee for additional review.

As identified in **Table HE-63**, typical permit processing times range from one week for simple projects where only a building permit is required to several months for more complicated projects involving substantial environmental review. Projects that require the preparation and adoption of an EIR are subject to the greatest processing time, often exceeding six months. The requirement for an EIR, however, is extremely

rare because the City in most instances has determined that a Mitigated Negative Declaration is sufficient for residential development projects.

Of the sites identified on **Table HE-43** on page 7, none required the preparation of the EIR. All projects were either processed through the adoption of a Mitigated Negative Declaration or a determination that the project is exempt from CEQA. CEQA grants exemptions to projects in urban in-fill sites that are five-acres or less in size, have adequate infrastructure in place to accommodate the number of units proposed, and do not require rezoning or General Plan amendment.

To assist in streamlining the development review process, the Planning Division developed design guidelines for both new single-family homes and mixed-use development, but the guidelines were never adopted and are implemented only informally. In anticipation that the City will receive more applications for larger mixed-use buildings, especially along Geneva Avenue and Mission Street, **Task 1.3** has been added to this Housing Element and commits the City to reviewing these existing design guidelines to ensure that they address instances where higher-density development is proposed adjacent to lower-density neighborhoods. Also, in an effort to increase developer certainty, a new task amending the automatic expiration for all discretionary land use approvals has been added as Task 2.3. Lastly, **Tasks 1.3 and 2.1** will remove the requirements for use permits for mixed-use projects in the C-MU, C-1, and C-2, zones.

In addition to design guidelines, the City offers developers an opportunity to receive feedback from a two-member ad hoc City Council Committee prior to committing to the entitlement process. These committee meetings are particularly useful to developers of affordable housing projects, where potential issues can be scoped in the initial stages and resolved to minimize or avoid the creation of conflicts or controversy that could derail an affordable housing project.

Design Review

The City does not have adopted objective design guidelines. Design review is required for projects with four or more units where the residential project is allowed by right. Per Chapter 17.45 of the City's Code of Ordinances, in approving a design review plan or site plan, the director of economic and community development, the design review committee, or city council must make the following findings:

A. The provisions of this chapter and any applicable guidelines are complied with;

B. The approval of the plan is in the best interest of the public health, safety and general welfare of the community;

C. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, fences, public safety and similar elements have been designed to provide a desirable environment;

D. General architectural considerations, including the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements have been incorporated in order to insure the compatibility of this development with its design concept and the character of other adjacent buildings;

E. General landscape considerations of Chapter 17.41, Landscaping, have been provided to insure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public.

In **Task 2.2** of the Housing Element, the City will establish objective standards for design review and eliminate the requirements for Design Review Committee approval for all residential development.

Projects Developed Below Minimum Density

The City does not currently permit the development of projects below the minimum density required by the site's zone and land use designation. Were a developer to propose a project at a density below the minimum, this would require a heavily scrutinized rezoning and potentially redesignating other sites to replace RHNA units.

Senate Bill 330

SB 330, the Housing Crisis Act of 2019, established specific requirements and limitations on development application procedures. Housing developments for which a preliminary application is submitted that complies with applicable general plan and zoning standards is subject only to the development standards and fees that were applicable at the time of submittal. This applies to all projects unless the project square footage or unit count changes by more than 20 percent after the preliminary application is submitted. The developer must submit a full application for the development project within 180 days of submitting the preliminary application.

The City does not currently have a process in place to address SB 330. As part of **Task 11.4** the City will establish a formal application process that is compliant with SB 330.

Senate Bill 35

SB 35 requires jurisdictions that have failed to meet their RHNA to provide a streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. The City does not currently have a process in place to address SB 35. As part of **Task 11.4** the City will establish a formal SB 35 application process.

Local Ordinances

Growth Management

There are no growth management policies in Daly City that would limit the City's ability to meet its housing needs.

Short-Term Rental Ordinance

The City established a short-term rental ordinance in 2020 to provide short-term lodging while also preventing the replacement of long-term housing with short-term rentals. The eligibility requirements are as follows:

A. Short-term rentals shall be permitted in single-family residences, condominiums, duplexes, townhomes, and properties with multiple rental units. For owner-occupied properties with multiple rental units, the owner of such property may only host a short-term rental in the dwelling unit that is their primary residence.

B. Short-term rentals shall not be permitted in inclusionary housing or other income-restricted housing units or on properties with accessory dwelling units or junior accessory dwelling units.

C. Vacation rentals, as defined in this chapter, are prohibited and shall not be operated in the city.

Inclusionary Zoning Ordinance (DCMC Chapter 17.47).

In recognition of the fact that neither federal nor state funding for affordable housing construction will be sufficient to fully address Daly City's affordable housing problem, nor will the private housing market likely provide affordable housing opportunities to low-income households, the City Council adopted an Inclusionary Zoning Ordinance in 2007. The City's Inclusionary Housing ordinance, Chapter 17.47 of Title 17 of the Daly City Municipal Code, was adopted in September 2007, then repealed and replaced by an Affordable Housing Ordinance adopted in April 2014 and revised in 2018. The Affordable Housing Ordinance requires the following:

Residential developments with fewer than 20 rental units or 15 ownership units will pay the required in Lieu Fees established in the City's Affordable Housing Fee schedule.

1. For-Sale Projects: twenty percent (20%) of the dwelling units in the Residential Development shall be sold at an Affordable Sales Price to households whose annual income does not exceed Moderate Income.

2. Rental Projects: ten percent (10%) of the dwelling units in the Residential Development shall be made available for rent at an Affordable Rent to households whose annual income does not exceed Low Income.

In lieu of constructing the on-site Inclusionary Units, a developer may elect to pay an Alternative In Lieu fee. These fees are used to increase and improve the supply of housing affordable to moderate-, low-, and very low-income households in the city.

Inclusionary zoning ordinances like Daly City's are sometimes perceived as adding to the cost of housing by requiring market-rate units in the particular project to subsidize the affordable units in that same project. The City's inclusionary zoning ordinance recognizes that there could be instances when the inclusionary housing requirements make market-rate housing more expensive. However, the City has made a conscious decision that the community's interests are best served by the adoption of the ordinance to address the environmental and job-housing balance inequities that would result if the City took no action to ensure that all income groups maintain access to the marketplace for new rental and for-sale homes.

As of April 2023, four for-sale projects have been subject to the Affordable Housing Ordinance. It is speculated that the market-rate units were used to subsidize the affordable units in the projects. In a 2019 policy brief on inclusionary zoning from George Mason University's Mercatus Center, researcher Emily Hamilton noted that for a mandatory inclusionary zoning program to avoid limiting the new construction of housing, the value of a local density bonus must outweigh the cost of providing affordable units[24]. However, Hamilton also noted that only two of the eight optional inclusionary zoning programs studied in the Washington DC metro area produced any affordable units during the study period, suggesting that an effective inclusionary program should remain mandatory. The City currently provides a robust density bonus program in addition to the inclusionary housing requirement. Additionally, in a 2015 study by Ann Hollingshead and published by the Lincoln Institute of Land Use Policy that was based on jurisdictions in California, weakening of inclusionary requirements is associated with an overall increase in the average

[24] Hamilton, E. (2019, September; rev. 2021, February). *Inclusionary Zoning Hurts More Than It Helps.* Mercatus Center at George Mason University. https://www.mercatus.org/research/policy-briefs/inclusionary-zoning-hurts-more-it-helps

cost of housing[25]. This increase is driven by an increase in the cost of below market-rate units that is not outweighed by the price decrease at the upper end of the rent spectrum.

To ensure the most effective implementation of the City's inclusionary zoning ordinance, two tasks have been added to the Objectives, Policies, and Tasks section of this Housing Element. **Task 10.2** requires that the City will ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance. **Task 10.3** mandates that the City adopt a disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transactions of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.

Availability of Infrastructure

Since the vacant, residentially zoned properties are either small or moderate in size and are scattered throughout the city, it is unlikely that any development will create a serious, additional demand on existing services and infrastructure (i.e., water, distribution lines, sewer collection system, etc.). The North San Mateo County Sanitation District completed a $23 million modification to its treatment facility, increasing capacity from 8 million gallons per day to 10.3 million gallons per day. This expansion, completed in 1990, was in response to a serious lack of capacity that resulted in a sewer connection moratorium during 1986-87. The expanded capacity will easily serve all projected new growth.

Daly City's water system is served by primarily by the City but in small part by Cal Water, a private provider. This system should be adequate to serve future needs. Portions of the system, including the Bayshore neighborhood, will need expanded storage capacity to meet future fire flow requirements for residential development. In addition, Daly City is working with the San Francisco Public Utilities Commission to address integrated resource management issues associated with conjunctive use of supplemental surface water to recharge groundwater supplies, and development of tertiary recycled water as an irrigation source to local golf courses. These strategies are intended to extend available resources to meet projected water needs, but none of these improvements are perceived to pose a significant limitation to long-term residential growth.

Upon adoption of the Housing Element, the City will provide a copy of the adopted Housing Element to each of the City's water and sewer providers, advising each of these agencies of the City's intention to comply with Government Code Section 65589.7, which requires these providers to grant priority service allocation to proposed developments that include housing units affordable to lower-income households. This is included as **Policy HE 7**.

Dry Utilities

Electricity service is provided by PG&E. Landline telephone service is provided by AT&T, and home internet service is provided by several private companies, including Astound. It is not expected that additional housing development will put strain on the availability of these systems, nor it is expected that service providers will face challenges in serving new development with these utilities.

[25] Hollingshead, A. (2015, December). *Do Inclusionary Housing Policies Promote Housing Affordability?* Lincoln Institute of Land Use Policy. https://www.lincolninst.edu/publications/working-papers/do-inclusionary-housing-policies-promote-housing-affordability

Housing Within the Coastal Zone

Much of the area encompassed by the Coastal Zone in Daly City is developed with single-family detached homes built in the 1950s and 1960s as part of the Westlake neighborhood. Portions of the zone that are undeveloped include a 2.6-mile beach that is largely inaccessible due to steep and high coastal bluffs immediately west of the aforementioned homes. These bluffs are exceedingly steep and rugged and, as a result, largely preclude further development.

Since the City adopted its first Coastal Element in 1984, new private development has been sporadic, and none of it has introduced new residents to the area. Rather, nonseismic landslides caused a number of single-family homes in the Coastal Zone to be removed. None of these removed homes included deed-restricted affordable housing, and there are presently no homes that are known to be threatened by landslide activity.

Nongovernmental Constraints to Housing Production

Constraints attributable to the private market that affect the improvement, maintenance, and production of housing are generally categorized as nongovernmental constraints. The imbalance between housing supply and demand makes housing costs in the Bay Area among the nation's highest. The high costs of development, financing, and land are the greatest barriers to the provision of affordable housing.

Land Costs

Daly City's proximity to the San Francisco employment center and the rapidly increasing job opportunities there have created an environment that makes Daly City a desirable place to live. Market forces continue to push land costs upward, resulting in an increase in housing costs. As the cost of housing rises at a much greater rate than income, there is less opportunity for home ownership to a growing proportion of Daly City residents. Additionally, there is an increasing number of households who can barely afford the home they purchased and, as a result, cannot afford expenditures on routine maintenance and repair.

It is anticipated that land costs within the City's Priority Development Areas, especially along Mission Street, will increase over time as new development replaces older, existing residential buildings; infrastructure improvements take place; and the desirability of living closer to BART, Samtrans, and other public transit opportunities increases. While this evolution of land use would increase the overall volume of housing in the area, an unintended consequence could be an increase in housing overpayment, overcrowding, degraded housing conditions, and displacement of existing lower-income households unable to afford market-rate newer development.

According to a 2022 study performed by Century Urban, there were insufficient data points available from the last three years to evaluate land purchases of up to one acre for single-family development. However, in nearby Pacifica the median cost for land for the development of a single-family home was $447,500. For multifamily projects, the median per-unit land cost was $45,000. This was the lowest median cost per unit of any San Mateo jurisdiction included in the survey.

In anticipation that new development projects could impact existing residents negatively, Housing Element **Task 5.2** requires that the City evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and make adjustments as necessary.

Market Conditions

Another potential constraint to housing rehabilitation in some portions of Daly City is the uncertainty some property owners may feel toward the long-term prospects for upgrading a neighborhood. Areas where this could be a constraint are generally the older neighborhoods east of Interstate 280.

Many of the current building condition problems stem from the inability of some Daly City residents to pay for well-maintained, standard housing. In this regard, the housing problem is basically a problem of poverty. A low-income family cannot pay prevailing rents for decent housing without imposing a severe strain on the family budget. They have two choices: spend an inordinately high percentage of income to get a standard unit or spend a more reasonable amount and accept substandard housing.

Landlords may face a similar dilemma. Revenues received from a building must match the operating cost, including mortgage payments, taxes, insurance, and basic upkeep. If there are no tenants willing or able to pay the amount needed to maintain the building in good condition, costs are usually reduced by cutting back on maintenance and repair. Ignoring needed repairs causes the building to deteriorate—and with it, the neighborhood.

Construction Costs

Based an estimated generated by Century Urban as part of a 2022 study, construction cost, without considering land costs, financing, etc., for an average single-family home in San Mateo or Santa Clara County is approximately $420 per square foot, or $1,040,000 for a 2,600-square-foot home. For a small multifamily project with 10 units and 10,000 square feet of residential area as well as 3,750 square feet of surface parking, construction costs are estimated at $522 per square foot or $521,500 per unit, for a total construction hard cost of $5,215,000.

Availability of Financing

Financing costs reached an all-time high in the first part of this decade. The lack of affordable financing has led to a proliferation of creative financing packages including variable rate mortgages, balloon payments, interest-only loans, equity participation, and other techniques. The long-term outlook for interest rates is highly uncertain and will be influenced by such factors as deficit spending by the federal government, federal housing policy, borrowing needs of businesses and individuals, and the monetary policy of the Federal Reserve Board. These are all factors over which Daly City has little or no influence. In the spirit of the overall Housing Goal, the City must recognize the constraints in establishing realistic policies. The City has and should continue to sponsor and/or administer interest-rate-reducing programs (e.g., Housing Revenue Bond and Residential Rehabilitation Programs that benefit specific groups like low- and moderate-income households, first-time home buyers, and groups with special needs) as well as HOME funds, PLHA funds, and finding from the Housing Trust Fund.

Energy Conservation

In 2015 City enacted an expedited, streamlined solar permitting process that complies with the Solar Rights Act and AB 2188 (Chapter 521, Statutes 2014) to achieve timely and cost-effective installations of small residential rooftop solar energy systems. The adoption of these regulations expanded the ability of property owners to install solar energy systems while protecting the public health and safety.

The City Council voted to join Peninsula Clean Energy (PCE) in January 2016. Through this program, Daly City has been able to join with other local jurisdictions to combine their electricity demand to buy and develop clean energy sources on behalf of its residents.

The City has also joined Bay Area Sunshares, along with nearly 40 cities and employers across the Bay Area. The program offers discounts on solar energy and energy storage systems to residents as well as information on financing options. The City advertises the State program Energy Upgrade California, which provides incentives and rebates on energy efficiency upgrades and a home energy assessment.

The City provides Property Assessed Clean Energy (PACE) financing, through which homeowners can finance energy- and water-saving upgrades through their property tax bills. The City also advertises the State's Energy Upgrade California through its website to inform residents of additional incentives for improvements to electric, gas, heating, air conditioning, water, and waste systems.

Housing Objectives, Policies, and Tasks

The California Government Code Section 65583(b)(1) requires the Housing Element to contain "a statement of goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing." This chapter fulfills that requirement and builds on information in previous chapters to provide direction on key housing issues in Daly City.

Daly City's Housing Objectives

Daly City's Housing Element has the following objectives:

- Objective HE-1: Accommodate growing population by promoting housing construction.
- Objective HE-2: Explore a variety of alternative mechanisms to increase housing affordability.
- Objective HE-3: Use vacant and underutilized sites to provide future housing opportunities.
- Objective HE-4: Encourage a variety of housing types and tenures for all income levels and ensure access to housing by all groups or individuals.
- Objective HE-5: Ensure that the quality of housing is continually maintained or upgraded, and the existing housing supply is not negatively affected by reconstruction.
- Objective HE 6: Reduce unnecessary or wasteful energy practices and encourage more energy-efficient housing.
- Objective HE 7: Increase the supply of housing in a manner that does not negatively impact the quality of life in existing adjacent neighborhoods.

The information, analyses, recommendations, and programs (tasks) offered in this Housing Element are aimed at the accomplishment of a single housing goal, which was developed as part of the Envision Daly City process completed as part of the General Plan Update in 2009. Since considerable effort was expended to develop this goal, the City has continued this vision and has included it in the 2023-2031 Housing Element:

"Daly City will include well-designed housing choices for a variety of household incomes, life stages, and its diverse population with a good balance between ownership and rental units. Mission Street and Geneva Avenue will be urban corridors with unique mixed-use developments and public improvement projects that add to vibrancy of these streets."

This goal allows a wider range of choices for those who have few, if any, choices. The housing goal promotes opportunities to choose a location where they want to live; select a dwelling that meets their needs, both physically and financially; and improve their living environment. An underlying theme in Daly City's General Plan, which is especially true in the Housing Element, is that as each individual is better off with more choices in any decision, so are we all.

Policies and Tasks

Table HE-64 provides specific housing policies and the tasks necessary to implement the housing goal and identifies the specific department charged with implementing each policy's task, the estimated completion date for each task, and the funding source that the City will use to implement each task.

Table HE 64: Housing Element Objectives, Policies, and Tasks

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE.1: Maintain and, where possible, create larger housing development sites throughout the city.					
1.1	Establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development and establish development regulations, including reduced parking requirements, in the Zoning Ordinance specifically for higher-density mixed-use development. Implementation of the C-MU zone will encourage the development of higher-density multifamily residential development and mixed-use projects in close proximity to commercial areas.				
1.2	Allow for a lot merger incentive allowance in the C-MU zone whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers and shall be commensurate with the size of the parcels being merged and/or created (see also Land Use Element Task LU 1.2).				
1.3	Remove the use permit requirement for mixed-use projects in the C-MU Commercial Mixed-Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by right," without requirement for discretionary approvals. Review existing design guidelines to ensure that they address instances where higher-density development is proposed adjacent to lower-density neighborhoods	Planning Division	370 units for lower-income households, 44 units for moderate-income households, and 203 units for above moderate-income households.	By January 31, 2024	General Fund
1.4	Amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially zoned or residentially designated property to any zone or designation other than residential. For the purpose of this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the Potential				

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	Housing Sites Inventory List for which a replacement site has not been identified.				
1.5	Amend the Zoning Code to permit mixed-use development in the C-1 and C-2 zones without a use permit.	Planning Division	42 units of housing for lower-income households, 53 units of housing for moderate-Income households and 203 units of housing for above moderate-income households		General Fund
Policy HE.2: Support infill housing in existing neighborhoods by offering streamlined planning and environmental reviews.					
2.1	Amend the automatic expiration for all discretionary land use approvals (including design review approval) from one year to two years and amend the expiration provision to indicate that an applicant need only apply for a building permit within the specified two-year timeframe.	Planning Division	---	Within one year of Housing Element adoption	General Fund
2.2	The City will develop objective design guidelines and standards to provide clear and objective standards related to single family, multifamily, and mixed-use residential developments.	Planning Division	200 units of housing, including 100 units of lower-income housing.	Adopt objective design standards by January 2025 and implement thereafter.	General Fund
Policy HE. 3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.					
3.1	For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently funded Home Owners' Association (HOA)/Property Owners' Association (POA) amenities (e.g., van-pools or car-sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5-mile distance of a Bay Area Rapid Transit station.	Planning Division	200 units of housing for lower-income households and 100 units of housing for moderate-income households	Within one year of Housing Element adoption	General Fund
Policy HE. 4: Ensure that standards for new housing construction comply with appropriate aircraft noise abatement requirements.					
4.1	Comply with the most recent Federal Aviation Administration requirements (i.e., 45 decibel [dB] community noise equivalent level [CNEL] and 65 dB CNEL).	Planning Division	---	Ongoing	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE. 5A: Allow the construction of additional Accessory Dwelling Units (ADUs) throughout the city in compliance with state law.					
5.1	Encourage the construction of ADUs through the following actions, which are aimed at providing an increased supply of affordable units throughout the city, thereby increasing access to high resource established neighborhoods outside of the downtown and Opportunity Zone areas and help reduce displacement risk for low-income households. • Review and revise the City's ADU ordinance, as needed, including in response to recent changes in state law and/or future comments it may receive from the California Department of Housing and Community Development (HCD). • Amend owner-occupancy requirements as necessary to ensure compliance with Government Code 65852.2 (D)(xii)(6). • Clarify language in the Zoning Code to replace the term "second unit" with "accessory dwelling unit". • Continue to implement a public information and proactive outreach campaign via the City's website of the standards for ADU development, permitting procedures, construction resources, and the importance of ADUs to Daly City, including ADUs affordable to lower-income households. • Provide information to encourage residents to apply for ADUs, particularly where their homes already include space that is configured for a conforming ADU (e.g., carriage houses, au pair quarters, second kitchens on floors with separate entrances). • Produce a flyer regarding ADUs and make available at the Planning Department counter • At least annually, publish informational materials pertaining to ADUs through a combination of media, including the City's website and direct mailings. • Identify incentives for construction of ADUs with new development, which may include differing collection of impact fees for the square footage associated with the ADU until issuance of the certificate of occupancy. • Collect and monitor data on ADU production and affordability and identify additional capacity within 6 months, if needed.	Planning Division	Support the development of 503 ADUs, including 302 for lower-income households, 151 for moderate-income households, and 50 for above moderate-income households.	Review and revise the current ADU ordinance and amend by December 2024; make ADU materials available by December 2024 and implement proactive outreach campaign by June 2024, implement by June 2025; evaluate effectiveness of ADU approvals and affordability every other year, starting 2024; and identify additional site capacity, if needed, by 2025.	General Fund
Policy HE. 5B: Reduce or eliminate the impacts of new construction to residents displaced by such construction.					
5.1	Evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City	Planning Division	Reduce displacement risk for 40 individuals or households.	Complete an evaluation by December 31, 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and make adjustments as necessary.				
Policy HE.6: Ensure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation.					
6.1	Develop and implement an evaluation procedure to ensure the City maintains sufficient land to accommodate the Regional Housing Needs Allocation (RHNA) throughout the planning period. Should the City fall into a no net loss situation, within 180 days, the City will identify a replacement site to ensure the remaining RHNA is being met.	Planning Division	---	Develop a monitoring program by January 2024; ongoing monitoring as zoning changes are proposed and/or as development is proposed on multifamily housing sites	General Fund
6.2	Pursuant to Government Code Section 65583.2(c), any nonvacant sites identified in the prior 5th Housing Element Cycle or vacant sites identified in two or more consecutive planning periods shall be provided by right when at least 20 percent of the units in the proposed development are affordable to lower-income households.	Planning Division	---	Implement with adoption of the Housing Element	General Fund
6.3	To accommodate a portion of the lower-income RHNA (473 units), the will City rezone 11.39 acres of vacant land (site 9 in Table HE-47) to the R-3 zoning district, allowing exclusively residential uses and a minimum of 20 units per acre that allows for at least 30 units per acre. Rezoned sites will permit owner-occupied and rental multifamily uses by right, pursuant to Government Code Section 65583.2(i) for developments in which 20 percent or more of the units are affordable to lower-income households and will be on site eight in the parcel listing. As reflected in the RHNA Inventory, the sites have the capacity to accommodate at least 16 units and will be available for development in the planning period where water, sewer, and dry utilities can be provided. The General Plan Land Use will also be amended to the Residential -High land use designation to ensure consistency. Additionally, the City will amend the current Planned Development zoning on sites 7 and 8 in Table HE-47 to allow for the development of 308 residential units.	Planning Division	781 units for lower-income households	By January 31, 2024	General Fund
6.4	The City will review and update the General Plan Land Use designation of sites assumed to meet the RHNA to ensure zoning and General Plan designations are compatible.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
6.5	Amend the General Plan Land Use Designations as follows to allow for additional capacity to meet the RHNA: Increase the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre. Increase the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre. Increase the permitted density in the Residential High Density General Plan Land Use Designation from 35.1 to 60 dwelling units per acre to 60.1 to 120 dwelling units per acre. Increase the permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of120.1 dwelling units per acre.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund
6.6	Review and amend the City's Development Standards to ensure that they permit development of sufficient dimensions to achieve the levels of density that will be permitted in Task 6.5.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund
6.7	Amend Chapter 17.09 - R-1/A SINGLE-FAMILY/DUPLEX RESIDENTIAL DISTRICT to allow duplexes by right and without the requirement for design review, unless by objective standards. And amend Chapter 17.12 - R-3 MULTIPLE-FAMILY RESIDENTIAL DISTRICT and Chapter 17.21 - SC SULLIVAN CORRIDOR SPECIFIC PLAN DISTRICT (R-H) to: • Require that all new development be multiple family residential in nature only, constructed pursuant to the density parameters established by the General Plan, and without the requirement for design review, unless by objective standards; • Amend the maximum building height to 120 feet; • Amend the minimum lot area for new parcels to one acre; • Remove the maximum lot coverage; and • Remove the regulation pertain to lot area per dwelling unit (General Plan densities to be used instead).	Planning Division	Facilitate the development of 408 units to accommodate lower-income households, 140 housing units to accommodate moderate-income households, and 273 units to accommodate above moderate-income households.	By January 31, 2024	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
6.8	Establish an outreach and coordination program to connect developers, builders, and owners of non-vacant sites. The program shall: • Emphasize reaching out to owners of non-vacant sites to discuss any interest in redeveloping and available incentives. • Marketing and advertising these sites to the development community along with any incentives that might be available. • Establish biennial meetings with developers and builders.	Planning Division	Engage with 5 property owners of high-potential non-vacant sites each year.	Initiate by October 2024 and maintain throughout planning period on a biennial basis.	General Fund
Policy HE. 7: Allow development density on all residentially zoned properties consistent with the General Plan Land Use Map and work with utility providers to ensure that adequate water supplies and sewer capacities are available to allow construction at such density, especially for development that includes housing units affordable to lower-income households. Grant priority service allocation to proposed developments that include housing units affordable to lower-income households, in compliance with Government Code Section 65589.7 and provide a copy of the adopted Housing Element to each of the City's water and sewer providers following adoption.					
Policy HE.8: Expand homeownership opportunities by facilitating condominium construction, while protecting renters from condominium conversions.					
8.1	When such funds are available, use and leverage federal, state, and local funds, tax credits, tax-exempt bonds, and private sources such as foundations to protect affected lower income renters from displacement caused by condominium conversions. This may include working with non-profit developers, providing relocation information and assistance to affected tenants or subsidizing benefits for voluntary relocation.	Planning Division	50 lower-income units to reduce displacement risk.	Ongoing/as funds are available	General Fund, State and Federal Funds, or Private Donations as Available.
Policy HE.9: Use the financial and other resources available to the City to reduce the cost and increase the amount of affordable housing.					
9.1	When such funds are available, use and leverage federal, state, and local funds, tax credits, tax-exempt bonds, and private sources such as foundations to encourage the production of affordable housing. The City shall strive to leverage such funds, on average, every two years within the planning period. The City shall offer technical assistance to landowners and prospective developers regarding, for instance, regulatory guidelines, development potential, design solutions, and marketing data. City will continue to routinely monitor, investigate, and use available new funding sources.	Planning Division	50 lower-income units to reduce displacement risk.	Ongoing/as funds are available	General Fund, State and Federal Funds, or Private Donations as Available.
Policy HE.10: Continue to require affordable units in all new housing development and in new condominium conversions.					
10.1	Implement the Inclusionary Zoning Ordinance. Provide as part of the General Plan Annual Report an analysis of the effectiveness of the Inclusionary Zoning Ordinance in creating long-term affordable renter- and owner-occupied housing units. The analysis shall identify housing developments subject to the Ordinance for which construction has been completed in the previous year and shall qualitatively and quantitatively describe the extent to which the ordinance impacted the construction cost of market-rate units within these developments.	Planning Division	200 units of housing for lower-income households.	Annually review, amend within 6 months if identified as a constraint.	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
10.2	Provide information regarding the Inclusionary Zoning Ordinance to prospective property purchasers and developers and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance.	Planning Division	200 units of housing for lower-income households.	Staff training as needed. Make information about inclusionary zoning available online and in print continuously throughout the planning period.	General Fund
10.3	Adopt disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.	Planning Division	---	January 2025	General Fund
Policy HE.11: Provide regulatory incentives and streamline the permit process for development projects that contain deed-restricted affordable units.					
11.1	Reduce delays in project approval and issuance of building permits by developing a plan check prioritization system that reduces the time required to complete the plan check review process for affordable housing projects, especially those projects that exceed the City's inclusionary zoning ordinance requirements.	Planning Division	881 units of housing for lower-income households	Ongoing	General Fund
11.2	Continue to offer parking reductions offered in the current Zoning Ordinance that serve as an incentive to developers of low-income elderly housing provided a minimum age for residency of such units is established by the ordinance (e.g., 62 years of age).	Planning Division	50 units of housing for low-income seniors.	Ongoing	General Fund
11.3	Establish a process for evaluating affordable housing projects for reductions in required improvements.	Planning Division	881 units of housing for low-income households.	Formalize a review process by 2025	General Fund
11.4	The City will develop a preliminary application form and procedure or will adopt the Preliminary Application Form developed by HCD, pursuant to Senate Bill (SB) 330. The City will also establish a written policy and/or procedure, and other guidance as appropriate, to specify the SB 35 streamlining approval process and standards for eligible projects under Government Code Section 65913.4. The applications will be available on the City's website for developers interested in pursuing the streamlined process or vesting rights.	Planning Division	Facilitate construction of 50 very low-income units and 50 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas.	Develop or adopt HCD's SB 330 preliminary application form by June 2025. Develop an SB 35 streamlined approval process by December 2025 and implement as applications are received.	General Fund
11.5	The City will review and revise the City's density bonus guidelines to ensure compliance with state law.	Planning Division	Facilitate construction of 100 units to increase housing mobility opportunities,	Within one year of Housing Element adoption	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
			prioritizing new opportunities in higher-resource areas.		
Policy HE.12: Consider financial incentives to increase the supply of rental housing for lower income household, including extremely low-income households.					
12.1	When funds are available, apply for and/or co-sponsor funding opportunities for the construction of rental housing, prioritizing opportunities for infill development in neighborhoods with lower proportions of renters, such as the Hillside, Crocker, and St. Francis neighborhoods. The City shall strive to make such applications, on average, every two years within the planning period. Give priority expenditure of City housing funds to projects that will provide deed-restricted affordable rental housing, especially to development projects that will provide extremely low-income units or affordable projects in higher-income neighborhoods, such as the Southern Hills, Westlake Park, and Hillside neighborhoods. Identify potential funding sources on an ongoing basis. Give priority expenditure of City housing funds to projects that will occupy sites that have been previously developed.	Planning Division	Facilitate construction of 50 very low-income units, 50 very low-income units, and 100 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas. This will include replacement of an estimated 15 units of housing to replace any units that are deemed beyond rehabilitation.	Review fund availability annually. Priority expenditure ongoing.	General Fund, HOME, CDBG
12.2	Use the City's Affordable Housing Trust Fund to increase and improve the supply of affordable housing.	Planning Division	Facilitate construction of 50 extremely low-income units, 50 very low-income units and 100 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas.	Ongoing, allocate funds annually and as affordable projects are proposed.	Affordable Housing Trust Fund
Policy HE.13: Promote the development of special-needs housing, such as housing for seniors; housing for persons with physical, developmental, or mental disabilities; housing for extremely low-income persons, and female-headed households.					
13.1	Adopt management standards for emergency shelters, including, but not limited to, the following: The occupancy limit for any building proposed for occupation by an emergency shelter shall be no less or greater than that normally required. The maximum number of beds or persons permitted to be served nightly by the facility. The parking requirement for emergency shelters shall be quantified within the Zoning Ordinance and shall be based on demonstrated need. The parking requirement for emergency shelters shall be no greater than the requirement for other residential or commercial uses within the zone. The size and location of exterior and interior on-site waiting and client intake areas.	Planning Division	Facilitate the development of shelter services to serve at least 49 homeless community members.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	The requirement for continuous on-site management and the submission of a management plan to the City that identifies security mechanisms in place during hours that the emergency shelter is in operation. The proximity to other emergency shelters provided that emergency shelters are not required to be more than 300 feet apart. Regulations for the maximum length of stay by any individual within a calendar year within an emergency shelter.				
13.2	Amend the Zoning Code to permit low-barrier navigation centers, defined as low-barrier, temporary, service-enriched shelters to help homeless individuals and families quickly obtain permanent housing by right in zones where mixed uses are allowed or in nonresidential zones that permit multifamily housing (Government Code Section 65662; AB 101).	Planning Division	Facilitate the development of shelter services to serve at least 49 homeless community members.	January 2025	General Fund
13.3	Amend the Zoning Ordinance to ensure that transitional and supportive housing, is treated as a residential use and only subject to the same use in the same zone. Additionally, allow supportive housing as a permitted use without discretionary review in zones where multifamily and mixed-use developments are permitted, including nonresidential zones permitting multifamily uses (Government Code Section 65583(c)(3) and Section 65650).	Planning Division	Facilitate the development of 50 units of transitional housing.	January 2025	General Fund
13.4	Amend the Zoning Ordinance to ensure that local zoning, development standards, and permitting processes comply with Health and Safety Code Sections 17021.5 and 17021.6. Section 17021.5, which generally requires employee housing for six or fewer persons to be treated as a single-family structure and residential use. No conditional-use permit, zoning variance, or other zoning clearance shall be required for this type of employee housing that is not required of a family dwelling of the same type in the same zone. Section 17021.6 generally requires that employee housing consisting of no more than 36 beds in group quarters (or 12 units or less) designed for use by a single family or household to be treated as an agricultural use. No conditional-use permit, zoning variance, or other zoning clearance shall be required for this type of employee housing that is not required of any other agricultural activity in the same zone.	Planning Division	Facilitate the development of 50 units of employee housing.	January 2025	General Fund
13.5	Review and amend the Zoning Code as needed to allow mobile and manufactured homes, as defined by state law, as an allowed use in any residential zone that permits single-family residential uses, without the requirement for a use permit and subject to no greater zoning restrictions than residential uses in the same zone. Also ensure parking standards are consistent with state law.	Planning Division	---	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE.14: Require adaptability and accessibility of residential units for disabled occupants and ensure that the Zoning Ordinance provides regulations that are sensitive to the needs of disabled occupants.					
14.1	Implement state requirements (Sections 4450 to 4460 of the California Government Code and Title 24 of the California Code of Regulations) regarding granting reasonable accommodations.	Planning Division	Assist 35 residents with reasonable accommodation requests to reduce displacement risk and improve housing mobility.	Ongoing, as applications are processed by the City	General Fund
14.2	Continue to administer the residential rehabilitation program funded by Community Development Block Grant (CDBG) funds, which offers grants and low-interest loans to eligible low-income homeowners and rental property owners whose units are occupied by 51% or more low-income renters. The different loans and grants include: Complete Rehab Loan, up to $75,000 at 1% interest Roof Only, Windows Only, and Exterior Paints Only loans Security Bars Retrofit Grant, up to $1,500 Senior Minor Home Repair Grant, up to $2,500 for persons 60 years and over Continue to provide CDBG funding to Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities to provide minor home repair and home accessibility modifications for Daly City residents.	Planning Division	Fund home repair loans and grants for 100 households over the planning period.	Ongoing, annually provide funding to Rebuilding Together Peninsula, and Center for Independence.	CDBG
Policy HE.15: Prevent housing discrimination based on age, race, religion, sex, ethnic background, or familial status.					
15.1	Assist in the implementation and enforcement of state and federal fair housing and civil rights laws and shall make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City shall work with the appropriate public interest agencies to vigorously pursue the matter and where discrimination is found, the City shall assist the relevant entity in prosecuting the matter.	Economic and Community Development Department, Housing Authority of County of San Mateo	Reduce displacement risk for 40 individuals or households resulting from housing discrimination.	Response to discrimination ongoing as suspected cases occur.	General Fund, Grant funding

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
15.2	Continue to contract to provide fair housing services to city residents and property owners. Services will include: Publishing information on fair housing laws and requirements on the City's website, updating at least annually or as changes are needed. Distributing educational materials on fair housing rights and responsibilities to property owners, landlords, apartment managers, and tenants at least every two years. Making public service announcements (PSAs) via different media (e.g., newspaper ads and public service announcements at local radio and television channels) at least two times a year. Conducting public presentations with different community groups at least annually, contracting this to local fair housing organizations as applicable. Responding to complaints of discrimination (i.e., in-taking, investigation of complaints, and resolution) as they are received. Deferring services to appropriate agencies as cases are received.	Planning Division	Reduce displacement risk for 40 individuals or households resulting from housing discrimination.	Publish information on fair housing laws within six months of Housing Element adoption and updated annually or as needed. Distributing educational materials to property owners, managers, and tenants at least every two years. Presentations to community groups at least annually. Response to discrimination ongoing as suspected cases occur.	General Fun
15.3	The Housing Authority of San Mateo County administers the Public Housing and Section 8 Voucher Programs throughout San Mateo County. There is no public housing in Daly City. he Housing Authority administers the HUD Section 8 Housing Choice Voucher (HCV) Program, which provides eligible very low-income renters with rental assistance subsidies. Tenant-based Section 8 HCVs are portable, which means tenants can continue using them when they move, while project-based Section 8 stays with the multifamily building as a development or operating cost subsidy. The City strongly supports the Section 8 Program's efforts to preserve affordable rental units in the County and will continue to maintain a cooperative working relationship with the County Housing Authority to preserve the program. To facilitate housing mobility for lower-income households through the HCV Program, the City will do the following: Provide a link to the Housing Authority of San Mateo County's HCV program webpage on the City's website by January 2024. Meet with the Housing Authority of San Mateo County by June 2024 to discuss the process of developing printed informational materials, with the goal of making materials available at public counters by June 2025. Work with the Housing Authority to disseminate information at least every other year to landlords and property owners on incentives for	Economic and Community Development Department, Housing Authority of San Mateo County	Work with the Housing Authority of San Mateo County to encourage at least 30 landlords and property managers in Daly City to register units with the Housing Authority in high-opportunity areas to promote access to resources and mobility for target households.	Provide information on the City's website by January 2024. Meet with the Housing Authority by June 2024 and develop informational materials by June 2025. Target outreach to property owners and landlords at least every other year.	HUD Section 8, General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	participating in the HCV program throughout the city to promote housing opportunities for all residents. Target informational materials to landlords and property managers in neighborhoods with low rates of HCV users currently, such as the Westlake Park neighborhood. Refer interested households to the Housing Authority of San Mateo County and encourage landlords to register their properties with the Housing Authority for accepting HCVs.				
15.4	The City shall, to the extent of its jurisdiction, implement all of the provisions of the Employee Housing Act (Health and Safety Code Sections 17030-17039) and work with the State Department of Housing and Community Development to do the same.	Planning Division	Facilitate the development of 50 units of employee housing.	Ongoing	General Fund
15.5	The City will continue to require homebuyer education for all BMR participants in ownership projects. The City will continue to participate as a member of the Housing Endowment and Regional Trust of San Mateo County (HEART SMC), which provides homebuyer education workshops throughout the County. The City will work with its BMR Administrator to offer relevant and important information to first-time homebuyers.	Planning Division	50 households	Annually Coordinate with the county, provide financial assistance on a project-by=project basis.	General Fund
15.5	To facilitate place-based revitalization for households at risk of displacement due to new development, the City will require replacement housing units subject to the requirements of Government Code, Section 65915, subdivision(c)(3), on sites identified in the site inventory when any new development (residential, mixed-use, or non-residential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years. This requirement applies to non-vacant sites and vacant sites with previous residential uses that have been vacated or demolished.	Planning Division	Replace any of units identified in the sites inventory if (a) they are planned to be demolished for purposes of building new housing, and (b) they are determined to be occupied by low-income households, provide assistance to prevent displacement of lower-income households due to loss of affordable units.	The replacement requirement will be implemented immediately and applied as applications on identified sites are received and processed.	General Fund
Policy HE.16: Provide financial assistance to lower-income households in emergency situations.					
16.1	Refer residents to the County Housing Assistance Program that grants eligible lower-income families, seniors, and persons with disabilities money to cover housing-related emergencies (e.g., security deposits, temporary difficulty meeting rent payments).	Planning Division	Reduce displacement risk for 40 individuals or households resulting from housing emergencies.	Ongoing, as funds are available	General Fund
Policy HE.17: Support a balanced distribution of quality residential care facilities.					
17.2	Amend the Zoning Code to allow residential care facilities for six or fewer persons in accordance with Health and Safety Code Section 1568.0831, and allow residential care facilities, regardless of size, in all	Planning Division	Facilitate the development of residential care facilities to support accommodation for 50 individuals.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	zones that permit residential uses of the same type, in accordance with the City's definition of family.				
Policy HE.18: Address the range of needs and encourage the production of additional housing opportunities for extremely low-income (ELI) households.					
18.1	Amend the Zoning Ordinance to reduce the required parking on one parking space per unit to 0.5 parking spaces per unit for any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households.	Planning Division	Facilitate the development of 668 units of housing to accommodate extremely low-income households.	January 2025	General Fund
18.2	For any new housing development using public funding or publicly owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for extremely low-income households.	Planning Division		Ongoing/as needed	General Fund
18.3	Define and permit single-room occupancy (SRO) units, which are often more affordable to those with extremely low incomes. To further support the development or rehabilitation of SRO units and/or other units affordable to extremely low-income households, such as supportive and multifamily units, the City will continue to seek and pursue state and federal funds to offer a variety of incentives or concessions.	Planning Division		January 2025	General Fund
Policy HE.19: Refer residents to home-sharing programs as part of a collection of policies, programs, and practices for addressing the housing needs of those at the lowest income levels, including seniors, those living with disabilities, those at risk of homelessness, and female head of households.					
Policy HE.20: Encourage voluntary housing rehabilitation and reconstruction.					
20.1	Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multifamily residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.	Planning Division	Allow for voluntary reconstruction, restoration, or rebuilding of 20 units.	January 2025	General Fund
Policy HE.21: Encourage housing reconstruction after fire or other natural disaster.					
21.1	Amend the Zoning Ordinance non-conforming building regulations to allow reconstruction of non-conforming buildings affected by fire or natural disaster subject to the land use regulations in place at the time of the original building construction if the present development regulations are determined by the Director of Economic and Community Development to allow fewer total units than were originally permitted. This amendment shall allow such reconstruction provided the total unit count does not increase and the size of each replacement unit is substantially similar to the size of the original unit being replaced. The amendment shall not apply where the General	Planning Division	Allow for voluntary reconstruction, restoration, or rebuilding of 20 units.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	Plan Land Use Map requires a higher minimum density than was provided in the building prior to the fire or natural disaster.				
Policy HE.22: Preserve existing low-income housing units that are at risk of being converted to market-rate housing.					
22.1	Monitor existing at-risk low-income housing units and take the following actions: • Contact property owners of units at risk of converting to market-rate housing within one year of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. • Coordinate with owners of expiring subsidies to ensure the required notices to tenants are sent out at 3 years, 12 months, and 6 months. • Reach out to agencies interested in purchasing and/or managing at-risk units. • Work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law.	Planning Division	Preserve the affordability of 161 units of deed-restricted lower-income housing to reduce displacement.	Annually monitor units at risk of converting; coordinate noticing as required per California law.	General Fund
Policy HE.23: Encourage the use of energy- and water-efficiency standards in residential construction, rehabilitation, and remodeling.					
23.1	Adopt progressive energy-efficiency strategies similar to those adopted by the California Public Utilities Commission: • All new residential construction in California will be zero net energy by 2030; • All new commercial construction in California will be zero net energy by 2035; • Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and • All eligible low-income customers will be given the opportunity to participate in the low-income energy-efficiency program by 2030. • Additionally, the City will encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.	Planning Division	10 major projects will pre-plumb for solar hot water and pre-wire for solar electric systems	Adopt strategies by 2025	General Fund and Grant Funding, as Available
23.2	Develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.	Planning Division	100 investments in clean energy systems	By 2028	State or Federal Grant Funding or Grants from Private Foundations, as Available

Quantified Objectives

Based on the objectives outlined in this Housing Element, the City has established the quantified objectives shown in **Table HE-65** to meet its housing needs over the 2023-2031 planning period.

Table HE 65: Quantified Objectives by Income Category

	Extremely Low	Very Low	Low	Moderate	Above Moderate
New Construction					
Tasks 1.1 through 1.4			370	44	203
Tak 1.5			42	53	203
Task 2.2			100	50	50
Task 3.1			200	100	
Task 6.3			781		
Task 6.4			555	368	
Task 6.5			555	368	
Task 6.6			555	368	
Task 6.7			408	273	
Task 10.1			200		
Task 10.1			200		
Task 11.1			881		
Task 11.2			50		
Task 11.1			200		
Task 11.4			881		
Task 11.5		50	50		
Task 12.1	50	50	100		
Task 12.2	50	50	100		
Task 13.3	50				
Task 13.4	50				
Task 13.5			50		
Task 14.1		35			
Task 14.2			100		
Task 15.4				50	
Task 15.5		25	25		
Task 17.2			50		
Tasks 18.1 through 18.3	668				
Rehabilitation					
Task 14.3			400		
Task 20.1				20	
Task 21.1				20	
Replacement					
Task 12.1			15		
Preservation					
Task 5.1			40		
Task 8.1			50		
Task 9.1			50		
Task 15.1			40		

	Extremely Low	Very Low	Low	Moderate	Above Moderate
Task 15.2			40		
Task 15.3	15	15			
Task 16.1			40		
Task 22.1			161		

Source: City of Daly City, May 2023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June 7th, 2021

Carmelisa Morales, Associate Planner,
City of Daly City, Planning Division,
333 90th Street,
Daly City, CA 94015
Via email to: cmorales@dalycity.org

Re: Serramonte Del Rey Campus Redevelopment, 699 Serramonte Boulevard APN 091-211-230

Dear Ms. Morales,

The Equity Committee of the Loma Prieta Chapter of the Sierra Club has reviewed the Serramonte Del Rey Campus Redevelopment and appreciates this opportunity to comment on the Notice of Preparation regarding this 22-acre site slated for redevelopment by the Jefferson Union High School District (JUHSD) by dividing it into six parcels to accommodate 1,235 housing units and 14,000 sq ft of residential retail commercial space including a 1400 sq ft Head Start childcare facility. The equity group looks for local development to be consistent with state priorities to promote equity, health, environmental protection, access to fresh food, and public safety. We are concerned with air and noise pollution, nature deficits disorder, disease, jobs, and urban disorders like congestion within Daly City as the city looks to address climate-related crises such as extreme heat, power shutdowns, and sea level rise.

Our comments are organized into five sections that look for remedies to
1 - Keep public uses public.
2 - Preserve public uses such as community gardens and parks.
3 - Fund public uses, like gardens and parks, fairly across the city.
4 - Prevent gentrification and displacement.
5 - Preserve access to Indigenous cultural resources.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated.

Keeping public uses public.

1. No project is the best alternative to preserve public uses and reduce harm since the city cannot meet its Vehicle Miles Travelled (VMT) goals under SB743 and ozone and PM targets under the Clean Air Act. The public uses of the site include the almost 2-acre community garden and the school. According to California air quality standards, the site slated for redevelopment is in an area that is failing to reduce pollutant levels for ozone, PM 10, and PM 2.5 to protect public health and the climate. Daly City and this project area suffer from elevated diesel particulate and other

traffic emissions relative to other census tracts in California according to CalEnviroScreen. People in impacted neighborhoods endure unhealthy community conditions and face barriers in access to health care that result in poor health outcomes and shorter life spans. Scarce transit service and route eliminations or reductions by SamTrans means low-income people have less access to goods and services, employment, and other opportunities. The lack of adequate public transit that this site will experience can often exacerbate those inequities. Families and individuals living in extended Daly City, especially low-income and environmental justice communities who face disproportionate amounts of pollution from industry and transportation also face the worst health outcomes when compared with the affluent sections of Daly City. This area is also difficult to traverse on foot or by bicycle. As the devastating and unjust health and social impacts of COVID-19 have demonstrated, maintaining the status quo is no longer an option. An outcome of the pandemic was the need for adequate outdoor access overwhelming parks, etc. Keeping public uses public is essential to public health by preventing harms like pollution.

1a. The city should have a Growth Management Policy that would prohibit new development to occur unless adequate public facilities like transit, and improvements to environmental quality of life standards are raised in the rest of the city. Projects like this tend to claim that the significant air quality impacts, VMT increases, and poor transit options cannot be mitigated. However, they could be mitigated if the project occurred in a transit-oriented development location such as Daly City's Planned Development Area.

1b. Use transfer of development rights to move the project to a transit-oriented development site. Transfer Of Development Rights are used to move development to less problematic locations where additional public goals can be realized. Belmont, Pacifica, San Francisco have used transfer of development rights in various contexts. Other jurisdictions have moved development through more conventional means such as the theater in Redwood City, and FEMA projects related to removing developments from harm's way such as flooding and wildfire.

1c. A no-project option would be better all-around given the problems with this location meeting public goals for displacing public uses, air quality, public health, safety, and displacement of lower income groups.

Preserving public uses such as community gardens and parks.

2. The school district currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants**,** provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park. For photos of the garden please see the garden's Instagram account @themysticalgarden and additional photos are published here: https://spaces.hightail.com/space/C09Szrz5BR

We support keeping public resource uses public because it more equitably addresses nature-deficit disorder which contributes to a diminished use of the senses, attention difficulties, conditions of obesity, and higher rates of emotional and physical illnesses. Research also suggests that the nature-deficit weakens ecological literacy and stewardship of the natural world, resulting in apathy in the face of climate change disasters such as wildfires, sea level rise, and extreme heat which Daly City needs to counter. Accordingly, we support increasing community gardening opportunities on public lands in Daly City. Preserving public uses such as community gardens and parks serves public needs, safety, and recreation.

2a. The city should provide the park-to-resident ratio for Daly City and how it compares to surrounding cities and the national averages of the typical park and recreation agency offering one park for every 2,277 residents served, with 9.9 acres of parkland per 1,000 residents. Proximity to existing parklands operated by the county or state, including San Bruno Mountain, should not be considered part of the city's own obligation to provide an adequate park-to-resident ratio, particularly since San Mateo County parks underperform with regard to minority access relative to the county's demographic makeup.

2b. Consider an option to restore the site to parkland under N-EO-82-20 to offset the negative effect on the aesthetic, natural, scenic, and historical environmental qualities to the proposed projects vicinity which would be a significant environmental impact under CEQA. There are many options here, for example the site could be a Planned Conservation Area under the One Bay Area Plan.

2c. Preserve the community garden or offer a larger garden to the community proportional to the addition of residents as part of the project. There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and or the homeless.

2d. Study in the EIR the bird habitats within the garden which community gardeners say include raptors and the role of water at the site during bird migration.

The garden was started decades ago as part of a therapeutic school garden project and it continues today as a source of great public benefit and community pride. The garden provides opportunities for active and passive recreation as well as healthy nutrition. This is critically important given concerns about malnutrition and obesity and a disproportionate lack of community gardens in Daly City. Further, given the low proportion of counselors to students in JUHSD, the garden's benefit to student mental health is significant. A shortage of community gardens in Daly City negatively impacts citizens; this hardship became particularly difficult during the COVID-19 pandemic when team sports, gyms and group exercise classes were prohibited by state and local health orders. The need for increased community garden access is particularly relevant in Daly City, given its high percentage of minority families with backgrounds in active tending of gardens, orchards and farms for reasons related to food security and cultural practice.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. Community gardens can reduce urban heat islands, provide various ecosystem services, and increase storm water retention. From a socioeconomic perspective, these gardens also build trust, facilitate participation, improve responses to natural disasters and food security – all vital components of effective adaptation and resilience to climate change. Unlike rain gardens, bioswales, and green roofs, community gardens respond to stressors like economic, social, and political instability. Therefore, the EIR should explain if policies that address climate change explicitly incorporate mitigation strategies like community gardens.

2e. Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events. The EIR should discuss Daly City expanding it's 2016 Project Green Space by taking a fee from projects like this which threaten public resources.

2f. Gardeners at the project site report foraging for plants of significance to the medicine and diet of the Ramaytush Ohlone. The biological section should include a complete list of all plants and trees and explain if these resources should be preserved.

2g. Gardeners also report a high-water table at the garden site and a seasonal wetland. The hydrologic section should explain the significance of any dewatering expected from the project.

Funding public uses like gardens and parks fairly across the city.

3. New developments require substantial public services such as sewer, water, security, and especially stormwater. The infrastructure is paid for by the development, but the upkeep is a public cost at a time when the cost of operations for existing service is rising across the city despite a decrease in use, due to drought, costs, maintenance, and other factors. Hardscape, increasing the cost of stormwater downstream, is a consequence of development. This affects the city's ability to deliver other public services like parks, recreation, safety, libraries, childcare, reliable public transit, etc especially in low-income areas – all of which affect the equity and quality of services that residents can access. These shortfalls occur at a time when increasing climate issues like extreme heat and Public Safety Power Shutdowns have resulted in blackouts creating safety concerns for medically and financially impacted residents. Funding public uses like gardens and parks fairly across the city requires not increasing the disparity with projects like currently proposed at this site.

3a. The EIR should enumerate the cost of providing services to the project and how the city will make operation and maintenance break even.

3b. Provide affordable housing developers the opportunity to develop on half the lots. Affordable housing would be a real community benefit given the median income of residents surrounding the project. Further, with consideration to the Daly City RHNA 5 (2014-2022) planning period, preference should be given to producing housing affordable to very low & low income Daly City residents. It would have been required for most other surplus properties but AB2135 doesn't cover school districts.

3c. Provide a copy of the decision required under Education Code section 17388 which states that the board needs to appoint a committee to advise on the disposal of surplus lands.

3d. The project should include community benefits such as battery powered ventilators and cooling rooms and shelters for community use during extreme events.

3e. The Jefferson Union High School Faculty and Staff Housing Project provided 122 parking spots, in the form of problem hardscape. The 58 surface level spots cost is $2.3M, based on the cost of paving land in Daly City which could have more beneficial uses as community gardens, housing, etc. The 64-unit car barn cost was just under $5M. $7M can build a lot of affordable housing if the project was located in a transit friendly location and not add to the disease burden in the area. At the rate of in-lieu fees in the area you could build 70 more units as a community benefit. The city should look at alternatives to driving to increase public benefits and reduce harms from the project. Housing people instead of cars is a public benefit realized through reduced VMT and air pollution.

3f. Require shuttles as part of the project design.

3g. Study the impacts of increased traffic from the proposed development on out of attainment air quality and road congestion level of service including an analysis of the bicycle pedestrian access to school, transit, and neighborhood services.

Preventing gentrification and displacement.

4. The project will increase gentrification and displacement. Poverty in the project area is the 52nd percentile of the CA census tracts. Adding high-end housing will not address the chronic need for affordable housing at all income levels while increasing harms such as bad air quality and VMT mentioned above. Further, according to CA HCD, housing is unaffordable when more than 30% of a household's income. Therefore, market rate development rental prices would be considered unaffordable to the majority of Daly City Residents, based on median income data. The addition of 1,235 housing units, the majority being market rate, would increase median rental prices in Daly City. Building housing that is unaffordable to the majority of Daly City will accelerate gentrification that is already a serious issue for Daly City households. Other problems that arise include income-based segregation as low-income projects are developed in standalone buildings. Preventing gentrification and displacement addresses public goals related to VMT, greenhouse gas emissions, affordable housing, and preventing homelessness.

4a. The project should consider anti gentrification measures such as an additional in-lieu fee for additional affordable and workforce housing. See point 3B above that suggests affordable housing developments.

Preserving access to Indigenous cultural resource

5. This project is on Ramaytush Ohlone and Muwekma lands. Assembly Bill 52 requires that a project that may cause a substantial adverse change in the significance of an Indigenous cultural resource is a project that may have a significant effect on the environment. The bill requires Daly City to begin consultation with the two Tribes that are traditionally and culturally affiliated with the

geographic area of the proposed project prior to determining whether an environmental impact report is required. We ask that the City of Daly City prepare a document outlining their compliance with California procedures for proper consultation with indigenous groups. Preserving access to Indigenous cultural resources prevents a historical genocidal indifference to native landscapes.

5a. Religious, cultural, and spiritual significance of the area to Tribes be ascertained prior to the EIR for the purpose of protecting, or mitigating impacts to, cultural places by contacting the relevant groups.

5b. As mentioned earlier Indigenous people within the garden community farm native plants for herbal and spiritual needs, a use that should be preserved.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated. The analysis should consider these five significant issues presented in this letter within the EIR to inform council how to mitigate impacts before granting entitlement. Thank you for the opportunity to review and comment.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

August 3, 2021

Michael Van Lonkhuysen
City of Daly City, Planning Division
333 90th Street,
Daly City, CA 94015

Via email to: mvanlonkhuysen@dalycity.org

Dear Mr. Van Lonkhuysen and the Planning Commission of Daly City,

Please oppose the preliminary plan and deny the subdivision map plan for Serramonte Del Rey.

1. It converts a public use into a polluting private use. The project should be designed with fewer but taller buildings to preserve Daly City's only community garden and orchard.
2. Preserve public uses, 50% of the site including the Community Garden should be preserved as open space.
3. The current subdivision plan adds to our dangerous polluting climate with an auto oriented development using public money instead of transit-oriented development.

In addition, we ask the project proponent to consider the following when they return with a redone subdivision map:

4. Require that 50% of the site be preserved as a public park with the project facing the park not the freeway. Require that the park include the existing 20-year-old community garden.
5. Require a higher percentage of affordable housing. BART builds 33-100% affordable housing. There is a demand for affordable housing across the state. At least 60% of the project should be affordable.
6. Require that the project be designed as a 5-minute neighborhood. This means all necessary services and public transit should be located within five minutes – schools, daycare, full grocery store, pharmacy, and BART station to ensure a low Vehicle Miles Travelled neighborhood. There should be a single u-shaped street through the project on which the bus that currently runs on Serramonte goes through the project to be transit oriented.
7. Require all electric passive buildings per the recently adopted reach code to reduce greenhouse gases over the lifetime of the units. The site should function as an island-able microgrid during grid instability such as Public Service Power Shutdowns.

8. Require that recycled waste and water be treated on site by designing a living building to reduce reliance on public funding of infrastructure.

    Example: Salesforce Tower in San Francisco uses a water recycling system to treat gray water and black water from the building, reducing the need for 30,000 gallons of freshwater a day.

9. Require carshare service to reduce parking at the rate of one per 20 as presently utilized in Austin, TX. All parking spots should provide electric charging stations. Require carshare and electric micro mobility hubs.
10. Require an electric shuttle through SamTrans to connect other destinations such as school and transit hubs.
11. Reduce the parking to 0.5 unbundled spaces per unit because of the shuttle and the 10-minute headway bus on Serramonte to achieve Transit Oriented Development status. The parking should be unbundled in a structure that is a park once and walk neighborhood. Unbundling reduces parking needs by about a 1/3 according to MTC and reduces cost by about 20% which would benefit the residents of this structure while not reducing revenue.

Explanation:

This project seeks to use public funds to reduce the public's access to greenspace and add pollution. It's impacts to public health come at a time of major fires and droughts when we must do more[1] to protect public health. Please advocate for strong environmental requirements to ensure public safety in new subdivisions in Daly City. Feasible solutions required by CEQA are included in each recommendation.

1. Fewer but taller buildings would ensure reduced grey infrastructure to reduce downstream runoff problems that both taxes public spending on stormwater and contaminates San Francisco Bay.
2. 50% site preservation retains green infrastructure to absorb runoff and retain carbon as a critical resource against rising greenhouse gases and ensure the health benefits of trees remain in Daly City.
3. The two major emitters in Daly City are internal combustion engine cars and natural gas. Both should be eliminated. The project asks for entitlements to add more than 1800 greenhouse gas emitting cars and 1235 units to the subdivision. At the same time, it claims to be transit oriented under MTC's guidelines. Designing the subdivision around a bus route would solve the problem and could reduce traditional driving by adding car share and other shared mobility services. Designing all electric as recommended by the recent reach code would eliminate greenhouse gas emissions from natural gas.
4. There is an extreme shortage of public greenspace in Daly City, much more so than in other Peninsula cities. There are no County parklands, County Park staff or County services. Facing the project towards retained green infrastructure provides

[1] https://www.nature.com/articles/s41586-019-1364-3

residents and the local community with passive and active recreation and gardening opportunities which have been in demand during Covid 19.

5. Affordable housing is in demand across the state. This project on public land with public funds should build more affordable housing. According to the Joint Center for Housing Studies at Harvard 60% of people who need housing can't afford to buy into the market in the Bay Area.
6. Cities are supposed to reduce Vehicle Miles Travelled to reduce greenhouse gases from transportation under AB32 and SB375. A Bus Oriented Development with an accompanying electric shuttle recommended in 9, and parking reducing in 11, guarantees Vehicle Miles Travelled reduction. The site is ideal for a bus-oriented development and reduced parking because surrounding streets do not have parking that would result in overflow problems from the project. The project is located in an Air Quality sewer surrounded by Highways 280, 35, and 1. Reduced driving would benefit Daly City with reduced air pollution[2] from the project as currently designed.
7. A microgrid is resilient in the face of grid instability during periods of extreme heat, emergencies, and Public Safety Power Shutdowns. A microgrid would provide power and ensure that heating and cooling is reduced by designing to passive standards. Passages in San Mateo is 950 units by the Hayward Park train that are being designed to passive standards. Passive is ideally prefabbed which also reduces cost like the recent affordable BART project across from the San Leandro BART station[3]. It would also ensure that the all-electric development had very low-cost power. The state is funding such projects under SGIP[4].
8. Traditional development as contained in the present subdivision map taxes public infrastructure and requires future public bond funding to replace sewer and water infrastructure. Treating waste on site provides recycled water for landscaping, gardening, and other functions such as flushing at a time when water usage is critically short in California.
9. The state intends to be fossil free in passenger vehicles by 2035. However, air and greenhouse gas pollution require cities to go electric faster. Starting with a walkable project in a five-minute neighborhood, with carshare, reduces the cost of electrifying parking considerably, by reducing the number of parking required. Increasing affordability will attract additional subsidies to achieve the goal.
10. An electric shuttle ensures connectivity beyond the reconfigured bus on Serramonte.
11. MTC says[5] that "Typical parking requirements subsidize driving, increasing drive-alone mode shares and act as a barrier to Smart Growth. In residential areas, the cost of building parking is passed on to the resident, increasing housing costs for all users, regardless of car ownership." Parking should be reduced and unbundled with carshare to meet AB32 and SB743. Designing for micro mobility reduces cost,

[2] https://www.who.int/health-topics/air-pollution#tab=tab_1

[3] https://www.bizjournals.com/sanfrancisco/print-edition/2015/10/30/san-leandro-bart-affordable-housing-modular-build.html

[4] https://www.stem.com/resources/incentives-programs/california-sgip/?gclid=CjwKCAjwr56IBhAvEiwA1fuqGutdSrL4yj_luY83D9UzhJ8xjESKIHHiJKNeA5sGukKa8XTHBCcPJhoC088QAvD_BwE

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pollution, and greenhouse gases from the subdivision design. For examples see San Francisco and Oakland.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

August 13, 2021

David Canepa
District 5
President, San Mateo County Board of Supervisors
400 County Center, Redwood City, CA 94063
Via email to: dcanepa@smcgov.org

Re: Daly City's only community garden is slated for demolition

Dear Supervisor Canepa,

We are writing to you with an urgent request for help. A critically important community garden in Daly City is planned for demolition. The garden is threatened by a mostly market rate apartment complex (1235 units) proposed by Jefferson Union High School District.

Please designate County funds to preserve the community garden by creating the first County Park in Daly City. And help us connect with the state's 30x30 program under EO N-82-20 to acquire funds to convert the site, or 50% of the site, into a park.



This beautiful 20-year-old garden and orchard is located in a lush park-like setting surrounded by trees and protected by a coastal bluff. The location has great potential for a public park. Daly City has less park acreage per capita than any other city in San Mateo County and less per capita greenspace than most U.S. cities. The lack of access to greenspace negatively impacts the health and wellness of Daly City residents. The New York Times says that trees are an existing technology to reduce the impacts of extreme heat. In addition, the site is adjacent to a neighborhood that currently uses the community garden as well as Summit Shasta High School and a Head Start preschool program that would benefit from a park with a community garden. An onsite seasonal wetland also helps with cooling and provides habitat for birds and wildlife.

Besides having mature trees, the site contains over 100 fruit producing trees. The site's food potential is of particular relevance to the food desert that exists between Serramonte and Mission streets as reported by UC Berkeley. Fresh fruit and vegetables are crucial components of a healthy balanced diet. According to the Berkeley article it "can prevent chronic diseases, including several types of cancer, cardiovascular diseases, and obesity – which accounts for the second leading cause of death in the United States (U.S Dept. of Health and Human Services 2000; Jansen etc. 2007; Drewnowski & Specter 2004)". A community garden is one way for residents of Daly City to have access to healthy food and learn about organic gardening.

While housing is needed in the state, we would argue that affordable housing is more critical for Daly City. The project as proposed doesn't recognize the affordable housing crisis and is configured to gentrify the neighborhood. Unbelievably, the JUHSD project offers only 10% affordable housing, lower than cities like San Mateo (20%) and San Francisco (20% to 33%), even BART leases have required 33% affordable for new projects. **JUHSD is claiming, without any supporting data, that they need revenue more than social responsibility.**

Based on health data provided by the County, Daly City already suffers from environmental impacts and poor diet that reduce lifespan. Chronic asthma, lung disease and diabetes are disproportionately harming Daly City families. Preserving some of the site for a park creates safe gathering places and improves social equity, particularly for the indigenous and low income residents who currently use the garden. Preserving the trees continues filtration of dangerous air pollutants. The saplings the school intends to plant won't deliver the same toxin filtration, greenhouse gas sequestration, and stormwater mitigation for another 50 years!

It's relatively easy to save the trees and garden by reconfiguring the buildings into a much smaller footprint. Making the footprint of the buildings walkable would allow Daly

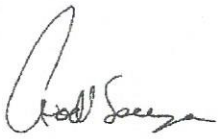
City to achieve many of its goals such as decreasing air pollution, vehicle miles travelled, and greenhouse gas emissions. It would also reduce the cost. Instead, the school district seems oblivious of climate change and air pollution teaching the wrong lesson on land use to our children with the current version of the general plan amendments and subdivision map requested.

The project as proposed by the JUHSD may not be consistent with the CA Education Code ARTICLE 4, Sale or Lease of Real Property, section 17455 - 17484.
As currently delineated in the code the school is supposed to first offer the land to a charter school and second offer it as a park to any relevant jurisdiction. In this case that would be city, county, or state. Two, more detailed letters, that we sent the planning commission and city planning department are attached. They will form the basis of a letter we will send to the city council on returning the general plan amendments and subdivision map for revision to achieve public goals.

Sincerely,



Sabrina Brennan



Gladwyn d'Souza

Equity Committee
Loma Prieta Chapter, Sierra Club

SIERRA CLUB
LOMA PRIETA CHAPTER
SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

August 3, 2021

Michael Van Lonkhuysen
City of Daly City, Planning Division
333 90th Street,
Daly City, CA 94015

Via email to: mvanlonkhuysen@dalycity.org

Dear Mr. Van Lonkhuysen and the Planning Commission of Daly City,

Please oppose the preliminary plan and deny the subdivision map plan for Serramonte Del Rey.

1. It converts a public use into a polluting private use. The project should be designed with fewer but taller buildings to preserve Daly City's only community garden and orchard.
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residents and the local community with passive and active recreation and gardening opportunities which have been in demand during Covid 19.

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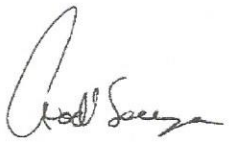
Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

June 7th, 2021

Carmelisa Morales, Associate Planner,
City of Daly City, Planning Division,
333 90th Street,
Daly City, CA 94015
Via email to: cmorales@dalycity.org

Re: Serramonte Del Rey Campus Redevelopment, 699 Serramonte Boulevard APN 091-211-230

Dear Ms. Morales,

The Equity Committee of the Loma Prieta Chapter of the Sierra Club has reviewed the Serramonte Del Rey Campus Redevelopment and appreciates this opportunity to comment on the Notice of Preparation regarding this 22-acre site slated for redevelopment by the Jefferson Union High School District (JUHSD) by dividing it into six parcels to accommodate 1,235 housing units and 14,000 sq ft of residential retail commercial space including a 1400 sq ft Head Start childcare facility. The equity group looks for local development to be consistent with state priorities to promote equity, health, environmental protection, access to fresh food, and public safety. We are concerned with air and noise pollution, nature deficits disorder, disease, jobs, and urban disorders like congestion within Daly City as the city looks to address climate-related crises such as extreme heat, power shutdowns, and sea level rise.

Our comments are organized into five sections that look for remedies to
1 - Keep public uses public.
2 - Preserve public uses such as community gardens and parks.
3 - Fund public uses, like gardens and parks, fairly across the city.
4 - Prevent gentrification and displacement.
5 - Preserve access to Indigenous cultural resources.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated.

Keeping public uses public.

1. No project is the best alternative to preserve public uses and reduce harm since the city cannot meet its Vehicle Miles Travelled (VMT) goals under SB743 and ozone and PM targets under the Clean Air Act. The public uses of the site include the almost 2-acre community garden and the school. According to California air quality standards, the site slated for redevelopment is in an area that is failing to reduce pollutant levels for ozone, PM 10, and PM 2.5 to protect public health and the climate. Daly City and this project area suffer from elevated diesel particulate and other

traffic emissions relative to other census tracts in California according to CalEnviroScreen. People in impacted neighborhoods endure unhealthy community conditions and face barriers in access to health care that result in poor health outcomes and shorter life spans. Scarce transit service and route eliminations or reductions by SamTrans means low-income people have less access to goods and services, employment, and other opportunities. The lack of adequate public transit that this site will experience can often exacerbate those inequities. Families and individuals living in extended Daly City, especially low-income and environmental justice communities who face disproportionate amounts of pollution from industry and transportation also face the worst health outcomes when compared with the affluent sections of Daly City. This area is also difficult to traverse on foot or by bicycle. As the devastating and unjust health and social impacts of COVID-19 have demonstrated, maintaining the status quo is no longer an option. An outcome of the pandemic was the need for adequate outdoor access overwhelming parks, etc. Keeping public uses public is essential to public health by preventing harms like pollution.

1a. The city should have a Growth Management Policy that would prohibit new development to occur unless adequate public facilities like transit, and improvements to environmental quality of life standards are raised in the rest of the city. Projects like this tend to claim that the significant air quality impacts, VMT increases, and poor transit options cannot be mitigated. However, they could be mitigated if the project occurred in a transit-oriented development location such as Daly City's Planned Development Area.

1b. Use transfer of development rights to move the project to a transit-oriented development site. Transfer Of Development Rights are used to move development to less problematic locations where additional public goals can be realized. Belmont, Pacifica, San Francisco have used transfer of development rights in various contexts. Other jurisdictions have moved development through more conventional means such as the theater in Redwood City, and FEMA projects related to removing developments from harm's way such as flooding and wildfire.

1c. A no-project option would be better all-around given the problems with this location meeting public goals for displacing public uses, air quality, public health, safety, and displacement of lower income groups.

Preserving public uses such as community gardens and parks.

2. The school district currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants, provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park. For photos of the garden please see the garden's Instagram account @themysticalgarden and additional photos are published here: https://spaces.hightail.com/space/C09Szrz5BR

We support keeping public resource uses public because it more equitably addresses nature-deficit disorder which contributes to a diminished use of the senses, attention difficulties, conditions of obesity, and higher rates of emotional and physical illnesses. Research also suggests that the nature-deficit weakens ecological literacy and stewardship of the natural world, resulting in apathy in the face of climate change disasters such as wildfires, sea level rise, and extreme heat which Daly City needs to counter. Accordingly, we support increasing community gardening opportunities on public lands in Daly City. Preserving public uses such as community gardens and parks serves public needs, safety, and recreation.

2a. The city should provide the park-to-resident ratio for Daly City and how it compares to surrounding cities and the national averages of the typical park and recreation agency offering one park for every 2,277 residents served, with 9.9 acres of parkland per 1,000 residents. Proximity to existing parklands operated by the county or state, including San Bruno Mountain, should not be considered part of the city's own obligation to provide an adequate park-to-resident ratio, particularly since San Mateo County parks underperform with regard to minority access relative to the county's demographic makeup.

2b. Consider an option to restore the site to parkland under N-EO-82-20 to offset the negative effect on the aesthetic, natural, scenic, and historical environmental qualities to the proposed projects vicinity which would be a significant environmental impact under CEQA. There are many options here, for example the site could be a Planned Conservation Area under the One Bay Area Plan.

2c. Preserve the community garden or offer a larger garden to the community proportional to the addition of residents as part of the project. There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and or the homeless.

2d. Study in the EIR the bird habitats within the garden which community gardeners say include raptors and the role of water at the site during bird migration.

The garden was started decades ago as part of a therapeutic school garden project and it continues today as a source of great public benefit and community pride. The garden provides opportunities for active and passive recreation as well as healthy nutrition. This is critically important given concerns about malnutrition and obesity and a disproportionate lack of community gardens in Daly City. Further, given the low proportion of counselors to students in JUHSD, the garden's benefit to student mental health is significant. A shortage of community gardens in Daly City negatively impacts citizens; this hardship became particularly difficult during the COVID-19 pandemic when team sports, gyms and group exercise classes were prohibited by state and local health orders. The need for increased community garden access is particularly relevant in Daly City, given its high percentage of minority families with backgrounds in active tending of gardens, orchards and farms for reasons related to food security and cultural practice.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. Community gardens can reduce urban heat islands, provide various ecosystem services, and increase storm water retention. From a socioeconomic perspective, these gardens also build trust, facilitate participation, improve responses to natural disasters and food security – all vital components of effective adaptation and resilience to climate change. Unlike rain gardens, bioswales, and green roofs, community gardens respond to stressors like economic, social, and political instability. Therefore, the EIR should explain if policies that address climate change explicitly incorporate mitigation strategies like community gardens.

2e. Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events. The EIR should discuss Daly City expanding it's 2016 Project Green Space by taking a fee from projects like this which threaten public resources.

2f. Gardeners at the project site report foraging for plants of significance to the medicine and diet of the Ramaytush Ohlone. The biological section should include a complete list of all plants and trees and explain if these resources should be preserved.

2g. Gardeners also report a high-water table at the garden site and a seasonal wetland. The hydrologic section should explain the significance of any dewatering expected from the project.

Funding public uses like gardens and parks fairly across the city.

3. New developments require substantial public services such as sewer, water, security, and especially stormwater. The infrastructure is paid for by the development, but the upkeep is a public cost at a time when the cost of operations for existing service is rising across the city despite a decrease in use, due to drought, costs, maintenance, and other factors. Hardscape, increasing the cost of stormwater downstream, is a consequence of development. This affects the city's ability to deliver other public services like parks, recreation, safety, libraries, childcare, reliable public transit, etc especially in low-income areas – all of which affect the equity and quality of services that residents can access. These shortfalls occur at a time when increasing climate issues like extreme heat and Public Safety Power Shutdowns have resulted in blackouts creating safety concerns for medically and financially impacted residents. Funding public uses like gardens and parks fairly across the city requires not increasing the disparity with projects like currently proposed at this site.

3a. The EIR should enumerate the cost of providing services to the project and how the city will make operation and maintenance break even.

3b. Provide affordable housing developers the opportunity to develop on half the lots. Affordable housing would be a real community benefit given the median income of residents surrounding the project. Further, with consideration to the Daly City RHNA 5 (2014-2022) planning period, preference should be given to producing housing affordable to very low & low income Daly City residents. It would have been required for most other surplus properties but AB2135 doesn't cover school districts.

3c. Provide a copy of the decision required under Education Code section 17388 which states that the board needs to appoint a committee to advise on the disposal of surplus lands.

3d. The project should include community benefits such as battery powered ventilators and cooling rooms and shelters for community use during extreme events.

3e. The Jefferson Union High School Faculty and Staff Housing Project provided 122 parking spots, in the form of problem hardscape. The 58 surface level spots cost is $2.3M, based on the cost of paving land in Daly City which could have more beneficial uses as community gardens, housing, etc. The 64-unit car barn cost was just under $5M. $7M can build a lot of affordable housing if the project was located in a transit friendly location and not add to the disease burden in the area. At the rate of in-lieu fees in the area you could build 70 more units as a community benefit. The city should look at alternatives to driving to increase public benefits and reduce harms from the project. Housing people instead of cars is a public benefit realized through reduced VMT and air pollution.

3f. Require shuttles as part of the project design.

3g. Study the impacts of increased traffic from the proposed development on out of attainment air quality and road congestion level of service including an analysis of the bicycle pedestrian access to school, transit, and neighborhood services.

Preventing gentrification and displacement.

4. The project will increase gentrification and displacement. Poverty in the project area is the 52nd percentile of the CA census tracts. Adding high-end housing will not address the chronic need for affordable housing at all income levels while increasing harms such as bad air quality and VMT mentioned above. Further, according to CA HCD, housing is unaffordable when more than 30% of a household's income. Therefore, market rate development rental prices would be considered unaffordable to the majority of Daly City Residents, based on median income data. The addition of 1,235 housing units, the majority being market rate, would increase median rental prices in Daly City. Building housing that is unaffordable to the majority of Daly City will accelerate gentrification that is already a serious issue for Daly City households. Other problems that arise include income-based segregation as low-income projects are developed in standalone buildings. Preventing gentrification and displacement addresses public goals related to VMT, greenhouse gas emissions, affordable housing, and preventing homelessness.

4a. The project should consider anti gentrification measures such as an additional in-lieu fee for additional affordable and workforce housing. See point 3B above that suggests affordable housing developments.

Preserving access to Indigenous cultural resource

5. This project is on Ramaytush Ohlone and Muwekma lands. Assembly Bill 52 requires that a project that may cause a substantial adverse change in the significance of an Indigenous cultural resource is a project that may have a significant effect on the environment. The bill requires Daly City to begin consultation with the two Tribes that are traditionally and culturally affiliated with the

geographic area of the proposed project prior to determining whether an environmental impact report is required. We ask that the City of Daly City prepare a document outlining their compliance with California procedures for proper consultation with indigenous groups. Preserving access to Indigenous cultural resources prevents a historical genocidal indifference to native landscapes.

5a. Religious, cultural, and spiritual significance of the area to Tribes be ascertained prior to the EIR for the purpose of protecting, or mitigating impacts to, cultural places by contacting the relevant groups.

5b. As mentioned earlier Indigenous people within the garden community farm native plants for herbal and spiritual needs, a use that should be preserved.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated. The analysis should consider these five significant issues presented in this letter within the EIR to inform council how to mitigate impacts before granting entitlement. Thank you for the opportunity to review and comment.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

September 8, 2021

City Council of Daly City
333 90th Street
Daly City, CA 94015

Via email to: citycouncil@dalycity.org

Re: Sept 27, 2021, City Council Meeting: Serramonte Del Rey

Dear Daly City Councilmembers,

The proposed Serramonte Del Rey apartment complex subdivision is currently designed as an auto oriented development that under AB32 and SB375 would be characterized as polluting the climate and negatively impacting public health[1].

Please defer the proposed Serramonte Del Rey land use, circulation, and site design that was approved by the Planning Commission on August 3rd, 2021.

Please return the subdivision map to the project proponent for a better project redesigned as a transit-oriented project that includes the existing community garden in its current location as a community benefit.

Converting public land into private market rate apartments is seldom in the public's best interest. 90% of the proposed housing units are market rate. The lack of affordable housing is inconsistent with Daly City's critical need for affordable housing, and it ignores the state's affordable housing crisis.

The proposed development should be redrawn as a Transit Oriented Development[2], a simple change necessary to reduce auto dependency and greenhouse gas emissions, for the climate emergency we face with toxic air, fires, heatwaves, droughts, extreme storms, and flooding; and which would also reduce the cost of future city services.

The General Plan updates that would dramatically increase the number of units and add retail should be deferred until project impacts and solutions are outlined by Daly City Planning Staff. Currently, staff has not provided alternatives to the proposal. The General Plan amendments constitute a giveaway of over $1.5 Billion Dollars[3] with no community benefits or increased affordable housing[4] or an improved city revenue stream[5].

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[1] https://ww2.arb.ca.gov/resources/health-air-pollution
[2] http://files.mtc.ca.gov/pdf/Final-MTC-TOD-Policy-Update_2014.pdf
[3] The request is to upgrade the property from 175 units and 700k of office to 1225 units and 22k of retail. The housing giveaway alone is worth around $1.3B dollars. The retail is worth another $200M.
[4] The apartments at 862 Campus Drive, built in the 1980s by the JUHSD, have 20% affordable housing, currently noticed to become market rate. Note however that this project only offers the required10% despite a considerably worsened affordable housing crisis.
[5] The project will bring in $4M in tax revenue for the city and $8M for the county. The city's portion does not cover the 30 year expected costs for roads, sewer, stormwater, police, and fire repair and obligations that could

Worse, the school district has been operating in bad faith. Their 1980s apartment complex, Serramonte Ridge, plans to convert the 79 existing affordable housing units into market rate housing, see notice attached, during a statewide affordable housing crisis.

Community benefits could include a public park with a community garden[6], a very reasonable request given the large public giveaway requested and the overwhelming need for more greenspace in Daly City.

Alternatives to the project should be studied by staff including letting an affordable housing developer build the project[7] and reconfiguring the project to preserve land as open space: see for example Area H in Redwood Shores where Redwood City preserved 80% as public wetlands[8].

For more details see our prior letters to Daly City attached.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter Sierra Club

be estimated from this project at $15M per year and are funded by property and sales taxes on all residents. The retail revenue will underperform because of the auto-oriented design.

[6] https://sustainablefoodcenter.org/latest/gardening/strengthening-communities-through-community-gardens
[7] https://www.sfchronicle.com/bayarea/article/Facebook-fund-helps-bring-500-affordable-housing-16426698.php?

[8] https://www.smdailyjournal.com/news/local/council-tackles-redwood-shores-mixed-used-plan/article_84025f62-074c-5306-8b45-0e720728bcd0.html

SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

February 17th, 2022

Daly City, City Council
333 90th St
Daly City, CA 94015

RE: Proposed Sites for RHNA Requirements

Dear members of the City Council,

We send a sincere thank you to staff for providing the proposed sites to meet the 2023 – 2030 RHNA requirements for Daly City as required for the Housing Element at the City Council meeting on Feb 14, 2022.

The Draft Site List (attached) included in Michael Van Lonkhuysen's presentation provides the unit potential and density per acre for each of the identified site addresses. Serramonte del Rey at 64 units per acre is far below the median, at 195 units per acre, and the high at 477 at units per acre. If the density at Serramonte Del Rey was doubled then the footprint would be reduced by half and the project would still achieve the same unit potential. This would allow for nine acres of green space. The garden and trees could be preserved as a county park for Daly City. The park could be co-managed by the Association of Ramaytush Ohlone as recommended by the California Natural Resources Agency.

We urge the City to use its authority over public health, safety and welfare to fill essential needs in Daly City for more public park lands. This can be realized by requiring the doubling of density at the current unit potential. This minor change to the Serramonte Del Rey plan will mitigate air quality, traffic, and decreased open space problems that will result from current design.

Serramonte Del Rey is a 90% market rate housing project. Please include at least 59% affordable housing including very low-income and low-income and moderate housing as allocated by RHNA (see attachment). For a nearby example, the Balboa Reservoir project by City College in San Francisco is a similarly scaled development (17 acres) with 1100 units that includes 50% affordable housing with 25% green space, a community garden and multiple parks including a 2-acre central park. 100 units will be for teachers. Of the 450 permanently affordable housing at least 18 percent of the affordable housing on site will be for low-income individuals who earn up to 55 percent of the Area Median Income, according to the RFQ. Another 15 percent of the units are for moderate-income individuals who earn up to 120 percent of AMI, and only the last 17 percent for "middle" income households that earn up to 150 percent of AMI. In addition, the

Balboa site will provide care for 100 children on site, 50% of whom will be from affordable units.

Thank you for increasing density as part of your effort to meet your RHNA allocation thereby reducing the footprint and for considering additional affordable housing.

Sincerely,



Gladwyn d'Souza
Chair, Conservation Committee
Sierra Club Loma Prieta Chapter



Sabrina Brennan
Chair, Equity Committee
Sierra Club Loma Prieta Chapter

Regional Housing Need Allocation ("RHNA") – City of Daly City 2023 to 2031

City of Daly City
Regional Housing Need Allocation ("RHNA") 2023 to 2031

	Dwelling Unit Allocation	Percent of Total	Annual Construction Requirement
Very Low	1336	28%	167
Low	769	16%	96
Moderate	762	16%	95
Above Moderate	1971	41%	246
	4838	100%	605

Draft Site List

Site Address	Site Size	Unit Potential	Density (du/ac)
699 Serramonte Boulevard	18.1	1150	64
Midway Village Redevelopment	15	555	37
525 Serramonte Boulevard	4	323	81
1 Carter Street	12.5	262	21
99 Southgate Avenue	1.93	214	111
2321 Geneva Avenue	0.48	194	404
10 Park Plaza Drive	1.95	179	92
6401 Mission Street	0.35	167	477
699 Serramonte Boulevard	3.9	122	31
0 Carter Street	18	117	7
1050 St. Francis Boulevard	2.49	87	35
493 Eastmoor Avenue	0.37	72	195
305 Eastmoor Avenue	2.38	56	24
1698 Bryant Street	1.38	48	35
6098 Mission Street	0.25	36	144
Geneva/Rio Verde NE Corner	0.38	20	53
89 Second Avenue	0.46	20	43
51 Oriente Street	0.57	20	35
169 First Avenue	1	20	20
0 Martin Street	1.84	16	9
141 Third Avenue	0.71	15	21
130 Station Avenue	0.23	10	43
55 Calgary Street	0.34	8	24
Rio Verde Street	0.4	7	18
2665 geneva Avenue	1	7	7
Lisbon Street	0.27	4	15
717 Templeton Avenue	0.36	4	11
Edgeworth Avenue	0.17	3	18
	Total	**3,736**	

Regional Housing Need Allocation ("RHNA") - San Mateo County Cities 2023 to 2031

Jurisdiction	VERY LOW INCOME (<50% of Area Median Income)	LOW INCOME (50-80% of Area Median Income)	MODERATE INCOME (80-120% of Area Median Income)	ABOVE MODERATE INCOME (>120% of Area Median Income)	TOTAL
SAN MATEO COUNTY					
Atherton	94	54	56	144	348
Belmont	488	281	283	733	1,785
Brisbane	317	183	303	785	1,588
Burlingame	863	497	529	1,368	3,257
Colma	44	25	37	96	202
Daly City	1,336	769	762	1,971	4,838
East Palo Alto	165	95	159	410	829
Foster City	520	299	300	777	1,896
Half Moon Bay	181	104	54	141	480
Hillsborough	155	89	87	223	554
Menlo Park	740	426	496	1,284	2,946
Millbrae	575	331	361	932	2,199
Pacifica	538	310	291	753	1,892
Portola Valley	73	42	39	99	253
Redwood City	1,115	643	789	2,041	4,588
San Bruno	704	405	573	1,483	3,165
San Carlos	739	425	438	1,133	2,735
San Mateo	1,777	1,023	1,175	3,040	7,015
South San Francisco	871	502	720	1,863	3,956
Unincorporated San Mateo	811	468	433	1,121	2,833
Woodside	90	52	52	134	328

SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

March 9, 2022
City of Daly City Council
333 90th St
Daly City, CA 94015

RE: EIR Alternative for the Serramonte Del Rey Site

Dear Mayor Daus-Magbual and Daly City Councilmembers,

In the Environmental Impact Report, please include the study of an alternative that increases building density to allow for nine acres of green open space. The garden and trees should be preserved as a park for Daly City as part of the mitigation from the project. The park could be co-managed by the Association of Ramaytush Ohlone as recommended by the California Natural Resources Agency.

Our letter on the notice of preparation dated June 7th, 2021 asked you to "consider an option to restore the site to parkland under N-EO-82-20." We also wrote that "Preserving public uses such as community gardens and parks serves public needs, safety, and recreation."

We urge the City to use its authority over public health, safety and welfare to fill essential needs in Daly City for more public park lands. This can be realized by requiring the doubling of density at the current unit potential. Doubling the density and saving nine acres of sequestered carbon and wetlands is a feasible change to the Serramonte Del Rey plan to mitigate air quality, traffic, greenhouse gas, and decreased open space problems that will result from the current design.

Sincerely,

Gladwyn d'Souza
Chair, Conservation Committee
Sierra Club Loma Prieta Chapter

Sabrina Brennan
Chair, Equity Committee
Sierra Club Loma Prieta Chapter

September 7, 2023

Via Read Receipt Email

Mr. Michael Van Lonkhuysen
Economic and Community Development Department
City of Daly City
333 90th Street
Daly City, California 94015
mvanlonkhuysen@dalycity.org

Re: Comments on the Serramonte Del Rey Campus Redevelopment Draft Environmental Impact Report

Dear Mr. Van Lonkhuysen:

Cossart-Daly Law, A.P.C. represents the Loma Prieta Chapter of the Sierra Club ("Sierra Club") with respect to the Serramonte Del Rey Campus Redevelopment Draft Environmental Impact Report.

The Loma Prieta Chapter of the Sierra Club offers local members and supporters opportunities to actively contribute to the environmental work of the Sierra Club, which promotes the responsible use of the earth's ecosystems and resources, and aims to protect and restore the quality of the natural and human environment. Sierra Club has a strong interest in addressing the environmental and environmental justice impacts of development projects, including the proposed Serramonte Del Rey Campus Redevelopment in Daly City (the "Project"). Cossart-Daly Law, A.P.C. submits the following comments on the Draft Environmental Impact Report ("DEIR") on Sierra Club's behalf.

The Project is a massive undertaking that will result in significant environmental impacts. In order to construct the Project, the City of Daly City ("City") developed an approximately 22-acre Serramonte Del Rey Precise Plan ("Precise Plan") unique to the Project, as well as a specific development proposal for an approximately 4.3-acre Parcel B within a portion of the Precise Plan. (DEIR p. iv.)

The Project, as proposed, would include a project site area with "up to" 1,235 units of affordable and market-rate rental housing. (DEIR p. iv.) Affordable housing would primarily be segregated into Parcels A and C. (DEIR Appendix A, p. 14; Jefferson Union High School District, *The Serramonte Del Rey Neighborhood*, available at https://serramontedelrey.org/masterplan/.) The Project would also include "up to" 14,000 square feet of retail or commercial use area. (*Ibid.*) 22 acres of the Project site would be used to construct "up to" 1,113 units of affordable and market-rate rental housing, in addition to the 122 currently-existing units on Parcel A. (*Ibid.*) It would also include the construction of a mixed-use building with 201 residential units and approximately 8,000 square feet of retail space including two levels of parking on a 4.3 acre portion of the site. (*Ibid.*) There is a long standing Community Garden, a wetland, many trees, and greenspace, including a meadow, located on the Project site. (DEIR, pp. 10, 67, Figs. 2.2-5, 3.4-1.) The Community Garden and a majority of the parcel's green space is located on Parcel F. (See DEIR Fig. 2.2-5.) According to the DEIR, "[t]he proposed Precise Plan would remove the existing garden and use the space as a construction staging area until Parcel F is fully developed with up to 400 units and 6,000 square feet of retail uses." (DEIR, p. 10.) This would result in the destruction of the Community Garden, the wetland, and a majority, if not all, of the green space located around the Community Garden.

This Project will create significant environmental impacts, and thus requires a careful, complete and thorough environmental analysis under the California Environmental Quality Act ("CEQA"). "CEQA was enacted to advance four related purposes: to (1) inform the government and public about a proposed activity's potential environmental impacts; (2) identify ways to reduce, or avoid, environmental damage; (3) prevent environmental damage by requiring project changes via alternatives or mitigation measures when feasible; and (4) disclose to the public the rationale for governmental approval of a project that may significantly impact the environment." (*Union of Medical Marijuana Patients, Inc. v. City of San Diego* ["*Union of Medical Marijuana Patients*"] (2019) 7 Cal.5th 1171, 1184, citing *California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 382.) "CEQA embodies a central state policy to require state and local governmental entities to perform their duties 'so that major consideration is given to preventing environmental damage.'" (*Union of Medical Marijuana Patients, supra* 7 Cal.5th at 1185, citing *Friends of the Eel River v. North Coast Railroad Authority* (2017) 3 Cal.5th 677, 711-712.)

As explained herein, the DEIR mischaracterizes the Project setting, relies on an unstable Project description, and does not provide an adequate analysis or mitigation for impacts to Biological Resources, Recreation, or Land Use. Most importantly, the DEIR alternatives analysis is insufficient because it does not include nor adopt an alternative that would disperse affordable

housing throughout the Project and preserve the Community Garden, wetland, and surrounding green space. Please remedy these deficiencies as outlined and requested below in order to ensure that the environmental review documents for the Project comply with CEQA.

I. The DEIR's Description of the Project Site is Inaccurate, As it Mischaracterizes the On-Site Community Garden, Wetland, and Greenspace.

According to the CEQA Guidelines, an EIR must correctly describe the environmental setting for the project. (14 Cal Code Regs § 15125(a), (c); *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 726 [voiding EIR for failure to contain accurate site description].) The description of the environmental setting should include "the area in which significant effects would occur either directly or indirectly as a result of the project." (*Id.* at § 15360.) These existing physical conditions "will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." (See *Neighbors for Smart Rail v Exposition Metro Line Constr. Auth.* (2013) 57 C4th 439, 448, *Communities for a Better Env't v South Coast Air Quality Mgmt. Dist.* (2010) 48 C4th 310, 320.) "[S]pecial emphasis should be placed on environmental resources that are rare or unique to the region and that would be affected by the project." (14 Cal Code Regs §15125(c).) "The purpose of this requirement is to give the public and decision makers the most accurate and understandable picture practically possible of the project's likely near-term and long-term impacts." (*Id.* at §15125(a).) Courts and lead agencies "must interpret the Guidelines to afford the fullest possible protection to the environment." (*Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 720.)

Environmental conditions must be described as they exist. (*Id.* at §15125(a).) Including a correct and pertinent description of existing environmental resources is critical for a DEIR to comply with CEQA. (See *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal. App. 4th 713, 726; *Sierra Watch v County of Placer* (2021) 69 Cal. App. 5th 86; *League to Save Lake Tahoe Mtn. Area Preservation Found. v County of Placer* (2022) 75 CA5th 63, 97.) Without correct and comprehensive information of environmental resources that will be potentially impacted, the lead agency cannot correctly assess significant impacts nor what measures, if any, could mitigate these impacts. (See *ibid.*)

As described herein, the DEIR mischaracterizes the Project site. It states that no sensitive plant or animal species have been observed onsite, when several endangered or special status species have been observed on and around the Community Garden, wetland, and open space located on Parcel F. (Compare DEIR p. 61, 62 with Exhibit A, Althouse and Meade, Inc.

Correspondence, pp. 2-4.) The DEIR indicates that there is a wetland onsite, but fails to describe how this wetland may or may not support riparian habitat, what it entails, and what wetland-specific species exist on site. (Compare DEIR, p. 59 with Exhibit A, Althouse and Meade, Inc. Correspondence, pp. 2-4.)

The DEIR also does not adequately describe the Community Garden. The Biological Resources Environmental Setting only briefly mentions the Community Garden, and does not discuss its function or importance in supporting sensitive species. (See DEIR, p. 59 ["although native plant species are present in the Demonstration Garden as a result of being planted by gardeners…"]). But, as further explained herein, the Community Garden and the surrounding trees and open space serve as important habitat for sensitive species, an important wildlife corridor, and important urban "green space [which] supports a diverse array of nesting habitat with varied vegetation strata to support cavity-, ground-, shrub-, and canopy-nesting birds." (See Exhibit A, Althouse and Meade, Inc. Comment Letter, p. 10.)

What's more, the DEIR downplays the important recreational, historic, and community functions of the Community Garden. The DEIR's only full description of the Community Garden states:

> There is an approximately 0.5-acre school demonstration garden located in the southwest corner of the Precise Plan area. This garden was started 20 years ago and used by JUHSD for adult education as a demonstration garden. In 2019, the garden was listed as a "community garden" by the County of San Mateo; however, the listing occurred without the knowledge or permission of JUHSD leadership, and therefore the garden was removed from the list. (DEIR, p. 10.)

The Community Garden has not been used as a "demonstration garden," as claimed by the DEIR, but has existed as a community garden, open to the public, for an extended period of time. (See Exhibit B, video from CBS Bay Area, *Daly City Housing Development Squeezing out Beloved Community Garden,* available at https://www.cbsnews.com/sanfrancisco/news/daly-city-housing-development-plans-squeezing-out-beloved-community-garden/?intcid=CNM-00-10abd1h; see also Exhibit C, Petition, *Help Save Daly City's Only Community Garden*.) Residents of the Serramonte Ridge Apartment Homes, adjacent to the Project Site, have used the Community Garden since the construction of Serramonte Ridge in the 1980s. (See Figure 3.17-1; Serramonte Ridge Renters Association September 26, 2021 Comment Letter, available at https://static1.squarespace.com/static/52a4b6b8e4b020f5799aacd9/t/623f69221e2f0172f42a9e80/1648322851095/Serramonte+Ridge+Renters+Association+Letter+to+City+of+Daly+City+v.3.p

df.) The DEIR, likewise, does not discuss or disclose that the Community Garden is Daly City's only community garden, or that the Community Garden provides a unique space which permits community members to grow culturally relevant foods, provides access to gardening for those who would not otherwise have it, and provides on open space for indigenous community members to hold religious ceremonies. (See Exhibit C, Petition, *Help Save Daly City's Only Community Garden*; Sierra Club August 12, 2021 Comment Letter, available at https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/loma-prieta-chapter/conserveletters/Letter%20to%20David%20Canepa%208.13.21.pdf.)

As discussed herein, removal of the Community Garden will result in significant impacts to habitat for sensitive and endangered species and on recreation. Because the DEIR mischaracterizes the Community Garden, it does not analyze the removal of the Community Garden as having a significant impact on Biological Resources, and does not provide appropriate mitigation for such impacts.

If the City adopts the DEIR without updating the description and analysis of the wetland, open space, and Community Garden, it will violate CEQA. In order to comply with CEQA, please update the DEIR to accurately reflect the function, history, and use of the Community Garden, and conduct adequate studies on and identify the sensitive species that currently exist within the wetland, open space, and Community Garden. Please also characterize the impact of removing the Community Garden on biological resources as significant, and fashion mitigation and/or an alternative that preserves the Community Garden space, wetland, and open space in Parcel F as discussed in this correspondence's Alternatives discussion, in order to avoid significant environmental impacts.

II. The DEIR Does Not Include an Accurate or Finite Project Description.

"Only through an accurate view of the project may affected outsiders and public decision-makers balance the proposal's benefit against its environmental cost, consider mitigation measures, assess the advantage of terminating the proposal (i.e., the 'no project' alternative), and weigh other alternatives in the balance." (*County of Inyo v. City of Los Angeles* (1977) 71 Cal.App.3d 185, 192-193 ["*County of Inyo*"].) "An accurate, stable and finite project description is the *sine qua non* of an informative and legally sufficient EIR." (*Id.* at p. 193 [italics omitted].)

The Project description is anything but finite or stable. The Project includes both "the development of a new approximately 22-acre Serramonte Del Rey Precise Plan" and "a specific development proposal for the approximately 4.3-acre Parcel B within a portion of the new Precise

Plan." (DEIR, p. iv.) The majority of the Project description does not designate specific plans, numbers of buildings to be constructed, or other relevant information for the Project. Most of the Project description hedges as to what the Project will actually include. For example, the Precise Plan would permit "up to" a certain amount of units, "up to" a certain amount of retail/commercial uses on several parcels. (DEIR, p. iv.) Likewise, except for Parcels A and B, the Project would allow "up to" or a "maximum" of a certain number of units on each individual parcel. (*Id.* at pp. 3-4.) The DEIR explains that Parcels C-F "may" provide retail/commercial space. (*Id.* at p. 4.) The Precise Plan, appended in Appendix D, provides development guidelines, but does not provide more clarity or information on specifically what will be developed on the Project site, including what type of development will be constructed, when and if additional facilities will be constructed, etc.

As the DEIR relies on a nebulous Project description, it does not and cannot provide an accurate analysis of the Project's impacts to Biological Resources, Land Use, Traffic and Circulation, Global Climate Change, Air Quality, or a complete discussion of Project alternatives. Please update the DEIR to provide a specific number, square footage, size, and location of facilities and buildings that will be included in the Project, and reflect how this data alters the evidence, project impacts, mitigation and alternatives in a Recirculated DEIR.

III. The DIER's Conclusions Regarding Biological Resources Are Based on Insufficient Research and Analysis, and thus Are Not Supported by Substantial Evidence.

When conducting an environmental impact analysis, an agency's findings must be supported by evidence in the record. (Cal. Code Civ. Proc. § 1094.5 [providing that agency findings must be supported by record evidence]; Cal. Pub. Resources Code § 21168 [applying the Section 1094.5 standard to CEQA actions].) An agency's failure to do so constitutes an abuse of discretion and must be reversed by a reviewing court. (See *ibid.*)

A. The DEIR's conclusion that there are no sensitive natural communities onsite is not supported by substantial evidence.

The DEIR asserts that there are no sensitive natural communities, including riparian or wetland communities, present within the project site. (DEIR, p. 59.) This is not based on substantial evidence, or an accurate description of the wetland habitat. The DEIR does not adequately describe nor provide any study of such wetland habitat, though the DEIR mentions a wetland, community group Community Garden Alliance has provided evidence of a wetland onsite, and, according to

expert biologists from Althouse and Meade, Inc., the Native Arroyo Willow thickets "clearly indicates that surface and shallow groundwater is present in sufficient quantities to support hydrophytic plants." (See DEIR, p. 67; Exhibit A, Althouse and Meade, Inc. Correspondence, p. 3; See Community Garden Alliance, *Wetland,* available at https://www.communitygardenalliance.org/wetland [videos of wetland onsite].) Expert Biologists Ms. Guttilla and Mr. Magney explain "[w]etland habitats are documented as present onsite," and provide numerous significant wetland functions. (*Id.* at p. 4.) The DEIR likewise states "The Biological Resource Assessment (see Appendix D), Biological Peer Review (see Appendix F), and Wetland Assessment (see Appendix E) all agree that the approximately 865 square foot meadow in the southwest corner of the project site appears to contain wetland features." (DEIR, p. 67.)

Yet the DEIR fails to conduct any study of the wetland because they claim that any such wetland must be manmade. However, "While the recent Supreme Court decision about Clean Water Act jurisdiction may have eliminated U.S. Army Corps of Engineers (Corps) jurisdiction on the wetlands onsite, wetland habitat is still present and represents a sensitive habitat that provides numerous functions (Brinson 1993[1], Brinson et al. 1995[2]) and would be considered significant." (Exhibit A, Althouse and Meade, Inc. Correspondence, p. 4.) "[A]ll wetland habitats, including willow wetlands, in California are considered sensitive habitats because they have been reduced in area by over 90% and because they provide habitat for a wide variety of native species of wildlife." (Exhibit A, Althouse and Meade, Inc. Correspondence, p. 3.) As such, the DEIR should characterize this area as a sensitive natural community, accurately state that the Project will impact such a natural community, and mitigate such impacts by relocating proposed construction and development away from the wetland.

B. The DEIR findings that there are no sensitive, threatened, or endangered plant or animal species on site is not supported by substantial evidence.

The DEIR's conclusion that there are no sensitive, threatened, or endangered plant or animal species on site, and therefore, that the Project will not have significant biological resources impacts is not supported by the evidence, and is based upon incomplete biological analyses. (See Exhibit A, Althouse and Meade, Inc. Correspondence.) The DEIR's botanical surveys do not

[1] Brinson, M.M. 1993. A Hydrogeomorphic Classification for Wetlands. (Technical Report WRP-DE-4.) Engineer Waterways Experiment Station, U. S. Army Corps of Engineers, Vicksburg, Mississippi.
[2] Brinson, M.M., F.R. Hauer, L.C. Lee, W.L. Nutter, R.D. Rheinhardt, R.D. Smith, and D. Whigham. 1995. Guidebook for Application of Hydrogeomorphic Assessments to Riverine Wetlands. U.S. Army Corps of Engineers Waterways Experiment Station, Vicksburg, Mississippi.

provide sufficient evidence to support a finding that there are no impacts to sensitive, threatened, or endangered plant or animal species on site. The DEIR's timed botanical surveys occurred outside the bloom period for native plants known to occur onsite and found in wetland and riparian communities. (*Id.* at p.3) It does not appear that DEIR biologists reviewed "sensitive plant species listed in CNDDB and CNPS rare plant inventory to determine if they would be in bloom during January, April, and June site visits to proposed project site." (*Ibid*.) Without the analysis, outlined herein and in Ms. Gutilla and Mr. Magney's comment letter, the DEIR cannot accurately conclude that there are no sensitive plant species on site.

Likewise, the DIER states that the Project will not have significant impacts on special status wildlife. (DEIR, p. 64.) But the DEIR's biological surveys were incomplete and did not target specific sensitive species likely to occur on site. The DEIR's "April and June field surveys were focused on the willow and meadow habitats. It does not appear that seasonal surveys for plants or wildlife were conducted to detect all potential plant or wildlife species that could occur onsite." (See Description in Exhibit A, Althouse and Meade, Inc. Correspondence, p. 13.) The Biological Resources Analysis mentions only a few species, and lacks "any lists of plants or wildlife observed onsite." (See *ibid*.) Without a list of species observed, the public and decisionmakers have no means to determine if the field surveys were sufficient. (*Ibid.*) DEIR biologists also did not conduct field studies specific to the Western Bumble Bee, Mission Blue Butterfly, special status mollusks, and red-legged frog, which, as described in Ms. Gutilla and Mr. Magney's letter, are likely to occur onsite. (See analysis in Exhibit A, Althouse and Meade, Inc. Correspondence, pp. 4-9.) Without such studies, the DEIR cannot accurately represent that such species are not present onsite. In addition, the DEIR mischaracterizes the Western Bumble Bee as having no protection status and states that it does not have habitat onsite. (*Id.* p. 62.) This is incorrect. "California Fish and Game Commission elevated its status, and the status of three other bumble bee species to be candidates as Endangered under the California Endangered Species Act since 2019," and suitable habitat for such species occurs at the Project site. (See Exhibit A, Althouse and Meade, Inc. Correspondence, p. 4.) The DEIR's conclusion that the Project will not have significant impacts on special status wildlife, therefore, is not supported by substantial evidence.

In fact, the evidence demonstrates that sensitive species exist, or have a high probability of existing onsite in the Community Garden, the wetland, and the open space located on and around Parcel F. (Compare DEIR Fig. 3.4-1 with 2.2-5.) A plethora of Mission Blue Butterflies, which are on the Federal Endangered Species list, have been observed onsite; the site is rife with its host plant, *Lupinus albifrons;* and Mission Blue Butterfly are known to be present within a mile of the Project site. (Exhibit A, Althouse and Meade, Inc. Correspondence, p. 5; Exhibit D, California

Department of Fish and Wildlife, *Threatened or Endangered Species Animal Species List*; Garden Alliance Member Photos of Mission Blue Butterflies, available at https://spaces.hightail.com/space/Rnj8vgpFV0/files#pageThumbnail-1.) The site is also within the range of the California red-legged frog, which likewise are listed on the California Endangered Species List, and riparian habitat is present. (Exhibit A, Althouse and Meade, Inc. Correspondence, p. 5; Exhibit D California Department of Fish and Wildlife, *Threatened or Endangered Species Animal Species List.*) Special-status mollusks are also likely to occur on the Project site. (*Id.* p. 5, Table 3.) Community Garden Alliance volunteers have observed numerous species in and around the Community Garden which are candidates for, or included on, California and Federal threatened or endangered species, including the California Monarch Butterflies, Mission Blue Butterflies, Garter snakes, Bald Eagles, and Mountain Lions. (See Exhibit A, Althouse and Meade, Inc. Correspondence, Table 2.)

As such, destruction of the Community Garden, wetland, and surrounding greenspace on Parcel F will result in destruction of the habitat (whether man made or naturally occurring) for and harm to sensitive species and would result in a significant impact such species.

C. The DEIR's conclusion that the Project will not significantly interfere with wildlife corridors is not supported by substantial evidence.

What's more, contrary to the conclusions of the DEIR, destruction of this habitat will significantly interfere with wildlife corridors. (See description in Exhibit A, Althouse and Meade, Inc. Correspondence, p. 13.) According to Ms. Guttilla and Mr. Magney:

> that wildlife corridor function of open space/green belts in urban settings becomes significantly more important as natural habitats are reduced to disparate islands across the landscape. Keeping only mature trees on edge of property reduces cover for wildlife, making them vulnerable to predation, increased risk of collisions with vehicles, and pets. Increased infrastructure and resulting lighting and associated noise interferes with bat foraging activity and nocturnal wildlife. It reduces breeding and foraging habitat. (*Ibid*.)

The elimination of this greenspace will result in significant impacts to wildlife in an area with already limited open space and safe wildlife passages. The DEIR's conclusion that the Project will not impact wildlife corridors, therefore, is not supported by substantial evidence.

D. The DEIR's does not provide appropriate, effective mitigation for impacts to nesting birds and special species bats.

As described in Ms. Guttilla and Mr. Magney's correspondence, the DEIR's conclusions that the Project would have a less than significant impact on nesting birds and bats with mitigation are also not supported by the evidence. (See Exhibit A, Althouse and Meade, Inc. Correspondence, pp. 10-12.) What's more, the mitigation provided in the DEIR is insufficient.

An agency "shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures," and must have a monitoring program to ensure the implementation of mitigation. (Cal. Pub. Resources Code, § 21081.6 (a) and (d).) "*The purpose of these requirements is to ensure that feasible mitigation measures will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded*." (*California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, citing *Federation of Hillside & Canyon Associations v. City of Los Angeles* (2000) 83 Cal.App.4th 1252, 1260-1261, Cal. Pub. Resources Code, § 21002.1(b) [emphasis in original].)

The DEIR provides that construction and demolition can proceed with no restrictions outside of nesting season and if there are no active nests identified during a construction survey period. (*Id.* at pp. 10-12.) As birds build nests outside of the typical nesting season and often do so on and around active construction sites, the DEIR's mitigation should be updated, as described in Ms. Guttilla and Mr. Magney's correspondence to protect nesting birds. (*Ibid.*) Likewise, the DEIR's mitigation to protect special status bats should be updated per Ms. Guttilla and Mr. Magney's recommendations. (See *id.* at p. 12-13.)

E. In order to comply with CEQA, the DEIR must be amended to recognize and mitigate the Project's significant impacts to Biological Resources.

Please conduct additional studies, consistent with the recommendations outlined herein and in Ms. Guttilla and Mr. Magney's correspondence, updated the DEIR to reflect the presence of sensitive species on site, update the DEIR's conclusions to recognize significant impacts to sensitive natural communities as well as sensitive plant and animal species, and provide mitigation that would preserve the Community Garden, greenspace, and wetland habitat.

IV. The DIER's Conclusion that the Project Will Not Have a Significant Impact on Recreation Is Not Supported by the Evidence.

The DEIR concludes the Project will have a less than significant impact on Recreation is also not supported by the evidence. (DEIR, pp. 165-166.) The Community Garden provides unique recreational resources to the City of Daly City. The Community Garden on site is the only community garden in Daly City. (Exhibit [Petition].) According to the Community Garden Alliance:

> Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and or the homeless. (*Ibid.*)

The record is full of letters and comments from citizens espousing the unique recreational value of the Community Garden and imploring the City not to destroy such a valued resource. (See e.g. Sept. 3, 2023 Email to Michael Van Lonkhuysen from Andrew Sielen.) A recent Petition to save the Community Garden garnered more than 4,000 signatures because of the unique, important recreational value the Community Garden provides. (Exhibit [Petition].)

The DEIR suggests that it will mitigate the loss of the Community Garden with a small set of raised planter beds off site. (See DEIR p. 10 ["JUHSD is providing raised planter beds at their new adult education building located at 123 Edgemont Drive…"].) The DEIR does not discuss this alternative in any additional detail, except to show approximately six raised garden beds in an extremely small space off site. (*Id.* Fig. 2.2-6.)

The proposed off site garden beds will not provide the public with the same resources nor recreational opportunities as the existing Community Garden, and are insufficient mitigation for the destruction of such an important resource. (Compare DEIR, Figure 2.2-6 with Photos of Garden, available at https://spaces.hightail.com/space/Rnj8vgpFV0/files#pageThumbnail-1.)[3]

[3] Even if the City of Daly City believes that the destruction of the Community Garden should not be assessed with respect to its recreational impacts, the DEIR should assess the significance of impacts in the context of the social effects of removing the Garden. "[S]ocial effects of a project may be used to determine the significance of physical changes caused by the project." (14 Cal Code Regs § 15131(a),(b); see accord *Christward Ministry v. Superior Court* (1986) 184 Cal. App. 3d 180, 197.) Physically removing the Garden will remove this important social and cultural resource. As such, the biological resources and land use impacts of removing the Community Garden will be significant.

The raised beds are not located adjacent to greenspace, will not provide habitat for sensitive species, will not permit community gardeners to cultivate plants, will not provide sufficient space for indigenous religious ceremony, and will not provide the same recreational opportunity as the existing space. Please update the DEIR to reflect that the removal of the Community Garden will have significant impacts to recreation, and provide mitigation and/or an alternative which preserves the Community Garden.

V. The DEIR Fails to Analyze Relevant Land Use Plans, Policies, and Regulations, and Therefore, Its Conclusion that the Project Will Not Have Significant Land Use Impacts is Not Supported by the Evidence.

The DEIR concludes that the Project will have less than significant impacts on relevant land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. (DEIR, p. 123.) Yet, in its analysis, it incorrectly asserts that the Project complies with the City's Inclusionary Housing Ordinance and ignores relevant land use policies. (See DEIR.)

The Project does not comply with the Inclusionary Housing Ordinance, which, as explained in the DEIR, mitigates negative effects on the environment. (DEIR, p. 124.) In Project proposals, the City has indicated that affordable housing units will be separated from the rest of the Project. (See November 15, 2021 Memorandum to the Mayor, Affordable Housing Committee, and Councilmember Glenn Sylvester.) Though the Precise Plan asserts that affordable housing will be "mixed throughout the site," it indicates that an "affordable housing development is planned… at the southeast corner of the Plan Area." (DEIR Appendix B, p. 14.) The Project website shows "workforce housing" segregated onto Parcel C. (Jefferson Union High School District, *The Serramonte Del Rey Neighborhood*, available at https://serramontedelrey.org/masterplan/.) If the Project, in fact, will segregate all or the majority of low income housing onto specific parcels, away from the rest of the Project, this should be explicitly noted in the DEIR. (See Discussion of CEQA Requirements for an Accurate Description of the Project, above.)

If the Project in fact segregates such housing, the Project will fail to comply with the Inclusionary Housing Ordinance.[4] The Inclusionary Housing Ordinance was enacted to "provide for integration of low- and moderate-income households with households in market-rate

[4] As noted in the DEIR, the Inclusionary Housing Ordinance was adopted for the purpose of avoiding or mitigating an environmental effect, and therefore, the DEIR must examine conflicts with the Ordinance. (DEIR, p. 124.)

neighborhoods." (Daly City Municipal Code ["DCMC"] § 17.47.010(c).) The Ordinance mandates: "[M]ultifamily Inclusionary Units shall be located so as not to create a geographic concentration of Inclusionary Units within the Residential Development." (DCMC § 17.47.100 (A).) Such a conflict constitutes a significant land use impact. Please update the DEIR to reflect and mitigate this impact by dispersing the low-income housing throughout the Project, and/or fashion a project alternative that would do so.

As the Project would segregate low-income housing from market-rate housing, it would also impermissibly discriminate against Black, Latino, and Indigenous residents. (See accord NAACP's June 10, 2022 and October 6, 2022 Letters to Daly City Mayor, available at https://www.communitygardenalliance.org/naacp-letters.) Empirical evidence demonstrates that Black, Latino, and Indigenous families have lower income, less wealth, and are more likely to be extremely low-income, and thus are more likely to utilize affordable housing. Black, Latino, and Indigenous households "are more likely than white households to be extremely low-income renters." (Exhibit E, *National Low Income Housing Coalition,* Racial Disparities Among Extremely Low Income Renters (Apr. 2019).) Because of decades of racist policies and practices, "[f]or every $1 that white families earn, Black families earn $0.60 and Latino families earn $0.52." (Exhibit F, Public Policy Institute of California Fact Sheet, *Income Inequality in California* (March 2023); see also Exhibit E, *National Low Income Housing Coalition,* Racial Disparities Among Extremely Low Income Renters (Apr. 2019.) The data also demonstrates that Black and Latino families have significantly less wealth than white families. According to the U.S. Department of the Treasury, "the median white family had $184,000 in wealth in 2019 compared to just $38,000 and $23,000 for the median Hispanic and Black families, respectively." (See Exhibit G, U.S. Department of the Treasury, *Racial Differences in Economic Security: The Racial Wealth Gap* (Sept. 2022); see also Exhibit H, de Costa, Pedro, Economic Policy Institute, *Housing Discrimination Underpins The Staggering Wealth Gap Between Blacks and Whites* (Apr. 2019).) As Black, Latino, and Indigenous people are more likely to utilize affordable housing, and the Project, as proposed, would segregate affordable housing from market rate housing, the Project would, therefore, segregate Black, Latino, and Indigenous residents in the Serramonte Del Rey Development.

Approval of the Project thus would enable the Project to discriminate on the basis of race and ethnic background, and violates General Plan Policy HE-16, which provides that the City must

"[p]revent housing discrimination based on age, race, religion, sex, ethnic background, or familial status, and work..."[5]

Likewise, if the City approves the Project, it would fail to comply with General Plan Task HE-16.1. General Plan Task HE-16.1 mandates: "[t]he City shall assist in the implementation and enforcement of State and federal fair housing and civil rights laws." State Civil Rights laws, including the Unruh Civil Rights Act and Fair Employment and Housing Act ("FEHA") prohibit discrimination on the basis of race, color, or ancestry in housing. (See Cal. Civil Code § 51; Gov. Code §§ 12900 *et seq.*) This would also contravene the City's obligation to affirmatively further fair housing, and the prohibition on discrimination in any program or activity funded by the state of California. (See Gov. Code §§ 65584(e), 11135.)[6] If the City were to approve the Project, it would permit the violation of the Unruh Civil Rights Act and FEHA and would contravene Government Code sections 11135 and 65584. The City, therefore, would thus fail to comply with General Plan Task HE-16.1.

The Project also does not comply with Daly City General Plan Policy LU-18, which provides:

> Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.

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[5] Segregated housing leads to deleterious physical changes in the environment. (See Exhibit I, Vermer, Danielle, University of Michigan, *Redlining and Environmental Racism,* available at https://seas.umich.edu/news/redlining-and-environmental-racism (Aug. 2021); Exhibit J, University of Washington, *More Air Pollution Present in Areas with Historical Redlining,* available at https://www.washington.edu/news/2022/03/09/more-air-pollution-present-in-areas-with-historical-redlining/ (Mar. 2022); Exhibit K, Mizutani, Julia, *In the Backyard of Segregated Neighborhoods: An Environmental Justice Case Study of Louisiana,* Georgetown Envtl. Law Review, Vol. 31:363, 368.) Anti-discrimination laws in housing thus serve to mitigate the negative environmental impacts associates with housing discrimination, and should be analyzed in the DEIR.

[6] Affirmatively furthering fair housing means: "Taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws." (Gov. Code §§ 65584(e).)

Despite this Policy, as discussed herein, the Project will significantly disrupt the natural environment – it will destroy the Community Garden, as well as essential urban habitat for sensitive species, resulting in significant environmental effects. (DEIR, p. 10.) The Project also fails to take all reasonable measures to prevent such effects. The Project, therefore, would have significant land use impacts.

The DEIR, however, does not recognize these inconsistencies with the City's Ordinance, City General Plan, and state law as significant impacts. The DEIR's finding that the Project would not result in significant land use impacts, therefore, is not supported by substantial evidence. What's more, because the DEIR fails to recognize such impacts, it fails to provide legally-required mitigation measures or alternatives to mitigate such impacts.

As such, in order to comply with CEQA, please update the DEIR to analyze the land use inconsistencies discussed above, provide mitigation for these inconsistencies including dispersing affordable housing throughout the Project, and update the DEIR's alternatives analysis to account for these significant impacts.

VI. The DEIR Alternatives Analysis Does Not Sufficiently Examine Nor Adopt Alternatives That Would Mitigate Project Impacts.

The CEQA alternatives analysis has been described by the California Supreme Court as the "core of an EIR." (*Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.) An EIR must include a sufficient range of alternatives to permit a reasoned choice between alternatives and foster public participation. (Cal. Code Regs., tit. 14, § 15126.6(f); *Bay Area Citizens v. Association of Bay Area Gov'ts* (2016) 248 Cal. 4th 477.) CEQA provides a "*substantive mandate* that public agencies refrain from approving projects for which there are feasible alternatives or mitigation measures" that can lessen the environmental impact of proposed projects. (*Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 134, citing Pub. Resources Code § 21081 [emphasis added].) "Without meaningful analysis of alternatives in the EIR, neither the courts nor the public can fulfill their proper roles in the CEQA process." (*Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 404 ["*Laurel Heights"*]; *Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1350.)

A lead agency's ability to comply with this mandate is predicated on a clear analysis of correct findings of a project's impacts and a feasible set of project objectives. An EIR's review of project alternatives must analyze alternatives "which are capable of avoiding or substantially

lessening any significant effects of the project." (Cal. Code Regs., tit. 14, § 15126.6(b).) It's very purpose is to identify ways to reduce or avoid significant environmental impacts. (*Laurel Heights, supra,* 47 Cal.3d at 403.) In order to achieve this purpose, the EIR must correctly identify project impacts.

Yet the Project alternatives analysis, as drafted, does not adequately assess whether alternatives would avoid or substantially lessen significant Project effects, because the DEIR incorrectly identifies a number of impacts – including impacts to biological resources, recreation, and land use – as less than significant. The DEIR's alternatives analysis, therefore, does not sufficiently examine whether the alternatives listed would mitigate or avoid such impacts. (See DEIR, pp. 209.)

For this reason, the DEIR does not consider alternatives that would mitigate substantial land use, recreation, and biological resources impacts. (DEIR, pp. 211-215.) Sierra Club and the Daly City Community Garden Alliance have repeatedly requested that the City require the Developer to mass the buildings closer to Serramonte Boulevard; convert the Community Garden into a public park, in order to preserve it; continue to permit public use of the Community Garden; and disperse affordable housing throughout the Project. (See Sierra Club September 8, 2021 Daly City City Council Letter, available at https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u18061/Daly%20City%20Council%20Letter%20on%20SDR%20GPU%20and%20SDM%2091321_9.8.21.pdf ; Sierra Club Board of Supervisors August 13, 2021 Letter, available at https://www.sierraclub.org/sites/www.sierraclub.org/files/sce/loma-prieta-chapter/conserveletters/Letter%20to%20David%20Canepa%208.13.21.pdf.) An alternative that does so would avoid significant land use biological resources and recreation impacts, and would conform with the Inclusionary Housing Ordinance, the General Plan, and relevant civil rights laws. Yet the DEIR does not identify any such alternative nor make any effort to mitigate significant land use and biological resources impacts related to the segregation of affordable housing or the destruction of the Community Garden, wetland, and greenspace. (DEIR, pp. 211-215.)

Though CEQA "compels government… to mitigate… adverse effects through the imposition of feasible mitigation measures or through the selection of feasible alternatives," the DEIR does not select a feasible alternative which would mitigate the significant biological resources, recreation, and land use impacts discussed in this correspondence. (*Sierra Club v. State Board of Forestry* (1994) 7 Cal.4th 1215, 1233, see also Pub. Resources Code § 21002.)

Adoption of the DEIR without substantive changes to the Alternatives analysis would violate CEQA. Please update the DEIR to both articulate and select an alternative that would preserve the Community Garden and surrounding greenspace, and disperse affordable housing throughout the Project, as articulated herein.

VII. Conclusion

For the foregoing reasons, Daly City will violate CEQA if they adopt the DEIR and the Project without substantial changes. Please update the Project and the DEIR to adequately address the issues raised in these comments, then recirculate a revised DEIR with the information and analysis requested herein.

Pursuant to Section 21092.2 of the Public Resources Code and Section 65092 of the Government Code, please notify Sierra Club of all CEQA actions and notices of any public hearings concerning this Project, including any action taken pursuant to California Planning and Zoning Laws. In addition, pursuant to Public Resources Code section 21167(f), please provide a copy of each Notice of Determination issued by the City or any other public entity in connection with this Project, and add Sierra Club to the list of interested parties in connection with this Project. Please send all notices by email to Gladwyn d'Souza at godsouza@mac.com and Sabrina Brennan at sabrina@dfm.com. If email is unavailable, by U.S. Mail to Sabrina Brennan, 165 La Grande Avenue, Moss Beach, California 94038.

Thank you for your careful attention to these important matters.

Best Regards,

E Cossart-Daly

Elise Cossart-Daly

Exhibit A

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September 7, 2023

Ms. Elise Cossart-Daly. Esq.
Cossart-Daly Law, A.P.C.
1117 State Street
Santa Barbara, California 93101

Via email: ecd@cossart-dalylaw.com

Subject: Daly City Serramonte Del Rey Campus Redevelopment DEI
Biological Resource Issues

Dear Ms. Cossart-Daly, Esq.;

Per your request the Biological Resources section of the Draft Environmental Impact Report (DEIR) was reviewed by Althouse and Meade, Inc. (A&M) Principal Biologist David Magney and Senior Biologist Darcee Guttilla.

David Magney is a California Certified Consulting Botanist (#0001), ISA Certified Arborist (#WE-4746), approved biological consultant for Santa Barbara, Ventura, Los Angeles, and San Luis Obispo Counties, and has served as an Expert Witness for the U.S. Department of Justice on an EPA wetlands violation case in Santa Barbara County. He has extensive knowledge and experience with the biological resources of California and the Bay Area. Mr. Magney also serves as the Rare Plant Program Manager for the California Native Plant Society (CNPS). He is also researching the flora of Ventura County and has authored several publications on biological resources. Mr. Magney is the chair of the California Board of Certification[1], serving in that capacity since its inception in 2015. His resume is attached to establish his expertise and experience in biological resource issues.

Darcee Guttilla is a Certified Wildlife Biologist® with 28 years of experience as a field biologist in California. Ms. Guttilla possesses the expertise and qualifications to expertly evaluate the quality and completeness of biological resource assessment reports. She holds a M.S. in Biology from California State University, Fullerton and a B.S. in Zoology from the University of California, Santa Barbara, demonstrating her strong educational foundation in the biological sciences. Ms. Guttilla's experience includes obtaining recovery permits from USFWS to conduct activities with federally threatened and endangered species such as the California tiger salamander and California red-legged frog. She has worked as an authorized biologist on multiple projects involving these protected species across several California counties. Ms. Guttilla has demonstrated

[1] California Board of Certification for botanists: https://www.cnps.org/education/botanist-certification/board

application of ecological principles for the sound management of rare and sensitive species and habitats. With her extensive experience conducting field surveys of various taxa, managing habitats, and implementing protocols to avoid and minimize impacts to sensitive species, Ms. Guttilla has the expertise to evaluate the thoroughness and scientific rigor of biological assessments to ensure complete disclosure of potential project impacts and effectiveness of proposed mitigation measures. Ms. Guttilla's combination of educational background, regulatory experience, and applied skills make her exceptionally qualified to review and critique biological resource reports.

A&M generally finds the assessment of biological resources inadequate in fully characterizing the conditions of the biological resources of the project site and failing to property identify sensitive resources that should either be avoided or mitigated to a less-than-significant level. Details of our review are provided below.

Policy LU-18 Development activities shall not be allowed to significantly disrupt the natural or urban environment and all reasonable measures shall be taken to identify and prevent or mitigate potentially significant effects.

DEIR Page 59, Sensitive Natural Communities, states that there are "No riparian, native grassland, valley oak woodland, or other sensitive natural communities are present withing the project site" but claims that the "Demonstration Garden" is of planted species therefore does not qualify as a sensitive natural community. However, it is stated that there are "two separate stands of native arroyo willow" onsite. The DEIR claims that the site has been significantly disturbed in the past and that the biologists did not find a natural stream that these Arroyo Willow thickets to not meet the definition of a sensitive natural community.



Photo 1. Blue Butterfly from the community garden site.

This conclusion as at least two flaws in logic. First, because the project biologists did not find a natural water source does not mean that one is not present. If fact, natural seepage is documented by the Daly City Community Garden Alliance as present, with standing and flowing water from the adjacent slopes to the west that ponds onsite as a result of a clogged drainage system.

The fact that Arroyo Willow thickets have become established onsite clearly indicates that surface and shallow groundwater is present in sufficient quantities to support hydrophytic plants. Furthermore, the presence of an unmaintained drainage system is also evidence of a need to convey surface water, presumably at least in part from the seeps found onsite.

Second, all wetland habitats, including willow wetlands, in California are considered sensitive habitats because they have been reduced in area by over 90% and because they provide habitat for a wide variety of native species of wildlife.

Special Status Plants

Seasonally timed botanical surveys are found to be insufficient with site visitations occurring only in January, April, and June 2021. The bloom period for perennial herb, Water Star Grass (Heteranthera dubia) is July-August. This species is found in wetland and riparian communities, which are known to occur onsite.

There is also no mention of visitation to botanical reference sites for sensitive plant species listed in CNDDB and CNPS rare plant inventory to determine if they would be in bloom during January, April, and June site visits to proposed project site. These are important resources that the project biologist needs to examine to determine which special-status species have potential to occur on the project site.

TABLE 1. VASCULAR PLANTS IDENTIFIED FROM COMMUNITY GARDEN PHOTOGRAPHS (1/9/23)

Scientific Name	Common Name
Aesculus californica – 2	California Buckeye
Arbutus menziesii – 3	Pacific Madrone
Carex sp.	a Sedge
Ceanothus griseous	Carmel Ceanothus
Cyperus eragrostis	Tall Flatsedge
Frangula californica – 4	Coffeeberry
Hedera canariensis	Canary Ivy
Hesperocyparis macrocarpa - 5	Monterey Cypress
Heteromeles arbutifolia	Toyon
Juncus sp.	a Rush species
Malacothamnus sp.	a Bushmallow sp.
Oenothera elata	Tall Evening Primrose
Quercus agrifolia	Coast Live Oak
Pinus radiata – 100+	Monterey Pine
Pseudotsuga menziesii – 2	Douglas-fir

Scientific Name	Common Name
Ribes sp.	a Currant
Salix lasiolepis	Arroyo Willow
Salvia spathacea	Hummingbird Sage
Sequoia sempervirens - 27	Coast Redwood
Umbellularia californica – 1	California Bay
Verbena lasiostachys	Western Vervain

A thorough floristic survey needs to be conducted of the project site, indicating which plants were planted versus naturally occurring, not just assuming all plants were planted.

Wetland Habitats

Wetland habitats are documented as present onsite. While the recent Supreme Court decision about Clean Water Act jurisdiction may have eliminated U.S. Army Corps of Engineers (Corps) jurisdiction on the wetlands onsite, wetland habitat is still present and represents a sensitive habitat that provides numerous functions (Brinson 1993[2], Brinson et al. 1995[3]) and would be considered significant. These functions can be measured by using a Hydrogeomorphic Assessment Methods (HGM) model that allows for an objective and holistic approach to measuring wetland functionality (Hruby 1999[4]). A regional HGM model for riverine wetlands was developed for the California central coast (Lee et al. 1996[5]) and could be applicable here.

Impacts to wetland habitats need to either be avoided or fully mitigated. A permit from the California Department of Fish and Wildlife (CDFW) pursuant to Section 1600 et seq. will be required for any alteration of the wetland habitats onsite.

Special-status Wildlife

The DEIR on Page 62 states that no special-status wildlife species were observed onsite. It further states that the Western Bumble Bee (*Bombus occidentalis occidentalis*) has no protection status; however, the California Fish and Game Commission elevated its status, and the status of three other bumble bee species to be candidates as Endangered under the California Endangered Species Act since 2019. Suitable habitat for Western Bumble Bee does occur onsite (shrublands, chaparral, gardens, and urban parks) and is known from northern Mexico to central British Columbia. The

[2] Brinson, M.M. 1993. A Hydrogeomorphic Classification for Wetlands. (Technical Report WRP-DE-4.) Engineer Waterways Experiment Station, U. S. Army Corps of Engineers, Vicksburg, Mississippi.
[3] Brinson, M.M., F.R. Hauer, L.C. Lee, W.L. Nutter, R.D. Rheinhardt, R.D. Smith, and D. Whigham. 1995. Guidebook for Application of Hydrogeomorphic Assessments to Riverine Wetlands. U.S. Army Corps of Engineers Waterways Experiment Station, Vicksburg, Mississippi.
[4] Hruby, Thomas. 1999. Assessments of Wetland Functions: What They Are and What They Are Not. *Environmental Management* 23:1(75-85).
[5] Lee, L.C., M.C. Rains, J.A. Mason, and W.J. Kleindl. 1996. Draft Guidebook to Functional Assessments in 3rd and 4th Order Riverine Waters/Wetlands of the Central California Coast. April. The National Wetland Science Training Cooperative, Seattle, Washington. Prepared for U.S. Environmental Protection Agency, Region IX, San Francisco, California.

DEIR's statement that "range of the western bumble bee, which is not a protected species under federal or state law but is being closely monitored due to declines in numbers and distribution over the past two decades, does not encompass the project site" is inaccurate. Suitable habitat for the Western Bumble Bee is indeed present. For example, A&M biologists just found Crotch Bumble Bee (*Bombus crotchii*), a species also given candidate status under the California Endangered Species Act, on a site in the upper Salinas River Valley that no one considered suitable for it. Field surveys need to be conducted specifically for bumble bees to determine if they are present or not.

Mission Blue Butterfly is known from approximately 1 mile from the project site as reported in the CNDDB. Daly City Community Garden Alliance members have reported seeing hundreds of Mission Blue Butterfly individuals onsite and its host plant, *Lupinus albifrons*, occurs onsite. Protocol level surveys for the Mission Blue Butterfly should be conducted before any conclusive statements can be made about its potential presence onsite and how impacts to it can be avoided.

California red-legged frog (*Rana draytonii*; CRLF) has a 2019 CNDDB record within two miles of proposed project site. U.S. Fish and Wildlife Service Revised Guidance on Site Assessment and Field Surveys for the California red-legged frog (2005) does not require a site assessment if not within 1-mile of known location; however, the proposed project site is within the current range of California red-legged frog (https://www.fws.gov/species/california-red-legged-frog-rana-draytonii), within the Colma Creek watershed (https://www.flowstobay.org/data-resources/maps/watershed-map/), and less than one mile to from Colma Creek (which runs parallel with State Highway 82). This should warrant, at minimum, targeted nocturnal eyeshine surveys when water is present and nocturnal eyeshine surveys during rain events when CRLF move over upland habitat. The above USFWS guidance (2005 file:///C:/Users/darceeg/Downloads/CRF-Survey-Guidance%20Aug2005_FINAL%20(1).pdf) also provides optimal periods for detection of all life stages of CRLF.

A species list provided by community garden volunteers identified numerous species of wildlife. This is followed by a list of native terrestrial mollusks (snails and slugs) that are known to occur form San Mateo County, some of which could occur onsite. Some of these are endemic to the region and quite rare, and should be surveyed for and assessed for project-related impacts.

Table 2 is an example of what should have been provided in Environmental Collaborative's report. Besides direct observations made during the seasonal field surveys, other sources of evidence should be accessed, such as from individuals using the project site and from records posted on Calflora and iNaturalist websites.

TABLE 2. SPECIES LIST REPORTED FROM THE COMMUNITY GARDEN VOLUNTEERS ONSITE (8/27/23)

Scientific Name	Common Name	Special Status	Habitat Type
Invertebrates – 7 Species			
Apis mellifera	European Honey Bee	None	Hollow trees, man-made wooden hives; colonies located near flowering plants, such as meadows, woods, agricultural areas and gardens.

Scientific Name	Common Name	Special Status	Habitat Type
Danaus plexippus pop1.	Monarch - California overwintering population	ESA Candidate	Forested groves, nectaring plants and milkweed
Icaricia icarioides missionensis	Mission Blue Butterfly	Endangered	Coastal grassland habitat, Silver Bush Lupine(*Lupinus albifrons*) and Summer Lupine (*Lupinus formosus*) are host plants.
Papilio glaucus	Tiger Swallowtail	None	Riprarian corridors near rivers, lakes and streams, woodland gardens, parks, canyons, and roadside meadows.
Speyeria idalia	Regal Fritillary	None	Tall-grass prairie, open sites , damp meadows, marshes, wet fields, and mountain pastures.
Vanessa atalanta	Red Admiral Butterfly		Violets for larval feeding, nectar plants, tall grass, scattered shrubs, leaf litter
Amphibians - 1 Species			
Class Amphibia	Frogs and tadpoles (species not specified)		Forest, woodland, chaparral, grassland, pastures, desert streams and oases, underground caves, and urban areas.
Reptiles – 3 Species			
Elgaria multicarinata multicarinata	California Alligator Lizard	None	Open grassland, woodland, chaparral
Sceloporus occidentalis bocourtii	Coast Range Fence Lizard	None	Wide range; variety of habitats
Thamnophis sirtalis tetrataenia or *Thamnophis elegans terrestris*	Unknown spp. of Gartersnake (Ranger overlap for San Francisco gartersnake and Coast Gartersnake)	SFGS- Federally Endangered/ State Endangered Coast GS- None	SFGS requires aquatic fresh water and upland habitats. Aquatic habitats include ponds, creeks, marshes, canals and other water sources, which they use for foraging and basking during the day. Grasslands, woodlands, and coniferous forests, from sea level up to 3,962 m.
Birds – 3 Species			
Buteo jamaicensis	Red-tailed Hawk	None	Open, semi-open country
Corvus corax	Common Raven	None	Riparian, chaparral, and woodlands. Variety of habitats

Scientific Name	Common Name	Special Status	Habitat Type
Haliaeetus leucocephalus	Bald Eagle	State Endangered Federally Protected	Forested areas near water
Mammals – 5 Species			
Canis latrans	Coyote	None	Open woodlands, brushy areas, suburban and urban , and agricultural areas, wide ranging.
Mephitis mephitis	Striped Skunk	None	Open woodlands, brushy areas, wide ranging.
Microtus californicus	California Vole	None	Mixed woods, brush, semi-open country
Procyon lotor	Raccoon	None	Grassland meadows, wooded areas near water, suburbs, cities, and parks
Puma concolor	Mountain Lion	CDFW Species of Special Concern	Streams, lakes, rock cliffs, dens in trees

TABLE 3. TERRESTRIAL SNAILS KNOWN FROM SAN MATEO COUNTY

Scientific Name	Common Name	Special Status	Habitat Type
Invertebrates – 22 Species			
Ariolimax [*columbianus*] *californicus*	California Banana Slug	None; G2-Imperiled	California endemic. Known only from Sonoma, San Mateo, and Santa Clara Counties.
Ariolimux columbianus stramineus	South Coast Banana Slug	None	California coast endemic. Known only from San Mateo, Santa Clara, Monterey, San Luis Obispo, Santa Barbara, and Ventura Counties.
Mediappendis [*Catinella*] *rehderi*	Chrome Ambersnail	None; G3-Vulnerable	Widespread in California. Known from Mono, Lassen, Shasta, Mendocino, Lake, Sonoma, Marin,- San Francisco, San Mateo, Contra Costa, Alameda, San Joaquin, Santa Cruz, Santa Clara, San Benito, Tulare, Inyo, San Luis Obispo, Kern, Santa Barbara, Ventura, Los Angeles, San Bernardino, and San Diego Counties. Also in Washington, Idaho, Montana, and Wyoming.

Scientific Name	Common Name	Special Status	Habitat Type
Mediappendix [*Catinella*] *vermeta*	Ambersnail	None; G5-Secure	Widespread in California. Known from Siskiyou, Mono, Trinity, Lake, Nevada, Sonoma, San Francisco, San Mateo, Contra Costa, Alameda, Calaveras, Fresno, Tulare, San Luis Obispo, Kern, Ventura, Los Angeles, Riverside, and San Diego Counties.
Deroceras leave		None; G5-Secure	Widespread but disjunct California distribution. Known from Shasta, Lake, Nevada, Placer, Marin, Alameda, San Francisco, San Mateo, Santa Cruz, San Bernardino, and San Diego Counties.
Haplotrema minimum	California Lancetooth	None; G1-Critically Imperiled	California coast endemic. Known from Humboldt, Mendocino, Sonoma, Napa, Marin, Contra Costa, Alameda, San Francisco, San Mateo, Santa Cruz, Santa Clara, Monterey, and San Luis Obispo Counties.
Hawaiia minuscula	Minute Gem Snail	None; G5-Secure	Known from Napa, Alameda, San Mateo, Santa Clara, Monterey, Los Angeles, San Bernardino, Riverside, and San Diego Counties.
Helminthoglypta arrosa arrosa	Bronze Shoulderband Snail	None; G2-Imperiled	Bay Area endemic. Known only from Marin, Sonoma, Contra Costa, Alameda, San Francisco, San Mateo, Santa Cruz, and Santa Clara Counties.
Helminthoglypta exarata	San Lorenzo Shoulderband Snail	None; G2-Imperiled	California endemic. Known only from San Mateo, Santa Cruz, Santa Clara, and San Benito Counties.
Helminthoglypta nickliniana nickliniana	Coast Range Shoulderband Snail	None; G3-Vulnerable	California central coast endemic. Known from Sonoma, Marin, San Francisco, San Mateo, Santa Cruz, Santa Clara, and Monterey Counties.
Helminthoglypta sequoicola sequoicola	Redwood Shoulderband Snail	None; G2-Imperiled	California endemic. Known only from San Mateo, Santa Cruz, and San Benito Counties.
Hesperarion hemphilli	Hemphill Westernslug	None; G2-Imperiled	California endemic. Known from San Mateo, Alameda, Monterey, San Benito, San Luis Obispo, Santa Barbara, Los Angeles, and Orange Counties.

Scientific Name	Common Name	Special Status	Habitat Type
Hesperarion niger	Black Westernslug	None; G2-Imperiled	California endemic. Known from Humboldt, Trinity, Shasta, Glenn, Colusa, Sonoma, Napa, Marin, Contra Costa, Alameda, Calaveras, San Mateo, Santa Cruz, Monterey, Tulare, San Luis Obispo, and Kern Counties.
Vertigo [*Nearctula*] *rowellii rowellii*	Threaded Vertigo	None; G4-Apparently Secure	California endemic restricted to Sonoma, San Francisco, San Mateo, Alameda, Santa Cruz, Monterey, and Santa Barbara Counties.
Nearctula sp. nov. p	Undescribed Vertigo	None: ?	An undescribed species occurring along the California coast. Known from Del Norte, Humboldt, Trinity, Mendocino, Sonoma, Marin, Alameda, San Francisco, San Mateo, Santa Clara, Monterey, and San Benito Counties.
Paralaoma servilis	Pinhead Spot	None; G5-Secure	Widespread in California. Known from Del Norte, Humboldt, Tehama, Butte, Plumas, Yuba, Mendocino, Sonoma, Napa, Marin, Contra Costa, Alameda, San Joaquin, Calaveras, Tuolumne, San Francisco, San Mateo, Santa Cruz, Santa Clara, Monterey, San Benito, Stanislaus, Tulare, San Luis Obispo, Kern, Santa Barbara, Los Angeles, San Bernardino, Orange, and San Diego Counties.
Prophysaon andersoni	Reticulate Taildropper	None; G5-Secure	Northern California distribution. Known from Del Norte, Humboldt, Trinity, Siskiyou, Mendocino, Lake, Sonoma, Marin, Sacramento, Contra Costa, Alameda, San Francisco, San Mateo, Santa Cruz, and Santa Clara Counties.
Punctum californicum	Ribbed- Spot Snail	None; G5-Secure	Widespread in California. Known from Del Norte, Siskiyou, Modoc, Humboldt, Trinity, Mendocino, Plumas, Nevada, Placer, El Dorado, Amador, Marin, San Fransisco, San Mateo, Alameda, Calaveras, Tuolumne, Madera, Mono, Monterey, San Benito, Fresno, Tulare, Inyo, San Bernardino, Ventura, Los Angeles, Riverside, and San Diego Counties.

Scientific Name	Common Name	Special Status	Habitat Type
Striatura pugetensis	Northwest Striate Snail	None; G5-Secure	Widespread on West Coast. Occurs in all coastal counties except Los Angeles, as well as several Sierra Nevada counties and San Bernardino and Riverside Counties.
Trilobopsis 10oricate loricata	Scaly Chaparral Snail	None; G2-Imperiled	California endemic. Known only from Humboldt, Tehama, Sacramento, Marin, Contra Costa, Alameda, San Francisco, San Mateo, Santa Cruz, and Monterey Counties.
Vespericola armiger	Santa Cruz Hesperian	None; G1-Critically Imperiled	California endemic. Known only from San Mateo, Santa Cruz, Santa Clara, and Monterey Counties.
Vespericola pilosus	Brushfield Hesperian	None; G2-Imperiled	California narrow endemic. Known only from San Francisco, San Mateo, and Santa Cruz Counties.

Nesting Birds

BRA page 6, paragraph 2 states, *'No evidence of any bird nesting was observed during the field reconnaissance surveys;* however, nesting bird surveys are not described in methods section, yet page 15 of BRA *Discussion 1) Less than Significant Impact with Mitigation Incorporated*, states, *'There was no evidence of any bird nesting on the site during the field reconnaissance survey conducted in January 2021.'* Yet in the same paragraph, the author references bird nesting season as February 1 to August 31. This suggests that the biologist did not perform seasonally appropriate nesting bird surveys. It should be clear that not noticing nesting activity is not equivalent to seasonally-timed multiple negative targeted nesting bird surveys. Nesting birds are often intentionally inconspicuous to avoid nest depredation, so it could very easily be the case that nests would not be encountered if targeted surveys were not performed.

Photos provided in the BRA and by Community Garden volunteers demonstrate this remnant parcel of green space supports a diverse array of nesting habitat with varied vegetation strata to support cavity-, ground-, shrub-, and canopy-nesting birds. The importance of this open space to native wildlife is critical even if habitat composition is not pristine native or sensitive habitat. Open spaces landlocked by urban sprawl are important to conserving native species.

BRA page 6 states, *'The intensity of human activity on the developed portion of the site limits the likelihood of any bird nesting, although there remains a remote potential for nests in the limited landscaping and existing structures. Although no evidence of active nests was observed during the field reconnaissance surveys, new nests of more bird species could be established in the future in advance of project construction. Preconstruction surveys are typically performed in advance of vegetation removal or building demolition where occupation by nesting birds is considered possible.'*

These assumptions are flawed for the following reasons:

1) different bird species have varying tolerances to human activity;

2) birds are known to nest in human-occupied urban and suburban areas, on homes, porches and yards, and in active construction sites.
3) 14 days is too large of a time span for nesting preconstruction surveys as birds, namely house finches, can build a complete nest and lay an egg in one day.
4) Birds build nests on active construction sites so monitoring for nesting birds is necessary if construction overlaps with nesting season to dissuade or prevent nests from being built and if active nests are encountered, they must be properly buffered and protected until chicks successfully fledge.
5) A mechanism must be in place that contractors are held accountable for violations for Migratory Bird Treaty Act and Fish & Game Code violations. Include provisions for punishments for violations of these regulations.

DEIR Mitigation Measures page 65

Mitigation Measure Bio-1.1 is inadequate at protecting nesting birds and bats.

MM BIO-1.1 states,

- *If construction is initiated during the non-breeding season (September 1 to January 31), then vegetation removal, building demolition and other construction may proceed with no restrictions.*

Nesting birds are protected if they are nesting, which includes activities in selecting and building a nest. Some birds like hummingbirds and owls begin nesting in January, and some birds have double clutches or failed and renest attempts that extend nesting past the typical nesting season window. Neither of these scenarios would preclude protection of nesting birds. Therefore, any time birds are actively nesting, even during construction activities, the nesting birds shall be protected. The statement "without restrictions" should be struck out of measure.

The language in this mitigation measure does not adequately protect bats. In addition to text about birds, address that this measure could impact bats, refer to MM BIO-1.2 for more information.

- *If initial building demolition, vegetation removal, and construction is proposed during the nesting season (February 1 to August 31), a focused survey for nesting raptors and other native birds shall be conducted by a qualified biologist within 14 days prior to the onset of construction in order to determine whether any active nests are present on the site and surrounding area within 250 feet of proposed construction. The survey shall be reconducted any time construction has been delayed or curtailed for more than 14 days during the nesting season.*

As stated above, 14 days is too long of a lag time between survey date and construction initiation. If the contractor needs an advance window to mobilize for construction initiation, it is recommended to perform a minimum of nesting bird surveys every other day until construction is initiated.

- *If no active nests are identified during the construction survey period, then building demolition, vegetation removal, and other construction may proceed with no restrictions.*

The text "without restrictions" should be struck out of measure. As stated above, birds build nests in and around active construction sites. Replacement text should include "A full-time qualified biological monitor is recommended to ensure nesting birds are dissuaded or prevented from building nests in the active construction zone, and active nests that become established are

protected. This includes nests built in remaining habitat that may be impacted by construction activities. A qualified biologist shall determine the appropriately sized nest buffer to protect birds based on nest location, visual barriers, and birds' tolerance to human and construction activity. The biologist has the authority to stop work if construction activities are believed to cause distress to nesting birds until an alternative can be found. Alternatives may include installation of visual blinds and/or reduced access to designated areas of the construction site until chicks fledge.

DEIR Mitigation Measure BIO 1.2 page 66

Adequate measures shall be taken to avoid roosting by special-status bat species because of tree removal and building demolition, specifically:

- *'To the extent feasible, any tree removal or trimming that is deemed necessary by a certified arborist to maintain tree health shall be conducted outside of the bat maternity season (i.e. generally avoiding tree removal or trimming April through October.'.*

Additional text recommended: Prior to removal of any trees greater than 20-inches DBH, a qualified biologist shall inspect trees deemed for removal and surrounding trees for cavities and sloughing bark, guano and urine staining, conduct acoustic surveys (>10 days winter and ≥ 3 days summer), and emergence surveys and prepare and submit a report of findings to CDFW and Daly City Natural Resources Manager. If bats are found in tree cavities, the biologist shall coordinate with CDFW preparation and implementation of a CDFW-approved bat exclusion plan that includes a sufficient number of appropriately sized and placed supplemental bat housing/bat boxes to accommodate the number of displaced bats.

- '*Building demolition shall, to the extent feasible, be conducted outside of the bat maternity season (i.e. generally avoiding demolition April through October).'*

Alternate text recommended: Building demolition shall, to the extent feasible, be conducted outside of the bat maternity season (i.e. generally avoiding demolition April through October). To avoid impacts to bats roosting in tight spaces, siding, crawl spaces, and attics of buildings, a qualified biologist shall conduct preconstruction bat emergence surveys and inspect entire building interior (including crawl spaces/ attics/chimney) and exterior for bat sign (e.g. guano, insect carapaces) prior to building demolition. The biologist shall prepare and submit a report of findings to CDFW and Daly City Natural Resources Manager. If bats are found in buildings, the biologist shall coordinate with CDFW preparation and implementation of a CDFW-approved bat exclusion plan that includes a sufficient number of appropriately sized and placed supplemental bat housing/bat boxes to accommodate the number of displaced bats.

- *'If tree removal, trimming, or building demolition occurs within bat maternity season (i.e. generally April through October), a pre-construction bat roost assessment shall be conducted by a qualified biologist at least 14 days and no more than 30 days prior to tree removal or building demolition to determine if bats roosts are present that may be impacted by project activities.'*

Comment: a more conservative survey window may be required to adequately perform all three preconstruction surveys trees/building inspection, emergence survey, and acoustic surveys. Caltrans has extensive bat mitigation measures that can be adapted for this project. (https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/caltrans-bat-mitigation-guide-a11y.pdf)

DEIR Page 68 Impact BIO-4 *The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Less than Significant Impact)*

We counter that wildlife corridor function of open space/green belts in urban settings becomes significantly more important as natural habitats are reduced to disparate islands across the landscape. Keeping only mature trees on edge of property reduces cover for wildlife, making them vulnerable to predation, increased risk of collisions with vehicles, and pets. Increased infrastructure and resulting lighting and associated noise interferes with bat foraging activity and nocturnal wildlife. It reduces breeding and foraging habitat.

DEIR Page 68 Impact BIO-6: *The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. (No Impact)*

While the community garden does not have any habitat conservation plan or natural community conservation plan, or other local plan, the garden has been in place for decades and portions of it have provided important habitat for wildlife in an urban environment. Preserving this small part of the project site would retain the important biological resources currently using this area but would not adversely impact the goals of the redevelopment of the larger site.

DEIR Page Cumulative Impacts Impact BIO-C: *'The project would not result in a cumulatively considerable contribution to a cumulatively significant biological resources impact. (Less than Significant Cumulative Impact with Mitigation Incorporated)'*

We disagree with this assessment. In addition to habitat loss from Parcel F and surrounding area, and a significant reduction in habitat quality for remaining habitat, there is the added impact of significant increase in light pollution extending several stories into the skyline, with all of the added noise, vehicles, light pollution, air pollution, and congestion associated with 1,457 new residences and 32,00 SF of commercial/retail space to an already impacted, populus area. The pen space and landscape plan proposes to provide an ecologically sterile, grass park which is a poor choice for water conservation in the face of rising temperatures and drought. Landscaping with native, local drought tolerant species would be a vast improvement.

Environmental Collaborate Biological Resources Assessment

A Environmental Collaborative biologist conducted reconnaissance level surveys of the project site on 14 January, 5 April, and16 June 2021. The April and June field surveys were focused on the willow and meadow habitats. It does not appear that seasonal surveys for plants or wildlife were conducted to detect all potential plant or wildlife species that could occur onsite.

The BRA lacks any lists of plants or wildlife observed onsite. Only a few species are mentioned in the text, which is insufficient. Botanical surveys should be floristic in nature to ensure that all plants that are considered sensitive (statewide or locally) are detected. The reviewer has no means to determine if the field surveys were sufficient since there are no lists of what was observed.

Cultural and Social Significance of Open Space

From a cultural and social perspective, this open space supports a vital community garden that adds intrinsic cultural and educational value as a gathering place for the local community and provides a means to grow produce, connect with nature, and each other.

Conclusion

Based on our assessment of the methods and conclusions presented in the DEIR and supporting documents, the assessment of impacts on biological resources at the project site are inadequate and failed to follow specific methods and to identify potentially significant adverse impacts to those resources.

Appropriate seasonal field surveys must be conducted before conclusions about the presence or absence of sensitive resources can be made. The project site does contain sensitive resources, such as wetland habitats, which should either be protected or mitigated, preferably onsite.

An alternative could be to just avoid areas with wetlands and wildlife habitat, which would avoid many if not all potentially significant impacts to those resources.

Please contact us if you have any questions or require further information.

Respectfully,



David L. Magney, Principal Biologist
Certified California Consulting Botanist #0001
ISA Certified Arborist #WE-7674



Darcee Guttilla, Senior Biologist
Certified Wildlife Biologist

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David L. Magney, Principal Biologist

Certified Consulting Botanist #0001, ISA Certified Arborist #WE-7974A

Overview

David L. Magney, Principal Biologist, is a botanist/biologist and physical geographer with a thorough knowledge of the flora of California. He has over 30 years of field experience in biological studies throughout the west. Mr. Magney has worked on and managed a large variety of projects throughout the West, primarily in California. These include biological resource inventories, vegetation mapping and classification, wetland delineations and restoration, rare plant surveys and ecological studies, tree assessments, fisheries habitat assessment and mitigation design, fisheries monitoring, small mammal trapping and surveys, biological impact analysis and mitigation, and construction and mitigation monitoring. He has managed and worked on a variety of projects, including energy, residential, commercial, flood control, and landfill projects. Mr. Magney has also worked on off-highway vehicles trail siting, mining, electrical, transmission/pipeline, communication corridor, transportation, restoration, and dam developments. He came to Althouse and Meade after nearly 7 years managing the California Native Plant Society Rare Plant Program and running David Magney Environmental Consulting since 1997. Prior to that he managed the Natural Resources Division at Fugro West, 6 years with Jones & Stokes Associates, and 3 years with Dames & Moore.

Mr. Magney earned a BA in Geography and Environmental Studies (emphasis in botany) in 1985 from the University of California, Santa Barbara. He also holds an A.S. in Landscape Horticulture and Certificate of Completion in Natural Resources (1975) from Ventura College, Ventura, California. He is a Certified Consulting Botanist (#0001) and an ISA Certified Arborist (WE-7674A). He is an expert in wetland sciences including applying the Corps of Engineers Hydrogeomorphic Assessment Methods (HGM), and CEQA and NEPA for biology. Mr. Magney has taught courses or given presentations on plant family identification, wetland/riparian plant identification, wetland impacts and mitigation, HGM. CEQA, Clean Water Act permitting, water quality, and wetland delineation methodology. Mr. Magney has authored two floras in California and presented numerous papers on vegetation and water quality. He served on the Environmental Review Board for Los Angeles County Regional Planning, City of Ojai's Tree Committee, and on the Ventura County Planning Division's Interagency Biology Committee and the Locally Important Species Committee. Mr. Magney currently is the chairman of the Board of Certification overseeing the certification of botanists in California.

Education

B.A. Environmental Studies and Geography (emphasis is botany, cartography, and remote sensing), University of California at Santa Barbara, 1985.

A.S. Landscape Horticulture and Certificate of Completion in Natural Resources, Ventura College, 1975.

Permits

- Certified Arborist: International Society of Arboriculture (certification #WE-7674A)
- Certified Consulting Botanist #0001, California Native Plant Society, Board of Certification Approved Biologist: Los Angeles County Regional Planning Department, Sensitive Ecological Areas
- Approved Biologist: Ventura County Planning Division
- Approved Biologist: Santa Barbara County Planning Department
- Approved Arborist: City of Oxnard
- Expert Witness, Botanist: U.S. Department of Justice
- California Dept. of Fish and Game Scientific Collecting Permit #801066-05

Professional Work Experience

Principal Biologist May 2023 – present
Althouse and Meade, Inc. Paso Robles, CA
Expert consulting biologist, botanist, and arborist.

Owner & Operator July 1997 – present
David Magney Environmental Consulting, California
Own and operate environmental consultancy focusing on biological resources.

Special Projects Program Manager February 2021 – May 2023
California Native Plant Society, Sacramento, CA
Lead the effort to identify locally rare plants, generally at the county level, and to promote the research and development of local floras, within California. Oversaw the Rare Plant Treasure Hunt and California Rare Plant Rescue projects, and train botanists on CEQA, mitigation and monitoring, and plant identification, as well as lead the California Botanist Certification program. Projects include the Utom River Conservation Fund that focuses on conserving the biological and cultural resources of the Santa Clara River watershed in Ventura and Los Angeles Counties, and work on the Ventura Marsh Milkvetch.

Rare Plant Program Manager June 2016 – February 2021
California Native Plant Society, Sacramento, California

Manager, Natural Resources Group February 1995 – April 1997
Fugro West, Inc., Ventura, California
Managed the biological and cultural resources staff and oversaw projects involving these disciplines for all California offices, based in the Ventura office. Hired and managed key biology and archaeology staff at various Fugro West offices.

Training

- Improving Wetland Restoration Success: Riverine/Riparian Wetland Restoration Webinar, Assoc. of State Wetland Managers, 9 June 2015
- Hydrogeomorphic Assessment of Wetland Function training course: National Wetland Science Training Cooperative, 1996.
- Hydrogeomorphic Approach to Assessment of Functions of Waters of the U.S., Including Wetlands, in the Santa Margarita Watershed. National Wetland Science Training Cooperative, 1997.
- Wetland Delineation, Federal Wetland Policy: Wetland Training Institute, 1989, 1991.
- Desert Tortoise Handling and Surveying: trained by Desert Tortoise Council (John Weir), 1988. Hazardous Waste Health and Safety Monitoring Training: Dames & Moore, 1987.
- ArcView 3 (GIS) training: Geo InSight International, 1998.
- ArcGIS 10.4 (GIS) trainings: beginning and intermediate, ESRI 2017
- Vegetation Rapid Assessment Classification: California Native Plant Society, 2003.
- Successful CEQA Compliance 2005: Ron Bass, for Ventura County Resource Management Agency, 16 June 2005. CEQA = California Environmental Quality Act.
- California Red-legged Frog Survey Methods: Vince Semonsen 2005.
- The Wildlife Society San Joaquin Valley Chapter workshop: Habitat Conservation Planning, 1992.
- American Association for the Advancement of Science symposium: Vernal Pools, 1989. Professional Soil Scientists of California workshop: Field Identification of Hydric Soils, 1989. SPOT Image Corporation: Satellite Imagery and GIS training course, 1995.
- Jones & Stokes Associates workshops: Project Management Seminars, 1990-92, Hydric Soils, 1991, 1992; Clean Water Act Regulations Concerning Wetlands (1989), and CEQA Requirements and Document Preparation, 1993, 1990, 1989; WordPerfect, Lotus 1-2-3 and Allways, Microsoft Word, Excel, ArcView, and GRASS software programs.
- Project Management Training: Dames & Moore seminar, 1988. California Agricultural Pest Control Adviser's License, 1975-77 (expired).

Publications

Magney, David L. in ed. *A Flora of Ventura County*. David Magney Environmental Consulting, Cedar Ridge, California.

Magney, David L., Jordan Collins, and Adam Hoeft. 2023. Botanical Resources of the Utom (Santa Clara) River Watershed. 8 February 2023. (PN 60-6013-1.) California Native Plant Society, Sacramento, California. Prepared for the Utom River Conservation Fund, Santa Monica, California. Published on https://venturaflora.com/files/vcflora.htm

Magney, David L. in ed. Vascular Flora of Ventura County, California. To be submitted to *Madroño.*

Magney, David L. in ed. A Comparison of Swedish and American Wetland Protection Laws.

Magney, D.L., J. Broberg, J. Logan, and V. Peters. 2015. A Preliminary Draft Regional Guidebook for Applying the Hydrogeomorphic Approach to Assessing Wetland Functions of Playa Depressional Wetlands in the Mojave Desert. (PN 12-0004.) David Magney Environmental Consulting, Ojai, California. Prepared for U.S. Army Corps of Engineers, Los Angeles, California. Prepared on behalf of Richard and Laurie Lyons, Ojai, California.

Magney, David L. 2015. Lichens of Ventura County: Annotated Checklist. (Version 1.3.) David Magney Environmental Consulting, Ojai, California. First published January 2014. http://www.magney.org/photofiles/Ventura_County_Lichens.htm

Magney, David L., and Shirley Tucker. 2012. Lichens of Burton Mesa Chaparral, Santa Barbara County, California. Sespe Institute, Inc., Ojai, California.

Magney, David L. 2011. Checklist of Vascular Plant Flora of Ventura County, California. 19 October 2011. Ojai, California. www.venturaflora.com

Magney, David L. 2011. Vascular Plants of the Palos Verdes Peninsula, Los Angeles County, California. 20 July 2011. David Magney Environmental Consulting, Ojai, California.

Magney, David L. 2010. Flora of Kings County, California. 6 December 2010. David Magney Environmental Consulting, Ojai, California. http://magney.org/files/research.htm

Magney, David L. 2010. Native Trees of Southern California (list). (30 December 2010.) California Native Plant Society, Channel Islands Chapter, Ojai, California. http://cnpsci.org/html/PlantInfo/Checklists.htm

Magney, David L. 2010. Terrestrial Gastropods of Los Angeles County. 29 September 2010.
David Magney Environmental Consulting, Ojai, California. http://magney.org/files/research.htm

Magney, David L. 2009. Checklist of Ventura County Rare Plants. 19 October 2009, Fifteenth edition. California Native Plant Society, Channel Islands Chapter, Ojai, California. www.cnpsci.org.

Magney, David L., and Callen L. Huff. 2010. Preliminary Checklist of Los Angeles County Bryophytes. 16 March 2010. David Magney Environmental Consulting, Ojai, California.

Magney, David L. 2009. Ventura County Bryophytes. 12 November 2009. David Magney Environmental Consulting, Ojai, California. http://www.venturaflora.com/files/checklists/ Ventura_County_Bryophytes.pdf

Magney, David L. 2009. Ventura County Wildlife - Terrestrial Snails and Slugs. 1 June 2009.
David Magney Environmental Consulting, Ojai, California.
http://www.magney.org/photofiles/VenturaCountySnails1.htm.

Magney, David L. 2008. Spenceville Wildlife Area, Nevada and Yuba Counties, California, Checklist of the Vascular Plants. 21 June 2008. David Magney Environmental Consulting, Ojai, California.
http://magney.org/photofiles/Spenceville_Wildlife_Area.htm

Chattin, L., L. Rubin, and D. Magney. 2006. A Winning Combination: Local Land-use Planning and Fine-scale Vegetation Maps. *Fremontia* 34:3(9-13).

Knudsen, Ken, and David L. Magney. 2006. Rare Lichen Habitats and Rare Lichen Species of Ventura County, California. January 2006. *Opuscula Philolichenum* 3:49-52.

Magney, David L. 2006. Vascular Plants of South Ormond Beach, Oxnard, Ventura County, California. California Native Plant Society, Channel Islands Chapter, Ojai, California. Published on http://www.cnpsci.org/html/PlantInfo/SouthOrmondBeachPlants.pdf.

Magney, David L., and Illeene Anderson. 2005. Plants of the Clipper Mountains, Mojave Desert. 24 March 2005. Ojai, California.
http://magney.org/photofiles/ClipperMtns.htm

Magney, David L., and Illeene Anderson. 2005. Plants of the Dead Mountains, Mojave Desert, California. 22 March 2005. David Magney Environmental Consulting, Ojai, California. http://magney.org/photofiles/DeadMtnpics.htm

Magney, David L., and Illeene Anderson. 2005. Plants of the Granite Mountains, Mojave Desert, California: Al A. Alanson Trail Plant Checklist. 23 March 2005. David Magney Environmental Consulting, Ojai, California.
http://magney.org/photofiles/GraniteMtns.htm

Magney, David L. 2004. How Common Are Mistletoes Anyway? *Crossosoma* 30:1

Magney, David L., and K.G. Niessen. 2005. Oak Tree Data Assessment Solutions Using GIS. 9 May 2005. David Magney Environmental Consulting, Ojai, California. Presented to ESRI ArcView User's Group, Ventura College, California.

Magney, David L. 2005. Atlas of California Native Terrestrial Snails in Ventura County. 16 March 2005. David Magney Environmental Consulting, Ojai, California. Prepared for County of Ventura, Resource Management Agency, Planning Division. Ventura, California.

Magney, David L. 2004. Checklist of Ventura County Rare Plants. 15 June 2004.
California Native Plant Society, Channel Islands Chapter, Ojai, California. Updated periodically.

Magney, David L. 2001. Ventura County Plant Species of Local Concern. December.
California Native Plant Society, Channel Islands Chapter, Ventura, California.

Magney, David L. 1999. Preliminary List of Rare California Lichens. Bulletin of the California Lichen Society 6(2):22-27.

Tupen, Gaylene, and David Magney. 1996. San Antonio Creek Habitat Characterization Study. Poster presented at the American Fisheries Society Southern Steelhead Symposium, Ventura, California, March.

Ferren, Wayne R. Jr., David L. Magney, and Teresa Sholars. 1995. The Future of California Floristics and Systematics: Collecting Guidelines and Documentation Techniques. Madroño 42(2): 197-210, April-June.

Magney, David L., and Emily B. Roberson. 1995. CNPS Statement on Seeding Following Wildfire. In Brushfires in California: Ecology and Resource Management (conference proceedings). International Association of Wildland Fire, Fairfield, Washington.

Clark, George M., and David L. Magney. 1994. Vascular Plants of Bear Valley, Walker Ridge, and Surrounding Areas, Colusa and Lake Counties, California. Four Seasons 9(4):25-32.

Magney, David L., and Kenneth M. Bogdan. 1993. What are ARNIs? National Wetlands Newsletter 15(3):4-5, May/June.

Magney, David L. 1993. Focus On Vernal Pools. National Wetlands Newsletter 15(3):6, May/June.

Magney, David L. 1993. Faults with Growing Season Determinations Using the U.S. Army Corps of Engineers Wetlands Delineation Manual. In Riparian Management: Common Threads and Shared Interests – Proceedings of a Conference, February 4-6, 1993; Water Resources Research Center, Albuquerque, New Mexico; College of Agriculture, University of Arizona, Tucson.

Magney, David L. 1992. Descriptions of Three New Southern California Vegetation Types: Southern Cactus Scrub, Southern Coastal Needlegrass Grassland, and Scalebroom Scrub. Crossosoma 18(1):1-9, June.

Ferren, Wayne, Mark Capelli, Anuja Parikh, David Magney, K. Clark, and John R. Haller. 1990. Botanical Resources at Emma Wood State Beach and the Ventura River Estuary, California: Inventory and Management. (Herbarium Environmental Report No. 15.) University of California, Santa Barbara.

Magney, David L. 1988. Habitat Survey for California Jewelflower Caulanthus californicus (S. Watson) Payson in the Los Padres National Forest. Ojai Wilderness Institute, Ojai, California. Prepared for U.S. Forest Service, Los Padres National Forest, Supervisor's office,

Magney, David L. 1988. Analysis of water quality of an intermittent stream, Santa Barbara County, California. (Presented as a poster at the California Riparian Systems Conference), Davis, California, September.

Magney, David L. 1987. Distribution and Two New Populations of Boschniakia strobilacea

(Orobanchaceae). Madroño 34(4):379-380.

Olson, T., and David L. Magney. 1987. Distribution of Sensitive Plant and Wildlife Species Along Transmission Line Corridors in Southwestern San Joaquin Valley, California. In Endangered and Sensitive Species of the San Joaquin Valley, California, (proceedings of a conference) Contribution 36, December 10-11, California State College, Bakersfield.

Ferren, Wayne, and David Magney. 1986. Wetland Vegetation of the Proposed Mandalay Beach State Park. Campbell & Campbell Associates, Santa Monica, California.

Magney, David L. 1986. A Flora of Dry Lakes Ridge, Ventura County, California. (Herbarium Publication No. 5.) University of California, Santa Barbara.

Professional Memberships

- Association of State Wetland Scientists Botanical Society of America California Botanical Society
- California Lichen Society, Conservation Committee
- California Native Plant Society (President 1991-1994; Chairman of Chapter Council 2011-2014; Board Member 2002-2007, VP Conservation 1996; VP Legislation 1995; Channel Islands Chapter President 2004-2013, Redbud Chapter Conservation Committee Chairman 2010-2016), Fellow, Botanist Certification Program Committee & Board of Certification Chairman (2014-)
- Channel Islands Regional Geographic Information Systems (CIRGIS), incorporator and charter board member
- International Society for Arboriculture (ISA), Western Chapter ISA, 2006-present
- Northern California Botanists
- Society of Wetland Scientists
- Southern California Academy of Sciences
- Southern California Botanists

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Darcee Guttilla, M.S.,

Certified Wildlife Biologist®

Senior Biologist

Overview

Ms. Guttilla has 26 years of field experience working in California. She possesses an M.S. in Biology from California State University, Fullerton, and a B.S. in Zoology from the University of California, Santa Barbara. Ms. Guttilla has a 10(a)(1)(A) permit (TE37607D-0) to conduct activities with respect to California red-legged frog (*Rana draytonii*; CRLF) and California tiger salamander (*Ambystoma californiense*; CTS). She is a CDFW and USFWS CTS/CRLF authorized biologist for California Flats Solar Project, and USFWS authorized CRLF biologist for San Luis Ranch Development and Pennington Creek fish ladder removal project in San Luis Obispo County, and Narlon Bridge replacement, Vandenberg Air Force Base, Santa Barbara County. Ms. Guttilla maintains her CDFW plant voucher collecting permit. Darcee has a strong foundation in principles of ecology, conservation-based land management, and study design. She has extensive experience with construction monitoring, amphibian surveys, pitfall trap arrays, dip-netting and seining, identification of birds by sight/sound, nest surveys, live-trapping/handling mammals, radio telemetry, track plates, camera traps, spotlight surveys, burrow excavation, habitat restoration, chemical/mechanical control of noxious weeds, vegetation identification and habitat mapping, and use of ATVs/4WD vehicles. She is skilled in preparation of regulatory permits and technical reports.

Certifications

- Certified Wildlife Biologist ®, The Wildlife Society 2022

Permits

- 10(a)(1)(A) permit (TE37607D-0) for California red-legged frog and California tiger salamander United States Fish and Wildlife Service
- California Department of Fish and Wildlife Authorization to Collect Voucher Specimens of State-listed Endangered, Threatened, and Rare Plants Permit No. 2081(a)-20-076-V
- California Department of Fish and Wildlife Scientific Collecting Permit # SC-001074.

Education

M.S. Biology. California State University, Fullerton, CA, May 2007
Thesis Title: Effects of sterilization on movement, home range behavior and habitat use of feral cats on Santa Catalina Island, CA

B.S. Zoology. University of California, Santa Barbara, CA, June 1995

Trainings and Workshops

2020 8-Hour HAZWOPER refresher Certification, May

2019 California Native Plant Society Mitigation Measures & Monitoring workshop, October

2018 Association of Environmental Professionals CEQA Essentials Workshop, November

2018 California Native Plant Society San Luis Obispo County Flora, April

2017 California Native Plant Society CEQA Impact Assessment, October

2015 Western pond turtle workshop, October

2015 CPR/First Aid, March

2014 Amphibians of the San Francisco Bay Area, November

2013 California red-legged frog workshop, May

2013 Transforming Stakeholder Conflict at the Human-Animal Interface, March

2011 Wildlife-Human Conflict Resolution, November

2011 Remote Camera Techniques, April

2009 40-hour HAZWOPER Certification, December

2009 ATV Rider Course, July

2008 Euthanasia Technician, October

2008 Program Distance, October

Professional Work Experience

Senior Biologist July 2016 – present

Althouse and Meade, Inc., Paso Robles, CA

Duties include project management, proposal preparation, aquatic and wildlife field surveys, writing and preparation of biological documents and regulatory permits, habitat assessments, construction monitoring for environmental compliance, and manage biological data. Write botanical, biological, constraints, mitigation, protocol, and wetland delineation reports.

Staff Biologist II April 2014 - March 2016

Condor Country Consulting, Inc., Martinez, CA

Project Manager for Department of Defense Remedial Investigations and Military Munitions Response Programs at Concord Naval Weapons Station, Military Ocean Terminal Concord, Mare Island, Vallejo, and Camp Parks Reserve Forces Training Area, Dublin, CA. Supervisor: Sean Dexter, President/CEO.

Provided biological oversight and training, and technical advice with regard to interpretation and implementation of the National Environmental Policy Act (NEPA), Endangered Species Act (ESA), CA Endangered Species Act, and USFWS Programmatic Biological Opinions to technical staff (8 ppl) and non-technical staff and clients (>200 ppl).

Implemented preconstruction surveys and monitoring programs for federally and state listed species and species of concern: CTS, CRLF, western pond turtle, salt marsh harvest mouse, Ridgway's rail, California black rail, California least tern, western burrowing owl, golden eagle, delta smelt, steelhead, soft bird's-beak, Congdon's tarplant, delta tule pea, Suisun marsh aster, and Mason's Lilaeopsis).

Implemented database management QA/QC methods for data entry. Maintained records for CNDDB, 10(a)(1)(A) permits, agencies, and clients. Acquired and maintained spatial data updates in ArcGIS. Directed/supported business development activities including proposal preparation, work plans, budgets, and after-action reports.

Senior Biologist March 2011 - March 2014
CB&I, Concord, CA

Senior technical (biological) lead for Military Munitions Response Program, Vandenberg Air Force Base, CA. Supervisor, Dan Baden, Northern California Manager, Applied Science and Engineering. Proposal preparation, budget planning, strategic planning, and after-action reports.

Supervised natural and cultural resources personnel. Provided technical training and supervision for field labor personnel (40-100 ppl).

Provided training and technical advice with regard to interpretation and implementation of the National Environmental Policy Act (NEPA), Endangered Species Act (ESA), CA Endangered Species Act, and USFWS Biological Opinions.

Implemented monitoring program for species of conservation concern: El Segundo blue butterfly, California red-legged frog, vernal pool fairy shrimp, Western snowy plover, California least tern, and Gaviota tarplant, dune thistle, beach layia, and Gambel's watercress. Additional species consulted on: California tiger salamander and California burrowing owl.

Avian Biologist May - June 2010 (contract work)
Point Blue Conservation Science, Vandenberg Air Force Base, Lompoc, CA

Performed variable circular plot point counts for passerines in riparian corridors. Duties included identification of birds by sight and sound, and web-based data management. Performed site reconnaissance and trail maintenance. Proficient at navigation/GPS, and ArcGIS. Ability to work independently in remote areas and complete contracts on time and under budget.

Biological Technician December 2009 - March 2011
NorthWind Group, Lompoc, CA

Performed biological monitoring for federally threatened and endangered species for Military Munitions Response Program, Vandenberg Air Force Base, CA.

Trained personnel in identification of species of concern and ensured compliance with environmental protection plan and USFWS Biological Opinion for El Segundo blue butterfly, California red-legged frog, vernal pool fairy shrimp, Western snowy plover, California least tern, Gaviota tarplant, dune thistle, beach layia, and Gambel's watercress.

Ecologist January 2009 - June 2010

Native Range, Inc. Ventura, CA

Island conservation and habitat restoration programs on Santa Cruz Island, CA. Project supervisor for invasive plant eradication program. Database management (MS Access and ArcGIS), vegetation mapping, and chemical and manual treatment of noxious weed species.

Trained and supervised field crew in remote locations under long-term living conditions. Collected population and survival rate estimates for federally endangered Island fox and Island spotted skunk, which included trapping, handling, and microchipping animals. Maintained disease management program which included vaccination and blood collection and archival. Collected fox scat for additional research conducted on Island fox diet analysis. Monitored for nonnative vertebrates at anchorages. Extensive experience utilizing helicopters for vegetation surveys.

Adjunct Instructor August - December 2008

Golden West College, Huntington Beach, CA

Instructor for undergraduate level biology course (Bio 100, 4 units). Developed course syllabus for survey course emphasizing basic concepts of cell biology, animal and plant physiology, genetics and evolution, and plant, animal and human ecology. Prepared and conducted PowerPoint lectures and laboratory/field sessions, and graded written assignments and tests.

Wildlife Biologist and Research Coordinator May 2005 - January 2009

Catalina Island Conservancy, Avalon, CA

Coordinated island research needs and collected and interpreted ecological data pertinent to informing land management practices on Santa Catalina Island, CA. Managed conservation research program.

Issued and managed research permits, coordinated logistics, training, and volunteers for researchers. Participated in multidisciplinary research projects. Tracked and edited technical reports and publications. Maintained research database and tracked research efforts/needs. Developed and managed Pets and Wildlife (P.A.W.) Program which focused on human-wildlife conflict, emergency response to injured wildlife, public outreach, serving as liaison for animal control issues and participating in the City of Avalon's animal control task force, advising animal-related civil code for the City.

Coordinated, trained and supervised staff and volunteers in data collection protocols and methodology for wildlife surveys. Implemented variable circular plot point counts and point-intercept vegetation transects for land birds in riparian, oak woodland, grassland, chaparral, and coastal sage scrub habitats. Conducted mark-recapture live-trapping for federally endangered Island fox, collected blood/fecal samples, administered vaccinations, and provided veterinary assistance. Conducted search and recovery for injured/dead radio-collared animals, conducted aerial radio telemetry surveys, and provided care and maintenance of captive island fox population.

Initiated feral cat management program. Collaborated with regulatory agencies and stakeholders to assess status of feral population, controlled the population on Conservancy property, and promoted responsible pet ownership. Maintained database, tracking capture events, health and disease, habitat use, and population estimates.

Conducted mule deer spotlight transect surveys for population trends and habitat use. Analyzed data with Program Distance and ArcGIS. Performed annual marine mammal visual transect surveys via boat. Employed pitfall arrays (animals were identified, measured, weighed, aged, sexed, and marked) in coastal sage scrub, chaparral, California grassland, riparian, and oak woodland habitats. Conducted walking-transect surveys for California mountain kingsnakes.

Performed invertebrate surveys using pitfall arrays, leaf litter collection, sifting, aspirator, beat sheets, bait, insect nets, and yellow pan traps in oak woodland, riparian, grassland, coastal sage scrub, chaparral and coastal dune, and intertidal habitats.

Collaborated on watershed prioritization land management plan in which historical and current data on wildlife, endemic plants, noxious weeds, and land use were converted into geospatial format; employed presence-absence modeling for data sets; watersheds were then ranked and prioritized on their ecological importance.

Conducted rare plant surveys using historical data of previously known populations. Delivered numerous nature programs for island residents and visitors. Provided program and research briefings to management, board of directors, and stakeholders for various programs.

Worked with camps and cove operators to assess feral cat/Island fox populations on their property, and implemented best management practices to minimize presence of cats and reduce threats to foxes. Collaborated in production of field guides and nature center exhibit content. Constructed 10 ft. deer exclosure fences to quantify effects of mule deer on post-fire vegetation recovery.

Wildlife Technician June 2002 – June 2004

Bald Eagle Reintroduction Program, Institute for Wildlife Studies, Avalon, CA

Assisted in feeding, training and care of captive disabled bald eagle utilized for conservation outreach.

Principal Investigator May 2002 – May 2005

California State University, Fullerton, CA

Investigated the spatial organization, health, and diet of feral cats on Santa Catalina Island, CA as part of master's thesis. Advisor: Dr. Paul Stapp, Department of Biological Science, California State University, Fullerton.

Developed and implemented study design and budget to assess, home range behavior, habitat use, health, disease, diet, and population size of feral cats. Authored successful $50,000 grant to support research. Produced peer-reviewed publications, thesis, and technical reports.

Recruited, trained, and supervised staff and volunteers (20 ppl). Live-trapped feral cats and endangered Santa Catalina Island fox, performing physical exams, euthanasia, disease and diet (scat/gut) analysis, radio telemetry; implemented track plates, and spotlight surveys.

Conducted analyses on abundance, home range, home range overlap, habitat use, disease prevalence, and diet composition using Microsoft Access, Program Distance 5.0, Location of a Signal (LOAS), Arcview 3.2 with Animal Movement and Spatial Analyst extensions, and SAS. Developed and managed relational and geospatial databases.

Performed public outreach, presented research both locally and at professional conferences, produced peer-reviewed journal articles, master's thesis, developed website content and

developed partnerships with island stakeholders. Developed education outreach literature for island residents and visitors.

Coordinator of Volunteers March 1998 - April 2002
Catalina Island Conservancy, Avalon, CA

Managed a volunteer base of over 1,500 individuals, approximately 12,000 hours annually. Coordinated travel and project logistics, planned budgets for Volunteer Vacations program. Recruited, interviewed, placed, trained, supervised, and evaluated volunteers.

Supported restoration efforts for 80 acres of decommissioned hayfields within riparian, coastal sage scrub, grassland, and oak woodland habitats. Program involved employing chemical and mechanical control of noxious weeds, collecting native seed, creating grassland seed production trials, seeding, plant propagation, outplanting, waddling, constructing herbivore exclosure fences, coordinating staff/volunteers, and establishing a long-term monitoring program.

Wildlife and vegetation monitoring, invasive weed control, fence exclosure construction, erosion control, native plant propagation, and habitat restoration. Coordinated and provided educational lectures for volunteer groups. Developed web page layout, brochures, recruitment flyers, outreach materials and quarterly newsletters.

Custodian July 1997 – January 1998
L.A. County Department of Parks and Recreation, Catalina Island Interpretive Center, Avalon, CA

Developed and instructed environmental education activities for grades K-6. Maintained native plant garden. Greeted guests and led interpretive hikes.

Wildlife Technician January - June 1997
Integrated Hardwood Range Management Program, UC Berkeley Cooperative Extension, U.S. Army Camp Roberts, CA

Conducted wildlife surveys investigating the effects of prescribed burns in oak woodlands. Conducted winter and spring passerine surveys in oak woodlands using point counts and transects. Conducted mark-recapture surveys of small mammals. Surveyed herpetofauna with cover boards

Field Assistant October - December 1996
San Marino Environmental Associates, Gaviota, CA

Monitored sensitive riparian corridor, translocated tidewater gobies and California red-legged frogs out of construction zone, and installed temporary exclusion fencing to keep species out of construction site.

Field Assistant November - December 1995; October 1996 - January 1997
Greeneridge Sciences, Santa Barbara, CA

Monitored the presence of marine mammals during seismic profiling of the sea floor in the Santa Barbara Channel. Identified species and vocalizations, recorded animals' response to seismic surveys, conducted radio communication with operations crew, and transcribed data.

Biological Technician Internship July - October 1996; May 2000
U.S. Fish & Wildlife Service, California Condor Recovery Program, Ventura, CA

Monitored free-flying population of condors in Los Padres National Forest, collected and distributed supplemental diet for the condors, aided in construction and maintenance of chick rearing facility, monitored and cared for juvenile condors.

Assisted monitoring mist nets for MAPS (monitoring avian productivity and survivorship) station at Hopper Mountain NWR. Maintained public relations with local ranchers, land owners and nature enthusiasts.

Research Assistant April - July 1996
University of California, Santa Barbara, Vandenberg Air Force Base, Lompoc, CA

Assisted Ph.D. research on brown-headed cowbirds' impacts on wetland passerines. Identified birds by sight and song. Conducted point counts, behavior surveys, nest searches, banding, and radio tracking. Set up and maintained cowbird decoy traps.

Field Assistant March 1996
University of California, Davis, Santa Cruz and Santa Rosa Islands, CA

Surveyed for hanta virus in deer mouse populations.

Research Assistant January 1995 - March 1996
University of California, Santa Barbara, CA

Graduate research involving chemosensory response and infrasonic vocalizations of Asian elephants at the Santa Barbara Zoo, CA. Recorded behavior and vocalizations with video, hydrophone, and DAT recorder. Analyzed vocalizations with a specialized DOS program.

Research Assistant Winter 1994
University of California, Santa Barbara, CA

Surveyed Belding Savannah Sparrows at Carpentaria Salt Marsh Reserve using mist-net and banding techniques.

Publications

Guttilla, D. and P. Stapp. 2010. Effects of sterilization on movements of feral cats at the wildland-urban interface. Journal of Mammalogy 91(2):482–489.

Guttilla, D. 2007. Wildlife of Santa Catalina Island: Introduction to familiar species. In K. Anderson and C. de la Rosa, editors. A pocket naturalist guide. Waterford Press, Inc. Phoenix, Arizona.

Guttilla, D. 2007. Birds of Santa Catalina Island: Introduction to familiar species. In K. Anderson and C. de la Rosa, editors. A pocket naturalist guide. Waterford Press, Inc. Phoenix, Arizona.

Guttilla, D. A. 2007. Effects of sterilization on movement, home range behavior and habitat use of feral cats on Santa Catalina Island, California. Thesis, California State University, Fullerton, California.

Stapp, P. and D. A. Guttilla. 2006. Population density and habitat use of mule deer (*Odocoileus hemionus*) on Santa Catalina Island, California. South Western Naturalist 51: 572-578.

Oral Presentations

2011 Ecological impacts and management of feral cats on the California Channel Islands. The Wildlife Society Western Section Annual Meeting, Riverside, CA. February 10, 2011.

2008 Pets And Wildlife (P.A.W.) Program on Santa Catalina Island, California. Catalina Conservancy mini-symposium, Cabrillo Marine Aquarium, San Pedro, CA. November 15, 2008.

2007 Management of non-native ungulates on Catalina Island, California. Integrated Hardwood Range Management Program working group, Avalon, CA. May 9, 2007.

2007 Issues surrounding free-roaming/feral cats on Santa Catalina Island, California. Avalon Animal Control Task Force, Avalon, CA. April 2, 2007.

2006 Feral cat ecology and conservation challenges on Santa Catalina Island, California Society for Range Management's fall meeting, Avalon, CA. November 2, 2006.

2005 Effects of sterilization on spatial organization of feral cats on Santa Catalina Island, California. American Society of Mammalogists, Springfield, MO.

2004 Ecology of feral cat populations on Santa Catalina Island, California (oral presentation). Graduate Women in Science Sigma Chapter, Fullerton, CA.

2003 Effects of sterilization on home-range behavior and habitat utilization of feral (*Felis catus*) cats on Santa Catalina Island, California. Sixth California Islands Symposium, Ventura, CA.

Poster Presentations

2011 Relative Habitat use and diet of feral cats on Santa Catalina Island, California. The Wildlife Society 18th Annual Conference, Kona, HI and Catalina Island Conservancy Mini-symposium, California State University, Long Beach, CA.

2006 Feral cats and wildlife on Santa Catalina Island, California: distribution, disease and their effects on management. Society for Conservation Biology, San Jose, CA.

2003 Effects of sterilization on home-range behavior and habitat use of feral cats on Santa Catalina Island, California. Annual Conference for the Western Section of the Wildlife Society, Irvine, CA.

Professional Societies

- The Wildlife Society (National/Western Section/ CA Central Coast)
- California Native Plant Society

Exhibit B

LOCAL NEWS

Daly City Housing Development Plans Squeezing Out Beloved Community Garden

FEBRUARY 15, 2022 / 6:36 PM / CBS SAN FRANCISCO

DALY CITY (KPIX 5) -- Daly City's Serramonte Del Rey neighborhood is about to undergo a major change.

The Jefferson Union High School District is updating outdated facilities and will be replacing them with faculty and staff apartment housing, and will also eventually develop the site into a neighborhood with 6 buildings, including a 14-story building.

"The community meetings that we have had, the people who live right here, are I think, largely in favor of this," said JUHSD Superintendent Toni Presta.

The site is located at 699 Serramonte Boulevard in Daly City.

Watch CBS News

But there's a group of people who are not pleased with the move, as it means a garden that's been in Daly City for around 20 years will have to go.



BART to implement changes to reduce sexual harassm... aboard trains

"We've been calling it Mystic Garden. This is Daly City's only community garden. It's been here for more than 20 years," said Hibba, an advocate for keeping the garden. "It's a community site, a community space. A green space."

The garden was originally built to be used as an instructional garden for the school district. However, it has since become more of a community garden.

Erick Campbell volunteers to be a caretaker of the garden.

He's holding onto the idea of preserving the green space, and wants to protect the little amount of it that Daly City has.

"They could have easily worked around this and realized this is not just a garden - this is part of nature that is still here," Campbell said.

The school district attempted to work around the garden but it wasn't possible, according to Presta.

"We actually have looked with our architects - we asked, 'how can we build around it, can we keep it a certain way?' We're not able to build the building types and amount of housing that's needed if we do that," Presta said.

The re-developed neighborhood project does include a new community garden, says Presta, with more green space.

"There will be a community garden, probably double the green space that we have now. At least double," she said. "It

may not be exactly the same. It's going to be a garden. A community garden. Really what we're saying is we want to work with the community to put in what they would like."

But the garden advocates don't buy it.

"It's not so much about a new garden, it's environmental," Campbell said.

"They say they're going to double the green space, but why would they even demolish this space if that was true? Look how big this space is. It goes so far. It's huge," Hibba said.

Hibba is concerned taking the garden away will have a negative impact on local youth.

"I would describe the garden, first and foremost as a community space, a green space, just a space that is necessary for mental health - especially for adolescents growing up here," she said. "If you continue to keep taking away the safe spaces for our youth, you're pushing them to the streets."

The superintendent says the redevelopment project will have a positive impact. It will bring a much-needed revenue source for the school district, which will benefit its students and the greater community.

"It's a great project for many reasons. It will help fund our underfunded school district - and - it will create a beautiful neighborhood in Daly City and increase housing for the community," she said.

More from CBS News

SUSD superintendent to host series of town hall meetings



Fort Lauderdale police pursuit of "felony vehicle" ends in crash, suspect in custody



Harmar House on Freeport Road catches fire



Fatal crash expected to close part of Route 422 westbound for hours



In: Daly City

Exhibit C

change.org

Petition details Comments Updates



Help Save Daly City's Only Community Garden

Started July 3, 2021
Petition to Mayor, City of Daly City Juslyn Manalo and 10 others

4,504
Signatures

5,000
Next Goal

Support now

Sign this petition

Why this petition matters



 Started by **Debbie Santiago**

When my family moved to Daly City in 2004 my son discovered a beautiful community garden within walking distance of our home. Gardening with friends and neighbors helped teach my son to respect and share earth's bounty.

My mother is from the Washoe Tribe near Lake Tahoe; together we hold small ceremonies in the garden and sing traditional Wašiw songs to honor Mother Earth and all her beauty. The garden has given my family a sense of peace and harmony.

Over the past two decades gardeners have nurtured the land and Mother Earth has responded by providing a second chance for hummingbirds, hawks, bees, frogs, butterflies and deer that drink from seasonal wetlands. Everything you see and touch in the garden is living and sacred. Please help me save it.

Here's the Problem: High School District Trustees plan to bulldoze Daly City's only community garden

Jefferson Union High School District (JUHSD) plans to bulldoze a 20+ year old community garden located at 699 Serramonte Blvd in Daly City and replace it with **three 14-story market-rate apartment buildings**. JUHSD's proposed Serramonte Del Rey development includes numerous buildings and retail stores. The project would fund construction of a new board of trustees administrative building slated for Westmoor Park. As planned, three 14-story towers will obstruct coastal ridgeline views in addition to destroying Daly City's only community garden. The current site for the garden is ideal because the ridgeline above the garden protects a fruit orchard, vegetable plots and native plants from coastal fog and wind.

JUHSD and their business partners have not agreed to modify the development to spare the garden and they have not offered an alternative site for a community garden. The land where the project is located once belonged to the Ramaytush Ohlone, the original peoples of the San Francisco Peninsula; they lived by hunting, fishing, and gathering. Both the garden and the parkland serve as valuable community resources and greenspace.

School District's Heavy-Handed Tactics Targeting Gardeners

District trustees who support demolishing the garden directed staff to implement an authoritarian culture of intimidation and fear. In 2020, as the Covid pandemic spiked JUHSD began ramping up harassment. School district tactics included verbally berating gardeners by telling them to stay away, erecting an 8' cyclone fence with a padlocked gate, installing a

video surveillance system near the gate, installing a loudspeaker, cutting off water from all garden spigots and removing redwood trees. Additionally, gardeners were required to pay for fingerprints and an FBI background check to access the garden by appointment. Staff said they were concerned about crime however when asked if the District had reported any incidents to police administrators said no crime was reported. Toni Presta, Superintendent of JUHSD has not refunded the public's money for fingerprints and background checks.

History of Ancestral and Cultural Genocide

In 1769, Spanish colonizers arrived in Northern California and constructed missions to Christianize my ancestors and take our land. Between the years 1769 and 1834, the number of Native Californians dropped from 300,000 to 250,000. After California entered into the Union in 1850, the state government perpetrated massacres against the Ohlone people. Many of the leaders of these massacres were rewarded with positions in state and federal government. These massacres have been described as genocide. During the 1940's through the 1960's the state disenrolled eight-hundred tribes including the Ohlone to gain control of their land. Native Californians who were relocated during this era faced culture shock and discrimination. Today, many of us are **leading the effort** for cultural and historical recognition of our tribe.

Privatization of Public Resources

Bulldozing Daly City's only community garden and killing trees to develop **market-rate** housing on public land that once belonged to the Ramaytush Ohlone is unacceptable. The community garden is Daly City's only public food producing garden and it includes over 100 fruit trees protected by a coastal bluff, 27 redwood trees and an impressive collection of native plants, hundreds of trees and a seasonal wetland.

The garden has a history of providing community space for Indigenous families, Latinx families and families of Color to grow food and raise chickens. Gardeners forage for plants of significance to the medicine and diet of the Ramaytush Ohlone and Indigenous elders hold multi-generational seasonal ceremonies within the garden on approximately 2-acres of public land.

This garden is especially important because it's the only community garden in Daly City; greenspace and parkland is extremely limited and underfunded. In the last few years the Daly City Council defunded Westmoor Park which they leased from JUHSD. The park lease was terminated and now JUHSD plans to build new office buildings on parkland for the elected board of trustees and administrators. Sadly, there is a lack of accountability on the part of locally elected politicians who apparently don't understand that sacrificing a public

garden and park for market rate housing is a bad deal for the community. Shortsighted thinking by the JUHSD Board of Trustees has resulted in harmful policy decisions and an unhealthy preoccupation with empire building that falls outside the District's stated mission, “Excellence Through Equity.”

From the City of Daly City website:

- Daly City is the 9th most **densely populated** city in the entire country. And, the City experiences one of the highest pollution burdens within the County of San Mateo.
- Overall, Daly City does not have a diverse urban forest and this has much larger implications for long-term resilience. Forests that are not diverse succumb to external shocks quickly, like disease, drought, and storms.

Chronic Illness in San Mateo County

The 2013 San Mateo County Community Health Needs Assessment reported that the prevalence of asthma and diabetes increased significantly between 1998 and 2013. In only 15 years the asthma rate in San Mateo County jumped from 8% to 17.9% and chronic lung disease increased from 4.7% to 7.1%. Poor air quality in Daly City disproportionately impacts children and people of color and county asthma deaths rank above the state average. Diabetes is also on the rise. Between 1998 and 2013 the county diabetes rate more than doubled from 3.9% to 10%. Diabetes disproportionately impacts people of color and low income families.

The Sierra Club sent Daly City officials a letter that included the following concerns:

Land owned by the Jefferson Union High School District currently represents a public use. It includes a well used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants, provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the

functioning of the garden like a park. For photos of the garden please see the garden's Instagram account **@themysticalgarden** and additional **photos** are published online.

There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and or the homeless.

The garden was started decades ago as part of a therapeutic school garden project and it continues today as a source of great public benefit and community pride. The garden provides opportunities for active and passive recreation as well as healthy nutrition. This is critically important given concerns about malnutrition and obesity and a disproportionate lack of community gardens in Daly City. Further, given the low proportion of counselors to students in JUHSD, the garden's benefit to student mental health is significant. A shortage of community gardens in Daly City negatively impacts citizens; this hardship became particularly difficult during the COVID-19 pandemic when team sports, gyms and group exercise classes were prohibited by state and local health orders. The need for increased community garden access is particularly relevant in Daly City, given its high percentage of minority families with backgrounds in active tending of gardens, orchards and farms for reasons related to food security and cultural practice.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. As global warming intensifies food costs will continue to increase and food scarcity will need to be addressed through community gardening. Community gardens can reduce urban heat islands, provide various ecosystem services, and increase storm water retention. From a socioeconomic perspective, these gardens also build trust, facilitate participation, improve responses to natural disasters and food security — all vital components of effective adaptation and resilience to climate change. Unlike rain gardens, bioswales, and green roofs, community gardens respond to stressors like economic, social, and political instability.

Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events.

Stop Reducing Greenspace in Daly City

Our elected representatives have an obligation to address nature-deficit disorder resulting from a chronic lack of community gardens, green space and parks in Daly City. Nature-deficit disorder contributes to higher rates of physical and emotional illnesses, attention difficulties, depression, substance abuse, a diminished use of the senses and health conditions related to poor diet, lack of physical exercise and acute asthma episodes caused by unhealthy air quality. Research suggests that the nature-deficit weakens ecological literacy and stewardship of the natural world, resulting in apathy in the face of climate change disasters such as wildfires, sea level rise, and extreme heat which Daly City needs to counter.

Your Support Matters

Please join me in supporting community gardening opportunities in Daly City. By signing this petition you will help save Daly City's only community garden for future generations. The petition will be delivered to Senator Scott Wiener, Assemblymember Phil Ting, City of Daly City Councilmembers, Jefferson Union High School District Trustees and the San Mateo County Board of Supervisors.

Thank you, Debbie

Community Garden Trees (hundreds of trees)

27 Redwoods
3 Madrone
2 Buckeye
4 California Coffee Bean
1 Bay Laurel
2 California elderberry
1 Laurel
2 Douglas Fir
2 Hinoki Cypress
5 Monterey Cypress
(100) Monterey Pine
1 Catalina ironwood (donated by city)
5 Willow
2 Blue Spruce
1 Potted Spruce
1 Alpine Source

1 Austrian Pine
1 Live Oak
1 Noble Fir
3 Maple (big)
2 Japanese Maple
1 Walking Stick Tree
(100+) acacia

Community Garden Fruit Orchard (over 100 fruit trees)

3 Cherry
2 Plum
8 Nectarines
22 Apple
12 Currants, many varieties
5 Avocado
4 Pears
3 Olive
2 Loquat
2 Kumquat
2 Lemon
2 Buddha Hand Citrus Tree
1 Mexican Lime
1 Meyer Lemon
3 Banana Passion Fruit
6 Blackberries without thorns
1 Lemon Guava
1 Pomegranate
6 Blueberries Shrubs
4 Pineapple
1 Fig
1 Mandarin Orange
2 Mandarin Clementine
3 Grape Vines
1 Prickly Pear Cactus
2 Dragon Fruit Cactus
2 Peach

Report a policy violation

Exhibit D

STATE AND FEDERALLY LISTED ENDANGERED AND THREATENED ANIMALS OF CALIFORNIA

July 2023

State of California
Natural Resources Agency
Department of Fish and Wildlife
Biogeographic Data Branch
California Natural Diversity Database (CNDDB)

Recommended Citation:

California Natural Diversity Database (CNDDB). July 2023. State and Federally Listed Endangered and Threatened Animals of California. California Department of Fish and Wildlife. Sacramento, CA.

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Overview

This document contains a list of animal taxa found within California or off the coast of the State that have been classified as endangered or threatened by the California Fish and Game Commission (FGC; state listed) or by the U.S. Secretary of the Interior or the U.S. Secretary of Commerce (federally listed). This list also includes taxa that are official candidates for state or federal listing, or have been officially proposed for federal listing, as well as taxa that were once listed but have since been delisted.

Background

State listing is pursuant to the California Endangered Species Act of 1984 (CESA; California Code of Regulations, Title 14, Chapter 6, §§783.0-787.9; Fish and Game Code Chapter 1.5, §§ 2050-2115.5). The designations “Endangered” and “Rare” were first established in 1970 by the original California Endangered Species Act, and taxa with a state list date of June 27, 1971 were protected under this regulation. In 1984, CESA was amended, at which time the “Rare” designation was changed to “Threatened,” and on January 1, 1985, all animal species previously designated as “Rare” were reclassified as “Threatened.” The official California listing of Endangered and Threatened animals is contained in the California Code of Regulations, Title 14, §670.5.

Federal listing is pursuant to the Federal Endangered Species Act of 1973, as amended (16 USC §§1531-1544; 50 CFR §§17.1-17.108). The federal agencies responsible for listing are the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS). Prior federal regulations include the Endangered Species Conservation Act of 1969, and the Endangered Species Preservation Act of 1966, under which all species with a federal list date of March 11, 1967 were listed. The official federal listing of Endangered and Threatened animals is published in the Federal Register, 50 CFR §17.11.

Listing Status Summary Table

Totals include subspecies, Distinct Population Segments, and Ecologically Significant Units when listed separately.

Abbreviation	Designation	Totals
SE	State Listed - Endangered	54
ST	State Listed - Threatened	43
SC	State Candidate for Listing	11
SDR	State Delisted (Recovered)	2
SDE	State Delisted (Extinct)	2
FE	Federally Listed - Endangered	89
FT	Federally Listed - Threatened	46
FPE	Federally Proposed - Endangered	5
FPT	Federally Proposed - Threatened	5
FC	Federal Candidate for Listing	2
FDR	Federally Delisted (Recovered)	14
FDE	Federally Delisted (Extinct)	2
	# Animal Taxa State Listed Only	**43**
	# Animal Taxa Federally Listed Only	**81**
	# Animal Taxa State AND Federally Listed	**54**
	Total # State Listed Taxa (SE, ST)	**97**
	Total # Federally Listed Taxa (FE, FT)	**135**
	Total # Listed Animal Taxa	**178**

List Content

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Common and scientific names are shown as they are in current usage, typically based standards used by the NatureServe Natural Heritage Network, unless otherwise noted. If current nomenclature differs from that in state and federal listing documents, the nomenclature at the time of listing is provided in the notes. Synonyms, name changes, and other clarifying points are also noted. Where state and federal listings apply to different ranges, subspecies, or populations, each taxa will be listed separately, and statuses that apply to only a portion of the taxon, or that also encompass other taxa, will be shown in parentheses. Where state and federal listings differ in name, but represent the same biological unit, the common name will be listed using the California state listing; the federal name will be listed in the notes.

The “List Date” for final federal listing is the date the listing became effective. This is typically not the date of publication of the rule in the Federal Register; it is usually about 30 days after publication, but may be longer.

If an animal was previously listed and no longer has any listing status, the entry text is grey. If an animal was previously proposed or a candidate for listing, but the listing was not warranted or was revoked, the record has been removed from the table.
For taxa having more than one status entry, the current status is in bold and underlined.
All dates are in the “YYYYMMDD” format.

Abbreviations

- CCR: California Code of Regulations
- CDFW: California Department of Fish and Wildlife (previously Department of Fish and Game (DFG))
- CESA: California Endangered Species Act
- DPS: Distinct population segment
- ESA: Endangered Species Act (Federal)
- ESU: Evolutionarily significant unit
- FGC: California Fish and Game Commission
- NMFS: National Marine Fisheries Service
- NOAA: National Oceanic and Atmospheric Administration
- USFWS: United States Fish and Wildlife Service

Additional Resources

- The California Fish and Game Commission publishes notices relating to changes to Title 14 of the California Code of Regulations
- Title 14 of the California Code of Regulations can be accessed through The Office of Administrative Law
- The U.S. Fish and Wildlife Service is responsible for protecting endangered and threatened species, and conserving candidate and at-risk species so that ESA listing is not necessary
- The National Marine Fisheries Service (a.k.a. NOAA Fisheries) Office of Protected Resources is responsible for protecting marine mammals and endangered and threatened marine life

Invertebrates

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Gastropoda (snails, slugs, and abalone)	*Haliotis cracherodii*	black abalone			FE	20090213	Listed by NMFS in 2009 and by USFWS in 2011.
Gastropoda (snails, slugs, and abalone)	*Haliotis sorenseni*	white abalone			FE	20010628	Listed by NMFS in 2001 and by USFWS in 2005.
Gastropoda (snails, slugs, and abalone)	*Helminthoglypta walkeriana*	Morro shoulderband			**FT** FE	20220307 19950117	Downlisted by USFWS to Threatened on 20220307.
Gastropoda (snails, slugs, and abalone)	*Monadenia infumata setosa*	Trinity bristle snail	ST	19801002			Listed by the State of California as *Monadenia setosa*.
Crustacea - Anostraca (fairy shrimp)	*Branchinecta conservatio*	Conservancy fairy shrimp			FE	19940919	
Crustacea - Anostraca (fairy shrimp)	*Branchinecta longiantenna*	longhorn fairy shrimp			FE	19940919	
Crustacea - Anostraca (fairy shrimp)	*Branchinecta lynchi*	vernal pool fairy shrimp			FT	19940919	
Crustacea - Anostraca (fairy shrimp)	*Branchinecta sandiegonensis*	San Diego fairy shrimp			FE	19970203	
Crustacea - Anostraca (fairy shrimp)	*Streptocephalus woottoni*	Riverside fairy shrimp			FE	19930803	
Crustacea - Notostraca (tadpole shrimp)	*Lepidurus packardi*	vernal pool tadpole shrimp			FE	19940919	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Crustacea - Decapoda (crayfish and shrimp)	*Pacifastacus fortis*	Shasta crayfish	**SE** ST	19880226 19801002	FE	19881031	
Crustacea - Decapoda (crayfish and shrimp)	*Syncaris pacifica*	California freshwater shrimp	SE	19801002	FE	19881130	
Insecta - Orthoptera (grasshoppers, katydids, and crickets)	*Trimerotropis infantilis*	Zayante band-winged grasshopper			FE	19970224	
Insecta - Coleoptera (beetles)	*Cicindela ohlone*	Ohlone tiger beetle			FE	20011003	
Insecta - Coleoptera (beetles)	*Desmocerus californicus dimorphus*	valley elderberry longhorn beetle			FT	19800915	
Insecta - Coleoptera (beetles)	*Dinacoma caseyi*	Casey's June beetle			FE	20111024	
Insecta - Coleoptera (beetles)	*Elaphrus viridis*	Delta green ground beetle			FT	19800915	
Insecta - Coleoptera (beetles)	*Polyphylla barbata*	Mount Hermon (=barbate) June beetle			FE	19970224	
Insecta - Diptera (flies)	*Rhaphiomidas terminatus abdominalis*	Delhi Sands flower-loving fly			FE	19930922	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Insecta - Lepidoptera (butterflies and moths)	*Apodemia mormo langei*	Lange's metalmark butterfly			FE	19760608	
Insecta - Lepidoptera (butterflies and moths)	*Callophrys mossii bayensis*	San Bruno elfin butterfly			FE	19760608	Synonymous with *Incisalia fotis bayensis* and *Callophrys fotis bayensis*.
Insecta - Lepidoptera (butterflies and moths)	*Danaus plexippus plexippus* pop. 1	monarch - California overwintering population			FC	20201217	
Insecta - Lepidoptera (butterflies and moths)	*Euphilotes battoides allyni*	El Segundo blue butterfly			FE	19760608	
Insecta - Lepidoptera (butterflies and moths)	*Euphilotes enoptes smithi*	Smith's blue butterfly			FE	19760608	Synonymous with *Philotes enoptes smithi* and *Shijimiaeoides enoptes smithi*.
Insecta - Lepidoptera (butterflies and moths)	*Euphydryas editha bayensis*	Bay checkerspot butterfly			FT	19871019	
Insecta - Lepidoptera (butterflies and moths)	*Euphydryas editha quino*	quino checkerspot butterfly			FE	19970116	Synonymous with *Euphydryas editha wrighti*
Insecta - Lepidoptera (butterflies and moths)	*Euproserpinus euterpe*	Kern primrose sphinx moth			FT	19800509	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Insecta - Lepidoptera (butterflies and moths)	*Glaucopsyche lygdamus palosverdesensis*	Palos Verdes blue butterfly			FE	19800801	
Insecta - Lepidoptera (butterflies and moths)	*Lycaena hermes*	Hermes copper butterfly			FT	20220120	
Insecta - Lepidoptera (butterflies and moths)	*Icaricia icarioides missionensis*	Mission blue butterfly			FE	19760608	
Insecta - Lepidoptera (butterflies and moths)	*Plebejus anna lotis*	lotis blue butterfly			FE	19760608	Synonymous with *Lycaeides argyrognomon lotis*.
Insecta - Lepidoptera (butterflies and moths)	*Pseudocopaeodes eunus obscurus*	Carson wandering skipper			FE	20020807	
Insecta - Lepidoptera (butterflies and moths)	*Pyrgus ruralis lagunae*	Laguna Mountains skipper			FE	19970116	
Insecta - Lepidoptera (butterflies and moths)	*Speyeria callippe callippe*	callippe silverspot butterfly			FE	19971205	
Insecta - Lepidoptera (butterflies and moths)	*Speyeria zerene behrensii*	Behren's silverspot butterfly			FE	19971205	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Insecta - Lepidoptera (butterflies and moths)	*Speyeria zerene hippolyta*	Oregon silverspot butterfly			FT	19801015	
Insecta - Lepidoptera (butterflies and moths)	*Speyeria zerene myrtleae*	Myrtle's silverspot butterfly			FE	19920622	The USFWS and others have not yet determined if the taxonomic expansion by Emmel and Emmel (1998) into *S. z. myrtleae* and *S. z. puntareyes* is warranted. *Speyereia zerene* along the coast of Marin and Sonoma counties are Federally Endangered under the subspecies concept in the 1992 listing.
Insecta - Hymenoptera (ants, bees, and wasps)	*Bombus crotchii*	Crotch bumble bee	SC	20220930 20190618			Originally advanced to candidacy by the Fish and Game Commission on 20190618. The candidacy determination was challenged in court. Candidacy was temporarily stayed beginning February 2021 following an adverse trial court judgment. The Third District Court of Appeal reversed the trial court judgment. Candidacy was reinstated on 20220930.
Insecta - Hymenoptera (ants, bees, and wasps)	*Bombus franklini*	Franklin's bumble bee	SC	20220930 20190618	FE	20210923	Originally advanced to candidacy by the Fish and Game Commission on 20190618. The candidacy determination was challenged in court. Candidacy was temporarily stayed beginning February 2021 following an adverse trial court judgment. The Third District Court of Appeal reversed the trial court judgment. Candidacy was reinstated on 20220930.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Insecta - Hymenoptera (ants, bees, and wasps)	*Bombus occidentalis*	western bumble bee	SC	20220930 20190618			Originally advanced to candidacy by the Fish and Game Commission on 20190618. The candidacy determination was challenged in court. Candidacy was temporarily stayed beginning February 2021 following an adverse trial court judgment. The Third District Court of Appeal reversed the trial court judgment. Candidacy was reinstated on 20220930.
Insecta - Hymenoptera (ants, bees, and wasps)	*Bombus suckleyi*	Suckley's cuckoo bumble bee	SC	20220930 20190618			Originally advanced to candidacy by the Fish and Game Commission on 20190618. The candidacy determination was challenged in court. Candidacy was temporarily stayed beginning February 2021 following an adverse trial court judgment. The Third District Court of Appeal reversed the trial court judgment. Candidacy was reinstated on 20220930.

Fishes

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Acipenseridae (sturgeon)	*Acipenser medirostris* pop. 1	green sturgeon - southern DPS			FT	20060606	Includes all spawning populations south of the Eel River.
Cyprinidae (minnows and carp)	*Gila crassicauda*	thicktail chub	**SDE** SE	19801002 19740110			Extinct
Cyprinidae (minnows and carp)	*Gila elegans*	bonytail	**SE** ST	19740110 19710627	FE	19800523	Federal common name: bonytail chub.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Cyprinidae (minnows and carp)	*Lavinia exilicauda chi*	Clear Lake hitch	ST	20140806			
Cyprinidae (minnows and carp)	*Ptychocheilus lucius*	Colorado pikeminnow	SE	19710627	FE	19670311	
Cyprinidae (minnows and carp)	*Siphateles bicolor mohavensis*	Mohave tui chub	SE	19710627	FE	19701013	Listed by the USFWS as *Siphteles mohavensis* and the State of California as *Gila bicolor mohavensis*.
Cyprinidae (minnows and carp)	*Siphateles bicolor snyderi*	Owens tui chub	SE	19740110	FE	19850904	Listed by the State of California and the USFWS as *Gila bicolor snyderi*.
Catostomidae (suckers)	*Catostomus microps*	Modoc sucker	**SE** ST	19801002 19740110	**FDR** FE	20160107 19850711	Recovered
Catostomidae (suckers)	*Catostomus santaanae*	Santa Ana sucker			FT	20000512	Populations in the Los Angeles, San Gabriel, and Santa Ana River basins.
Catostomidae (suckers)	*Chasmistes brevirostris*	shortnose sucker	**SE** ST	19740110 19710627	FE	19880817	
Catostomidae (suckers)	*Deltistes luxatus*	Lost River sucker	**SE** ST	19740110 19710627	FE	19880817	
Catostomidae (suckers)	*Xyrauchen texanus*	razorback sucker	**SE** ST	19740110 19710627	FE	19911122	
Osmeridae (smelt)	*Hypomesus transpacificus*	Delta smelt	**SE** ST	20100120 19931209	FT	19930405	20161202 USFWS Annual Notification of Findings indicates uplisting to Federally Endangered (original uplisting petition received 20060308) is "warranted-but-precluded," with a Listing Priority Number of 2.
Osmeridae (smelt)	*Spirinchus thaleichthys*	longfin smelt	ST	20090405	FPE	20221007	Federal Proposed status is only for San Francisco Bay-Delta distinct population segment.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Osmeridae (smelt)	*Thaleichthys pacificus*	eulachon			FT	20110413 20100517	The southern DPS of Pacific eulachon was listed as Threatened by NMFS in 2010 and by USFWS in 2011.
Salmonidae (trout and salmon)	*Oncorhynchus clarkii henshawi*	Lahontan cutthroat trout			**FT** FE	19750716 19701013	Listed by the USFWS as *Salmo clarki henshawi*.
Salmonidae (trout and salmon)	*Oncorhynchus clarkii seleniris*	Paiute cutthroat trout			**FT** FE	19750716 19670311	Listed by the USFWS as *Salmo clarki seleniris*.
Salmonidae (trout and salmon)	*Oncorhynchus kisutch* pop. 2	coho salmon - southern Oregon / northern California ESU	ST	20050330	FT	19970506	The Federal listing is for the Southern Oregon-Northern California Coast ESU, and includes populations in coastal streams between Cape Blanco, Oregon and Punta Gorda, California. The Fish and Game Commission determined that coho from Punta Gorda to the Oregon border should be listed as Threatened on 20040225. This determination was finalized by the Office of Administrative Law on 20050330. NMFS completed a comprehensive status review 20050829 reaffirming the status.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Salmonidae (trout and salmon)	*Oncorhynchus kisutch* pop. 4	coho salmon - central California coast ESU	SE	20050330	**FE** FT	20050829 19961130	The Federal listing is for the Central California Coast Coho ESU and includes populations from Punta Gorda south to, and including, the San Lorenzo River as well as populations in tributaries to San Francisco Bay, excluding the Sacramento-San Joaquin River system. Coho south of San Francisco Bay were state listed in 1995. In February 2004 the Fish and Game Commission determined that coho from San Francisco to Punta Gorda should also be listed as Endangered. This change was finalized by the Office of Administrative Law on 20050330. NMFS completed a comprehensive status review in 2005 reaffirming the status, and uplisting the Central Coast ESU from threatened to endangered. NMFS reaffirmed the FE status again 20140723.
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 8	steelhead - central California coast DPS			**FT** FT	20060206 19971017	Coastal streams from the Russian River (inclusive) to Aptos Creek (inclusive), and the drainages of San Francisco, San Pablo, and Suisun Bays eastward to Chipps Island at the confluence of the Sacramento and San Joaquin Rivers; and tributary streams to Suisun Marsh including Suisun Creek, Green Valley Creek, and an unnamed tributary to Cordelia Slough (commonly referred to as Red Top Creek), exclusive of the Sacramento-San Joaquin River Basin of the California Central Valley. NMFS completed a comprehensive status review 20060206 reaffirming the status.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 9	steelhead - south-central California coast DPS			**FT** FT	20060206 19971017	Coastal basins from the Pajaro River (inclusive) south to, but not including, the Santa Maria River. NMFS completed a comprehensive status review 20060206 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 10	steelhead - southern California DPS	SC	20220511	**FE** FE	20060206 19971017	Coastal basins from the Santa Maria River (inclusive), south to the U.S.-Mexico Border. NMFS completed a comprehensive status review 20060206 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 11	steelhead - Central Valley DPS			**FT** FT	20060206 19980319	The Sacramento and San Joaquin Rivers and their tributaries. NMFS completed a comprehensive status review 20060206 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 48	steelhead - northern California DPS summer-run	SE	20220503	**FT** FT	20060206 20000807	Naturally spawning population of the stream-maturing summer-run ecotype. From Redwood Creek watershed south to and inclusive of Gualala River watershed. Distribution within range more limited. NMFS completed a comprehensive status review 20060206 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 49	steelhead - northern California DPS winter-run			**FT** FT	20060206 20000807	Naturally spawning population of the ocean-maturing winter-run ecotype. From Redwood Creek watershed south to and inclusive of Gualala River watershed. Distribution throughout range. NMFS completed a comprehensive status review 20060206 reaffirming the status.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Salmonidae (trout and salmon)	*Oncorhynchus mykiss whitei*	Little Kern golden trout			FT	19780515	Originally listed as *Salmo aguabonita whitei*. The genus *Salmo* was reclassified as *Oncorhynchus* changing the name to *Oncorhynchus aguabonita whitei*. However, recent studies indicate this is a subspecies of rainbow trout, therefore *Oncorhynchus mykiss whitei*.
Salmonidae (trout and salmon)	*Oncorhynchus tshawytscha* pop. 7	chinook salmon - Sacramento River winter-run ESU	SE	19890922	**FE** FT	19940104 19901130	The federal designation is for the Sacramento River winter-run ESU, and described as winter-run populations in the Sacramento River and its tributaries in California. NMFS completed a comprehensive status review 20050829 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus tshawytscha* pop. 11	chinook salmon - Central Valley spring-run ESU	ST	19990205	FT	19990916	The State listing is for "Spring-run chinook salmon (*Oncorhynchus tshawytscha*) of the Sacramento River drainage." The Federal listing is for the Central Valley spring-run ESU, and includes populations of spring-run Chinook salmon in the Sacramento River and its tributaries including the Feather River. NMFS completed a comprehensive status review 20050829 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus tshawytscha* pop. 17	chinook salmon - California coastal ESU			FT	19990916	Rivers and streams south of the Klamath River to the Russian River. NMFS completed a comprehensive status review 20050829 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus tshawytscha* pop. 30	chinook salmon - upper Klamath and Trinity Rivers ESU	ST	20220124	FC	20180227	Spring-run Chinook salmon in the Trinity River and the Klamath River upstream of the mouth of the Trinity River.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Salmonidae (trout and salmon)	*Salvelinus confluentus*	bull trout	SE	19801002	FT	19991201	Considered to be extirpated in California.
Cyprinodontidae (killifishes)	*Cyprinodon macularius*	desert pupfish	SE	19801002	FE	19860430	
Cyprinodontidae (killifishes)	*Cyprinodon nevadensis calidae*	Tecopa pupfish	**SDE** SE	19870609 19710627	**FDE** FE	19820216 19701013	Extinct
Cyprinodontidae (killifishes)	*Cyprinodon radiosus*	Owens pupfish	SE	19710627	FE	19670311	
Cyprinodontidae (killifishes)	*Cyprinodon salinus milleri*	Cottonball Marsh pupfish	ST	19740110			
Gasterosteidae (sticklebacks)	*Gasterosteus aculeatus williamsoni*	unarmored threespine stickleback	SE	19710627	FE	19701013	
Cottidae (sculpins)	*Cottus asperrimus*	rough sculpin	ST	19740110			
Gobiidae (gobies)	*Eucyclogobius newberryi*	tidewater goby			FE	19940307	See Federal Register 79(49):14340-14362, 20140313, for down-listing proposed rule.

Amphibians

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Ambystomatidae (mole salamanders)	*Ambystoma californiense*	California tiger salamander	ST	20100819	(FE), (FT)		The State listing applies to the species as a whole throughout its range; federal statuses apply to Distinct Population Segments (see below).
Ambystomatidae (mole salamanders)	*Ambystoma californiense* pop. 1	California tiger salamander - central California DPS	(ST)		FT	20040903	The 2004 federal Threatened status originally applied to the species throughout its range; subsequent legal action resulted in reclassification of other DPSs to Endangered; the central California DPS remained listed as Threatened.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Ambystomatidae (mole salamanders)	*Ambystoma californiense* pop. 2	California tiger salamander - Santa Barbara County DPS	(ST)		FE	20000915	In 2004 the California tiger salamander was federally listed as Threatened statewide. The Santa Barbara County and Sonoma County Distinct Vertebrate Population Segments (DPS), formerly listed as Endangered, were reclassified to Threatened. On 20050819 U.S. District court vacated the down-listing of the Sonoma and Santa Barbara populations from Endangered to Threatened. Therefore, the Sonoma & Santa Barbara populations were once again listed as Endangered.
Ambystomatidae (mole salamanders)	*Ambystoma californiense* pop. 3	California tiger salamander - Sonoma County DPS	(ST)		FE	20030319	In 2004 the California tiger salamander was federally listed as Threatened statewide. The Santa Barbara County and Sonoma County Distinct Vertebrate Population Segments (DPS), formerly listed as Endangered, were reclassified to Threatened. On 20050819 U.S. District court vacated the down-listing of the Sonoma and Santa Barbara populations from Endangered to Threatened. Therefore, the Sonoma & Santa Barbara populations were once again listed as Endangered.
Ambystomatidae (mole salamanders)	*Ambystoma macrodactylum croceum*	Santa Cruz long-toed salamander	SE	19710627	FE	19670311	
Plethodontidae (lungless salamanders)	*Batrachoseps major aridus*	desert slender salamander	SE	19710627	FE	19730604	Listed by the State of California as *Batrachoseps aridus* and originally listed by the USFWS as *B. aridus*. USFWS 5-year review refers to *B. major aridus*.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Plethodontidae (lungless salamanders)	*Batrachoseps simatus*	Kern Canyon slender salamander	ST	19710627	FPT	20221018	
Plethodontidae (lungless salamanders)	*Batrachoseps relictus*	Relictual slender salamander			FPE	20221018	
Plethodontidae (lungless salamanders)	*Batrachoseps stebbinsi*	Tehachapi slender salamander	ST	19710627			
Plethodontidae (lungless salamanders)	*Hydromantes shastae*	Shasta salamander	ST	19710627			*Hydromantes shastae* has been proposed to consist of cryptic genetic structuring that may warrant recognition of additional species named as *Hydromantes samweli* and *Hydromantes wintu* (Bingham et al. 2018, Bull. Mus. Comp. Zool. 161(10):403-427). Until formally reviewed by the Fish and Game Commission, all populations in the Shasta salamander complex are legally state threatened.
Plethodontidae (lungless salamanders)	*Hydromantes brunus*	limestone salamander	ST	19710627			
Plethodontidae (lungless salamanders)	*Plethodon asupak*	Scott Bar salamander	ST	19710627			As recognized by the FGC, the Scott Bar salamander is currently protected under the CESA as a sub-population of the Siskiyou Mountains salamander (*Plethodon stormi*) (Calif. Regulatory Notice Register, No. 21-Z, p. 916, 20070525).

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Plethodontidae (lungless salamanders)	*Plethodon stormi*	Siskiyou Mountains salamander	ST	19710627			The common name is spelled incorrectly in Title 14 of the CCR as "Siskiyou mountain salamander." Was a State Candidate for Delisting on 20050930. No action was taken by the FGC after the CDFW presented a Department report on 20061103; SMS was tabled at the 20070503 FGC meeting, and there was nothing to report regarding the Department's environmental documents at the 20071011 meeting. Therefore, with respect to Fish & Game Code 2075, it is assumed that this is no longer a candidate for delisting.
Bufonidae (true toads)	*Anaxyrus californicus*	arroyo toad			FE	19950117	At the time of listing, arroyo toad was known as *Bufo microscaphus californicus*, a subspecies of southwestern toad. In 2001, it was determined to be its own species, *Bufo californicus*. Since then, many species in the genus *Bufo* were changed to the genus *Anaxyrus*, and now arroyo toad is known as *Anaxyrus californicus*.
Bufonidae (true toads)	*Anaxyrus canorus*	Yosemite toad			FT	20140630	
Bufonidae (true toads)	*Anaxyrus exsul*	black toad	ST	19710627			Listed by the State of California as *Bufo exsul*.
Ranidae (true frogs)	*Rana boylii pop. 2*	foothill yellow-legged frog - Feather River DPS	ST	20200320	FPT	20211228	CESA listing status varies by clade; listing of the Northwest/North Coast clade is not warranted.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Ranidae (true frogs)	*Rana boylii pop. 3*	foothill yellow-legged frog - north Sierra DPS	ST	20200320			CESA listing status varies by clade; listing of the Northwest/North Coast clade is not warranted.
Ranidae (true frogs)	*Rana boylii pop. 4*	foothill yellow-legged frog - central coast DPS	SE	20200320	FPT	20211228	CESA listing status varies by clade; listing of the Northwest/North Coast clade is not warranted.
Ranidae (true frogs)	*Rana boylii pop. 5*	foothill yellow-legged frog - south Sierra DPS	SE	20200320	FPE	20211228	CESA listing status varies by clade; listing of the Northwest/North Coast clade is not warranted.
Ranidae (true frogs)	*Rana boylii pop. 6*	foothill yellow-legged frog - south coast DPS	SE	20200320	FPE	20211228	CESA listing status varies by clade; listing of the Northwest/North Coast clade is not warranted.
Ranidae (true frogs)	*Rana cascadae*	Cascades frog	SC	20171017			Date of FGC vote to advance to candidacy was 20171011.
Ranidae (true frogs)	*Rana draytonii*	California red-legged frog			FT	19960624	Synonymous with *Rana aurora draytonii*.
Ranidae (true frogs)	*Rana muscosa*	southern mountain yellow-legged frog	SE	20130401	(FE)		Though the scientific name *Rana muscosa* is not disputed, the State uses this common name, whereas the USFWS listing refers to two distinct population segments. This species is also known by the common name Sierra Madre yellow-legged frog (Vredenburg et al. 2007).
Ranidae (true frogs)	*Rana muscosa*	mountain yellow-legged frog [Southern California DPS]	(SE)		FE	20020801	San Gabriel, San Jacinto, and San Bernardino Mountains only.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Ranidae (true frogs)	*Rana muscosa*	mountain yellow-legged frog [Northern California DPS]	(SE)		FE	20140630	North of the Tehachapi Mountains from the Monarch Divide to portions of the Kern River drainage.
Ranidae (true frogs)	*Rana pretiosa*	Oregon spotted frog			FT	20140929	
Ranidae (true frogs)	*Rana sierrae*	Sierra Nevada yellow-legged frog	ST	20130401	FE	20140630	

Reptiles

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Cheloniidae (sea turtles)	*Caretta caretta*	loggerhead sea turtle [North Pacific DPS]			**FE** FT	20111024 19780728	The 1978 listing was for the worldwide range of the species. The 20111024 final rule is for the North Pacific DPS (north of the equator & south of 60 degrees north latitude).
Cheloniidae (sea turtles)	*Chelonia mydas*	green turtle			**FT** FT	20160506 19780728	Also known as green sea turtle. Originally listed as Federally Threatened in 1978. In 2016, Distinct Population Segments were detailed and the East Pacific DPS was confirmed as Federally Threatened.
Cheloniidae (sea turtles)	*Lepidochelys olivacea*	olive (=Pacific) ridley sea turtle			FT	19780728	
Dermochelyidae (leatherback turtles)	*Dermochelys coriacea*	leatherback sea turtle	SE	20221220	FE	19700603	
Testudinidae (land tortoises)	*Gopherus agassizii*	desert tortoise	**SCE** ST	20201019 19890803	FT	19900402	
Gekkonidae (geckos)	*Coleonyx switaki*	barefoot banded gecko	ST	19801002			Alternate common names: Switak's banded gecko, barefoot gecko.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Crotaphytidae (collared and leopard lizards)	*Gambelia sila*	blunt-nosed leopard lizard	SE	19710627	FE	19670311	Synonymous with *Gambelia silus*. Originally listed under the ESA as *Crotaphytus wislizenii silus*.
Phrynosomatidae (spiny lizards)	*Uma inornata*	Coachella Valley fringe-toed lizard	SE	19801002	FT	19801027	
Xantusiidae (night lizards)	*Xantusia riversiana*	island night lizard			**FDR** FT	20140501 19770912	Recovered
Anniellidae (legless lizards)	*Anniella alexanderae*	Temblor legless lizard	SC	20220701	-		
Boidae (boas)	*Charina umbratica*	southern rubber boa	ST	19710627			Synonymous with *Charina bottae umbratica*.
Colubridae (egg-laying snakes)	*Masticophis lateralis euryxanthus*	Alameda whipsnake	ST	19710627	FT	19971205	Synonymous with *Coluber lateralis euryxanthus*.
Natricidae (live-bearing snakes)	*Thamnophis gigas*	giant gartersnake	ST	19710627	FT	19931119	Listed by State of California as *Thamnophis couchi gigas*.
Natricidae (live-bearing snakes)	*Thamnophis sirtalis tetrataenia*	San Francisco gartersnake	SE	19710627	FE	19670311	

Birds

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Anatidae (ducks, geese, and swans)	*Branta hutchinsii leucopareia*	cackling (=Aleutian Canada) goose			**FDR** FT FE	20010320 19910111 19670311	Recovered. At time of federal listing, known as *Branta canadensis leucopareia*.
Phasianidae (grouse and ptarmigan)	*Centrocercus urophasianus*	greater sage-grouse	SC	20230619	-		

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Diomedeidae (albatrosses)	*Phoebastria albatrus*	short-tailed albatross			**FE** FE	20000830 19700603	Synonymous with *Diomedea albatrus*. First appeared on the 19700603 list of Endangered foreign species, but was not noted to occur in the United States. It was left off the 19701013 list of Endangered native species. This was an oversight that wasn't corrected until the USFWS specifically listed it on 20000830.
Pelecaniidae (pelicans)	*Pelecanus occidentalis californicus*	California brown pelican	**SDR** SE	20090603 19710627	**FDR** FE	20091217 19700603	Recovered. Federal nomenclature: Brown pelican (*Pelecanus occidentalis*).
Cathartidae (New World vultures)	*Gymnogyps californianus*	California condor	SE	19710627	FE	19670311	
Accipitridae (hawks, kites, harriers, and eagles)	*Buteo swainsoni*	Swainson's hawk	ST	19830417			
Accipitridae (hawks, kites, harriers, and eagles)	*Haliaeetus leucocephalus*	bald eagle	**SE** (rev) SE	19801002 19710627	**FDR** FT FE (rev) FE	20070808 19950811 19780316 19670311	The Post-delisting Monitoring Plan will monitor the status of the bald eagle over a 20 year period with sampling events held once every 5 years.
Falconidae (falcons)	*Falco peregrinus anatum*	American peregrine falcon	**SDR** SE	20091104 19710627	**FDR** FE	19990825 19700603	Recovered
Falconidae (falcons)	*Falco peregrinus tundrius*	Arctic peregrine falcon			**FDR** FT FE	19941005 19840419 19700603	Recovered
Rallidae (rails, coots, and gallinules)	*Laterallus jamaicensis coturniculus*	California black rail	ST	19710627			

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Rallidae (rails, coots, and gallinules)	*Rallus obsoletus levipes*	light-footed Ridgway's rail	SE	19710627	FE	19701013	Formerly light-footed clapper rail, *Rallus longirostris levipes*
Rallidae (rails, coots, and gallinules)	*Rallus obsoletus obsoletus*	California Ridgway's rail	SE	19710627	FE	19701013	Formerly California clapper rail, *Rallus longirostris obsoletus*
Rallidae (rails, coots, and gallinules)	*Rallus obsoletus yumanensis*	Yuma Ridgway's rail	**ST** SE	19780222 19710627	FE	19670311	Formerly Yuma clapper rail, *Rallus longirostris yumanensis*
Gruidae (cranes)	*Grus canadensis tabida*	greater sandhill crane	ST	19830417			
Charadriidae (plovers and relatives)	*Charadrius nivosus nivosus*	western snowy plover			FT	19930405	Federal status applies only to the Pacific coastal population.
Laridae (gulls and terns)	*Sternula antillarum browni*	California least tern	SE	19710627	FE	19700603	Listed by the USFWS as *Sterna albifrons browni* and the State of California as *Sterna antillarum browni*.
Alcidae (auklets, puffins, and relatives)	*Brachyramphus marmoratus*	marbled murrelet	SE	19920312	FT	19920928	
Alcidae (auklets, puffins, and relatives)	*Synthliboramphus scrippsi*	Scripps's murrelet	ST	20041222			At the time of listing, this species was known as the Xantus's Murrelet (*Synthliboramphus hypoleucus*, with California breeding populations ascribed to *Synthliboramphus hypoleucus subsp. scrippsi*).
Alcidae (auklets, puffins, and relatives)	*Synthliboramphus hypoleucus*	Guadalupe murrelet	ST	20041222			At the time of listing, this species was known as the Xantus's Murrelet (*Synthliboramphus hypoleucus*, with breeding populations from Baja California ascribed to *Synthliboramphus hypoleucus subsp. hypoleucus*).

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Cuculidae (cuckoos and relatives)	*Coccyzus americanus occidentalis*	western yellow-billed cuckoo	**SE** ST	19880326 19710627	FT	20141103	Federal listing is for the Western DPS of *Coccyzus americanus*.
Strigidae (owls)	*Micrathene whitneyi*	elf owl	SE	19801002			
Strigidae (owls)	*Strix nebulosa*	great gray owl	SE	19801002			
Strigidae (owls)	*Strix occidentalis caurina*	northern spotted owl	ST	20190318	FT	19900723	
Strigidae (owls)	*Strix occidentalis occidentalis*	California spotted owl - coastal-southern California DPS			FPE	20230223	
Strigidae (owls)	*Strix occidentalis occidentalis*	California spotted owl - Sierra Nevada DPS			FPT	20230223	
Picidae (woodpeckers)	*Colaptes chrysoides*	gilded flicker	SE	19880317			Listed by the State of California as *Colaptes auratus chrysoides*, gilded northern flicker.
Picidae (woodpeckers)	*Melanerpes uropygialis*	Gila woodpecker	SE	19880317			
Tyrannidae (tyrant flycatchers)	*Empidonax traillii*	willow flycatcher	SE	19910102			State listing includes all subspecies.
Tyrannidae (tyrant flycatchers)	*Empidonax traillii extimus*	southwestern willow flycatcher	(SE)		FE	19950329	
Laniidae (shrikes)	*Lanius ludovicianus mearnsi*	San Clemente loggerhead shrike			FE	19770912	
Vireonidae (vireos)	*Vireo bellii arizonae*	Arizona Bell's vireo	SE	19880317			

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Vireonidae (vireos)	*Vireo bellii pusillus*	least Bell's vireo	SE	19801002	FE	19860602	
Hirundinidae (swallows)	*Riparia riparia*	bank swallow	ST	19890611			
Polioptilidae (gnatcatchers)	*Polioptila californica californica*	coastal California gnatcatcher			FT	19930325	
Emberizidae (sparrows, buntings, warblers, and relatives)	*Artemisiospiza belli clementeae*	San Clemente sage sparrow			FDR FT	20230224 19770912	Federal nomenclature at time of listing: *Amphispiza belli clementeae*.
Emberizidae (sparrows, buntings, warblers, and relatives)	*Melospiza melodia graminea*	Santa Barbara song sparrow			**FDE** FE	19831012 19730604	Extinct. This status refers specifically to the Santa Barbara song sparrow, which was later reclassified as a subspecies (Channel Islands song sparrow) with the same scientific name, but which also combined two additional groups formerly classified as their own subspecies.
Emberizidae (sparrows, buntings, warblers, and relatives)	*Melozone crissalis eremophilus*	Inyo California towhee	SE	19801002	**FT**	19870902	Listed by the State of California as *Pipilo crissalis eremophilus* and the USFWS as *Pipilo fuscus eremophilus*.
Emberizidae (sparrows, buntings, warblers, and relatives)	*Passerculus sandwichensis beldingi*	Belding's savannah sparrow	SE	19740110			Listed by the State of California as *Passerculus sandwichensis beldingii*
Icteridae (blackbirds)	*Agelaius tricolor*	tricolored blackbird	ST	20190318			

Mammals

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Soricidae (shrews)	*Sorex ornatus relictus*	Buena Vista Lake ornate shrew			FE	20020405	
Phyllostomidae (leaf-nosed bats)	*Leptonycteris yerbabuenae*	lesser long-nosed bat			**FDR** FE	20180518 19881031	Recovered. Originally listed by USFWS as *Leptonycteris sanborni*.
Leporidae (rabbits and hares)	*Sylvilagus bachmani riparius*	riparian brush rabbit	SE	19940529	FE	20000324	
Aplodontidae (mountain beavers)	*Aplodontia rufa nigra*	Point Arena mountain beaver			FE	19911212	
Sciuridae (squirrels and relatives)	*Ammospermophilus nelsoni*	Nelson's (=San Joaquin) antelope squirrel	ST	19801002			
Sciuridae (squirrels and relatives)	*Xerospermophilus mohavensis*	Mohave ground squirrel	ST	19710627			Listed by the State of California as *Spermophilus mohavensis*.
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys heermanni morroensis*	Morro Bay kangaroo rat	SE	19710627	FE	19701013	
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys ingens*	giant kangaroo rat	SE	19801002	FE	19870105	
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys merriami parvus*	San Bernardino kangaroo rat	SC	20190813	FE	19980924	Federal nomenclature: San Bernardino Merriam's kangaroo rat.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys nitratoides exilis*	Fresno kangaroo rat	**SE** ST	19801002 19710627	FE	19850301	
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys nitratoides nitratoides*	Tipton kangaroo rat	SE	19890611	FE	19880808	
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys stephensi*	Stephens' kangaroo rat	ST	19710627	**FT** FE	20220321 19881031	
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Perognathus longimembris pacificus*	Pacific pocket mouse			FE	19940926	
Cricetidae (New World mice, rats, and voles)	*Microtus californicus scirpensis*	Amargosa vole	SE	19801002	FE	19841217	
Cricetidae (New World mice, rats, and voles)	*Neotoma fuscipes riparia*	Riparian (=San Joaquin Valley) woodrat			FE	20000324	
Cricetidae (New World mice, rats, and voles)	*Reithrodontomys raviventris*	salt-marsh harvest mouse	SE	19710627	FE	19701013	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Canidae (foxes, wolves, and coyotes)	*Canis lupus*	gray wolf	SE	20170101	**FE**	19780410	USFWS had delisted *Canis lupus* on 20210104, but a court ruling on 20220210 reinstated the Endangered status for all gray wolves in the lower 48 states, except for Minnesota where they are Threatened.
Canidae (foxes, wolves, and coyotes)	*Urocyon littoralis*	island fox	ST	19710627	(FT)		State listing includes all 6 subspecies on all 6 islands. Federal listing is for only 4 subspecies on 4 islands.
Canidae (foxes, wolves, and coyotes)	*Urocyon littoralis catalinae*	Santa Catalina Island Fox	(ST)		**FT** FE	20160912 20040405	
Canidae (foxes, wolves, and coyotes)	*Urocyon littoralis littoralis*	San Miguel Island Fox	(ST)		**FDR** FE	20160912 20040405	
Canidae (foxes, wolves, and coyotes)	*Urocyon littoralis santacruzae*	Santa Cruz Island Fox	(ST)		**FDR** FE	20160912 20040405	
Canidae (foxes, wolves, and coyotes)	*Urocyon littoralis santarosae*	Santa Rosa Island Fox	(ST)		**FDR** FE	20160912 20040405	
Canidae (foxes, wolves, and coyotes)	*Vulpes macrotis mutica*	San Joaquin kit fox	ST	19710627	FE	19670311	
Canidae (foxes, wolves, and coyotes)	*Vulpes vulpes necator* pop. 1	Sierra Nevada red fox - southern Cascades DPS	ST	19801002			
Canidae (foxes, wolves, and coyotes)	*Vulpes vulpes necator* pop. 2	Sierra Nevada red fox - Sierra Nevada DPS	ST	19801002	FE	20210902	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Mustelidae (weasels and relatives)	*Enhydra lutris nereis*	southern sea otter			FT	19770211	
Mustelidae (weasels and relatives)	*Gulo gulo*	wolverine	ST	19710627	FPT	20221123	Listed by the State of California as *Gulo gulo*. The distinct population segment of the North American wolverine (*Gulo gulo luscus*) occurring in the contiguous U.S. was proposed for listing on 20130204 and was withdrawn on 20201013. The court remanded the withdrawal, and the USFWS re-issued a proposal for listing on 20221123.
Mustelidae (weasels and relatives)	*Martes caurina humboldtensis*	Humboldt marten	SE	20190318	FT	20201109	USFWS listed *Martes caurina* coastal DPS on 20201109, which includes coastal populations in Oregon and northern coastal California. USFWS noted that recent genetic analyses indicated that the DPS likely represent a subspecies, *M. c. humboldtensis*.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Mustelidae (weasels and relatives)	*Pekania pennanti* pop. 2	Fisher - southern Sierra Nevada ESU	ST	20190318	FE	20200615	California listing is under *Martes pennanti* and common name Pacific fisher, whereas the USFWS refers to *Pekania pennanti* and common name fisher. Previous USFWS candidacy referred to the West Coast DPS in California, Oregon, and Washington. On 20190318, the California Fish and Game Commission officially listed the southern Sierra ESU (defined as south of the Merced River) as State Threatened; the Southern Sierra Nevada DPS was listed as Federally Endangered 20200615.
Felidae (cats and relatives)	*Puma concolor*	mountain lion (Southern California/Central Coast ESU)	SC	20200421			Not currently tracked by the CNDDB.
Otariidae (sea lions and fur seals)	*Arctocephalus townsendi*	Guadalupe fur seal	ST	19710627	**FT** FE	19860115 19670311	Not currently tracked by the CNDDB.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Otariidae (sea lions and fur seals)	*Eumetopias jubatus*	Steller sea lion [Eastern DPS]			**FDR** FT	20131204 19970604	Recovered. Delisted by NMFS. On 19901204, the Steller sea lion was listed as federally Threatened throughout its entire range. In 1997, NMFS reclassified Steller sea lions into two distinct population segments: the Western DPS (west of 144 degrees longitude) was listed as Endangered; the Eastern DPS (east of 144 degrees longitude) was listed as Threatened, and subsequently delisted in 2013.
Antilocapridae (pronghorn)	*Antilocapra americana sonoriensis*	Sonoran pronghorn			FE	19670311	
Bovidae (sheep and relatives)	*Ovis canadensis nelsoni* pop. 2	Peninsular bighorn sheep DPS	ST	19710627	FE	19980318	Listed by the State of California as *Ovis canadensis cremnobates*. The subspecies *O.c. cremnobates* has been synonymized with *O.c. nelsoni*. The desert bighorn sheep in the Peninsular Ranges, the Peninsular bighorn sheep, is now considered to be a Distinct Population Segment of *O.c. nelsoni*.
Bovidae (sheep and relatives)	*Ovis canadensis sierrae*	Sierra Nevada bighorn sheep	**SE** ST	19990827 19710627	FE	20000103	Listed by the State of California as California bighorn sheep (*Ovis canadensis californiana*).
Cetacea (whales and dolphins)	*Balaenoptera borealis*	sei whale			FE	19700603	Not currently tracked by the CNDDB.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Cetacea (whales and dolphins)	*Balaenoptera musculus*	blue whale			FE	19700603	Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Balaenoptera physalus*	fin whale			FE	19700603	Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Eubalaena japonica*	North Pacific right whale			**FE** FE	20080407 19700603	Originally listed as part of the northern right whale (*Eubalaena glacialis*) species concept under the federal ESA. Taxonomy and nomenclature were updated and clarified in the Federal Register Vol. 68, No. 69, 20030410.In 2006, NMFS completed a status review of right whales in the N. Pacific and N. Atlantic Oceans and in 2008, reclassified the previously Endangered northern right whale (*Eubalaena* spp.) as two separate Endangered species: North Pacific right whale (*E. japonica*) and North Atlantic right whale (*E. glacialis*). Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Eschrichtius robustus*	gray whale [Eastern North Pacific DPS]			**FDR** FE	19940616 19700603	Recovered. NMFS delisted the California population (Eastern North Pacific DPS), while keeping the Western North Pacific DPS as Endangered.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Cetacea (whales and dolphins)	*Megaptera novaeangliae*	humpback whale [Central America DPS]			**FE** FE	20161011 19700603	Also known as Hump-backed whale. 2016 ruling by NMFS established 14 Distinct Population Segments, and revised listing status by DPS. Both the Mexico DPS and Central America DPS feed and travel off the coast of California. Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Megaptera novaeangliae*	humpback whale [Mexico DPS]			**FT** FE	20161011 19700603	Also known as Hump-backed whale. 2016 ruling by NMFS established 14 Distinct Population Segments, and revised listing status by DPS. Both the Mexico DPS and Central America DPS feed and travel off the coast of California. Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Orcinus orca*	killer whale [Southern Resident DPS]			FE	20070404 20060216	The Southern Resident DPS of killer whale was listed as Endangered by NMFS on 20060216 and by USFWS on 20070404. Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Physeter macrocephalus*	sperm whale			FE	19700603	Federal nomenclature at time of listing: *Physeter catodon*. Not currently tracked by the CNDDB.

Exhibit E

National Low Income Housing Coalition

Racial Disparities Among Extremely Low-Income Renters

Apr 15, 2019

Black, Native American, and Hispanic households are more likely than white households to be extremely low-income renters - with incomes at or below the poverty level or 30% of their area median income – for whom there is a dire shortage of affordable and available homes; nationally there are just 37 rental homes for every 100 extremely low-income renter households. Twenty percent of black households, 18% of American Indian or Alaska Native (AIAN) households, and 16% of Hispanic households are extremely low-income renters. Six percent of white non-Hispanic households are extremely low-income renters.

This racial disparity is the result of higher homeownership rates and higher incomes among white households. Decades of racial discrimination in real estate, lending practices, and federal housing policy have made homeownership difficult to obtain for minorities (Rice & Swesnik, 2012). While overt discrimination was outlawed by the Fair Housing Act, today's credit scoring system and lending practices continue as barriers to minority homeownership (Rice & Swesnik, 2012; Bartlett, Morse, Stanton, & Wallace, 2018).

Racial disparities in income are the result of historical and current discrimination, and differences in educational attainment, wages, and employment rates, among other factors. Blacks continue to have lower rates of upward mobility than whites (Chetty, Hendren, Jones, and Porter, 2018). In 2016, the median black and Hispanic worker earned 65% and 63% of the median white worker, respectively. The lowest-income black and Hispanic workers earned 54% and 66% of the lowest-income white workers, respectively (Kochhar & Cilluffo, 2018).

Racial disparities also exist among renters alone. Thirty-eight percent of AIAN renter households, 35% of black renter households, and 28% of Hispanic renter households have

extremely low incomes, compared to 22% of white non-Hispanic renter households. Regardless of race, the majority of extremely low-income renters are severely housing cost-burdened: 71.5% of Hispanic, 70.9% of non-Hispanic black, and 69.6% of non-Hispanic white extremely low-income renters. Sixty-three percent of AIAN extremely low-income renters are severely housing cost-burdened, but poor housing conditions like low quality and overcrowding are also significant concerns in tribal areas (Pindus et al., 2017).

White renters are more likely than non-Hispanic black, Hispanic, and AIAN renters to have household incomes greater than 80% of AMI. At the same time, white renters (1.1%) with these higher incomes are more likely to be severely housing cost-burdened than Hispanic renters (0.6%), non-Hispanic black renters (0.3%) and AIAN renters (0.1%) with similar incomes. As a result, the majority (73%) of the 88,000 severely housing cost-burdened middle-income renters and 78% of severely cost-burdened above-median income renters are white. In comparison, the racial distribution is more diverse among severely cost-burdened extremely low-income renters: 43% are white, 26% are black, and 21% are Hispanic.

Excerpted (with minor modifications for context) from NLIHC's *The Gap: A Shortage of Affordable Homes 2019* report, available at: **https://reports.nlihc.org/gap (https://reports.nlihc.org/gap)**

Exhibit F

FACT SHEET • MARCH 2023

PPIC PUBLIC POLICY INSTITUTE OF CALIFORNIA

Income Inequality in California

Tess Thorman,
Daniel Payares-Montoya,
and Joseph Herrera

Income inequality is a major concern in California.

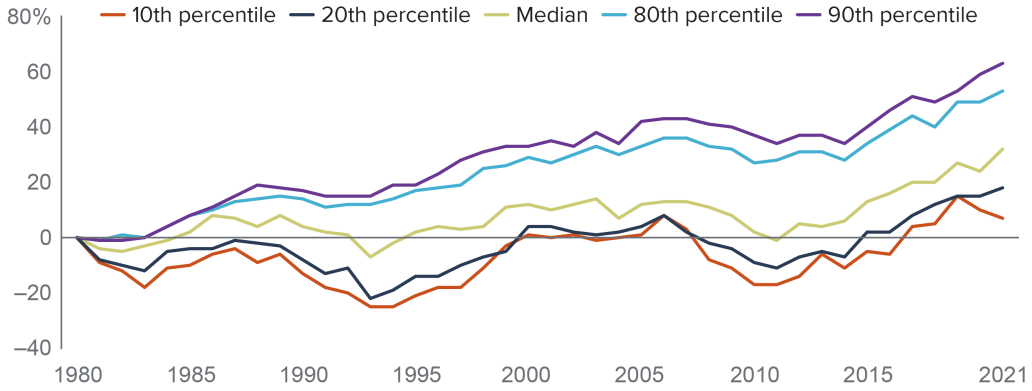
- The gap between high- and low-income families in California is among the largest in the nation—exceeding all but three other states in 2021 (the latest data available). Families at the top of the income distribution earned 11 times more than families at the bottom ($291,000 vs. $26,000 for the 90th and 10th percentiles, respectively). In 1980, families at the top earned 7 times more than those at the bottom, and the current gap reflects 63% income growth for the 90th percentile, and 7% growth for the 10th percentile over four decades.
- California's income distribution reflects high rates of poverty. Income is frequently not enough to meet basic needs (on average a family of four requires about $37,000). Families in the bottom quarter of the income distribution are at risk of poverty absent major safety net programs.
- Wealth is more unevenly distributed than income. In California, 20% of all net worth is concentrated in the 30 wealthiest zip codes, home to just 2% of Californians.
- Californians are concerned. According to the PPIC Statewide Survey, 71% believe that the gap between rich and poor is increasing; a similar share think the government should do more to reduce that gap.

The COVID-19 pandemic widened income inequality.

- Income inequality was shrinking in the years leading up to the pandemic, due to notable gains for the lowest-income families. Incomes for families at the 10th percentile increased by 23% between 2016 and 2019, compared to 5% for families at the 90th percentile.
- Between 2019 and 2021, top incomes grew consistently, by 6% for the 90th percentile. Middle incomes (50th percentile) faltered in 2020 but rebounded in 2021. Low incomes (10th percentile) fell 7%.
- These estimates describe pre-tax income and include a conservative estimate of unemployment (UI) benefits, without which low incomes would have been lower by at least 12% in 2020, and 5% in 2021. They also take a conservative approach with inflation, which may impact lower- and higher-income families differently and exacerbate inequality. For instance, from 2017–20, those in the bottom 20% spent 69% of all pre-tax income on food and transportation (including gasoline)—areas where prices have risen most—while those in the top 20% spent 14% of their income on those same categories.

Top incomes have grown more quickly and more consistently over the long term

Change in family incomes since 1980



Source: Authors' analysis of IPUMS CPS-ASEC data.
Notes: Chart shows percent change in family income before taxes, which includes wages and earnings, income earned from businesses, farms and/or investments, retirement account withdrawals, social security, cash welfare, unemployment insurance, and other sources. Family income does not include stimulus payments or resources from in-kind safety net benefits. Family income is adjusted for inflation and stated in 2021 dollars; to make families comparable, income is normalized to reflect the equivalent for a family of four. The time series is adjusted to account for ASEC survey changes in 2015 and 2019; entropy weights are used in 2018–2020.

Rising income inequality is driven by a job market that favors highly educated workers.

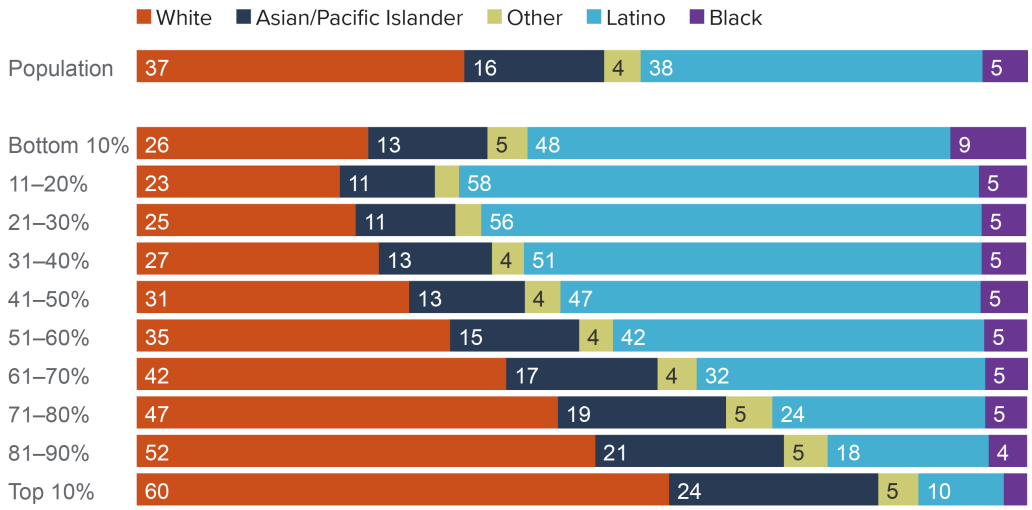
- Shifts in technology and international trade have played key roles in reshaping jobs, creating advantages for college-degree holders. Among families in which any member holds a four-year degree or higher, median income has increased by 34% since 1980. Median income did not increase for families where no member holds a four-year degree.
- Families with college graduates earn $2.24 for every $1 that families without college graduates earn, as of 2021.

Black and Latino families are overrepresented at lower income levels.

- Black and Latino families make up 12% of those with incomes above the 90th percentile, while comprising 44% of all families in California. The opposite is true at lower levels of the income distribution, where Black and Latino families comprise 56% of families at or below the 10th percentile.
- For every $1 that white families earn, Black families earn $0.60 and Latino families earn $0.52. Many factors drive these trends, ranging from disparities in education, local job opportunities, and incarceration, to discrimination in the labor market.

White and Asian families make up an outsize share of the highest incomes in California

Percent of group by income range



Source: Authors' analysis of IPUMS ACS data (2021).
Notes: Chart shows income before taxes and transfers, which includes income from earnings, business, investments, retirement, social security, and other sources. Families are categorized based on the race/ethnicity of the head of household.

Income inequality would be greater without taxes or safety net programs.

- Major tax and safety net programs reduce inequality between top and bottom incomes by 52%, according to the fall 2021 California Poverty Measure. Gains occur from taxing high-income families and through providing cash and safety net benefits to low-income families—like Earned Income Tax Credits, advance payments on the Child Tax Credit, and food assistance. Stimulus checks further supplemented family income in 2021, reducing both income inequality and poverty.
- These programs also reduce racial income inequality, shrinking the gap in median income by about 30% for Black and Latino families compared to white families.

Supported with funding from the Blue Shield of California Foundation and the James Irvine Foundation.
Sources: American Community Survey (IPUMS USA); Bureau of Labor Statistics, California: Quintiles of income before taxes and Consumer Expenditure Survey (2017–2020); Current Population Survey ASEC (IPUMS-CPS); Legislative Analyst's Office, California's Geography of Wealth (2019).
Note: Dollar values adjusted to pertain to a family of four in 2021 dollars.

Exhibit G

U.S. DEPARTMENT OF THE TREASURY

Racial Differences in Economic Security: The Racial Wealth Gap

September 15, 2022

By: Assistant Secretary for Economic Policy Benjamin Harris and Economist Sydney Schreiner Wertz

This summer the Treasury Department initiated a blog series focusing on economic issues surrounding racial equity. This post is the second blog entry in this series, focusing on the racial wealth gap as a key component to assessing economic security. Indeed, racial differences in household wealth are some of the most visible and impactful manifestations of racial inequality in the United States. Unfortunately, as we describe below, racial wealth gaps continue to persist—threatening the economic security of impacted families and weakening the economy as a whole.

THE IMPORTANCE OF WEALTH FOR ECONOMIC SECURITY

Wealth is defined as the total financial value of what an individual or household owns (assets) minus all debts (liabilities). Assets include the value of a home and other physical assets, retirement savings, other financial investments, cash, and money in the bank. Liabilities include home mortgages, auto loans, credit card debt, student debt, and other types of debt and money owed. Wealth is distinct from income received from working or investments. Households can turn income into wealth by saving or investing.

Wealth is essential for economic security because it can be used for consumption, which is directly connected to wellbeing. Wealth is also a resource households can draw from in times of economic hardship, enabling them to smooth consumption over time despite temporary income loss or instability. Moreover, wealth is necessary for individual economic mobility and growth of the economy as a whole. Wealth gives households the ability to pursue an education, take employment or investment risks, move to new neighborhoods, buy a home, and start a business. The ability to take these risks and be resilient to economic shocks has positive spillovers to the entire economy.

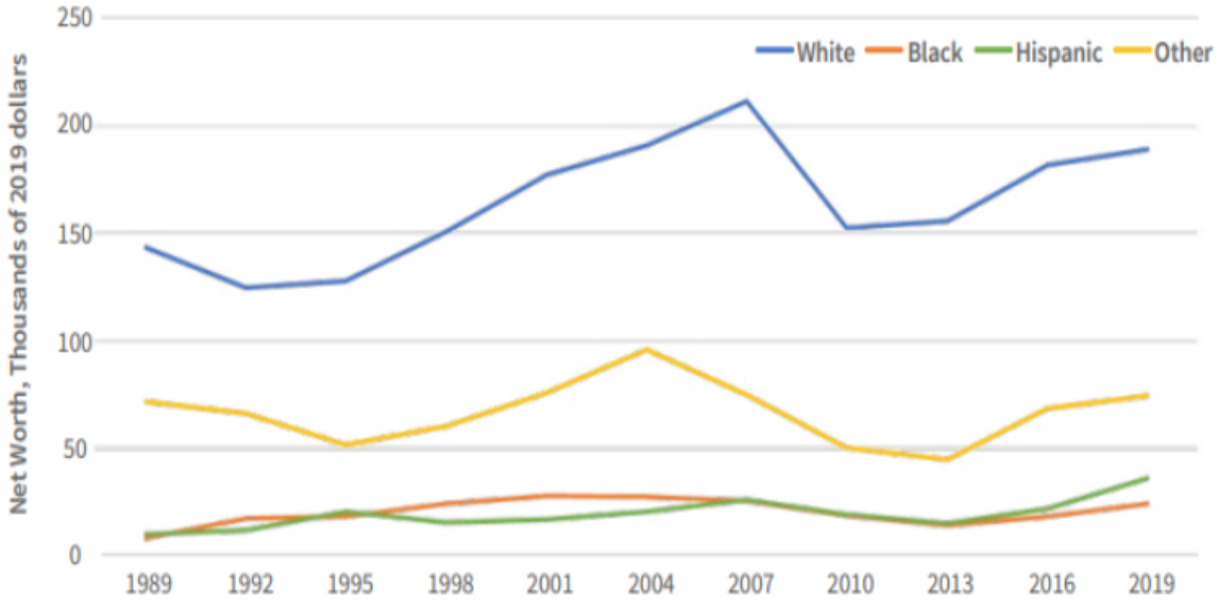
Research indicates that there are long-lasting advantages of wealth accumulation for families. For example, there is a strong correlation between the wealth of parents and their children,[1] in part because intergenerational wealth transfers make up a substantial share of total wealth.[2] Empirical evidence also shows that gains in household wealth increase the probability that children enroll in[3] and graduate from college,[4] which increases their lifetime earnings from employment.[5] These findings call attention to the generational benefits of wealth accumulation and the harms that come from its absence: family wealth boosts future wealth potential, and low-wealth families struggle to progress without it.

Furthermore, the benefits of wealth extend beyond economic security to health and psychological well-being. Negative wealth shocks have been shown to significantly reduce physical and mental health and survival rates among elderly adults, with psychological stress stemming from wealth loss as a key mechanism.[6] Wealth may also affect health through access to the high-quality healthcare it affords.

RACIAL WEALTH GAPS TODAY AND OVER TIME

The fundamental importance of wealth for economic security and general wellbeing makes the large disparities in wealth by race a serious concern for the economic health of families and the U.S. economy as a whole. Using data from the Survey of Consumer Finances (SCF), researchers at the Federal Reserve Bank of St. Louis find that the median white family had $184,000 in wealth in 2019 compared to just $38,000 and $23,000 for the median Hispanic and Black families, respectively (see Figure 1). Moreover, their analysis shows that the median wealth gap between white and Black families has hardly changed over the last 20 years. Meanwhile, the gap between white and Hispanic families has improved slightly, but it remains large.[7]

Figure 1. Racial Wealth Gaps Over Time



Notes: Figure shows median family net worth by race. The "other" category contains Asian, Native Hawaiian or Pacific Islander, American Indian or Alaska Native, and multi-race households.

Source: Federal Reserve Survey of Consumer Finances, 2019

Several key contributors to the racial wealth gap are racial differences in home equity, financial assets, and income, all of which are necessary for economic security in their own right and because they facilitate the accumulation of wealth over time. In addition to differences in asset values and composition, differences in the amount and type of debt held by households contribute to racial disparities in economic security. In particular, the number of households with zero or negative net worth—debts that equal or exceed the value of assets—is large and varies by race and ethnicity. In 2016, nearly 20% of Black families had zero or negative net worth compared to 9% of white, 13% of Hispanic, and 14% of other race families.[8]

Moreover, while the typical white household has more mortgage, vehicle, and credit card debt (which, in the first two cases, is due in part to the higher-valued collateral underlying the loan), the value of student loan debt was 30% higher for the typical Black household than

for the typical white household in 2019.[9] This disproportionate burden of student loan debt suggests the important role educational debt relief can play in addressing the racial wealth gap.

Concerningly, research indicates that, under current conditions, the racial wealth gap will continue to widen. Economists Ellora Derenoncourt, Chi Hyun Kim, Moritz Kuhn, and Moritz Schularick write in their recent paper on the evolution of the Black-white wealth gap, "In the absence of policy interventions or other forces leading to improvements in the relative wealth-accumulating conditions of Black Americans, wealth convergence is not only a distant scenario, but an impossible one."[10] This research highlights the importance of structural solutions in reducing racial disparities in economic security. These solutions may include policies that seek to reduce discrimination and bias in the housing and labor markets, to better support households in times of financial distress, and to decrease gaps in access to retirement accounts or liquid assets. As Derenoncourt and her coauthors note, more research is needed to better understand what combinations of policies are most effective at reducing racial disparities in economic security.

Research on this and other important questions related to the wealth gap requires better data on wealth and the differences in economic outcomes by race and ethnicity. Wealth is inherently difficult to measure, and race has become more challenging to measure over time as Americans are increasingly likely to self-identify as belonging to more than one race. In conjunction with more research, more high-quality, publicly available data are needed to help craft well-informed policy solutions aimed at reducing these persistent disparities.

ADDRESSING RACIAL DIFFERENCES IN WEALTH WILL BENEFIT ALL AMERICANS

The racial gaps in economic security in the United States are stark and have been exacerbated by policies that hinder people of color from building wealth. Moreover, inequitable policies and practices that prevent wealth-building by some groups have been shown to negatively impact economic security for all.

More unequal societies are less likely to invest in public goods that enhance productivity, including education, infrastructure, public transportation, and technology.[11] Policies that address racial wealth disparities, therefore, have the potential to benefit all Americans not only by spurring economic growth but also through public investments that benefit

everyone.

As the United States becomes more racially and ethnically diverse, the persistence of racial wealth disparities has the potential to do increasing harm to all Americans. When a significant share of the population is unable to fully participate in the economy, private consumption and investment suffers, stifling GDP growth.[12] The basic economic premise that returns to investment exhibit diminishing returns suggests that the largest gains to our economic potential as a nation come from addressing disparities that hinder the ability of the least advantaged families to invest in their future.

---

[1] Charles, Kerwin Kofi, and Erik Hurst. 2003. "The Correlation of Wealth Across Generations." Journal of Political Economy 111 (6): 1155–1182.

[2] Feiveson, Laura and John Sabelhaus. 2018. "How Does Intergenerational Wealth Transmission Affect Wealth Concentration?" FEDS Notes. Washington: Board of Governors of the Federal Reserve System, June 1, 2018. https://www.federalreserve.gov/econres/notes/feds-notes/how-does-intergenerational-wealth-transmission-affect-wealth-concentration-20180601.html#fig6

[3] Lovenheim, Michael F. 2011. "The Effect of Liquid Housing Wealth on College Enrollment." Journal of Labor Economics 29 (4): 741–771.

[4] Johnson, Rucker C. 2020. "The Impact of Parental Wealth on College Degree Attainment: Evidence from the Housing Boom and Bust." AEA Papers and Proceedings 110: 405–410.

[5] Card, David. 1999. "The Causal Effect of Education on Earnings." In The Handbook of Labor Economics, vol. 3A, edited by Orley C. Ashenfelter and David Card, 1801–1863. Amsterdam: Elsevier.

[6] Schwandt, Hannes. 2018. "Wealth Shocks and Health Outcomes: Evidence from Stock Market Fluctuations." American Economic Journal: Applied Economics 10 (4): 349–377.

[7] Our discussion focuses on differences between white, Black, and Hispanic households because the Survey of Consumer Finances, the primary data source used to analyze wealth, does not provide disaggregated data on Asian, Native Hawaiian or Pacific Islander, and American Indian or Alaska Native households. Statistics based on the "other race" category, which comprises households belonging to all of these groups, will mask the large variation in wealth across these groups and within the Asian racial category.

[8] Dettling, Lisa J., Joanne W. Hsu, Lindsay Jacobs, Kevin B. Moore, and Jeffrey P. Thompson. 2017. "Recent Trends in Wealth-Holding by Race and Ethnicity: Evidence from the Survey of Consumer Finances." FEDS Notes. Washington: Board of

Governors of the Federal Reserve System, September 27, 2017. https://www.federalreserve.gov/econres/notes/feds-notes/recent-trends-in-wealth-holding-by-race-and-ethnicity-evidence-from-the-survey-of-consumer-finances-20170927.html.

[9] Hasan, Tashfia, Katherine Lucas McKay, and Joanna Smith-Ramani. 2022. “Disparities in Debt: Why Debt Is A Driver In The Racial Wealth Gap.” The Aspen Institute Financial Security Program, February 2022. https://www.aspeninstitute.org/wp-content/uploads/2022/02/FINAL-ASP-FSW_Disparities-in-Debt_020722-3.pdf .

[10] Derenoncourt, Ellora, Chi Hyun Kim, Moritz Kuhn, and Moritz Schularick. 2022. “Wealth of Two Nations: The U.S. Racial Wealth Gap, 1860-2020.” NBER Working Paper 30101.

[11] Stiglitz, Joseph. 2016. “Inequality and Economic Growth.” In Rethinking Capitalism: Economics and Policy for Sustainable and Inclusive Growth, edited by Michael Jacobs and Mariana Mazzucato, 134–155. Oxford: Wiley Blackwell.

[12] Buckman, Shelby R., Laura Y. Choi, Mary C. Daly, and Lily M. Seitelman. 2021. “The Economic Gains from Equity.” Federal Reserve Bank of San Francisco Working Paper 2021-11. https://doi.org/10.24148/wp2021-11.

Exhibit H

Economic Policy Institute

Working Economics Blog

Posted April 8, 2019 at 8:00 am by **Pedro da Costa**

Housing discrimination underpins the staggering wealth gap between blacks and whites

Wealth is a crucially important measure of economic health—it allows families to transfer income earned in the past to meet spending demands in the future, such as by building up savings to finance a child's college education.

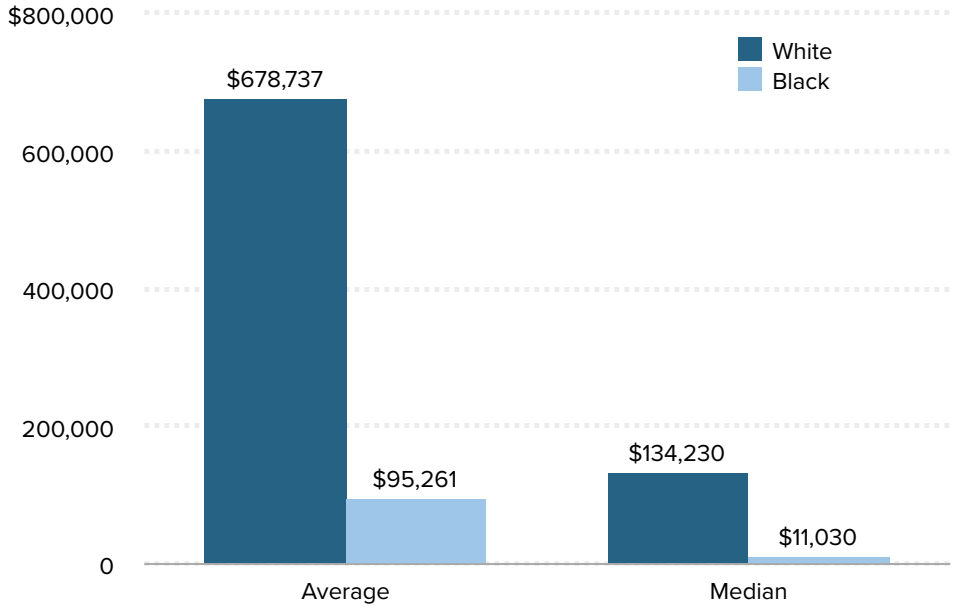
That's why it's so alarming to see that, today still, the median white American family has **twelve times** the wealth that their black counterparts have. And that only begins to tell the story of how deeply racism has defined American economic history.

Enter EPI Distinguished Fellow Richard Rothstein's widely praised book, "**The Color of Law**," which delves into the very tangible but underappreciated root of the problem: systemic, legalized housing discrimination over a period of three decades—starting in the 1940s—prevented black families from having a piece of the American Dream of homeownership.

Over the years, this disparity was compounded by not only ongoing discrimination but also the legacy of prior practices.

FIGURE A

Median and average wealth, by race



Source: Survey of Consumer Finance Combined Extract Data, 2013.

"This enormous difference in (wealth) is almost entirely attributable to federal housing policy implemented through the 20th century," says Rothstein as the narrator in animated film about his book, entitled "**Segregated by Design**."

Director Mark Lopez uses innovative visual techniques to walk the viewer through Rothstein's story, and the results are moving and compelling.

"African American families that were prohibited from buying homes in the suburbs in the 1940s and 50s, and even into the 1960s, by the Federal Housing Administration gained none of the equity appreciation that whites gained," Rothstein says in the short film.

The discrimination happened on several levels—and often culminated in violence against black families trying to move into neighborhoods that had been effectively designated as white by government policy. Sometimes these designations took place quite literally as maps were divided up along racial lines with different colors on the maps. Black neighborhoods were painted red—hence the term "redlining"—which only became illegal after the Fair Housing Act of 1968.

In addition, "state sponsored violence was a means, along with many others, at which all levels of government maintained segregation."

Rothstein acknowledges that the problem runs so deep that it can never be completely untangled, but also argues that partial reversal are possible and can be encouraged by sound economic and housing policies. It starts with knowing how it happened.

"If we understand the accurate history—that racially segregated patterns in every metropolitan area like St. Louis were created by *de jure* segregation—racially explicit policy on the part of federal, state, and local governments designed to segregate metropolitan areas, then we can understand we have an unconstitutional residential landscape," Rothstein says.

"And if it's unconstitutional, then we have an obligation to remedy it," he adds. "We must build a national political consensus leading to legislation, a challenging but not impossible task, to develop policies that promote an integrated society."

Until then, the legacy of racist housing practices will remain a fact of life in most American cities.

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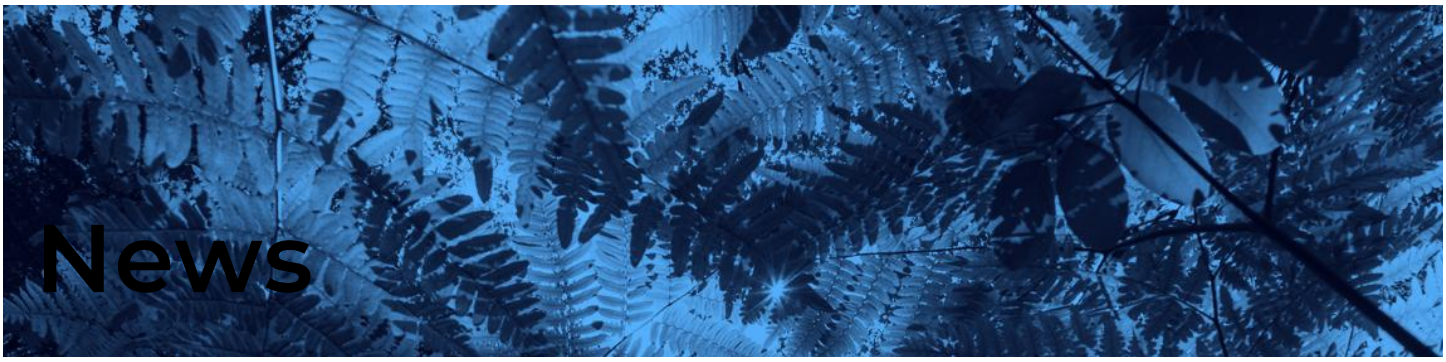
Exhibit I

MENU



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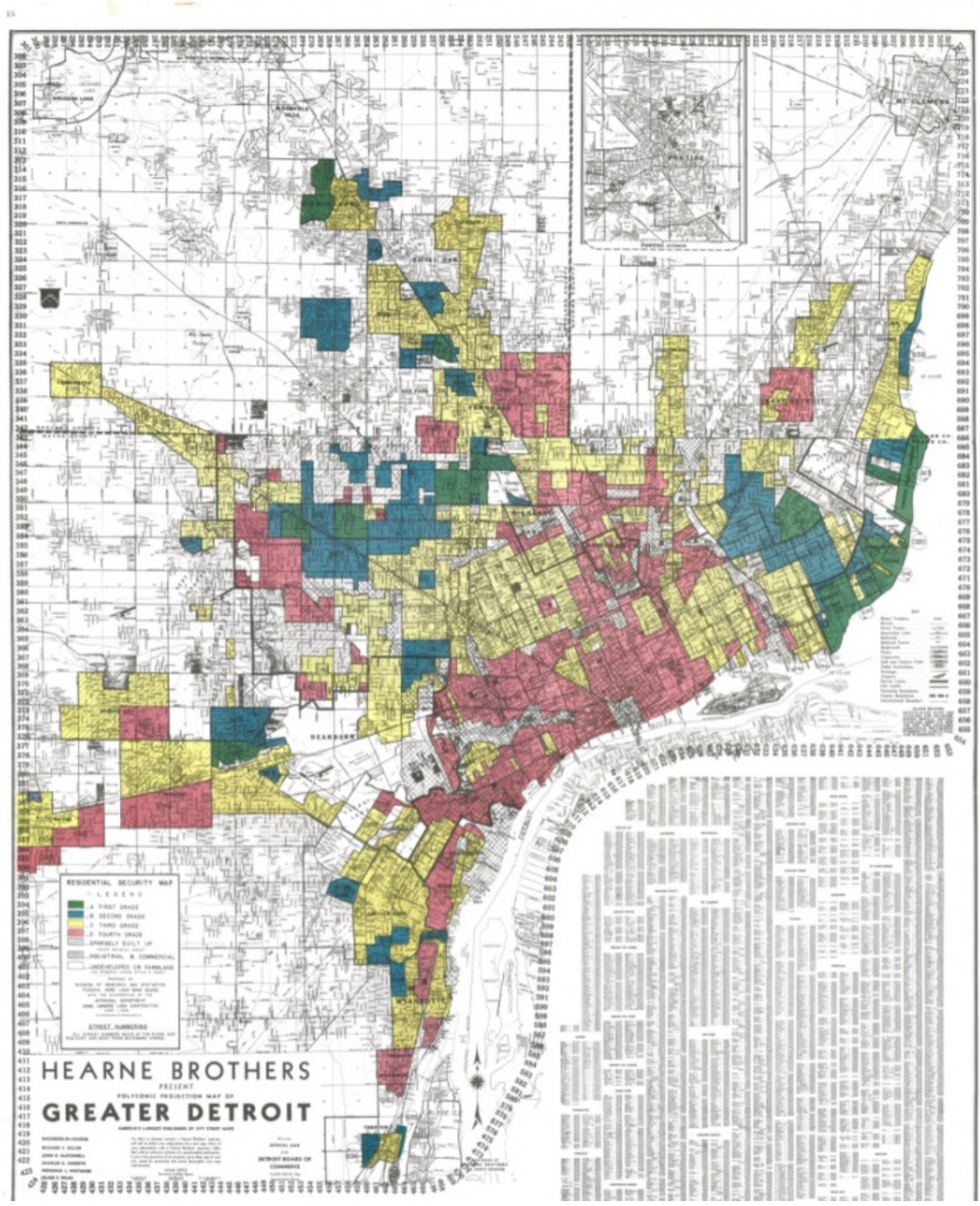
Redlining and Environmental Racism



1930s map of Detroit, Michigan, which graded land based on race. The “least desirable” neighborhoods were color-coded as red. Map courtesy of “Mapping Inequality” and the National Archives and Records Administration.

By Danielle Vermeer (MS '22) | August 16, 2021

Homeownership has been a core value and aspiration for many American households over the last half century. However, beneath this ideal, there is a legacy of racist housing policies that left low-income individuals and people of color disproportionately exposed to the impacts of environmental burdens. These inequities can be traced back to the Great Depression when the U.S. was faced with a national housing shortage. During that time, the New Deal created projects to help stabilize the economy. Part of this process included segregating marginalized communities into urban housing projects so that White families could move into new suburban developments.

Segregation of housing stock became known as “redlining” and continues to reinforce unjust living conditions for minority residents nationwide. Understanding the history of housing policies illustrates why many cities still discriminate. In the 1930s, the federal government created maps that color-coded metropolitan areas based on the “safest” locations to insure mortgages. Minority neighborhoods were marked by the color red to indicate they were risky for investment based on racial biases. This practice resulted in privileged White families being favored for housing opportunities at the expense of minority homeowners who were denied loans.

Capital deprivation from marginalized communities contributes to a significant wealth gap between redlined and non-redlined regions. While affluence became concentrated in predominantly White areas, racialized ones were overlooked. Neighborhoods marked as high-risk for investment over eight decades ago are 74% low-to-moderate income and 64% minority today. The historical lack of resources, investment, and development resulted in poor infrastructure that increases vulnerability to environmental hazards, such as the urban heat island effect.

Redlining preyed on marginalized communities for new manufacturing facilities, warehouses, and highways—all of which are impervious

surfaces that absorb heat. A study on 108 U.S. urban places showed that land surface temperatures are about 36 degrees Fahrenheit warmer in past redlined neighborhoods. The dangerous heat levels we see today can be linked to a combination of heat-trapping infrastructure, inadequate government investment in canopy cover, and minimal access to green spaces that cool down the city.

Exposure to extreme heat and other climate hazards have negative effects on human health. For example, prolonged high temperatures can lead to heart and lung complications that may be deadly or severely impact quality of life. Research has shown that these challenges are felt stronger in formerly redlined locations where heat is exacerbated and there is often less access to air conditioning and healthcare. People living in neighborhoods shaped by redlining can have shorter lifespans up to 30 years less than other nearby areas in the same city.

We can see evidence of inequitable hazards distribution in Michigan. One student team at the University of Michigan School for Environment and Sustainability (SEAS) created a map of environmental injustice hotspots throughout the state. The study revealed census tracts in Detroit, Grand Rapids, Flint, Saginaw, Lansing, and Kalamazoo as key places of concern. Such regions have the largest concentrations of minority and low-income residents vulnerable to burdens. According to the study, people in hotspots are more likely to encounter health risks like cancer from living near hazardous waste facilities, heavily trafficked highways, and Superfund sites.

It is no coincidence that census tracts identified in the SEAS project overlap with previously redlined areas in Michigan—these are environmental injustices. Findings from the student-team's research recommend development of similar screening tools to help other states pinpoint neighborhoods strongly affected by environmental burdens. They say these tools can be used to advocate for policy that supports

communities most impacted and protects them from hazards.

Policy creation should prioritize the voices of marginalized residents and frontline communities who were left out of decisions in the past. Coping with environmental challenges moving forward will require an understanding that not everyone is privileged with the same capacity to adapt. Our ability to sustain a just and safe world is dependent upon how we can avoid the mistakes of the past. Recognizing racist roots, calling out environmental injustices, and ensuring marginalized voices are heard is one small step towards a better future.

Consider exploring the history of your own city using a digital humanities tool. Mapping Inequality is an interactive site that houses records of redlining practices dating back to the 1930s. You can use this tool for exploring records and maps that show the footprint of redlining on racial inequities throughout the nation today.

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Exhibit J

March 9, 2022

More air pollution present in areas with historical redlining

UW News staff

POSTED UNDER: POPULATION HEALTH, PUBLIC HEALTH, RESEARCH, SCIENCE, UW NEWS BLOG

Despite dramatic improvements in air quality over the past 50 years, people of color at every income level in the United States are exposed to higher-than-average levels of air pollution. While this disparity has been widely studied, the links between today's air pollution disparities and historic patterns of racially segregated planning are still being uncovered.



Researchers at the UW and UC Berkeley have found that housing discrimination practices dating from the 1930s still drive air pollution disparities in hundreds of American cities today. *Sarah McQuate/University of Washington*

Now a new study from a team of researchers at UC Berkeley and the University of Washington has found that housing discrimination practices dating from the 1930s still drive air pollution disparities in hundreds of American cities today. In this study — the first to do a national-level analysis of modern urban air pollution and historical redlining — the team examined more than 200 cities and found a strong correlation between present-day air pollution levels and historical patterns of redlining.

The researchers published their findings March 9 in Environmental Science & Technology Letters.

"Racism from the 1930s, and racist actions by people who are no longer alive, are still influencing inequality in air pollution exposure today," said co-author Julian Marshall, a UW professor of civil and environmental engineering. "The problems underlying environmental inequality by race are larger than any one city or political administration. We need solutions that match the scale of the problem."

The term "redlining" describes a widespread federally backed discriminatory mortgage appraisal practice in the 1930s. This process color-coded city areas red if they included high concentrations of Black, Asian, immigrant or working-class residents, deeming these areas hazardous and excessively

risky for investment. Redlining blocked access to favorable lending and other services. Historically redlined areas have been cumulatively affected by a low prevalence of home ownership, uneven economic development, displacement of residents, community disintegration and lack of access to education and economic opportunities.

A redlining map of Seattle. Click on a neighborhood or a grade for more details. ***Credit: Mapping Inequality***

The researchers compared year-2010 levels of two regulated air pollutants — nitrogen dioxide (NO_2; a short-lived gas emitted by traffic, industry and other sources), and fine particulate matter ($PM_{2.5}$; longer-lived, tiny particles found in dust, soot, smoke and other emissions or formed in the atmosphere) — to redlining maps in 202 U.S. cities.

In these cities, redlined areas consistently had higher levels of pollution today than areas that received favorable treatment. In fact, air pollution disparities associated with redlining status were even larger than those associated with race and ethnicity.

The study highlights the "distinct inequities that affect people in all neighborhoods, regardless of redlining grade," said lead author Haley Lane, a doctoral student in civil and environmental engineering at UC Berkeley. "It also emphasized the importance of identifying and improving conditions in those neighborhoods which have been systematically isolated from financial investment through practices like redlining while being subjected to increased environmental exposures for decades."

The long-lasting implications of historical segregation on present-day disparities are striking, according to the researchers.

The team also found racial disparities within redlined neighborhoods, suggesting that housing discrimination is one of many factors propelling environmental racism. In other words, white people who happen to live in redlined neighborhoods still have lower air pollution exposure than people of color in the same community. That trend held across non-redlined and redlined neighborhoods alike, the researchers said.

"This study underscores how the past is still very much present when it comes to air pollution disparities," said senior author Joshua Apte, assistant professor in the Department of Civil & Environmental Engineering and the School of Public Health at UC Berkeley. "Redlining is a good predictor of air pollution disparities but it's only one of the things that drive the racial and ethnic disparities in air pollution. It's not the only source of disparity that we need to be worried about."

The research goes "a long way toward highlighting the lasting consequences of structural racism on community health," said co-author Rachel Morello-Frosch, a professor of Public Health and Environmental Science, Policy and Management at UC Berkeley and co-author of the study. "These results can point the way toward targeted approaches for regulating emission sources and reducing

See a related story in The Washington Post.

exposures, as well as longer-term strategies to address discriminatory land-use decision-making that adversely impacts communities of color."

This publication was developed as part of the Center for Air, Climate, and Energy Solutions (CACES), which is funded by the U.S. Environmental Protection Agency (R835873).

For more information, contact Marshall at jdmarsh@uw.edu and Apte at jsapte@berkeley.edu.

Adapted from a release from UC Berkeley.

810

Tagged with: College of Engineering, Department of Civil & Environmental Engineering, Julian Marshall, population health

Exhibit K

NOTES

In the Backyard of Segregated Neighborhoods: An Environmental Justice Case Study of Louisiana

JULIA MIZUTANI*

ABSTRACT

America's history of Jim Crow segregation, redlining, and exclusionary zoning in combination with its present-day zoning laws and siting processes have created toxic communities in predominately black and poor neighborhoods. Existing policies and laws that are meant to remedy such disparities all have flaws which render them too weak to repair the damage already done or to prevent injustice from continuing. The disproportionate effects of environmental hazards and natural disasters on segregated communities are seen not only in Louisiana but also around the country, such as in Houston after Hurricane Harvey landed in August 2017. Given that climate change will likely disproportionately harm poor communities of color as natural disasters increase in frequency and intensity, the need for environmental justice laws to be created and strengthened in the very near future is critical. The connection between historical segregation and present-day zoning and siting processes that harm communities of color should be used to inform advocates and lawmakers of the need to make the environmental justice landscape more equitable.

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* Georgetown Law, J.D. expected 2019; SUNY Geneseo, B.A. 2016. © 2019, Julia Mizutani.

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INTRODUCTION

The distribution of landfills, incinerators, power plants, toxic waste, and air pollution is highly correlated with the geographic distribution of minorities, especially poor minorities.[1] When taking out the factor of income, race is the single most significant indicator of where toxic waste or pollutant sites are located.[2] This means that, rather than finding hazardous waste in areas where it is most likely to be safely deposited and least likely to cause harm to health, toxic waste is most likely to be found in poor and black neighborhoods. Research that has sought to disentangle the causal sequence of siting toxic pollutants in black

1. D.R. Wernette & L.A. Nieves, *Breathing Polluted Air*, 18 EPA J. 16, 16–17 (1992); Robert D. Bullard, *Overcoming Racism in Environmental Decisionmaking*, 36 ENV'T 11 (1994) (citing Robert D. Bullard, *Environmental Racism*, ENVTL. PROTECTION 25–26 (1991)); Leslie A. Nieves, Argonne Nat'l Lab., *Not in Whose Backyard? Minority Population Concentrations & Noxious Facility Sites*, Paper Presented at the Annual Meeting of the Am. Assoc. for the Advancement of Sci. (Feb. 9, 1992).

2. Michel Gelobter, *Toward a Model of Environmental Discrimination*, *in* RACE AND THE INCIDENT OF ENVIRONMENTAL HAZARDS: A TIME FOR DISCOURSE 64 (Bunyan Bryant & Paul Mohai eds., 1992).

communities has found little evidence of "minority move-in," suggesting that facilities are sited in previously and already established poor communities of color.[3] Thus, toxicity follows poor, segregated communities, not the other way around. The terms "environmental racism" and "environmental injustice" are used to describe this phenomenon—the intentional and unintentional disproportionate siting and effects of environmental hazards on communities of color—while the "environmental justice" movement seeks to rectify the harms created by racism.[4]

This Note posits that the legacy of redlining and exclusionary zoning, as well as more current methods of determining environmental assessments, have led governments and local siting boards to place a disproportionate number of environmental hazards in segregated neighborhoods.[5] First, the Note will provide a broad overview of the historical and modern-day connection between segregation and environmental injustice by examining zoning and land use laws, court cases, the site selection process, and unequal Environmental Protection Agency ("EPA") enforcement of pertinent environmental regulations. Second, the Note will use an analysis of Louisiana's historical to present-day housing policies as a case study to show the relationship between segregation and environmental injustice in the development of "Cancer Alley" and the flood management system in New Orleans, which led to disastrous outcomes following Hurricane Katrina. Third, the Note will demonstrate that existing policies and laws that are meant to remedy such disparities are rarely utilized or successful because the government has not consistently implemented President Clinton's environmental justice executive order, and anti-discriminatory statutes require proof of discriminatory intent or causation, which are difficult for affected communities to show. Fourth, the Note will provide recommendations for strengthening laws and programs related to environmental justice.

I. OVERVIEW: SEGREGATED COMMUNITIES AND ENVIRONMENTAL JUSTICE

Segregation has both a historical and present-day relationship to the placement of environmental hazards—such as landfills, incinerators, petro-chemical plants, and coal-fired power plant—in predominately black and poor communities. Exclusionary zoning and land use laws often lead these hazards to be placed in segregated black communities because of the fear that such hazards will diminish property values in white communities.[6] Environmental assessments and siting

3. Robin Saha & Paul Mohai, *Historical Context and Hazardous Waste Facility Siting: Understanding Temporal Patterns in Michigan*, 52 SOCIAL PROBLEMS 618, 625–40 (2005).

4. Rachel D. Godsil, *Remedying Environmental Racism*, 90 MICH. L. REV. 394, 395 (1991) (noting that "environmental racism" was coined in 1987 by Reverend Benjamin Chavis Jr.); UNITED CHURCH OF CHRIST, COMM'N FOR RACIAL JUST., TOXIC WASTES AND RACE IN THE UNITED STATES: A NATIONAL REPORT ON THE RACIAL AND SOCIOECONOMIC CHARACTERISTICS OF COMMUNITIES SURROUNDING HAZARDOUS WASTE SITES 13 (1987) (coining the term "environmental justice").

5. Bullard, *supra* note 1, at 10.

6. *Id*. at 13.

boards also cause environmental hazards to be placed in vulnerable communities because placing hazards in these areas is often less costly and more politically preferable given that underserved communities have less political power. In fact, government funded studies have at times justified the targeting of poor communities of color for polluting sites. California was once advised by a consulting firm that "ideally . . . officials and companies should look for lower socioeconomic neighborhoods that are also in a heavy industrial area with little, if any, commercial activity."[7] Local planning boards and zoning laws have both contributed to the environmental injustices that black communities face due to segregation, and the gap in enforcement by the EPA between black and white communities further aggravates the disparities between these neighborhoods.

A. THE CONNECTION BETWEEN ZONING AND TOXIC COMMUNITIES

Zoning began as a tool to improve blighted neighborhoods but was transformed into a tool to protect property values by excluding populations described as undesirable.[8] One of the earliest examples of exclusionary zoning tactics was San Francisco's prohibition against certain types of laundry businesses, which was designed to keep Chinese immigrants, who were disproportionately involved in the laundry industry, from entering white neighborhoods.[9] The San Francisco ordinance is an example of how local decisions regarding land use can appear neutral on their face, yet still disproportionately impact certain racial groups, whether intentionally or unintentionally.

Today, zoning and land use laws are important for environmental justice because they affect siting decisions concerning locally undesirable land uses such as toxic waste sites, incinerators, and power plants. State zoning acts are often modeled on the Standard State Zoning Enabling Act of 1922, which grants states the power to regulate land use for the "health, safety, morals, or the general welfare of the community," and includes regulating and restricting "density of population and the location and use of buildings, structures and land of trade, industry, residence or other purposes."[10] Unfortunately, state and local zoning laws modeled after this language often lead to restrictions on industrial use in residential neighborhoods in order to protect the health of wealthier, whiter communities, to the detriment of poorer, black communities.[11] In many cases, decisions placing

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7. CERRELL ASSOCS., INC., POLITICAL DIFFICULTIES FACING WASTE TO ENERGY CONVERSION PLANT SITING 13 (1984), *available at* https://www.ejnet.org/ej/cerrell.pdf.

8. Yale Rabin, *Expulsive Zoning: The Inequitable Legacy of Euclid*, *in* ZONING AND THE AMERICAN DREAM: PROMISES STILL TO KEEP 101, 105 (Charles M. Haar & Jerold S. Kayden eds., 1989).

9. Yick Wo v. Hopkins, 118 U.S. 365 (1886).

10. U.S. DEP'T OF COMMERCE, A STANDARD STATE ZONING ENABLING ACT, UNDER WHICH MUNICIPALITIES MAY ADOPT ZONING REGULATIONS 4–5 (1926).

11. NAT'L ACAD. OF PUB. ADMIN., ADDRESSING COMMUNITY CONCERNS: HOW ENVIRONMENTAL JUSTICE RELATES TO LAND USE PLANNING AND ZONING 26 (2003), *available at* https://www.epa.gov/sites/production/files/2015-02/documents/napa-land-use-zoning-63003.pdf.

industrial and other hazardous land in low-income and black communities are made in compliance with local zoning ordinances.[12]

The issue of local officials exercising zoning power to the detriment of black residents was highlighted in a 2003 panel report by the National Academy of Public Administrators ("NAPA") titled, "Addressing Community Concerns: How Environmental Justice Relates to Land Use Planning and Zoning."[13] The report stated that significant evidence showed that people of color and low-income residents were likely to live close to polluting industries because of unequal distribution of environmental exposures in areas zoned for lower-income and historically segregated communities. Further, local zoning decisions regularly "created these disparities and . . . local decision-makers were often fully aware of the likely outcomes."[14] Thus, the report found that federal and state policies created and reinforced local decisions that limited housing for black residents to areas where hazardous and polluting industries were located, and then continued to place more such industries in those areas.[15]

1. *Euclid* and Expulsive Zoning

The Supreme Court first approved of the use of local police power over land use in *Haddacheck v. Sebastian* in 1915.[16] Local police powers for zoning were affirmed in what is now known as the landmark case, *Village of Euclid v. Ambler Realty Corp.*, in 1926.[17] The repercussions of *Euclid* were broad, as the general principle of exercising police power to separate "incompatible uses" to protect residential environments from industrialization was upheld.[18] Justice Sutherland noted that a "nuisance may be merely a right thing in the wrong place, like a pig in the parlor instead of the barnyard."[19] The implications of the decision were significant because many municipalities figuratively deemed black neighborhoods to be barnyards, polluting industries to be pigs, and white residential neighborhoods to be parlors.[20] *Euclid* thus provided a legal basis for local municipalities to disproportionately place polluting facilities in black neighborhoods, while keeping such facilities out of white neighborhoods.

Professor Yale Rabin, of the Massachusetts Institute of Technology, has called this phenomenon "expulsive zoning."[21] Black residents who were not automatically

12. *Id.* at 28–29.
13. *Id.* at 26.
14. *Id.* at 25.
15. *Id.* at 27.
16. 239 U.S. 394 (1915).
17. 272 U.S. 365 (1926).
18. Wayne Batchis, *Enabling Urban Sprawl: Revisiting the Supreme Court's Seminal Zoning Decision Euclid v. Ambler in the 21st Century*, 17 VA. J. SOC. POL'Y & L. 373, 380–81 (2010).
19. *Euclid*, 272 U.S. at 388.
20. Batchis, *supra* note 18, at 395–96 (2010).
21. Rabin, *supra* note 8, at 101.

displaced by racially restrictive covenants and zoning laws eventually found their neighborhoods filled with landfills, incinerators, factories, and power plants. Meanwhile, "white neighborhoods were consistently protected from intrusive traffic, noise, and pollution generated by such nonresidential uses."[22] Even in jurisdictions without codified zoning variances, such as Houston, local government authorities placed eight of ten solid waste facilities in black communities from 1920 to 1970, even though the black population of Houston was only a quarter of the city's population.[23] A national report published by the United Church of Christ's Commission for Racial Justice showed that race was the most significant factor nationwide in determining where a hazardous waste facility would be sited.[24] The report also found that black residents were heavily over-represented in areas with the largest number of uncontrolled hazardous waste sites.[25]

2. Exemplary Cases that Challenge Local Zoning Ordinances

A brief analysis of past cases shows that, at least under current law, lower federal courts have largely chosen to not proceed toward the goal of eradicating America's racially segregated society and have not interpreted civil rights laws in ways which have eliminated environmental injustice. The first lawsuit to charge environmental discrimination in the placement of a waste facility, *Bean v. Southwestern Waste Management Corp*., was filed in 1979.[26] "The case involved residents of Houston's Northwood Manor, a suburban, middle-class neighborhood of homeowners, and Browning-Ferris Industries, a private disposal company based in Houston."[27] Northwood Manor was a subdivision of detached, single-family homes, which typically would have made it an unlikely candidate for a municipal landfill, except for the fact that the neighborhood was more than 82% black.[28] The Northwood Manor residents sought the revocation of the land use permit granted to Browning-Ferris to build the waste facility. However, the relevant local statute only permitted revocation of a land use permit for reasons pertaining to health, or air or water pollution, and the department reviewing the permit would not examine allegations of race discrimination.[29] The district court stated that the plaintiffs did not establish a substantial likelihood of proving that the local permitting authority's decision to grant the permit was motivated by

22. NAT'L ACAD. OF PUB. ADMIN., *supra* note 11, at 28 (internal quotation marks and citation omitted).

23. Robert D. Bullard, *Building Just, Safe, and Healthy Communities*, 12 TUL. ENVTL. L.J. 373, 394–95 (1999).

24. UNITED CHURCH OF CHRIST, *supra* note 4, at 13.

25. *Id*. at 14.

26. 482 F. Supp. 673, 675 (S.D. Tex. 1979).

27. Bullard, *supra* note 1, at 40.

28. *Id*.

29. *Bean*, 482 F. Supp. at 675.

purposeful racial discrimination, and thus the court denied the preliminary injunction.[30]

Similarly, in *East Bibb Twiggs Neighborhood Association v. Macon Bibb Planning & Zoning Commission*, a permit was granted for a sanitary landfill to be placed in a majority black neighborhood.[31] Neighborhood residents filed a complaint that stated that their procedural and substantive due process rights were denied because the decision was not debated publicly in their community. Additionally, the permit did not relate to the public health, safety, morality, or general welfare of the community, as required under the 1922 model zoning law, which the community had adopted.[32] The district court and the Eleventh Circuit held that for the residents to demonstrate that their rights under the equal protection clause of the Fourteenth Amendment had been violated, the residents had to prove, in line with *Village of Arlington Heights v. Metropolitan Housing Development Corp.*, that the actions resulted in a disproportionate racial impact *and* that the Commission had acted with a discriminatory intent or purpose.[33] Because of the high evidentiary bar, the Eleventh Circuit held that the residents failed to present sufficient evidence to demonstrate that the permit decision was made with discriminatory intent or that the Commission had engaged in a pattern of discriminatory conduct.[34] The residents were therefore left without redress because of the immense difficulty in proving both that the planning commission's decision was motivated by discriminatory intent and that the placement of the landfill had a disproportionately negative environmental impact based on race.

Thus, present-day communities of color disproportionately impacted by environmental hazards are left without remedy, short of explicit proof showing that local powers intended to discriminate when approving a permit or zoning ordinance.

3. Summarizing the Influence of Zoning on Environmental Discrimination

Local officials have used zoning laws supposedly meant to protect the health, safety, morals, or general welfare of the community to the detriment of black neighborhoods by restricting industries from existing in white neighborhoods and thus relegating toxic industries to segregated communities. These communities have limited modes of redress under existing civil rights laws because the evidentiary bar for proving discriminatory intent is too high. Furthermore, after these toxic industries are placed in segregated black neighborhoods due to

30. *Id.* at 681.

31. 896 F.2d 1264 (11th Cir. 1989).

32. *Id.* at 1265.

33. 429 U.S. 252, 265 (1977) (holding that a zoning ordinance which had the outcome of barring people of color and low-income families from residing in a neighborhood was constitutional because there was no proof that a "discriminatory purpose was a motivating factor in the Village's decision").

34. *E. Bibb Twiggs*, 896 F.2d at 1267.

NIMBYism[35] in the site selection process, the EPA takes much longer to respond to their needs in comparison to white neighborhoods.

B. SITE SELECTION, NIMBYISM, AND DIFFERENTIAL ENFORCEMENT BY THE EPA: HOW HAZARDS CONTINUE TO BE DISPROPORTIONATELY PLACED IN VULNERABLE COMMUNITIES

Although most environmental regulations are an overall positive force in society that reign in pollution and toxicity, often, more stringent environmental regulations drive noxious facilities and local site selection boards to follow the path of least resistance.[36] The path of least resistance usually leads away from wealthier, whiter communities and towards poorer neighborhoods of color. Additionally, the EPA enforces federal environmental regulations unequally, typically cleaning up black communities at a much slower rate than white communities. As discussed below, each of these factors has further exacerbated environmental injustice.

1. NIMBYism and "The Path of Least Resistance" in Local Site Selection Processes

The site selection process in many localities often fails to prevent discriminatory siting. Most site selection processes go to a board that may be comprised of local experts, of those who have been elected by the locality, or sometimes of board members chosen by the governor.[37] These boards are restrained by land use laws that may already confine industrial sites to predominately black neighborhoods, and even if states preempt local land use statutes to allow sites to be placed in a wealthier neighborhood, boards can be prone to fall to NIMBYism.[38] NIMBY stands for "Not In My Back Yard," and it is a phenomenon where communities with economic and political power will use their advantages to block a toxic site selection planned for their neighborhood, thus relegating the site to a less wealthy and well-connected neighborhood. Robert Bullard, a legal expert in environmental justice, asserts that politicians and industrialists respond to the NIMBY phenomenon using the "PIBBY" principle: "Place in Black's Back Yard."[39] Because of the power of NIMBYism, noxious sites are often designated for communities of color so that industry can avoid any siting delays and expenses that might occur if the site was slated for a predominately white, middle class, residential neighborhood.[40]

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35. *See infra* Part I.B.1.
36. Bullard, *supra* note 1, at 14.
37. Godsil, *supra* note 4, at 404.
38. *Id*. at 403–05.
39. Robert D. Bullard, *Environmental Blackmail in Minority Communities*, *in* REFLECTING ON NATURE: READINGS IN ENVIRONMENTAL PHILOSOPHY 132, 139 (Lori Gruen & Dale Jamieson eds., 1994).
40. *See* Godsil, *supra* note 4, at 405.

It should be noted that all states that use siting boards have preemption clauses in their documents that allow them to override opposition to a siting decision by residents of a whiter, wealthier neighborhood.[41] However, in the end, private developers often still choose the sites regardless of the board's final decision because they have a cost incentive to choose sites with lower land values, which are typically the neighborhoods of economically disadvantaged communities of color because of the history of segregation.[42] Thus, even when a local planning board may be willing to allow a toxic site to be placed in a wealthier neighborhood, developers of the site often choose to build in communities of color due to economic incentives created by the legacy of discrimination.

2. The EPA's Unequal Enforcement Based on Race

Compounding the problematic siting patterns of hazardous waste and polluting facilities in predominately black and communities of color is the issue of uneven enforcement of federal environmental laws by the EPA. A special investigation by the National Law Journal in 1992 found that "the federal government, in its cleanup of hazardous sites and its pursuit of polluters, favors white communities over minority communities under environmental laws meant to provide equal protection for all citizens."[43] Specifically, the investigation found that penalties for violations of environmental regulations committed in white communities were 46% higher than for violations in minority communities for all federal environmental laws protecting citizens from air, water, and waste pollution. Even more egregious, the investigation found that penalties under hazardous waste laws were 500% higher in white communities.[44] It also found that abandoned hazardous waste sites under the Comprehensive Environmental Response, Compensation, and Liability Act in minority communities took 20% more time to be placed on the National Priorities List than sites in white communities, and thus, EPA action on those cleanups began one to four years later in minority communities than in white ones.[45] When cleanup was finally ordered, the EPA ordered permanent treatment cleanup in white communities 22% more often than in minority communities. In minority communities, the EPA was more likely to order containment of the hazardous site instead, which is a less effective and drastic remedial measure.[46]

This nationwide phenomenon can be seen in examples such as Louisiana, where post-Katrina clean-up efforts largely happened in predominately white and

41. *See id.* at 404.

42. *Id.* at 405.

43. Marianne Lavelle & Marcia Coyle, *Unequal Protection: The Racial Divide in Environmental Law, A Special Investigation*, 15 NAT'L L.J. 1, 1 (1992).

44. *Id.* at 2.

45. *Id.* The Comprehensive Environmental Response Compensation and Liability Act, better known as CERCLA or Superfund, provides a federal "superfund" to clean up hazardous waste sites. *Id.*

46. *Id.*

affluent neighborhoods, while the government mainly ignored black and poor neighborhoods for over a decade.[47] The segregation that facilitated the national trends emphasized in this section are demonstrated in the following Part using Louisiana's "Cancer Alley"[48] and the effect Katrina left on New Orleans as case studies. Louisiana is perhaps an extreme example of the direct relationship between the marginalization of black communities dating back to slavery and how environmental hazards are geographically allocated, but it is an appropriate case because of its clear legacy.

II. SEGREGATION AND ENVIRONMENTAL HAZARD CONNECTIONS IN LOUISIANA: A CASE STUDY

Both the Louisiana constitution and state-planning legislation give local governments the power to adopt regulations for land use, zoning, and historic preservation; however, they do not mandate or give incentives for localities to plan or zone.[49] There is no statewide plan for Louisiana and no statewide role in approving or enforcing local plans.[50] If a locality does adopt regulations, it must plan in accordance with the Standard State Zoning Enabling Act of 1922 and plan to promote health, safety, and general welfare, which, as mentioned earlier, local officials often used to the detriment of black communities.

As a result, much of Louisiana developed locally, and much of the zoning, planning, or structure of the parishes (Louisiana's equivalent of counties) can be directly tied to slavery and Jim Crow. For example, many industrial lots where refineries and chemical plants were built are still called "plantations."[51] Bulk goods come from factories that are shipped to New Orleans from the Angelina and Goldmine Plantations, which are located along Cancer Alley.[52] Both the history of slavery in what is now Cancer Alley and the use of redlining in New Orleans have led to environmental injustices in Louisiana that are distinctly tied to segregation.

A. CANCER ALLEY

Cancer Alley is the eighty-five mile stretch along the Mississippi River between Baton Rouge and New Orleans where approximately 25% of the

47. *See generally* RACE, PLACE AND ENVIRONMENTAL JUSTICE AFTER HURRICANE KATRINA: STRUGGLES TO RECLAIM, REBUILD, AND REVITALIZE NEW ORLEANS AND THE GULF COAST 19 (Robert D. Bullard & Beverly Wright eds., 2009) (describing racial disparities in the response to Hurricane Katrina).

48. *See infra* Part II.A.

49. Lauren Land, *Brief History of Planning and Zoning in Louisiana*, LA SEA GRANT (Jan. 10, 2013), http://www.laseagrant.org/wp-content/uploads/Lafourch-Brief-History-Planning-Zoning-La.pdf.

50. *Id.*; *see also* LA. STAT. ANN. §§ 38:101–30.54 (2018).

51. *See* Darwin Bond Graham, *The New Orleans That Race Built: Racism, Disaster, and Urban Spatial Relationships*, *in* SEEKING HIGHER GROUND: THE HURRICANE KATRINA CRISIS, RACE, AND PUBLIC POLICY READER 23 (Manning Marable & Kristen Clarke eds., 2008).

52. *Id.*

country's petrochemical production takes place. The refineries and factories operating there pollute so heavily that the exposure of humans to toxicity in the area created its namesake.[53] Cancer Alley is 40% black and nearly eighty census tracts in the corridor are comprised of at least 90% black residents.[54] The communities closest to the plants along the Mississippi are predominantly composed of black families. These neighborhoods also have lower levels of education and a higher ratio of families living below the poverty line.[55] Black-dominant areas bear a cumulative risk to cancer of 16% more than in white-dominant areas,[56] and low-income census tracts bear a 12% greater risk to cancer from air toxins.[57] Spatial analyses show that the gradient effect of being both a majority-minority and a socioeconomically disadvantaged community magnifies the disparity for the most highly concentrated black areas.[58]

Much of Cancer Alley is rural and made of unincorporated towns, meaning that these communities do not have local governance over their affairs.[59] Thus, the parish they are located in has jurisdiction and can establish rules of governance in the town.[60] Most unincorporated communities were created when slavery ended and groups of free black people, called "companies," were able to buy strips of land at the edges of plantations.[61] The descendants of the original companies remained on the land and continued to subdivide the parcels, resulting in a series of small black communities living on small strips of land.[62] The plantations directly adjacent to these black communities have either continued to be farming and sugar cane plantations or were sold to industries dependent on river access to ship goods, chemicals, and petroleum products.[63]

Unincorporated communities that were historically communities of freed slaves suffer an acute vulnerability to noxious facility siting because they do not have the power to govern themselves.[64] For example, Wallace, Louisiana—a small, unincorporated, black community in Cancer Alley—was rezoned from residential to industrial use by the mostly white officials of St. John the Baptist

53. *See* Wesley James, Chunrong Jia, & Satish Kedia, *Uneven Magnitude of Disparities in Cancer Risks from Air Toxics*, 9 INTL. J. ENVTL. RES. & PUB. HEALTH 4365, 4366 (2012).

54. *Id*. (internal citation omitted).

55. *Id*. (internal citation omitted).

56. *Id*. at 4373.

57. *Id*. at 4371.

58. *Id*. at 4365.

59. DARRYL MALEK-WILEY, COMMUNITY IMPACTS OF POLLUTION IN LOUISIANA 60 (2013), *available at* https://www.academia.edu/9697592/Community_Impacts_of_Pollution_in_Louisiana_27_June_2013.

60. NAT'L ACAD. OF PUB. ADMIN., *supra* note 11, at 202.

61. *Id*. at 192.

62. *Id*.

63. *Id*.

64. Robert D. Bullard, *Unequal Environmental Protection: Incorporation Environmental Justice in Decisionmaking*, *in* WORST THINGS FIRST? THE DEBATE OVER RISK-BASED NATIONAL ENVIRONMENTAL PRIORITIES 237, 255 (Adam M. Finkel & Dominic Golding eds., 1994).

Parish to allow for the construction of a Formosa Plastics Corporation plant.[65]

A quarter of the chemicals and a large portion of the transportation fuel that the United States consumes is processed in over seventy-five of the industrial zones and 130 industries located on historical plantations along Cancer Alley.[66] After generations of living alongside these historical plantations, many of the unincorporated communities founded by freed slaves were bought out by Dow Chemical after numerous lawsuits were brought due to dangerous explosions at the nearby oil and chemical facilities.[67] Five miles south of a hazardous Dow plant, another community founded by freed slaves was bought out by the Georgia Gulf Corporation, which paid the costs for fifty families to be moved away from its vinyl chloride plant.[68] While it is better that these families are relocated further away from toxic industries than to continue living in a hazardous location, these facilities should not have been sited in their community to begin with, nor should public health decisions come at the expense of destroying their community.

Similar to Cancer Alley, the history of segregation in New Orleans due to redlining has led to black communities being displaced by environmental hazards.

B. REDLINING IN NEW ORLEANS

Although some residential segregation existed before the Civil War because of restricted access to public facilities, New Orleans was noted as a city with low segregation during the antebellum period.[69] Residential segregation fully emerged during the height of Jim Crow and during the early twentieth century Progressive Era, when engineering began to transform the urban South. In New Orleans, segregation was not only caused by the practice of redlining but also by the re-engineering of urban public works that unequally distributed new sewage and drainage systems.[70]

1. New Orleans' History of Environmental Injustice

New Orleans was built on land shaped by the sweeping meandering of the Mississippi River, where floods used to regularly deliver large amounts of

65. *Id.*

66. Keith Schneider, *Chemical Plants Buy Up Neighbors for Safety Zone*, N.Y. TIMES (Nov. 28, 1990), https://www.nytimes.com/1990/11/28/us/chemical-plants-buy-up-neighbors-for-safety-zone.html.

67. *Id.*

68. *Id.*

69. Daphne Spain, *Race Relations and Residential Segregation in New Orleans: Two Centuries of Paradox*, 441 ANNALS OF THE AM. ACAD. OF POL. & SOC. SCI. 82, 86 (1979).

70. *See generally* Craig E. Colton, *Basin Street Blues: Drainage and Environmental Equity in New Orleans, 1890-1930*, 28 J. HIST. GEOGRAPHY 237 (2002) (describing how Progressive Era public works projects were intended to improve drainage conditions, but instead ended up contributing to segregation).

sediment on to the flood plain, creating well-drained ground.[71] Once the city was developed and levees constructed, sediment was no longer carried ashore to create higher ground, and the city had to construct drainage systems.[72] Largely below sea level, New Orleans created a racial geography brought by white folk building and buying on higher ground.[73] By 1850, European immigrants had displaced most of the black population towards the poorly drained sectors of the city, and once drainage and sewage improvements began, they served the business elite and placed emerging black neighborhoods last on the list of drainage projects.[74] While officials celebrated the dramatic decrease in malaria deaths attributed to the elimination of swamp conditions that bred mosquitos, the death rate among the black population remained much higher than for whites for both malaria and typhoid.[75]

After the Civil War, New Orleans' black population grew, and many were relegated to living in swamps where the river would periodically overflow and wash their homes away because that was the only available and affordable place to live.[76] The invention of the screw pump during the Progressive Era further contributed to the racial geography of New Orleans by making it possible to drain and eliminate flooding outside of Central City and into newly drained areas near the lake, where developers were building new white-only subdivisions.[77] This made it easier for whites to escape to areas farther from the central part of the city, thus creating more segregation.

During the Jim Crow era, newly drained territory in the northern part of New Orleans, near the lakeside, contained neighborhoods which were almost exclusively white.[78] This was due to an ordinance passed by the New Orleans City Council in 1924 which withheld building permits for black folk in white neighborhoods and prohibited black people from renting or buying a home in a white neighborhood.[79] Although the ordinance was overturned by the Supreme Court in 1927,[80] racially restrictive covenants and deeds drafted by private parties mimicked the original ordinance to impose segregation nonetheless.[81] Because these deeds and covenants were drafted by private parties, rather than the government,

71. H.W. Gilmore, *The Old New Orleans and the New: A Case for Ecology*, 9 AM. SOC. REV. 385, 385 (1944).

72. *Id*. at 392.

73. *See* RACE, PLACE AND ENVIRONMENTAL JUSTICE AFTER HURRICANE KATRINA, *supra* note 47, at 19–23 (describing the history and racial geography of New Orleans before Hurricane Katrina).

74. Colton, *supra* note 70, at 242, 244–45.

75. *Id*. at 245–46 (internal citation omitted).

76. *Cf*. *id*. at 246 (describing the expansion of the black population into low-lying wards).

77. *Id*. at 251 (stating that the pumps have been identified as agents of racism, although segregation was a product of the prejudicial real estate system that created white-only subdivisions) (internal citation omitted).

78. *Id*. at 251–52.

79. *Id*.

80. *Id*. at 251.

81. *Id*.

they were not prohibited by the Court's decision.[82] Developers stipulated that no houses valued at less than $3,000 could go into the new neighborhoods, and specified that "no lots are to be sold to negroes or colored people."[83] The common narrative that plagued many of America's cities in the twentieth century, consisting of redlining and racially restrictive residential suburbs accompanied by white flight, affected New Orleans just as it did much of the country.[84]

The creation and maintenance of segregation in New Orleans later became the backdrop of the story of Hurricane Katrina's disproportionate harm on black communities in the city. Prior to Hurricane Katrina, patterns of racial segregation in New Orleans created a city that boasted the second-highest level of poverty concentration in the nation.[85] New Orleans was a city where low-income white residents had greater access to middle class neighborhoods, while low-income black residents were overwhelmingly concentrated in high poverty neighborhoods.[86] Post-Katrina New Orleans now exemplifies the exclusionary dynamic and fundamental failure of U.S. housing policy at the federal, state, and local levels to prevent racial segregation.[87]

2. Hurricane Katrina's Predictable Effects on Segregated Neighborhoods

In many ways, the disproportionate impact that Hurricane Katrina had on non-white neighborhoods was previewed by the flooding of the Ninth Ward during

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82. *Id.*

83. *Id.* (internal citation omitted).

84. *See* Ta-Nehisi Coates, *The Case for Reparations*, THE ATLANTIC (2014), https://www.theatlantic.com/magazine/archive/2014/06/the-case-for-reparations/361631/.

> From the 1930s through the 1960s, black people across the country were largely cut out of the legitimate home-mortgage market through means both legal and extralegal. Chicago whites employed every measure, from "restrictive covenants" to bombings, to keep their neighborhoods segregated. Their efforts were buttressed by the federal government. In 1934, Congress created the Federal Housing Administration . . . The FHA had adopted a system of maps that rated neighborhoods according to their perceived stability. On the maps, green areas, rated "A," indicated "in demand" neighborhoods that, as one appraiser put it, lacked "a single foreigner or Negro." These neighborhoods were considered excellent prospects for insurance. Neighborhoods where black people lived were rated "D" and were usually considered ineligible for FHA backing. They were colored in red. Neither the percentage of black people living there nor their social class mattered. Black people were viewed as a contagion. Redlining went beyond FHA-backed loans and spread to the entire mortgage industry, which was already rife with racism, excluding black people from most legitimate means of obtaining a mortgage . . . [When black people moved into white neighborhoods,] white homeowners simply fled the neighborhood. The traditional terminology, *white flight*, implies a kind of natural expression of preference. In fact, white flight was a triumph of social engineering, orchestrated by the shared racist presumptions of America's public and private sectors. For should any nonracist white families decide that integration might not be so bad as a matter of principle or practicality, they still had to contend with the hard facts of American housing policy. . . . Redlining destroyed the possibility of investment wherever black people lived.

Id.

85. Stacy E. Seicshnaydre, *Article: How Government Housing Perpetuates Racial Segregation: Lessons from Post-Katrina New Orleans*, 60 CATH. U.L. REV. 661, 662 (2011).

86. *Id.*

87. *See id.* at 663.

Hurricane Betsy decades earlier. The Ninth Ward in New Orleans began as a neighborhood of white-ethnic immigrants and working-class black families because of its cheap properties.[88] However, after schools in the Lower Ninth Ward were integrated, many of the remaining white residents fled the city into white neighborhoods on higher ground, turning the area into a segregated black and poor community.[89] By the time Hurricane Betsy flooded the city in several feet of water in 1965, the Ninth Ward was virtually all black except for the southern section near the edge of the French Quarter, which, not coincidentally, is on higher ground and separated from the rest of the ward.[90] Hurricane Betsy exposed the harm created by racial segregation as the differential impact that the storm had on New Orleans's black population made a lasting impression. However, Hurricane Betsy served as little incentive for future investments, making it a preview of what Hurricane Katrina was to bring.[91]

Forty years later, Hurricane Katrina became one of the worst environmental disasters in American history, not only for the devastation the hurricane brought, but also for the tons of lethal and toxic chemicals released into the water.[92] Which neighborhoods were cleaned up and which ones were left contaminated or targeted as new sites to dump storm debris and waste from flooded homes is telling of which communities America values. The Wall Street Journal reported U.S. Congressman Richard Baker from Baton Rouge telling lobbyists about the demise of public housing: "[W]e finally cleaned up public housing in New Orleans. We couldn't do it, but God did."[93] Public housing options have been significantly reduced since Hurricane Katrina,[94] and the city has either ignored predominately black neighborhoods that were historically segregated or used them as dump sites.

East New Orleans is a majority black part of the city where black families could buy property during the Jim Crow era, making it a mostly black, middle-class neighborhood.[95] After Hurricane Katrina, the city opened up the Old Gentilly Landfill in East New Orleans to dump construction and demolition waste from the storm, and within four months it expanded to over 100 feet high.[96] Four

88. *See* Graham, *supra* note 51, at 6.

89. *Id*. at 19.

90. Darwin BondGraham, *The New Orleans that Race Built: Racism, Disaster, and Urban Spatial Relationships*, 9 SOULS 4, 7 (2007) (referencing CRAIG E. COLTEN, AN UNNATURAL METROPOLIS: WRESTING NEW ORLEANS FROM NATURE 24 (2005)).

91. *See* Graham, *supra* note 51, at 24.

92. *See* RACE, PLACE AND ENVIRONMENTAL JUSTICE AFTER HURRICANE KATRINA, *supra* note 47, at 25.

93. Charles Babington, *Some GOP Legislators Hit Jarring Notes in Addressing Katrina*, WASH. POST (Sept. 10, 2005), http://www.washingtonpost.com/wp-dyn/content/article/2005/09/09/AR2005090901930.html?noredirect=on.

94. *See* Della Hasselle, *In New Orleans, Public Housing Crunch Forces Thousands into Limbo*, AL JAZEERA (July 30, 2015, 5:30 AM), http://america.aljazeera.com/articles/2015/7/30/new-orleans.html.

95. RACE, PLACE AND ENVIRONMENTAL JUSTICE AFTER HURRICANE KATRINA, *supra* note 47, at 26.

96. *Id*.

days after lawyers filed a lawsuit to block further dumping, the entire landfill caught fire.[97] In 2006, the Army Corps of Engineers and the Louisiana Department of Environmental Quality issued permits to allow another landfill to operate in East New Orleans.[98] Much of the waste after Hurricane Katrina was mixed with potential toxic contamination, and experts from the EPA said it would be fortunate if even 30% of the hazardous waste was removed from the waste stream before it was dumped into the landfills.[99] Yet, neither of these landfills have a liner to prevent contamination to soil or water.[100]

After eight years, in 2015, the city, the former operators of the landfill, and the individuals and businesses who owned land adjacent to the landfill settled for eight million dollars, and as part of the settlement, the city agreed to buy the properties of those who lived adjacent to the landfill for just one dollar per square foot.[101] This meant that for a one thousand square foot home, only one thousand dollars would be given to the owner, hardly a reasonable price for someone forced to give up his or her home after facing daily exposure to toxic substances for years. After exposing black neighborhoods to waste and potential toxicity for years, the city settled to displace the community.

Nearly 400,000 people were displaced from New Orleans after Hurricane Katrina, and a 2008 study found that only 53% of black households were able to stay or return to the city following the storm, while 81% of white households were able to.[102] The Lower Ninth Ward saw about 10% of its population return, and even middle class and upper class black communities in East New Orleans only had 60% of their residents return. Meanwhile, white neighborhoods in New Orleans have not only returned, but also have grown. The Garden District is 107% of its pre-Katrina population and the French Quarter is 103%.[103] The lower return rates for New Orleans's black population was likely caused by the racial disparity in rebuilding efforts in New Orleans, such as the lack of levee protection and pollution abatement in black neighborhoods, which are described in the following section.

3. Housing and Gentrification Post-Katrina

Recovery after Hurricane Katrina was largely focused on affluent white communities, while at the same time, black communities in New Orleans were

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97. *Id.*
98. *Id.*
99. *See id.* at 27.
100. *Id.*
101. Mark Schleifstein, *New Orleans, Old Gentilly Landfill Operators Agree to $8 Million Settlement with Landfill Property Owners*, NOLA.COM (last updated Feb. 24, 2015), https://www.nola.com/politics/index.ssf/2015/01/new_orleans_old_gentilly_landf.html.
102. *See* RACE, PLACE AND ENVIRONMENTAL JUSTICE AFTER HURRICANE KATRINA, *supra* note 47, at 30.
103. *Id.* at 31 (internal citation omitted).

neglected. Hurricane Katrina drove up housing prices because only a limited supply of housing survived the storm, while demand for both new and old units remained high.[104] Under federal programs, only 43% of affordable apartments will be rebuilt, even as rents increased 45% and housing discrimination became even more commonplace as scarcity increased.[105] The Greater New Orleans Fair Housing Action Center found discrimination in nearly six out of ten transactions.[106]

Reports of flood maps produced by the Army Corps of Engineers show that while 220 miles of levees and floodwalls need to be replaced or strengthened, no increase in levee protection is shown in East New Orleans or the Ninth Ward, and mostly black parts of New Orleans are still left vulnerable to future flooding.[107] These disparities in flood safety could lead insurers and investors to "redline" once again and lean towards not supporting the rebuilding efforts in vulnerable black areas. Unless intentional efforts are made to integrate and protect minority communities from environmental destruction, history will repeat itself when the next hurricane lands.

III. THE WEAKNESSES OF EXISTING ENVIRONMENTAL JUSTICE POLICIES AND LAWS

Although some advocates for fair housing and environmental justice remain optimistic that successful disparate impact claims may be made under existing legal frameworks, most acknowledge the immense roadblocks litigants face, and a number also acknowledge the weaknesses in case law, legislative history, and the scope of the statutes and orders. Executive Order 12898, Title VI of the Civil Rights Act, and the Fair Housing Act are all legal tools that have the potential to remedy environmental injustices. However, all have flaws which render them too weak to repair the damage already done or prevent injustice from continuing.

A. ENVIRONMENTAL JUSTICE EXECUTIVE ORDER

Federal legal requirements relating to environmental justice ("EJ") in regional planning and transportation and agency action derive from Executive Order 12898 (the "EJ Executive Order" or "EO 12898"), issued by President Bill Clinton in 1994.[108] The EJ Executive Order requires federal executive agencies and the entities to which they extend financial support or project approval to

104. *Id.*

105. *Id.* at 30–31.

106. GREATER NEW ORLEANS FAIR HOUSING ACTION CTR., STRATEGIES TO AFFIRMATIVELY FURTHER FAIR HOUSING: PROPOSALS FOR THE CITY OF NEW ORLEANS COMPREHENSIVE ZONING ORDINANCE (CZO) AND BEYOND 19 (2011), *available from* http://www.gnofairhousing.org/2011/04/27/gnofhac-and-lawyers-committee-for-civil-rights-releases-handbook-on-zoning-and-fair-housing-to-assist-in-development-of-comprehensive-zoning-ordinance/.

107. *See* RACE, PLACE AND ENVIRONMENTAL JUSTICE AFTER HURRICANE KATRINA, *supra* note 47 at 38; REILLY MORSE, ENVIRONMENTAL JUSTICE THROUGH THE EYE OF HURRICANE KATRINA 23 (2008), *available from* https://inequality.stanford.edu/sites/default/files/media/_media/pdf/key_issues/Environment_policy.pdf (stating that post-Katrina flood control efforts left out many black communities).

108. Exec. Order No. 12898, 59 Fed. Reg. 7629 (Feb. 11, 1994).

"identif[y] and address[] disproportionately high and adverse human health or environmental effects of [their] programs, policies, and activities on minority populations."[109] It also mandates that federally-funded "programs, policies, and activities" must "not have the effect of excluding persons . . . from participation in, denying persons . . . the benefits of, or subjecting persons . . . to discrimination under, such programs, policies, and activities, because of their race, color, or national origin."[110] Not to be confused with Title VI of the Civil Rights Act, the EJ Executive Order is a directive from the President which federal departments have implemented through their own orders, and Title VI is one of the tools used by agencies to implement the directive.

While, at first, civil rights and environmental activists were excited about the executive order, "[a]fter the initial flurry of activity subsequent to EO 12898, environmental justice issues largely lost their place on the federal government's policy agenda."[111] Because the EJ Executive Order calls upon federal agencies, most notably the EPA and their subsequent programs, to analyze and enforce their own environmental justice mandates, implementation has varied across presidential administrations. Within a couple of years after EO 12898 was issued, environmental justice waned in importance in the second half of the Clinton Administration, and waned further during the Bush Administration. Although the Bush EPA did not rescind Clinton's executive order outright, as was feared, it did retreat from its principles and enforcement.[112] Bush's EPA Administrator issued a memorandum in 2001 to agency leadership that emphasized that environmental justice was not about addressing disproportionate risks for poor and minority groups. Subsequently, the Office of Environmental Justice at the EPA directed agency management to recognize that "the environmental justice program is not an affirmative action program or a set-aside program designed specifically to address the concerns of minority communities and/or low-income communities. To the contrary, environmental justice belongs to all Americans."[113] The meaning of environmental justice was challenged and changed so much by the Bush EPA that "the EPA's own Inspector General accused the agency of undermining the spirit and purpose of EO 12898."[114]

Further, the EPA's own enforcement of EO 12898 has often been lacking. An analysis that examined EPA programs, policies, and procedures over the past two decades found that the EPA has regularly failed to aid black and poor

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109. *Id*. at 7630.

110. *Id*. at 7630–31.

111. David M. Konisky, *Environmental Justice Delayed: Failed Promises, Hope for the Future*, 58 ENV'T MAG. 4, 12 (2016).

112. *Id*.

113. OFFICE OF THE INSPECTOR GEN., U.S. ENVTL. PROT. AGENCY, REPORT NO. 2004-P-00007, EPA NEEDS TO CONSISTENTLY IMPLEMENT THE INTENT OF THE EXECUTIVE ORDER ON ENVIRONMENTAL JUSTICE 10 (2004).

114. Konisky, *supra* note 111, at 12.

communities with the same commitment as white communities.[115] The EPA has not written pollution control permits in a way that considered impacts on minority communities, has rarely considered the unequal impacts of pollution on different communities when it sets pollution standards, has only recently incorporated environmental justice concerns into its economic analysis of proposed rules, and has been ineffective in broadening public participation in the permitting process in low-income and communities of color.[116] The EPA has also failed to target any regulatory enforcement to pollution sources specifically located in communities of color and has not required that states implement federal laws that do so.[117]

The prioritization of environmental justice policies wax and wane within and across administrations, making it a particularly challenging policy effort with no legislative basis.[118] Without a legislative basis, there are also no citizen suit provisions as there are for other EPA regulations of air and water, making it especially difficult for communities of color to hold the EPA and other agencies accountable.[119]

B. TITLE VI ENFORCEMENT

Title VI of the Civil Rights Act of 1964 ("Title VI") prohibits discrimination on the basis of race, color, or national origin in any program or activity that receives federal funds or other federal financial assistance.[120] This prohibition applies to intentional discrimination as well as to procedures, criteria, or methods of administration that appear neutral but have a discriminatory effect on individuals.[121]

EJ communities turn to Title VI as a means to address racial discrimination in the permitting and siting of facilities that release hazardous pollutants and cause environmental health risks.[122] EJ communities have utilized Title VI in two major ways: by directly suing recipients of federal funds in federal and state courts under Title VI, and by filing Title VI administrative complaints with the EPA and other agencies.[123] Unfortunately, thus far, both avenues have yielded limited success in the courts and at the agency level.

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115. *Id*. at 10.

116. *Id*.

117. *See* David M. Konisky & Christopher Reenock, *Evaluating Fairness in Environmental Regulatory Enforcement*, *in* FAILED PROMISES: EVALUATING THE FEDERAL GOVERNMENT'S RESPONSE TO ENVIRONMENTAL JUSTICE 173–203 (David M. Konisky ed., 2015).

118. Konisky, *supra* note 111, at 12.

119. *Id*.

120. Title VI of the 1964 Civil Rights Act, 42 U.S.C. § 2000d (2018).

121. U.S. COMM'N ON CIV. RIGHTS, ENVIRONMENTAL JUSTICE: EXAMINING THE ENVIRONMENTAL PROTECTION AGENCY'S COMPLIANCE AND ENFORCEMENT OF TITLE VI AND EXECUTIVE ORDER 12898 10 (2016), *available at* https://www.usccr.gov/pubs/2016/Statutory_Enforcement_Report2016.pdf.

122. *Id*. at 1.

123. *Id*. at 10.

1. The Need to Prove Discriminatory Intent Prevents Plaintiffs from Bringing Title VI Complaints in Court

To bring a Title VI complaint to court rather than through an administrative complaint process, communities must allege that the operators of the program receiving federal funds had discriminatory intent, a high evidentiary bar. In *Guardians Association v. Civil Service Commission*,[124] the Supreme Court found that Section 601 of Title VI requires proof of intentional discrimination, and in *Alexander v. Sandoval*,[125] the Court held that Section 602 regulations prohibiting disparate impact do not create a private right of action. As a result of *Guardians* and *Sandoval*, EJ communities have moved away from bringing Title VI claims in courts because proving intentional discrimination is rarely possible and have focused instead on filing administrative complaints with federal agencies where the evidentiary bar is "disparate impact."[126]

2. The "Effects Test" Used in Administrative Complaints Places a High Burden on Plaintiffs

Administrative complaints also bring their own challenges, however. Title VI administrative complaints are only available as a legal avenue for disparate impact complaints against federal fund recipients.[127] The two elements necessary to include in a complaint are a description of the discriminatory acts alleged, and evidence that the discriminator receives federal funds, such as a government program under the Department of Housing and Urban Development ("HUD").[128]

The EPA Office of Civil Rights is charged with processing Title VI complaints and has a 20-day deadline to accept or dismiss a complaint, and a 180-day regulatory deadline for completing investigations of complaints accepted.[129] Yet, out of 247 complaints received by 2011, only 6% of requests were accepted or denied within the deadline.[130] Additionally, the EPA's backlog of Title VI complaints that remained unanswered in 2011 stretched back to 2001, despite the EPA's 180-day regulatory deadline.[131]

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124. 463 U.S. 582 (1983).

125. 532 U.S. 275, 293 (2001).

126. U.S. COMM'N ON CIV. RIGHTS, *supra* note 121, at 10.

127. *Id.*

128. Luke W. Cole, *Civil Rights, Environmental Justice and the EPA: The Brief History of Administrative Complaints Under Title VI of the Civil Rights Act of 1964*, 9 J. ENVTL. L. & LITIG. 309, 315–16 (1994).

129. *Environmental Justice and Title VI of the Civil Rights Act: A Critical Crossroads*, AM. BAR ASS'N (Oct. 23, 2012), https://www.americanbar.org/publications/trends/2011_12/march_april/environmental_justice_title_vi_civil_rights_act/.

130. DELOITTE CONSULTING LLP, EVALUATION OF THE EPA OFFICE OF CIVIL RIGHTS, ENVIRONMENTAL PROTECTION AGENCY, ORDER No. EP10H002058 (Mar. 21, 2011); *see id.*

131. DELOITTE, *supra* note 130; *see* AM. BAR ASS'N, *supra* note 129.

In addition, getting the EPA to accept and investigate Title VI complaints is merely the first step. Although EJ groups began to pressure the EPA to make more effective use of its Title VI regulations in the 1990s, the EPA only decided one administrative Title VI complaint on the merits before the year 2000—with an outcome adverse to the complainants.[132]

The EPA's investigative process when pursuing complaints alleging disparate impacts from the issuance of a permit by a federal fund recipient includes six steps:[133] 1) assessing the applicability of Title VI regulations; 2) determining the appropriate scope of the investigation; 3) evaluating the actual impacts; 4) determining whether the impact was adverse; 5) characterizing the demographic of the affected population; and 6) deciding whether the adverse disparate impact is sufficiently significant.[134] Each of these six steps requires data showing causality, the severity of the impact, and demographic information which may not be significant enough for the EPA to believe there is an adverse disparate impact.[135]

The EPA uses the "effects test" to determine disparate impact.[136] The "effects test" used in Title VI cases is the same as the disparate impact test used in Title VII cases, and thus, an analysis of the pitfalls of Title VI cases regarding environmental justice is instructive for plaintiffs litigating under both statutes.[137] Charles Abernathy analyzed the failure of the effects test for discrimination under Title VI and found that

> during the twenty-seven years of the study period, only twelve cases reached the federal appellate courts and were decided, even arguably, by applying the effects test. Of those twelve, only two involved plaintiffs' claims in a context where specific federal regulations predetermined certain discriminatory effects to be per se illegal. Plaintiffs won both cases. Of the remaining ten cases, none of which involved particularized regulations, and all therefore required pure judicial application of an effects test—and plaintiffs lost every case. . . . Only two judges in the entire twenty-seven-year life of the effects test ever voted to

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132. Tseming Yang, *The Form and Substance of Environmental Justice: The Challenge of Title VI of the Civil Rights Act of 1964 for Environmental Regulation*, 29 B.C. ENVTL. AFF. L. REV. 143, 164 (2002); *see also* Letter from Ann E. Goode, Dir., U.S. E.P.A., Office of Civil Rights, to Father Phil Schmitter, Co-Dir., Sister Joanne Chiaverini, Co-Dir., St. Francis Prayer Ctr., and Russell J. Harding, Dir., Michigan Dep't of Envtl. Quality, re: E.P.A. File No. 5R-98-R5 (Select Steel Complaint) (Oct. 30, 1998), *available at* https://www.eenews.net/assets/2017/05/09/document_gw_03.pdf.

133. *See* Draft Title VI Guidance for EPA Assistance Recipients Administering Environmental Permitting Programs (Draft Recipient Guidance) and Draft Revised Guidance for Investigating Title VI Administrative Complaints Challenging Permits (Draft Revised Investigation Guidance), 65 Fed. Reg. 39,650, 39,66770 (June 27, 2000).

134. *Id.*

135. *Id.*

136. Michael Mattheisen, *Applying the Disparate Impact Rule of Law to Environmental Permitting Under Title VI of the Civil Rights Act of 1964*, 24 WM. & MARY ENVTL. L. & POL'Y REV. 1, 9–11 (2000).

137. *Id.*

> enforce it based on their own normative judgment, unassisted by explicit administrative guidelines.[138]

Lower appellate courts developed Title VI's effects test by echoing the Supreme Court's three-step formulation for Title VII disparate impact cases, which uses a balancing approach that considers the countervailing interest of the defendant's "substantial legitimate justification" and alternative practices that might have a less disparate effect.[139] The development of a balancing approach to the effects test eventually undermined Title VI because appellate courts were reluctant to decide for plaintiffs after balancing a neutral policy's impact on minorities against the importance of the policy.[140] Similarly, although the EPA might find an adverse disparate impact in a case, the discriminatory action may be permissible if it is reasonably necessary to meet a goal that is legitimate and important to the institutional mission of the federally funded program.[141] A legitimate goal can include economic interests, such as a new power plant, that admittedly harms segregated communities, but may have direct economic benefits.

For example, in *New York City Environmental Justice Alliance v. Giuliani*, the plaintiffs sought to restrain the city from selling or bulldozing any of 1,100 city-owned parcels, comprising approximately 600 community gardens, on the grounds that any such sale or changed use of the city-owned parcels would have a disproportionately adverse impact on the city's black, Asian American, and Hispanic residents, in violation of regulations promulgated by the EPA to implement Title VI of the Civil Rights Act.[142] The court held that, while it was not disputed that plaintiffs would suffer irreparable harm from the loss of the lots, plaintiffs failed to show a likelihood of prevailing on their claim of disparate impact because plaintiffs' use of open space as the criteria for determining disparate impact did not meaningfully measure the impact of defendants' actions on minority communities compared with the impact of those actions on non-minority communities.[143] Additionally, the court held that the plaintiffs did not dispute the city's "substantial legitimate justification" that the plots would be used for urban renewal.[144] Plaintiffs also failed to demonstrate a less discriminatory option.[145] The case thus provides a great illustration of how difficult it is for plaintiffs to overcome the balancing test at the core of the effects test used in Title VI litigation.

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138. Charles F. Abernathy, *Legal Realism and the Failure of the "Effects" Test for Discrimination*, 94 GEO. L.J. 267, 274 (2006).
139. *Id*. at 286.
140. *Id*.
141. Yang, *supra* note 132, at 168.
142. 214 F.3d 65, 67 (2d Cir. 2000).
143. *Id*. at 72.
144. *Id*.
145. *Id*.

3. Even When Disparate Impact Is Shown, the EPA Often Settles Unilaterally and Before Favorable Decisions Are Published

Even when the EPA conducts a timely and successful investigation and actually finds disparate impact, oftentimes, the EPA will announce a settlement agreement that was reached without attorney or community engagement.[146] For example, in *Angelita C. v. California Department of Pesticide Regulation*, the EPA completed its investigation in 2011 of a Title VI complaint filed in 1994.[147] For the first time in history, the EPA found that the evidence demonstrated a prima facie violation of Title VI, not just disparate impact.[148] Although the evidence proved that California's implementation of pesticide registrations discriminated against Latinx children because it failed to take into consideration health impacts on children attending schools close by, the settlement was reached without consulting the complainants or community.[149] Although the settlement agreement stated that air monitors would be installed, because the community affected was left out of the conversation, the EPA did not include a substantive remedy for the decade long discrimination in the agreement.[150]

C. FAIR HOUSING ACT

Another possible piece of legislation that EJ communities can use to combat the disproportionate siting of hazardous and environmental disasters in their backyard is the Fair Housing Act. Title VIII of the Civil Rights Act of 1968—popularly known as the Fair Housing Act ("FHA")—prohibits discrimination concerning the sale, rental, advertising and financing of housing based on race, religion, national origin, and sex.[151] The FHA is enforced by the Department of Justice ("DOJ"), the states, local fair housing agencies, and private lawsuits in courts.[152]

For much of the beginning of its fifty-year history, the FHA was generously construed by the courts.[153] Over time, however, the modern federal judiciary has limited the power of this anti-discrimination law through holdings that narrow its scope.[154] Although discriminatory intent is not a technical requirement for a successful FHA claim, in practice, few plaintiffs are successful without a showing of

146. *See id.*
147. AM. BAR ASS'N, *supra* note 129 (internal citation omitted).
148. *Id.*
149. *Id.*
150. *Id.*
151. Fair Housing Act, 42 U.S.C. § 3604 (2015).
152. *The Fair Housing Act*, U.S. DEP'T OF JUSTICE (last updated Dec. 21, 2017), https://www.justice.gov/crt/fair-housing-act-1.
153. Benjamin Schepis, *Making the Fair Housing Act More Fair: Permitting Section 3604(B) to Provide Relief for Post-Occupancy Discrimination in the Provision of Municipal Services—A Historical View*, 41 U. TOL. L. REV. 411 (2010).
154. *Id.*

both disparate impact and discriminatory intent.[155] In 2015, the Supreme Court's adoption of a "disparate impact" test for FHA cases led to some optimism in the environmental justice community because discriminatory intent is extremely difficult to prove; yet a brief analysis of past cases, legislative history, and a comparison of the failure of the effects test used in Title VI cases, show that lower federal courts have largely not chosen to proceed toward the goal of eradicating America's racially segregated society, and have not chosen to eliminate environmental injustice through the FHA.[156]

1. Discriminatory Intent as a De Facto Requirement for Successful FHA Claims

Under the FHA, discrimination does not have to be intentional, but must have a "disparate impact," similar to Title VI, meaning that a neutral policy that has unjustified disproportionate impacts on one of the protected groups can violate the law.[157] The first successful model for proving discrimination regarding municipal services was the 1971 case, *Hawkins v. Town of Shaw*, where black citizens in Mississippi successfully established a prima facie case of discrimination by presenting statistical differences in street paving, lighting, sewage, water, and fire hydrants because of geographic segregation, leading to a pattern of discrimination.[158]

This statistical approach became a model for plaintiffs in subsequent municipal-service equalization cases, such as the more recent case of *Kennedy v. City of Zanesville* in 2008.[159] In *City of Zanesville*, residents of Coal Run, Ohio showed statistical discrepancies in access to the municipal water supply, with reports that noted that black or mixed-race homes had no service while white homes in the same geographic vicinity did.[160] Coal Run residents thus fulfilled the same factors required for a finding of discriminatory intent, in addition to disparate impact.[161] Similarly, in 2009, EJ advocates successfully brought a claim in New Orleans post-Katrina under the Fair Housing Act. In *Greater New Orleans Fair Housing Action Center v. St. Bernard Parish*,[162] St. Bernard Parish was found to have violated the Fair Housing Act by enacting an ordinance that placed a moratorium on the construction of all multi-family housing. The ordinance had a disparate racial

155. Kerri Thompson, *Fair Housing's Trap Door: Fixing the Broken Disparate Impact Doctrine under the Fair Housing Act*, 25 J. AFFORDABLE HOUSING 435, 440–42 (2017).

156. *See* Texas Dep't of Hous. & Cmty. Affairs v. Inclusive Cmtys. Project, Inc., 135 S. Ct. 2507 (2015).

157. *See* Thompson, *supra* note 155, at 437.

158. 437 F.2d 1286 (5th Cir. 1971).

159. 505 F. Supp. 2d 456 (S.D. Ohio 2007).

160. John Izak Monger, *Thirsting for Equal Protection: The Legal Implications of Municipal Water Access in Kennedy v. City of Zanesville and the Need for Federal Oversight of Governments Practicing Unlawful Race Discrimination*, 59 CATH. U.L. REV. 587, 609 (2010).

161. *Id.* at 591–93.

162. 641 F. Supp. 2d 563, 577 (E.D. La. 2009).

impact on black residents, but evidence indicated that the parish had also acted with discriminatory intent.[163]

These cases illustrate that although a showing of discriminatory intent is not technically necessary for plaintiffs to succeed in an FHA claim, in practice, claims are rarely successful without a showing of discriminatory intent. Where discriminatory intent cannot be shown, succeeding solely on a disparate impact theory poses significant challenges.

2. The FHA Has Proven Disappointing to EJ Advocates in Post-Katrina New Orleans

In places such as New Orleans, advocates hoped to use Title VIII in post-Katrina reconstruction, in the hopes of marrying the resale and re-letting of housing opportunities with an environmentally just cleanup.[164] Although courts had already interpreted Title VIII and Section 3604(b) in a way that suggested a limited environmental justice regime, Louisiana believed that the facts in post-Katrina New Orleans were distinct in very material ways from the more traditional nuisance cases in which the statute had often arisen before, and hoped to advance the doctrine in a positive direction.[165] However, many cases brought forth under the FHA in New Orleans were settled between the city, HUD, and the DOJ, and thus, did not lay down precedent that can be emulated. For example, the Old Gentilly Landfill located in East New Orleans, mentioned earlier, was one of the cases settled by the EPA. In addition to a very small monetary amount settled later on for the residents adjacent to the landfill, the first lawsuit related to Gentilly resulted in a settlement agreement between the plaintiff (the Louisiana Environmental Action Network, "LEAN") and the EPA that limited waste intake to 19,000 cubic yards per day at the site.[166] While this settlement successfully limited potentially toxic waste from entering a historically segregated neighborhood, it cannot be used as precedent for future environmental justice cases.

The Fair Housing Act, like the other environmental justice policies previously mentioned, is insufficient for communities who need recompense for discriminatory siting decisions. New policies or changes to existing laws need to be made if environmental hazards are to be distributed in a way which does not disproportionately burden black communities.

IV. RECOMMENDATIONS

In many areas of the country, the history of segregation has facilitated environmental racism, both directly and indirectly. In light of the correlation between

163. *See id.*

164. Benjamin Rajotte, *Environmental Justice in New Orleans: A New Lease on Life for Title VIII?*, 21 TUL. ENVTL. L.J. 51, 81 (2007).

165. *Id.*

166. Sierra Club v. EPA, No. 96-0527 (E.D. La. Apr. 1, 2002) (order granting consent decree).

historic segregation and environmental injustice, harms caused by the mechanisms of segregation, such as zoning and planning, should be reformed. Further, when environmental injustices do occur, affected communities should not be required to prove discriminatory intent by the wrongdoer, whether an action is challenged in a judicial or administrative setting. The legacy of segregation on environmental injustice is so long and powerful that it is almost impossible for affected communities to prove intentional discrimination today, thus causing many environmental injustices to go unpunished under current standards of review. Advocates must recognize the role that segregation has played in environmental injustice and must create tools that do not require proof of discriminatory intent.

Based on the weaknesses found in current laws, this Note makes a few recommendations to strengthen existing policies. To ensure that predominately black communities do not suffer disparate harms of repeated placement of toxic facilities nearby, (1) land use power that is held mostly by local officials should be handed directly to the impacted communities, even down to the neighborhood level if necessary; (2) local planning statutes should be updated to reflect environmental justice goals; (3) in cases using Title VI and the FHA, the burden of proof should be shifted to the agencies and development companies to prove that their programs are not disproportionately harming minorities; and (4) there should be a private right of action for communities with disparate impact cases under Title VI.

The environmental justice problems associated with local officials holding land use power to the detriment of black residents was highlighted in a 2003 panel report by the National Academy of Public Administrators ("NAPA").[167] NAPA recommended that immediate steps be taken by mayors, county executives, and governors, as well as local and state legislative bodies, to mobilize land use planning and zoning power to improve citizen participation in decisions with environmental and health impacts.[168] Citizen participation by those most affected by siting decisions must not only be improved, but also should be mandated. Land use and zoning power should be equitable, and the process must be one that includes an analysis of the disparate impacts a siting decision might have on a minority or poor community.

Additionally, the American Planning Association surveyed state and local laws on land use and planning in 1999 and determined that twenty-four states still used the Standard State Zoning Enabling Act of 1922, which, as previously mentioned, often leads to segregated outcomes. The Association suggested that state planning statues should be reformed to include ongoing problems of housing affordability, lack of housing diversity, exposure to natural hazards, and an obligation to promote social equity in "the expansion of opportunities for betterment, creating

167. NAT'L ACAD. OF PUB. ADMIN., *supra* note 11.
168. *Id*. at 22.

more choices for those who have few . . . in the face of economic and spatial separation."[169] States and local governments must update planning statutes to ensure equity in toxic waste and hazardous siting decisions, as well as to combat the segregation that allows such outcomes to occur. Locally, officials should be forced to use their land use planning and zoning authority to address environmental justice concerns in the community and do so by having to provide underrepresented communities with a large role in creating comprehensive land use plans.[170]

For cases involving Title VI and the FHA, Robert Bullard suggests that the burden of proof be shifted to polluters and developers who harm communities of color disproportionately or do not give equal protection to overburdened classes because, as it stands, redress often occurs only after minority communities prove that permitting or zoning decisions were discriminatory or have disparately impacted them.[171] Instead, the burden of proof should be shifted first to the entities applying for permits for landfills, incinerators, chemical plants, and refineries to prove that their operations will not disproportionately affect low-income and communities of color.[172]

In addition, there is currently no private right of action for Title VI disparate impact cases, and thus, there is only a private right of action for discriminatory intent cases, which are much more difficult to prove in court.[173] Title VI cases that show disparate impact can only be brought administratively through the EPA or other agencies, which have stringent regulatory deadlines for completing investigations, and where the great majority of requests to investigate are not accepted within the deadline. When disparate impact complaints are accepted, settlements with the EPA are often reached without community engagement as well. Instead, new legislation should create a citizen suit provision and private right of action in disparate impact cases, regulatory deadlines for investigation should be lengthened to longer than 180 days, the EPA or the DOJ should be given the strength and resources necessary to investigate, and settlements reached by federal agencies should be required to include input from the communities involved in the case.

Unless there are mandatory procedures to ensure that communities disproportionately harmed by hazardous facilities have a mode of redress, segregated black neighborhoods will continue to be environmentally toxic communities. At all steps of the permitting process and in all aspects of their operations, from siting to polluting to dumping waste, hazardous industries must be forced to consider and rectify their contribution to environmental injustices.

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169. *Id*. at 39.
170. *Id*. at 42–44.
171. Bullard, *supra* note 1, at 39.
172. *Id*.
173. *See* Alexander v. Sandoval, 532 U.S. 275 (2001).

CONCLUSION

Jim Crow segregation, as well as present-day zoning laws and siting processes, have created toxic communities in predominately black and poor neighborhoods. The disproportionate effects of environmental hazards and natural disasters on segregated communities are not only seen in Louisiana but around the country, as seen more recently in Houston after Hurricane Harvey landed in August 2017. In a city where Jim Crow once reigned, whiter and wealthier neighborhoods in Houston had flood safeguards, such as dikes and berms, and lacked hazards, such as chemical plants and oil refineries.[174] In contrast, in neighborhoods on the east side, where nearly 90% of the population is Hispanic and less flood protection exists, the water rose over nine feet high and industrial facilities and toxic waste sites were damaged, raising fears of contamination.[175]

Given that climate change likely will harm poor communities of color disproportionately as natural disasters increase in frequency and intensity, it is crucial for environmental justice laws to be created, changed, and strengthened.[176] The connection between historical segregation and present-day zoning and siting processes that harm communities of color should be used to inform advocates and lawmakers of the need to make the environmental justice landscape more equitable. Although the scope of this Note does not cover the potential use of environmental justice work to create community-based reparations, further research should be done to understand how reparations should be allocated in communities where segregation has led to unequal, toxic outcomes.[177]

174. Alexander C. Kaufman, *Houston Flooding Always Hits Poor, Non-White Neighborhoods Hardest*, HUFFINGTON POST (Aug. 29, 2017, 3:17 PM), https://www.huffingtonpost.com/entry/houston-harvey-environmental-justice_us_59a41c90e4b06d67e3390993.

175. *See* Troy Griggs et al., *More Than 40 Sites Released Hazardous Pollutants Because of Hurricane Harvey*, N.Y. TIMES (Sept. 8, 2017), https://www.nytimes.com/interactive/2017/09/08/us/houston-hurricane-harvey-harzardous-chemicals.html.

176. *See generally* Maria Eugenia Ibarraran et al., *Climate Change and Natural Disasters: Macroeconomic Performance and Distributional Impacts*, 11 ENV'T, DEV. & SUSTAINABILITY 3 (2007).

177. *See* Catherine Millas Kaiman, *Environmental Justice and Community-Based Reparations*, 39 SEATTLE U. L. REV. 1327, 1358–72 (2016).

change.org

Petition details Comments Updates



Help Save Daly City's Only Community Garden on Ohlone Land and Territory

Started July 3, 2021
Petition to Vice-Mayor, City of Daly City Juslyn Manalo and **12 others**

4,559
Signatures

5,000
Next Goal

Support now

Sign this petition

Why this petition matters



Started by **Debbie Santiago**

When my family moved to Daly City in 2004 my son discovered a beautiful community garden within walking distance of our home. Growing fruits and vegetables with friends and neighbors helped teach my son and niece to respect and share earth's bounty.

My mother and I are enrolled members of the **Washoe Tribe of Nevada and California**. Together we hold small ceremonies in the Daly City Community Garden and sing traditional Washiw songs to honor Mother Earth and all her beauty. The garden has given my family a sense of peace and harmony.

Over the past two decades gardeners have nurtured the land and Mother Earth has responded by providing a second chance for indigenous plants, hummingbirds, hawks, bees, frogs, Mission Blue Butterflies, California Gartersnakes, and deer that drink from seasonal wetlands. Everything you see and touch in the garden is living and sacred. Please help me save it.

Here's the Problem: High School District Trustees Plan to Bulldoze Daly City's Only Community Garden

Daly City, the second most populous city in San Mateo County, with a population of 104,901 according to the 2020 census, is home to only one community garden. However, this single food forest is under threat because Jefferson Union High School District (JUHSD) intends to demolish it. This community garden, an urban oasis and a vital food source for residents for over two decades, is located at 699 Serramonte Blvd in Daly City. Shockingly, the district's plan is to repurpose this sacred space into a dump site for asphalt and construction debris as part of a 15-year phased development project that includes the construction of five apartment buildings, eventually totaling 1,113 rental units. It's important to note that these units will be built on public school district property and leased to a private property management company.

The local Sierra Club chapter, along with various other community organizations including the NAACP, have communicated their concerns to the City, urging them to preserve this invaluable garden space.

Spare the Garden: Don't Bulldoze It, Dump on It, Or Build Over It

The current site for the garden is ideal because the ridgeline above the garden protects a fruit

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Ramaytush Ohlone, the original inhabitants of the San Francisco Peninsula, who sustained themselves through hunting, fishing, and gathering. The garden and the surrounding trees not only provide valuable community resources but also contribute to preserving this green space with cultural and historical importance.

School District's Heavy-Handed Tactics Targeting Gardeners

District trustees who support demolishing the garden directed staff to implement an authoritarian culture of intimidation and fear. In 2020, as the Covid pandemic spiked JUHSD began ramping up harassment. School district tactics included verbally berating gardeners by telling them to stay away, erecting an 8’ cyclone fence with a padlocked gate, installing a video surveillance system near the gate, installing a loudspeaker, cutting off water from all garden spigots and removing redwood trees. Additionally, gardeners were required to pay for fingerprints and an FBI background check to access the garden by appointment. Staff said they were concerned about crime however when asked if the school district had reported any incidents to police administrators said no crime was reported. Toni Presta, Superintendent of JUHSD has not refunded the public's money for fingerprints and background checks. Presently, JUHSD has allocated resources to employ security guards tasked with overseeing the garden. Unfortunately, there have been reports of security personnel engaging in drug use, both within the garden and in the adjacent parking area, which concerns gardeners.

History of Ancestral and Cultural Genocide

In 1769, Spanish colonizers arrived in Northern California and constructed missions to Christianize my ancestors and take our land. Between the years 1769 and 1834, the number of Native Californians dropped from 300,000 to 250,000. After California entered into the Union in 1850, the state government perpetrated massacres against the Ohlone people. Many of the leaders of these massacres were rewarded with positions in state and federal government. These massacres have been described as genocide. During the 1940’s through the 1960’s the state disenrolled eight-hundred tribes including the Ohlone to gain control of their land and territory. Native Californians who were relocated during this era faced culture shock and discrimination. Today, many of us are **leading the effort** for cultural and historical recognition of our tribes.

Privatization of Public Resources

Bulldozing Daly City's only community garden and killing trees to develop **market-rate**

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plants, hundreds of trees, a seasonal wetland and wildlife including the Mission Blue Butterfly and the California Garter Snake.

The garden has a rich history of serving as a communal space for Indigenous families, Latinx families, and families of Color, allowing them to cultivate crops and raise chickens. Gardeners forage for plants that hold significance in the medicine and dietary practices of the Ramaytush Ohlone. Additionally, the garden serves as a site for multi-generational seasonal ceremonies led by Indigenous elders, encompassing approximately 2 acres of public land.

This garden is especially important because it's the only community garden in Daly City, where access to greenspace and parkland is extremely limited and underfunded. In recent years, the Daly City Council made the regrettable decision to defund Westmoor Park, a space they previously leased from JUHSD. Consequently, the park lease was terminated, and JUHSD is now utilizing the land to construct new office buildings for the elected board of trustees and administrators.

Regrettably, there appears to be a lack of accountability among locally elected officials who may not fully grasp the detrimental consequences of trading a public garden and park for market-rate housing. This shortsighted approach by the JUHSD Board of Trustees has resulted in detrimental policy decisions and an unwarranted focus on expansion that deviates from the District's stated mission of "Excellence Through Equity."

From the City of Daly City website:

- Daly City is the 9th most **densely populated** city in the entire country. And the City experiences one of the highest pollution burdens within the County of San Mateo.
- Overall, Daly City does not have a diverse urban forest, and this has much larger implications for long-term resilience. Forests that are not diverse succumb to external shocks quickly, like disease, drought, and storms.

Chronic Illness in San Mateo County

The 2013 San Mateo County Community Health Needs Assessment reported that the prevalence of asthma and diabetes increased significantly between 1998 and 2013. In only 15 years the asthma rate in San Mateo County jumped from 8% to 17.9% and chronic lung disease increased from 4.7% to 7.1%. Poor air quality in Daly City disproportionately impacts

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income families.

The Sierra Club sent Daly City officials a letter that included the following concerns:

Land owned by the Jefferson Union High School District currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants, provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park.

There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and the unhoused.

The garden was initially established many decades ago as a therapeutic school garden project but swiftly transformed into a beloved community garden. Today, it stands as a cherished source of immense public benefit and a point of pride for the community. This garden not only offers opportunities for both active and passive recreation but also promotes healthy nutrition, a crucial aspect given the concerns surrounding malnutrition and obesity, especially considering the limited availability of community gardens in Daly City.

Furthermore, considering the low ratio of counselors to students in JUHSD, the garden plays a significant role in supporting student mental health. The shortage of community gardens in Daly City has had a detrimental impact on its residents, particularly during the COVID-19

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given its significant population of minority families with deep-rooted traditions of actively tending to gardens, orchards, and farms. These practices are tied to food security and cultural traditions, making the presence of community gardens even more critical for the community's well-being.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. As global warming intensifies food costs will continue to increase and food scarcity will need to be addressed through community gardening. Gardens play a multifaceted role in mitigating climate change impacts by reducing urban heat islands, offering various ecosystem services, and improving stormwater retention.

From a socioeconomic standpoint, community gardens build trust, encourage community participation, improve responses to natural disasters, and bolster food security — all of which are pivotal elements in effectively adapting to and building resilience against the effects of climate change. Notably, unlike other green infrastructure solutions such as rain gardens, bioswales, and green roofs, community gardens are uniquely equipped to respond to a broader spectrum of stressors, encompassing economic, social, and political instabilities in addition to their environmental benefits.

Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events.

Stop Reducing Greenspace in Daly City

It is imperative that our elected representatives fulfill their responsibility to address nature-deficit disorder, a condition stemming from the chronic absence of community gardens, green spaces, and parks in Daly City. Nature-deficit disorder has far-reaching consequences, including elevated rates of physical and emotional illnesses, attention deficits, depression, substance abuse, sensory underutilization, and health issues related to poor dietary habits, insufficient physical activity, and acute asthma episodes triggered by unhealthy air quality. Extensive research indicates that nature-deficit disorder erodes ecological literacy and hinders stewardship of the natural world, fostering apathy in the face of climate change crises such as wildfires, sea level rise, and extreme heat – challenges that Daly City urgently needs to address.

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significant concerns about JUHSD's endorsement of government-sponsored segregation on public lands. Economic segregation is particularly worrisome, given that only a minimal 10% allocation has been designated for affordable apartments within the project. Additionally, the School District's strategy of concentrating all 111 affordable/low-income units within a single "poor door" building while distributing 1002 market-rate apartments across four other buildings is inconsistent with the city's Inclusionary Housing Ordinance and is expected to perpetuate low socioeconomic status and racial segregation.

Economic Segregation and Racial Segregation are Intertwined

Economic segregation occurs when individuals or families with lower incomes are confined to certain neighborhoods, or a single building within a multi-building development, due to affordability constraints. This pattern often results in racially homogeneous housing, as people of similar economic backgrounds often share similar racial backgrounds. Consequently, when families are concentrated in poor buildings, it creates racially homogeneous social networks that limit access to educational and employment opportunities. This perpetuates a self-reinforcing cycle that sustains economic disparities, economic segregation, and racially segregated housing.

Low Socioeconomic Status

Socioeconomic status (SES) encompasses not just income but also educational attainment, financial security, and subjective perceptions of social status and social class. SES can encompass quality of life attributes as well as the opportunities and privileges afforded to people within society. The relationship between SES, race and ethnicity is intimately intertwined. Research has shown that in terms of socioeconomic stratification, race and ethnicity often play significant roles in determining a person's SES (U.S. Census Bureau, 2009).

Communities affected by low SES, driven by factors like income-based housing segregation, share common experiences, including limited economic development, substandard health conditions, and fewer educational opportunities. Persistent low SES has been identified as a contributing risk factor that disproportionately affects communities of color residing in income-segregated housing. In contrast, affluent homeowners in predominantly white communities are less likely to experience low SES.

Social-Spatial Segregation

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children of a safe route to and from school. Social-spatial segregation is also apparent by the absence of a rooftop Jacuzzi spa for families in the affordable building, while it is provided to market-rate tenants on Parcel B. The proposed plans raise concerns of income-based discrimination, as emergency generators are exclusively installed in all market-rate buildings, with no provision for the low-income building. Additionally, placing an income segregated daycare center on Parcel C underscores its stigmatization as an income segregated area of the development.

Further Information Available Online

To access more information, please visit the **Daly City Community Garden Alliance** website. You can also stay updated on the garden's activities by following their Instagram account **@themysticalgarden**. **Historic photos**, **recent photos** and **wetland photos and videos** are also published online.

Your Support Matters

Join me in supporting community gardening in Daly City. By adding your signature to this petition, you are helping to ensure the preservation of Daly City's only community garden for generations to come. This is a comment on the Serramonte Del Rey Campus Redevelopment Project **Draft Environmental Impact Report**. This petition, addressing the Draft EIR (APN 091-211-230), is scheduled for delivery by 5:00 pm on Sept 8, 2023, to Daly City Planning Manager **Michael Van Lonkhuysen**, City of Daly City **Councilmembers**, and Jefferson Union High School District **Trustees.**

Thank you, Debbie Santiago

Community Garden Trees (hundreds of trees)

27 Redwoods
3 Madrone
2 Buckeye
4 California Coffee Bean
1 Bay Laurel
2 California elderberry
1 Laurel
2 Douglas Fir

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1 Catalina ironwood (donated by city)
5 Willow
20 Juncus patens (Spreading Rush)
14 Juncus lescurii (San Francisco Rush)
2 Blue Spruce
1 Potted Spruce
1 Alpine Source
1 Austrian Pine
1 Live Oak
1 Noble Fir
3 Maple (big)
2 Japanese Maple
1 Walking Stick Tree
1 White oak
(100+) Acacia

Community Garden Fruit Orchard (over 100 fruit trees)

3 Cherry
2 Plum
8 Nectarines
22 Apple
12 Currants, many varieties
5 Avocado
4 Pears
3 Olive
2 Loquat
2 Kumquat
2 Lemon
2 Buddha Hand Citrus Tree
1 Mexican Lime
1 Meyer Lemon
3 Banana Passion Fruit
6 Blackberries without thorns
1 Lemon Guava
1 Pomegranate
6 Blueberries Shrubs

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2 Mandarin Clementine
3 Grape Vines
1 Prickly Pear Cactus
2 Dragon Fruit Cactus
2 Peach

Wildlife (partial list):

- California Garter Snake
- California Vole (rodent)
- Coyote
- Bald Eagle
- Red-Tailed Hawks
- Skunks
- Raccoons
- Ravens
- Woodpeckers
- Hummingbirds
- Lizards (Alligator Lizard and Blue Belly)
- Owls
- Bats
- Frogs
- Mountain Lion (SDR near Skyline Ridge - Seen droppings and track prints)
- Squirrels

Butterflies:

- Mission Blue
- Monarchs

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- Painted Lady
- Regal Fritillary

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Serramonte Del Rey Precise Plan

4-21-2021

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1. Introduction

A. OVERVIEW

This update to the Serramonte Del Rey Precise Plan (Precise Plan) will enable the Jefferson Union High School District (JUHSD) to transform their existing outdated high school facilities into a new walkable, bikeable and family-friendly residential neighborhood with retail, park, Head Start, and surrounding recreational trail improvements. The Precise Plan envisions development of up to 1,113 units of affordable and market rate rental housing on leased District lands to be built-out over a ten-year period. The Serramonte Del Rey neighborhood will be an inviting and family friendly place to walk, shop, connect with friends, meet for coffee, or stroll through the park and hillside open spaces.



An example of an open space similar to the proposed Central Green in the Serramonte Del Rey neighborhood.



The entry to the neighborhood will be a lively and welcoming place.

The Precise Plan update focuses on the 22-acre Phase II area of the 1985 Serramonte Del Rey Precise Plan (PD 31). The Phase II area is the location of the existing JUHSD school facilities currently used for District office space, as well as 122 units of multi-family faculty and staff rental housing approved as PD 31A to be completed by 2022. Phase 1 of the 1985 Precise Plan is already built-out with multi-family rental housing, office, and educational uses. See Figure 1.1.

The Precise Plan identifies the vision, goals, context, standards, and guidelines for individual development proposals on a parcel basis, as well as park, open space, street, and utility infrastructure improvements associated with development by phase. The development of the neighborhood is guided by an urban design framework, or regulating plan, comprised of streets, blocks, and open spaces that set the walkable scale of the neighborhood. The administration and implementation section provides guidance to developers and Daly City staff on the Precise Plan project approval process consistent with the City's General Plan, ordinances, and procedures.

Figure 1.1 Existing and Updated Plan Area Boundaries



B. DISTRICT GOALS

The JUHSD School Board seeks to build upon their past success and advance an innovative plan to stabilize District finances and fund the future of student education. To accomplish this the District plans to attract investment and leverage the development of rental housing through long-term ground leases and/or joint venture agreements on District lands in the Precise Plan Area. The District's key goals are to stabilize education funding and improve the quality of life for students, neighbors, and the City. Improving the quality of education at District schools will boost neighborhood property values, as will the development of new neighborhood character that will serve retail, community, park, and recreation facilities. New housing will increase City tax revenues.



View of Faculty and Staff Housing from Serramaonte Boulevard.

The Faculty and Staff Housing project along Serramonte Boulevard, planned for completion in 2022, is the first step to build-out the Serramonte Del Rey neighborhood. This project will provide affordable housing for teachers and staff members, which will help attract and retain highly qualified teachers and staff, as well as build collaborative relationships among teachers, students, and the broader community they serve.

C. PHYSICAL SETTING

The Serramonte Del Rey site (referred to as the Plan Area in this document) is owned by the Jefferson Union High School District (JUHSD). The 22-acre Plan Area is in the southern portion of Daly City with significant frontage along Serramonte Boulevard and Callan Boulevard with an important access point at Highway 1 along the northern edge of the site. The project entry point interfaces with the freeway on and off ramp. This unique location allows the project to act as an attractive gateway into Daly City. Figure 1.2 shows the regional location and Figure 1.3 shows the surrounding context of the Plan Area.

Adjacent Land Uses

A variety of residential and retail uses are located within a quarter mile (five-minute walking distance) from the Plan Area. Direct access to Serramonte Boulevard and Hickey Boulevard connects the community to many existing community destinations that surround the project site. Destinations include the Serramonte Shopping Center, Serramonte Plaza, Gellert Park, and Serramonte Library, as well as adjacent neighborhoods and schools. The existing site is surrounded by high density rental apartments on the north and south sides, low density residential on the west side, and open spaces including the Chinese Cem-

etery and Gellert Park on the east side. The project site is centrally located within the Jefferson Union High School District with JUHSD schools located north and south of the site.

Site Access

As seen in Figure 1.3, the Plan Area is extremely well connected to major arterials, including Highway 1, Interstate 280, and State Route 35 (Skyline Boulevard). The site is also accessible by public transit: the Colma and South San Francisco BART stations are both approximately two miles away from the project site, and there is an existing SamTrans bus stop serving Route 120 and Route 24 right outside of the project entry along Serramonte Boulevard. In addition, many surrounding streets have bicycle facilities, including Class II bicycle lanes on Serramonte Boulevard and Callan Boulevard as well as Class III bicycle facilities on Hickey Boulevard.

Plan Area Character

The existing Plan Area site sits on a level plateau on an east-facing slope. It is at a higher elevation than the land to the east of Callan Boulevard, and at a lower elevation than the residential neighborhood to the west along St. Francis Boulevard. Because of the site's orientation and situation at a higher elevation, there are expansive views of the San Bruno Mountains and city skyline to the east

Figure 1.2 Regional Location (looking north)

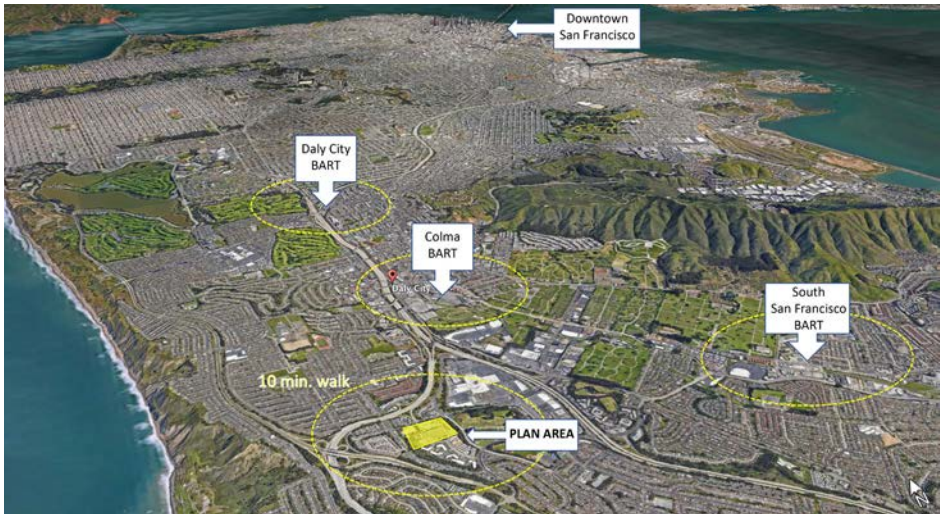
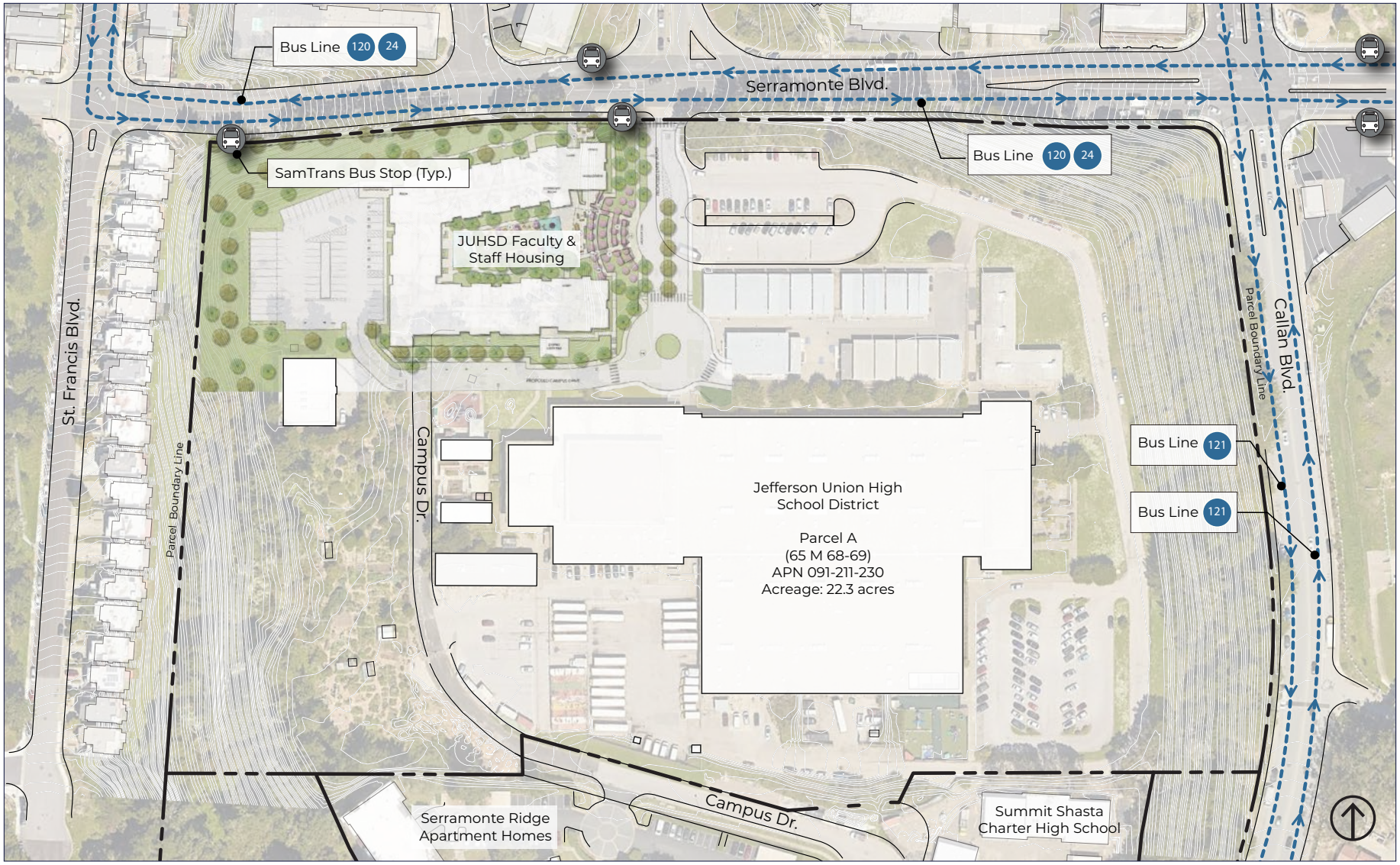


Figure 1.3 Context Map (looking south)



Figure 1.4 Existing Conditions and Topography



and north. Farther to the west is a ridge separating the Plan Area from the Pacific Ocean, providing a temperate marine climate to the Plan Area and surroundings. The site is framed on its eastern and western sides by sloping hillsides with dense evergreen trees. These forested areas, along with the change in grade, create a buffer from developed areas on either side of the site.

The Plan Area is occupied by a decommissioned high school building, now partially used as administrative offices. The facility is a low-slung single-story building that presents mostly blank walls to its surroundings. It needs significant seismic upgrades to the structure. The site itself is clean, flat and of a sufficient size to accommodate a new neighborhood.

D. PLANNING CONTEXT

Daly City General Plan 2030

The Precise Plan update is consistent with the goals and policies of the 2030 Daly City General Plan as amended with the 2015 Housing Element.

Inclusionary Housing Ordinance

One of the City's housing goals is to encourage the development of housing that is affordable to both renters and owners, and for households of all income levels. The Inclusionary Housing Ordinance identifies requirements for the provision of affordable housing as part of new housing development in the City. The residential development within the Plan Area will provide affordable housing as required by ordinance and per the Serramonte Del Rey Precise Plan Development Agreement and Affordable Housing Plan.

Municipal Ordinance

The Daly City Municipal Code designates the Plan Area as a "Planned Development District (PD31)". A Planned Development district allows various types of development such as neighborhood shopping centers, professional and administrative areas, commercial service centers, industrial parks, single-family, multi-family residential, or a combination of any of the above-mentioned uses.

Uses in a planned development district shall be permitted based on the general category of uses identified in the Precise Plan. Any uses not identified in the Precise plan may be permitted within the planned development upon securing a use permit. General provisions for a planned development that are applicable to the Precise Plan are established in Section 17.28.020 of the Municipal Code.

1985 Precise Plan (PD31)

The 1985 Precise Plan extends from Hickey Boulevard at the south to Serramonte Boulevard at the north. The 1985 Precise Plan envisioned two phases of development with the closure of the Jefferson Union High School. The first phase of housing, office and Summit Shasta Charter High School is developed south of the existing high school. The Faculty and Staff housing now under construction was entitled under the PD31 Precise Plan. The rest of the 22-acre second phase has not been realized and is the subject of this Precise Plan Update. Provisions for Phase I 1985 Precise Plan are as follows:

Land Use

- Open Space (10.2 acres)
- Residential (1.2 acres)
- Office (1.6 acres)
- Streets, Parking Structure, and General Parking (9.3 acres)

Land Density and Intensity

- **Residential:** 23.6 DU/AC; up to 175 Apartments
- **Commercial:** .77 FAR (Floor Area Ratio)
- **Office space:** Up to 700,000 sq. ft. office

Height limits

- Apartment buildings are limited to 3 stories over a partially depressed garage.
- Office buildings are limited to 6 stories along Callan Boulevard, increasing to a maximum of 12 stories at the center of the project.
- Office buildings are to be built along the eastern edge of the site to take advantage of the views and to be visible from the I-280 and Highway 1 freeways. Apartments to be tucked back against the western slope bank.

- Text concerning Visual Quality/Community Character states: "Buildings over six stories will be placed on an east/west axis to minimize impacts on the St. Francis views."
- Structured Parking: Residential: 175 spaces; Office: 1,252 spaces.
- Surface Parking: Residential: 125 spaces; Office: 498 spaces.
- Residential parcels will conform with Daly City parking standards. For multiple-family residential, this amounts to 1 space per studio, 1.5 spaces per one bedroom, and 2 spaces per two-bedroom unit or larger.

These provisions continue to govern the southern part of the PD31 Precise Plan. For the northern part (the Plan Area) they are included for reference only; upon adoption of the Serramonte Precise Plan Update, they will be fully replaced by the provisions included in the following pages.

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2. Vision and Goals

A. VISION

Experience

The Serramonte Del Rey Precise Plan enables the transformation of a former high school with outdated facilities and surface parking over 22-acres to become the home of future residents who will experience:

- A new walkable, bikeable and family-friendly residential neighborhood with tree-lined streets;
- The convenience and activity of local retail stores, cafes and restaurants;
- A collection of open spaces, parks, and recreational trails suitable for use by a variety of ages and household types;

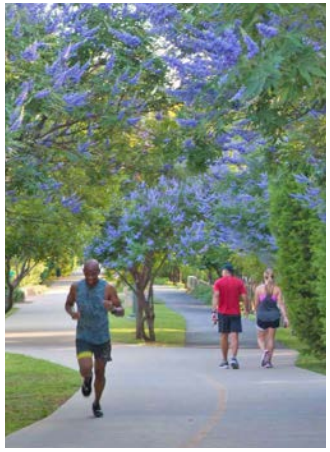


Walkable tree-lined streets will enhance the neighborhood.



Aerial view of the Plan Area showing proximity to Pacific Ocean.





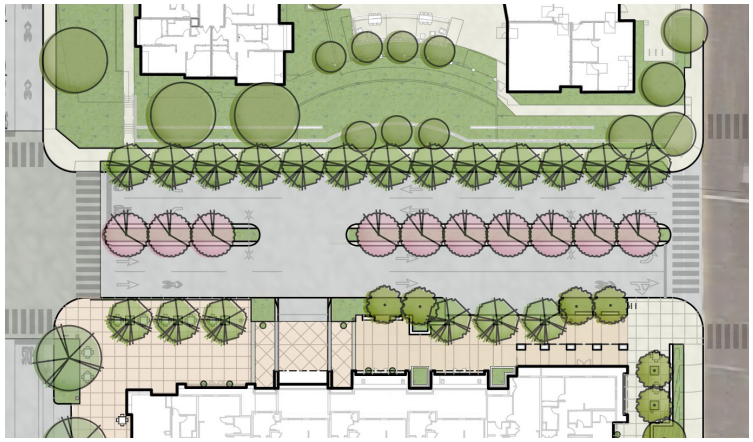
Open space and recreation areas will serve all age groups.

- Architecture for modern living, with amenities and contemporary, sustainable design;
- A diverse residential neighborhood that includes units affordable to a variety of income levels;
- Access "a moment away" to Daly City's coastal bluffs overlooking the Pacific Ocean from Highway 1 and Skyline Boulevard;
- Scenic views to San Bruno Mountain and the San Francisco Bay from the site's hillside setting;
- A highly accessible location with direct transportation and transit access to major job centers in San Francisco and along the San Mateo Peninsula within walking distance to regional shopping and Gellert Park;
- One of the world's best climates, with the beautiful, diverse ecology of a coastal zone, Mediterranean climate with mild, wet, frostless winters and cool summers.

Illustrative Plan

Figure 2.1 is an illustrative plan of the build-out of the plan area, featuring neighborhood-serving retail, public gathering spaces and residential development linked together by a network of pedestrian-scale tree-lined streets. Main features of the plan are:

Mixed-Use Main Street. Entry Drive is the plan area's Main Street and entrance to the neighborhood, extending from the intersection of Serramonte Boulevard and Highway 1 ramps to the Central Green on North Drive. On the east side of the street is a mixed-use commercial and residential development with ground floor retail uses extending the entire city block from Serramonte Boulevard and wrapping around the corner along North Drive. This lively area features uses such as a café and retail shops opening onto tree-lined gathering spaces with outdoor seating at both intersections. The activity generated during the days and evenings will provide an attractive and welcoming environment for residents, visitors, and surrounding neighbors, visible along Serramonte Boulevard and from travelers entering and exiting from Highway 1.



Entry Drive will provide a landscaped entry into the neighborhood.

Housing Shapes Public Spaces. Plan area streets are lined with residential buildings organized to shape an urban park and create a sense of place at the center of the neighborhood. Buildings vary from four to seven stories around the Central Green. Up to two 14-story towers are permitted south of the Central Green. The buildings are to be of high architectural quality, with attention to the pedestrian-experience at the ground level and the massing of podium and skyline levels of buildings. Ground floor uses are located to create a gradient of activity from quiet residential areas to active shopping. Buildings are designed as courtyard housing, each with an internal landscaped courtyard at grade or above a parking podium. Where a building is adjacent to public Hillside Area open space, the courtyard space opens to connect to the surrounding open space visually and physically.

Pedestrian-Scale Neighborhood. The Plan Area is organized into walkable, pedestrian-scale streets and city blocks, each with a different character. Entry Drive provides a transition from the higher vehicle volumes on Serramonte Boulevard to quieter neighborhood streets. North Drive extends east and west along the Central Green with East Drive and West Drive wrapping around the Central Green so every street in the plan is accessible to this neighborhood park. North Drive and East Drive are local connector streets that prioritize pedestrians

and cyclists with buffered bike lanes and large street trees. West Drive is a narrower neighborhood street with individual ground floor unit entries or residential stoops. Three access ways provide access to residential parking, Overlook Park, wooded hillside areas, the eastside recreational pedestrian/bike trail and westside walking path. At the south entrance to the Plan Area is a landscaped roundabout providing a traffic-calmed entrance to the neighborhood.



A landscaped roundabout at the south entry will provide a gateway to the neighborhood.

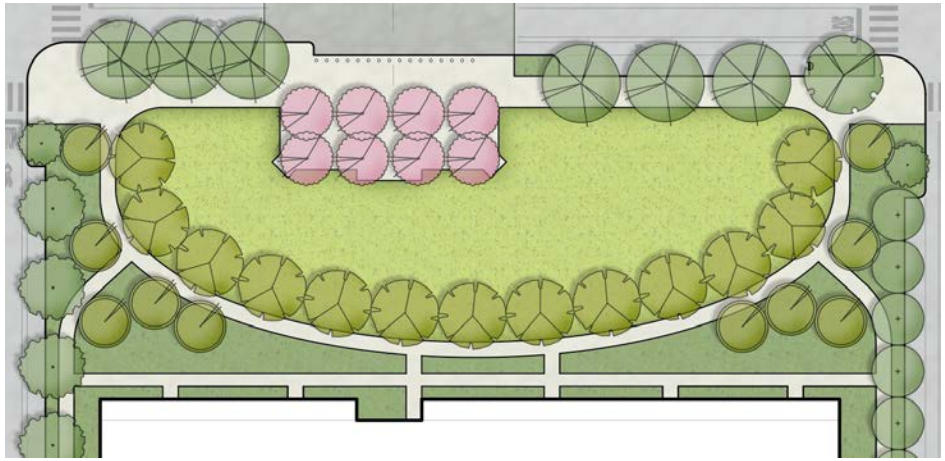
Bike and Transit Access. The neighborhood is safe and convenient for bicycling with connections to existing and planned Daly City bicycle routes to local destinations such as Serramonte Main Branch library, Gellert Park and Serramonte Shopping Center. Transit users have direct access to frequent SamTrans bus service to BART, Skyline College and other city and regional destinations with SamTrans bus stops at the intersection of Serramonte Boulevard and Entry Drive. The eastbound SamTrans bus stop is improved with a new shelter and seating.

Diversity of Housing. Affordable and market rate rental housing is mixed-throughout the site. 122 units of affordable housing for JUHSD Faculty and Staff, which includes very-low, low, and moderate-income rental dwelling units, are at the corner of Serramonte Boulevard and Entry Drive. A second affordable housing development is planned along East Drive, at the southeast corner of the Plan Area. The balance of affordable housing is spread throughout the three other residential development sites.

Figure 2.1 Illustrative Plan



Neighborhood Parks, Trails and Open Space. The plan features two publicly accessible parks and a loop trail, with walking and biking along the east downslope hillside and walking along the west upslope hillside. The Central Green is the heart of the neighborhood with a tree-shaded plaza at Entry Drive and crescent shaped meadow enclosed with oak and evergreen trees. The park is visible and accessible to residents and visitors, with active and contemplative spaces. Overlook Park, in the northeast corner of the Plan Area, is a children-friendly park with terraced seating, play, and turf areas for family use. Overlook park will have filtered views through hillside trees of Daly City, San Bruno Mountain, and the San Francisco Bay.



The Central Green will have a variety of spaces from active to contemplative.

Urban Parking. Parking for residential and retail uses is "right-sized" based on actual demand and is provided in secure garages and screened from view from neighborhood streets by building frontages or landscape. Parking serving neighborhood public spaces, overflow parking and Head Start is located on-street.

Together, these features shape a walkable, bikeable, safe, family-friendly neighborhood with a shopping street, parks, and nature trails, with several venues for outdoor gatherings and recreational activities. Development will be built out over time and may not match the illustrative plan precisely.

B. PLAN GOALS

The following goals shaped the master plan and are to guide development in the Plan Area:

2.B.1 Create an Active Neighborhood

Redevelop the existing underutilized site into a family-friendly, cohesive neighborhood with activities that all ages can enjoy, from cafes and restaurants to recreational trails and parks that can accommodate a range of play and other activities.

2.B.2 Promote Housing Equity

Address the housing shortage in Daly City through the percentage of affordable housing provided. Meet and exceed the City's 10% below market rate (BMR) rental housing requirement. Combined with the Faculty and Staff Housing under construction, plan for 20% of housing to be low and moderate-income rental housing for an anticipated total of approximately 245 units. The balance of up to 990 units will be market rate rental housing.

2.B.3 Preserve Head Start

Provide a place to relocate the existing Head Start facility currently on the site, to ensure a long-term home on-site for the preschool. Accommodate Head Start's program needs for a facility with two classrooms, outdoor play areas, and parking. The District is committed to support-



Residential buildings with nearby parks create a family-friendly neighborhood.



Walkable tree-lined streets will enhance the neighborhood.

ing Head Start's effort to fundraise for the buildout of their new facilities.

2.B.4 Provide Innovative Housing Design

Drawing upon successful projects elsewhere in San Mateo County, accommodate different "types" of buildings, varying in efficiency, parking configuration, ground floor activity and construction technology. Wrap housing around courtyards for efficiency and livability to create attractive urban living. From lowest to highest density, building types for the housing may include:

- Four stories of light gauge metal frame with surface parking
- Four stories of wood or light gauge metal frame over a concrete "podium" of structured parking
- Up to seven stories comprised of 5 stories (plus mezzanine) of wood or light gauge metal frame and two to three stories of concrete podium
- Up to 14 stories comprised of 10 stories of metal frame or steel and concrete construction and three to four stories of concrete parking podium



The Head Start facility will provide dedicated outdoor activity space.

2.B.5 Promote Sustainability

Ensure a green and healthy environment for families and our community by planning for green buildings with sustainable, energy efficient and resource conserving operations and performance. Design and construct buildings to reduce our carbon footprint and ensure healthy indoor air quality. Buildings can have roof top solar panels, electric vehicle charging stations, water conservation, waste management, alternative transportation options and green materials. Landscapes will feature storm water treatment gardens, drought tolerant landscapes, street trees to reduce heat island effects, and pedestrian-oriented design.

2.B.6 Fit Hillside Context

Set buildings into the hillside to obscure them from view. Utilize the topography of the site as a hillside setting that is screened by existing mature trees and supplemental trees to the west, east and north to limit views from Serramonte Boulevard and south from Campus Drive. Limit the location of towers to sites set back from Serramonte Boulevard and orient towers in an east-west direction to minimize obstructions of views from uphill neighbors.

2.B.7 Provide Active Transportation

Design for active transportation and healthy living. The Precise Plan's streets can be designed for daily exercise as walkable and bikeable streets. These "complete streets" advance Daly City's Vision Zero program to reduce pedestrian traffic fatalities to zero. Additionally, alternative transportation options are supported such as ride hailing services, electric vehicles, shuttles, and frequent bus service to BART at Serramonte Boulevard.

2.B.8 Right-size Parking

"Right-size" the supply of parking in relation to parking demand, based on best engineering practices used in places similar to Daly City. Parking



Before view from intersection of Callan Boulevard and Serramonte Boulevard.



After view with trees shown transparent to show new development.



Protected bike lanes.



The open space network will include a recreational trail.

can be provided on-site for residents, guests, and retail customers to avoid "overflow" parking in nearby neighborhoods. Use Transportation Demand Management (TDM) strategies to ensure adequate parking for all users.

2.B.9 Connect to Nature

Provide diverse neighborhood park spaces for resident and visitor enjoyment that support the ecology of the hillside setting with mature trees. Create recreational trails open to the public, as well as a series of private and common open spaces available to residents.

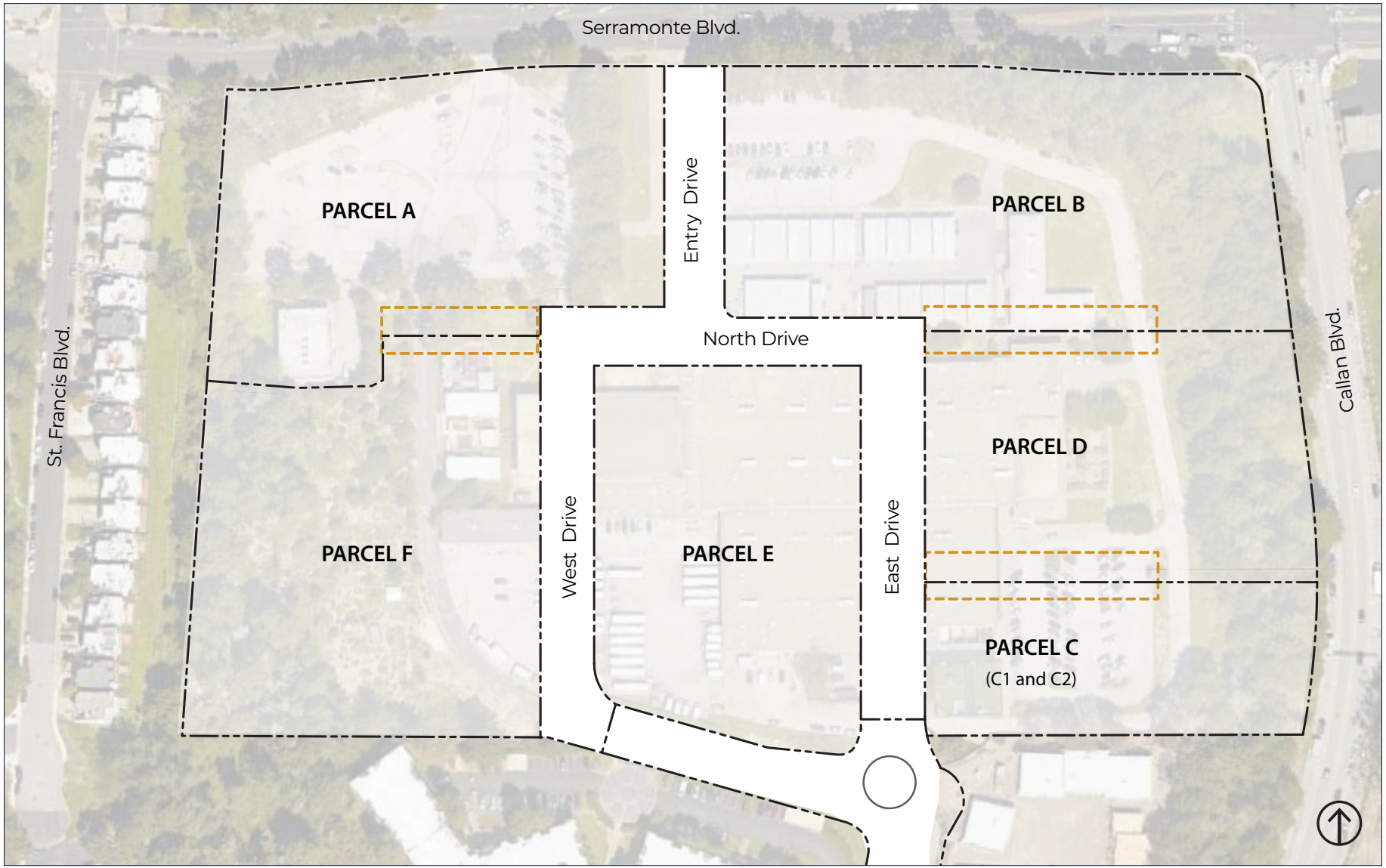
2.B.10 Ensure Long-term Financial Stability for the School District

Plan, design, construct and maintain residential development, park spaces and infrastructure to ensure the long-term financial stability of the District.

C. PARCELIZATION

To achieve the vision, the Plan Area has been subdivided into seven distinct development parcels and a series of additional parcels containing streets. See Figure 2.2. The street parcels have public access easements that require the streets to be publicly accessible. There are also easements between Parcels A and F, Parcels B and D, and Parcels D and C which will allow shared access for pedestrian and vehicle access.

Figure 2.2 Plan Area Parcels



Note: Parcel C will be subdivided into two separate parcels, C1 and C2. This division will be recorded in the Tentative Map application.

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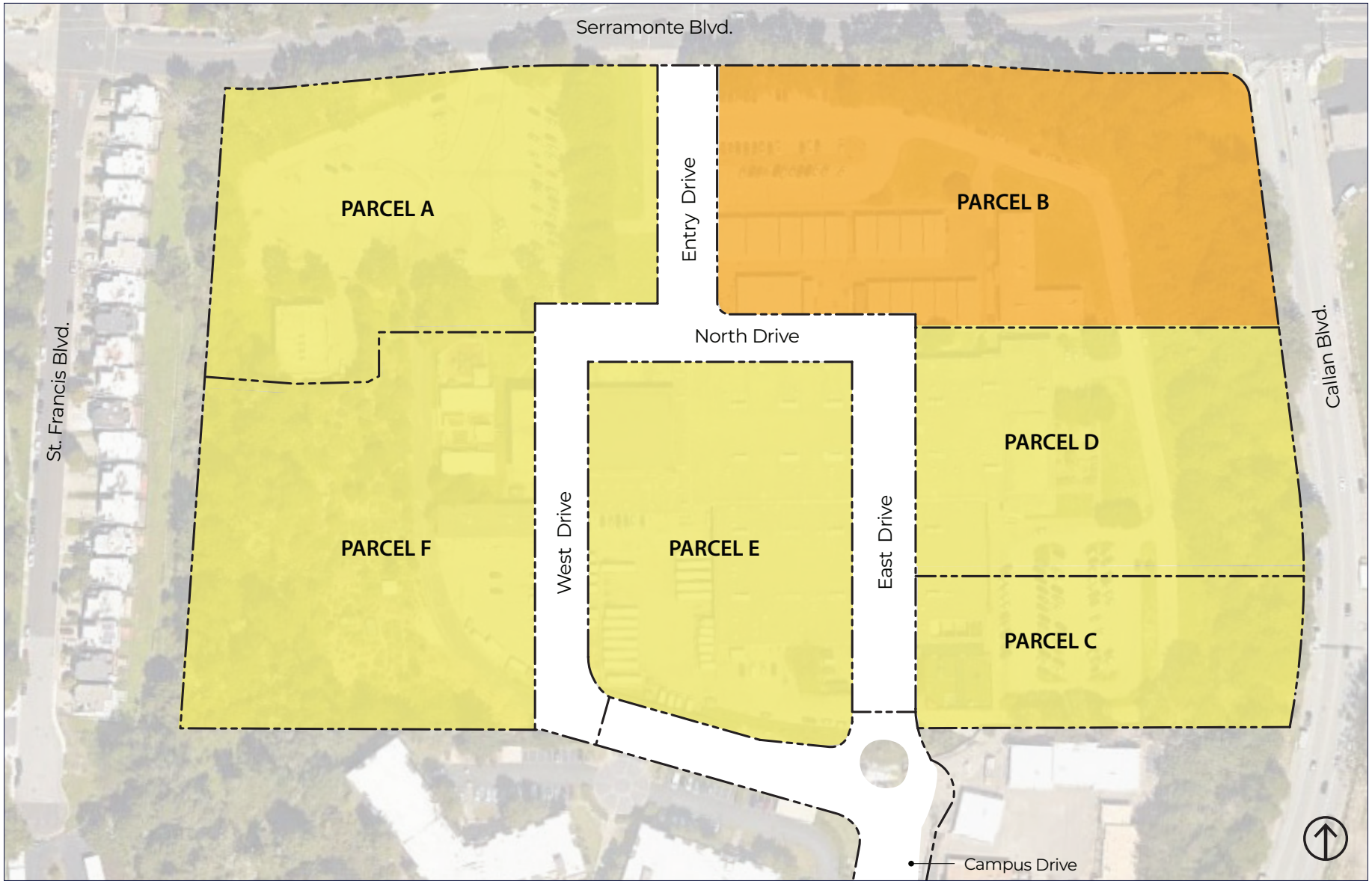
3. Development Standards and Guidelines

This chapter establishes development standards and design guidelines for the Plan Area. All development planned within the Plan Area will be required to adhere to standards contained in this chapter. Guidelines will serve as recommended actions, offering more flexibility in implementation. Definitions of terms are located at the end of this chapter.

A. PLAN AREA LAND USES

The Plan Area is organized into two land uses: The Mixed Use and the Residential. See Figure 3.1. The Mixed Use District applies to Parcel B and supports mixed-use residential development, such as commercial uses on the ground floor with residential uses on upper floors. The Residential District applies to remaining Plan Area Parcels A, C, D, E, and F. The Residential District is intended for primarily residential uses but does allow certain other uses. Permitted land uses within each of these Districts are stated in the Permitted Uses Table (Table 3.1). Other design and development standards are established in Chapter 3 of this document.

Figure 3.1 Plan Area Land Uses



The following land uses table states the different types of residential, commercial, community services, and public uses that are permitted within the Plan Area Districts.

Permitted uses are marked with a P; uses requiring a Use Permit are marked with a UP, blanks indicate uses not permitted in that district.

Table 3.1 - Permitted Land Uses

Table Of Land Uses	Mixed Use District	Residential District
Residential Uses		
Single-family dwellings, 12 DU/Acre minimum	P	P
Two-unit structures (duplexes); Townhouses	P	P
Multiple-family dwellings	P	P
Live-work within dwelling units	P	P
Day care center in accordance with the regulations specified in Chapter 17.49 of the Municipal Code	P	P
Commercial Uses		
Medical services (as part of a mixed-use building): Medical-Dental Clinic; Prescription Pharmacies; Veterinary Clinic	P	UP
Commercial Services (on ground floor of a mixed-use building only): Bakery; Bank or financial institution; Barber or beauty shop; Book store; Camera store; Clothing store; Coffee store; Delicatessen; Dry cleaner; Florist; Food store; Gift store; Hardware store; Health club, gym; Home furnishings; Instruction studio (dance, exercise, music, and so on); Laundromat; Office supplies/copy shop; Pet store; Restaurant, but not a drive-thru restaurant; Shoe sales and repair; Small appliance sales and service (only in conjunction with sales); Sporting goods; Stationary store; Tailor; Toy store; Travel agent; Variety store	P	UP

(Table Continued)

Table 3.1 - Permitted Land Uses		
Table Of Land Uses	**Mixed Use District**	**Residential District**
Bar and Cocktail lounge; Small theater; Hotel; Cannabis sales	UP	-
Professional offices (as part of a mixed-use building)	P	UP
Medical-Dental Clinic (as part of a mixed-use building)	P	UP
Community Service Uses		
Community center, library (as part of a mixed-use building)	P	UP
Public Utility and Public Service Uses		
Pumping stations, public utility buildings and uses	P	P
Wireless communications facilities in accordance with the regulations specified in Chapter 17.39 of the Municipal Ordinance	P	P

B. PLAN AREA DEVELOPMENT CAPACITY

Development Program

The following table summarizes the anticipated development program at build-out for parcels within the Plan Area. These numbers may be less than the total capacity of each site. These numbers will be used in the project description for environmental review of the Precise Plan.

Table 3.2 - Development Program

Parcels	Area (Acres)	Housing Units	Density	Retail / Commercial	Other
Parcel B	4.3	201	49 DU/Acre	8,000 sq.ft.	
Parcel C	1.94	100	63 DU/Acre	**	1,400 sq.ft. (relocated Head Start facility)
Parcel D	2.84	240*	85 DU/Acre	**	
Parcel E	3.02	290*	96 DU/Acre	**	
Parcel F	3.77	282*	66 DU/Acre	**	
Total New Development	**15.87**	**1,113**	**70 DU/Acre**	**14,000 sq. ft.**	
Parcel A (existing, not counted as new development)	3.6	122	34 DU/Acre		1000 sq.ft. (existing Comcast facility)
Street Parcels within Plan Area	2.9				
Total Development	**22.38**	**1,235**		**14,000 sq.ft.**	**2,400 sq.ft.**

(*) Denotes parcels with high-rise building potential (up to 14 stories). Only two of these three parcels may be developed with high-rise buildings. This table includes an assumption that Parcel D and Parcel F will be developed with high-rise residential buildings, but during implementation the high-rise location may be transferred to Parcel E from either Parcel D or F. In any case the overall buildout of the Plan Area is limited to 1,235 residential units.

(**) Denotes parcels that may provide retail/commercial square footage on the ground floor in addition to 8,000 sq.ft. assumed for Parcel B. Each of these parcels may or may not build commercial square footage on the ground floor; in any case the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Development Maximum Per Parcel

The following table presents the maximum allowed density per parcel. Note these are maximums, and the buildout is likely to be less than the maximum on some parcels. This table is intended to provide guidance to developers of individual parcels within the Plan Area.

Table 3.3 - Development Maximum Per Parcel

Parcel Number	Maximum Residential Units Allowed Per Parcel*	Maximum Retail/ Commercial Square Footage Per Parcel**
Parcel A	122	0
Parcel B	210	8,000 sq.ft.
Parcel C	125	6,000 sq.ft.***
Parcel D	270	6,000 sq.ft.
Parcel E	330	6,000 sq.ft.
Parcel F	400	6,000 sq.ft.

*The total number of units may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 1,235 residential units.

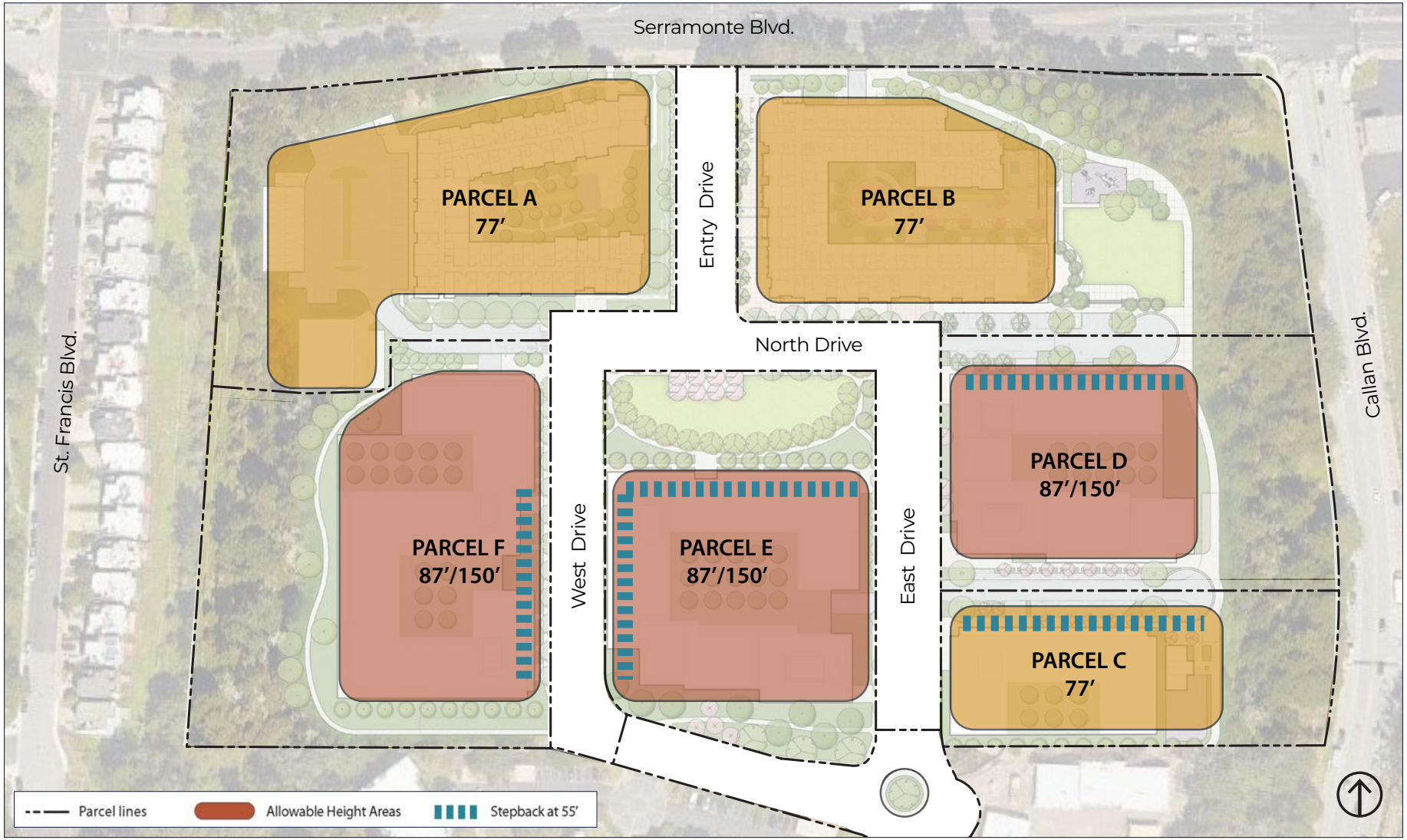
** The total square footage of retail/commercial may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 14,000 sq.ft. of retail/commercial space. There is no restriction on the amount of Amenity Space (to be used primarily by residents) per parcel.

***Parcel C is permitted to build up to 2,000 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

C. BUILDING HEIGHT

Permitted building height for the Plan Area is shown in Figure 3.2.

Figure 3.2 Building Heights



Height Exceptions

The following exceptions to the height limit are allowed:

C.1.1 Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.

C.1.2 Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than 4 feet above maximum height is exempt from the coverage calculation.

C.1.3 Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.

C.1.4 Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.

C.1.5 Enclosed amenity spaces to a height of 12 ft where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 20% of building roof area.

D. STREET FRONTAGES

The streetscape character of the Plan Area is defined by ground floor uses, street type, and the configuration of the streetwall along streets and open spaces. The following Precise Plan standards ensure the unique character of each of the streets and open spaces in the Plan Area contribute to the overall quality of the neighborhood.

Ground Floor Uses

The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.3 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Six types of ground floor uses are specified:

1. **Active Use.** This use requires retail, café, and restaurant uses with outdoor dining, or may also include building entries and residential lobbies.
2. **Residential Active Use.** For this frontage, ground floors shall have one or more of the following: Active Use; Building Entry, Residential Lobby, Amenity Space; Entries to Ground Floor Residential Units.

3. **Residential Unit Entries.** This frontage type requires accessible units at grade, or elevated ground floor units with transitional space such as a stoop or porch not greater than five feet in height above grade.

4. **Residential Use.** This includes ground floor units without individual unit entries accessible from the street, which can have a back porch, garden, or patio.

5. **Parking and Service.** These areas may be used for parking and other service uses, which are not permitted elsewhere.

Standards for Ground Floor Uses

D.1.1 Active Uses shall have physical and visual access from the adjacent sidewalk or open space.

D.1.2 Where Active Use is required, building frontage at the ground floor shall include building entries, retail space and/or garage entries.

D.1.3 Where Residential Active Use is required, building frontage at the ground floor shall include building entry lobbies, residential amenity space and/or garage entries.

D.1.4 Where Residential Unit Entries at Ground Floor are required, building frontage at the ground floor shall include accessible units at grade, elevated ground floor units with transitional space such as a stoop or porch not greater than five feet in height above grade, and/or garage entries.

D.1.5 Where any of the use frontages listed above are required, no more than one 24' wide vehicle access driveway or two 12' wide vehicle access driveways are permitted. Loading docks are not permitted on active ground floor use frontages.

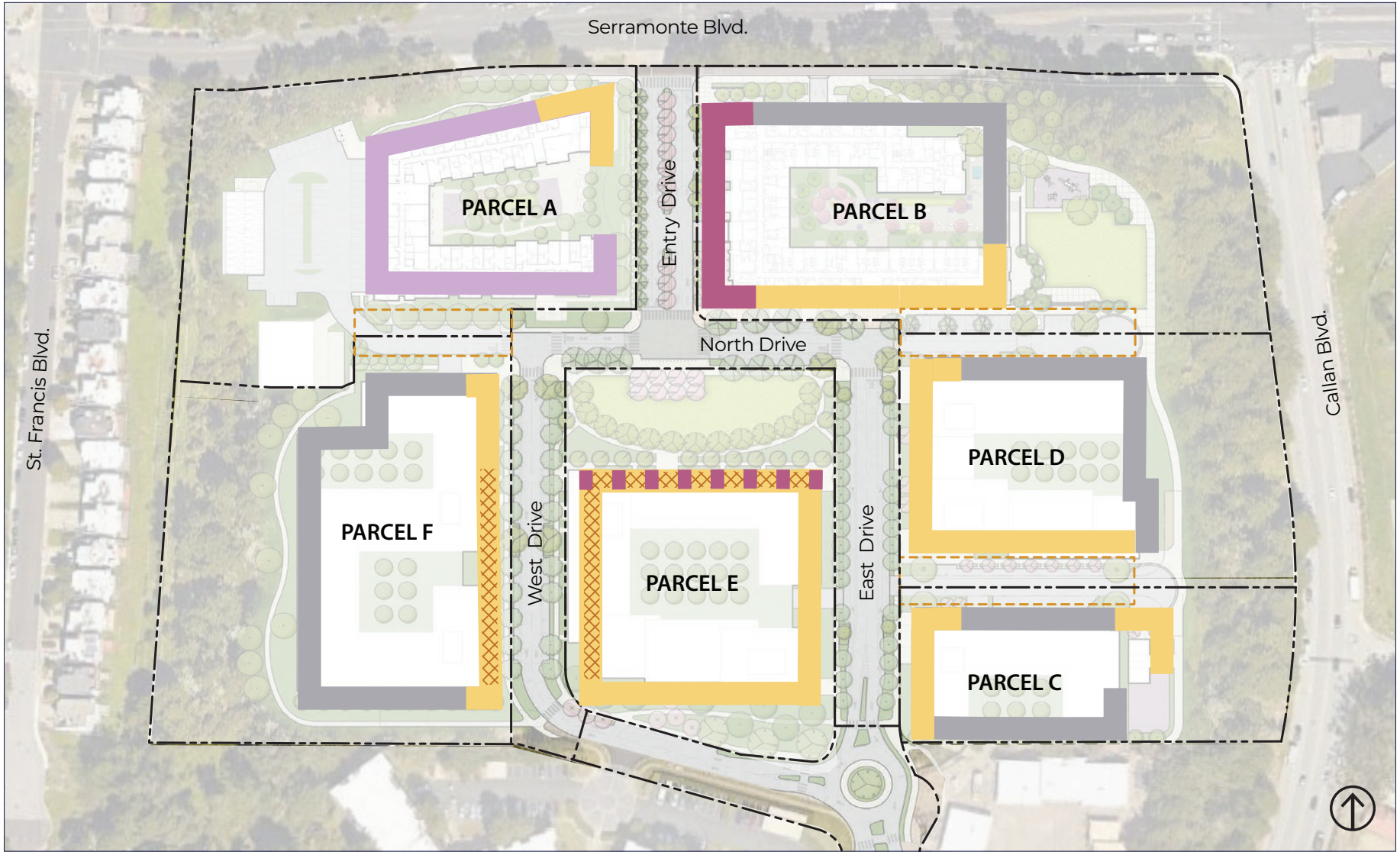
D.1.6 Where any of the use frontages listed above are required, blank walls or walls opening to structured parking areas at the ground floor are limited to 30' maximum.

D.1.7 Where Active Uses or Required Building Entry, Lobby or Residential Amenity Space uses are required, the minimum floor-to-floor height for the ground floor is 16'.

Building Frontages

A build-to line is a setback line that sets the location of the main part of the building wall. Table 3.4 shows the location of build-to lines for each parcel. Figure 3.4 Street Frontages shows the percentage of building walls required to be at the build-to line. Taken together, these standards set the location and streetwall for buildings throughout the neighborhood.

Figure 3.3 Ground Floor Use





Example of Residential Unit Entries at Ground Floor.



Example of Residential Active Use.



Example of Active Use.

Building Frontage Standards

D.3.1 The perceived primary wall of a building should align with the build-to line. Buildings can be located up to 6 feet from a build-to-line. Ground floor frontages may be recessed from the build-to line.

D.3.2 Balconies and other projections above 16' from ground level may encroach over the build-to line up to 6 feet.

D.3.3 Building entry canopies, arcades and galleries with a height no greater than 16 feet may encroach into the right-of-way up to 15 feet from the build-to-line.

D.3.4 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing may encroach up to 10' on the park side of the build-to line.

Figure 3.4 Street Frontage

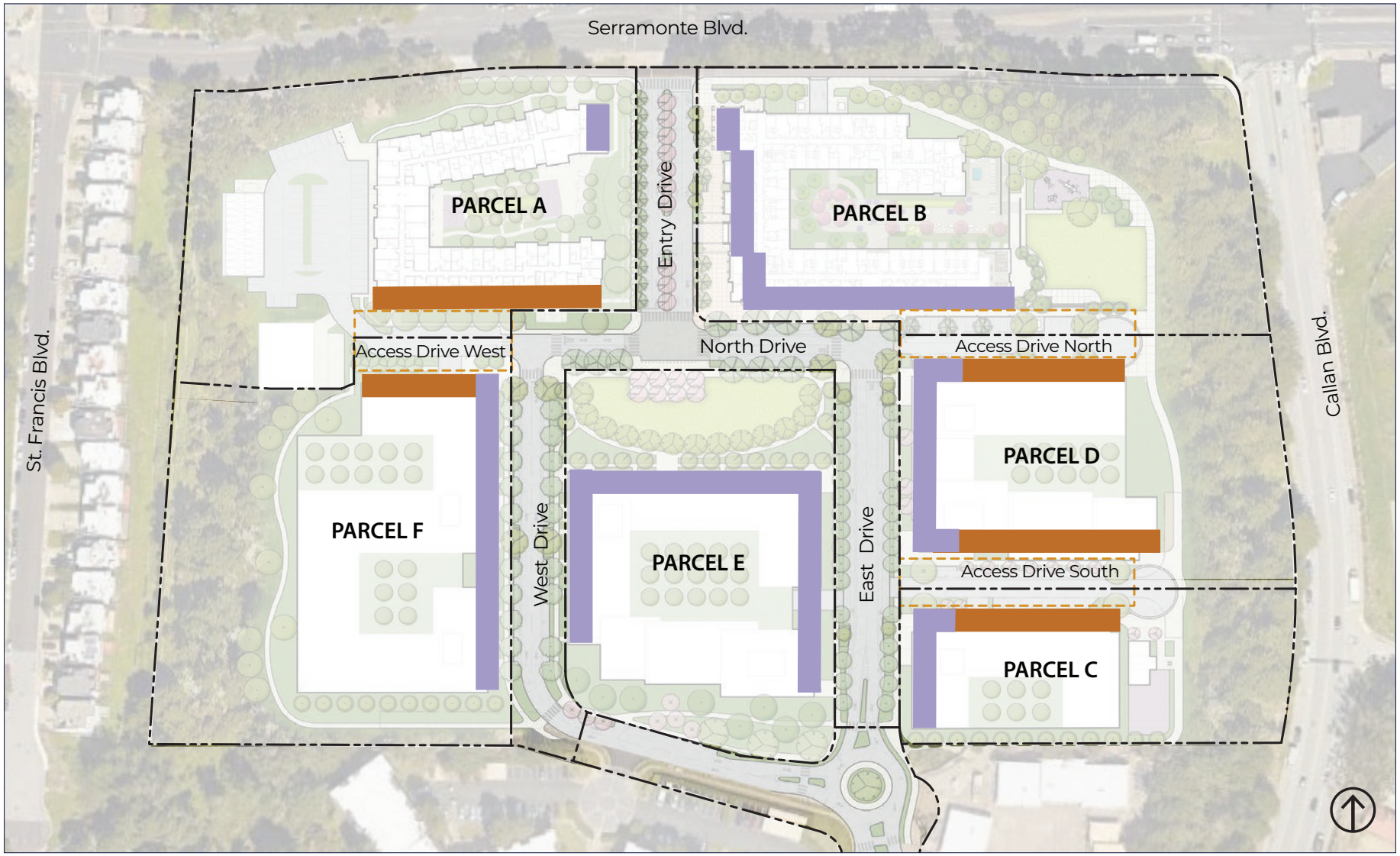


Table 3.4 - Location of build-to-line for parcels		
Parcel	**Frontage**	**Build-To Line Or Setback Requirements**
Parcel A	Serramonte Boulevard	N/A
	Entry Drive	N/A
	Access Drive West	N/A
Parcel B	Serramonte Boulevard	N/A
	Entry Drive	N/A
	North Drive/Access Drive North	N/A
Parcel C	East Drive	14 feet
	Access Drive South	43 feet
	South Parcel Line	10 feet
Parcel D	East Drive	14 feet
	Access Drive North	40 feet
	Access Drive South	32 feet
Parcel E	East Drive	14 feet
	West Drive	10 feet
	West Drive Extension	15 feet (setback measured from Public Access Easement)
	Central Green	10 feet (setback measured from Public Access Easement)
Parcel F	West Drive	10 feet
	Access Drive West	40 feet
	South Parcel Line	30 feet

E. BUILDING MASSING

Building massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth. Massing requirements for buildings are organized vertically for pedestrian, podium and skyline levels area as follows:

Pedestrian Level

E.1.1 To create a pedestrian level setback with occupied floor above, pedestrian level façade setbacks from the streetwall shall not exceed one third of the setback height.

Podium Level

Podium level building massing shapes the spatial definition of the public realm. Podium level building massing requires articulation to shape a human-scale environment. Building streetwalls up to 87 feet are considered the podium level.

E.2.1 Ground Floor Emphasis. The first two levels of all buildings require particular care in design and execution. From a building massing perspective, they should be differentiated from the upper floor to provide a visual support for the floors above. In addition, they should have high quality materials appropriate for a pedestrian environment.

E.2.2 Façade Modulation. Long continuous facades that extend the length of a parcel or city block are to be avoided. Buildings over 100 feet in width require vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building. Occupiable projections, such as balconies or bay windows, are permitted to project up to six feet from building face above streets and open spaces above the pedestrian level. The recess or projection shall be a minimum of 3 feet in depth. The façade shall be divided into segments of 30 to 50 feet in width using one of the design approaches below:

- Vertical shifts
- Balconies or bay windows
- Corner expression
- Volumetric notches (including balconies)
- Volumetric projections
- Change of Material:
    - » To achieve modulation by a change of material, the material change must occur for a least 20% of the façade and must change in plane at least 18 inches in depth from the facade.



Tall ground floor level provides differentiation from floors above.



Façade modulation provided by vertical shifts and balconies.

Figure 3.5 Facade Modulation

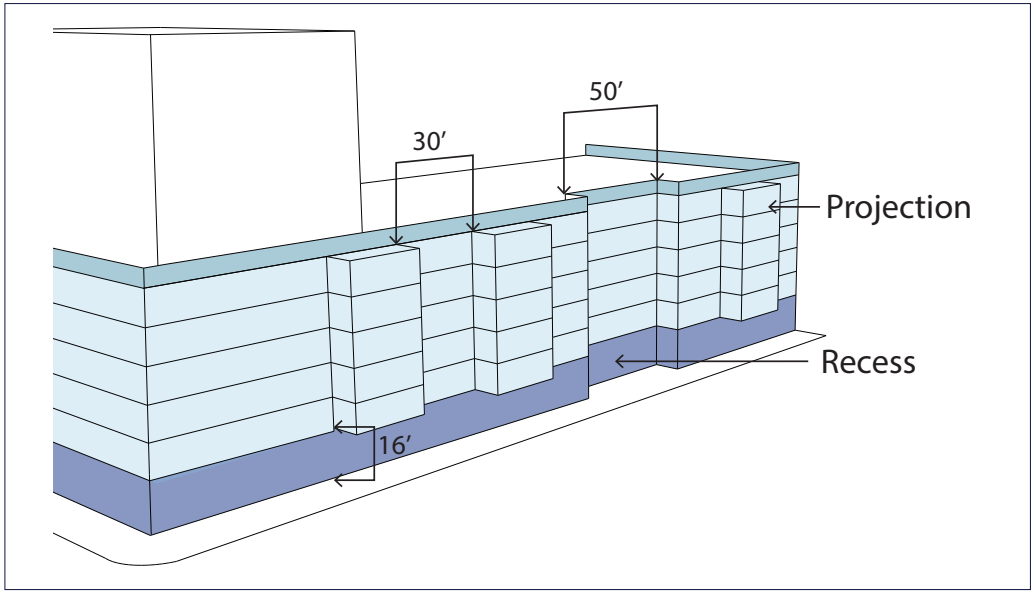
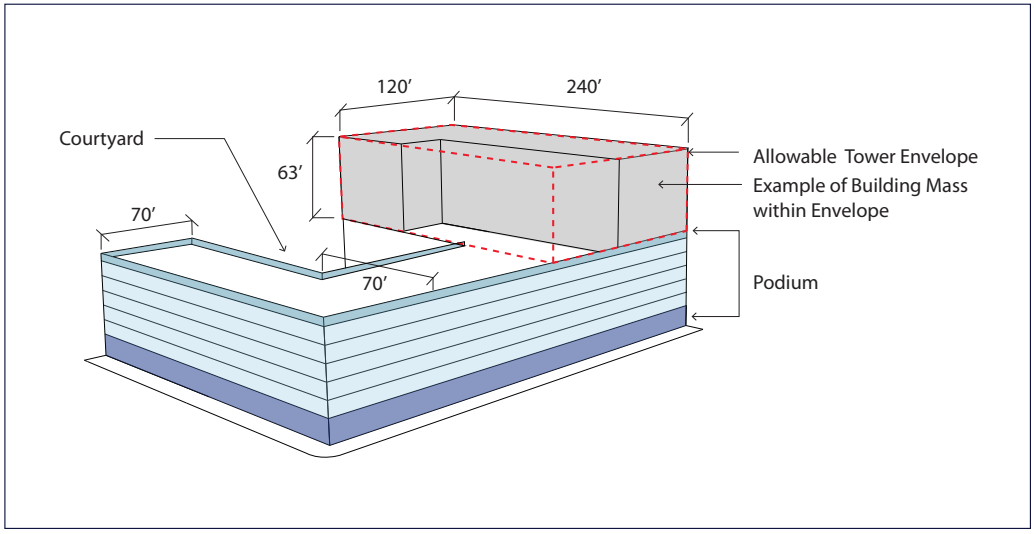


Figure 3.6 Podium Level and Skyline Level Massing



E.2.3 Building Stepbacks. Stepbacks are required as shown on Figure 3.2 Building Heights. Where required, stepbacks shall be no higher than 55 feet above grade with the building set back no less than six feet from the streetwall.

Skyline Level Tower Massing

The skyline level consists of all building levels above 87 feet from grade which are considered towers. The skyline level helps to set the visual identity of the Plan Area. The location, height and massing of the towers will shape the skyline views from Saint Francis Boulevard. Tower massing shall adhere to the following standards.

E.3.1 Tower massing may extend to ground level to visually anchor the tower to the ground.

E.3.2 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

E.3.3 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Sant Francis Boulevard.

E.3.4 Each tower shall not exceed a massing envelope of 240 feet long by 120 feet wide.

E.3.5 A minimum separation of 60 feet is required between any two towers or portions of skyline level building massing.

E.3.6 Towers are not permitted adjacent to the central open space.

Special Conditions

Buildings in the following locations should be designed to acknowledge and celebrate the special condition.

E.4.1 Corner Sites. Buildings located at the intersection of two streets shall have a special architectural treatment at the corner. This may include tower elements, continuous vertical elements, or recesses.

E.4.2 Gateways. Buildings located at the corner of Serramonte and Entry Drive on Parcel B, and South Campus Drive and West Drive on Parcel E, shall have special architectural treatment acknowledging the importance of the entry to the neighborhood.



Design of corner element provides architectural emphasis at the street intersection.

F. PERIMETER SETBACKS

The perimeter of the Plan Area should have the following setbacks from neighboring properties or street rights-of-way.

- North Perimeter Property Line: Outside of areas with defined street frontage and ground floor use requirements, buildings shall be set back a minimum of 30'.
- East Perimeter Property Line: Buildings shall be set back a minimum of 75'.
- South Perimeter Property Line: Buildings shall be set back a minimum of 10'.
- West Perimeter Property Line: Buildings shall be set back a minimum of 30'.
- Within a parcel, no setback is required for individual buildings to be set back from each other.

These are minimum dimensions; if greater setbacks are outlined in Table 3.4, those will apply.

G. BUILDING DESIGN GUIDELINES

Building Articulation and Massing

Large buildings shall be broken up by modulating building exteriors. To establish a human scale along project frontages, building façades shall provide features that break the apparent size of buildings into smaller components by doing the following in addition to the Building Massing Standards above.



Balconies and large window bays differentiate individual units.

G.1.1 In residential buildings, changes in massing and architectural details should be used to differentiate individual units, including window bays, balconies, porches, and recessed features.

G.1.2 Upper levels should be shaped to increase solar access, light, and air to adjacent lower structures, on- and off-site open spaces, and adjoining land uses.

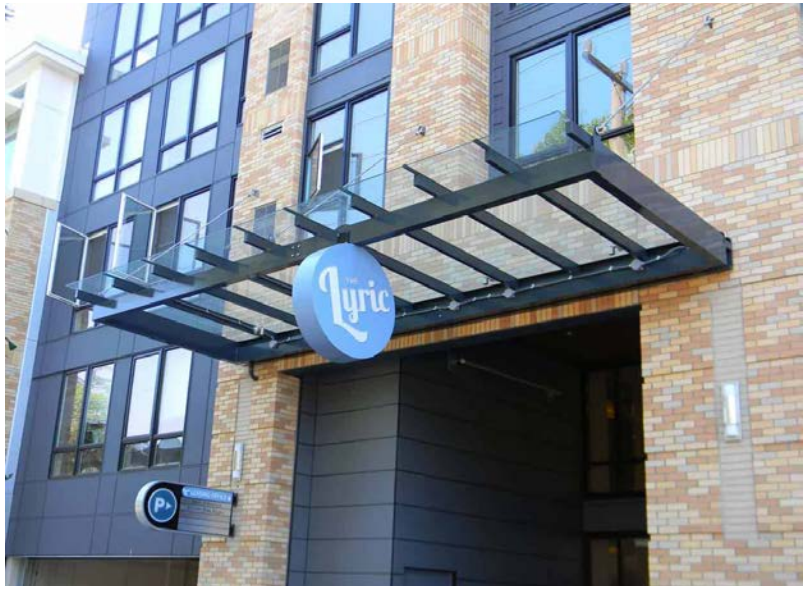
G.1.3 Buildings should be designed so that all entries are easy to find and are visible from public rights-of-way.

G.1.4 In mixed-use buildings, residential entries should be differentiated from commercial entries using different scales and architectural design.

G.1.5 Primary building entrances should include architectural features that give them prominence, such as recessed entry bays, canopies, tower elements, moldings, lighting, overhangs, or awnings.

G.1.6 When locating pedestrian seating and bicycle parking, areas near building entrances should be prioritized.

G.1.7 Provide multiple entrances into large buildings where possible. These entrances should be located and arranged to create a rhythm.



Building lobby with canopy to give the entry prominence.

Ground Floor Design

G.2.1 Transparent windows, storefronts, show windows, building entries, dwelling entries, and other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards in Section D above.

G.2.2 Doors or sliding windows should enable ground-floor restaurants and retail to expand into outdoor amenity areas along sidewalks.

G.2.3 High-quality materials, detailing, and intensity of color should be utilized adjacent to sidewalks. Particular attention should be given to enhancing building entries and other ground floor openings.

Windows

G.3.1 Upper story windows should be enhanced with architectural details, such as sills, molded surrounds, and lintels, or the use of recessed or projected windows.

G.3.2 Windows should be arranged and aligned to establish rhythms across the façade. Recessed or projected windows could create patterns.

G.3.3 Street-level glazing should be clear. Transparent glazing at upper levels may be lightly tinted. Reflective glazing is strongly discouraged.

G.3.4 Non-reflective coatings, low-emissivity glass, and external shade devices should be used for heat and glare control.

Blank Facades

G.4.1 A blank façade is a building wall without any variation in plane in terms of horizontal and vertical projections, openings or change in materials. Such blank walls should be avoided for any buildings facing public spaces or streets.

G.4.2 At the ground floor, blank facades longer than 50 feet should provide landscaping or public art for pedestrian interest.

G.4.3 Above the ground floor facades longer than 100 feet should provide projections, openings or change in materials in addition to the standards in Building Massing in Section E above.

Architectural Character

G.5.1 Contemporary and innovative design styles are encouraged provided that the design includes human-scaled proportions and engaging, pedestrian-oriented ground-floor features.

G.5.2 Franchise retail should adapt to the design character of the Plan Area.

Sustainable Building Design

G.6.1 Sunlight exposure shall be considered when determining building locations and orientation, to maximize comfort and minimize energy use for building inhabitants by taking advantage of solar heat and light.

G.6.2 Green building features and elements should be integrated into building designs. Consider incorporation of vegetated roofs and building walls, and horizontal and vertical photovoltaic panels. These features can also contribute to the realization of a unique building character.

G.6.3 Potable water consumption shall be reduced, and recycled water use should be increased with efficient plumbing fixtures, rainwater harvesting, dual plumbing, on-site greywater systems (systems designed to reuse wastewater from showers, baths, and handwash basins for other uses because of its relative cleanliness), and other stormwater features.

G.6.4 Energy-efficient insulation, heating, ventilation, and cooling systems that regulate the interior temperature of buildings throughout the day shall be used. Fully operable windows should be provided that can be adjusted throughout the day for maximum ventilation.

H. ACCESS, PARKING AND LOADING STANDARDS

All new development within the Plan Area will be responsible for providing its own required parking. Following are standards for parking and loading for development in the Plan Area.

Vehicle and Bicycle Access

H.1.1 Vehicular and bicycle entries to parking facilities inside buildings shall be provided as follows for each parcel.

- Parcel A shall be accessed from Access Drive West.
- Parcel B shall be accessed from Serramonte Blvd; Entry Drive; Access Drive North; or any combination of these.
- Parcel C shall be accessed from East Drive; Access Drive South; or any combination of these.
- Parcel D shall be accessed from East Drive; Access Drive North; Access Drive South; or any combination of these.
- Parcel E shall be accessed from East Drive; West Drive; or any combination of these.
- Parcel F shall be accessed from West Drive; Access Drive West; or any combination of these.

H.1.2 Vehicular entries into Parcel E or Parcel C from East Drive shall be located a minimum of 100 feet from the entry point of the roundabout at Campus Drive.

H.1.3 Each vehicular entry may be accessed by two driveways with a width of 12' or a single driveway with a maximum width of 24'.

H.1.4 Bicycle access shall be shared with vehicular entries. Bicycle storage for each building shall be located at the ground level, as close to the driveway entry as practicable, and shall be clearly marked.

Vehicle Access Design

H.2.1 Access points should be designed to minimize conflicts with pedestrians and bicyclists. The number and width of driveways from parking areas onto the main frontage roadway should be minimized. Wherever possible, common access driveways are encouraged for adjacent lots to reduce the number of access points along roadways.

H.2.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

H.2.3 Indicate major vehicle entrances with special design treatments, such as entry signage or distinctive landscaping.

Parking Ratios

H.3.1 The parking ratio required for the Plan Area shall be between 1.5 spaces and 1.7 spaces per residential unit. The parking ratio for affordable housing units may be adjusted upon application from the affordable housing developer. The parking ratio for retail at Parcel B is 5.0 spaces per 1,000 square feet of retail space.

H.3.2 The parking ratios above are based on current conditions. Parking demand in the region may increase or decrease over the implementation of the project, therefore a project applicant may request future adjustments to the applicable parking ratios to reflect parking trends at the time of the individual parcel application.

H.3.3 If a project applicant requests a reduction or increase in the parking ratios noted above, the City may request a parking demand study be performed by a traffic engineering firm that demonstrates the revised parking ratio will be appropriate.

H.3.4 When calculating the parking supply, the analysis for the residential parking will include parking provided on-street within the Precise Plan Update Area.

H.3.5 Parking for pick-up and drop-off for Head Start may be accommodated on-street in proximity to the Head Start Program, with signage reserving these parking spaces for this use during the appropriate hours. Likewise, parking for Head Start's staff may be accommodated with reserved on-street parking rather than within structured parking facilities.

H.3.6 Residential parking may be accommodated in mechanical puzzle lifts.

H.3.7 No more than 20% of the required parking spaces may be tandem, and tandem spaces may only be assigned to spaces for the same dwelling unit. Tandem units may be designed as either front to rear spaces or mechanical lift spaces.

On-street Parking

H.4.1 On-street parking may be provided in the form of parallel parking or angled parking based on the width of the street.

H.4.2 On-street parking shall be provided behind buildings and along North Drive, West Drive and East Drive.

H.4.3 On-street parking shall be separated from building by providing a buffer containing sidewalk or curbside landscaping.

Off-Street Parking and Loading

H.5.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas shall never be provided between buildings and streets. This will contribute to an attractive and active street frontage that is pleasant to walk along.

H.5.2 Parking stall and drive aisle dimensions will comply with Daly City standards or may be based on a "unistall" or similar model standard size which has a stall dimension of 8' – 6" x 18' – 0", unless constrained by a wall on one or both sides, in which case the minimum stall width will be 9' – 0" minimum. The drive aisle shall be a minimum of 24 feet clear.

H.5.3 For mixed-use projects, landowners should be encouraged to enter into shared parking agreements that allow uses with different peak hours of operation to utilize off-street parking facilities provided by another building or use.

H.5.4 Loading docks and service areas shall be located at the rear of the development or inside parking structures for parcels deeper than 80 feet, separate from parking areas. For smaller parcels, loading docks and service area must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

H.5.5 Loading docks shall be located on Access Drives North, South, and West. If this is not possible, loading docks may be provided on East, North or West Drive, if enclosed within a building.

Parking Structures

H.6.1 Parking for residential buildings may be provided as underground, partially above-ground, or above-ground garages. Above-ground garages shall apply at grade façade treatments or be screened to minimize visual impact on the building's façade.

H.6.2 Parking garages shall be lined with active uses or residential entries at the ground floor or designed with attractive building façades to screen structural elements of the garage. Above-ground parking garages should be designed to complement the overall building design on project sites. They should be wrapped with facades that either include active spaces or screen the garage in an attractive way.

H.6.3 The design of entries to parking garages should not be more prominent on the building façade than the primary pedestrian entry.

H.6 4 Parcels B, C, D, E, and F may contain above-ground parking garages.



Parking Structure with screening to reduce visual impact.

Bicycle Facilities

H.7.1 Bicycle parking should be located close to building entrances and bicycle routes to help make bicycling more convenient. Bicycle parking should be designed to accommodate a range of bicycle types, including standard bicycles and bicycles with trailers.

H.7.2 Design bicycle commuter amenities into the buildings, including showers, lockers, repair stands, and wayfinding information.

H.7.3 On-street bicycle parking shall be separated from automobile parking with the help of a landscaped buffer or curb.

H.7.4 Off-street bicycle parking shall be provided in secure locations in each building in the Precise Plan area.

H.7.5 Bicycle racks for parking shall be placed close to building bicycle entrances and should provide easy access to bikeways planned within the Plan Area.

H.7.6 Bicycle parking shall be designed to serve different types of bicycles, including regular bicycles, E-bikes, tandem bicycles, and trailers.

I. PRIVATE OPEN SPACE STANDARDS

The following standards and guidelines apply to those open spaces provided in private development. See Chapter 5 for standards pertaining to publicly accessible open space.

Open Space Requirement.

All residential development projects, except for existing buildings, are required to provide a minimum amount of open space on-site, as required by Daly City Ordinance for Usable Open Space (17.38.020) or as required by the City.

Projects within the Plan Area shall meet Daly City's Open Space requirement by providing a minimum of 150 square feet of open space per dwelling unit. The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Open space on-site to include private balconies serving individual units, common area open space (such as the common area podium level, common area roof terraces, and applicable open space at grade)
- Allocation of open space that may be off-site from the specific parcel, including the areas designated by easement that includes Overlook Park, Central Green and the Recreation Trail at Parcels B, C and D.



Building with balconies as private open space.

- The open space at the Retail Plaza at Entry Drive is allocated to Parcel B exclusively.

The allotted Open Space will be assigned to a specific parcel at the time the parcel is submitted for review for approval.

Land that does not meet the City's gradient criteria for usable space (e.g., excessive slopes) will not be counted towards Open Space.







Podium courtyard as common space with access from residential units.

Common Open Space

Common open spaces are communal open spaces or recreational areas with access limited to tenants of a residential, commercial, or mixed-use development. Forms of common open space include plazas, courtyards, rooftop gardens, and similar areas that often provide communal amenities, such as swimming pools, playgrounds, and cabanas.

I.2.1 Buildings should provide enclosure for common open spaces, and secondary building facades should be oriented toward the common open spaces.

I.2.2 Common open space should be accessible from all surrounding buildings. In multi-family residential developments, dwelling units or amenity areas should be sited adjacent to the common open space areas.

I.2.3 Some building windows should be oriented toward the common open space areas for natural surveillance of these areas.

Private Open Space

Private open spaces include balconies, patios, or other open spaces for the exclusive use of a single unit. Where private open space is provided for residential units, follow the guidelines below.

I.3.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities – a minimum of 5 feet in all dimensions.

I.3.2 Private open space shall be constructed with high quality durable materials just as with other open spaces.

I.3.3 Fencing or screening for private open spaces should balance visibility and privacy.

On-Site Landscaping

Landscaping should be used to provide an attractive setting for development, soften hard building contours, shade walkways, gathering areas, parking areas, and other larger expanses of pavement, and screen any unsightly uses. Additionally, landscaping should aid in managing stormwater.

I.4.1 Landscaping shall be used at the edges of paths, plazas, and seating areas as appropriate to help define the spatial organization of the site.



At-grade open space for residential uses.

I.4.2 For multi-family residential development, setback areas shall be landscaped to establish transition zones between the sidewalk and street-level residential units and entries.

I.4.3 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

I.4.4 Gateway or entry points should be emphasized with distinctive trees and plants.

I.4.5 Existing trees should be preserved and integrated into site designs to the extent feasible.

I.4.6 To reduce water usage, all development shall employ water-efficient irrigation techniques, including micro–irrigation, drip systems, and weather-based irrigation controllers, instead of conventional sprinklers.

I.4.7 Native, drought-tolerant, or well-adapted tree and plant species shall be used since they generally require less water and maintenance.

I.4.8 Seasonal and year-round flowering shrubs and trees should be located where they can be most appreciated by site users and passersby, such as adjacent to walks and open space areas, or as frames for building entrances and stairs.

Stormwater Management

I.5.1 Projects should minimize the amount of paved area. Where feasible, paved areas should include "green" stormwater collection and treatment, and employ Low Impact Development (LID) features that minimize surface water runoff. LID features may include bioretention systems, swales, green roofs, and permeable pavers.

I.5.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces should be incorporated, whenever feasible. Stormwater retention features include drainage swales, and rain gardens.

I.5.3 Where feasible, use permeable paving and materials for streets, sidewalks, parking lots, and driveways.

J. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Streetscapes and private development shall be designed to ensure safety and crime prevention by applying the principles of Crime Prevention Through Environmental Design (CPTED). CPTED is a crime prevention philosophy based on the theory that the proper design and effective use of the built environment can lead to a reduction in the public perception and incidence of crime. CPTED principles include natural surveillance or "eyes on the street" as well as territorial reinforcement, which means a clear sense of ownership of space, both public and private.

J.1 Natural Surveillance: The design of space shall promote "eyes on the street" by strategically locating windows, entrances, lighting, and other activity generators near a potential crime area.

J.2 Natural Access Control: The design of walkways, fences, lighting, signage, and landscape should provide people with a sense of direction, while keeping unauthorized people out of a particular place.

J.3 Territorial Reinforcement: Development shall use physical designs, such as pavement treatments, landscaping, and signage, to help users create a sense of proprietorship. Clear boundaries between public and private areas shall be provided.

J.4 Maintenance: All development projects shall develop a maintenance plan to avoid neglected and poorly maintained properties, which can attract criminal activity.

K. SIGNAGE

The following section establishes standards and guidelines for signage proposed within the Plan Area, to encourage high quality signage that is complimentary to the vision for the neighborhood. Where this section does not set standards or guidelines, the applicant and City staff shall use the Daly City Code.



Example of building signage.

Types of Signage

Monument/ Gateway Signage

Monument or Gateway signs are used to mark an entry into a neighborhood or district with a primary purpose to inform pedestrians and vehicular traffic. The Precise Plan may include up to two freestanding monument/ gateway signs: at the Serramonte Boulevard and Entry Drive intersection and at the West Drive and Campus Drive intersection, which form major entry points to the Plan Area.

Building Signage

Building signs are mounted on building surfaces and may include colorful and illuminated feature signs, parapet signs (that do not extend above the parapet), building entry signs, and address signs. Parapet signs are intended for long distance viewing, whereas building entry signs are oriented to closer viewing.

Storefront Signage

Storefront signage is intended to emphasize the presence of retail stores and other commercial development, such as leasing offices. This signage type includes retail signage, business identification, and residential tenant information. Signage for storefronts may be designed as hanging signage under canopies or mounted on the building.



Blade sign as storefront signage.


Moveable signage placed to leave open zone for pedestrians.



Example of wayfinding signage.

Temporary/Moveable Signage

Temporary signs augment the storefront character and provide timely information regarding available products and services. This sign type includes poster display cases, banners, display stands or easels, and painted sandwich signs.

Wayfinding Signage

Wayfinding signage for pedestrians, bicyclists and drivers will help visitors make their way to destinations within the neighborhood. They should be appropriately scaled for each user.

Signage Standards

K.2.1 Signs within the Plan Area shall comply with all regulations stated in the City's Zoning Ordinance (Chapter 17.32) unless otherwise specified in the Precise Plan.

K.2.2 All signage shall be considered an important architectural and aesthetic feature within the overall project design. Signage shall be complimentary to the buildings' use, composition, scale, and architecture.

K.2.3 Signs shall be made of high-quality, durable, and environmentally friendly materials.

K.2.4 Multi-tenant development anchor-identity signs should be complementary to any Plan Area signage or established by the Master Developer. Individual property owners will be allowed to use letter styles, but the overall sign should have one consistent material for letters and background.



Wall mounted vertical building signage.

Monument/Gateway Signage

K.3.1 If provided, a single gateway or monument sign at the southern portion of the Plan Area near the round-about shall be located at Parcel E and be less than 5 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

K.3.2 If provided, a single gateway or monument sign at the northern portion of the Plan Area near the Retail Plaza shall be located at Parcel B. It may either be less than 5 feet high and no longer than 25 feet, or may be a tower structure--either integrated with the Parcel B building corner or separate from the building. If an integrated Tower Structure, the structure shall not project more than five feet beyond the face of the building in any direction. If an independent Tower Structure, it may not be greater than 32 feet in height and not more than 64 sq feet in area. The maximum face area of signage of the Tower Structure shall not exceed 200 SF.

K.3.3 Gateway or monument signs shall not have internal illumination, but will be lighted with externally mounted luminaires.

Building Signage

K.4.1 The physical design of signage should conform to the architectural detailing of the associated building.

K.4.2 Signage should not obstruct architectural details such as recesses, structural bays, or windows.

K.4.3 Externally illuminated or halo lit signs are encouraged. The use of internally lighted or box type signs should be discouraged.

K.4.4 No more than two (2) wall mounted building residential signs shall be provided. These shall be limited to address number, street name, and/or a building name if desired. If only one is provided, it shall be placed close to the main entry to the building. If signage is provided at two locations, a minimum of one shall be placed close to the main entry. The second can be located such that the top of the signage is not greater than 25' feet from grade.

K.4.5 Durable, vandal-resistant materials and finishes should be utilized for address signs.

Storefront Signage

K.5.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

K.5.2 Maximum size for sign area per retail tenant is 30 SF on the face of a building. A second sign per retail tenant, not exceeding 20 SF may be hung as either a banner or a rigid sign perpendicular to the building face. Either of these two sign types may be attached to a building's architectural canopy.

K.5.3 For ground floor retail uses, hanging or projecting signs should be located near the front entry of a store. Coordinate with the overall design of the street wall. Hanging or projecting signs shall meet Americans with Disabilities Act (ADA) clearance requirements.

K.5.4 Ancillary retail space or leasing offices may be signed in a manner consistent with the storefront signage standards in this section.

Prohibited Signs

Sign types, materials and sizes prohibited by the Daly City Municipal Code are not permitted in the Plan Area. Prohibited signs include:

K.6.1 Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

K.6.2 Open Flames, balloons, loudspeakers used to call attention to a product, service, or a property.

K.6.3 Signs which identify or advertise a product or service not available on the premises.

K.6.4 Externally illuminated signs where the source of light is directly visible to pedestrians or vehicular traffic.

K.6.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.

K.6.6 Any sign illumination which exhibits undue glare.

K.6.7 Any sign placed or displayed on vehicles parked primarily for the purpose of displaying the sign. (This does not apply to food trucks that are parked while they provide service.)

K.6.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

K.6.9 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

K.6.10 Advertising bench signs, unless required by SamTrans at Serramonte Blvd.

K.6.11 Off-site directional signs.

K.6.12 Roof signs.

K.6.13 Outdoor advertising billboard signs.

K.6.14 Abandoned signs.

L. LIGHTING

Lighting in the Plan Area will be comprised of street lighting, pedestrian-scale lighting, lower-illumination pedestrian lighting, and building lighting. See Figure 3.7 Lighting Diagram for locations. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways. All lighting implemented within the Plan Area should adhere to the following standards.

General Lighting Standards

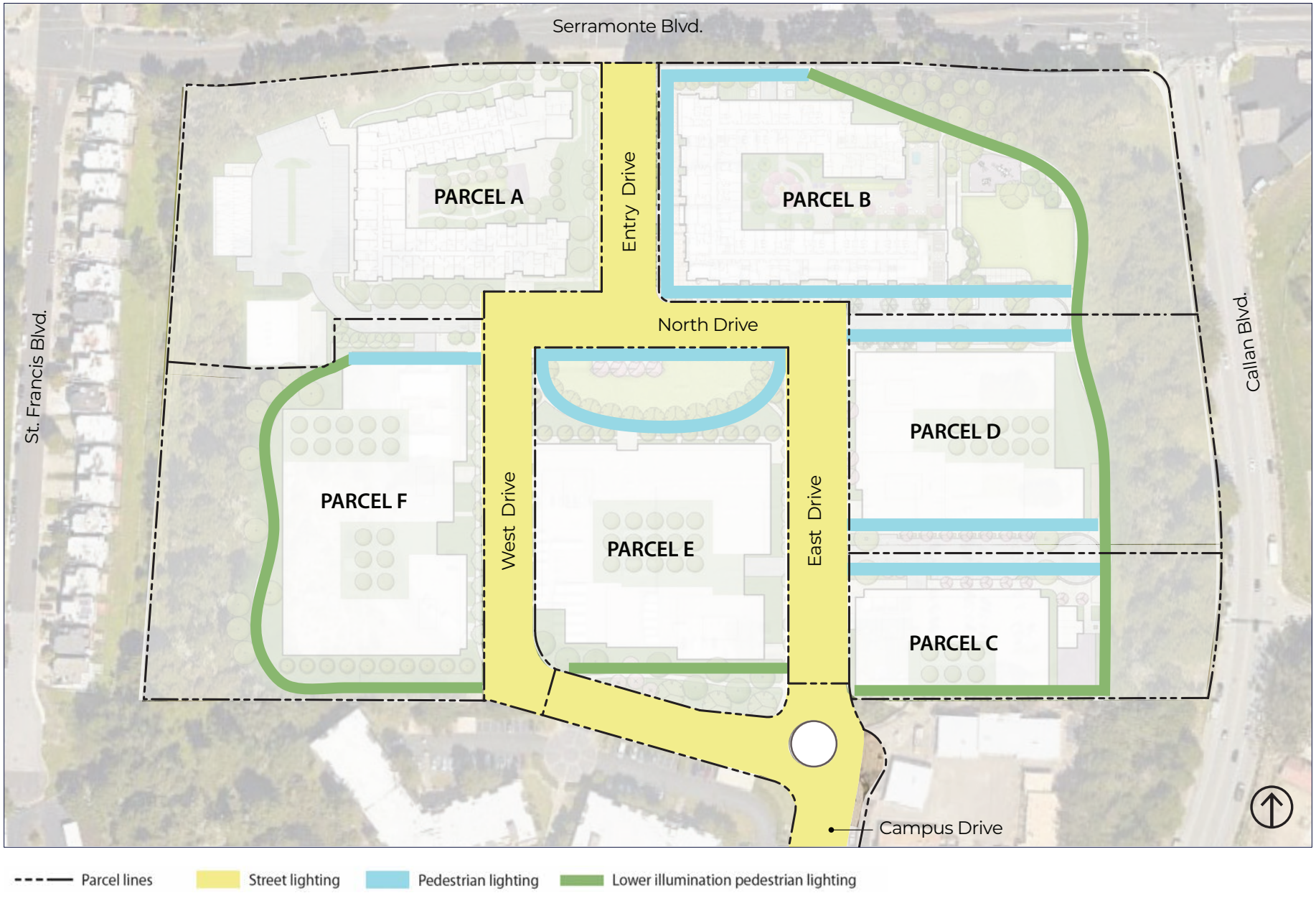
L.1.1 Lighting shall incorporate dark sky principles by shielding fixtures to prevent light from emitting above a 90-degree angle. Any lighting source located on parking or rooftop parking shall be a full cutoff type.

L.1.2 Light shall be designed to minimize glare and light trespass into neighboring buildings and properties.

L.1.3 High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption.

L.1.4 The use of energy–efficient, long life LEDs with light color rendered as a warm white (maximum K 3000) is encouraged.

Figure 3.7 Street Lighting



Street Lighting

L.2.1 Provide streetlights in general locations shown on Figure 3.7, Lighting Diagram.

L.2.2 Streetlights shall comply with Daly City standards.

L.2.3 Sufficient illumination shall be provided at pedestrian crossings within Plan Area to provide pedestrian safety.

Pedestrian Lighting

L.3.1 Provide pedestrian lighting in general locations shown on Figure 3.7, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

L.3.2 Pedestrian lighting shall not be taller than 25 feet in height.

L.3.3 Pedestrian lighting may be integrated with streetlighting by providing additional luminaires facing the sidewalk on streetlight poles.

L.3.4 Lighting in surface parking lots and service areas shall be directed away from surrounding buildings and properties using fixtures that minimize light trespass and glare.

Lower Illumination Pedestrian Lighting

L.4.1 Commercial grade bollards, step lights, and path lights shall be used as appropriate along pedestrian walkways and plazas.

L.4.2 Nighttime lighting for recreational uses in parks and public spaces should be unobtrusive and control glare.

Building Lights

L.5.1 Lighting should be integrated into the design of buildings in harmony with building architecture to highlight significant architectural features such as signs, entrances, walkways, or storefront displays.

L.5.2 Building facades may be illuminated using shielded fixtures to highlight architectural features.



Pedestrian lighting in a park setting.



Landscape lighting.



Luminaires highlighting a building facade.



Retail lighting.

M. DEFINITIONS

Active Ground Floor Use: Active ground floor uses are land uses that generate pedestrian activity between the ground floor of buildings and streets and public spaces. Active uses can be retail, commercial, educational, artistic, institutional or community uses such as a community room or daycare.

Building Envelope: The building envelope defines the spatial area within which permitted density can be configured. The Precise Plan defines the allowable building envelope horizontally by block size and required street frontage and vertically by building height, massing, and guidance for pedestrian, podium, and skyline levels of architectural design.

Build-to Line: The build-to line for a parcel is the line where the façade of the building, or the podium streetwall, is located, parallel to and measured perpendicular from the property line. Build-to line locations for development are set in the street frontage standards in this Chapter.

Property Line locations: Property line locations to measure Build-to lines are measured from the face-of-curb for publicly accessible private streets, a designated property line along an access drive, or back of sidewalk along public streets.

Face of Curb: The face of curb is along a street, not including bulb-outs, curb extensions, curb-cuts, or pull-outs for drop off and loading zones.

Height: The height for a building is calculated from the building's Average Finished Grade to the top of the parapet at the building's primary roof. The Average Finished Grade is the average of the high and low elevations at the building's exterior where adjacent to North Drive, West Drive, East Drive, or Entry Drive, or the three access drives leading from East Drive or West Drive.

Massing: Massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth.

Pedestrian Level: Pedestrian level is the design of the ground floor public experience shaped by active ground floor use, diversity of use, and street frontage design.

Podium Level: The podium level is the portion of the building above the ground floor and below the skyline level that provides spatial definition to the adjacent street or public space.

Privately-Owned, Public Open Space: Privately-owned outdoor space that functions as public space but may have limited hours of availability.

Public Realm: The public realm is the area outside of buildings accessible to and visible to the public such as streets, parks, and open spaces.

Streetwall: The streetwall is the continuous façade of a building that establishes the edge of the public realm for a street or public space. The street wall extends from the ground floor up to the top of a podium level.

Skyline Level: The Skyline level is the uppermost occupiable portion of the building above the podium level. The Skyline level contributes to the overall urban form and skyline of the plan area.

Setback: The required minimum distance for the placement of a building measured from a property line, face of curb or another feature.

Streetscape: The visual and experiential character of street comprised of the travel way, bike facilities, sidewalk, site access, landscape, paving, street furniture, building frontage, open space, views, and other perceptible urban features.

Stepback: Stepback is a horizontal recess applied to the upper floor or floors of a building to reduce shadow area on the adjacent street or open space.

Transparency: Pedestrian level building design that creates visibility and permeability between the building and the adjacent sidewalk or public space.

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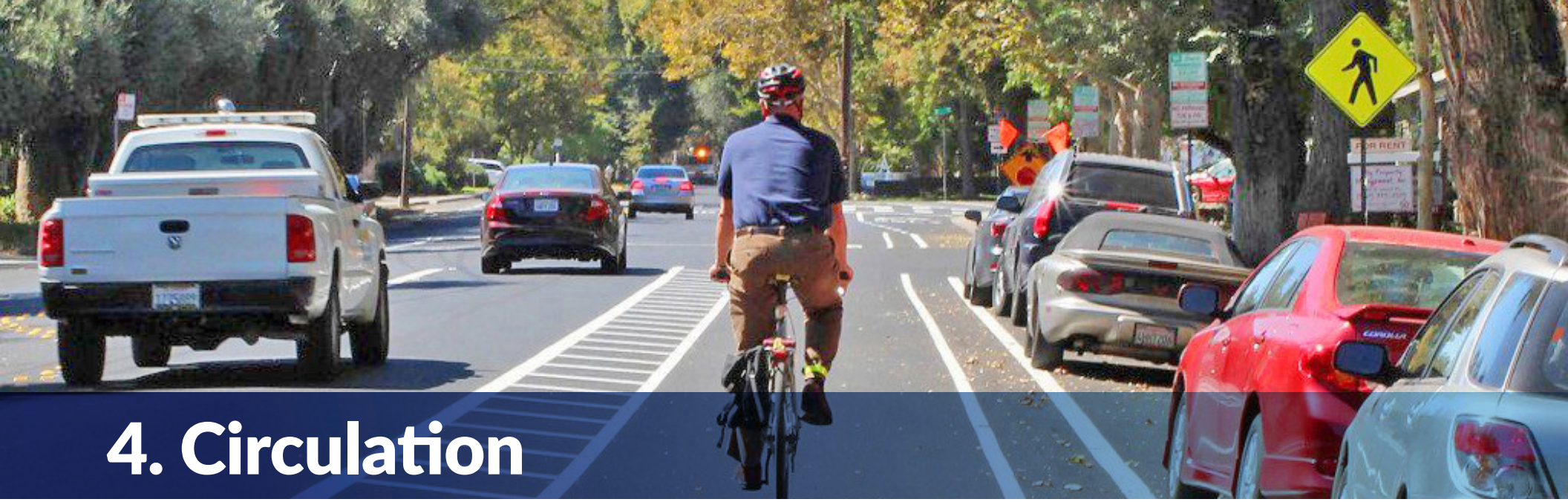


4. Circulation

The Plan Area's circulation network envisions a comprehensive internal system of "complete streets" that support active transportation for healthy living. These complete streets encourage walking and biking and serve to advance Daly City's Vision Zero program to reduce pedestrian fatalities to zero. The Plan Area's circulation network responds to the illustrative plan (Figure 2.1) which arranges courtyard housing in walkable blocks around tree-lined parks. As part of the design, neighborhood connectivity through the site is provided within a system of calmed low-speed roadways. These facilities take advantage of and provide access to the surrounding regional roadway, transit, bicycle, and pedestrian systems.

A. CITY AND REGIONAL CONNECTIVITY

Located just over a mile from the Daly City BART Station and adjacent to State Route 1, the project site has remarkable access to the Bay Area's regional transportation network. The Precise Plan envisions amenities that complement and provide access to these networks, while maintaining a compact walkable neighborhood.

Regional Location and Local Context

Direct access to State Route 1 is provided immediately north of the Plan Area, where residents and visitors can connect to the regional vehicle network. In addition, Interstate 280 is located approximately one-half mile east of the site, with full-movement interchanges provided via Serramonte Boulevard and Hickey Boulevard. From State Route 1 and Interstate 280, project vehicle trips can access the greater regional roadway networks of the Bay Area.

Locally, the development of the Plan Area will restore north-south connectivity through the project site for vehicles, pedestrians, and bicycles. This connection will occur via the northward extension of Campus Drive to Serramonte Boulevard, which is envisioned as a low-speed traffic-calmed street. With this connection, Daly City residents will be able to walk and bike through the site and access the many planned on-site recreation and retail amenities. Traffic calming measures are proposed to minimize cut-through vehicle traffic.

Transit Routes and Stops

The Plan Area is well served by local and regional transit systems. SamTrans Route 120 provides direct service to the Colma and Daly City BART Stations with bus stops conveniently located at the project site's Serramonte Boulevard/Campus Drive entrance. This bus route operates on frequent, 15-minute headways during weekday commute hours. In addition, SamTrans Route 121 provides connection to Skyline College. The Plan Area will improve the site's existing bus stop with new amenities including a shelter and widened/improved sidewalks. From BART, transit access is provided to the greater Bay Area, including downtown San Francisco, Oakland, and the East Bay. Connections to Caltrain, and eventually California's high-speed rail, are available at the Millbrae Transit Center just south of the City.

B. MOBILITY NETWORK

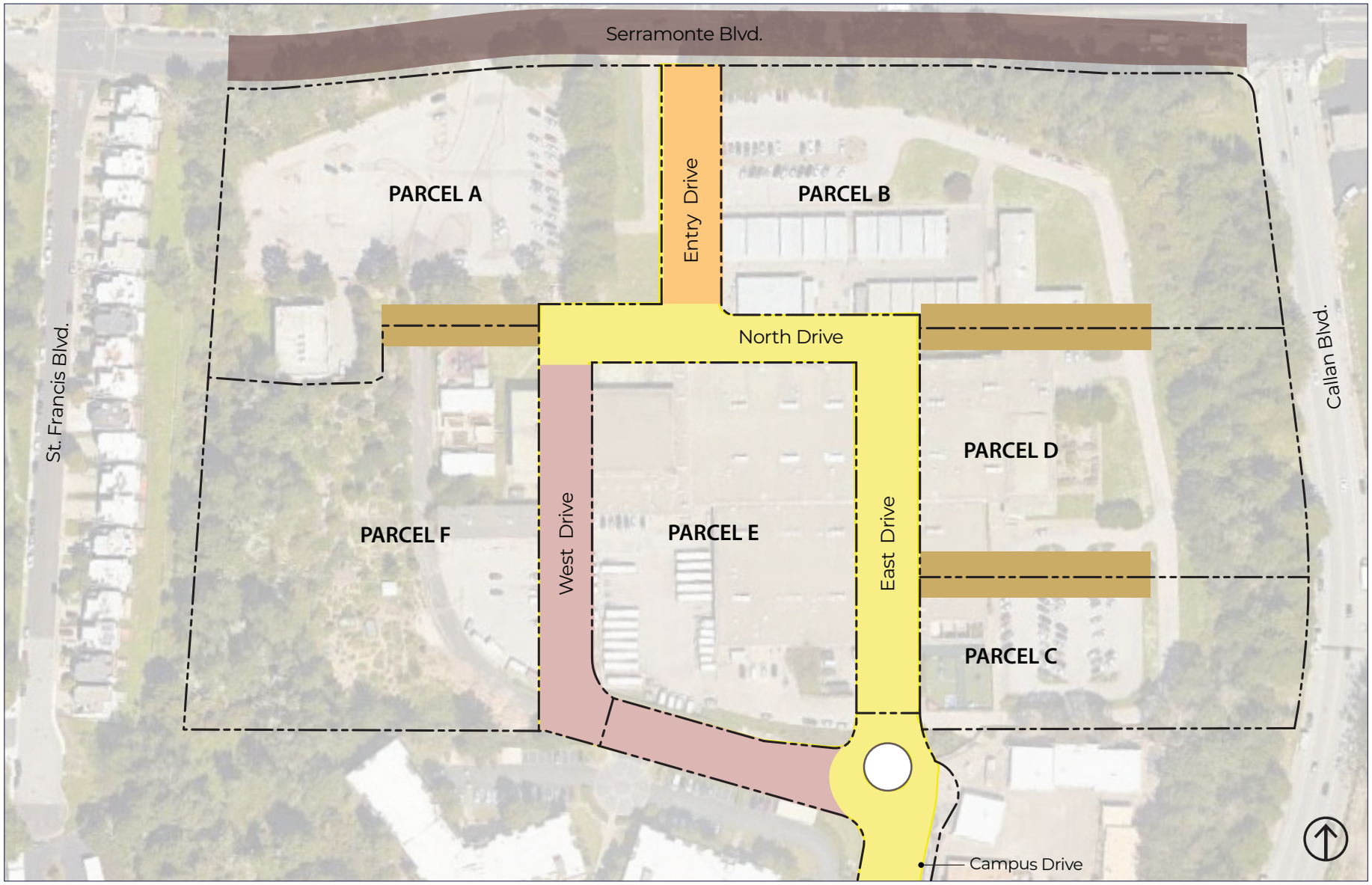
The Plan Area's mobility network provides residents and visitors access and permeability throughout the project site through a system of complete, traffic-calmed streets.

Street Hierarchy

Streets are designed to support both transportation function and adjacent land uses. The Precise Plan identifies the following five street types as shown in Figure 4.1.

1. **Boulevard:** Serramonte Boulevard is a transit – bike corridor connecting city neighborhoods to regional shopping and transit stations.

Figure 4.1 Street Hierarchy



2. **Main Street:** Entry Drive is a combined Main Street, which prioritizes pedestrian access in a safe social/commercial environment and a Residential Street which prioritizes safe, walkable environment with slow vehicle speeds.
3. **Local Connector Street:** East Drive and North Drive are two lane streets that prioritize pedestrians and cyclists with buffered bike lanes in both directions.
4. **Neighborhood Street:** West Drive is a two-lane street that prioritizes pedestrians in a safe and inviting environment with low vehicle speeds and sharrows/vehicle lanes.
5. **Access Drives:** Access Drives are two-way, pedestrian-oriented access easements with diagonal back-in, perpendicular and parallel parking designed for pedestrian access to park, daycare, retail, structured parking and hillside open space and recreational trails.

Street Network

Using the street hierarchy described above, vehicular access through the Serramonte Del Rey neighborhood will be provided through a system of low-speed tree-lined private streets connecting Campus Drive south of the site to Serramonte Boulevard at Entry Drive. A pedestrian paseo and café plaza along Entry Drive will be a "pocket" Main Street with shops spilling outdoors. This tree-lined destination street leads you from Serramonte Boulevard to the Central Green. North Drive, West Drive, East Drive, and West Drive loop around the Central Green and Parcel E and provide access to the remainder of the residential parcels. A round-about is proposed at the Plan Area's southern interface with Campus Drive as it enters the site. This pedestrian- and bicycle-friendly landmark feature will slow vehicle traffic, without requiring a stop, as it enters and exits the project.

Bicycle Network

Daly City has a robust existing bicycle network, and the Plan Area is well located to take advantage of the opportunities it provides. In addition, in February 2020 Daly City approved the *Walk Bike Daly City Plan.* This plan includes an extensive network of pedestrian and bicycle improvements throughout the City and around the Plan Area. Existing bicycle facilities proximate to the Plan Area include Class II on-street bike lanes on Callan Boulevard south of Serramonte Boulevard and a Class III bike route on Callan Boulevard north of Serramonte Boulevard. Serramonte Boulevard and Hickey Boulevard are Class III bike routes. A Class II on-street bike lane is striped on St. Francis Boulevard north of Serramonte Boulevard. One of the priority improvements included in the Walk Bike Daly City Plan is the construction of Class IV on-street protected

bicycle lanes on Serramonte Boulevard. The Precise Plan modifies the City of Daly City's conceptual design for priority pedestrian and bike improvements at the intersection of Serramonte Boulevard and Highway 1 ramps to accommodate a wider Entry Drive and a new westbound left turn lane from Serramonte Boulevard to Entry Drive.

Within the Plan Area, bicycle facilities will include Class II buffered bike lanes along East Drive and North Drive, and other streets will include Class III bike "sharrows" (bicycle markings on vehicle lanes indicating the lane is for shared use). Along the neighborhood's eastern side, the trail loop will function as a full Class I off-street bicycle path. With short block lengths, low traffic volumes, and narrow cross sections, the site's roadways will provide bicyclists with a comfortable on-street experience. For younger and more recreational riders, the off-street trail provides a safe route from the SamTrans bus stop on Serramonte Boulevard and Entry Drive to Summit Shasta Charter High School.

Pedestrian Network

Sidewalks will be provided on every street within the Plan Area, with adjacent curbside landscaping. The trail loop will also serve to provide pedestrian access around the site that is separated from vehicles and in a more natural setting. Pedestrian facilities and permeability planned throughout the neighborhood will allow unimpeded access for visitors and residents walking between the Plan Area's parks, open spaces, residences, and retail shops.

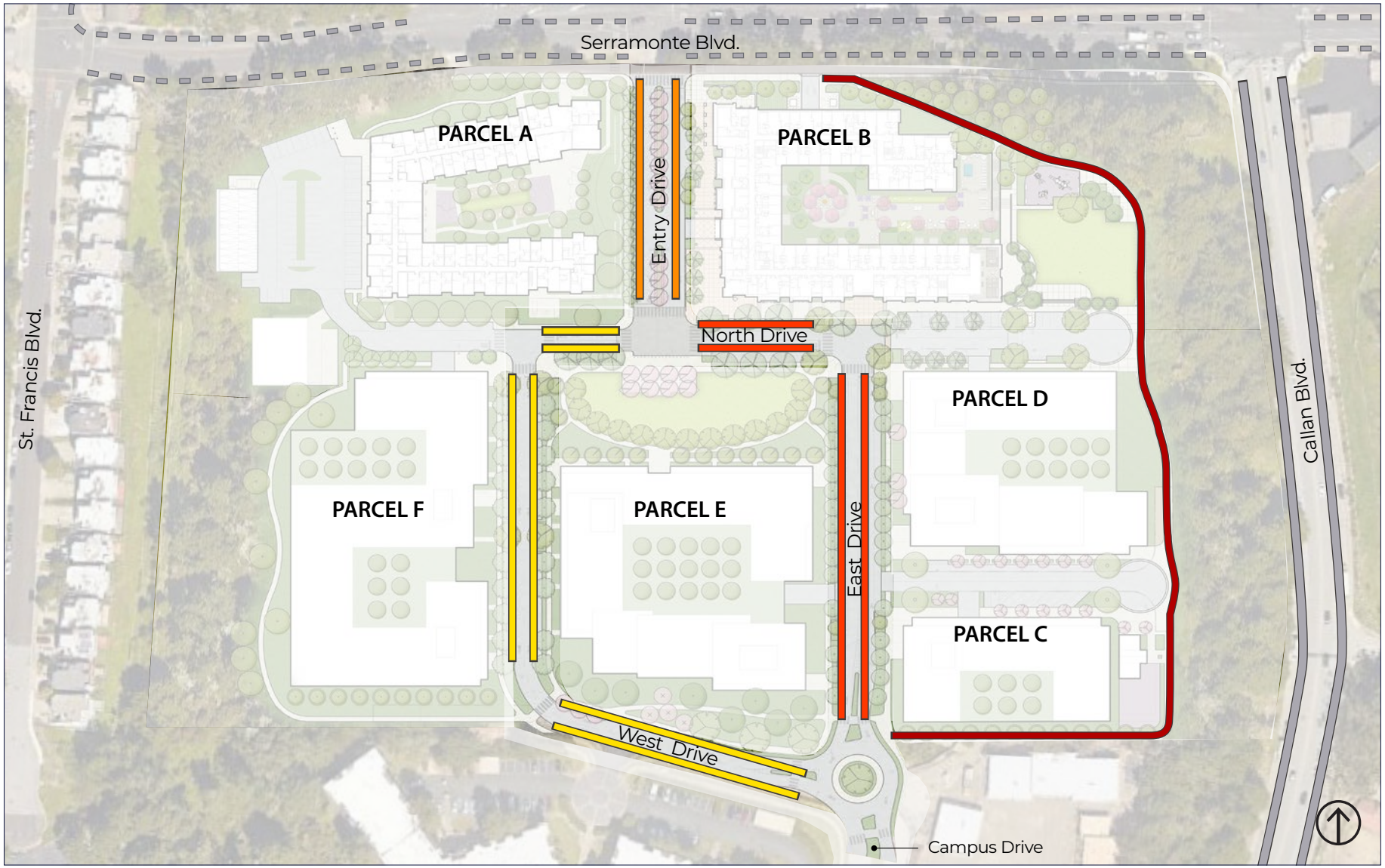


Street with buffered Class II bike lanes.

Figure 4.2 Vehicle Circulation



Figure 4.3 Bicycle Circulation



C. STREET SECTIONS

Entry Drive

Entry Drive connects Serramonte Boulevard to North Drive. The roadway's section shown in Figure 4.4 is comprised of 11-foot travel lanes, 10-foot continuous through/turn lanes, five-foot class II bike lanes and a six-foot landscape median. On the westside is a six-foot sidewalk and five-foot planting strip. On the east side, the sidewalk is comprised of three zones: a planting and street furniture zone, and through zone for pedestrians and a frontage zone for active ground floor uses to extend onto the sidewalk.

North Drive

North Drive connects East Drive, Entry Drive, and West Drive. The roadway section in Figure 4.5 shows a two-lane facility, with on-street parking and a five-foot-wide landscape strip. A Class II buffered bicycle lane is provided on the segment between East Drive and Entry Drive, continuing the facility provided on East Drive. West of Entry Drive, the roadway section widens, and the on-street buffered bicycle lane is not provided (this segment of North Drive is designated as a class III bike

Figure 4.4 Entry Drive and Retail Plaza

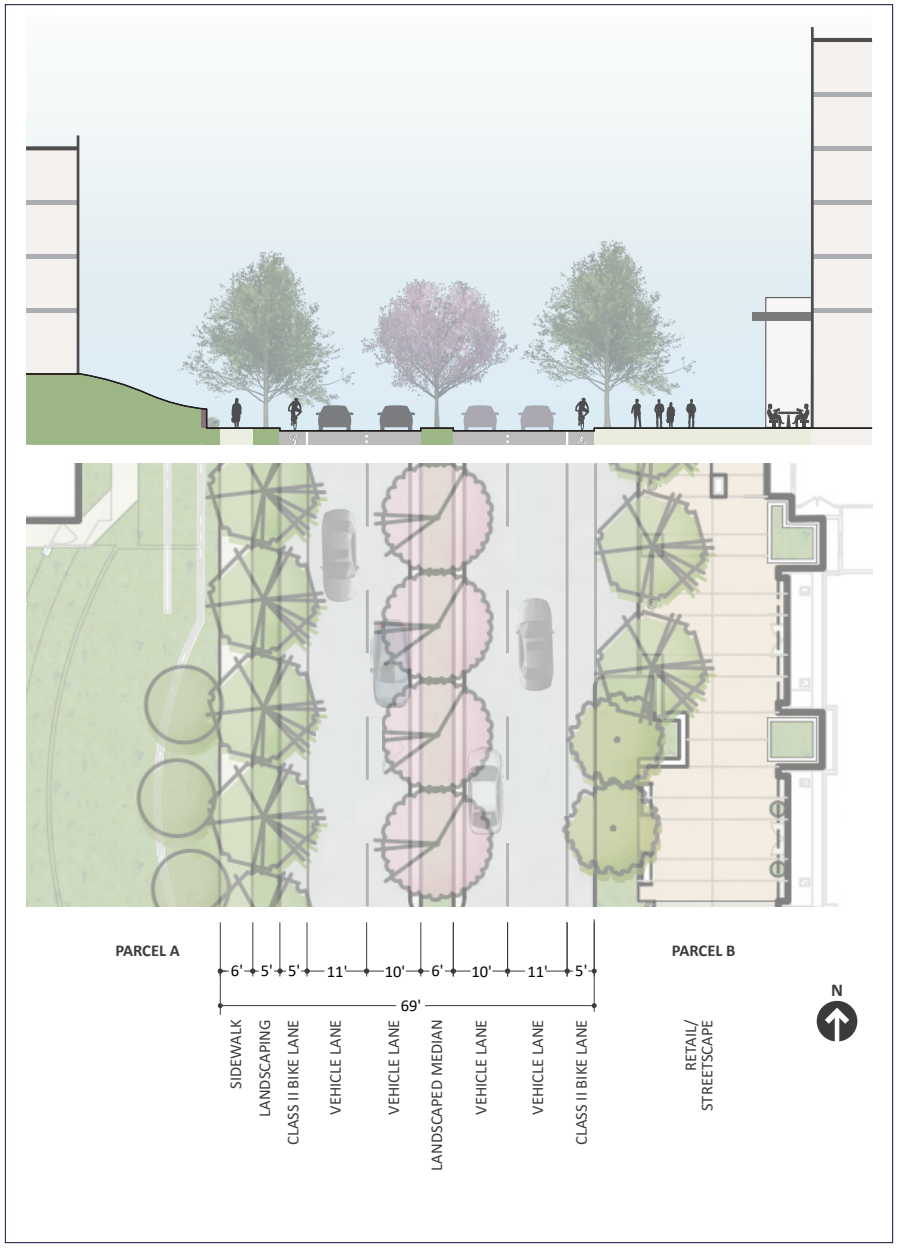
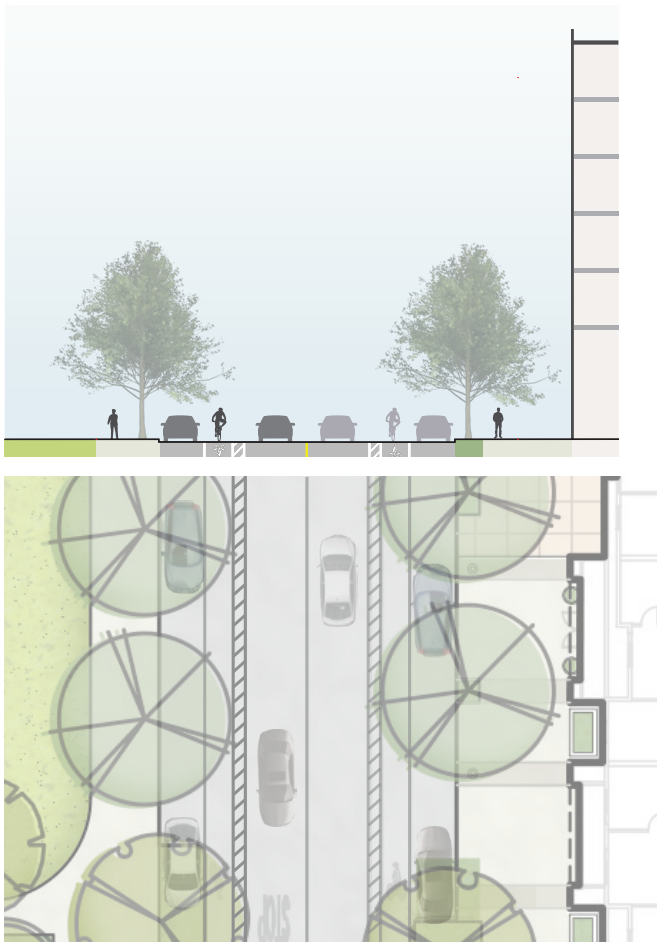


Figure 4.5 Plaza/Park Entry at North Drive



route). The segment of North Drive east of East Drive is envisioned as a cul-de-sac providing access to Overlook Park and residential parcels. Ninety-degree on-street parking is proposed on the south side of this cul-de-sac segment.

West Drive

West Drive is envisioned as a narrow two-lane residential roadway providing access to adjacent residential properties. The section in Figure 4.6 includes two 11-foot travel lanes with nine-foot buffered on-street parallel parking on both sides of the roadway. Five-foot-wide tree-lined landscape strips and six-foot-wide sidewalks complete the sections. West Drive completes the western side of the development's internal loop roadway network.

East Drive

East Drive is the primary north-south roadway extending through the project site. The roadway extends from the southern entry roundabout to North Drive. It provides for two 11-foot-wide travel lanes (one in each direction) with buffered on-street Class II bicycle lanes. Eight-foot-wide on-street parallel parking, five-foot-wide tree-lined landscape strips, and six-foot-wide sidewalks on each side of the street as shown in Figure 4.7.

Figure 4.6 West Campus Drive

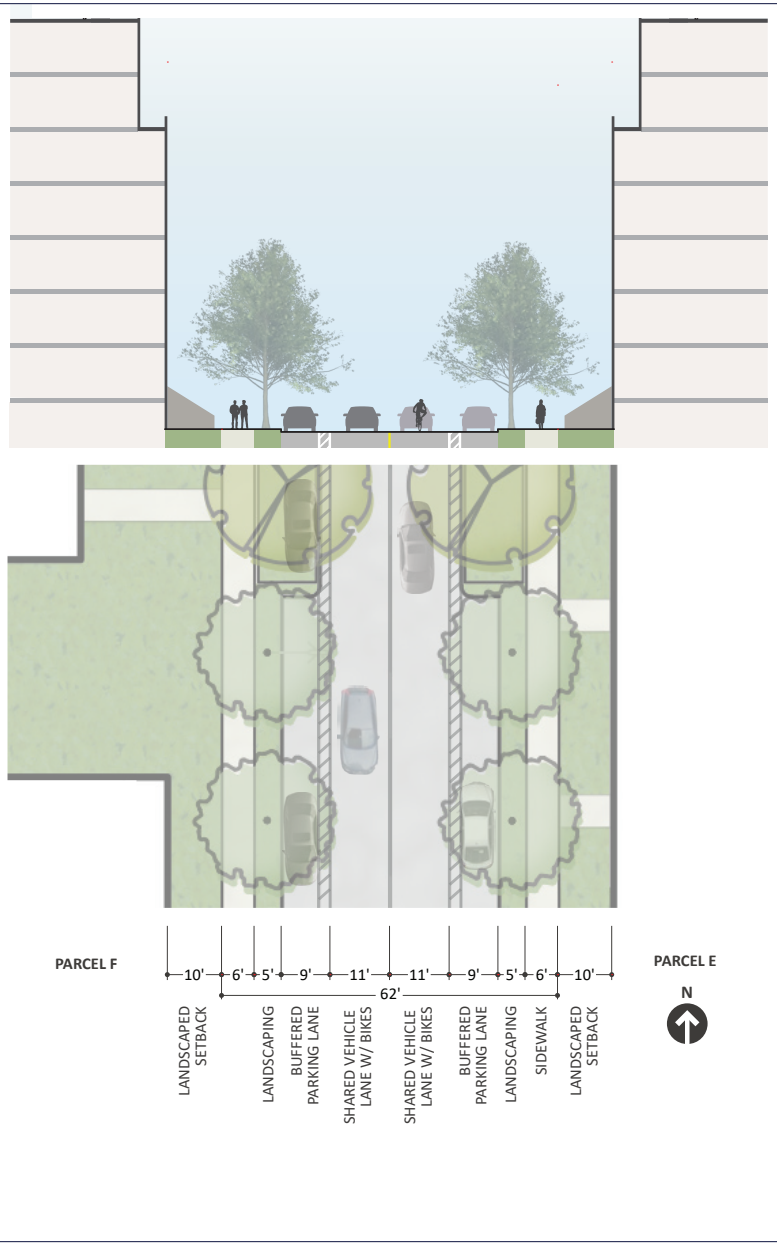
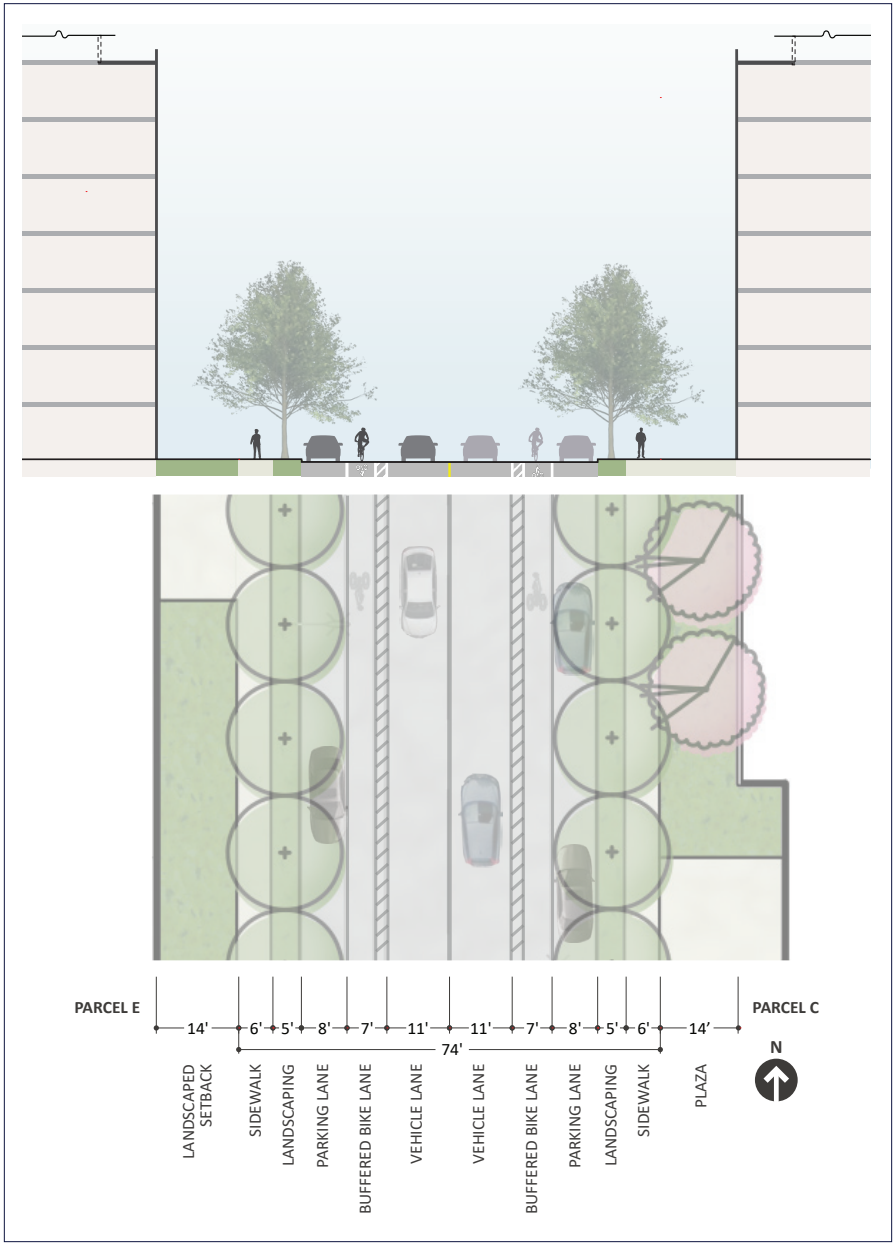


Figure 4.7 East Campus Drive



D. STREET LANDSCAPING

Landscaping plays an important role to provide pedestrian scale, for buffering and screening, to punctuate important connection points and nodes, and to soften the overall experience of moving through and around the site.

Serramonte Del Rey neighborhood entries are punctuated with enhanced landscape features. Entering the neighborhood from the north on Entry Drive from Serramonte Boulevard, residents and visitors are greeted by a tree-lined gateway of flowering trees in a planted median and along the sidewalk, while a vibrant public plaza welcomes pedestrians. As mentioned above, the entrance from the south on West Drive from Campus Drive includes a large, landscaped roundabout, providing a welcoming transition from the surrounding streets and marking the entry into this new neighborhood.

Continuous planter strips separating streets from sidewalks have been provided along all internal streets and drives. Broad canopy trees, low shrubs and groundcovers, and generous sidewalks provide a comfortable and safe pedestrian environment. Adequate visual clearance shall be provided at all safety vision triangles at intersections and driveways to ensure a clear line of sight for pedestrian and bicycle safety. Driveway entries, curb cuts, and curb ramps shall be constructed of concrete and shall match sidewalks to provide a consistent look and feel for hardscape along vehicular and pedestrian circulation routes. Enhanced finishes and/or striping shall be used for crosswalks.

The 10-foot-wide multi-use trail and six-foot- wide pedestrian trail together create a 0.6-mile loop around the neighborhood. Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Signage, ornamental landscaping, and trees will be provided along the trail system to enhance the user experiences.

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5. Park and Open Space

This section describes the park and open space objectives, neighborhood open spaces of the plan area, and landscape design guidance for public and private park and open spaces.

A. OBJECTIVES

Precise Plan park and open spaces are designed to improve physical and psychological health, strengthen community relationships, and create an attractive urban setting for family living, in support of the following objectives:

- Create safe, attractive outdoor places for healthy living to foster physical activity, meet resident and visitor needs for recreation and play for people of all ages, as well as encourage walking and biking.
- Design public places to encourage social interaction and community life with social gathering places that are family-oriented, active places.

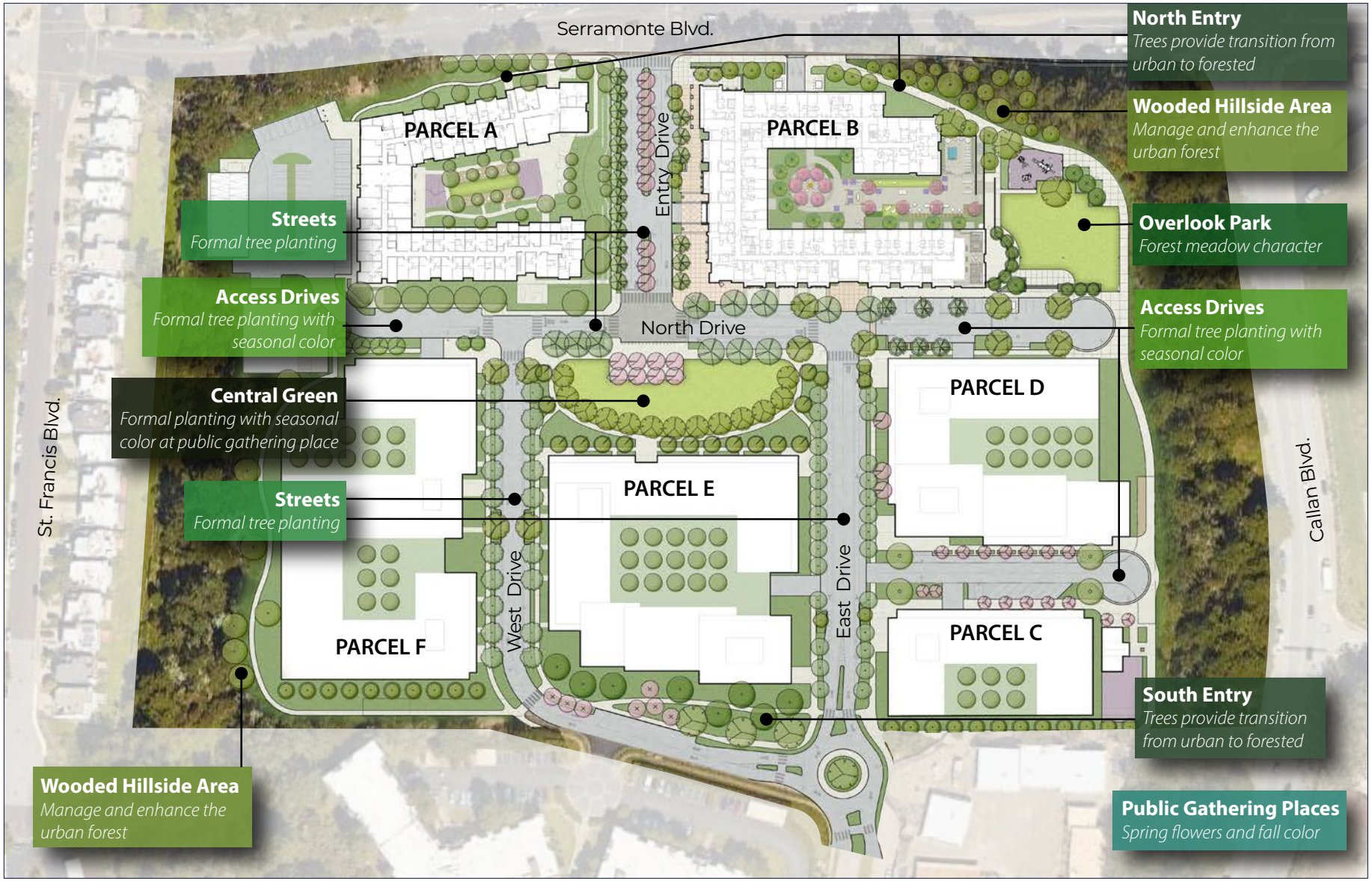
- Shape environments that visually and physically connect people to nature, neighborhood parks, green spaces, and recreational trails.
- Preserve and enhance the aesthetic and ecological quality of the hillside open space areas and expand the diversity of street trees and park plantings to cultivate an urban forest for the plan area.
- Enhance community sustainability and resilience through climate-positive environmental design.

B. A DIVERSE URBAN LANDSCAPE

Landscape concepts for the Plan Area are presented in Figure 5.1. A distinguishing feature of the Precise Plan are the hillsides to the west and east of the plan area which contain numerous trees, all trees planted as part of development of District property. Trees range from young to mature, are in varying health and are densely planted. The intent is to care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry. A tree succession plan for aging mature trees will guide the replacement of existing trees over time due to age or fire vulnerability. Removed trees will be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species.

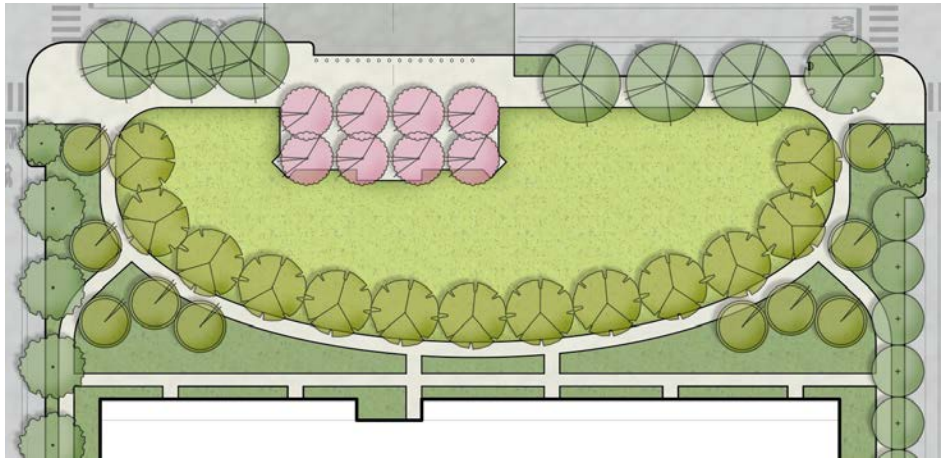
The type and arrangement of street trees and park plantings will contribute to a healthy and attractive urban neighborhood. The north and south entries to the plan area will be visible locations of tree plantings selected and arranged to transition from the informality of a forest to a more ordered urban setting. A diversity of tree species, suitable for the climate and context of the plan area are selected to create identity and sense of place that features the Central Green as a formal center to the neighborhood and Overlook Park as a forest meadow. Seasonal interest

Figure 5.1 Urban Forest Concept Plan



will be created with deciduous trees providing spring flowers and fall color at public gathering places along Entry Drive, Central Green and access drives.

Central Green Plan

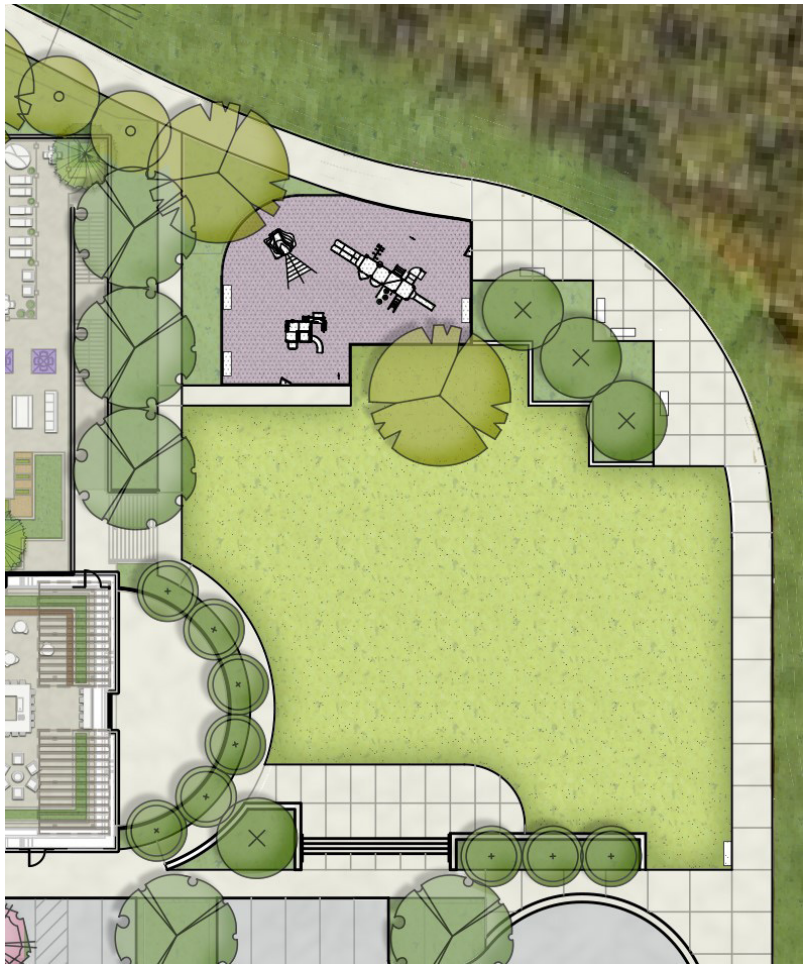


C. NEIGHBORHOOD PARKS AND OPEN SPACES

The street and block pattern of residential development is organized around a central neighborhood park – the Central Green – and is bounded by hillside open space to the east with Overlook Park and hillside open space to the west. The combination of park and open spaces with recreational access will offer residents and visitors a diversity of opportunities to connect to nature, restore human well-being, socialize with neighbors, and satisfy needs for outdoor recreation for families and people of all ages.

Central Green is the heart of the neighborhood – a park extending an entire city block greeting residents and visitors into the site from Entry Drive. Organized by a tree-lined crescent shaped walk, the park features an entry plaza with tree-shaded seating, an open meadow, and a backdrop of evergreen woodlands with social spaces nestled under the tree canopy and along the park edges for community enjoyment. This open lawn is a flexible open space for recreation and enjoyment of nature to picnic, walk a dog, or enjoy the sunshine.

Overlook Park Plan



Overlook Park Rendering



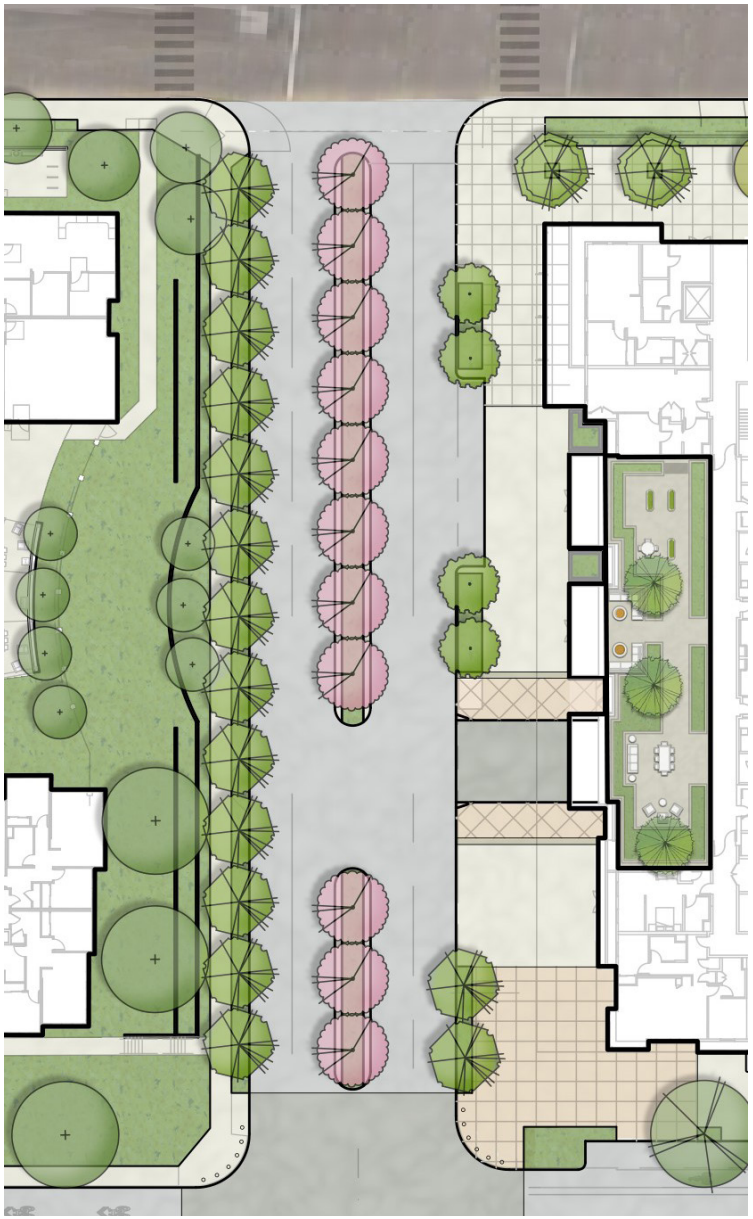
Overlook Park looking from the Eastside Recreation Trail.

Overlook Park is designed as family-friendly open space. Gently sloped lawns provide ample space for a wide range of activities: dining and gathering, outdoor fitness classes, community events, and an opportunity to sit and enjoy the views. A large playground provides inclusive play opportunities on interpretive play structures for young children, while a small plaza at the park edge provides a connection to the multi-use loop trail and reinforces the viewer's sense of place. Viewsheds look towards regional landmarks including Daly City, San Bruno Mountain, and beyond.

Entry Drive Plaza is a "pocket" Main Street with plaza-width sidewalk space for retail activity to bring life outdoors to the street. The Plaza provides a building frontage zone for access to retail uses and sidewalk seating; a pedestrian through zone for pedestrian movement; and a street furniture/curb zone for street furniture, lighting, benches, street trees, bicycle parking, fixed, and movable seating. Together these zones create an attractive and comfortable setting for neighborhood shopping and social life. The plaza sidewalk space will have enhanced pavement treatments with color and/or pavers to highlight active public spaces.

Hillside Open Spaces are existing east and west hillsides of the plan area with mature trees planted as part of the landscape development of District property. These areas offer residents an opportunity to connect to the nature and provide a visual screen to the planned development.

Entry Drive Plaza Plan



South Entrance Open Space on Parcel E is a landscape area that provides entrance identity to the plan area, landscape continuity for the "urban forest," and social space for residents. Enhancement of the South Entrance Open Space at Parcel E is expected. Examples include a corner tower element, a sitting area or water feature with unique landscaping and plantings, a winter garden/ indoor social area, a concave building corner referencing the round-about, or a specific design gesture in materials, scale, or massing that specifically enhances the open space.

Eastside Recreational Trail is a pedestrian-bicycle trail for strolling and recreation extending from Serramonte Boulevard to the north to the roundabout along Campus Drive to the south. This 10-foot-wide multi-use trail provides an off-street connection for pedestrians and bicyclists to access Overlook Park and access to the westside hillside open space.

Westside Walking Trail is a six-foot-wide trail around the west side of Parcel F, weaving along the base of the wooded hillside slope. Together the east and westside trails create an off-road half-mile loop trail system. This trail system connects each parcel, every street, and all members of the community to direct access to the wooded hillside open space.

South Entrance Open Space Plan



Westside Walking Trail Section



0 6
Scale (Feet)

Eastside Recreational Trail Section



0 6
Scale (Feet)

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES

This section establishes the standards and guidelines that apply to public and private open space.

General Standards and Guidelines

D.1.1 Landscape planters within the street right of way shall be a minimum of four feet wide.

D.1.2 Tree wells shall be 4'x 4' minimum. Tree grates shall be cast iron with a baked oil finish in plaza areas and be an ADA accessible design consistent with the neighborhood.

D.1.3 Where landscape planting is provided under trees, planters shall be 4'W x 6'L minimum.

D.1.4 Planted medians shall provide at least five feet wide planting area in addition to a minimum 12 inches wide maintenance band at the back of curb consisting of concrete, pavers, or fixed cobbles.

D.1.5 Enhanced pedestrian spaces should be provided at retail plazas as well as at major and minor lobbies for each residential building. Seating opportunities should be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies.



Sidewalk with landscape planting provided under trees.



Landscape median planted with trees and shrubs.



Sidewalk with landscape planter bed and tree grates.



Landscaping and furnishings enhance seating areas next to the sidewalk.

Landscape Materials

Plants

D.2.1 Plant material shall comply with all City and regional guidelines and be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with the Model Water Efficient Landscape Ordinance (MWELO) guidelines and the Water Use Classification of Landscape Species (WUCOLS).

D.2.2 Where turf grass is used, low water use hybrids and/or no mow varieties should be used. A variety of shrubs and ground covers should be used to create layering around building foundations, keeping shrubs at or below windowsills. Plant selections should be such that sight lines remain open and clear and places of concealment are not fostered. Where allowed, plants should be used to screen above-ground utilities. Along streets and sidewalks, plant species shall be used that promote a feeling of separation from vehicular traffic and be appropriate for narrow planters within the public right of way.

D.2.3 Pollinator plants that attract native birds and insects should be used strategically in locations well-suited to attract and sustain native populations. Use of fruiting plant material should occur away from hardscape areas to prevent staining of pavements and to minimize maintenance.

Trees

D.2.4 The project's wooded hillside perimeter to the west and east shall be cleaned of surface and ladder fuels. Replacement trees shall include evergreen and deciduous species as described in the Project Tree List below.

D.2.5 Trees within the street right of way, in plazas, and high-visibility open space areas should be provided in 24-inch box size or larger and be secured with tree stakes or below-grade root ball guying systems appropriate for the windy conditions found in Daly City. Above-ground cabling guying shall not be used in public spaces. Trees shall be pruned up to 6 feet to 8 feet clear off the ground or as required by ADA or City guidelines.

D.2.6 Individual developments within the Plan Area shall use trees that are provided in 15-gallon size or larger, with 24-inch box preferred.

D.2.7 Entries at the north and south shall have unique tree plantings.

D.2.8 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

Project Tree List

D.2.9 The trees used throughout the Plan Area shall be carefully selected to work within the Urban Forest framework while allowing expression of individual character. The following list shall be used for specifying tree species on public streets and open spaces.

Table 5.1 - Recommended Tree Species for public streets and open spaces within the Precise Plan			
Forested Hillsides (Tree Succession Species)		**Streets & Parks**	
Aesculus californica	California Buckeye	*Acer buergeranum*	Trident Maple
Acer macrophyllum	Big Leaf Maple	*Acer x freemanii 'Autumn Blaze'*	Autumn Blaze Maple
Arbutus menziesii	Pacific Madrone	*Acer Macrophyllum*	Big Leaf Maple
Calocedrus decurrens	Incense Cedar	*Arbutus 'Marina'*	Strawberry Tree
Ceanothus 'Ray Hartman'	Wild Lilac	*Cercis 'Forest Pansy'*	Forest Pansy Rebud
Hesperocyparis macrocarpa	Monterey Cypress	*Cercis occidentalis*	Western Redbud
Fremontodendron californicum	Fremontia	*Ginkgo 'Princeton Sentry*	Maidenhair Tree
		Hesperocyparis macrocarpa	Monterey Cypress
		Hymenosporum flavum	Sweetshade
		Koelreuteria paniculata 'Fastigiata'	Goldenrain Tree
		Lagunaria pattersonii	Primrose Tree
		Lophostemon confertus	Brisbane Box
		Lyonothamnus floribundus	Catalina Ironwood
		Melaleuca quinquenervia	Cajeput Tree
		Olea europea 'Swan Hill'	Fruitless Olive
		Pistacia chinensis	Chinese Pistache
		Quercus agrifolia	Coast Live Oak
		Quercus suber	Cork Oak
		Sequoia sempervirens	Coast Redwood
		Tristaniopsis laurina 'Elegant'	Water Gum

Site Furnishings

D.3.1 Site Furnishings shall be comprised of materials designed to withstand outdoor conditions.

D.3.2 Short term bicycle parking shall be dispersed throughout the Plan Area, as required to meet project requirements, city standards, and bicycle parking standards. Bicycle racks shall be galvanized, vinyl covered, or stainless steel, and meet all City requirements. In ground- or surface-mounted attachment is acceptable.

D.3.3 Benches shall be made of metal and/or wood. Where wood is used, it should be thermally modified, or a suitable hardwood built to withstand weather and heavy public usage.

D.3.4 Public café tables with chairs should be movable and provided in a variety of sizes in and around gathering spaces and shall be constructed of materials suitable for outdoor public usage.



Bicycle parking area.



Circular bicycle rack.



An integrated group of furnishings including bicycle rack, tree fence, streetlight and bench.



Seating and landscape along sidewalk.



Movable outdoor seating provides flexibility.

D.3.5 Drinking fountains shall be provided at Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended.

D.3.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between ages of two to five and for ages five to twelve years old. These structures should offer a variety of stand-alone features and a wide variety of varied physical activities for the children. The equipment should promote fitness, physical activity, and connection.



An attractive playground bordered by landscaping and trees.

Irrigation Systems

D.4.1 Site Irrigation systems shall comply with all local and state requirements, including the Model Water Efficient Landscape Ordinance (MWELO).

D.4.2 All irrigation equipment shall be controlled with weather-based controllers located in easily accessible, locked stainless steel pedestal boxes. The equipment should include flow sensors and automatic shut off valve capability with a wi-fi based alarm system to alert maintenance controller team(s).

D.4.3 Irrigation systems shall provide quick couplers or hose bibbs in lockable wall boxes in all common use areas.

Soil & Drainage

D.5.1 On-grade planting areas shall be comprised of amended topsoil import or amended native soil as required, based on a soil analysis report and soil laboratory recommendations. Excavation, clearing and grubbing, or soil preparation shall occur within established tree protection zones as per the advice of a landscape architect or arborist.

D.5.2 Planting areas shall by dressed with a 3-inch layer of mulch or as dictated by local or regional guidelines.

D.5.3 Cast iron or similar drain grates shall be used in turf and pedestrian circulation areas. Landscape planters shall be drained with cast iron, decorative metal, plastic or similar flat or atrium-style grates and factory-fabricated bodies.



6. Utilities

The Plan Area will have utility infrastructure to address stormwater collection, sanitary sewage collection and water supply and distribution. There will also be systems for power, natural gas and communications, which are called Dry Utilities. Utility infrastructure systems are described in the following sections.

A. STORMWATER

The following sections describe the existing and proposed stormwater flows for the 18.4-acre area impacted by the Precise Plan area.

Existing Conditions

The site is bound by Serramonte Boulevard to the north, Callan Boulevard to the east, Campus Drive to the south and residential buildings to the west. The current uses on the campus include a bus yard, district offices, churches, child day care facilities, a Comcast building, and the Workforce Housing project (currently under construction). The Workforce Housing project (including the apartment building, car barn, and surface parking lot located at the northern portion of the existing campus) and the Comcast building will remain operational throughout and after construction of the Precise Plan. The Workforce Housing project is under separate approval and storm water improvements for the building, surface parking lot and area immediately adjacent to the building are

to remain and are not modified as part of the plan area. The driveway just to the south of the Workforce Housing project will be replaced and is included in the plan area.

The existing ground coverage consists of approximately 108,830 sq. ft. impervious and 59,440 sq. ft. pervious (64.7% impervious). Site elevations vary from approximately elevation 495 feet to the west and 480 at the main parking lot near the entrance to the site. Stormwater onsite is collected in area drains or inlets and conveyed in below grade pipes to the storm drain outfall located in the existing parking lot near the main vehicular entrance at Serramonte Boulevard. The outfall discharges to an existing 24" storm drain main in Serramonte Boulevard that flows to the east.

Proposed System

The proposed changes in the plan area consist of open space, park areas, landscape areas, concrete paths, private roadways, asphalt drives, asphalt parking lots, and multi-story residential buildings. The project proposes to maintain the existing drainage patterns and replace the existing drainage system.

The proposed ground coverage consists of approximately 120,300 sq. ft. impervious and 47,970 sq. ft. pervious (71.5% impervious). The project will increase the amount of impervious surface from the existing condition and will require retention to control the peak flow and volume leaving the site. Overall, the proposed condition will increase the site's impervious footprint by approximately 11,470 sq. ft. and will therefore require stormwater retention. The project proposes to satisfy the retention requirement with a Master Plan approach that will allow one parcel to overcompensate and accrue credits that can be applied to other parcels that will have more difficulty meeting the requirement.

The proposed drainage system will consist of area drains, drop inlets, manholes, stormwater treatment areas with overflow structures, and below grade pipes. The drainage system will convey runoff to the existing outfall located near the main vehicular entrance.

Stormwater Requirements

The project shall not increase the flow or volume leaving the site for the design storm. If a project increases the imperviousness of the site stormwater retention will be required to retain the increased flow and volume.

B. SANITARY SEWER

Existing Condition

The existing City sewer system in the vicinity of the Plan Area consists of a 10-inch sewer main in Serramonte Boulevard, 8-inch and 10-inch sewer main that runs through the district's property, 8-inch sewer main in Campus Drive south of the school site, and a 6-inch sewer main in Callan Boulevard. A portion of the existing sewer system that runs through the District's property connects the 8-inch main in Campus Drive to the 10-inch main in Serramonte Boulevard. Sewer generated by the Workforce housing project (currently under construction) and the existing school site is discharged into the main that runs through the District's property, which ultimately connects to the 10-inch main in Serramonte Boulevard. Elevations and sizes of the existing system are from field and record data. Rim and Invert elevations are obtained from field data with elevations based on North American Vertical Datum (NAVD 88).

Proposed System

The project proposes to construct a public sewer system in the private streets (to be located in an easement) and an onsite sewer system to connect the buildings to the public sewer system. The proposed public sewer system will consist of manholes and pipes. The onsite sewer system consists of pipes, cleanouts, and manholes. The project will connect to the 10-inch sanitary sewer main in Entry Drive and the new sewer connection on Callan Drive.

Sewage Generation Calculations

The City of Daly City establishes sewage demand numbers for different types of building uses based on the demands provided in the City's 2009 Master Sewer Study. The proposed project will replace the existing buildings, including an existing school building and modular units. The sewage generation flows from the buildings to be removed will be applied as a credit to the project. This information will be used by the City to determine the impacts the proposed project will have on the City's sewer system and determine if the existing sewer system has sufficient capacity to serve the project. Despite the credit, the City is anticipated to experience an increase of sewer flows of 173,468 gpd. A detailed sewer study is included in the entitlement documents.

C. WATER SUPPLY

Existing Condition

The existing City water system in the vicinity of the project consists of a 6-inch AC water main in Serramonte Boulevard and a 10-inch water main in Entry Drive constructed with the previous project. The existing domestic water system for the school campus is fed by a 3-inch service near the main entrance off Serramonte Boulevard while the existing fire service for the site is served from an 8-inch line from Callan Boulevard. The existing Jefferson Union High School District Workforce Housing project is fed from the existing 10-inch main.

Proposed System

The proposed project will construct a new public water main within the new streets and provide new domestic water, fire water, and irrigation water services to the proposed buildings. All proposed services are anticipated to be fed from a portion of the existing 10-inch main constructed with the previous project and new 10-inch water mains constructed with the new private streets. The on-site domestic water system consists of service lines from the public main to each building.

Water Generation Calculations

The City establishes water demand numbers for different types of building uses. A summary of existing demands, proposed building type, area, and number of units, and area of irrigated landscape area is included in the entitlement documents. This information will be used by the City to determine the water demand for the proposed project. The flows generated by the proposed project and the reduction in flows from the existing building and landscaping being removed will be used in the City's model to determine if the City's water system has enough capacity to serve the project.

D. DRY UTILITIES

Dry utility infrastructure modifications and additions will be required and will be built out in phases to accommodate and support the development. Utility providers serving the Plan Area include PG&E, Comcast, and AT&T.

PG&E recently installed infrastructure to serve Parcel A and maintains service to the existing Comcast Building and School Building. Data/Telecom services were also extended to serve the development at Parcel A.

A joint trench will be provided in the Private Streets to extend the utility providers' infrastructure throughout the development to serve the Parcels. Dry utilities will be coordinated with the appropriate utility provider to establish new service routes to support the Plan Area.

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7. Implementation

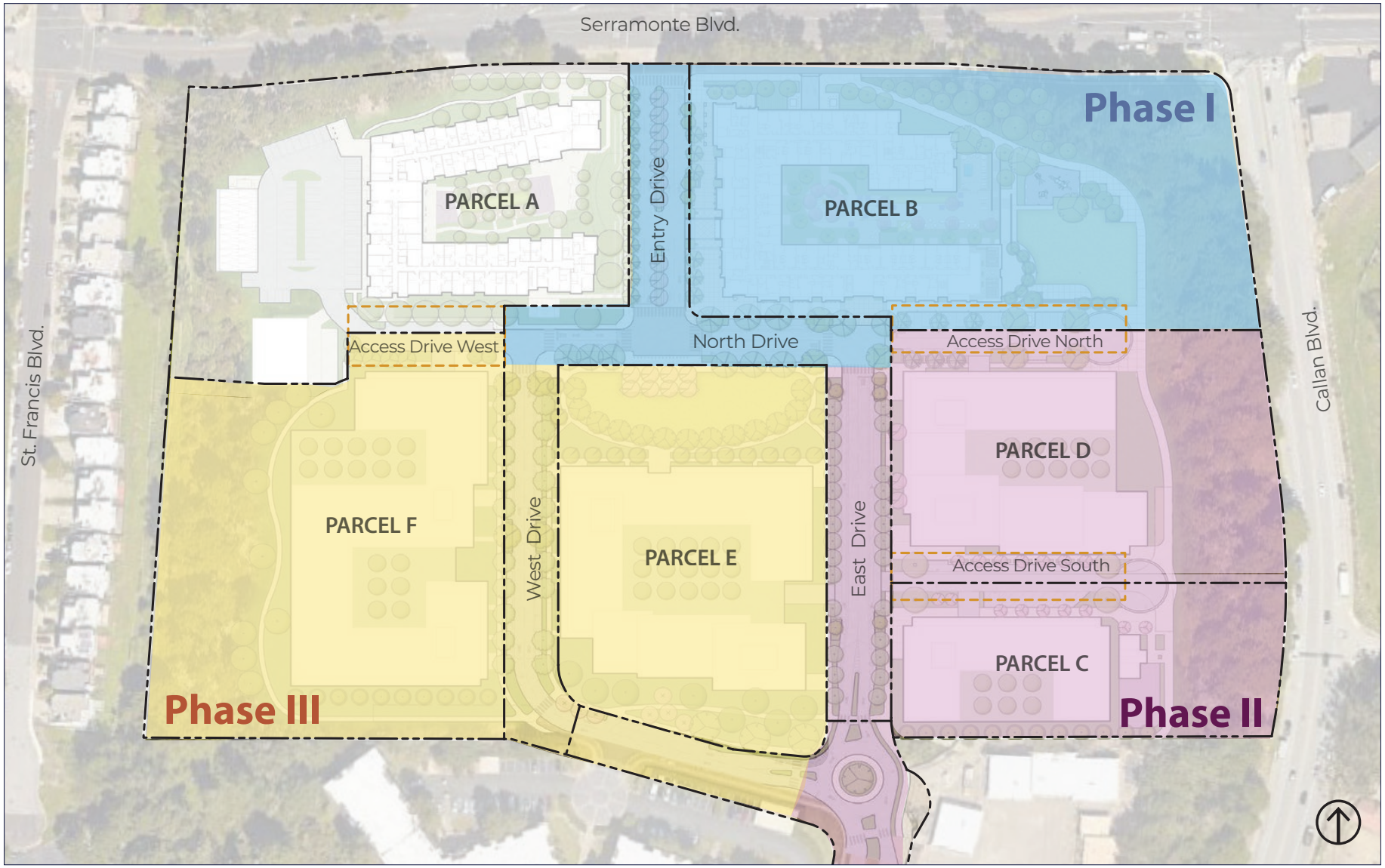
A. PHASING

The Plan Area is to be built-out in phases over a period anticipated to be eight to twelve years but may be up to 15 years. Each phase of development includes the infrastructure necessary to support development, open space and public improvements associated with specific parcels as follows and as shown in Figure 7.1:

- **Phase I** is the development of Parcel B housing, retail, Overlook Park, North Drive, north side of North Access Way and associated utility improvements.
- **Phase II** is the development of Parcel C affordable housing, Head Start, East Drive, south side of North Access Way, South Access Way and Parcel D housing, and associated utility improvements.
- **Phase III** is the development of Parcel E housing and Central Park together, Parcel F housing, West Drive, and associated utility improvements. Parcel E or Parcel F may develop independently and in any order.

The number of phases, number of units, and timeline for the project build-out will ultimately depend on market conditions. The rate of the buildout of housing will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market.

Figure 7.1 Phasing



B. CONFORMANCE REVIEW

Planning and engineering review and approval of development applications shall be in accordance with the Daly City Municipal Code and the Precise Plan conformance review process as shown in Figure 7.2: Conformance Review and Approval Process.

Planning Review

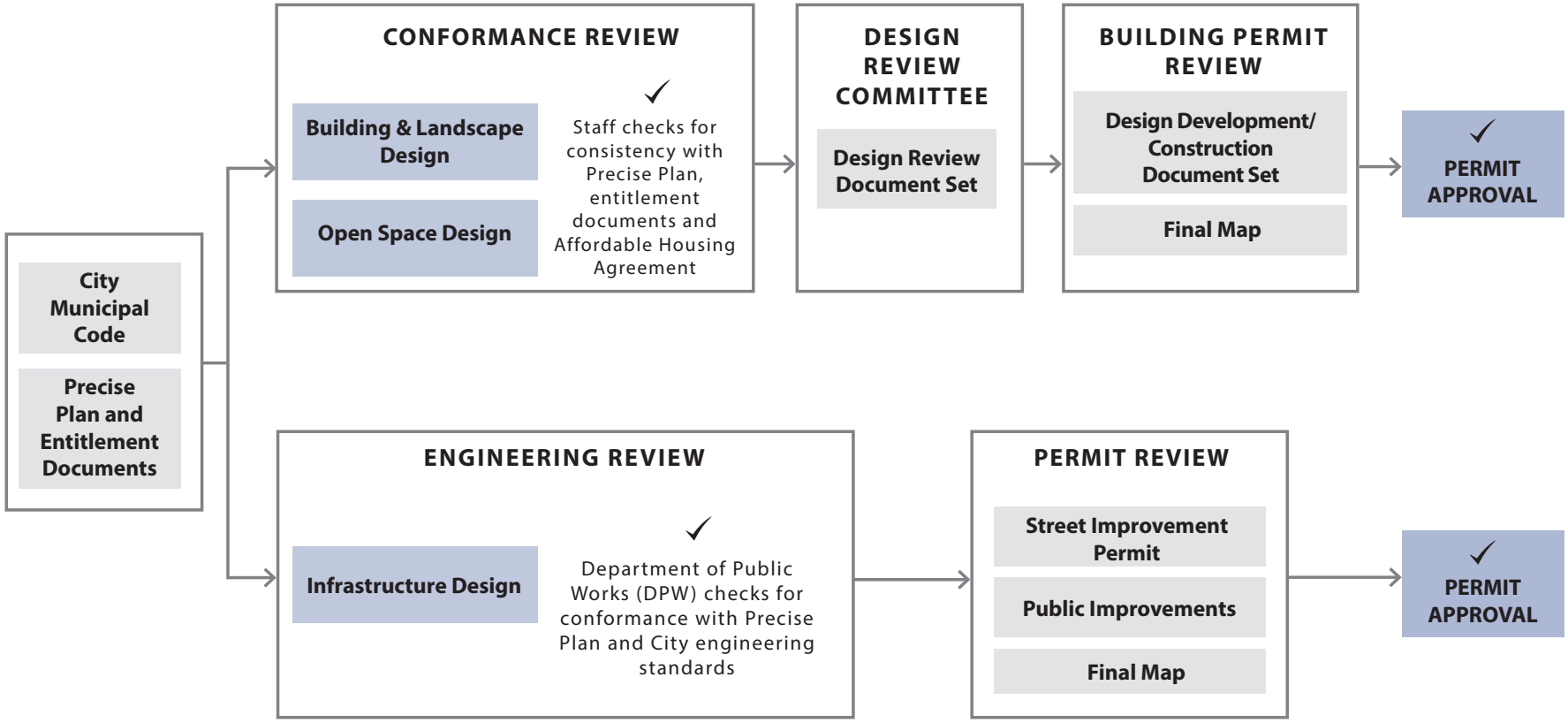
Development applications shall be submitted to the City for Design Review in accordance with Daly City Municipal Code. Planning staff shall review the application for consistency with the Precise Plan's goals, development standards and design guidelines and applicable entitlement documents. The Precise Plan is consistent with and implements the Daly City General Plan.

Land Uses in the Plan Area shall be permitted according to the general category of uses submitted with this Precise Plan. A use proposed which is not similar in character to an identified use by general category may be permitted upon securing a use permit. Changes that reflect minor differences between the Precise Plan and construction documents, including modifications in the location of off-street parking, changes in the phasing of development, the distribution of private open space, the design of private street systems, and building design, may be approved by the city planner, if in the opinion of the planner, the change is not substantial. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change achieves the design intent of the Precise Plan.

Engineering Review

The applicant shall apply for approval of final subdivision maps and improvement plans per the Precise Plan, City of Daly City's Municipal Code and City Engineering Division standards. The development application for a final subdivision map shall be consistent with the approved tentative map for horizontal infrastructure, including utilities, streets, roads, sidewalks, and other improvements, and shall be submitted at the same time as a development project submittal. Final subdivision maps and improvement plans may address all or a portion of the Plan Area per the general direction on phasing per Section A above.

Figure 7.2 Conformance Review and Approval Process



C. ENTITLEMENT DOCUMENTS

By Resolution No. [ ] the City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development. By Resolution No. [ ] the City Council approved the update to the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network. The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms for an Affordable Housing Agreement. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements. The City of Daly City, as the lead agency under the California Environmental Quality Act (CEQA) prepared the project's Environmental Impact Report (EIR) to disclose to the City, general public and other agencies the environmental impacts of the project. By Resolution No. [ ] the City certified the EIR for the project, adopted findings, statement of overriding considerations [if needed] and a Mitigation Monitoring and Reporting Program (MMRP). The Precise Plan is consistent with and will implement the MMRP as approved by the City Council.

D. PROCESS FOR AMENDING THE PRECISE PLAN

An applicant can request an amendment to the Precise Plan as part of future development application. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change will achieve the design intent of the Precise Plan. Amending the Precise Plan shall follow the requirements of the City's Zoning ordinance as of the date of project approval.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT

All proposals for development shall be subject to the mitigation measures specified in the Environmental Impact Report (EIR) certified by the City Council as part of this Precise Plan. Subsequent environmental review of development of Phase I, Phase II, or future phases of development shall be reviewed for compliance with the EIR and MMRP prepared for this Precise Plan and the California Environmental Quality Act.

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Acknowledgements

Jefferson Union High School District

Board of Trustees

- Andrew Lie
- Carla Ng-Garrett
- Nick Ochipinti
- Kalimah Salahuddin
- Rosie Tejada

District Staff

- Toni Presta, Superintendent of Schools
- Tina Van Raaphorst, Associate Superintendent of Business Services
- April Hawkins, Director of Communications & Staff Housing
- Monica Casey, President American Federation of Teachers (AFT) Local 1481

Brookwood Advisors

- Alan Katz, President
- Bruce Fukuji, Planning Director
- Chris White, Project Director

PlaceWorks

- Bruce Brubaker, Principal-in-Charge
- Janet Chang, Project Manager
- Pranjali Deokule, Project Manager

Seidel Architects

- Alex Seidel, FAIA, Founding Principal
- Paul Dent, Senior Associate
- Michael Rizza, Associate

Jett Landscape Architecture + Design

- Bruce Jett, Principal
- Jesse Markman, Principal
- Samantha Elms, Landscape Designer

Fehr & Peers Transportation Planning

- Bill Burton, Senior Associate

BKF Engineers

- Tim Heffernan, Senior Project Manager

Office of the San Mateo County Counsel

- John D. Nibbelin, Chief Deputy County Counsel

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PLACEWORKS

ORANGE COUNTY • BAY AREA • SACRAMENTO • CENTRAL COAST • LOS ANGELES • INLAND EMPIRE • SAN DIEGO

JEFFERSON UNION HIGH SCHOOL DISTRICT

REPORT FROM THE DISTRICT'S

REAL PROPERTY ADVISORY COMMITTEE

OCTOBER 4, 2021

Executive Summary

The Jefferson Union High School District Board of Trustees ("Board") convened a Surplus Property Advisory Committee ("7-11 Committee" or "Committee") that met on August 23, August 30, September 13, September 20, and October 4, 2021. The Committee found that the Jefferson Union High School District ("District") has sufficient space at Jefferson High School, Oceana High School, Terra Nova High School, Thornton High School, and Westmoor High School to house District students beginning in the 2021-22 school year and beyond.

The Committee concluded that current enrollment data and future projections clearly support a recommendation to the Board to declare the Serramonte Del Rey site surplus to the District's educational needs. The 7-11 Committee is also recommending that acceptable uses of the Serramonte Del Rey site include housing, open space, and retail, as well as spaces that foster educational opportunities, community engagement (e.g., garden, farmer's market, food trucks), and recognize diversity in the community (e.g., cultural activities, honor native peoples).

Purpose of the Committee

On February 23, 2021, the Board took action to authorize the formation of a 7-11 Committee and on August 17, 2021 the Board adopted a resolution establishing the committee and appointing its members. Both action items outlined that the purpose of the committee would be to consider and make a recommendation as to whether the Serramonte Del Rey site should be declared surplus and to recommend possible acceptable uses of the site based on the Board's desire to pursue potential land leases.

Committee Membership

Seven Committee members were appointed by the Board at its August 17, 2021 meeting.

As required by Education Code 17390, the membership of the 7-11 Committee was representative of all the following categories: (a) the ethnic, age group, and socioeconomic composition of the District; (b) the business community, such as store owners, managers, or supervisors; (c) landowners or renters, with preference to be given to representatives of neighborhood associations; (d) teachers; (e) administrators; (f) parents of students; and (g) persons with expertise in environmental impact, legal contracts, building codes, and land use planning, including, but not limited to knowledge of the zoning and other land use restriction of the cities or cities and counties in which surplus space and real property is located.

Member	Affiliate	Criteria
Adam Kubey	Certificated Employee, JUHSD	a, d
Rebecca Lugtu	Business Owner	a, b
Victoria Magbilang	Parent, Resident	a, c, f
Dennie Marenco	Thornton High School Principal	a, e
Ben Schaefer	Business Owner, Architect	a, b, g
Chris Tung	Parent	a, f
Jose Villalobos	Certificated Employee, JUHSD, Resident	a, c, d

Ben Schaefer served as chair of the committee and Jose Villalobos served as vice chair. Associate Superintendent Tina Van Raaphorst attended all meetings and provided the Committee with enrollment trends data, budget information, and other information relevant to the Committee's work. Gina Beltramo, Deputy County Counsel, provided the committee with an overview of the Brown Act and the role of the 7-11 Committee at the first meeting. Representatives from District consultants Brookwood Group provided the Committee with information about the proposed uses of the Serramonte Del Rey site.

Charge to the Committee

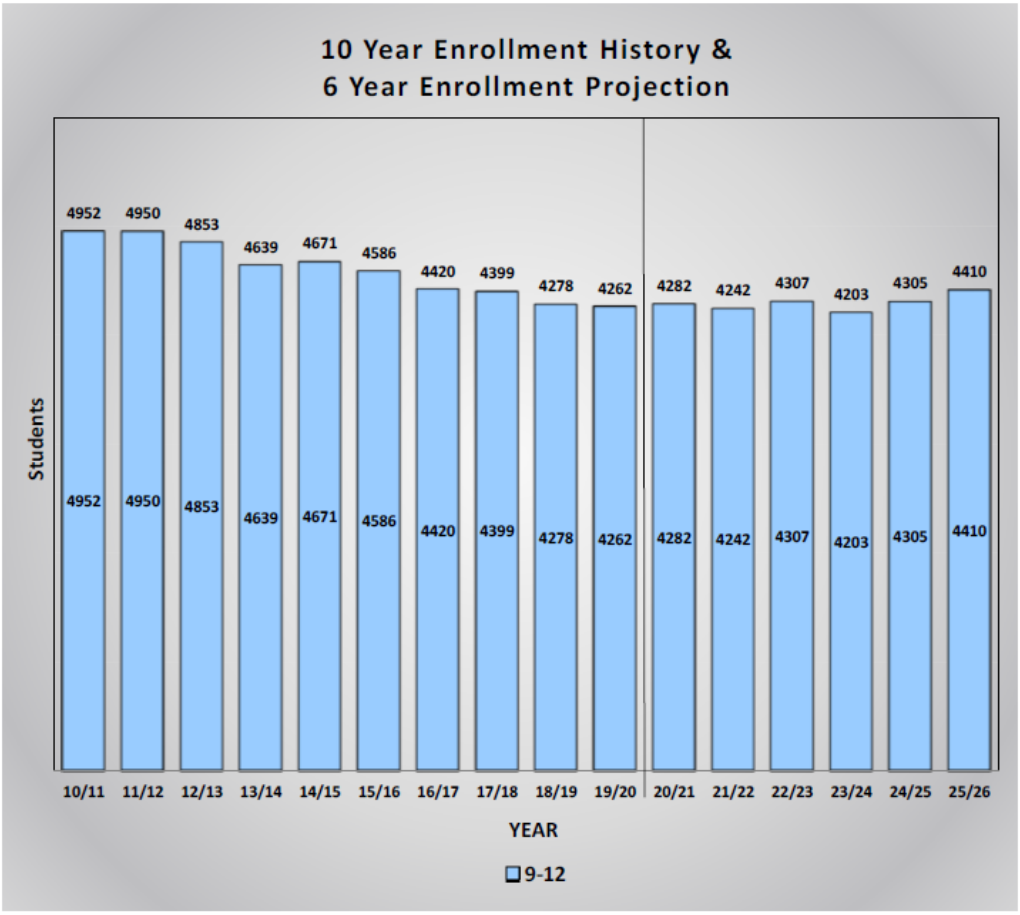
In accordance with the California Education Code, the committee was charged with the following duties:

1. Review projected enrollment figures to determine the amount of surplus space and real property.
2. Establish a priority list of uses of the surplus real property that will be acceptable to the community.
3. Circulate throughout the attendance area the priority list of surplus property and provide for a public hearing for community input to the committee regarding the acceptable uses for the surplus property. One such use could include the sale or lease of the surplus property for childcare development purposes pursuant to Education Code Section 17458.
4. Make a final determination on the "limits of tolerance" related to the uses of the surplus property.
5. Forward a report to the Governing Board recommending uses of surplus property.

At its second meeting the Committee reviewed District enrollment data and projections. Below is a chart prepared by School Works demographers demonstrating the yearly District enrollment and the projections for the future, as well as a link to the full demographic report.

Jefferson Union High School District
Demographic Study
2019/20

10 Year Enrollment History and 6 Year Enrollment Projections



The Jefferson Union High School District has declined over the past ten (10) years from an enrollment of 4,952 in 2010/11 to the current enrollment of 4,262. This chart provides a summary of the last ten (10) years of historic enrollment and projected enrollment for the next six (6) years. The color blue represents the historic and projected enrollment for the high school grades 9-12. The entire District enrollment is shown at the top of each bar.

SchoolWorks
Facility Problem Solvers

Given that the enrollment projections for 2021-22 at Jefferson, Oceana, Terra Nova, Thornton, and Westmoor High Schools all show additional capacity available at the sites, and taking into account the District enrollment trends, the 7-11 Committee concludes that the data justifies the recommendation to declare the Serramonte Del Rey site surplus.

The Committee also identified other considerations for the Board. The site is not currently providing much opportunity to the community in terms of K-12 education, however it has been used for other community purposes, including a garden, continuing adult education, COVID-19 testing, local organization events, and ceremonial and cultural events. The Committee encourages the Board to consider looking for opportunities that allow the community to continue to be served in these ways. The Committee also encourages the Board to consider ways to preserve or reproduce elements and/or purposes of the current garden in any future plans for the property.

A public hearing was held at the September 13 meeting. The notice for the public hearing was posted at all school sites, multiple community sites, on the District website, and sent out in the District newsletter. Additionally, notices for all 7-11 Committee meetings were emailed to community members who participated in past meetings about Serramonte Del Rey and/or asked to be notified about meetings on the topic. Four members of the public made comments during the meeting. In summary, the community members expressed:

- A desire to maintain the current garden to be used by the community as is
- Concern about housing density in Daly City
- Concern the amount of affordable housing being proposed is not sufficient
- Loss of land for indigenous use/ceremony/engagement
- Advocacy for a cultural/community center for native peoples
- Loss of agricultural capacity and education
- A desire for public access to green space
- Concern about traffic patterns and where residents will park

At the third and fourth meetings, the Committee discussed acceptable uses and unacceptable uses for the Serramonte Del Rey site. At the fifth meeting, a draft version of the report was discussed publicly. The Committee agreed to recommend to the Board the following acceptable uses of the site:

Acceptable Uses
Housing (consider increasing allotment of affordable housing above city's minimum requirements)
Open/public space, including meeting public needs for accessing these facilities (restrooms, ADA, etc.)
Community garden, including promoting gardening education and youth learning
Community engagement
Retail (focus on small, local businesses)
Educational opportunities not related to the District (e.g., pre-school)

Opportunities to recognize diversity in the community (e.g., cultural activities, honor native peoples)
Reinvesting in the community (e.g., jobs for residents, organizations which partner with the community)

Committee members also agreed to recommend the following unacceptable uses of the Serramonte Del Rey site:

Unacceptable Uses
Any use that will cause pollution or harm the environment
Organizations that are contrary to the values of the school district
Any use that would hinder common modes of transport used by community members (pedestrian, bicycle, vehicular, public transit)
Non-integrated parking (e.g., large open parking lots)

Based on the agreed upon acceptable and unacceptable uses of the Serramonte Del Rey site, the 7-11 Committee recommends that the greatest priority for use of the Serramonte Del Rey site be:

- Housing, including affordable units
- Public open space and semi-private open space for new residents
- Neighborhood-serving retail
- Community space (community garden, community center, parks/playgrounds, etc.)
- Educational opportunities (e.g. preschool)

Attachments:

1. 7-11 Committee meeting minutes from August 23, 2021
2. 7-11 Committee meeting minutes from August 30, 2021
3. 7-11 Committee meeting minutes from September 13, 2021
4. 7-11 Committee meeting minutes from September 20, 2021
5. 7-11 Committee meeting minutes from October 4, 2021 (unapproved)

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
FIRST MEETING MONDAY, AUGUST 23, 2021 – 6:00-7:30 PM

1. **CALL TO ORDER AND ROLL CALL**

   Minutes:

   Called to order at 6:05 p.m.

   All Committee Members present except Rebecca Lugtu who joined at 6:15 p.m.

2. **ASSOCIATE SUPERINTENDENT WELCOME**

   Minutes:

   Informational item, no action taken.

   Associate Superintendent Van Raaphorst welcomed the Committee Members and each member introduced themselves.

3. **PUBLIC COMMENT EXPLANATION**

   Minutes:

   Informational item, no action taken.

   Associate Superintendent Van Raaphorst reviewed the public comment process as outlined on the meeting agenda

4. **APPROVAL OF AGENDA**

   The 7-11 District Advisory Committee reserves the right to change the order in which agenda items are discussed and/or acted upon at this meeting. Subject to further action by the Committee, the agenda for this meeting is to be approved as presented. Items may be added to this agenda for discussion or action only as permitted by the Brown Act.

   Minutes:

   Motion passed with a motion by Mr. Kubey and a second by Mr. Schaefer

   VOTE: Yes Adam Kubey
   Yes Rebecca Lugtu
   Yes Victoria Magbilang
   Yes Dennie Marenco
   Yes Ben Schaefer
   Yes Chris Tung
   Yes Jose Villalobos

5. **NON-AGENDA PUBLIC COMMENT**

   Minutes:

   Public comment given by Sabrina Brennan, Dianne Lee, Eddy Holeman. No action taken.

6. **DISTRICT LEGAL COUNSEL**
   a. District Legal Counsel to Explain Purpose and Regulations Regarding the 7-11 Committee

District Legal Counsel will explain the following to the Committee:

- Purpose and Regulations regarding the 7-11 Committee
- Committee composition requirements
- Role of the committee
- Overview of the Brown Act

Minutes:

Informational item, no action taken.

Deputy County Counsel, Gina Beltramo, provided the committee with information about the purpose, regulations, and role of the committee and reviewed the key components of the Brown Act.

Public comment given by Sabrina Brennan, Eddy Holeman, Dianne Lee, Debbie Santiago.

7. DISCUSSION/ACTION

a. Committee Chairperson Selection
b. Committee Vice Chairperson Selection

Minutes:

Public comment given by Sabrina Brennan.

Motion was made by Mr. Tung and seconded by Ms. Magbilang to approve the slate of Mr. Schaefer as Chairperson and Mr. Kubey as Vice Chairperson.

Motion to amend the previous motion by Mr. Kubey and seconded by Ms. Magbilang.

VOTE: Yes Adam Kubey
Yes Rebecca Lugtu
Yes Victoria Magbilang
Yes Dennie Marenco
Yes Ben Schaefer
Yes Chris Tung
Yes Jose Villalobos

Motion was made by Mr. Kubey and seconded by Mr. Tung to approve the slate of Mr. Schaefer as Chairperson and Mr. Villalobos as Vice Chairperson.

VOTE: Yes Adam Kubey
Yes Rebecca Lugtu
Yes Victoria Magbilang
Yes Dennie Marenco
Yes Ben Schaefer
Yes Chris Tung
Yes Jose Villalobos

8. STAFF REPORT

a. JUHSD Facilities Consideration Process and Overview
District staff will present to the Committee the meeting the overview of property considerations to help the 7-11 District Advisory Committee in their role of advising the

Board of Trustees regarding the use or disposition of school buildings, space, or property that is not needed for school purposes (Education Code Section 17388). Specifically,

- Purpose of development
- Method of site selection
- Current site uses
- Brief overview of proposed uses

Minutes:

Informational item, no action taken.

Associate Superintendent Van Raaphorst provided an overview of the proposed project and let the committee know that a future committee meeting will be devoted to a deeper exploration of this topic.

Public comment given by Eddy Holeman, Sabrina Brennan, Dianne Lee.

9. FUTURE MEETINGS

Minutes:

Discussion item, no action taken.

Committee discussed future meeting format, dates, and topics as follows:

Date	Topic
8/30/21	Demographics, site capacities
9/13/21	Full plan discussion and community input
9/20/21	Develop report
10/4/21	Review and approval of report

Public comment given by Sabrina Brennan, John Tu.

10. ADJOURNMENT

Minutes:

Passed with a motion by Mr. Kubey and a second by Mr. Tung. All approved. Adjourned at 7:45 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
SECOND MEETING TUESDAY, AUGUST 30, 2021 – 6:00-7:30 PM

1. CALL TO ORDER AND ROLL CALL

Minutes:

Chairperson Schaefer called the meeting order at 6:05.
All Committee members were present except Rebecca Lugtu.

2. NON-AGENDA PUBLIC COMMENT

Minutes:

Public comment was given by Eddy (no last name given) and Sabrina Brennan.

No action taken.

3. APPROVAL OF CONSENT AGENDA ITEMS

a. Review and Approval of Order of Agenda
b. Approval of the Minutes of the 7-11 Committee Meeting of August 23, 2021

Minutes:

Motion to approve the consent agenda passed with a motion by Ms. Magnilang and a second by Mr. Tung.

VOTE:

YES Adam Kubey
YES Victoria Magbilang
YES Dennie Marenco
YES Ben Schaefer
YES Chris Tung
YES Jose Villalobos

4. **DISTRICT LEGAL COUNSEL**

Minutes:

Deputy County Counsel Gina J. Beltramo provided the committee with an overview of the topics that will need to be covered in the committee's report to the JUHSD Board of Education.

Public Comment was given by Eddy (no last name given) and Sabrina Brennan.

Informational item, no action taken.

5. STAFF REPORT/DISCUSSION

Minutes:

Associate Superintendent Van Raaphorst provided the committee with a report about projected school enrollment and need, school site capacities, district funding, current uses of Serramonte Del Rey including the Garden and Head Start, and the relocation of JUHSD programs such as District offices and the Adult School.

Public Comment was given by Sabrina Brennan, John Tu, and Eddy (no last name given).

Informational item, no action taken.

6. FUTURE MEETINGS

Minutes:

The next meeting (Sept. 13, 2021) will involve a discussion of the Serramonte Del Rey development proposal.

Public Comment was given by Sabrina Brennan and Maryam Dadar.

Discussion item, no action taken.

7. ADJOURNMENT

Minutes:

Motion to adjourn the meeting passed with a motion by Mr. Villalobos and a second by Mr. Kubey. All approved. Adjourned at 8:00 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
THIRD MEETING MONDAY, SEPT. 13, 2021 – 6:00 PM

1. CALL TO ORDER AND ROLL CALL

Minutes:

Chairperson Schaefer called the meeting order at 6:00.

All Committee members were present.

2. NON-AGENDA PUBLIC COMMENT

Minutes:

None.

No action taken.

3. APPROVAL OF CONSENT AGENDA ITEMS

a. Review and Approval of Order of Agenda

b. Approval of the Minutes of the 7-11 Committee Meeting of August 30, 2021

Minutes:

Motion to approve the consent agenda passed with a motion by Dr. Morenco and a second by Mr. Tung.

VOTE:

YES	**Adam Kubey**
YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Jose Villalobos**
YES	**Rebecca Lugtu**

4. PROPOSED USES OVERVIEW

Minutes:

Associate Superintendent Tina Van Raaphorst and Brookwood Advisors consultants Alan Katz, Chris White, and Bruce Fukuji provided details about the proposed uses of Serramonte Del Rey. The presentation included current land uses on the site and in the neighborhood, history of the site, proposed housing and amenities, pedestrian and bicycle safety measures, and descriptions of the project phases.

Public Comment was given by John Tu, Debbie Santiago, and Diane Lee.

Informational item, no action taken.

5. PUBLIC HEARING

Minutes:

The committee invited public input on the potential uses for the surplus property.

No public comment was given.

Informational item, no action taken.

6. STAFF REPORT

Minutes:

Associate Superintendent Van Raaphorst and District staff members Ed Lopez and Danielle Messer provided the committee with additional information about school enrollment and current uses of Serramonte Del Rey, specifically the community garden and site tenants.

Public comment was given by Dianne Lee, Debbie Santiago, and Sabrina Brennan.

Informational item, no action taken.

7. FUTURE MEETINGS

Minutes:

The next meeting (Sept. 20, 2021) will involve a discussion of drafting the 7-11 report.

Public Comment was given by Sabrina Brennan.

Discussion item, no action taken.

8. ADJOURNMENT

Minutes:

Motion to adjourn the meeting passed with a motion by Vice Chair Villalobos and a second by Mr. Kubey. All approved. Adjourned at 8:15 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
FOURTH MEETING MONDAY, SEPT. 20, 2021 – 6:00 PM

1. **CALL TO ORDER AND ROLL CALL**

Minutes:

Chairperson Schaefer called the meeting order at 6:02 p.m.

All Committee members were present except Mr. Kubey.

2. **NON-AGENDA PUBLIC COMMENT**

Minutes:

None.

No action taken.

3. **APPROVAL OF CONSENT AGENDA ITEMS**
    a. Review and Approval of Order of Agenda
    b. Approval of the Minutes of the 7-11 Committee Meeting of September 13, 2021

Minutes:

Motion to approve the consent agenda passed with a motion by Dr. Marenco and a second by Mr. Villalobos.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Jose Villalobos**
YES	**Rebecca Lugtu**

4. **PREPARATION OF 7-11 DISTRICT ADVISORY COMMITTEE REPORT TO THE JUHSD BOARD OF EDUCATION**

Minutes:

Associate Superintendent Tina Van Raaphorst provided a 7-11 report template for the Committee to review and discuss. Ms. Van Raaphorst gave an overview of the format and content of the report template. The Committee discussed ideas for content to include and began drafting the report.

Public Comment was given by Debbie Santiago and Eddy (no last name given).

Informational item, no action taken.

5. **FUTURE MEETINGS**

Minutes:

The next meeting is scheduled for October 4, 2021. The topic to be discussed will be finalizing the report and sending it to the District Board. The October 4 meeting will be in-person at the District offices.

Discussion item, no action taken.

6. **ADJOURNMENT**

Minutes:

Motion to adjourn the meeting passed with a motion by Vice Chair Villalobos and a second by Dr. Marenco. All approved. Adjourned at 7:45 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
SERRAMONTE DEL REY - 699 SERRAMONTE BLVD. ROOM 200, DALY CITY, CA 94015
FIFTH MEETING MONDAY, OCT. 4, 2021 – 6:00 PM

1. **CALL TO ORDER AND ROLL CALL**

Minutes:

Chairperson Schaefer called the meeting order at 6:00 p.m.

All Committee members were present except Vice Chair Jose Villalobos.

2. **NON-AGENDA PUBLIC COMMENT**

Minutes:

Public Comment was given by Sabrina Brennan and Erick Campbell.

No action taken.

3. **APPROVAL OF CONSENT AGENDA ITEMS**
    a. Review and Approval of Order of Agenda
    b. Approval of the Minutes of the 7-11 Committee Meeting of September 20, 2021

Minutes:

Motion to approve the agenda passed with a motion by Adam Kubey and a second by Victoria Magbilang.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Rebecca Lugtu**
YES	**Adam Kubey**

Motion to approve the September 20, 2021 Minutes passed with a motion by Chris Tung and a second by Adam Kubey.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Rebecca Lugtu**
YES	**Adam Kubey**

Public Comment was given by Sabrina Brennan.

4. **REVIEW AND APPROVAL OF 7-11 DISTRICT ADVISORY COMMITTEE REPORT TO THE JUHSD BOARD OF EDUCATION**

Minutes:

Associate Superintendent Tina Van Raaphorst presented the report drafted by the Committee at their last meeting (Sept. 20, 2021) for discussion.

Public Comment was given by Sabrina Brennan.

Motion to approve the 7/11 District Advisory Committee Report to the JUHSD Board of Education passed with a motion by Adam Kubey and a second by Chris Tung.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Rebecca Lugtu**
YES	**Adam Kubey**

5. **ADJOURNMENT**

Minutes:

Motion to adjourn the meeting passed with a motion by Victoria Magbilang and a second by Rebecca Lugtu. All approved. Adjourned at 6:50 p.m.

ORDINANCE NO. 1423

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY
REPEALING AND REPLACING CHAPTER 17.47 RE: INCLUSIONARY HOUSING

The City Council of the City of Daly City, DOES ORDAIN as follows:

SECTION 1. Chapter 17.47 of Title 17 of the Daly City Municipal Code is hereby repealed in its entirety.

SECTION 2. Chapter 17.47 of Title 17 of the Daly City Municipal Code is hereby added to read as follows:

Chapter 17.47

INCLUSIONARY HOUSING

Section 17.47.010 Purpose

A. The purpose of this chapter is to enhance the public welfare by establishing policies that require the development of housing affordable to households of low- and moderate-incomes, meet the City's regional share of housing needs, and implement the goals and objectives of the City's general plan and housing element.

B. The adoption of a City-wide inclusionary housing program will also assist in alleviating the use of available residential land solely for the benefit of households that are able to afford market-rate housing because such market-rate development will be required to contribute to the provision of affordable housing for the entire Daly City community.

C. The City Council desires to provide incentives in this chapter for Inclusionary Units to be located on the same site as market-rate residential development to provide for integration of low- and moderate-income households with households in market-rate neighborhoods and to disperse Inclusionary Units throughout the City where new residential development occurs.

D. The City Council desires to provide and maintain affordable housing opportunities in the community through an inclusionary housing program for both ownership and rental housing.

Section 17.47.020. Findings

The City Council finds and determines:

A. Lack of access to affordable housing has a direct impact upon the health, safety and welfare of the residents of the City. The City will not be able to contribute to the attainment of state housing goals or retain a healthy environment without additional affordable housing. The housing affordability problem has an impact

upon a broad range of income groups, and no single housing program will be sufficient to meet the housing need.

B. A lack of new affordable units will have a substantial negative impact on the environment and economic climate because:

1. Housing will have to be built elsewhere, far from employment centers and therefore commutes will increase, causing increased traffic and transit demand and consequent noise and air pollution; and

2. City businesses will find it more difficult to attract and retain the workers they need. Affordable housing policies contribute to a healthy job and housing balance by providing more affordable housing close to employment centers.

C. The California Legislature has required each local government agency to develop a comprehensive, long-term general plan establishing policies for future development. As specified in the Government Code (at Sections 65300, 65302(c), and 65583(c)), the plan must:

1. "Encourage the development of a variety of types of housing for all income levels, including multifamily rental housing;"

2. "[A]ssist in the development of adequate housing to meet the needs of low- and moderate-income households;" and

3. "Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action."

D. The citizens of the City seek a well-planned, aesthetically pleasing and balanced community, with housing affordable to low- and moderate-income households. Affordable housing should be available throughout the City, and not restricted to a few neighborhoods and areas.

E. Federal and state funds for the construction of new affordable housing are insufficient to fully address the problem of affordable housing within the City. Nor has the private housing market provided adequate housing opportunities affordable to low- and moderate-income households.

F. The City is aware that there may be times when affordable housing requirements make market-rate housing more expensive. In weighing all the factors, including the significant need for affordable housing, the City has made the decision that the community's interests are best served by the adoption of the inclusionary housing ordinance.

Section 17.47.030. Definitions

As used in this chapter, the following terms shall have the following meanings:

"Affordable Housing Plan" means a plan containing all of the information specified in and submitted in compliance with Section ___ of this chapter and describing the manner in which Inclusionary Units will be provided in conformity with this chapter and the Inclusionary Housing Guidelines.

"Affordable Housing Project" means a Residential Development that is subject to a deed restriction with a term of at least 55 years that restricts all of the residential units other than manager's units for occupancy by, or sale to, low-, very low-, or moderate-income households at Affordable Rents or Affordable Sales Prices.

"Affordable Rent" means a monthly rent plus Utility Allowance that does not exceed one-twelfth ($1/12^{th}$) of thirty percent (30%) of seventy percent (70%) of Area Median Income for a household of the Assumed Household Size for the dwelling unit.

"Affordable Sales Price" means a sales price that results in a monthly housing cost (including mortgage payments, mortgage insurance, (if any), homeowners' insurance, property taxes, homeowners' association costs, assessments (if any), and a Utility Allowance, that does not exceed one-twelfth ($1/12^{th}$) of thirty percent (30%) of one hundred ten percent (110%) of Area Median Income for households of the Assumed Household Size for the dwelling unit.

"Alternative In Lieu Fee" means the in-lieu fee that is paid when the Developer elects to pay a fee as an alternative to building an Inclusionary Unit.

"Area Median Income" means the annual median income for San Mateo County, adjusted for household size, as published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision, or as established by the City of Daly City in the event that such median income figures are no longer published in the California Code of Regulations.

"Assumed Household Size" means, for the purpose of establishing Affordable Sales Prices and Affordable Rent, a household with a total number of members equal to the number of bedrooms in the dwelling unit, plus one, consistent with Section 50052.5(h) of the California Health and Safety Code and subject to applicable federal rules (if any). For example, the Assumed Household Size for a 3-bedroom home is a 4-person household.

"City" means the City of Daly City, City Manager of the City of Daly City or his or her designee.

"City Council" means the elected legislative body of the City of Daly City.

"Condominium conversion" means the conversion of the ownership of the units in a rental project from a single ownership to an ownership in which the dwelling units may be sold individually. Such condominium conversions may include, but are not limited to, the conversion of existing multiple unit Residential Development projects to any of the following, all as defined Civil Code Section 1351; (a) a community apartment project; (b) a condominium project; and (c) a stock cooperative.

"Density bonus units" means dwelling units approved in a Residential Development pursuant to California Government Code Section 65915 et seq. that are in excess of the maximum residential density otherwise permitted by the Daly City general plan or zoning ordinance.

"Developer" means any person, firm, partnership, association, joint venture, corporation, or any entity or combination of entities, that seeks City approvals for all or part of a residential or commercial development.

"First approval" means the first of the following approvals to occur with respect to a Residential Development: development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, annexation, planned development permit, tentative map, parcel map, conditional use permit, special use permit, or building permit.

"For-sale" means and refers to any dwelling unit, including a condominium, stock cooperative, community apartment, or attached or detached single family home, for which a parcel or tentative and final map is required for the lawful subdivision of the parcel upon which the dwelling unit is located or for the creation of the unit in accordance with the Subdivision Map Act (California Government Code Section 66410 et seq.), or any Residential Development including such for-sale dwelling units.

"For-Sale Project" means a Residential Development, or portion thereof, that includes the creation of one or more dwelling units that may be sold individually, including a condominium, stock cooperative, community apartment, or attached or detached single-family home, and also includes a residential Condominium Conversion and the creation of dwelling units that may be sold individually, but are initially rented rather than sold.

“Impact Fee” means a fee that may be due for Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018. The impact fee, based on a 2014 Nexus Study, was required for Rental Projects and was an alternative for For-sale projects pursuant to the former affordable housing ordinance.

"Inclusionary Housing Agreement" means a written agreement between a developer and the City as provided by Section 17.47.130.

"Inclusionary Housing Guidelines" means the written administrative guidelines detailing procedures and guidelines to ensure the orderly and efficient administration of the requirements of this chapter.

"Inclusionary Unit" means a dwelling unit that pursuant to this chapter is required to be offered at Affordable Rent or Affordable Sales Price to Low-Income Households or Moderate-Income Households, and that is subject to a deed restriction as required by this chapter.

“Low-income household" means a household whose annual income does not exceed the qualifying limits set for "lower income households" in Section 50079.5 of the California Health and Safety Code.

"Market-Rate Unit" means a dwelling unit in a Residential Development that is not an Inclusionary Unit.

“Moderate-income household" means a household whose income does not exceed the qualifying limits set for "persons and families of low or moderate income" in Section 50093(b) of the California Health and Safety Code.

"Planning permit" means a tentative map, parcel map, conditional use permit, site development permit, planned development permit, development agreement, or special use permit, or any discretionary permit excluding general plan amendments, zoning and rezoning, annexation, specific plans, and area development policies.

"Rental Project" means a Residential Development, or portion thereof, that creates dwelling units that cannot be sold individually.

"Rental" means and refers to a dwelling unit that is not a for-sale dwelling unit, and does not include any dwelling unit, whether offered for rental or sale, that may be sold as a result of the lawful subdivision of the parcel upon which the dwelling unit is located or creation of the

unit in accordance with the Subdivision Map Act (California Government Code Section 66410 et seq.), or any Residential Development including such rental dwelling units.

"Required In Lieu Fee" means the in lieu fee required to be paid for residential developments below the threshold for providing Inclusionary Units. This threshold is fifteen (15) units for for-sale projects, and twenty (20) units for rental projects.

"Residential Development" means any project that requires a building permit for which an application must be submitted to the City, and that would create five or more new additional, or modified dwelling units by: (i) the construction or alteration of structures, (ii) the conversion of a use to residential from any other use, or (iii) the conversion to for-sale residential use from rental residential use.

"Utility Allowance" means an allowance for utilities reflecting the figures for the applicable unit type in the most recent utility allowance schedule published by the San Mateo County Housing Department.

"Utilities" means garbage collection, sewer, water, electricity, gas and other heating, cooling, cooking and refrigeration fuels.

Section 17.47.040 Operative Date of Chapter.

The provisions of this chapter shall be operative on July 1, 2018.

Section 17.47.050 Applicability.

The provisions of this chapter shall apply to all Residential Developments, except for any Residential Development that is exempt under Section 17.47.060 of this chapter.

Section 17.47.060 Exemptions.

The requirements of this chapter do not apply to:

A. The reconstruction of any structures that have been destroyed by fire, flood, earthquake or other act of nature provided that the reconstruction of the site does not increase the number of residential units by five or more units.

B. Projects that are not Residential Developments as defined in Section 17.47.030.

C. Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018. For such Residential Developments, the affordable housing requirements set forth in the approved Planning Permits or Affordable Housing Plan shall apply; provided however, upon the expiration of any Planning Permit, the Residential Development shall be subject to the requirements of this chapter, and shall not proceed until such time as an Affordable Housing Plan is approved in conjunction with any other required Planning Permit or amendment thereto for the Residential Project. Developers of Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018, who are subject to payment of an Impact Fee shall be required to pay the Impact Fee in effect as of the date of the City's approval of the Planning Permit or Affordable

Housing Plan for the Residential Development; provided however, if the In Impact Fee is not paid within twelve (12) months from February 1, 2019, then the Impact Fee shall be payable in the amount that is in effect on the date of issuance of building permits for the Residential Development.

Residential Developments for which neither a Planning Permit nor an Affordable Housing Plan has been approved prior to July 1, 2018 are subject to the requirements of this chapter.

Section 17.47.070 Affordable Housing Requirements

Residential developments with fewer than 20 rental units or 15 ownership units will pay the Required in Lieu Fees established in the City's Affordable Housing Fee schedule.

A. Except as otherwise permitted by this chapter, all new Residential Developments not subject to the Required In Lieu Fees above shall include Inclusionary Units. Calculations of the number of Inclusionary Units required by this section shall be based on the number of dwelling units in the Residential Development excluding any Density Bonus Units.

B. On-site inclusionary requirement. Unless otherwise exempted or excepted from this chapter, Residential Developments shall include Inclusionary Units on the same site as the Residential Development as follows:

1. For-Sale Projects: twenty percent (20%) of the dwelling units in the Residential Development shall be sold at an Affordable Sales Price to households whose annual income does not exceed Moderate Income.

2. Rental Projects: ten percent (10%) of the dwelling units in the Residential Development shall be made available for rent at an Affordable Rent to households whose annual income does not exceed Low Income.

3. In the event tenure-type is not known at the time of entitlement, developers shall submit an Affordable Housing Plan that describes how they will comply with affordable housing requirements under both rental and ownership scenarios.

C. Fractional units. In computing the total number of Inclusionary Units required in a Residential Development, fractions of one-half (1/2) or greater shall be rounded up to the next highest whole number, and fractions of less than one-half (1/2) shall be rounded down to the next lowest whole number.

D. Residential Development with both for-sale and rental units. When a Residential Development includes both for-sale and rental dwelling units, the provisions of this chapter that apply to for-sale Residential Developments shall apply to that portion of the development that consists of for-sale dwelling units, and the provisions of this chapter that apply to rental Residential Developments shall apply to that portion of the development that consists of rental dwelling units.

Section 17.47.080 On-Site Inclusionary Housing Incentives.

A. The Developer of a Residential Development that will provide all required Inclusionary Units on the same site as the Market-Rate Units may, at the Developer's option, submit a written request for a density bonus, waivers, incentives, or concessions pursuant to California Government Code Section 65915 *et seq*. and Chapter 17.52 of this Code if the Residential Development includes on-site affordable dwelling units that meet the thresholds for density bonus pursuant to California Government Code Section 65915 *et seq*..

B. Affordable Housing Plan. Any requests for waivers, concessions or incentives shall be included in the proposed Affordable Housing Plan submitted at the time of application for the First Approval, and any incentives authorized by the City pursuant to Chapter 17.52 of this Code shall be included in the Affordable Housing Plan, if approved by the City, for the Residential Development.

Section 17.47.090 Timing of Construction of Inclusionary Units

A. All required Inclusionary Units shall be constructed and made available for occupancy prior to or concurrently with the Market-Rate Units in the Residential Development. To implement this requirement, [the City will not issue building permits for more than a proportional number of the Market-Rate Units within a Residential Development until it has issued building permits for the proportional number of Inclusionary Units to be included in the development. In addition, the City will not approve final inspections or certificates of occupancy for more than a proportional number of the Market-Rate Units within a Residential Development until it has approved final inspections or certificates of occupancy for a proportional number of the Inclusionary Units within the development.]

B. For phased developments, the City will not issue building permits for more than a proportional number of the Market-Rate Units within a construction phase in a Residential Development until it has issued building permits for the proportional number of Inclusionary Units to be included in that construction phase. In addition, the City will not approve final inspections or certificates of occupancy for more than a proportional number of the Market-Rate Units within a construction phase until it has approved final inspections or certificates of occupancy for a proportional number of the Inclusionary Units within that construction phase.

Section 17.47.100 Development and Design Standards for Inclusionary Units

A. Single-family detached Inclusionary Units shall be dispersed throughout the Residential Development. Townhouse, row-house, and multifamily Inclusionary Units shall be located so as not to create a geographic concentration of Inclusionary Units within the Residential Development.

B. The quality of design and overall quality of construction of the Inclusionary Units shall be consistent with the design of all Market-Rate Units in the Residential Development and meet all site, design, and construction standards included in

Title 15 (Buildings and Construction), Title 16 (Subdivisions), and Title 17 (Zoning) of this code, including but not limited to compliance with all design guidelines included in applicable specific plans or otherwise adopted by the City Council, and the Inclusionary Housing Guidelines. Inclusionary Units shall have functionally equivalent parking when parking is provided to the Market-Rate Units.

D. The Inclusionary Units shall have the same amenities as the Market-Rate Units, including the same access to and enjoyment of common open space and facilities in the Residential Development.

E. The Inclusionary Units shall have the same proportion of unit types as the Market-Rate Units in the Residential Development.

F. The Inclusionary Units shall have a comparable square footage and the same bedroom count and bedroom count ratio as the Market-Rate Units.

Section 17.47.110 Minimum Requirements

The requirements of this chapter are minimum requirements and shall not preclude a Residential Development from including additional affordable units or affordable units with lower rents or sales prices than required by this chapter.

Section 17.47.110 Compliance Alternatives

A. Alternative In-Lieu Fees. In lieu of constructing the on-site Inclusionary Units required by this chapter, a developer may elect to pay an Alternative In Lieu fee in accordance with this Section.

1. Alternative In Lieu Fees shall be payable in full at the time of issuance of building permits for the Residential Development or applicable phase thereof. No application for a rezoning, tentative map, parcel map, conditional use permit, design review, or building permit shall be approved, nor shall any Residential Development be constructed, or condominium conversion approved without compliance with this section. For phased developments, payments may be made for each phase of the Residential Development prior to issuance of a building permit for that phase.

2. Rental Residential Developments. The Alternative In Lieu Fee for rental Residential Developments shall be equal to the total livable square footage of the development multiplied by the Alternative in lieu fee established in the City's Affordable Housing Fee schedule an amount equal to the approximate per unit cost that the City would incur to subsidize the development of an equal number of rental Inclusionary Units such that they could be offered for rent at Affordable Rent.

3. Fractional Units. In calculating the amount of the Alternative In Lieu Fee, any fractional unit obligation will be rounded up to the nearest whole number.

4. The amount of Alternative In Lieu Fees shall be established by resolution of the City Council and may include without limitation estimated costs of (1) administration, (2) construction, (3) land, (4) financing, (5) professional fees (including without limitation architecture, engineering, and other costs), and (6) indirect costs.

5. The City shall not issue building permits for any Market-Rate Unit in the Residential Development prior to the payment in full of all applicable Alternative In Lieu Fees.

6. All Alternative In Lieu Fees collected under this section shall be deposited in the City's affordable housing trust fund established pursuant to Section 17.47.150 of this chapter.

B. Combination of Fees and Units. If the Residential Development consists of more than fifty (50) rental units, a developer may elect to provide a combination of on-site inclusionary units and payment of Required In Lieu Fees.

1. The number of on-site inclusionary units provided must be at least half of the required number of inclusionary units, or at least five percent of the total units in the project.

2. The Required In Lieu Fees shall be paid for the remaining balance of required on-site inclusionary units.

Section 17.47.120 Continuing Affordability and Initial Occupancy

A. The Inclusionary Housing Guidelines shall include standard documents, in a form approved by the City Attorney, to ensure the continued affordability of the Inclusionary Units approved for each Residential Development. The documents may include, without limitation, Inclusionary Housing Agreements, regulatory agreements, deeds of trust, resale restrictions, rights of first refusal, options to purchase, and/or other documents that shall be recorded against the Residential Development and the Inclusionary Units.

B. Unless otherwise specified by the chapter, all Inclusionary Units shall be subject to recorded restrictions that require the units to remain affordable to the targeted income group for no less than fifty-five (55) years.

C. Any household that occupies an Inclusionary Unit must occupy that unit as its principal residence, unless otherwise approved in writing by the City for rental to a third party for a limited period of time due to household hardship, as specified in the Inclusionary Housing Guidelines.

D. No household may begin occupancy of an Inclusionary Unit until the household has been determined to be eligible to occupy that unit. Rental Inclusionary Units shall continue to be rented to income eligible households at an Affordable Rent for the entire term of the inclusionary housing restriction. The Inclusionary Housing Guidelines shall establish standards for determining household income,

minimum and maximum occupancy, affordable housing cost, provisions for continued monitoring of tenant eligibility, and other eligibility criteria.

E. Officials, employees, or consultants of the City, and members of boards and commissions thereof, shall comply with all applicable laws, regulations, and policies relating to conflicts of interest as to their eligibility to develop, construct, sell, rent, lease, occupy, or purchase an Inclusionary Unit. The Inclusionary Housing Guidelines may include conflict of interest provisions relating to the administration of this chapter and the eligibility of persons to occupy Inclusionary Units.

Section 17.47.130 Affordable Housing Plan and Inclusionary Housing Agreement

A. An Affordable Housing Plan shall be submitted as part of the application for First Approval of any Residential Development. No application for a First Approval for a Residential Development may be deemed complete unless an Affordable Housing Plan is submitted in conformance with the provisions of this chapter. Approval of an Affordable Housing Plan is a condition of any tentative map, parcel map or building permit for any development for which this chapter applies. This section does not apply to projects where the requirements of the chapter are satisfied by payment of a fee under Section ___.

B. For each construction phase, the Affordable Housing Plan shall specify, at the same level of detail as the application for the Residential Development, at least all of the following information:

1. Whether the development is for sale or rental and the type of structure (attached; semi-attached, detached);

2. How the inclusionary housing requirement will be satisfied pursuant to this chapter;

3. For all Inclusionary Units- the number of units, unit type, tenure, number of bedrooms and baths, approximate location/floor plan, size and design, construction and completion schedule;

4. Phasing of Inclusionary Units in relation to Market-Rate units in compliance with Section 17.47.090;

5. Marketing plan, including the manner in which Inclusionary Units will be offered to the public in a nondiscriminatory and equitable manner;

6. Specific methods to be used to verify household incomes, and to maintain the affordability of the Inclusionary Units;

7. A reliable financing mechanism for the ongoing administration and monitoring of rental Inclusionary Units;

8. Any other information that is reasonably necessary to evaluate the compliance of the Affordable Housing Plan with the requirements of this chapter and the Inclusionary Housing Guidelines.

C. Upon submittal, the City shall determine if the Affordable Housing Plan is complete and conforms to the provisions of this chapter and the Inclusionary Housing Guidelines. If the Affordable Housing Plan is incomplete or not in compliance, it will be returned to the developer with a list of deficiencies or the information required. Any decision deeming the Affordable Housing Plan to be out of conformity with this chapter may be appealed to the City Council in accordance with procedures for notice and hearing contained in Title __ of the Municipal Code.

D. The Affordable Housing Plan shall be reviewed as part of the First Approval of any Residential Development. The Affordable Housing Plan shall be approved if it conforms to the provisions of this chapter and the Inclusionary Housing Guidelines. A condition shall be attached to the First Approval of any Residential Development to require recordation of the Inclusionary Housing Agreement described in subsection G. of this section prior to the approval of any final or parcel map or building permit for the Residential Development.

E. A request for a minor modification of an approved Affordable Housing Plan may be granted if the modification is substantially in compliance with the original Affordable Housing Plan and conditions of approval. Other modifications to the Affordable Housing Plan shall be processed in the same manner as the original plan.

In the event the tenure type of a development changes, a revised Affordable Housing Plan, compliant with the requirements described in this Ordinance for the new tenure type must be approved by the City.

F. Following the first approval of a Residential Development, the City shall prepare an Inclusionary Housing Agreement providing for implementation of the Affordable Housing Plan and consistent with the Inclusionary Housing Guidelines. Prior to the approval of any final or parcel map or issuance of any building permit for a Residential Development subject to this chapter, the Inclusionary Housing Agreement shall be executed by the City and the applicant and recorded against the entire Residential Development property to ensure that the agreement will be enforceable against any successor in interest. The Inclusionary Housing Agreement will include, without limitation (i) a description of the development, including whether the affordable units will be rented or owner-occupied; (ii) the number, size and location of the Inclusionary Units; (iii) incentives provided by the City (if any), including the nature and amount of any local public funding; (iv) provisions and/or documents for resale restrictions, deeds of trust, rights of first refusal or rental restrictions; (v) provisions for monitoring the ongoing affordability of the units, and the process for qualifying prospective resident households for income eligibility; and (vi) any additional obligations relevant to the compliance with this chapter. The Inclusionary Housing Agreement shall not be amended without the prior written consent of the City and shall not be amended prior to any necessary amendments to applicable planning permits.

G. The City Council, by resolution, may establish fees for the ongoing administration and monitoring of the Inclusionary Units, which fees may be updated periodically, as required.

Section 17.47.140 For-Sale Units

For-Sale Inclusionary Units shall be subject to the following requirements.

A. Initial Sale. For-Sale Inclusionary Units must be initially sold at an Affordable Sales Price to households whose income is no greater than Moderate-Income and shall be subject to recorded resale restrictions.

B. Transfer. Upon any transfer of a For-Sale Inclusionary Unit prior to the expiration of the fifty-five (55) year affordability period, renewed restrictions will be entered into with a fifty-five (55) year renewal term.

C. Resale. The maximum sales price permitted upon resale of an Inclusionary Unit designated for owner-occupancy shall be the greater of:

1. The sum of the original purchase price the owner paid for the home plus the depreciated value of any capital improvements purchased and installed by the owner and approved in writing by the City prior to their installation pursuant to the City's capital improvements policy described in the Below Market-Rate Ownership Unit Program Guidelines and Information Manual; or

2. The current Affordable Sales Price for the unit based on current Area Median Income limits plus the depreciated value of any capital improvements purchased and installed by the owner and approved in writing by the City prior to their installation pursuant to the City's capital improvements policy described in the Below Market-Rate Ownership Unit Program Guidelines and Information Manual.

D. Maintenance of Unit. The owner of the Inclusionary Unit will be responsible for compliance with housing maintenance standards as described in the Inclusionary Housing Guidelines.

E. Changes in Title. Subject to reasonable procedures that the City may require, title to the Inclusionary Unit may be transferred pursuant to the Below Market-Rate Ownership Unit Program Guidelines and/or Inclusionary Housing Guidelines. F. Annual Certifications. The owner of the affordable unit shall certify annually that the owner occupies the unit as the owner’s primary residence.

F. Failure of an owner to comply with the requirements of this section shall be a violation of this chapter, and the City shall be permitted to seek enforcement against an owner in violation pursuant to Section 17.47.180, in addition to any other remedy available to it under law or equity.

Section 17.47.150 Affordable Housing Trust Fund

A. Unless otherwise required by law, all in lieu fees, fees, promissory note repayments, shared appreciation payments, and other funds collected under this chapter shall be deposited into a separate account to be designated as the City of Daly City affordable housing trust fund. The City may elect to deposit funds from other sources into the fund.

B. The moneys in the affordable housing trust fund and all earnings from investment of the moneys in the affordable housing trust fund shall be expended exclusively to provide housing affordable to extremely low-income, very low-income, lower income, and moderate-income households in the City of Daly City and administration and compliance monitoring of the inclusionary housing program.

Section 17.47.160 Compliance Monitoring

The Inclusionary Housing Guidelines and each Inclusionary Housing Agreement shall include provisions for the monitoring by the City of each Inclusionary Unit for compliance with the provisions of this chapter, the Inclusionary Housing Guidelines, and the applicable Inclusionary Housing Agreement. Such provisions shall require annual compliance reports to be submitted to the City by the owner, and the City shall conduct periodic on-site audits to ensure compliance with all applicable laws, policies, and agreements. The City Council may adopt fees for the costs of monitoring and compliance by the City, which shall be deposited into the affordable housing trust fund for that purpose.

Section 17.47.170 Waiver

A. Notwithstanding any other provision of this chapter, the requirements of this chapter may be waived, adjusted, or reduced if an applicant shows, based on substantial evidence, that applying the requirements of this chapter would take property in violation of the United States or California Constitutions.

B. Any request for a waiver, adjustment, or reduction under this section shall be submitted to the City concurrently with the Affordable Housing Plan required by Section ___ of this chapter. The request for a waiver, adjustment, or reduction shall set forth in detail the factual and legal basis for the claim.

C. The request for a waiver, adjustment, or reduction shall be reviewed and considered in the same manner and at the same time as the Affordable Housing Plan and is subject to the appeal process for Affordable Housing Plans in Section 17.47.130.

D. In making a determination on an application for waiver, adjustment, or reduction, the applicant shall bear the burden of presenting substantial evidence to support the claim. The City may assume each of the following when applicable:

1. That the applicant will provide the most economical Inclusionary Units feasible, meeting the requirements of this chapter and the Inclusionary Housing Guidelines.

2. That the applicant is likely to obtain housing subsidies when such funds are reasonably available.

E. The waiver, adjustment or reduction may be approved only to the extent necessary to avoid an unconstitutional result, after adoption of written findings, based on substantial evidence, supporting the determinations required by this section.

Section 17.47.180 Implementation and Enforcement

A. The City shall adopt guidelines to assist in the implementation and administration of all aspects of this chapter.

B. The City shall evaluate the effectiveness of the ordinance codified in this chapter one (1) year after the operative date of this chapter.

C. The City Attorney shall be authorized to enforce the provisions of this chapter and all Inclusionary Housing Agreements, regulatory agreements, covenants, resale restrictions, promissory notes, deed of trust, and other requirements placed on Inclusionary Units by civil action and any other proceedings or methods permitted by law.

D. Failure of any official or agency to fulfill the requirements of this chapter shall not excuse any applicant or owner from the requirements of this chapter. No permit, license, map, or other approval or entitlement for a Residential Development shall be issued, including without limitation a final inspection or certificate of occupancy, until all applicable requirements of this chapter have been satisfied.

E. The remedies provided for herein shall be cumulative and not exclusive and shall not preclude the City from any other remedy or relief to which it otherwise would be entitled under law or equity.

SECTION 3: Severability. If any provision of this Ordinance is held by any court or by any Federal or State agency of competent jurisdiction, to be invalid as conflicting with any Federal or State law, rule or regulation now or hereafter in effect, or is held by such court or agency to be modified in any way in order to conform to the requirements of any such law, rule or regulation, such provision shall be considered a separate, distinct, and independent part of this Ordinance, and such holding shall not affect the validity and enforceability of all other provisions hereof. In the event that such law, rule or regulation is subsequently repealed, rescinded, amended or otherwise changed, so that the provision thereof which had previously been held invalid or modified is no longer in conflict with such law, rule or regulation, said provision shall thereupon return to full force and effect and shall thereafter be binding.

SECTION 4: Environmental Determination. The City Council of the City of Daly City finds and determines that the implementation of measures described in this Chapter is in furtherance police powers of the City of Daly City, and that these purposes are exempt from the provisions of the California Environmental Quality Act (CEQA); Chapter 3 (commencing with Section 21100) of Division 13 of the Public Resources Code, as provided in categorical exemption within CEQA's categorical exemption for activities involving regulation of activities.

SECTION 5: Publication/Summary Pursuant to the provisions of Government Code Section 36933, a summary of this ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post it in the City Clerk's office a certified copy of this ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall (1) publish the summary and (2) post in the City Clerk's office a certified copy of the full text of this ordinance along with the names of those City Council members voting for and against this ordinance or otherwise voting. This ordinance shall become effective thirty (30) days from and after its adoption.

Introduced this 26th day of November 2018.

Passed and adopted as an Ordinance of the City of Daly City at a regular meeting of the City Council of the City of Daly City held on the 10th day of December 2018, by the following vote:

AYES, Councilmembers Daus-Magbual, DiGiovanni, Manalo, Sylvester, Buenaventura

NOES, Councilmembers None

Absent, Councilmembers: None

K. Annette Hipona
CITY CLERK OF THE CITY OF DALY CITY

APPROVED:

RAYMOND A. BUENAVENTURA
MAYOR OF THE CITY OF DALY CITY



CITY OF DALY CITY
2023-2031 HOUSING ELEMENT

Public Review Draft
May 2023

CITY OF
DALY CITY
GATEWAY TO THE PENINSULA



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CITY OF DALY CITY
2023-2031 HOUSING ELEMENT

Public Review Draft
May 2023

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CITY OF DALY CITY

Public Review Draft Housing Element

RHNA 6 (2023-2031 Planning Period)



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CITY OF DALY CITY

Public Review Draft Housing Element

RHNA 6 (2023-2031 Planning Period)



Introduction

From an urban planning perspective, nothing has impacted Daly City more than the construction of housing. Over the years, Daly City has provided new housing opportunities for many thousands of families, many of whom settled in the city at the close of World War II.

Like much of the Bay Area, housing demand has exceeded housing supply in Daly City for many years. While job centers in the Bay Area region have flourished, housing construction has not kept pace with the demand created by a vast influx of households taking advantage of the rich opportunities offered by the region's employers. In bedroom communities like Daly City, these economic forces have led to soaring housing costs, overcrowding, and illegal construction.

Even in the current market downturn, the housing market continues to impact the daily lives of households in Daly City and throughout the region. Steep increases in the cost of for-sale homes at the beginning of the decade have been replaced by scarce credit to construct new housing and a foreclosure crisis not seen since the Great Depression. This climate further challenges the abilities of the State and local governments to ensure equitable access to affordable housing.

What is a Housing Element?

State law requires each city and county to adopt a General Plan containing at least seven elements, including a Housing Element. Unlike the other mandatory General Plan elements, the Housing Element must be updated every eight years, is subject to detailed requirements of State law, and must be reviewed by the California Department of Housing and Community Development (HCD). Housing elements have been mandatory portions of general plans since 1969, reflecting the State recognition that the availability of housing is a matter of statewide importance and that cooperation between government and the private sector is critical to attainment of the State's housing goals. The regulation of the housing supply through planning and zoning powers affects the State's ability to achieve its housing goal of "decent housing and a suitable living environment for every California family" and is critical to the State's long-term economic competitiveness.

This Housing Element provides a comprehensive analysis of the status of housing in Daly City, and sets forth goals, policies, and programs (tasks) to improve the quality of the City's housing stock and increase housing opportunities. Like other parts of this General Plan, the Housing Element has been prepared within the context of urban transformation that will result from an ever-increasing population and mandates from State and regional agencies to build housing near existing transit. The policies contained within the element are intended to provide a framework for evaluating specific housing proposals; establish a

coordinated, realistic course of action for dealing with Daly City's concerns; and be a tool for decision makers when considering the approval of housing construction projects.

Legal Requirements

Housing element law requires local governments like Daly City to adequately plan to meet their existing and projected housing needs, including their share of the regional housing need. Housing Element law is the State's primary market-based strategy to increase housing supply, choice, and affordability. The law recognizes that for the private sector to adequately address housing needs and demand, local governments must adopt land use plans and regulatory schemes that provide opportunities for, and do not unduly constrain, housing development.

The Housing Element process begins with HCD allocating a region's share of the statewide housing need to Councils of Governments (COG) based on California Department of Finance (DOF) population projections and regional population forecasts used in preparing regional transportation plans. In Daly City, the Association of Bay Area Governments (ABAG) serves as the regional COG in the San Francisco Bay Area. In coordination with local governments, ABAG allocates the region's share of the statewide need to the cities and counties in the Bay Area. This allocation, which is discussed further within this document, is called the Regional Housing Need Allocation (RHNA, pronounced "ree-nuh").

As shown in **Table HE-**1, Daly City must plan for 4,838 units during the 2023-2031 planning period.

Table HE 1: Regional Housing Need, 2023–2031

Income Category	Allocation	Percentage
Very Low*	1,336	**27%**
Low	769	**16%**
Moderate	762	**16%**
Above Moderate	1,971	**41%**
Total	**4,838**	**100%**

Source: ABAG 2021

*Note: * It is assumed that 50 percent of the very low- income is allocated to the extremely low-income category.*

Content and Organization

The Housing Element is organized into the following sections and has been structured to comply with state housing element guidelines. The content of the sections is listed below.

Introduction: This section provides information on the State of California's requirements, the purpose of the Housing Element, the organization of the document, and General Plan consistency.

Public Outreach and Engagement: Describes the opportunities the City provided for public participation during preparation of the updated Housing Element.

Review of the 2015 Housing Element: This section contains an evaluation of the prior Housing Element and its accomplishments and analyzes differences between what was projected and what was achieved.

Daly City Housing Needs: This section focuses on demographic information, including population trends, ethnicity, age, household composition, income, employment, housing characteristics, housing needs by income, and housing needs for special segments of the population.

Fair Housing Assessment: Includes an assessment of fair housing that aims to combat discrimination, overcome patterns of segregation, and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.

Housing Sites Inventory: This section describes the City's housing resources as well as the City's existing housing stock and the potential areas for future housing development. This section also discusses opportunities for energy conservation, which can reduce costs to homeowners and infrastructure costs to the City.

Housing Constraints: This section analyzes potential governmental and nongovernmental constraints to housing development in Daly City. This includes the City's planning, zoning, and building standards that directly affect residential development patterns as well as influence housing availability and affordability. Potential nongovernmental constraints include the availability and cost of financing, the price of land, and the materials for building homes, as well as natural conditions that affect the cost of preparing and developing land for housing, and the business decisions of individuals and organizations (some examples are home building, finance, real estate, and rental housing that impact housing cost and availability).

Objectives, Policies, and Tasks: This section sets forth the City's objectives, policies, and tasks that are designed to address the housing needs in Daly City. Based on the findings of all of the previous sections, the objectives, policies, and tasks section identifies actions the City will take to meet local housing goals, quantified objectives, and address the housing needs in Daly City.

General Plan Consistency

State law requires that "the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing within the city.

The Housing Element has been reviewed for consistency with the City's other General Plan elements. The Daly City 2030 General Plan was last adopted in 2013. The policies and actions in this Housing Element are consistent with the policy direction contained in other parts of the General Plan. The City will continue to review and revise the Housing Element, as necessary for consistency, when amendments are made to the General Plan.

Per Assembly Bill (AB) 162 (Government Code Section 65302.g.3), upon the next revision of the Housing Element on or after January 1, 2014, the Safety Element shall be reviewed and updated as necessary to address the risk of fire for land classified as state responsibility areas, as defined in Section 4102 of the Public Resources Code, and land classified as Very High Fire Hazard Severity Zones, as defined in Section 51177. Senate Bill (SB) 379 (Government Code Section 65302.g.4) requires that the Safety Element be reviewed and updated as necessary to address climate change adaptation and applicable resiliency strategies. SB 1035 (Government Code Section 65302.g.6) requires that the Safety Element be reviewed and updated as needed upon each revision of the Housing Element or local hazard mitigation plan, but not less than once every eight years. SB 99 (Government Code Section 65302.g.5) requires that on or after January 1, 2020, the Safety Element includes information to identify residential developments in hazard areas that do not have at least two evacuation routes.

The City plans to review and update the current Safety Element incorporating all State law changes, including applicable laws and any additional requirements and General Plan guidelines from the State of California Governor's Office of Planning and Research (OPR).

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Public Outreach and Engagement

State law requires cities and counties to make a diligent effort to achieve participation from all segments of the community in preparing a Housing Element. Section 65583(c)(6) of the California Government Code specifically requires that "The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the Housing Element, and the program shall describe this effort."

The diligent effort required means that local jurisdictions must do more than issue the customary public notices and conduct standard public hearings prior to adopting a Housing Element. State law requires cities and counties to take active steps to inform, involve, and solicit input from the public, particularly low-income and racial and ethnic households that might otherwise not participate in the process.

Daly City developed a broad and diverse outreach plan designed to reach as many community members who live and work here as possible. To accomplish such a diverse outreach plan, the City partnered with other San Mateo County jurisdictions through the 21 Elements (http://www.21elements.com/) collaboration.

Outreach for All

To ensure that a wide range of residents were able to participate in the outreach process, including renters, workers, young families, youth, people of color, immigrants, refugees, non-English speakers, and people with disabilities, the City completed the following in corporation with 21Elements.

- Ensured foreign language translation and interpretation was included in our meetings and materials.
- Designed a website that was mobile friendly, with accessibility features and in multiple languages. (Lower-income residents, young adults, and people of color are more likely to use their phones to access online information.)
- Formed an Equity Advisory Group consisting of 18 organizations across San Mateo County that provided feedback on outreach and materials, and shared information about the Housing Element update and how to participate in the process with the communities they serve.
- Held meetings in partnership with community organizations (including an introductory meeting in Spanish with English interpretation).

Countywide Outreach Efforts

Website and Social Media

The City helped develop a countywide website available in five languages which was linked to the city webpage detailing our timeline, engagement activities, and resources, videos about the process in several languages, and a social media presence. As of February 2022, the website has been visited more than 17,000 times, with more than 20 percent from mobile devices.

Let's Talk Housing – Webinar Series

As part of outreach and engagement work for the 6th Cycle Housing Element Update, 21 Elements/Let's Talk Housing organized a countywide four-part webinar series to help educate and inform San Mateo County residents and stakeholders on regional and local housing issues.

The four-part series took place on Zoom in fall of 2021, focusing on the following topics and how they intersect with the Bay Area's housing challenges and opportunities:

- Why Affordability Matters
- Housing and Racial Equity
- Housing in a Climate of Change
- Putting it All Together for a Better Future

The series included speaker presentations, audience Q&A, breakout sessions for connection, and debrief discussions. The sessions were advertised and offered in English, Spanish, Mandarin, and Cantonese, though participation in non-English channels was limited. The meetings were well attended and attendees represented a range of age groups and races.

Key Themes of the Webinars:

- Housing affordability is a public health issue: Where we live impacts our health, economic equity, environmental and racial justice.
- The Three S's: Supply, Stability, and Subsidy: Increase housing supply, protect renters and vulnerable households by providing stability, fill the gaps with subsidies.
- Implement strategies to promote climate-ready housing.
- In addition to the webinar series, Let's Talk Housing also sponsored four "listening sessions" with City and County staff and key stakeholders, that convened more than 30 groups. These stakeholders represented organizations that focused on:
    - Building market-rate or affordable housing
    - Addressing fair housing issues
    - Advocating for affordable housing
    - Providing housing services.

Community Meetings

The City participated in several meetings and webinars in partnership with 21 Elements, including:

- **Introduction to the Housing Element** – A Housing Element overview with breakout discussion rooms that was part of a series of introductory meetings.
- **All About RHNA Webinar** – An in-depth dive into sites methodology.
- **Stakeholder Listening Sessions** – Four meetings where jurisdictions could listen to and interact with stakeholder groups arranged by topic. More than 30 groups participated.
- **Creating an Affordable Future Webinars** – A four-part series to help educate community members about local housing issues.

Daly City Residents Feedback

Although few residents attended, meaningful conversation at these community meetings were achieved. The participants reflected on how much they valued the city's racial diversity and the ways that the city's relatively affordable housing allows multiple generations to live nearby. At the same time, some community members were concerned about disappearing affordability and challenges to young families

in buying new homes. Conversation included ideas on how to increase participation, which included working with the Filipino community, and doing direct outreach to elders, including people who use the Serramonte Mall as a community hub.

Stakeholder Listening Session Series

Daly City joined 21 Elements for a facilitated series of listening sessions held between September and November 2021 to hear from various stakeholders who operate countywide or across multiple jurisdictions. The four sessions convened more than 30 groups, including fair housing organizations, housing advocates, builders/developers (affordable and market-rate), and service providers, to provide observations on housing needs and input for policy consideration. Key themes and stakeholder groups included the following.

Fair Housing: Concern for the end of the eviction moratorium, the importance of transit-oriented affordable housing and anti-displacement policies, and the need for education around accessibility regulations and tenant protections. Eight stakeholder groups provided this feedback, including the following:

- Center for Independence of Individuals with Disabilities (CID)
- Community Legal Services of East Palo Alto (CLSEPA)
- Housing Equality Law Project
- Legal Aid for San Mateo County
- Project Sentinel
- Housing Choices
- Public Interest Law Project
- Root Policy Research

Housing Advocates: Concern for rent increases and the need for ongoing outreach to underserved and diverse communities, workforce housing, deeply affordable and dense infill, and tenant protections for the most vulnerable. Six stakeholder groups provided this feedback, including the following:

- Housing Leadership Council
- Faith in Action
- Greenbelt Alliance
- San Mateo County Central Labor Council
- Peninsula for Everyone
- San Mateo County Association of Realtors

Builders and Developers: Local funding, tax credit availability, and concern that appropriate sites limit affordable housing while sites, construction costs, and City processes limit market-rate housing. Twelve stakeholder groups provided this feedback, including the following:

- Affirmed Housing (Affordable)
- BRIDGE Housing (Affordable)

- The Core Companies (Affordable, Market Rate)
- Eden Housing (Affordable)
- Greystar (Market Rate)
- Habitat for Humanity (Affordable)
- HIP Housing (Affordable)
- Mercy Housing (Affordable)
- MidPen Housing (Affordable)
- Sand Hill Property Company (Affordable, Market Rate)
- Sares | Regis (Market Rate)
- Summerhill Apartment Communities (Market Rate)

Service Providers: More affordable housing and vouchers or subsidies for market-rate housing are needed, along with on-site services and housing near transit, and jurisdictions should work with providers and people experiencing issues before creating programs. Ten stakeholder groups provided this feedback, including the following:

- Abode Services
- Daly City Partnership
- El Concilio
- HIP Housing
- LifeMoves
- Mental Health Association of San Mateo County
- National Alliance on Mental Illness
- Ombudsman of San Mateo County
- Samaritan House San Mateo
- Youth Leadership Institute

Equity Advisory Group

In alignment with community outreach best practices, it was important to include the guidance of and foster partnerships with community organizations to help ensure everyone's voices were heard during the Housing Element update. In response, an Equity Advisory Group (EAG) was formed consisting of 15 organizations or leaders across the county that are advancing equity and affordable housing. A stipend of $1,500 was originally provided for meeting four to five times over 12 months to advise on Housing Element outreach and helping get the word out to the communities they work with.

After meeting twice in 2021, it was decided the best use of the EAG moving forward would be to provide more focused support in 2022 based on jurisdiction need and organization expertise. To date, EAG members have facilitated and hosted community meetings in partnership with 21 Elements, collected community housing stories to put a face to housing needs, advised on messaging, and amplified events and activities to their communities. The EAG continue to work collaboratively with jurisdictions and

deepen partnerships, as well as connect community members to the Housing Element update process. All participating organizations are featured on the Let's Talk Housing website (https://www.letstalkhousing.org/orgs) and include the following:

- Ayudando Lations A Soñar (ALAS)
- Community Legal Services
- El Comite de Vecinos del Lado Oeste (El Comite)
- EPACANDO
- Faith in Action
- Housing Choices
- Housing Leadership Council
- Menlo Together
- Nuestra Casa
- One San Mateo
- Peninsula for Everyone
- Puente de la Costa Sur
- San Mateo County Health
- Youth Leadership Institute
- Youth United for Community Action

Affirmatively Furthering Fair Housing Survey

Through the 21 Elements process, an Affirmatively Furthering Fair Housing Survey was conducted that focused on housing issues. While the survey results are not specific to Daly City, they identify important conditions, issues, and needs that impact residents countywide. The survey findings were considered when drafting the fair housing assessment section of the Housing Element.

Countywide Key Takeaways

Below is a summary of key takeaways that emerged throughout the outreach process.

- **Housing is personal**: People often have differing views on housing because it is a very personal issue tied to feelings of safety, belonging, and identity. Often the comments reflected people's current housing situation. Those with safe, stable housing that they can afford were more concerned with change. Those without were more interested in bolder policies and more housing generally. Many people shared meaningful stories of being priced out of their communities or of their children not being able to live in the community where they grew up.
- **The price of housing is a major concern:** Many voiced concerns about the high cost to rent or buy a home today, either for themselves, friends, or family. It is an issue that touches a lot of lives.
- **More housing is needed:** Generally, people believe we need more housing, particularly affordable housing. However, there are diverging views on how to accomplish this, where housing should go, and what it should look like.

- **Single-family neighborhoods are polarizing:** While some people voiced their interest in upzoning single-family neighborhoods or eliminating them altogether, other homeowners want to protect them and in turn, the investment they have made.
- **Affordable housing is a top concern:** Many felt that more needs to be done to promote affordable housing. They also felt that developers should be eligible for incentives and opportunities that make them more competitive.
- **The process is too complicated**: There was significant concern that the development process was too slow and there was too much uncertainty.
- **Better information resources**: People wanted to know how to find affordable housing in their communities and navigate the process of applying for it.
- **Issues are connected**: Transportation, climate change, access to living wage jobs, and education opportunities are all tied to housing and quality of life. These issues are not siloed in people's lives and there is a desire to address them in interconnected ways.
- **Equity is on people's minds:** People want to talk about housing inequities and, even more so, discuss how to solve them. There was interest in ways to create new opportunities for housing and asset building for all that also address past exclusions.
- **Regional input matters but there's more to figure out:** It was valuable to build a broader sense of community and share resources at the countywide level. However, it was challenging to engage nonresident community members on jurisdiction-specific input.
- **Diversity in participation was a challenge:** Despite partnering with organizations to engage with the hardest to reach communities and providing multilingual outreach, achieving diversity in participation was challenging. In the wake of COVID-19, organizations already operating on limited resources were focused on supporting immediate needs, while the added stresses of life coupled with the digital divide added additional barriers for many.

Housing Element Workshops

The Planning Division held two community workshops on May 19 and June 2, 2022, to provide an overview of the City's 6th Cycle Housing Element and update residents on new State Housing laws that could affect the Housing Element update, e.g., SB9, AFFH, etc. Both meetings were identical in terms of their presentations by City staff, outlining the purpose and objectives of having a Housing Element, an overview of the City's Regional Housing Need Allocation and potential ways for meeting housing construction targets, and the process for updating the Element. Both meetings were held by video conference with notice distributed to approximately 240 community members, community organizations, and housing advocacy groups.

Staff estimates that approximately 10 members of the public attended the meetings, primarily the meeting on June 2. Concerns expressed by residents primarily focused around the desire for existing residents of the Midway Village housing redevelopment project (45 Midway Drive) to be provided preferential access to for-sale townhomes that will be under construction in a later project phase and the City's strategy to meet the City's Regional Housing Need Allocation. A resident also inquired as to how the City could incentivize development under SB 9 and SB 10. He suggested the City could provide low-interest rate loans to homeowners for the purpose of constructing accessory dwelling units. There was overall support for increased residential density in the City provided greater community benefits were incorporated into more-dense development.

Public Comments

The City will consider and incorporate public comments throughout the drafting of the Housing Element.

Noticing of the Draft Housing Element

Per California Government Code Section 65585, the draft Housing Element was made available for public comment for 30 days, from May 12 to June 11, 2023. Public comment was received, and an additional 10 business days was allowed to consider and incorporate public comments into the draft revision before submitting to HCD on June 26, 2023. The draft was made available on the City's website and was noticed to residents through the same methods as the Planning Commission and City Council meetings. Additional direct noticing was sent to local housing advocate groups.

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Review of the 2015 Housing Element

Per California Government Code Section 65588, each local government shall review its housing element as frequently as appropriate to evaluate all of the following: (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal; (2) the effectiveness of the housing element in attainment of the community's housing goals and objectives; (3) the progress of the city, county, or city and county in implementation of the housing element; (4) the effectiveness of the housing element goals, policies, and related actions to meet the community's needs, pursuant to paragraph (7) of subdivision (a) of Section 65583.

Progress Toward Meeting the 2015-2022 Regional Housing Needs Allocation

Each jurisdiction in California is responsible for accommodating its share of the region's housing needs. The process of determining each jurisdiction's share of housing needs is called the Regional Housing Needs Assessment (RHNA). The RHNA projection period for the previous Housing Element was from January 1, 2014, to October 31, 2022. The Housing Element planning period had a slightly different timeframe of January 31, 2015, to January 31, 2023.

The City of Daly City was assigned an RHNA of 1,350 units, divided into four income categories:

- Very Low-Income (less than 50 percent of the Area Median Income)
- Low-Income (50 to 80 percent of the Area Median Income)
- Moderate-Income (81 to 120 percent of the Area Median Income)
- Above Moderate-Income (greater than 120 percent of the Area Median Income)

Table HE-2 summarizes the City's accomplishments in meeting the RHNA during the previous RHNA projection period. Daly City met its RHNA obligation in all categories except very low income, and still was able to meet 50 percent of that requirement.

Table HE 2: Units Permitted During 5th Cycle RHNA Projection Period

Income Category	2015–2023 RHNA	2015	2016	2017	2018	2019	2020	2021	2022	Total Building Permits Issued	Percent Accom-plished
Very Low	400	38		21				147		206	52%
Low	188	15	7	183			18		6	218	100%+
Moderate	221	14	17	18	37	34	43	33	23	225	100%+
Above Moderate	541	89	140	17	22	81	215	46	81	691	100%+
Total	**1,350**	**156**	**164**	**256**	**96**	**152**	**280**	**226**	**110**	**1440**	**100%+**

Source: City of Daly City, 2023.

Efforts to Address Special Housing Needs

California Government Code Section 65588 requires that local governments review the effectiveness of the housing element goals, policies, and related actions to meet the community's special housing needs. As shown in **Table HE-3**, *Implementation of 2004 Housing Element Objectives and Policies (2015-2023)*, the City worked diligently to continuously promote housing for special-needs groups in a variety of ways. Some of the accomplishments are highlighted below:

- The City granted parking reductions for projects to help facilitate the development of affordable housing, which includes the 206-unit Brunswick apartments (AMG and Associates), 3001 Geneva Avenue townhouses (Habitat for Humanity), 45 Midway Drive – Midway Village (Mid-Peninsula Housing/County of San Mateo), and 493 Eastmoor Avenue (CORE). To increase affordable options into the local housing stock, the City permitted 360 accessory dwelling units (ADUs). Of these units, 96 were lower-income units.
- Through the Successor Agency, the City provided $2,420,000 for the Sweeney Lane Apartments on 6800 Mission Street. Additionally, the City provided $1,494,997 in HOME funds. Of the 51 affordable units, 6 units are for extremely low-income households, 45 are for lower-income households.
- To help increase homeownership opportunities for large families, the City provided $809,000 in City Housing Trust Funds to Habitat for Humanity Greater San Francisco for the Geneva Habitat Townhomes. The three-bedroom units were all allocated for lower-income households.
- During the planning period the City provided $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant-based rental assistance (TBRA) to households affected by COVID-19.
- To ensure housing for lower-income households (60 percent AMI or lower), the City awarded $2,917,380 in Permanent Local Housing Allocation (PLHA) funds for a proposed 72-unit affordable housing development known as 493 Eastmoor project. The City has conditionally allocated an additional $2,328,307 in HOME and HOME-ARP funds for this project. As of 2023, the project has been entitled but is still working to secure more funding.
- During the planning period, about 238 households were assisted through home repair programs. This included households assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of the 238 households assisted, 152 were special-needs groups (seniors/disabilities).
- The Daly City Partnership/Community Service Center received the following funds for COVID-19 relief activities, including $1,126,638 for rental assistance, $750,000 for emergency rental assistance, $120,00 for mental health services, $95,000 for food distribution. Mission Asset Fund received $820,000 for immigrant relief cash assistance.
- To help fund fair housing education and outreach during the COVID-19 pandemic, Legal Aid Society of San Mateo County received $100,000 in Community Development Block Grant (CDBG)-CV funds to provide eviction assistance, education, and outreach services in Daly City.

Progress Towards Meeting Housing Element Programs

Table HE-3 summarizes the programs from the 2015-2023 Housing Element. To the degree that such programs are recommended to be continued in the current Housing Element, these programs are reorganized and presented in the Housing Objectives, Policies, and Tasks section.

Table HE 3: Implementation of 2004 Housing Element Objectives and Policies (2015-2023)

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Housing Supply				
Policy HE-1: Maintain, and, where possible, create larger housing development sites throughout the City.				
Task 1.1	Increase the minimum property sizes in all commercial zones and R-3 Multiple-Family Residential zone and restrict the ability of existing sites within this zone to subdivide below the established minimum lot size. The minimum parcel shall be established at the time of the Zoning Ordinance update and shall be such that it promotes the construction of mixed-use and/or higher density multifamily development, as determined by the respective zone to which it applies.	Timeframe: 2015.	The City issued a request for proposal (RFP) for this effort in March 2022. PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 3.1, 3.2, 3.2, 6.1, 8.1, and 31.1. New Task 1.1
Task 1.2	Incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers and shall be commensurate with the size of the parcels being merged and/or created.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1. New Task 1.2
Policy HE-2: Support infill housing in existing neighborhoods by offering streamlined planning and environmental reviews.				
Task 2.1	Develop a Permit Streamlining Program that identifies specific ways to reduce the processing times of projects that increase the supply of housing. These projects shall include minor subdivisions involving the creation of four or fewer parcels and the construction of duplexes in the R-1/A Single Family/Duplex Residential Zone. The Program shall identify criteria for inclusion in the Zoning Ordinance that establish which project characteristics will qualify a project for	Timeframe: 2015.	No progress has been made on this program.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	streamlining and what method of streamlining will be utilized.			
Task 2.2	Continue to exempt infill housing development proposals from the California Environmental Quality Act (CEQA) if the proposal meets all of the requirements of CEQA Guidelines Section 15332.	Timeframe: ongoing.	During the 5th planning period, approximately 15 proposals qualified and were exempted from the CEQA Guidelines Section 15332.	Part of the City's process. Delete.
Task 2.3	Amend the automatic expiration for all discretionary land use approvals (including design review approval) from one year to two years, and amend the expiration provision to indicate that an applicant need only apply for a building permit within the specified two-year timeframe.	Timeframe: 2015.	The Planning Division was unable to complete this program, during the 5th planning period but expects to complete this task in 6th planning cycle. The City Council has however granted 18-time extensions to residential development projects in the planning period and has on occasion granted multiple extensions simultaneously to facilitate project viability.	Continue New Task 2.1
Policy HE-3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.				
Task 3.1	Within one year, of the Housing Element adoption, the City shall establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development, including, but not limited to the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue (approximately 65 acres), and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The City shall, as a part of this task, explore increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.2, 3.2, 6.1, 8.1, and 31.1. New Task 1.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 3.2	Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task HE 3.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to update will be form based code. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.3, 6.1, 8.1, and 31.1. New Task 1.3
Task 3.3	Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components and parking available to both uses.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to this update will be form based code. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 6.1, 8.1, and 31.1. New Task 1.1
Task 3.4	For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently-funded HOA/POA amenities (e.g., van pools or car sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus "park-n-rides", etc.)	Timeframe: 2015.	The City has continued to allow parking reductions for projects. These include the 206-unit Brunswick apartments, 3001 Geneva Avenue townhouses, 45 Midway Drive, and 493 Eastmoor Avenue, each of which are completely affordable. Additionally, the City has granted numerous reductions for parking to facilitate residential development in general, such as the 323-unit Serramonte Views project, a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	New Task 3.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 3.5	Amend the parking regulations to remove differentiation between single-family, multiple-family, and condominium uses for the purpose of parking regulations, and establish such regulations based on total bedroom count. This requirement shall also apply to residential additions and the provision of additional bedrooms within any existing dwelling.	Timeframe: 2015.	This task was completed in 2015.	Completed. Delete.
Task 3.6	Clarify that no parking reduction incentive (other than incentives allowed for senior affordable units) shall result in less than one parking space per unit. Any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households shall be however exempt from the minimum parking requirement identified by this task and instead a be subject to providing at least 0.5 parking spaces per unit.	Timeframe: 2015.	The City has defaulted to state law and will remove this program since it contradicts state law.	Delete.
Policy HE-4: Assure that standards for new housing construction comply with appropriate aircraft noise abatement requirements				
Task 4.1	All new housing development within the 65dB CNEL aircraft contour, as shown on the most recent FAA accepted San Francisco International Airport Noise Exposure Map, shall be constructed to achieve an interior noise level of 45 dB CNEL or less based on aircraft noise events.	Timeframe: 2015.	The City continued to all new housing development within the 65dB CNEL aircraft contour.	Continue and combine with Tasks 4.2 and 4.3. New Task 4.1
Task 4.2	For all development proposals with the 65dB CNEL noise contour, the City shall require a noise study that identifies the proposed project's compliance with requirement of Task 4.1 above. If the project qualifies for review under the California Environmental Quality Act (CEQA), the City shall incorporate the noise study and any mitigation measures into the CEQA document and shall adopt findings that the project, as conditioned, complies with the interior noise level requirement.	Timeframe: ongoing.	As projects come forward, the City continued to incorporate noise studies and mitigation measures into the CEQA document.	Continue and combine with Tasks 4.1 and 4.3. New Task 4.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 4.3	The City shall incorporate compliance with this policy into adopted CEQA compliance guidelines. The guidelines shall identify detailed compliance requirements, such as the methods of acceptable noise mitigation (insulation, windows, etc.).	Timeframe: 2015.	As projects come forward, the City continued to incorporate noise studies and mitigation measures into the CEQA document.	Continue and combine with Tasks 4.1 and 4.2. New Task 4.1
Housing Affordability				
Policy HE-5A: Allow the construction of additional second units throughout the City. (Note: Rename second units as accessory dwelling units)				
Task 5.1	Align the maximum neighborhood density applicable to second units to be consistent with the maximum neighborhood density allowed by the General Plan.	Timeframe: 2017.	The task was completed in 2015.	Completed
Task 5.2	Eliminate the required parking for small second units where the second unit is no larger than 400 square feet, the size of the home in which the unit is proposed is no greater than 1,600 square feet including the garage, and the existing home provides two legal, i.e., full-sized, parking spaces.	Timeframe: 2015.	The City defaults to state law and plans to make Accessory Dwelling Units to (ADU) amendments to ensure compliance with state law in Summer 2023. The City has not required parking for any ADU constructed in the City since January 2018.	Continue.
Task 5.3	Eliminate the requirement for owner-occupancy for second units where the applicant for a non-owner occupied second unit can demonstrate that the entire property is subject to professional property management by means of a written contract supplied to the City.	Timeframe: 2015.	The City defaults to state law and will amend this program to ensure compliance with Government Code 65852.2 (D)(xii)(6). The City has not required owner occupancy for any ADU constructed in the City since January 2020.	Continue and modify. New Task 5.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 5.4	Continue to offer same-day, express plan check permitting for all second units.	Timeframe: ongoing.	The City continued to ensure ADUs were permitted in the city. Between 2015 and 2022, the City permitted 365 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Delete.
Task 5.5	Monitor second unit construction and rental activity on an annual basis and report this information in the City's General Plan Annual Report.	Timeframe: ongoing.	The City continued to ensure ADUs were permitted in the city. Between 2015 and 2022, the City permitted 365 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Continue
Policy HE-5B: Reduce or eliminate the impacts of new construction to residents displaced by such construction.				
Task 5.6	The City shall evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and adjust as necessary.	Timeframe: 2017.	Although no progress has been made, no displacement has occurred. The City will look into how to address the minimal displacement concerns in the 6th Housing Element.	Continue and modify. New Task 5.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Vacant and Underutilized Sites				
Policy HE-6: Assure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation.				
Task 6.1	Remove the use permit requirement for mixed-use projects located in the (future) C-MU Commercial Mixed Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by-right," without requirement for discretionary approvals.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 3.3, 8.1, and 31.1. New Task 1.3
Task 6.2	Amend the BART Station Area Specific Plan to redesignate the 8.7-acre Samtrans park-and-ride lot at 3501 Junipero Serra Boulevard (APNs 008-131-010 through 040 and 008-132-010 and 020) to the Specific Plan's High Density Residential designation. Simultaneously, amend the BART Station Area Specific Plan regulations to require at least 30 dwelling units per acre for new development and amend the development regulations provided within the Plan to comply with the balance of policies provided in this Housing Element.	Timeframe: 2015.	This effort was not completed as written. However, 7.1 acres of land were rezoned to zones that allow at least 30 dwelling units per acre, and an additional 147 units of lower-income housing is proposed on a site that was not part of the 5th Cycle Sites Inventory. The City did not have an unaccommodated need. See Table HE-42.	Delete.
Task 6.3	Amend the General Plan designation and Zoning Ordinance for the 1.15-acre property located on Brunswick Street across from Chelsea Court (APN 003-210-260) from Commercial Mixed-Use and C-2 Heavy Commercial, respectively, to Residential High Density and R-3 Multiple Family Residential District, respectively.	Timeframe: 2015.	This is the site of Brunswick Street Apartments. A 206-unit affordable senior housing complex that was constructed during the planning period. This project exceeded the Residential High-Density unit allowance.	Completed
Task 6.4	Work with Caltrans to ensure that access from Hickey Boulevard is achievable so as to allow residential development of the 2.49-acre housing	Timeframe: 2015.	During the planning period, the City worked with Caltrans; however, the property was not developed.	Completed

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	site located at 1050 St. Francis Boulevard. The maximum density at this site shall continue to reflect the permitted General Plan Medium Density designation currently attributable to the site, i.e., 35 dwelling units per acre.			
Task 6.5	Amend the Zoning Ordinance to require that, if after adopting the General Plan Land Use Map and Zoning Map, the City redesignates and/or rezones any site(s) included on the Potential Housing Sites Inventory List to a non-residential use or a residential use of less intensity than has been identified on the Potential Housing Sites Inventory List, the City shall replace the redesignated/rezoned site(s) with another site(s). The new site(s) shall allow the same or greater development intensity as the rezoned site(s) and shall be physically capable to providing the development intensity of rezoned sites(s) in terms of environmental restraints, infrastructure capacity, and similar constraints. The Ordinance shall specify that this requirement shall apply only to sites that are necessary to satisfy the City's Regional Housing Need Allocation (RHNA), but that any replacement site shall continue to satisfy the City's RHNA by income category.	Timeframe: 2015.	The City continued to maintain an inventory of sites available and appropriate for residential development at all income levels, and sites suitable for redevelopment and/or reuse. In keeping with state "no net loss" provisions (Government Code Section 65863).	Continue and modify New Task 6.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-7: Allow development density on all residentially-zones properties consistent with the General Plan Land Use Map and work with utility providers to ensure that adequate water supplies and sewer capacities are available to allow construction at such density, especially for development that includes housing units affordable to lower-income households.				
Task 7.1	Review and amend the Zoning Ordinance, if necessary, to ensure that residential densities identified on the General Plan Land Use Map can be reasonably constructed given property size, accessibility, and topography. For the purpose of calculating densities, the Ordinance shall be amended to describe a method for calculating residential density that is site specific, meaning that the land area calculated as part of the density prescription shall include the site only and no portion of adjacent right-of-way or adjacent public or private property.	Timeframe: 2015.	The City continued to ensure consistency for proposed projects during the planning period.	Delete.
Task 7.2	Upon adoption of the Housing Element, the City will provide a copy of the adopted Housing Element to each of the City's water and sewer providers, advising each of these agencies of the City's intention to comply with Government Code Section 65589.7, which requires these providers to grant priority service allocation to proposed developments that include housing units affordable to lower-income households.	Timeframe: 2015.	This task was completed in 2015.	Delete. Continue as policy.
Policy HE-8: Avoid rezoning properties that are presently designated or zoned for residential uses for non-residential uses.				
Task 8.1	Amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially-zoned or residentially-designated property to any zone or designation other than residential. To this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be	Timeframe: 2015.	The City hired PlaceWorks in 2022 to create the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed by the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 3.3, 6.1, and 31.1. New Task 1.4

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the Potential Housing Sites Inventory List for which a replacement site has not been identified (see Policy HE-X above).			
Policy HE-9: Expand homeownership opportunities by facilitating condominium construction, while protecting renters from condominium conversions.				
Task 9.1	Encourage a variety of housing types and tenures for all income levels and assure access to housing by all groups of individuals.	Timeframe: Ongoing.	The City continued to ensure a variety of housing types and tenures for all income levels. Between 2018 and 2021, the City constructed 257 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Delete, completed
Task 9.2	Amend the condominium regulations to include specific standards for a relocation program necessitated by condominium conversion that include requirements for the following: 1) an on-site relocation assistance office, 2) the return of all deposits and fees, 3) benefits for voluntary relocation after conversion approval, 4) benefits for forced relocation, 5) first right of refusal for tenants wishing to purchase and 6) rent stabilization during the entire conversion process.	Timeframe: 2015.	During the 5th planning period, no condominium conversion were proposed and the City therefore did not need to relocate residents as a result of condominium conversion.	Delete.
Policy HE-10: Use the financial and other resources available to the City to reduce the cost and increase the amount of affordable housing.				
Task 10.1	When such funds are available, the City shall use and leverage Federal, State and local funds (including Redevelopment Agency set-aside finds), tax credits, tax-exempt bonds, and private sources such as foundations to encourage the production of affordable housing. The City shall	Timeframe: ongoing.	During the 5th planning period, the City provided $1,494,997 in HOME funds and, through the Successor Agency, $2,420,000 for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	strive to leverage such funds, on average, every two years within the planning period.		units are for extremely low-income households, 45 are for lower-income households. Additionally, the City awarded $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are allocated for lower-income households.	
Task 10.2	Offer technical assistance to landowners and prospective developers regarding, for instance, regulatory guidelines, development potential, design solutions, and marketing data.	Timeframe: ongoing.	The City continued to work with landowners and developers as they approached the city.	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1
Task 10.3	Continue to routinely monitor, investigate, and utilize available new funding sources.	Timeframe: ongoing.	From 2014-2016, the City was awarded $743,073 in HOME funds to help fund the 6800 Mission project. From 2017 - 2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period the City provided $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			households at 60% AMI or lower. As of 2023, the project has been entitled but is still working to secure funding.	
Policy HE-11: Continue to require affordable units in all new housing development and in new condominium conversions.				
Task 11.1	Enforce the requirements of the Inclusionary Zoning Ordinance to the extent that Task HE 11.2 below is addressed.	Timeframe: ongoing.	The City continued to enforce the requirements of the inclusionary zoning ordinance.	Continue and combine as applicable. New Task 10.1
Task 11.2	Provide as part of the General Plan Annual Report an analysis of the effectiveness of the Inclusionary Zoning Ordinance in creating long-term affordable renter- and owner-occupied housing units. The analysis shall identify housing developments subject to the Ordinance for which construction has been completed in the previous year, and shall qualitatively and quantitatively describe the extent to which the ordinance impacted the construction cost of market-rate units within these developments.	Timeframe: annual.	The city annually reports on the inclusionary Zoning Ordinance as a part of the the General Plan Annual Report. As shown in Table HE-1, the city had sufficient housing development in all income categories throughout the 5th cycle planning period and therefore has determined that the Inclusionary Zoning Ordinance is not a constraint but rather an important tool to ensure development for all income levels.	Continue and combine as applicable. New Task 10.1
Task 11.3	Amend the Inclusionary Zoning Ordinance and the condominium regulations to clarify that condominium conversions are subject to the Ordinance.	Timeframe: 2015.	The City amended the Inclusionary Ordinance to include condominium conversion regulations in December 2018.	Completed. Delete
Task 11.4	Through staff training, ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers, and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance.	Timeframe: ongoing;	The City prepared brochures to inform purchasers and developers about the City's Inclusionary Ordinance.	Continue and combine as applicable. New Task 10.2
Task 11.5	Adopt disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a	Timeframe: 2015.	This task has not yet been completed. The City plans to complete this task by 2026.	Continue and combine as applicable. New Task 10.3

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	certain size and valuation that could be subject to the City's inclusionary zoning ordinance.			
Policy HE-12: Provide regulatory incentives and streamline the permit process for development projects that contain deed-restricted affordable units.				
Task 12.1	Reduce delays in project approval and issuance of building permits by developing a plan check prioritization system that reduces the time required to complete the plan check review process for affordable housing projects, especially those projects which exceed the City's inclusionary zoning ordinance requirements.	Timeframe: 2015.	The City assists developers with the development process as projects come forward. The City has granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Modify. Combine with 12.4. New Task 11.1
Task 12.2	Continue to offer parking reductions offered in the current Zoning Ordinance that serve as an incentive to developers of low-income elderly housing provided a minimum age for residency of such units is established by the Ordinance (e.g., 62 years of age).	Timeframe: ongoing.	During the planning period, the City granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue New Task 11.1
Task 12.3	Establish regulations that allow parking reductions for all multiple-family housing developments containing low-income units, commensurate to the proportion of the project devoted to such units (currently a project must be 100 percent affordable to qualify for a parking reduction).	Timeframe: 2015.	The City continued to establish regulations that allowed for parking reductions. The City granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters. In addition to help facilitate the development of housing, the City has waived the state 20 unit requirement and had allowed development at 16 units per acre. The City will update code to comply with state law.	Delete.

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 12.4	Continue to offer streamlined environmental review for affordable housing development where authorized by the California Environmental Quality Act (Public Resources Code Sections 21159.20 through 21159.27 – Special Review of Housing Projects).	Timeframe: ongoing.	The City continues to streamline environmental review for affordable housing development.	Modify. Combine with 12.1. New Task 11.1
Policy HE-13: Consider financial incentives to increase the supply of rental housing for all household income groups including extremely low-income households.				
Task 13.1	Give priority expenditure of City housing funds to projects that will provide deed restricted affordable rental housing, especially to development projects that will provide extremely low-income units.	Timeframe: ongoing.	The City provided $1,494,997 in HOME funds for the development of the 6800 Mission project. The project has units for extremely low-income households.	Continue and combine New Task 12.1
Task 13.2	When funds are available, apply for and/or co-sponsor funding opportunities for the construction of rental housing. The City shall strive to make such applications, on average, every two years within the planning period.	Timeframe: ongoing.	The City provided $1,494,997 in HOME funds to help fund the 6800 Mission project. From 2017 -2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period, the City awarded $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting households at 60 percent AMI or	New Task 12.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			lower. As of 2023, the project has been entitled but is still working to secure funding.	
Task 13.3	Give priority expenditure of City housing funds (e.g., HOME, Affordable Housing Trust Fund, etc.) to projects that will occupy sites that have been previously developed.	Timeframe: ongoing.	During the 5th planning period, the City awarded $1,494,997 in HOME funds and, through the Successor Agency, $2,420,000for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6 units are for extremely low-income households, 45 are for lower-income households. Additionally, the City provided $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are allocated for lower-income households. The City provided $1,494,997 in HOME funds to help fund the 6800 Mission project. From 2017 -2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period, the City awarded $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP	Continue and combine New Task 12.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			funds have been conditionally allocated for this project. The proposed projects are targeting households at 60 percent AMI or lower. As of 2023, the project has been entitled but is still working to secure funding.	
Policy HE-14: Assure access to services in Daly City for homeless individuals and families and address the special needs and circumstances of these individuals.				
Policy HE-15: Require adaptability and accessibility of residential units for disabled occupants and ensure that the Zoning Ordinance provides regulations that are sensitive to the needs of disabled occupants.				
Task 15.1	Maintain an active role in expanding accessibility and require all State and local accessibility codes to be met.	Timeframe: ongoing.	The City continued to comply with state law.	Ongoing process. Delete.
Task 15.2	Regularly monitor the implementation of the jurisdiction's ordinances, codes, policies, and procedures to ensure they comply with the "reasonable accommodation" for disabled provisions and all fair housing laws.	Timeframe: ongoing.	The City adopted development regulations for reasonable accommodation in 2014 and has approved 10 reasonable accommodation requests.	Completed. Delete.
Task 15.3	Continue to fund (as funding permits) and support home repair programs that assist residents in paying for various handicapped modifications in and around their homes.	Timeframe: ongoing.	About 238 households were assisted through home repair programs. This includes households assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of these, 152 were special-needs groups (elderly/disabled).	Continue New Task 14.3

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-16: Prevent housing discrimination based on age, race, religion, sex, ethnic background, or familial status, and work to ensure the safety and availability of Employee Housing.				
Task 16.1	The City shall assist in the implementation and enforcement of State and federal fair housing and civil rights laws and shall make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City shall work with the appropriate public interest agencies to vigorously pursue the matter and where discrimination is found, the City shall assist the relevant entity in prosecuting the matter.	Timeframe: ongoing.	The City continued to partner with Project Sentinel to assist with Fair Housing complaints. Project Sentinel provides fair housing services, including investigating housing discrimination, tenant and landlords dispute mediation, and house counseling programs.	Continue New Task 15.1
Task 16.2	The City will continue to contract with Project Sentinel to provide fair housing services to its residents and property owners. Services will include: 1. Distributing educational materials to property owners, apartment managers, and tenants every two years; 2. Making public service announcements (PSAs) via different media (e.g., newspaper ads and public service announcements at local radio and television channels) at least two times a year; 3. Conducting fair housing audits and public presentations with different community groups; 4. Responding to complaints of discrimination (i.e., in-taking, investigation of complaints, and resolution); and 5. Referring services to appropriate agencies.	Timeframe: ongoing.	The City continued to partner with Project Sentinel to assist with Fair Housing complaints. Project Sentinel provides fair housing services, including investigating housing discrimination, tenant and landlords dispute mediation, and house counseling programs.	Continue New Task 15.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 16.3	The City shall, to the extent of its jurisdiction, implement all the provisions of the Employee Housing Act (Government Health and Safety Code Sections 17030-17039) and work with the State Department of Housing and Community Development to do the same.	Timeframe: ongoing.	The City is planning to update the municipal code to ensure compliance with Health and Safety Code Sections 17021.5 and 17021.6.	Continue. New Task 15.4
Policy HE-17: Provide financial assistance to lower income households in emergency situations.				
Task 17.1	Continue to operate and support (as funding permits) the Housing Assistance Program that grants eligible lower income families, seniors, and persons with disabilities money to cover housing related emergencies (e.g., security deposits, temporary difficulty meeting rent payments).	Timeframe: 2015.	The Daly City Partnership/Community Service Center received the following funds for COVID-19 relief-related activities, including: • CDBG-CV for emergency rental assistance: $1,126,638 o HOME for emergency rental assistance: $750,000 o CDBG for mental health services: $120,000 o CDBG for food distribution: $95,000 • Legal Aid Society of San Mateo County received $100,000 in CDBG-CV funds for eviction assistance, education, and outreach services. • Mission Asset Fund received $820,000 in CDBG-CV funds for immigrant relief cash assistance.	Continue. New Task 16.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-18: Support a balanced distribution of quality residential care facilities.				
Task 18.1	Develop location regulations for larger residential care facilities that are not exempt from local zoning restrictions to provide objective standards to persons desiring to establish such facilities, while at the same time dispersing such facilities throughout the City.	Timeframe: 2015.	As a matter of policy the City treats all residential care facilities as residential uses, subject to Fire Department inspections.	Modify. New Task 17.2
Policy HE-19: Address the range of needs and encourage the production of additional housing opportunities for extremely low-income (ELI) households.				
Task 19.1	Provide an exception to the proposed zoning regulation identified in Task HE 3.7, whereby any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households would be exempt from the minimum one parking space per unit rule identified by this task (applies to projects qualifying for transit-proximate parking reductions) and instead be subject to providing at least 0.5 parking spaces per unit.	Timeframe: 2015.	During the planning period, the City granted the 323-unit Serramonte Views a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue and modify New Task 18.1
Task 19.2	Revise the Zoning Ordinance to waive the parking requirements altogether for ELI deed-restricted second units that are transit proximate, as described in Task HE 3.5.	Timeframe: 2015.	During the planning period, the City granted the 323-unit Serramonte Views a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue and modify New Task 18.1
Task 19.3	For any new housing development utilizing public funding or publicly owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for ELI households.	Timeframe: ongoing.	During the 5th planning period, the City provided $1,494,997 in HOME funds and $2,420,000 through the Successor Agency for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6 units are for extremely low-income households and 45 are for lower-income households. Additionally, the City awarded $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are	Continue and modify New Task 18.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			allocated for lower-income households.	
Policy HE-20: Support home sharing programs, such as that operated by HIP Housing, as part of a collection of policies, programs and practices for addressing the housing needs of those at the lowest income levels including seniors, those living with disabilities, those at risk of homelessness and female head of households.				
Housing Maintenance				
Policy HE-21: Encourage voluntary housing rehabilitation and reconstruction.				
Task 21.1	Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multifamily residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.	Timeframe: 2015.	While the City did not amend the Zoning Ordinance, approximately 238 households were assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of the 238 households, 152 were special-needs groups (elderly/disabled). During the planning period, 20 seniors received residential rehab loans.	Continue and modify New Task 20.1
Policy HE-22: Encourage housing reconstruction after fire or other natural disaster.				
Task 22.1	Amend the Zoning Ordinance non-conforming building regulations to allow reconstruction of non-conforming buildings affected by fire or natural disaster subject to the land use regulations in place at the time of the original building construction if present development regulations are determined by the Director of Economic and Community Development to allow fewer total units than were originally permitted. This amendment shall allow such reconstruction provided the total unit count does not increase and the size of each replacement unit is substantially similar to the size of the original unit being replaced. The amendment shall not apply where the General Plan Land Use Map requires a higher minimum density than was provided in the building prior to the fire or natural disaster.	Timeframe: 2015.	While the City did not amend the Zoning Ordinance, the City continued to encourage the development of housing throughout the planning period. The City helped facilitate development through parking reduction and applying for monies such as HOME funds and PLHA funds. For example, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting households at 60% AMI or lower. As of	Continue and modify New Task 21.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			2023, the project has been entitled but is still working to secure funding.	
Policy HE-23: Preserve existing low-income housing units that are at risk of being converted to market-rate housing				
Task 23.1	Monitor existing at-risk low-income housing units to determine if the owners plan to file a notice of interest to prepay the mortgage obligation. The prepayment would terminate the requirement that the units be rented to low-income individuals. The City should maintain an up-to-date list of public and private non-profit housing entities who can and will be able to purchase the at risk units should the necessity arise. The City should also maintain a current list of available financial resources to fund the potential purchase of these units.	Timeframe: ongoing.	During the planning period, no units were at risk of conversion to market rate.	Continue and modify New Task 22.1
Energy Efficiency				
Policy HE-24: Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.				
Task 24.1	Develop enhanced residential energy efficiency standards (Title 24, California Administrative Code) in all new residential construction which exceeds State-mandated requirements by five percent in 2015, ten percent in 2020, and twenty percent in 2030.	Timeframe: ongoing.	Daly City, in accordance with California housing law, establishes certain minimum requirements for residential construction. The City Building Department currently operates under the 2022 California Building Code (CBC), the 1997 Uniform Housing Code, the 2022 California Mechanical Code, the 2022 California Plumbing Code, and the 2022 California Electrical Code.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 24.2	Establish energy and water efficiency upgrade programs that promote energy and water efficiency upgrades in all existing residential buildings. Energy efficiency upgrades promoted as part of this program could include upgrades such as attic insulation, programmable thermostats, heating duct insulation, and water heater insulation. Water efficiency upgrades could include the installation of low-flow shower heads, where feasible, and retrofit of existing toilets to meet low-flush requirements as established by the City. Examples of programs developed as a part of this task could provide financial incentives (e.g., rebates, appliance buy-back, and similar programs) aimed at providing strong incentives to residential building owners to use the programs.	Timeframe: 2015.	Daly City runs the water and sewer services in the city. During the COVID-19 pandemic, the City advertised PG&E's customer protections brochures on the City's website. Additionally, the City advertised Peninsula's Clean Energy services and programs that provide homeowners in San Mateo County and the City of Los Banos interest-free financing and new rebates to install electric water heaters and heating and A/C equipment.	Continue New Task 23.2
Policy HE-25: Mandate the inclusion of green building techniques into most new construction.				
Task 25.1	Adopt amendments to the building code that require all City-funded affordable housing projects reach a Home Energy Rating System (HERS) score above 86 (the minimum Energy Star rating), or equivalent.	Timeframe: 2017.	Daly City, in accordance with California housing law, establishes certain minimum requirements for residential construction. The City Building Department currently operates under the 2022 California Building Code (CBC), the 1997 Uniform Housing Code, the 2022 California Mechanical Code, the 2022 California Plumbing Code, and the 2022 California Electrical Code.	Delete
Policy HE-26: Provide a greater number of street trees throughout Daly City's neighborhoods.				
Task 26.1	Amend the Zoning Ordinance to require street tree planting as part of the construction of any new home and any remodel to any residential structure exceeding 50 percent valuation of the structure being remodeled. The Ordinance shall require uniform street tree spacing within new neighborhoods of one tree per each 25 linear feet	Timeframe: 2015.	The City continued to encourage sustainable building practices on a project-to-project basis.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	of curb, to the maximum extent practical. All new street trees shall receive irrigation.			
Task 26.2	Amend the plan check process to ensure compliance with amended Zoning Ordinance provisions related to street tree planting. At a minimum, applicants and developers shall identify street tree placement on all utility plans submitted for City of public utility review and approval.	Timeframe: initially 2014, now ongoing.	The City continued to encourage sustainable building practices on a project-to-project basis.	Delete
Policy HE-27: Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater National Pollutant Discharge Elimination System (NPDES) permits by incorporating controls that reduce water quality impacts over the life of the project.				
Task 27.1	In locations where high-density residential development is prevalent (e.g., east of Interstate 280), consider the use of the public right of way as an appropriate location for privately maintained stormwater treatment mechanisms.	Timeframe: ongoing.	The City continued to encourage sustainable building practices on a project-to-project basis. The 2020 Water Management Water Plan is available on the City's website.	Delete
Policy HE-28: Revise land use policies to meet or exceed the greenhouse gas reduction goals established in Assembly Bill 32 (reducing California's greenhouse gas emissions to 1990 levels by 2020).				
Task 28.1	Create and adopt a Climate Action Strategy Plan that establishes a greenhouse gas reduction goal, based on the baseline established in the respective Plan.	Timeframe: 2016.	The City created and adopted a Climate Action Strategy Plan in 2015.	Completed. Delete.
Task 28.2	Adopt progressive energy efficiency strategies similar to those adopted by the California Public Utilities Commission: 1. All new residential construction in California will be zero net energy by 2020; 2. All new commercial construction in California will be zero net energy by 2030; 3. Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and 4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.	Timeframe: 2016.	The City created and adopted a Climate Action Strategy Plan in 2015.	Modify New Task 23.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-29(A): Promote alternative sources of energy in all homes.				
Task 29.1	Encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.	Timeframe: 2016.	The City continued to encourage sustainable building practices on a project-to-project basis	Continue and combine with Task 28.2 and 29.2. New Task 23.1
Task 29.2	Develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.	Timeframe: 2016.	The City continued to encourage sustainable building practices on a project-to-project basis.	Continue and combine with Task 28.2 and 29.1. New Task 23.2
Neighborhood Preservation and Character				
Policy HE-29(B): Ensure that additions of habitable space within existing dwellings are completed safely and in a manner consistent with the City's building and zoning regulations				
Policy HE-30: Require property owners to provide relocation assistance to renters displaced where rental units in which they live were constructed or are maintained in violation of the Daly City Municipal Code.				
Task 30.1	Require that property owners who place renters in units that violate the Municipal Code provide relocation assistance when the tenant must vacate the premises due to code enforcement activity. This policy will serve to protect particularly residents living in substandard illegal secondary units.	Timeframe: 2016.	During the 5th planning period, the City did not need to relocate residents as a result of building code violations.	Continue New Task 8.1
Policy HE-31: Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods, the impacts of building height are decreased to the maximum extent feasible without reducing permitted General Plan density				
Task 31.1	Review the Mixed-Use Design Guidelines and Zoning Ordinance to ensure that the guidelines address impacts created by larger mixed-use buildings proposed adjacent to smaller buildings and amend the Guidelines and Ordinance as needed.	Timeframe: 2015.	The City issued an RFP for this effort in March 2022. PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to update will be form based code. The City expects this update to be completed at the end of 2023.	Continue and Combine with Task 1.1, 3.1, 3.2, 3.3, 6.1, and 8.1. New Task 1.3

Daly City Housing Needs

General Demographics

Daly City had 102,875 residents in 2022, according to the most recent Department of Finance estimates, making it the second-largest city in San Mateo County, following the City of San Mateo with a population of 103,779). According to the 2015-2019 American Community Survey (ACS), Daly City's population decreased by 6 percent from 2020 to 2022 (**Table HE-4**). The Association of Bay Area Governments (ABAG) projects that Daly City's growth will increase over the next two decades, bringing the population to almost 120,000 by 2030.[1]

From a historical perspective, the population of Daly City increased greatly since 1930, most significantly in the decades immediately following World War II. Between 1950 and 1970, the City's population quadrupled to almost 67,000 people as the residential subdivisions of Westlake and Serramonte dotted Daly City's landscape west of newly constructed Interstate 280.

Daly City consists of a majority (59 percent) Asian population (**Table HE-5**). Approximately 12 percent of Daly City's residents are white, 3 percent are Black or African American, and 3 percent are mixed race or other. Of the total population, 23 percent identifies as Hispanic/Latinx. Latinx or Hispanic is not a separate racial category on the ACS, so all individuals who identify as Latinx or Hispanic also belong to another racial category as well (e.g.,- black, white, other).

As of 2019, the median age in Daly City was 39.7, which is similar to San Mateo County with a median age of 39.9. Approximately 25 percent of the city's residents are 24 years of age or younger, and 57 percent were between the ages of 25 and 64 (**Table HE-6**). The population 65 and overrepresented 17 percent of the city's population. Daly City, like other cities in San Mateo County, can expect to see a dramatic increase in the number of seniors as the baby boomer population ages.

Table HE 4: Daly City Population Growth

	Number			Percentage Change	
Year	**Daly City**	**County**	**Bay Area**	**Daly City**	**County**
1990	92,088	649,623	6,020,147	--	--
2000	103,625	707,163	6,784,348	13%	9%
2010	101,072	718,451	7,150,739	-2%	2%
2020	109,142	773,244	7,790,537	8%	8%
2022	102,875	744,662	n/a	-6%	-4%
2030 (Projected)	118,000	801,300	n/a	4%	10%
2040 (Projected)	129,700	862,800	n/a	7%	7%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019) and ABAG Projections 2040, Department of Finance E-5 Report, 2022.

[1] Although ABAG provides the most accurate population projects for the area, the projections are based on theoretical models, and often run high.

Table HE 5: Race and Ethnicity

	Daly City	Percentage	County
White	22,708	21%	51%
Black or African American	3,677	3%	2%
American Indian or Alaska Native	464	0%	0%
Asian/API	61,936	58%	29%
Native Hawaiian or Other Pacific Islander	1,441	1%	1%
Some Other Race	11,385	11%	11%
Two or More Races	5,066	5%	6%
Total population	**106,677**	**100%**	**100%**
Hispanic or Latino	24,407	23%	24%
Not Hispanic or Latino	82,270	77%	76%

Source: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 6: Age of Residents

	Daly City	Percentage
Under 5	4,752	4%
Age 5-14	9,048	8%
Age 15-24	13,421	13%
Age 25-34	18,271	17%
Age 35-44	14,718	14%
Age 45-54	13,324	12%
Age 55-64	14,921	14%
Age 65-74	10,068	9%
Age 75-84	5,458	5%
Age 85+	2,696	3%
Total	**106,677**	**100.0%**

Source: ABAG Data Packet, 2021 -- U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Housing Stock Characteristics

Housing Type, Tenure, and Vacancy

According to the 2015-2019 ACS, in 2019, Daly City had 31,796 homes (**Table HE-7**). Most of the households in Daly City (58 percent), the County (60 percent), and the Bay Area (56 percent) own their own homes (**Table HE-8**). A similar trend exists for renter-occupied households where less than half of the households rent in Daly City (42 percent), the County (40 percent), and the Bay Area (44 percent).

Almost half (47 percent) of the homes in Daly City are single-family detached homes, and 15 percent are single-family attached homes (e.g., condos or townhomes). A quarter (25 percent) of the population lives in larger apartment buildings of five units or more, and the remainder (12 percent) live in moderately sized buildings of two to four units. Mobile homes or other make up only 2 percent of the housing stock. See **Table HE-9** for details on building types in the city, county, and state.

Daly City has low vacancy rates (**Table HE-10**). According to 2022 data from the Department of Finance (DOF), the overall vacancy rate was 3.6 percent. When looking at vacancy rate by tenure, the homeowner vacancy rate was 1.0 and the renter vacancy rate was 1.8 percent. A housing market with a vacancy rate under 5 percent is considered to be a tight market. Tight markets can lead to high housing prices and subsequent higher rates of overcrowding.

Table HE 7: Total Housing Units

	Daly City		San Mateo County		Bay Area	
	Number	Percentage Change	Number	Percentage Change	Number	Percentage Change
2000	33,061	-	271,140	-	-	-
2019	31,796	3.98%	263,543	-2.8%	2,731,434	-

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 8: Tenure Type

	Daly City		San Mateo County		Bay Area	
Owner Occupied	18,534	58%	158,543	60%	1,531,955	56%
Renter Occupied	13,262	42%	105,000	40%	1,199,479	44%
Total Occupied Housing Units	**31,796**	**100%**	**263,543**	**100%**	**2,731,434**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 9: Building Type

	Daly City	Percentage	San Mateo County	State
Single-Family Detached	15,907	47%	55%	57%
Single-Family Attached	4,928	15%	9%	7%
2 to 4 units	4,187	12%	7%	8%
5+	8,354	25%	28%	24%
Mobile Home or Other	557	2%	1%	4%
Total	**33,933**	**100%**	**100%**	**100%**

Source: Department of Finance E-5 City/County Population and Housing Estimates, 2022

Table HE 10: Type of Vacancy

	Daly City	San Mateo County	Bay Area
Total Housing Units	32,978	277,773	2,904,094
Total Vacant	1,182	14,230	172,660
Total Vacancy Rate	3.6%	5.1%	5.9%
For rent	298	4,347	41,117
For-sale only	39	1,017	10,057
Rented or sold, not occupied	81	1,649	22,463
For seasonal, recreational, or occasional use	370	3,249	37,301
Other vacant	**394**	**3,968**	**61,256**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Housing Age and Condition

In addition to issues with affordability and overcrowding, housing can have physical problems, such as age or lack of facilities. An indication of the quality of the housing stock is its general age. Typically, housing over 30 years old is likely to have rehabilitation needs that may include plumbing, roof repairs, foundation work, and other repairs.

Nearly 70 percent of Daly City's housing stock was built between 1940 and 1980 (**Table HE-11**). Older housing can be more expensive to maintain and renovate. Almost the entire housing stock (approximately 96 percent) was built over 30 years ago, showing a high likelihood that a majority of the housing stock needs some type of rehabilitation. Only 4 percent of the homes have been built in the last quarter century.

The ACS reports other housing problems, including a lack of plumbing and kitchen facilities. Homes in Daly City have a small number of additional housing problems. Approximately 2 percent of renter units lack complete plumbing facilities while 0.4 percent of owner-occupied units lack complete kitchen facilities (**Table HE-12**).

Daly City's Economic and Community Development Department reports that a small number of houses or apartment buildings need major maintenance or repair. There were approximately 3,901 code enforcement cases opened between September 2019 and 2022. Of those 435 cases were due to unpermitted construction. These violations concerned construction without permits and did not include violations related to substandard housing issues. There were six cases classified as substandard, and 14 cases identified mold as a concern. The City has identified only a handful of units that are vacant and not habitable. The code enforcement department estimates that about 0.5 percent of the housing stock older than 10 years, which equates to about 50 percent of the housing stock, is in need of major rehabilitation with a few units needing replacement.

Table HE 11: Year Structure Built

	Daly City	Percentage
Built 1939 or earlier	2,475	8%
Built in 1940 to 1959	10,195	31%
Built in 1960 to 1979	12,209	37%
Build in 1980 to 1999	6,517	20%
Built in 2000 to 2009	1,128	3%
Built 2010 or Later	454	1%
Total	32,978	100%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 12: Number of Potential Housing Problems

	Owner	Renter
Lacking complete plumbing facilities	0.6%	1.6%
Lacking complete kitchen facilities	0.4%	0.1%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Rehabilitation Program

Residential Rehabilitation Program

The City administers a residential rehabilitation program that offers a variety of grants and loans. Grants are available to replace existing security bars on bedroom windows and exit doors. Seniors are eligible for grants of up to $2,500 for minor home repairs. The program offers low interest rate loans to low-income homeowners for roof replacement, window installation, or exterior painting and offers up to $1,500 for security bar retrofits. The city also offers complete rehab loan of up to $75,000 for homeowners. This loan includes a complete home inspection, termite report, cost estimate, work write-up, assistance with contractor selection, and a final inspection. Loans are also available to rehabilitate rental units.

This program is primarily funded with Community Development Block Grant (CDBG) funds, and as a result, is targeted to low-income households. The City is an entitlement jurisdiction and receives CDBG funds directly from the Department of Housing and Urban Development.

Community Development Block Grant Program (CDBG)

In addition to funding the City's Residential Rehabilitation Program, CDBG funds are used to support and fund several housing and housing-related programs carried out by various nonprofit agencies. More detailed descriptions of the programs administered by the nonprofit agencies can be found in the City's annual HUD Consolidated Plans. CDBG-supported programs serve low to moderate income persons.

Minor Home Repair

The City provides funding for minor home repair and installation of ramps, smoke detectors and/or grab bars. Minor home repair includes repair of windows, doors and plumbing fixtures. The City provides funding to three nonprofit agencies that assist Daly City residents with minor home repairs.

Household Characteristics

Household Size and Type

According to the DOF (Table HE-13), in 2022, Daly City had a relatively large average household size at 3.16, but this size has decreased slightly since 2011 (3.21 persons per household). For comparison, the average persons per household across San Mateo County was 2.7 and 2.81 for the State of California.

Looking at household types, half of all households (50 percent) in Daly City are married-couple family households, with 59 percent owning their own home (**Table HE-14**). Single-headed family households with children made up 23 percent of the population. Of the single-headed family households, 14 percent were female-headed households and 9 percent were male-headed households. Householders living alone made up 18 percent of all households.

Table HE 13: Household Size

		Daly City	San Mateo County	State
2011	Average Household Size	3.21	2.7	2.9
2022	Average Household Size	3.16	2.7	2.81

Source: Department of Finance E-5 City/County Population and Housing Estimates, 2022

Table HE 14: Household Type

Group	Owner Occupied	Percentage	Renter Occupied	Percentage	Total	Percentage
Married-Couple Family Households	10,843	59%	4,976	38%	15,819	50%
Householders Living Alone	2,923	16%	2,936	22%	5,859	18%
Female-Headed Family Households	2,525	14%	2,077	16%	4,602	14%
Male-Headed Family Households	1,422	8%	1,545	12%	2,967	9%
Other Non-Family Households	821	4%	1,728	13%	2,549	8%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Overcrowding

Limited affordable housing options can result in households living in overcrowded conditions. The U.S. Census defines an "overcrowded" household as 1.01 or more persons per room, excluding bathrooms, porches, balconies, foyers, halls, and half-rooms. "Severe overcrowding" occurs in households with more than 1.5 persons per room.

Daly City has a larger percentage of overcrowded units compared to the county (**Table HE-15**). About 8 percent of units in the city are overcrowded, and 5 percent are severely overcrowded. These percentages are higher than the county at 5 percent and 3 percent, respectively. The 2015-2019 ACS reports that renters have a much higher rate of overcrowding at 13 percent, and 10 percent are severely overcrowded. The rate of overcrowding for owners (5 percent) is much lower but still high, and 2 percent of owner households are severely overcrowded. Rates of overcrowding are closely linked to instances of overpayment and affordability.

Table HE 15: Number of Overcrowded Units

	Daly City	Percentage	San Mateo County	Percentage	Bay Area	Percentage
Not overcrowded	27,403	86%	242,599	92%	2,543,056	93%
Overcrowded	2,660	8%	12,333	5%	115,696	4%
Severely overcrowded	1,733	5%	8,611	3%	72,682	3%
Total Overcrowded	**4,393**	**14%**	**20,944**	**8%**	**188,378**	**7%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Household Income

Housing choices such as tenure (owning versus renting), housing type, and location are dependent on household income. On the other hand, household size and type often affect the proportion of income that can be spent on housing.

The California Department of Housing and Community Development (HCD) publishes annual tables of official federal and state income limits for determining these maximums for a variety of programs, including most of those on the website.

State statutory limits are based on federal limits set and periodically revised by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 Housing Choice Voucher (HCV) program. HUD's limits are based on surveys of local area median income (AMI).

The AMI for a family of four in San Mateo County in 2022 was $166,000. The commonly used income categories are as follows for a household of four:

- Extremely Low Income: Up to 30 percent of AMI ($0 to $55,900)
- Very Low Income: 31 to 50 percent of AMI ($55,901 to $93,200)
- Low Income: 51 to 80 percent of AMI ($93,201 to $149,100)
- Moderate Income: 81 to 120 percent of AMI ($149,101 to $199,200)
- Above Moderate Income: Above 120 percent of AMI ($199,201 or more)

Table HE-16 shows the maximum annual income level for each income group adjusted for household size for San Mateo County. The maximum annual income data are used to calculate the maximum affordable housing payments for households with different income levels and their eligibility for federal housing assistance.

Table HE 16: HCD 2022 Income Limits by Household, San Mateo County

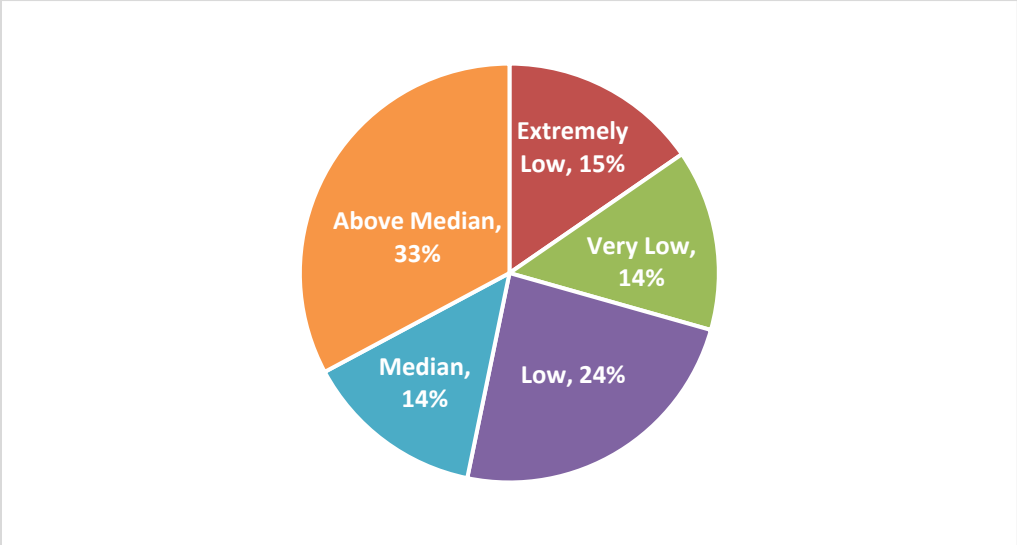
Income Category	1	2	3	4	5
Acutely Low	$17,450	$19,900	$22,400	$24,900	$26,900
Extremely Low	$39,150	$44,750	$50,350	$55,900	$60,400
Very Low	$65,250	$74,600	$83,900	$93,200	$100,700
Low Income	$104,400	$119,300	$134,200	$149,100	$161,050
Median Income	$116,200	$132,800	$149,100	**$166,000***	$179,300
Moderate Income	$139,450	$159,350	$179,300	$199,200	$215,150

** Bolding indicates the AMI for a family of four.*

Source: HCD State Income Limits 2022, San Mateo County

Daly City households have lower incomes than households countywide and in the Bay Area as a whole (**Table HE-17**). For Daly City and San Mateo County, this indicates that over half of households earn less than $166,000. In Daly City, 33 percent of the population earn above the AMI (**Figure HE-1**). At the other end of the spectrum, 53 percent of Daly City households make under $166,000 annually and are considered low-income households. Looking at tenure, (**Table HE-18**), the majority of renters are lower income households, and moderate and above moderate-income households tend to be owner occupied.

Figure HE-1: Household by Income Category



Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Table HE 17: Household Income

Income Category	Daly City		San Mateo County	Bay Area
Extremely Low	4,823	15%	13%	15%
Very Low	4,380	14%	11%	11%
Low	7,465	24%	16%	13%
Median	4,369	14%	10%	9%
Above Median	10,280	33%	49%	52%
Total	**31,317**	**100%**	**100%**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Table HE 18: Households by Income and Tenure

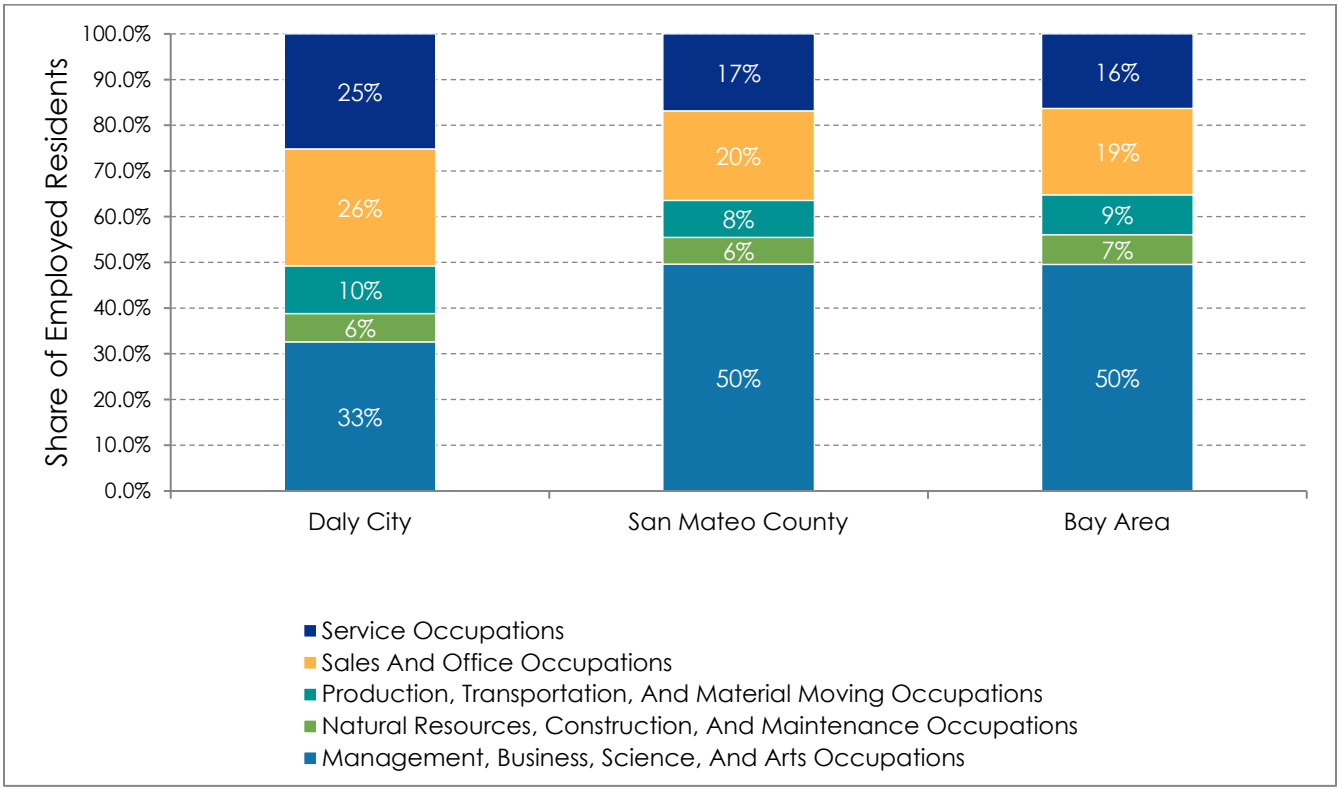
Income Category	Owner	Renter	Total		% Of All Households
Extremely Low	41%	59%	100%	4,823	15%
Very Low	37%	63%	100%	4,380	14%
Low	53%	47%	100%	7,465	24%
Median	63%	37%	100%	4,369	14%
Above Median	72%	28%	100%	10,280	33%

Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release.

Workforce

Daly City is largely a residential community, and thus almost all Daly City residents leave the city to work. **Figure HE-2** shows the occupations for Daly City residents compared to the county and Bay Area. Additionally, **Table HE-19** shows the median earning for these different occupation groups. Management, Business, Science, and arts made up the highest percentage of occupations in Daly City with 33 percent. This same group also had the highest median earnings at $72,499. Assuming a household of four, with two working adults in this field, the household would earn, $144,998, and would fall into the low-income category.

Figure HE-2: Resident Employment by Occupation



Source: ABAG Data Packet, 2021 -- U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 19: Median Earnings by Occupation, Daly City

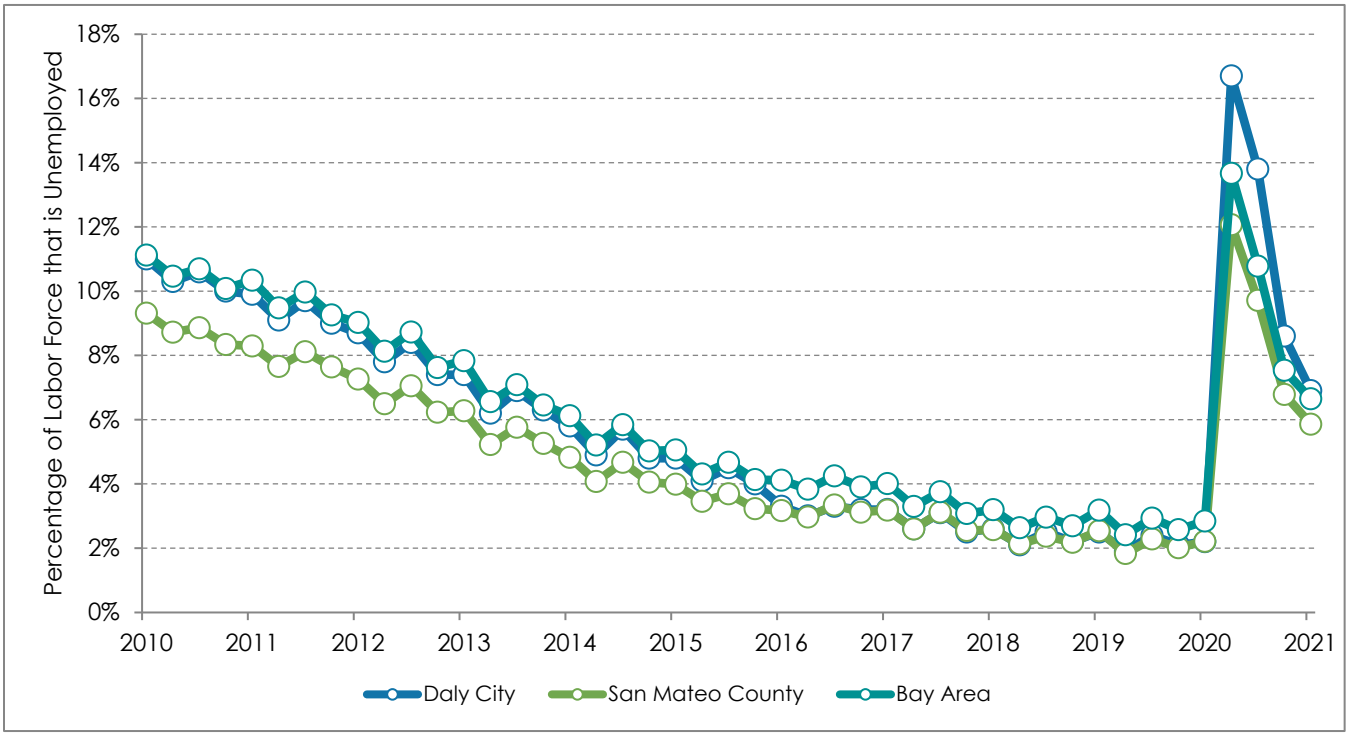
Occupation	Median Earnings	Median Earnings for Male	Median Earnings for Female
Management, business, science, and arts	$72,499	$80,621	$60,856
Service	$32,415	$39,334	$29,549
Sales and office	$34,328	$38,370	$31,868
Natural resources, construction, and maintenance	$47,160	$47,065	$67,000
Production, transportation, and material moving	$47,965	$50,667	$24,304

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Unemployment

According to the Employment Development Department, there were approximately 19,000 persons in the labor force in 2019 in Daly City, 416,000 in San Mateo County, and over 4 million in the Bay Area. Generally, the unemployment rate has decreased in the city similarly to the county and the Bay Area since 2010. However, in 2020, the unemployment rate increased exponentially from 2.2 percent in January 2020 to 16.7 percent in April 2020. This increase can most likely be attributed to the COVID-19 pandemic. As of January 2021, the unemployment rate decreased to 6.9 percent (**Figure HE-3**).

Figure HE-3: Unemployment Rate



Sources: ABAG Data Packet, 2021; California Employment Development Department, Local Area Unemployment Statistics (LAUS), Sub-county areas monthly updates, 2010-2021.

Housing Affordability

Home Prices and Affordability

According to 2020 data from the Zillow Home Value Index, the median home value in Daly City was $1,092,742 (**Table HE-20**). This is similar to the Bay Area overall but slightly lower than San Mateo County. According to Zillow, home prices in Daly City have increased by more than 55 percent since the start of the last Housing Element update in 2014.

As a result of climbing housing prices, a single person making a moderate income or less cannot afford to buy a home in Daly City. Likewise, a family of four making the median income or higher cannot afford a single-family home (**Table HE-21**). Given that half the housing stock in Daly City is single-family homes, and that more than half the population of Daly City is making less than a lower income, there are significant affordability concerns in terms of homeownership, especially if the market continues to rise.

Table HE 20: Median Home Values

	Owner-Occupied Units		
	Daly City	**County**	**Bay Area**
2013	$654,104	$888,354	$680,668
2014	$701,596	$957,191	$747,763
2015	$809,618	$1,110,183	$831,074
2016	$859,164	$1,160,303	$864,199
2017	$956,588	$1,310,332	$962,725
2018	$1,027,657	$1,394,704	$1,023,382
2019	$1,035,330	$1,363,234	$1,000,107
2020	$1,092,742	$1,418,334	$1,077,233

Sources: ABAG Data Packet, 2021; Zillow, Zillow Home Value Index (ZHVI)

Table HE 21: Ability to Pay for For-Sale Housing

	Annual Income	**Maximum Affordable Home Price**	**Median Priced Single-Family Detached Home**
Single Person			
Acutely Low Income	$17,450	$76,592	
Extremely Low Income	$39,150	$171,839	
Very Low Income	$65,250	$286,399	
Low Income	$104,400	$458,238	
Median Income	$116,200	$510,031	
Moderate Income	$139,450	$612,081	
Four Person			$1,092,742
Acutely Low Income	$24,900	$109,292	
Extremely Low Income	$55,900	$245,359	
Very Low Income	$93,200	$409,078	
Low Income	$149,100	$654,438	
Median Income	$161,050	$706,889	
Moderate Income	$199,200	$944,348	

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Notes:

1. Affordable cost 30 percent of gross household income spent on housing.

2. Affordable housing sales price is based on conventional 30-year loans at 6.00-percent interest and a 5-percent down payment.

3. Average value of homes in Daly City

Rents and Affordability

Rents in Daly City are comparable to rents in the county as a whole (**Table HE-22**). According to the 2015-2019 ACS, contract rent in Daly City was $2,116 a month in 2019, approximately a 36 percent increase since 2015. Rental rates in the county were slightly higher at $2,208 per month but lower when looking at the Bay Area at $1,849 per month in 2019. When comparing rents between the city, county, and Bay Area, the majority of rents ranged from $1,500 to $2,500 per month (**Table HE-23**).

In Daly City, a single-person and four-person household earning below the median income cannot afford the average unit (**Table HE-24**).

Table HE 22: Median Contract Rent

	Daly City		San Mateo County		Bay Area	
	Price per Month	Percentage Increase	Price per Month	Percentage Increase	Price per Month	Percentage Increase
2011	$1,399	-	$1,435	-	$1,285	-
2012	$1,411	1%	$1,461	2%	$1,323	3%
2013	$1,456	3%	$1,516	4%	$1,353	2%
2014	$1,493	3%	$1,565	3%	$1,396	3%
2015	$1,580	6%	$1,639	5%	$1,440	3%
2016	$1,680	6%	$1,747	7%	$1,521	6%
2017	$1,799	7%	$1,886	8%	$1,618	6%
2018	$1,949	8%	$2,049	9%	$1,737	7%
2019	$2,116	9%	$2,208	8%	$1,849	6%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 23: Summary of 2019 Rents

	Daly City	San Mateo County	Bay Area
Rent less than $500	1.8%	2.8%	6.1%
Rent $500-$1,000	4.6%	4.5%	10.2%
Rent $1,000-$1,500	13.4%	12.2%	18.9%
Rent $1,500-$2,000	23.7%	22.0%	22.8%
Rent $,2000-$2,500	27.8%	20.9%	17.3%
Rent $2,500-$3,000	16.4%	15.6%	11.7%
Rent $3,000 or more	12.3%	22.1%	13.0%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 24: Ability to Pay for Rental Housing

	Annual Income	Maximum Affordable Monthly Rent	2022 Market Rent	Affordability Gap
Single Person				
Acutely Low Income	$ 17,450	$436	$2,631	-2,195
Extremely Low Income	$ 39,150	$979	$2,631	-1,652
Very Low Income	$ 65,250	$1,631	$2,631	-1,000
Low Income	$104,400	$2,610	$2,631	-21
Median Income	$116,200	$2,905	$2,631	274
Moderate Income	$139,450	$3,486	$2,631	855
Four Person				
Acutely Low Income	$ 26,900	$ 673	$4,111	-3,439
Extremely Low Income	$ 60,400	$1,510	$4,111	-2,601
Very Low Income	$100,700	$2,518	$4,111	-1,594
Low Income	$161,050	$4,026	$4,111	-85
Median Income	$179,300	$4,483	$4,111	372
Moderate Income	$215,150	$5,379	$4,111	1,268

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Overpayment

A household is considered to be overpaying for housing if they spend more than 30 percent of their income on housing costs. Severely overpaying is defined as paying more than 50 percent of monthly household income for housing costs.

The ACS estimated that 6,734, or 20 percent, of all Daly City households, were overpaying for housing in 2019 (**Table HE-25**). Of those, 19 percent were owner-occupied households and 25 percent were renter-occupied households overpaying for housing (**Figure HE-4**).

Overall, renter households had a higher rate of overpayment than owner-occupied households.

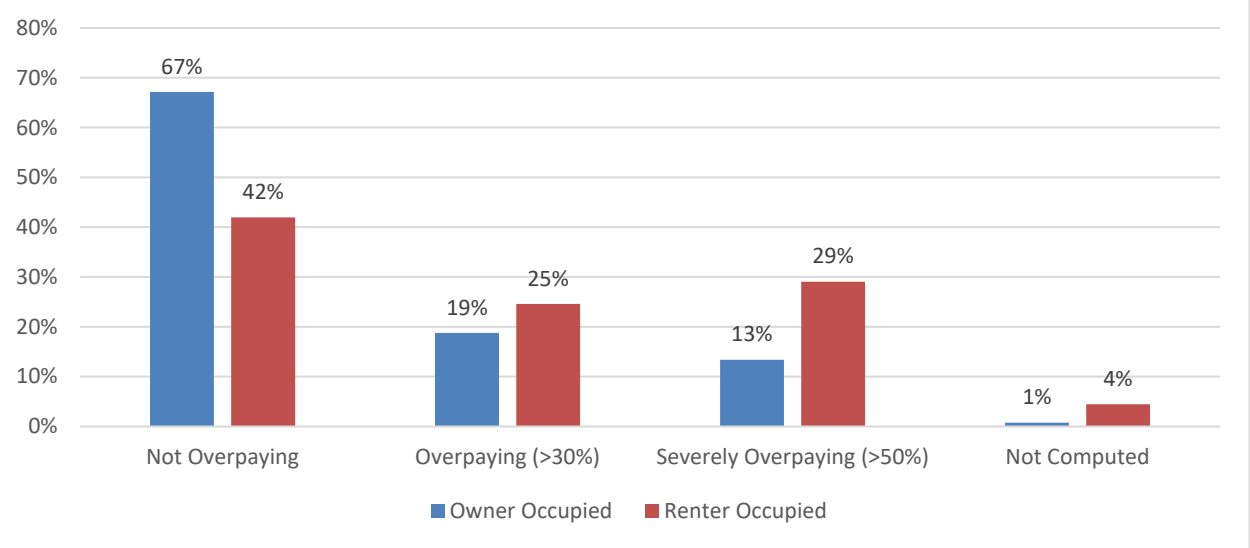
If there is not enough affordable housing in Daly City, lower-income people may choose to live elsewhere and commute into the city to work. Those who do live in Daly City may live in overcrowded units and have extremely limited money to dedicate towards other necessities, such as food, transportation, and medical care. Extremely low-income households paying more than 50 percent of their income towards housing are at greater risk for becoming homeless.

Table HE 25: Households Overpaying for Housing

Tenure	Income Category	Daly City	
Owner-occupied	Not Overpaying	12,445	67%
	Overpaying	3,475	19%
	Severely Overpaying	2,477	13%
	Not Computed	137	1%
	Total	**18,534**	**100%**
Renter-occupied	Not Overpaying	5,563	35%
	Overpaying	3,259	21%
	Severely Overpaying	6,330	40%
	Not Computed	724	5%
	Total	**15,876**	**100%**
Total	Not Overpaying	18,008	52%
	Overpaying	6,734	20%
	Severely Overpaying	8,807	26%
	Not Computed	861	3%
	Total	**34,410**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Figure HE-4: Households Overpaying by Tenure



Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

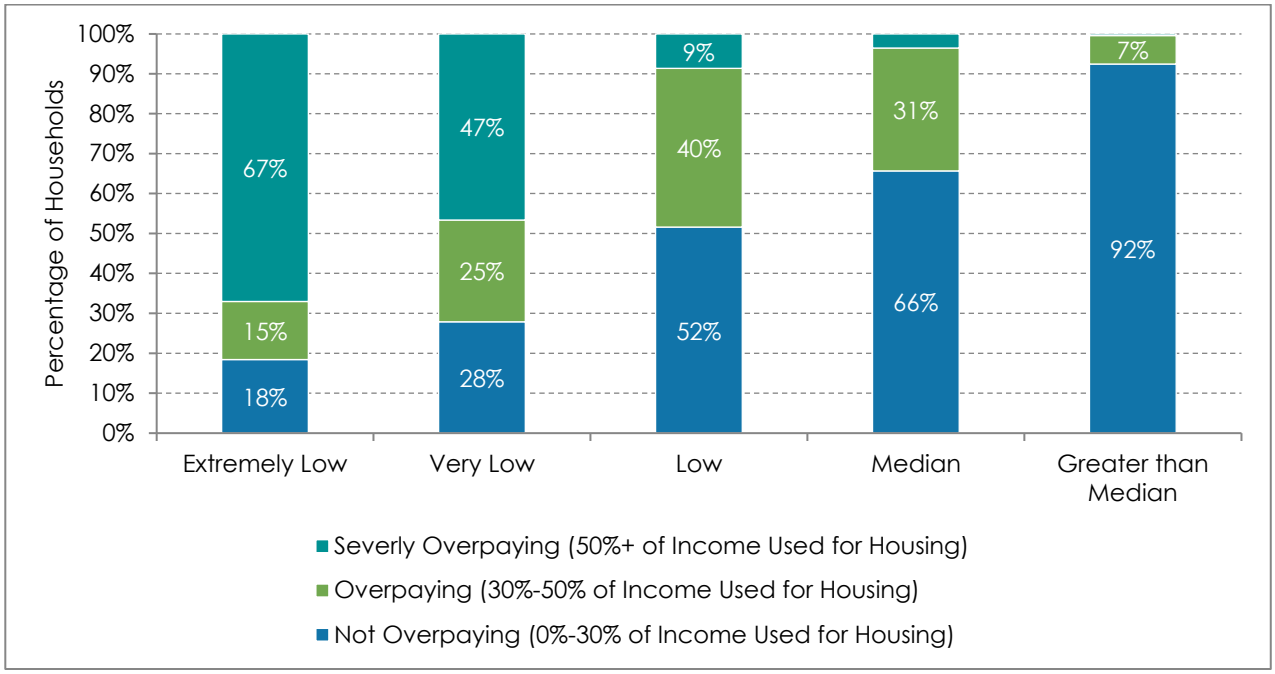
Lower-Income Households Overpaying

Cost burden tends to disproportionately affect lower-income households. **Figure HE-5** shows the relationship between low-income households and the varying degrees of cost burden. Overall, the majority of Daly City's low-income households overpay for housing costs, which include utilities and rent for renting households, and mortgage payments, insurance, real estate taxes, and utilities for home-

[1]

owning households. As shown in **Figure HE-5**, the percentage of cost-burdened households increases as annual income decreases. Daly City's extremely low-income households (earning up to 30 percent AMI, or $24,900 annually) experience the highest rates of cost burden, with 67 percent of households paying over 50 percent of monthly income toward housing costs.

Figure HE-5: Low-Income Households Overpaying



Sources: ABAG Data Packet, 2021; 2013-2017 CHAS.

Inventory of At-Risk Units

As required by California Government Code Section 65583, the Housing Element must analyze the extent to which below-market rate units are at risk of converting to market-rate housing. If there are at-risk units, the element should include programs to encourage preservation of these units or to replace any that are converted to market rate. The units to be considered are any units that were constructed using federal assistance programs, state or local mortgage revenue bonds, redevelopment tax increments, in-lieu fees or an inclusionary housing ordinance, or density bonuses. Housing is considered to be "at risk" if it is eligible to be converted to non-low-income housing due to: (1) the termination of a rental subsidy contract, (2) mortgage prepayment, or (3) the expiration of affordability restrictions. The time period applicable in making this determination is the 10-year period following the last mandated update of the Housing Element, which in the case of Daly City, is 2023 to 2031.

According to California Housing Partnership Corporation (CHPC), as of 2020, there were 673 affordable/assisted units in Daly City. Of those units, 161 units in two projects are at risk of converting to market rate in the next 10 years, by 2031 (**Table HE-26**). However, St Andrews Community that has an expiration of less than ten years is owned by Mercy Housing and is categorized as low risk by CHPC.

This section identifies the low-income units at-risk of converting to market-rate units in Daly City during the next 10 years and evaluates the likelihood of conversion.

Table HE 26: Assisted Units in Daly City

Name	Address	Funding Source	# of Units	# of Affordable Units	Affordable Units Expiration	Expiration 10 years or less
6800 Mission Family Housing	6800 Mission St.	LIHTC	52	51	2069	No
Brunswick Street Apartments	4619 Brunswick St.	LIHTC	206	204	2070	No
Hillcrest Gardens	35 Hillcrest Dr.	HUD	40	39	2047	No
Hillside Terrace	1293 Hillside Blvd.	CalHFA	18	4	2072	No
Midway Village Phase 1	47 Midway Dr.	LIHTC	147	145	2074	No
School House Station & Vista Grande (Site A)	99 School St.	LIHTC	71	69	2067	No
St. Andrew Community*	2070 Sullivan Ave.	HCD; HUD	50	49	2032	Yes*
Villa Fontana Apartments*	50 E. Market St.	HUD	120	112	2024	Yes*
Total			**704**	**673**		
Total At Risk				***161***		

** = Unit at risk of conversion in next 10 years.*

Sources: ABAG Data Packet, 2021; California Housing Partnership, 2022.

Cost Analysis of Preservation and Replacement

The following analysis examines the cost of preserving the at-risk units and the cost of producing replacement rental housing comparable in size and rent levels to the units that might convert to market-rate prices. In addition, this analysis will compare the costs between preservation and replacement.

Acquisition and Preservation Costs. The factors that must be used to determine the cost of preserving low-income housing include property acquisition, rehabilitation, and financing. Actual acquisition costs depend on several variables, such as condition, size, location, existing financing, and availability of financing (governmental and market). Based on the current market for multifamily buildings throughout San Mateo County, prices ranged from $450,000 per unit for a 76-unit complex building in Burlingame to $500,000 per unit for a 12-unit complex in San Mateo. To preserve the 112 affordable units in the Villa Fontana apartments at a comparable per-unit cost, the total cost would likely be between $50,400,000 and $56,000,000. For the 49 affordable units in St Andrews Community, the total cost would likely be between $52,200,000 and $58,000,000. Additionally, if the property needs significant rehabilitation, or financing is difficult to obtain, the overall cost to preserve the affordable units may increase.

Replacement costs. The cost of developing new housing depends on a variety of factors, such as density, size of units, location and related land costs, and type of construction. Land costs in the Bay Area are among the highest in the nation. The cost to replace 112 at-risk units in the Villa Fontana Apartments and 49 units in St Andrews Community has been estimated using 21 Elements Baird+ Driskell San Mateo and Santa Clara Counties Development Counties Development Costs. The per-unit replacement cost is estimated to be $732,500 based on a 10-unit project and $786,500 per unit for a 100-unit project. Consequently, the replacement cost for the 112-unit Villa Fontana Apartments would range from $82

million to $88 million. To replace the 49 affordable units in St Andres Community, the replacement costs would range between $36 million and $38 million.

Rent Subsidy. Housing affordability can also be preserved by seeking alternative means of subsidizing rents such as Tenant Protection Vouchers, which are a subset of the HCV program. Under HCVs, HUD pays the difference between what tenants can pay (defined as 30 percent of household income) and what HUD estimates as the fair-market rent on the unit. Based on HUD's 2022 fair-market rents and income limits, the subsidy needed to preserve a unit at an affordable rent for a four-person, extremely low-income household would be an estimated $1,688 per month for a two-bedroom unit, or $20,256 per year. For 30 years, the subsidy would be approximately $607,680 and subsidizing all 161 units at risk of converting to market rate at extremely low-income rents would cost approximately $97,836,480 for 30 years.

The subsidy needed to preserve a unit at an affordable rent for a very low-income household would be an estimated $681 per month, or $8,166 per year. For 30 years, the subsidy would be about $244,980 for a 4-person household. Subsidizing all 116 units at a very low-income rent for 30 years would cost an estimated $28.4 million.

In San Mateo County, a four-person, low-income household's ability to pay exceeds the fair-market rent for a two-bedroom unit.

Resources for Preservation

The types of resources available to preserve the at-risk low-income housing units in Daly City fall into two categories: (1) entities, such as public agencies or nonprofits, with the interest and capacity to purchase and/or manage at-risk units; and (2) financial resources available to purchase existing units or develop replacement units.

Public and nonprofit agencies. As part of the research for this section, local and regional private, nonprofit housing organizations were contacted. They could not make a commitment to purchase the at-risk units in the future because the need to assume ownership and management of these units is speculative at this stage. They did state, though, that they were interested and would be willing to work with Daly City to preserve the long-term affordability of these units if necessary. The organizations contacted were Mid-Peninsula Housing Coalition, Citizens Housing Corporation, and Mercy Charities Housing.

The California Housing and Community Development Department (HCD) also maintains a list of qualified organizations, including nonprofit housing developers, who are interested in being given first right of refusal on any upcoming sale of federally subsidized at-risk rental units to keep the units affordable.

Public financing and subsidies. As a result of the high cost of purchasing and developing housing, intense competition for available funding, and restrictions on the use of funds, financing for the preservation and/or replacement of at-risk units will likely come from multiple sources. The following funding sources have been identified for use in purchasing at-risk units in Daly City. Because new funding sources may become available in the future, the list below should not be viewed as comprehensive.

1) State Programs

The State provides several financial resources for housing development activities, including the preservation or replacement of at-risk units, through its various agencies. Since many of the State housing programs have a competitive funding cycle, Daly City would, if the situation arose, identify the amount of funding needed to preserve or replace at-risk units and apply to the appropriate programs.

a. **State Housing and Community Development Funds:** HCD offers a variety of loans and grants for housing development. One current program is the Multifamily Housing Program, which awards deferred loans for acquisition, rehabilitation, and new construction. As part of SB2 in 2017, the State established the Permanent Local Housing Allocation (PLHA) program which now provides funds to the city for various housing activities.

b. **CalHFA Funds:** The California Housing Finance Agency (CalHFA) operates several programs targeting both multifamily and single-family housing. CalHFA's multifamily housing development programs offer a range of loans to assist in the acquisition and development of affordable rental units.

c. **Tax Credits:** The California Tax Credit Allocation Committee, under the State Treasurer's Office, implements the federal and state low-income housing tax credit (LIHTC) programs, which are available to eligible acquisition, rehabilitation, and/or new construction projects annually through a competitive application cycle. State tax credits can only be received on approval for federal tax credits. Because of the highly competitive nature of the funding process, projects awarded tax credits are targeted to very low-income renters. Public or private developers are eligible to apply.

2) CDBG Funds

Through the federal Community Development Block Grant (CDBG) program, the City provides grants and loans to a wide range of housing and neighborhood development activities. As an entitlement grantee, Daly City receives CDBG funds directly from HUD each year. The City has received an average of $900,000 to $1 million in annual CDBG funding from HUD which is allocated to various funding categories including housing, capital improvements and public services. CDBG-funded activities include rehabilitation, public services (i.e. homelessness, illiteracy, childcare), plans to develop infant toddler center, economic development – micro enterprise assistance, sidewalk curb ramps, and contracts with local nonprofits for housing rehabilitation.

Over the last four fiscal years, an average of $1.1 million has been allocated annually towards housing activities. The City allocates its annual CDBG fund to the City's Residential Rehabilitation Program, grants, and low interest loans are available to eligible single-family and multifamily property owners. During the planning period, 238 households were assisted through the home repairs programs, of these households, 152 were special-needs groups (seniors/with disabilities). In response to the COVID-19 pandemic, the City received additional CDBG funds (CDBG-CV) which it used to provide emergency rental assistance for low income households affected by the pandemic.

3) HOME Funds

Daly City, as a Participating Jurisdiction, directly receives Home Investment Partnership Program (HOME) funds from HUD. The City receives an annual allocation of $350,000 in HOME funds and is allocated towards affordable housing development.

4) Other HUD Funds

Subject to annual congressional appropriations, HUD will provide most – and in some cases all – of the financial incentives necessary for acquisition or maintenance of federally subsidized at-risk projects with existing owners or other public or private entities like nonprofit organizations. Some HUD funding sources include the following:

- Restructured and/or renewed Section 8 contracts between existing owners and HUD to maintain or extend affordability of at-risk units. Villa Fontana Apartments chose this option by participating in HUD's Mark Up to Market Program and delaying any possibility of an opt out for five years.

- Section 8 Vouchers are available to tenants in at-risk multifamily units whose owners terminate their project-based Section 8 contracts to prevent any displacements. These owners can then voluntarily accept Section 8 tenant-based vouchers or else the tenants can seek out another rental unit since the vouchers are portable. If the tenants move, the vouchers will only pay up to the difference of the HUD rent standard and 30 percent of the tenant's monthly income.

Regional Housing Needs Allocation

The Regional Housing Needs Allocation (RHNA) addresses housing demand across income levels and coordinates housing policy throughout California. Each jurisdiction in the Bay Area (101 cities, 9 counties) is given a share of the anticipated regional housing need. The Bay Area's regional housing need is generally allocated by HCD and finalized though negotiations with ABAG. However, in San Mateo County, jurisdictions formed a sub-regional agreement and divided the countywide need themselves.

According to the RHNA, Daly City will need to ensure there is land available for a total of 4,838 new units between 2023 and 2031 (**Table HE-27**). Approximately 41 percent of those units will be for households making more than moderate income, 16 percent will be for households making moderate income, 16 percent for low-income, and 28 percent for very low-income and extremely low-income households.

Table HE 27: Regional Housing Needs Allocation 2023 - 2031

	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
Atherton	94	54	56	144	348
Belmont	488	281	283	733	1,785
Brisbane	317	183	303	785	1,588
Burlingame	863	497	529	1,368	3,257
Colma	44	25	37	96	202
Daly City	**1,336**	**769**	**762**	**1,971**	**4,838**
East Palo Alto	165	95	159	410	829
Foster City	520	299	300	777	1,896
Half Moon Bay	181	104	54	141	480
Hillsborough	155	89	87	223	554
Menlo Park	740	426	496	1284	2,946
Millbrae	575	331	361	932	2,199
Pacifica	538	310	291	753	1,892
Portola Valley	73	42	39	99	253
Redwood City	1115	643	789	2,041	4,588
San Bruno	704	405	573	1483	3,165
San Carlos	739	425	438	1133	2,735
San Mateo City	1777	1023	1,175	3040	7,015
South San Francisco	871	502	720	1,863	3,956
Woodside	811	468	433	1121	2,833
Unincorporated San Mateo County	90	52	52	134	328
Total	**12,196**	**7,023**	**7,937**	**20,531**	**47,687**

Source: Association of Bay Area Governments, Final 2023-2031 Regional Housing Need Allocation by County

Special Housing Needs

Certain groups have greater difficulty in finding decent, affordable housing because of their special circumstances. Special circumstances may be related to employment and income, family characteristics, disability, and household characteristics.

State Housing Element law states that special-needs groups include the following: senior households, disabled persons, developmentally delayed persons, large households, female-headed households with children, students, homeless persons, and farmworkers. This section provides a discussion of the housing needs facing each group.

Seniors

Seniors face many housing challenges as they age, including a fixed budget, higher medical costs, and greater likelihood of disabilities.

According to the 2015-2019 ACS, approximately 17 percent (18,222 persons) of the City's population were senior residents (65 years or older). Senior-headed households made up approximately 23 percent (7,295 households) of the households in Daly City (**Table HE-28**). The majority of senior households were owner-occupied households (66 percent) and had incomes less than 80 percent AMI. The majority of renter-occupied households (39 percent) had incomes in the extremely low-income category. Overall, 67 percent of seniors were considered low income.

Seniors in Daly City, like seniors in San Mateo County at large, are significantly more likely to be homeowners than renters. Thus, housing concerns for seniors in Daly City might include retrofits to allow seniors to age in place (stay in their current home as they get older). Often, homeownership means greater housing security.

As the large baby boomer population ages, Daly City, like the rest of San Mateo County, is expected to see a growing senior population.

Table HE 28: Senior Households by Income Level and Tenure

	Owner	Percentage	Renter	Percentage	Total	Percentage
Extremely Low (0%-30% of AMI)	1,010	21%	970	39%	**1,980**	**27%**
Very Low (31%-50% of AMI)	825	17%	475	19%	**1,300**	**18%**
Low (51%-80% of AMI)	1,060	22%	510	21%	**1,570**	**22%**
Median (81%-100% of AMI)	545	11%	135	5%	**680**	**9%**
Above Median (>100% of AMI)	1,385	29%	380	15%	**1,765**	**24%**
Total Seniors	**4,825**	**100%**	**2,470**	**100%**	**7,295**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Persons with Disabilities

Persons with disabilities face many challenges when looking for housing. There is a limited supply of handicap-accessible, affordable housing generally, and the supply is especially tight near transit. Being near transit is important because many people with disabilities cannot drive. People with disabilities are also often extremely low income due to the challenge of securing long-term employment, and to higher medical bills. Additionally, because some people with disabilities, particularly developmental disabilities, have lived with their parents, they often do not have rental or credit history. This makes it harder for them to compete for the limited housing that is available. The ACS defines six aspects of disability: hearing, vision, cognitive, ambulatory, self-care, and independent living.

- Hearing difficulty: Deafness or serious difficulty hearing
- Vision difficulty: Blindness or serious difficulty seeing even when wearing glasses
- Cognitive difficulty: Serious difficulty concentrating, remembering, or making decisions due to a physical, mental, or emotional condition
- Ambulatory difficulty: Serious difficulty walking or climbing stairs
- Self-care difficulty: Difficulty dressing or bathing (Activities of Daily Living [ADL])
- Independent living difficulty: Difficulty doing errands alone, such as visiting a doctor's office or shopping due to a physical, mental, or emotional condition

According to the 2015-2019 ACS, 9,680 individuals (19 percent) over age five in the City of Daly City had one or more disability (**Table HE-29**).

In Daly City, more than a third (75 percent) of the senior population has some kind of disability. The most common disabilities among seniors in Daly City are ambulatory disabilities (23 percent of the population) and independent living disabilities (19 percent).

Table HE 29: Type of Disability

Disability Type	Percentage
Vision Disability	1.4%
Hearing Difficulty	2.6%
Cognitive Disability	2.9%
Ambulatory Disability	5.3%
Self-Care Disability	2.4%
Independent Living Disability	4.4%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Developmental Disabilities

California Government Code Section 65583(a)(7)) requires the City to include the needs of those with a developmental disability within the community in its analysis of "special needs groups." According to Section 4512 of the Welfare and Institutions Code, "developmental disability" means a disability that originates before an individual attains 18 years of age; continues, or can be expected to continue, indefinitely; and constitutes a substantial disability for that individual. It includes intellectual disabilities, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions closely related to intellectual disability or requiring similar treatment but does not include other conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled persons require a group living environment where supervision is provided. The most severely affected persons may require an institutional environment where medical aid and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services currently provides community-based services to approximately 360,000 people with developmental disabilities and their families through a statewide system of 21 regional centers, 4 developmental centers, and 2 community-based facilities. The Golden Gate Regional Center is 1 of 21 regional centers in California that provides point-of-entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

According to the Department of Developmental Services, from 2019-2020, the Golden Gate Regional Center served 41 percent of the age group 0 to 17 and 59 percent for ages 18 and over for developmentally disabled residents in Daly City. **Table HE-30** provides an estimate of the number of developmentally disabled residents by age in Daly City.

Many people with developmental disabilities are unable to secure long-term employment. This results in many people relying on Supplemental Security Income (SSI) and many earn 10-20 percent of the AMI.

People with developmental disabilities have various housing needs and housing situations. Almost all (83 percent) of Daly City residents with disabilities live with a parent or legal guardian (**Table HE-31**). An additional 7 percent live in community care facilities, while 10 percent live in Foster/Family Home, Independent/Supportive Living, Intermediate Care Facility, or "Other."

Table HE 30: Age of People with Development Disabilities

Age 18+	397
Age Under 18	272
Total	**669**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 31: Living Arrangements of People with Developmental Disabilities

	Number	
Lives with	**Daly City**	**Percentage**
Home of Parent/Family/Guardian	547	83%
Community Care Facility	49	7%
Foster/Family Home	31	5%
Independent/Supportive Living	9	1%
Intermediate Care Facility	20	3%
All Others	5	1%
Total	**661**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Trends that are affecting the people with developmental disabilities include California's moves to reduce institutionalization, aging family caregivers not being able to continue providing in-house care, and the growing wave of people with autism.

- **Deinstitutionalization** – In 1977, California, passed the Lanterman Developmentally Disabled Services Act, to minimize the institutionalization of developmentally disabled people, help them remain in their communities, and allow them to live their lives as similar to non-disabled people as possible. To accomplish this end, the state has been closing large institutional care facilities, resulting in more people with disabilities being integrated into the community. However, this has increased the demand for community-based independent living options to serve the needs of the developmentally disabled.
- **Aging Baby Boomers Unable to Care for Their Children with Developmental Disabilities** – Almost three quarters of people with developmental disabilities live with a parent or caregiver, and many of these caregivers are baby boomers. As these caregivers age, their ability to continue to care for their developmentally disabled children will decrease to the point where it is no longer possible. This trend is also going to be a factor in the increased need for community-based independent living options for the developmentally disabled. Many service delivery systems and communities are not prepared to meet the increasing need.
- **Increasing Numbers of People with Autism** – There is a large number of people with developmental disabilities that have autism. They have been brought up as independent members of the community and want to remain independent and involved in the community. There is a coming need to supply community-based independent living options for these individuals.

Disability Policy Recommendations

The three major needs for people with disabilities are low cost (subsidized) rents, handicapped accessible homes, and buildings near public transportation. These needs are very similar to the desires of other segments of the population. Policies that promote affordable housing generally are also good for the disabled community. Specific recommendations from the Golden Gate Regional Center include (and the City of Daly City's provision of each):

- Jurisdictions assisting with site identification for low-income developments – the City Housing Manager provides this information
- Policies to promote accessible homes – the City has adopted a Reasonable Accommodation Ordinance
- Inclusionary zoning – the City has adopted an inclusionary zoning law
- Second units – the City has adopted a flexible second ordinance
- Mixed-use zoning – the City allows mixed-use development in a number of zones

Additionally, some people with development disabilities need supportive housing that is affordable and near public transit. In supportive housing, additional services are provided at the home.

Single-Headed Households

Households headed by a single parent can have special needs due to the economic limitation of earning only one income, and the challenges of childcare without a partner. Although gender equality has made strides over the past 50 years, women continue to earn lower incomes than men. Therefore, female-headed households in particular have specific housing needs that must be addressed. Female-headed households can have special needs that include low-cost housing suitable for children and located near

schools and childcare facilities. Innovative, shared-living arrangements, including congregate cooking and childcare, could also be appropriate.

Of total single-headed households, female-headed households make up 8 percent and male single-headed households made-up 4 percent in Daly City. The most vulnerable female-headed households can be those where women are living with children without a partner. According to the 2015-2019 ACS, Daly City has 4,602 such households (**Table HE-32**). Of total households, single-headed households represent 15 percent, of such households, 8 percent are owners and 7 percent are renters. Female-headed households are more likely to be living under the poverty line than other households: 8 percent of female-headed households in Daly City are under the poverty line. An additional approximately 2,967 households are headed by males.

Table HE 32: Single-Headed Family Households

	Female-Headed Family Households		Male-Headed Family Households		Total Single-Headed Family Households out of All households[1]	
Tenure	**Number**	**Percentage**	**Number**	**Percentage**	**Number**	**Percentage**
Owner	2,525	8%	1,422	4%	3,947	21%
Renter	2,077	7%	1,545	5%	3,622	27%
Total Single Headed Households	4,602	15%	2,967	-	7,569	24%
Female Households Below Poverty Level	364	8%	-	-		

1. Totals calculated using 2015-2019 households count of 31,796, of which, 18,534 are owner occupied, and 13,626 are renter occupied.

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Large Households

Large households are defined as households with five or more members living in the same home. Large households are a special-needs group because of the difficulty in finding adequate and affordable housing. Many jurisdictions have few large homes, and often these larger homes are significantly more expensive than smaller ones.

According to the 2015-2019 ACS, large households made up 17 percent of all household in the city in 2019 (**Table HE-33**). Of those large households, 19 percent were renters and 17 percent owned their home. Approximately 51 percent of large family households in Daly City were classified as either very low- or low-income households, while the remaining 49 percent fell into the moderate- or above moderate-income category.

When looking at the available housing stock, a majority of the city's rental housing stock consists of individual single-family homes and apartment buildings for rent with multifamily only comprising 37 percent of the housing stock in Daly City (**Table HE-34**). The City recognizes that lower-income large families are most likely in need of rentals with a greater number of bedrooms. There were approximately 16,881 dwelling units with three or more bedrooms in Daly City, an amount that exceeds the current estimated needs for large families.

Table HE 33: Households of Five or More by Tenure

	Owner	Percentage	Renter	Percentage	Total	Percentage
1-person household	2,923	16%	2,936	22%	5,859	18%
2-person household	5,458	29%	3,261	25%	8,719	27%
3-person household	3,501	19%	2,334	18%	5,835	18%
4-person household	3,571	19%	2,248	17%	5,819	18%
5- or more person household	3,081	17%	2,483	19%	5,564	17%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 34: Housing Units by Bedroom Size

	Owner	Percentage	Renter	Percentage	Total	Percentage
No bedroom	270	1%	1,675	13%	1,945	6%
1 bedroom	537	3%	4,250	32%	4,787	15%
2 bedrooms	4,125	22%	4,058	31%	8,183	26%
3-4 bedrooms	12,654	68%	2,965	22%	15,619	49%
5 or more bedrooms	948	5%	314	2%	1,262	4%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Persons Experiencing Homelessness

Homelessness in San Mateo County

The San Mateo County Continuum of Care announced in October 2022 that to end homelessness they will be focusing on prevention by moving homeless people into permanent housing instead of shelters by increasing the stock of affordable housing and launching a new local voucher program. The voucher program will launch in 2023 and will help fill in the gap between rent paid by formerly homeless individuals and families with extremely low incomes and the actual rent to avoid evictions. Funding for the program will be subject to future approvals by the Board of Supervisors. Additionally, the County began the construction of its first Low-Barrier Navigation Center. The center includes 240 units. On these units, 168 units are 200 square feet and include an in-unit bathroom. Of the 240 units, 72 units are 100 square feet, and the residents of these units will have access to community bathrooms. The total capacity is for 260 residents.

According to a 2022 countywide homeless survey, there are 1,092 homeless people living in San Mateo County (**Table HE-35**). About 84 percent of the homeless population was living in San Mateo County when they became homeless.

The homeless population in San Mateo County are both sheltered, meaning they live in emergency shelters, transitional housing, treatment centers, or other similar institutions; and unsheltered, meaning they live on the street, in encampments, or in a vehicle.

The number of homeless individuals living on the street in San Mateo County has increased since 2013, while the number living in a recreational vehicle (RV) has risen to 26 percent and those living in a car has decreased by 40 percent. The number of people living in an encampment has risen dramatically from 1 percent in 2013 to 16 percent in 2022. The remaining 34 percent are living on the street, safe parking, or "other" place.

The vast majority of homeless people are single adults (who may be living with another adult, but no children). However,109 households (8.7 percent) were families experiencing homelessness. Of the 109 families, 88 (81 percent) were staying in emergency shelters or transitional housing and 14 percent were staying in safe parking programs. Only 5 families (5 percent) were living in vehicles outside of safe parking programs and 1 family (1 percent) was observed living on the street. Most of the unsheltered population were White (62 percent) and male (74 percent). Notably, 22 percent of the unsheltered homeless population has an alcohol and drug problem, while 25 percent of the sheltered population has a similar problem. **Table HE-36** contains demographics of the county's homeless population and **Table HE-37** shows the location where homelessness first occurred. **Table HE-38** lists the county's homeless population by location as of 2022.

Homelessness in Daly City

As of the 2022 San Mateo Homeless Census, 49 unsheltered homeless people lived in Daly City. The number of unsheltered homeless people has declined over the past five years from a high of 66 in 2019.

Table HE 35: Homeless Count

	Daly City	County		
Year	Unsheltered	Unsheltered	Sheltered	Total
2017	17	637	616	1,253
2019	66	901	611	1,512
2022	49	1,092	716	1,808
2017-2022	32	455	100	555
2017-2022	65%	42%	14%	31%

Source: 2022 One Day Homeless Count and Survey

Table HE 36: Demographics of Homeless Population

	County			
	Emergency Shelter	**Transitional Housing**	**Unsheltered**	**Total**
	582	134	1,092	1,808
Demographics by sleeping location				
Age				
Under 18	20%	51%6	3%	12%
18-24 years old	3%	13%	3%	4%
25+ years old	77%	35%	94%	84%
Gender				
Female	41%	52%	25%	32%
Male	59%	47%	74%	67%
Transgender	0%	1%	1%	0%
Not Singularly Female or Male	<1%	0%	0%	0%
Questioning	0%	0%	0%	0%
Ethnicity				
Non-Hispanic/Non-Latin (a) (o)(x)	67%	37%	47%	53%
Hispanic/Latin (a) (o) (x)	33%	63%	53%	47%
Race				
White	59%	60%	62%	61%
Black, African American, or African	19%	12%	20%	19%
Asian, or Asian American	5%	1%	7%	6%
American Indian, Alaska Native, or Indigenous	4%	4%	6%	5%
Native Hawaiian or Pacific Islander	7%	16	0%	3%
Multiple Races	6%	7%	5%	5%
Other Characteristics				
Chronically Homeless	43%	-	42%	39%

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness.

Table HE 37: Location when Homelessness Occurred

	County
Living in San Mateo County when became homeless	84
Other County in California	12%
Other State	3%
Refused	1%

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness

Table HE 38: County Homeless Population Location 2013-2022

	2013	2022	Change
Street	15%	16%	7%
Car/Van	41%	30%	-27%
Safe Parking	11%	16%	45%
Tent/Encampment	1%	16%	1500%
RV	19%	26%	37%
Other	12%	2%	-83%
Total	**2,281**	**1,092**	**-1,189**

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness

Homelessness Assistance

The City provides funding to one agency that operates homeless shelters in the County. LifeMoves (formerly Shelter Network) operates Family Crossroads, a transitional shelter for families located in Daly City. This shelter also provides supportive services to help connect their clients to other services that they may need.

The Daly City Community Service Center, operated by Daly City Partnership, serves as one of the core, or primary entry, social service agencies in the county. The Center's mission is to promote and improve the quality of life for the residents of Daly City, Colma, and Broadmoor through the provision of quality crisis intervention services, either directly or by referral to the appropriate provider. A vital housing-related service through the Center is the distribution of motel vouchers to families and individuals who need temporary emergency shelter. Also, the Center offers a comprehensive needs assessment and is able to provide housing-related information and referrals. The City provides in-kind support for the Center. The Center is located in a City building that is provided to Daly City Partnership rent-free. During COVID, the City provided funding to the Center to fund an emergency rental assistance program.

Farmworkers

Farmworkers are traditionally defined as persons whose primary incomes are earned through seasonal agricultural labor. Farmworkers typically have special housing needs because of their relatively low income and the unstable nature of their job (i.e., having to move throughout the year from one harvest to the next).

According to the California Department of Education, California Longitudinal Pupil Achievement Data System (CALPADS), since 2016, there have not been migrant worker students in Daly City. The 2002-2018 U.S. Census Bureau, Longitudinal Employer-Household Dynamics, Residence Area Characteristics reports that there were 258 job holders in Daly City classified as Agriculture and Natural Resources, making up 0.4 percent of the total job industry. According to the U.S. Department of Agriculture, Census of Farmworkers, hired permanent farmworkers (those working more than 150 days) in San Mateo County has decreased by 56 percent and seasonal (working less than 150 days) have decreased by 57 percent.

The Housing Element, in **Task 13.4**, provides that the City shall, to the extent of its jurisdiction, implement all of the provisions of the Employee Housing Act (Government Health and Safety Code Sections 17030-17039) and work with HCD to do the same.

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Fair Housing Assessment

This Fair Housing Assessment follows the April 2021 State of California Guidance for AFFH. The study was conducted as part of the 21 Elements process, which facilitates the completion of housing elements for all San Mateo County jurisdictions.

The section includes the following

Fair Housing Enforcement and Outreach Capacity reviews lawsuits/enforcement actions/complaints against the jurisdiction; compliance with state fair housing laws and regulations; and jurisdictional capacity to conduct fair housing outreach and education.

Integration and Segregation identifies areas of concentrated segregation, degrees of segregation, and the groups that experience the highest levels of segregation.

Access to Opportunity examines differences in access to education, transportation, economic development, and healthy environments.

Disparate Housing Needs identifies which groups have disproportionate housing needs, including displacement risk.

Other Relevant Factors analyzes the local and regional context that may influence access to fair housing.

Sites Inventory Analysis examines the distribution of sites, unit capacity, and affordability to meet the RHNA with the lens of affirmatively furthering fair housing.

Contributing Factors and Fair Housing Action Plan identifies the primary factors contributing to fair housing challenges and the plan for taking meaningful actions to improve access to housing and economic opportunity.

Fair Housing Enforcement and Outreach Capacity

This section discusses fair housing legal cases and inquiries, fair housing protections and enforcement, and outreach capacity.

Fair housing legal cases and inquiries. California fair housing law extends beyond the protections in the Federal Fair Housing Act (FHA). In addition to the FHA protected classes—race, color, ancestry/national origin, religion, disability, sex, and familial status—California law offers protections for age, sexual orientation, gender identity or expression, genetic information, marital status, military or veteran status, and source of income (including federal housing assistance vouchers).

The California Department of Fair Employment in Housing (DFEH) was established in 1980 and is now the **largest civil rights agency in the United States**. According to its website, the DFEH's mission is "to protect the people of California from unlawful discrimination in employment, housing and public accommodations (businesses) and from hate violence and human trafficking in accordance with the Fair Employment and Housing Act (FEHA), Unruh Civil Rights Act, Disabled Persons Act, and Ralph Civil Rights Act."[2]

DFEH receives, evaluates, and investigates fair housing complaints. It plays a particularly significant role in investigating fair housing complaints against protected classes that are not included in federal legislation and therefore not investigated by HUD. DFEH's website provides detailed instructions for filing a complaint,

[2] https://www.dfeh.ca.gov/aboutdfeh/

the complaint process, appealing a decision, and other frequently asked questions.[3] Fair housing complaints can also be submitted to HUD for investigation.

Additionally, San Mateo County has a number of local enforcement organizations, including Project Sentinel, the Legal Aid Society of San Mateo County, Bay Area Legal Aid, and Community Legal Services of East Palo Alto. These organizations receive funding from the county and local jurisdictions to support fair housing enforcement and outreach and education in the county.

From 2013 to 2021, **135 fair housing complaints in San Mateo County were filed with HUD, and 8.9 percent (8 complaints) were in Daly City (see Table HE-39),** although complaints may include more than one issue. Countywide, most complaints cited disability status as the bias (52.6 percent), followed by familial status (19.6 percent) and race (16.3 percent),. In Daly City, the most common bases for complaints were familial status (87.5 percent) and race and disability (37.5 percent each). The issues associated with these complaints included refusal to rent, refusal to negotiate for a rental, and failure to make reasonable accommodation.

Countywide, 64 cases were closed following a "no cause" determination; 50 were closed following successful conciliation or settlement; 16 complaints were withdrawn by the complainant after resolution; and 5 complaints were withdrawn by the complainant without resolution. The majority of fair housing inquiries in 2020 were submitted by residents of the cities of San Mateo, Redwood City, Daly City, Pacifica, East Palo Alto, and Menlo Park.

Table HE 39: Fair Housing Complaints by Basis

Basis	San Mateo County		Daly City	
	Number	Percentage	Number	Percentage
Disability	71	52.6%	3	37.5%
Race	22	16.3%	3	37.5%
National Origin	21	15.6%	1	12.5%
Familial Status	40	29.6%	7	87.5%
Sex	6	4.4%	0	0
Retaliation	11	8.1%	0	0
Religion	4	3.0%	0	0
Total Cases*	**135**		**8**	

Source: HUD, 2021

**Note: Each case may cite multiple bases of discrimination, so the total number of bases may exceed the total number of cases.*

In addition to formal complaints, 147 inquiries were made during the same time. Of these, 25.9 percent had no valid issues, 39.5 percent of claimants failed to respond to HUD, 17.0 percent had no valid basis, 6.8 percent decided not to pursue further, 4.1 percent had other dispositions, and the remainder of claimants did not file in a timely manner. While the majority of the cases filed during this period did not have cause, that does not necessarily mean there is no discrimination occurring. Therefore, the City has identified **Tasks 15.1 and Task 15.2** to ensure residents and housing providers are aware of fair housing laws, rights, and requirements as well as resources available to residents should they experience

[3] https://www.dfeh.ca.gov/complaintprocess/

discrimination. Further, the City will work with local and regional fair housing providers to facilitate trainings for housing providers to prevent discriminatory actions and behaviors.

The National Fair Housing Alliance (NFHA) reported a "negligible" decrease in the number of complaints filed nationally between 2019 and 2020. The primary bases for complaints nationally were nearly identical to San Mateo County's: disability (55 percent) and race (17 percent). Familial status represented 8 percent of complaints nationally, whereas this basis comprised 14 percent of cases in the county.

NFHA identifies three significant trends in 2020 that are relevant for San Mateo County:

- First, fair lending cases referred to the Department of Justice from federal banking regulators have been declining, indicating that state and local government entities may want to play a larger role in examining fair lending barriers to homeownership.
- Second, NFHA identified a significant increase in the number of complaints of harassment—1,071 complaints in 2020 compared to 761 in 2019.

Finally, NFHA found that 73 percent of all fair housing complaints in 2020 were processed by private fair housing organizations rather than state, local, and federal government agencies—reinforcing the need for local, active fair housing organizations and increased funding for such organizations.[4]

Outreach and capacity. The City's website provides a link to the Regional Assessment of Fair Housing—approved by HUD in November 2017.[5] Housing resources are also available on the City's website, but not specific information about the Fair Housing Act or resources for residents experiencing discrimination in housing.[6] The City has included **Tasks 15.1 and 15.2** to improve the accessibility of fair housing information on the website and in public buildings for residents experiencing housing discrimination. This could include consolidating all applicable fair housing information on one web page by providing contact information for local fair housing organizations and legal assistance as well as general information about the Fair Housing Act and discrimination.

In compliance with Government Code Section 11135 et seq., the City offers translation services by request for all public meetings and offers accessibility accommodations to ensure equal access to all programs and activities operated, administered, or funded with financial assistance from the state, regardless of membership or perceived membership in a protected class.

Compliance with State law. The City of Daly City enforces fair housing and complies with fair housing laws and regulations through a twofold process: review of local policies and codes for compliance with State law, and referral of fair housing complaints to appropriate agencies. The following identify how the City complies with fair housing laws:

- Density Bonus Law (Government Code Section 65915). The City has included **Task 11.5** to amend the density bonus ordinance to allow up to a 50.0 percent increase in project density depending on the proportion of units that are dedicated as affordable, and up to 80.0 percent for projects that are completely affordable, in compliance with State law.

[4] https://nationalfairhousing.org/2021/07/29/annual-fair-housing-report-shows-increase-in-housing-harassment/
[5] https://www.dalycity.org/352/Reports
[6] https://www.dalycity.org/BusinessDirectoryII.aspx?lngBusinessCategoryID=47

- No-Net-Loss (Government Code Section 65863). The City has identified a surplus of sites available to meet the Regional Housing Needs Assessment allocation. In total, the City's surplus unit capacity is 251, consisting of 52 lower-income units, 85 moderate-income units, and 114 above moderate-income units.
- Housing Accountability Act (Government Code Section 65589.5). The City does not condition the approval of housing development projects for very low-, low-, or moderate-income households or emergency shelters unless specified written findings are made.
- Senate Bill 35 (Government Code Section 65913.4). The City will comply with SB 35 by establishing a written policy or procedure, as well as other guidance as appropriate, to streamline the approval process and standards for eligible projects by June 2025 (**Task HE 11.4**).
- Senate Bill 330 (Government Code Section 65589.5). The City complies with SB 330, relying on regulations for processing preliminary application for housing development projects, conducting no more than five hearings for housing projects that comply with objective general plan and development standards, and making a decision on a residential project within 90 days after certification of an environmental impact report or 60 days after adoption of a mitigated negative declaration or an environmental report for an affordable housing project. However, the City has also included **Task HE 11.4** to establish a formal application process compliant with SB 330.
- California Fair Employment and Housing Act and Federal Fair Housing Act. The City provides protections to residents through referrals to legal assistance organizations, such as Legal Aid Society of San Mateo County, and has included **Tasks HE 15.1 and 15.2** to provide information to tenants and landlords about fair housing rights and responsibilities as well as to refer cases to fair housing services providers.
- Review Processes (Government Code Section 65008). The City reviews affordable development projects in the same way as market-rate developments except in cases where affordable housing projects are eligible for preferential treatment, including but not limited to residential sites subject to AB 1397.
- Assembly Bill 686 (Government Code Section 8899.50). The City has completed this Assessment of Fair Housing and identified programs to address identified fair housing issues in Section VII, Contributing Factors and Fair Housing Action Plan.
- Equal Access (Government Code Section 11135 et seq.). The City provides translation services for all public meetings and materials and offers accessibility accommodations to ensure equal access to all programs and activities operated, administered, or funded with financial assistance from the State, regardless of membership or perceived membership in a protected class.

Housing specific policies enacted locally. Daly City identified the following local policies that contribute to the regulatory environment for affordable housing development in the city.

Local policies in place to encourage housing development.

- Reduced parking requirements
- Condominium conversion
- Inclusionary housing ordinance
- In-lieu fees (inclusionary zoning)
- Homeowner repair or rehabilitation programs
- By-right development
- Surplus Public Lands Act
- Acquisition or rehabilitation conversion
- Housing development impact fee
- Home-sharing programs
- Density bonus ordinance

Local barriers to affordable housing development.

- Extremely high land cost/value
- Non-existence of vacant land in general
- Lack of land zoned for multifamily development
- Height limits on multifamily developments
- Difficult parcel consolidation due to multiple (different) property owners
- Minimum lot sizes
- Excessive parking requirements

Local policies that are NOT in place but would provide the best outcomes to addressing housing shortages.

- Rent stabilization
- Parking reduction
- Fee incentives for parcel mergers
- Commercial linkage fees
- Parcel merge / significantly increased minimum lot sizes

Local policies in place to mitigate or prevent displacement of low-income households.

- Condominium conversion regulations
- Inclusionary zoning
- Promoting streamlined processing of ADUs
- Fair housing legal services

According to the California Department of Housing and Community Development AFFH Data Viewer (HCD data viewer), Daly City does not have any public housing buildings. However, the city does have seven census tracts with a moderate share of household units using housing vouchers (5 percent to 15 percent) and one area of the city with substantial (30 percent to 60 percent) housing voucher utilization.

Compared to nearby Brisbane and Pacifica, **Daly City appears to be accommodating to renters with housing vouchers** because the city has a greater share of voucher holders compared to the surrounding communities. The presence of housing voucher users indicates available rental supply to house these residents.

Integration and Segregation

This section discusses integration and segregation of the population by protected classes, including race and ethnicity, disability status, familial status, and income status. The section concludes with an analysis of racially and ethnically concentrated areas of poverty and affluence.

Integration and Segregation

Integration generally means a condition in which there is not a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a particular type of disability when compared to a broader geographic area.

Segregation generally means a condition in which there is a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a type of disability in a particular geographic area when compared to a broader geographic area.

Source: California Department of Housing and Community Development Guidance, 2021, page 31.

Race and ethnicity. Generally, the demographic characteristics of Daly City are consistent with the overall characteristics of San Mateo County. However, Daly City has a much larger proportion of Asian/Asian Pacific Islander (API) residents than San Mateo County (59 percent compared to 30 percent countywide) and a much smaller non-Hispanic White population (12 percent compared to 39 percent countywide). Daly City's populations of Hispanics (23 percent), Other/Multiple Races (3 percent), and Black or African Americans (3 percent) are similar to the county's population distribution.[7] Older residents are less diverse, with 29 percent of the population older than 65 years identifying as White compared to only 18 percent of the population for children less than 18 years old, **which may indicate increasing diversity in Daly City,** and conversely, a declining share of White residents.

Racial and ethnic minority populations generally have higher rates of poverty and lower household incomes compared to the non-Hispanic White population throughout the Bay Area. In Daly City, however, though Black or African American households and other or multiple races have the highest rates of poverty—13.3 and 10.3 percent, respectively—Asian (6.5 percent) and Hispanic (8.2 percent) households have lower rates of poverty than non-Hispanic White (8.4 percent) households.

Geospatially, all of Daly City's census tracts[8] are majority Asian, with varying degrees of concentration. Five of the city's census tracts are predominantly Asian, in which the Asian population is more than 50.0 percent higher than the next most populous racial and/or ethnic group.

Dissimilarity and isolation indices. Segregation is the separation of demographic groups into different geographic locations or communities, resulting in uneven distribution across geographic space. The ABAG MTC AFFH Segregation Report (March 2022) analyzes neighborhood-level segregation in a local jurisdiction as well as segregation between jurisdictions in the Bay Area. Historically, racial segregation stemmed from explicit discrimination against people of color, such as restrictive covenants, redlining, discrimination in mortgage lending, and land use decisions that influenced housing choices. The map of Daly City in **Figure HE-6** offers a visual representation of the spatial distribution of racial groups within the jurisdiction, showing the percent of the population of each census tract that is non-white.

[7] The share of the population that identifies as American Indian or Alaska Native is less than 1 percent.
[8] Majority census tracts show the predominant racial or ethnic group by tract compared to the next most populous.

The Dissimilarity Index, or DI, is a common tool that measures segregation in a community. The DI measures the degree to which two distinct groups are evenly distributed across a geographic area. The DI represents the percentage of a group's population that would have to move for each area in the county to have the same percentage of that group as the county overall. DI values range from 0 to 1—where 0 is perfect integration and 1 is complete segregation. DI values between 0 and 0.39 generally indicate low segregation, values between 0.40 and 0.54 generally indicate moderate segregation, and values between 0.55 and 1 generally indicate a high level of segregation. In Daly City, the DI for People of Color/White is 0.19, indicating a fairly low level of segregation for People of Color. Further, this index score has decreased since 2000 from 0.24. The highest segregation (0.32) is between Latinx and White residents, meaning that 32.0 percent of Latinx residents would need to move to a different neighborhood to create perfect integration between Latinx residents and White residents. However, this index has also decreased from 0.37 in 2000, reflecting ongoing integration in Daly City.

African Americans are the only racial group facing consistently high segregation in San Mateo County, although African American residents in Daly City have what is considered a low segregation index compared to most other jurisdictions in the county and the ABAG region as a whole. Only the jurisdictions of Belmont, Burlingame, Colma, and Foster City have lower segregation values than Daly City. African American/White segregation, as measured by the dissimilarity index, has decreased over time in Daly City, from 0.27 in 2000 to 0.20 in 2020, reflecting increasing integration. In contrast, Hispanic and Asian residents are more segregated (relative to White, non-Hispanic residents) today than in 1990. These groups have also experienced the strongest growth in the county. Residential settlement patterns of these two groups during the past 25 years appear to have influenced segregation.

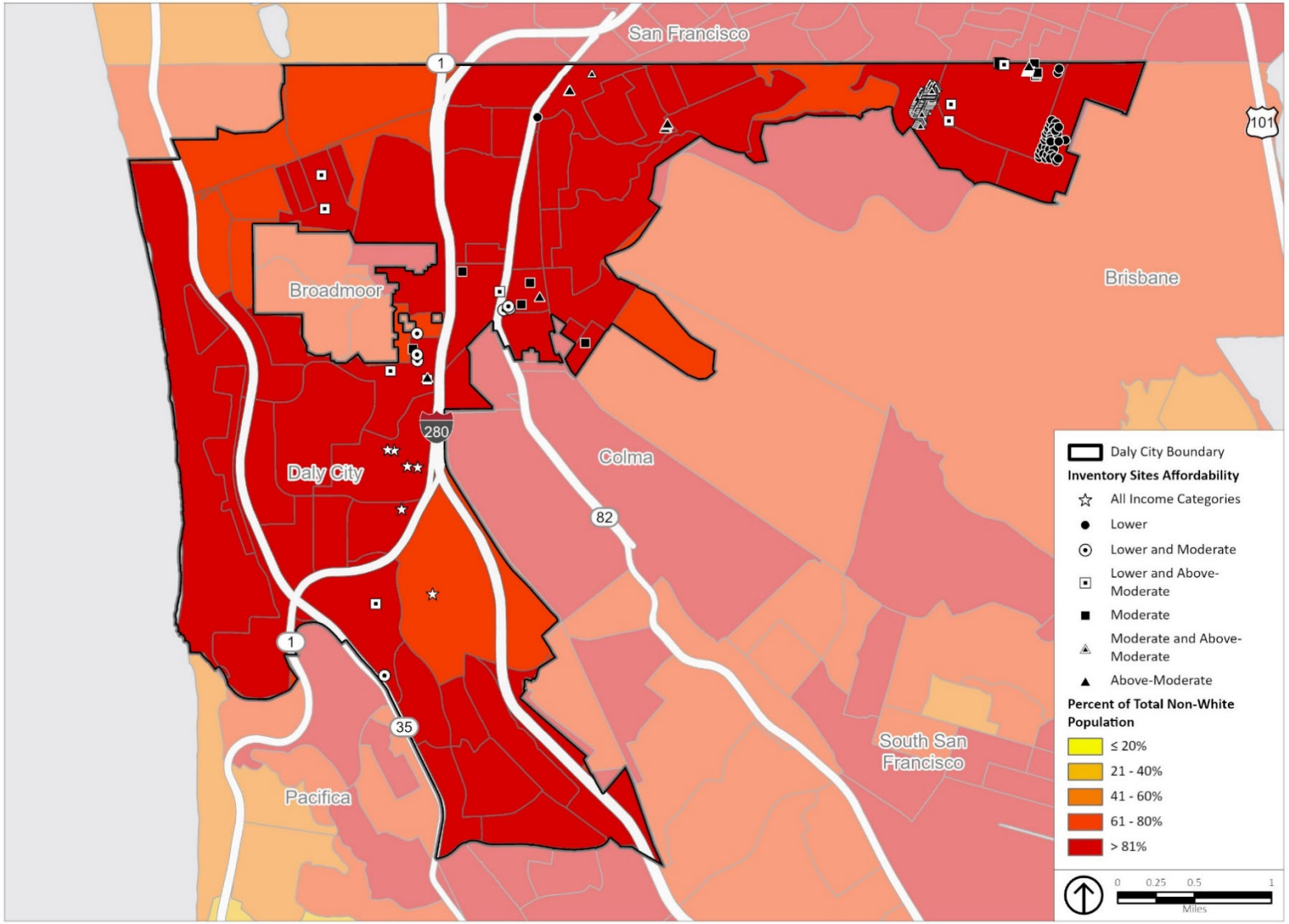
The Isolation Index is interpreted as the probability that a randomly drawn minority resident shares an area with a member of the same minority. It ranges from 0 to 100 and, as with the DI, higher values tend to indicate higher levels of segregation. In Daly City, the most isolated racial group is Asian residents, meaning that the average Asian resident lives in a neighborhood that is predominantly Asian. Other racial groups are less isolated, meaning they may be more likely to encounter other racial groups in their neighborhoods. Among all racial groups in this jurisdiction, the Isolation Index for White residents has changed the most over time, becoming less segregated from other racial groups, from a score of 0.23 in 2000 to 0.14 in 2020. Although the Black/African American population makes up only a small proportion of the city's population, their Isolation Index has also changed significantly over time, from 0.05 in 2000 to 0.03 in 2020, as Asian/Pacific Islander and Latinx populations become more predominant.

In Daly City, 59.0 percent of residents identify as Asian, 23.0 percent as Hispanic or Latinx, 12.0 percent as White non-Hispanic, and 3.0 percent each as Black and Other. In comparison, in San Mateo County as a whole, 30.0 percent of residents identify as Asian, 24.0 percent as Hispanic or Latinx, 2.0 percent as Black, and 39.0 percent as White non-Hispanic. Since 2010, the Asian population in Daly City has increased from 53.0 percent, the White non-Hispanic population has decreased from 18.0 percent, and the Black population has decreased from 5.0 percent. The proportion of Hispanic or Latinx residents in Daly City has remained the same since 2010.

In Daly City, census tracts with the lowest proportions of non-White populations (60.0 to 80.0 percent) are found in the northwest quadrant in the vicinity of Serramonte Center, with the remainder of the city above 80.0 percent non-White. Overall, the distribution of communities of color has not changed significantly over the past decade. The two centrally located census tracts, south of Eastmoor Avenue and north of Cabrillo Highway/Southgate Avenue, have the highest proportion of Asian residents, between 65.9 to 73.9 percent of the population, and also had the highest representation of Asian residents in 2010, from 66.2 to 72.6 percent of the population. Further, census tracts at the southern end of the city have high proportions of Asian residents, above 68.0 percent, with a similar proportion in 2010.

ABAG's assessed measures of segregation above highlighted the concentration of Asian-identifying residents in Daly City, with the proportion of this population increasing over time.

Figure HE-6: Percentage of Population Non-White



Source: ESRI, 2018

Disability status. Persons with disabilities typically have special housing needs due to physical or developmental capabilities, fixed or limited incomes, and higher health costs. Seniors typically experience disabilities at higher rates. **The share of the population living with at least one disability is 9 percent in Daly City** compared to 8 percent in San Mateo County. Five census tracts in the city have a disability rate between 10 percent and 20 percent of the population, and two of these tracts are along the northern edge of the city (**Figure HE-7**). In the Hillcrest neighborhood east of Junipero Serra Boulevard, the disability rate is 12.5 percent. Although only 16.8 percent of the population in the tract are seniors, 60.2 percent of persons with disabilities are elderly, likely supporting the slightly elevated disability rate overall. In the upper Westlake neighborhood, north of John Daly Boulevard, 11.2 percent of the population experience a disability. Seniors comprise 25.1 percent of the population, and 69.7 percent of the population experiencing a disability are seniors.

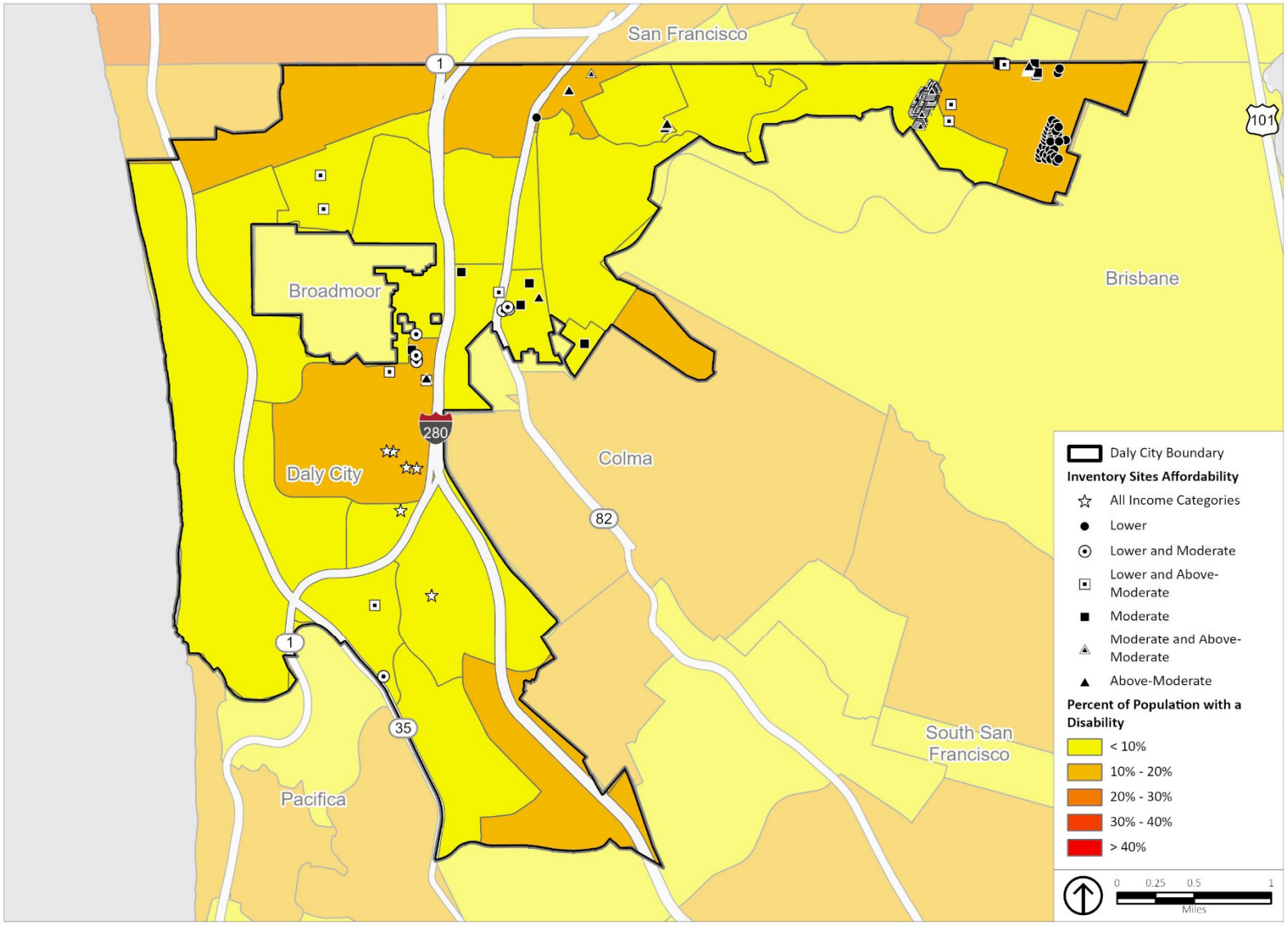
Higher rates of disability (12.5 percent) are found in the central portion of the city in the St. Francis neighborhood. Of the population with a disability in this tract, 77.1 percent are seniors, though seniors comprise only 9.7 percent of the tract population. An affordable age-restricted multifamily complex is in this tract, as are two nursing home facilities and the Seton Medical Center. In the southeastern Gellert Boulevard neighborhood, the rate of disability is 11.2 percent, of whom 34.2 percent are elderly, a lower proportion than in the other three tracts, and a slightly higher share of White non-Hispanic residents than the citywide average. Geographic concentrations of people living with a disability may indicate increased access to services, amenities, and transportation that support this population.

The areas with disability rates over 10 percent have changed over time, shifting from the two upper Westlake neighborhood census tracts in 2010 to the two census tracts north of John Daly Road. Senior populations in the two upper Westlake tracts were 11.8 percent and 17.4 percent in 2010, compared to 6.3 percent and 17.2 percent in 2019. This shift also correlates with a decrease in the proportion of non-White population and a fairly significant increase in median income.

To meet the needs of residents with disabilities throughout the city, there are 12 licensed adult residential care facilities with capacity for 68 residents and 17 elderly assisted living facilities with a combined capacity for 503 residents. The San Mateo Transit District's (SAMTRANS) Redi-Wheels (bay side) and Redicoast (coast side) Paratransit services are also available to residents and visitors in Daly City and throughout the San Mateo service area. Redi-Wheels and Redicoast are available to riders who cannot use conventional accessible bus transit services due to physical, visual, or cognitive disabilities. However, all SAMTRANS buses and light rail services (connections to BART and Caltrain stations) are also accessible for persons using wheelchairs and include announcements of key destinations for persons with visual disabilities. Persons with disabilities may ride all Bay Area public transit systems at a discount if they hold a Regional Transit Connection Discount Card, Medicare card, or Department of Motor Vehicles Disabled Placard Identification Card. There are also multiple private medical transportation providers offering services in Daly City.

The City has included **Task 14.2** to encourage the development of ADUs that are accessible to persons with a disability and has included **Tasks 14.1 and 14.2** to provide reasonable administrative accommodations where needed to ensure the availability of housing to persons with disabilities.

Figure HE-7: Percentage of Population with a Disability



Source: ACS, 2015-2019

Familial Status. Familial status can indicate specific housing needs and preferences. A larger number of nonfamily or single-person households indicates a higher share of seniors living alone, young adults living alone or with roommates, and unmarried partners. Higher shares of nonfamily households indicate an increased need for one- and two-bedroom units.

Daly City's households are mostly made up of 2-person households (27.4 percent) and 3- to 4-person households (36.6 percent). Single-person households and large families (5 or more persons) make up a similar proportion of households in the city, at 18.4 percent and 17.5 percent, respectively. Married-couple households make up a majority of Daly City households (49.8 percent), compared to 18.4 percent of householders living alone, 14.5 percent headed by single females, and 9.3 percent headed by single males. The remainder of households (8.0 percent) consist of other household compositions. Approximately 30.0 percent of all households have at least one child under the age of 18.

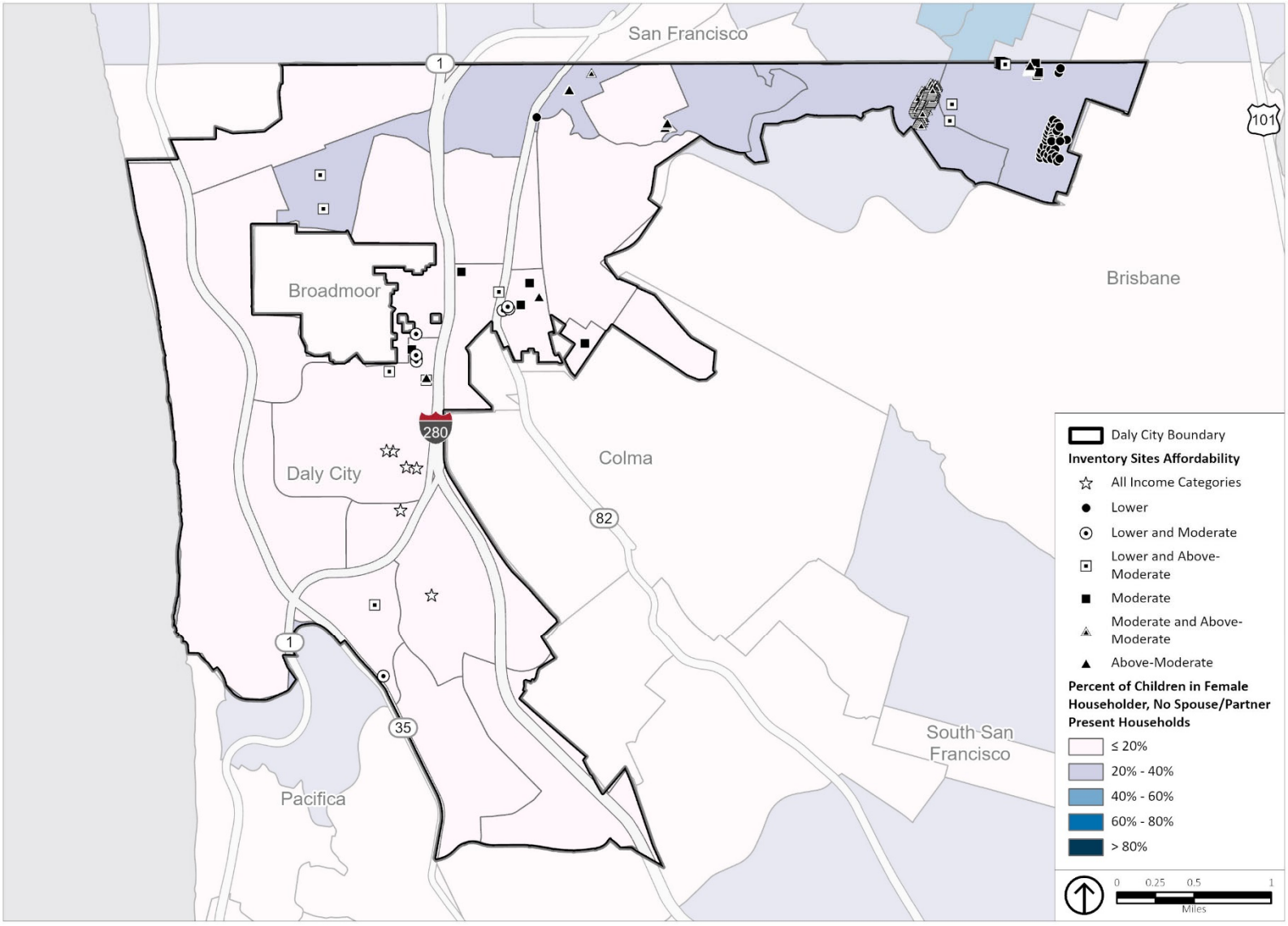
Compared to the county and larger Bay Area, Daly City has a slightly smaller proportion of married-couple households (49.8 percent, compared to 55.2 percent and 51.2 percent, respectively) and a higher proportion of single-parent households (23.8 percent compared to 14.9 percent and 15.2 percent). In addition, Daly City has a lower proportion of single-person households (18.4 percent compared to 22.3 percent in the county and 24.7 percent in the region) and a higher proportion of large-family households (17.5 percent compared to 10.9 percent and 10.8 percent).

While there are no spatial concentrations of single-person households in the city, there are two census tracts in the northern part of the city where the proportion of children in single-parent, female-headed households exceeds 20.0 percent, as shown in **Figure HE-8**. These tracts are in the upper Westlake neighborhood west of Interstate (I-) 280 and the Hillside/Vista Grande neighborhood east of I-280, where two deed-restricted multifamily complexes are located. These neighborhoods are accessible to commercial, service, and recreation amenities as well as the BART/SAMTRANS transfer center transit opportunities.

The majority of married-couple households live in owner-occupied housing (68.5 percent), as do the majority of female-headed family households (54.9 percent), and persons living alone reside in owner- and renter-occupied housing in equal proportions. The number of housing units available by number of bedrooms and tenure is generally consistent with the familial status of the households that live in Daly City. Compared to the county, Daly City's larger proportion of family households and smaller proportion of single-person households is reflected in the number of bedrooms and tenure of the housing stock in the city.

To encourage the development of affordable housing and promote housing mobility for families of all types, the City has included Tasks 1.1 through 1.5 which will create new opportunities for housing development in the C-MU zone and will amend the zoning code such that two commercial zones will permit mixed-use development by-right. As part of Task 3.1, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents. The City will also encourage the development of ADUs through Task 5.1, which can be an affordable housing type for lower-income households.

Figure HE-8: Percentage of Children in Female-Headed Households



Source: ACS, 2015-2019

Household income. The household income distribution by percentage of area median income (AMI) in Daly City differs from the county. The share of households making greater than 100.0 percent AMI is significantly less (32.8 percent) than in the whole county (48.9 percent), and the proportion of households with incomes below 80 percent of the AMI is greater (53.2 percent) than countywide (40.9 percent). As shown in **Figure HE-9, Median Household Income**, the highest median incomes are in the northwest corner, along Skyline Boulevard at the western edge of the city in the Westlake Northwest neighborhood (east of Skyline Boulevard in vicinity of Westridge Avenue), and in the southern portion of the Serramonte neighborhood between Skyline Drive and I-280. Additionally, two census tracts in the northeastern section of the city in the Crocker and Southern Hills neighborhoods have median incomes above $125,000; as do several neighborhoods along the east side of Hillside Boulevard from Brunswick Street to the lower Hillside neighborhoods north and south of East Market Street in the southeastern corner of the city.

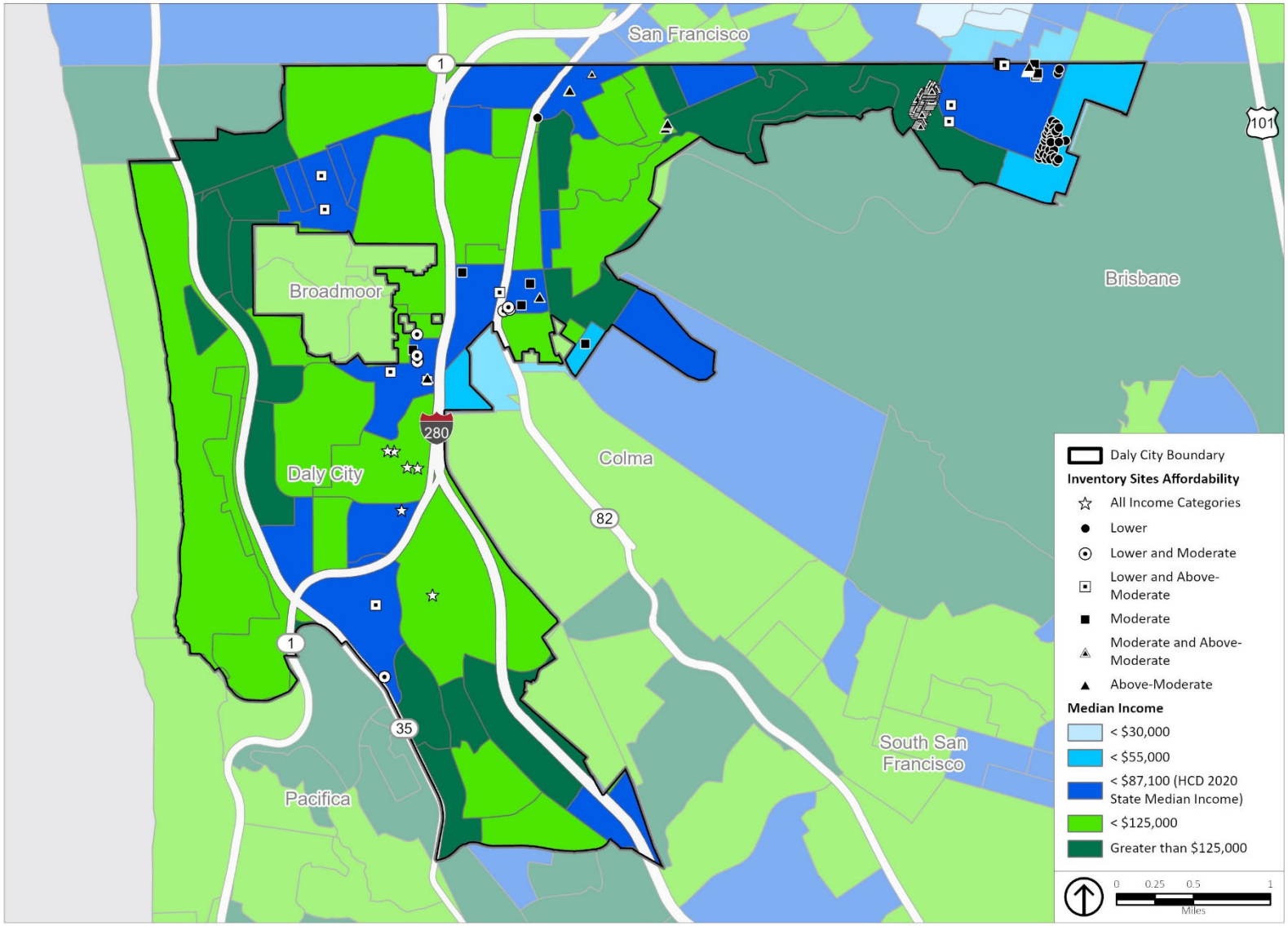
A large proportion of census tracts in the city have median incomes between the state median and $125,000. These are found in the northern portion of the city in the Westlake Park area; the eastern Hillside and Lincoln Park neighborhoods; the Original Daly City neighborhood adjacent to the Lake Merced Golf Course, which includes 51 deed-restricted multifamily units; west of Skyline Boulevard; the two central St. Francis and Serramonte neighborhoods; and the eastern portion of the Broadmoor neighborhood adjacent to I-280. There is also a small neighborhood east of the Colma BART Station and bounded by Market Street to the north, A Street to the south, and Hillside/Chester Streets to the east that has a median income of $109,326 and includes 112 units of deed-restricted multifamily housing.

Conversely, the lowest-income neighborhoods are found in the central area of the city at the convergence of I-280 and State Route (SR-) 82 (Mission Street) on the west side of the Colma BART Station, with a median income of $42,087, and in the Bayshore neighborhood to the east of the Cow Palace, including a 145-unit deed-restricted multifamily complex. The majority of this tract consists of an unincorporated island, within which are three deed-restricted multifamily complexes (providing 209 affordable units), which likely influences the low median income in the tract, because the incorporated city portion of this tract is developed primarily with light industrial and nonresidential uses. The remainder of the city has median incomes between $55,000 and the state median and contains many multifamily and duplex housing complexes. These are found in the Eastmoor neighborhood west of the Colma BART Station; the Franciscan Park neighborhood at the southeast tip of the city; the Plymouth Circle neighborhood at the southern boundary of the city, which is predominantly duplex housing types; the Fairmont neighborhood west of the Serramonte Center commercial area, which includes several higher density apartment complexes; the older neighborhoods north and southwest of Merced Extension Triangle area at the confluence of I-280 and Junipero Serra Boulevard; and the Outer Mission neighborhood at the northern edge of the city. While rents and home prices in Daly City are high throughout the city, higher density products may be marginally more affordable and attractive to households earning slightly lower incomes, thus resulting in a slightly lower median income.

In 2014, the lowest median income in the city was in the Westlake Shopping Center neighborhood ($48,929), which now ranges from $57,275 to $75,021. The central area surrounding the Colma BART Station was also in the lower-income category ($53,505). In 2019, the median income in the area southwest of the Station fell to $46,087 while the areas to the north and east had increased to $69,261 and $109,327, respectively. Additionally, the Fairmont neighborhoods west of Serramonte Center have increased from $53,941 in 2014 to a range in the three block groups between $70,050 to $82,115 in 2019. The remainder of the city has maintained similar median income distribution patterns, although incomes rose in all census tracts between 2014 and 2019. However, it is important to note that the available data in 2014 was at the tract level, and data in 2019 was at the block group level, providing a more specific perspective on income patterns. Considering these changes in data, the relatively small changes in median income in each of these notable neighborhoods do not appear to reflect exclusionary income patterns over time.

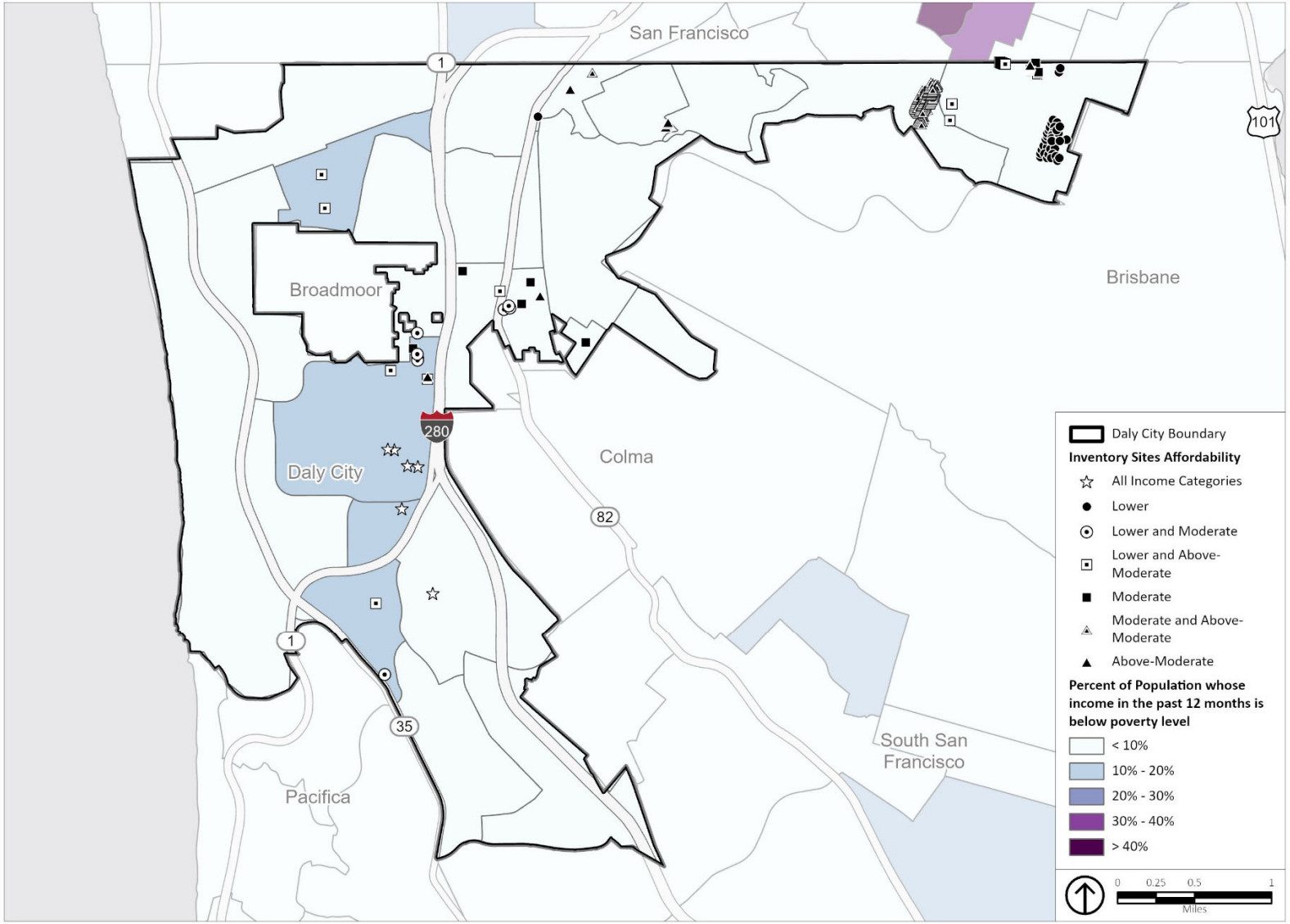
The poverty rate in the city is approximately 7.8 percent, compared to 6.4 percent in San Mateo County. As shown in **Figure HE-10**, Percentage of Population with Incomes Below the Poverty Level, the majority of the city has poverty rates below 10 percent, with a concentration of tracts with rates above 10 percent in the central portion of the city west of I-280. These are primarily residential neighborhoods in the vicinity of larger commercial centers with a mix of higher-density residential products and older single-family neighborhoods. The central Westmoor neighborhood has a poverty rate of 11.4 percent, reflecting a negligible change from 11.5 percent in 2014. The poverty rate in the St. Francis neighborhood west of Serramonte Center (10.4 percent) decreased significantly from 19.5 percent in 2014, with a concurrent increase in median income from $53,924 to $71,196. The highest rate of poverty (19.3 percent) is in the Westlake Shopping Center tract, encompassing several higher density multifamily complexes. In 2014, this area had a poverty rate of 16.4 percent. In contrast to the rising poverty in this tract, the median income in this area has increased by 14.6 percent, as discussed above, although other areas of the city have experienced increases of over 25.0 percent. This increase in poverty rate, reflecting a greater share of extremely low-income households, may suggest growing income discrepancies in this area of the city as the median income increases at a higher rate throughout most of the city and a larger share of higher income households citywide. **Higher poverty rates between 10 percent and 20 percent are concentrated in census tracts west of I-280**.

Figure HE-9: Median Household Income



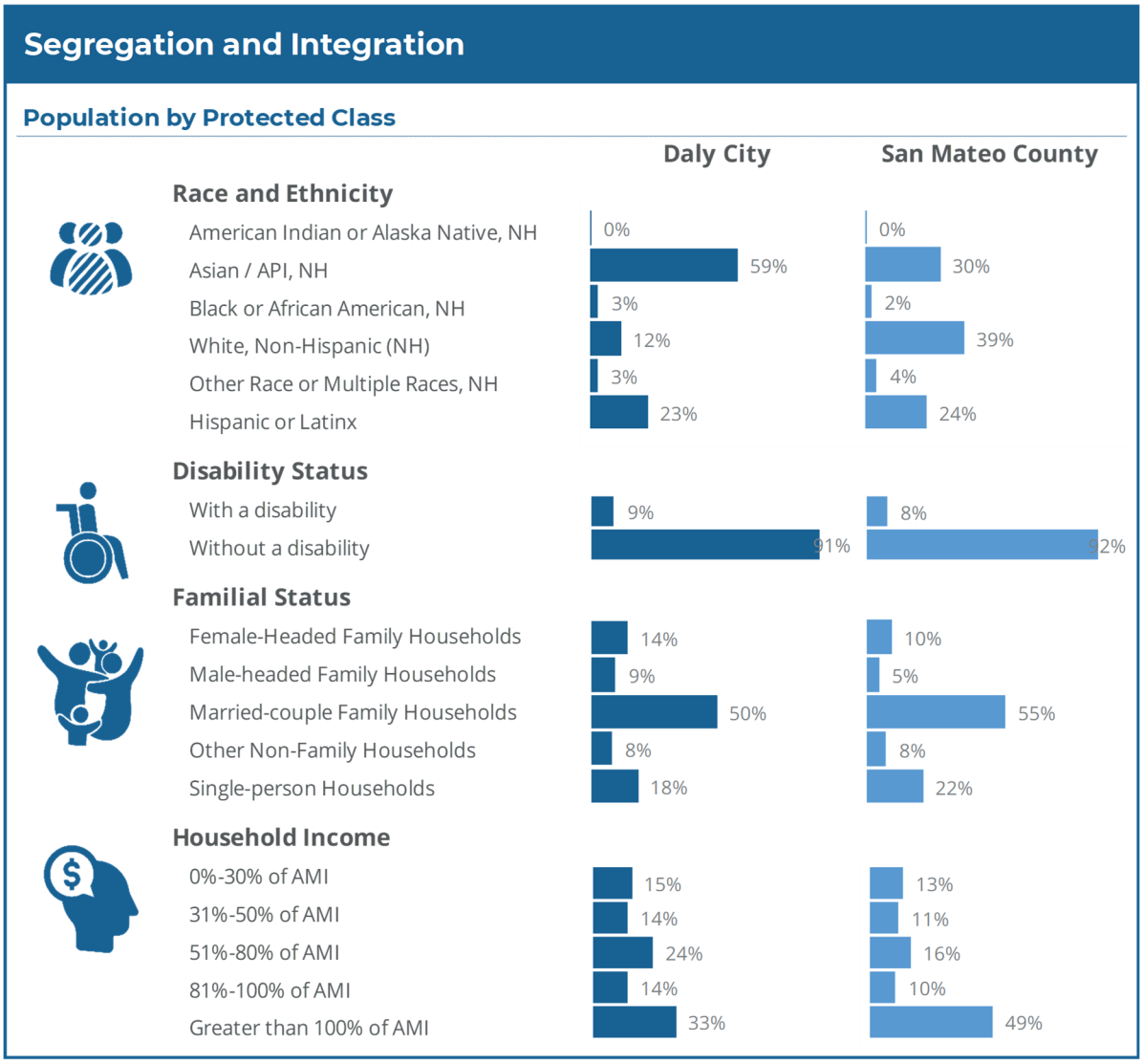
Source: ACS, 2015-2019

Figure HE-10: Percentage of Population with Incomes Below the Poverty Level



Source: ACS, 2015-2019

Figure HE-11: Segregation and Integration by Protected Class



Racially or ethnically concentrated areas of poverty and affluence. A Racially or Ethnically Concentrated Area of Poverty (R/ECAP) and a Racially Concentrated Area of Affluence (RCAA) represent opposing ends of the segregation spectrum—from racially or ethnically segregated areas with high poverty rates to affluent, predominantly White neighborhoods. Historically, HUD has paid particular attention to R/ECAPs as a focus of policy and obligations to AFFH. Recent research out of the University of Minnesota Humphrey School of Public Affairs argues for the inclusion of RCAAs to acknowledge current and past policies that created and perpetuate these areas of high opportunity and exclusion.[9]

It is important to note that R/ECAPs and RCAAs are not areas of focus because of racial and ethnic concentrations alone. This study recognizes that racial and ethnic clusters can be a part of fair housing choice if they occur in a nondiscriminatory market. Rather, R/ECAPs are meant to identify areas where

[9] Goetz, E. G., Damiano, A., and Williams, R. A. (2019). "Racially Concentrated Areas of Affluence: A Preliminary Investigation." *Cityscape: A Journal of Policy Development and Research*, 21(1), 99–124.

residents may have historically faced discrimination and continue to be challenged by limited economic opportunity; conversely, RCAAs are meant to identify areas of particular advantage and exclusion.

R/ECAPs

HCD and HUD's definition of a Racially/Ethnically Concentrated Area of Poverty is:

- A census tract that has a non-White population of 50 percent or more (majority-minority) or, for nonurban areas, 20 percent, AND a poverty rate of 40 percent or more; OR
- A census tract that has a non-White population of 50 percent or more (majority-minority) AND the poverty rate is three times the average tract poverty rate for the county, whichever is lower.

Source: California Department of Housing and Community Development Guidance, 2021.

As described previously, the population throughout Daly City is predominantly non-White. Therefore, for this study, the poverty threshold used to qualify a tract as an R/ECAP was three times the average census tract poverty rate countywide—or 19.1 percent. In addition to R/ECAPs that meet the HUD threshold, this study includes edge or emerging R/ECAPs that hit two-thirds of the HUD-defined threshold for poverty—emerging R/ECAPs in San Mateo County have two times the average tract poverty rate for the county (12.8 percent).

In 2010 there were three census tracts that qualified as R/ECAPs (19.4 percent poverty rate) in the county and 11 that qualified as edge R/ECAPs (13 percent poverty rate). **Two of the 2010 edge R/ECAPs were in Daly City**—which means they are majority minority and have a poverty rate two times higher than the countywide census tract average. One of the tracts is east of the convergence of SR-35 and the Pacific Coast Highway—west of the Serramonte Center. The other edge R/ECAP is in the far eastern part of the city, in the Bayshore neighborhood near the Cow Palace Arena and Event Center.

Neither of these tracts has indicators that meet the edge R/ECAP definition in 2019, but they are areas with higher rates of poverty and may be considered areas of concentrated poverty relative to the city. In 2019 there were two census tracts that qualified as R/ECAPs (19.1 percent poverty rate) in the county and 14 that qualified as edge R/ECAPs (12.8 percent poverty rate). **One of the 2019 R/ECAPs was in Daly City**—which means it is a majority minority tract and has a poverty rate three times higher (19.3 percent) than the countywide census tract average. This tract is near the Westlake Shopping Center—just north of Broadmoor and west of the Lake Merced Golf Club.

The demographic characteristics of this R/ECAP include:

- 52.9 percent of residents report being Asian, and 21.8 percent are of Hispanic origin, compared to 59 percent and 23 percent, respectively, for the city overall; 30 percent and 24 percent for the county; and 27 and 24 percent for the Bay Area. The edge R/ECAP area has a moderate segregation rating for Asian and Hispanic residents based on the HCD segregation index map and a diversity index between the 73rd and 78th percentile.
- The non-White population has increased since 2010, from 75.3 percent to 88.6 percent in 2019, with the greatest increase in the Asian population.
- Persons with disabilities in the edge R/ECAP area are represented at a lower rate (5.4 percent) than in the city overall (9.1 percent).

- 19.3 percent of residents in this area live below the poverty level as of 2019, an increase from 16.4 percent in 2010.
- Median household income is in the very low-income category, with median incomes between $57,275 and $75,021, compared to the San Mateo County median income of $143,100. This census tract is adjacent to the BART-Daly City Station, which also has median incomes in the very low-income category, although higher than the Westlake Shopping Center neighborhood.
- 21.6 percent of households in the tract are married couples, lower than in the majority of the city. Approximately 10.6 percent of adults live alone, and 24.4 percent reside in "nonfamily" households (e.g., living with roommates) and 17.8 percent in other family living arrangements. Between 20.0 and 40.0 percent of children in this tract live in a single-female-headed household.
- 95.0 percent of the housing units in the R/ECAP are rented, compared with 49.6 percent in the city overall.
- Housing development surrounding the shopping center and in the northeastern corner of the tract are multifamily housing types, which make up 93.3 percent of the housing units in the R/ECAP, offering more housing diversity compared to predominantly owner-occupied tracts in the northwestern section of the city. However, because 95 percent of the households are renters, it is likely that the majority of single-family housing units in the R/ECAP have been converted to rental properties. The predominance of high density development and rental tenure may contribute to the area's relative affordability, higher proportion of unmarried-couple household configurations, and lower median incomes.
- The presence of housing units that are occupied by Housing Choice Voucher holders is less than 1 percent in the R/ECAP, lower than or similar to surrounding areas west of I-280.
- The R/ECAP has one of the highest rates of renter cost burden in the city—63.0 percent of renters—and 32.1 percent of owners are cost burdened. This level of cost burden is not unique to this tract, however, with similar rates in the Bayshore, St. Francis, and Westmoor neighborhoods. However, according to the Location Affordability Index, the R/ECAP offers better affordability than many areas of the city, and proximity to the Daly City BART (27.6 percent of commuters use public transit) and Westlake Shopping Center provide access to resources.
- Approximately 14.5 percent of households live in overcrowded conditions, which is similar to other lower-income tracts but higher than immediately surrounding tracts.

Given the above demographics in this census tract, potential edge R/ECAP status appears to be driven in part by the availability of relatively affordable rental units, although almost two-thirds of households overpay for rental housing—with access to the BART transit station, shopping and services, positive educational attainment scores, and an increasing proportion of non-White populations with lower-median incomes in the context of the region.

To increase housing mobility for lower-income households, the City has included **Tasks 1.1 through 1.4** which will create new opportunities for housing development in the C-MU zone. As part of **Task HE 3.1**, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents, and in **Task 18.1** the City will reduce the required parking for projects that include at least 20 percent of units for extremely low-income households. The City will define and permit single-room occupancy units, which can be more affordable to extremely low income households, as part of **Task HE 18.3**. Through **Task HE 1.5**, the City will amend the zoning code such that two commercial zones will permit mixed-use development by-right. The City will also encourage the development of ADUs through **Task HE 5.1**, which can be an affordable housing type for lower-income households.

RCAAs

HCD's definition of a Racially Concentrated Area of Affluence is:

- A census tract that has a percentage of total white population that is 1.25 times higher than the average percentage of total white population in the given COG region, and a median income that was 2 times higher than the COG AMI.

Source: California Department of Housing and Community, 2022.

RCAAs are generally understood to be neighborhoods in which there are both high concentrations of non-Hispanic White households and high household income rates. Similar to the importance of identifying R/ECAP areas, which helps to identify areas that are segregated by race/ethnicity and poverty, it is also necessary to identify racially concentrated areas of wealth to further compare these patterns.

Using 2015-2019 data from the American Community Survey, HCD developed a mapping tool that demonstrates the "location quotient" (LQ) for each California census tract; this quotient represents the percentage of total White population for each census tract compared to that of the average percentage in the council of governments (COG) region. In order to determine the RCAAs, HCD takes the census tracts with a LQ of more than 1.25 and a median income that is 1.5 times higher than the COG region (or 1.5 times the State AMI, whichever is lower). The tracts that meet these criteria are assigned a numeric score of 1, which indicates that they have an accumulation of high incomes and a White population, i.e., a Racially or Ethnically Concentrated Area of Affluence. RCAAs are the inverse of R/ECAPs in that they illustrate where self-segregated and/or exclusive wealthy White neighborhoods are potentially located.

By the definition of RCAAs, there are no racially concentrated areas of affluence in Daly City. However, for this study, the threshold used to qualify as a potential concentration of affluence is a median income two times higher than the COG AMI, or $241,680. There are no census tracts in the city that have median incomes at this level—the highest income in the city is $193,523 in the northwest corner of the city in the vicinity of Thornton State Beach.

Access to Opportunity

This section discusses disparities in access to opportunity among protected classes including access to quality education, employment, transportation, and environment.

Access to Opportunity

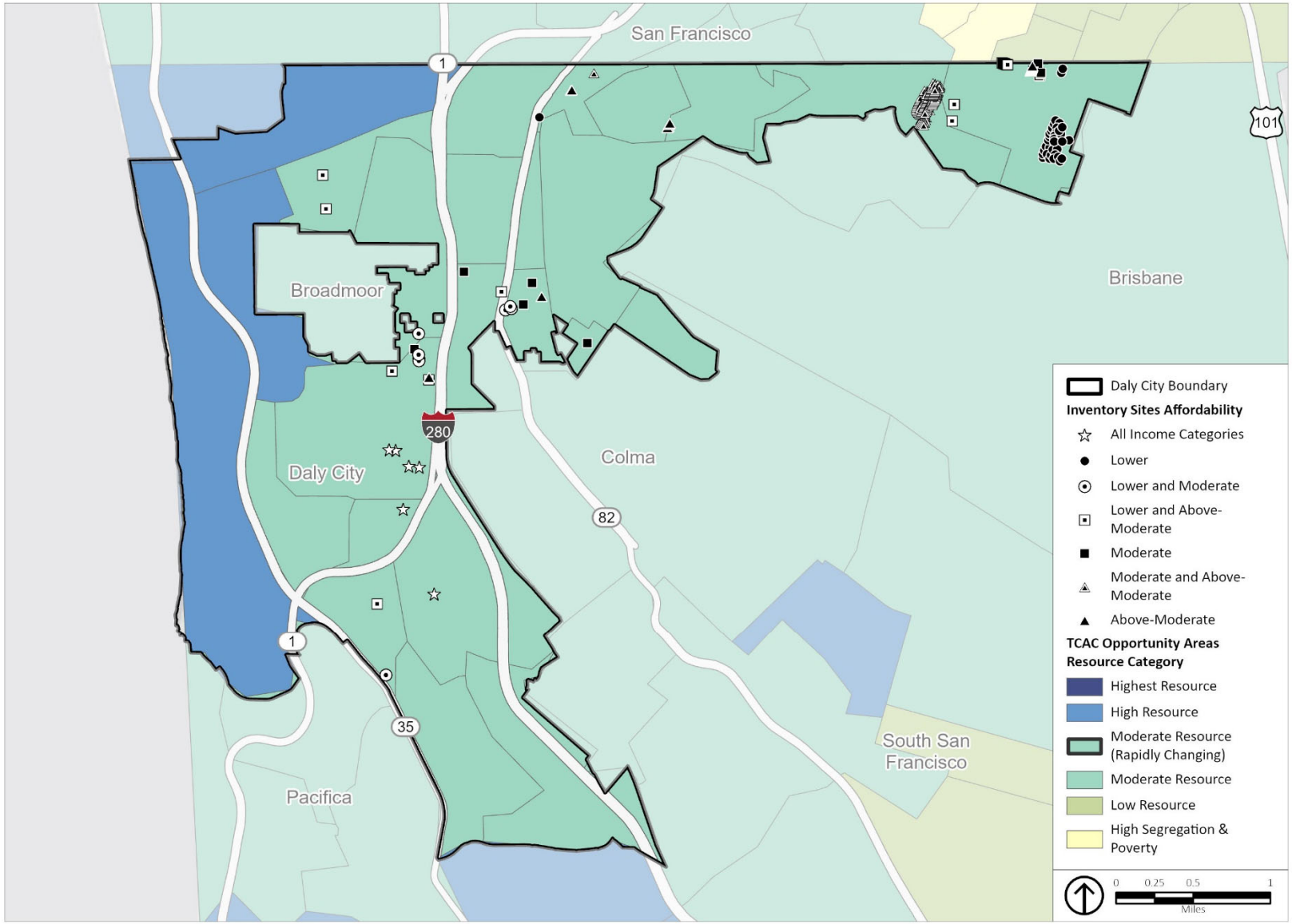
Access to opportunity is a concept to approximate place-based characteristics linked to critical life outcomes. Access to opportunity oftentimes means both improving the quality of life for residents of low-income communities, as well as supporting mobility and access to 'high resource' neighborhoods. This encompasses education, employment, economic development, safe and decent housing, low rates of violent crime, transportation, and other opportunities, including recreation, food and healthy environment (air, water, safe neighborhood, safety from environmental hazards, social services, and cultural institutions).

Source: California Department of Housing and Community Development Guidance, 2021, page 34.

The California Tax Credit Allocation Committee (TCAC) in collaboration with HCD developed a series of opportunity maps that help to identify areas of the community with good or poor access to opportunity for residents. These maps were developed to align funding allocations with the goal of improving outcomes for low-income residents—particularly children.

The opportunity maps highlight areas of highest resource, high resource, moderate resource, moderate resource (rapidly changing), low resource and high segregation and poverty. TCAC provides opportunity maps for access to opportunity in quality education, employment, transportation, and environment. Opportunity scores are presented on a scale from zero to one and the higher the number, the more positive the outcomes. The Opportunity Area designations for Daly City are shown in **Figure HE-12**.

Figure HE-12: TCAC Opportunity Areas



Source: TCAC, 2021

Education. TCAC's education score is based on math proficiency, reading proficiency, high school graduation rates, and the student poverty rate. According to TCAC's educational opportunity map, shown in **Figure HE-13**, most census tracts in Daly City score between the 25th and 75th percentile; opportunity scores are presented on a scale from zero to one and the higher the number, the more positive the outcomes. In Daly City, **census tracts with the best educational outcomes, in the 50th to 75th percentiles, are west of I-280, with two tracts along Cabrillo Highway (Route 1) east of Skyline Boulevard scoring in the 49th percentile.** With the exception of the Bayshore neighborhood at the northeastern corner of the city, which has educational domain outcome scores below the 25th percentile, the remainder of the city has educational opportunity scores between the 25th and 50th percentiles. The Bayshore area also has a high concentration of populations with low- to moderate-income compared to the rest of the city, high rates of children in female-headed households, a 96.9 percent non-White population, and an affordable multifamily complex with 145 deed-restricted units, which may contribute to the score. This neighborhood has its own school district which contains one elementary school.

Daly City is served by three school districts—Jefferson Union High School District, South San Francisco Unified School District, Bayshore Elementary School District, and the Jefferson Elementary School District. All three school districts experienced decreases in enrollment from 2010 to 2020—South San Francisco saw a 12.0 percent decrease in enrollment while Jefferson Union and Jefferson Elementary both experienced a 5.0 percent decrease in enrollment. **All three districts lost students during the COVID-19 pandemic.**

All three school districts' enrollment by race and ethnicity are similar to the countywide distribution. However, each school district has a higher proportion of Filipino students (Jefferson Union 29.0 percent, Jefferson Elementary 25.0 percent, South San Francisco 23.0 percent compared to 8.0 percent countywide) and a smaller proportion of White students (Jefferson Union 14.0 percent, Jefferson Elementary 11.0 percent, South San Francisco 6.0 percent compared to 26.0 percent countywide). Jefferson Union and Jefferson Elementary have a smaller proportion of Hispanic students compared to the county (31.0 percent and 36.0 percent compared to 38.0 percent countywide), while South San Francisco Unified has a greater proportion (48.0 percent compared to 38.0 percent countywide).

Jefferson Union has a higher share of English learners (36.0 percent compared to 20.0 percent countywide) and students who qualify for reduced lunch (44.0 percent compared to 29.0 percent countywide) than the county, while Jefferson Elementary has a smaller share (14.0 percent and 27.0 percent, respectively). South San Francisco Unified also had slightly higher shares of English learners and students who qualify for reduced lunch (21.0 percent and 34.0 percent) than the county. Jefferson Elementary and South San Francisco Unified also have 1 percent of their respective students experiencing homelessness.

Many high schoolers in the county met admission standards for a University of California (UC) or California State University (CSU) school. While Jefferson Union had one of the lower rates of graduates who met such admission standards (48.0 percent) among high school districts in San Mateo County, the school has seen a significant increase in the percentage of students who meet these benchmarks over the last five years (from 21.0 percent in 2016-17). **Black and Hispanic students in Jefferson Union High School District were less likely to meet the admission standards with rates of 23.0 percent and 32.0 percent, respectively.** Census tracts with the highest proportion of Hispanic/Latinx residents above the citywide average of 23.0 percent of the total tract population include the neighborhoods between I-280 and Mission Street from the northern boundary to the unincorporated Colma community, including the neighborhoods surrounding the Colma BART Station and the downtown, and encompassing seven affordable multifamily housing complexes; the Outer Mission neighborhoods; the Franciscan Park neighborhood; and the Bayshore Heights/Cow Palace neighborhoods, all within portions of the city with lower anticipated educational domain opportunities. The 2015 to 2019 ACS data indicates that Black households (72.0 percent of total household with incomes below 80 percent of AMI) and Hispanic or Latinx households (62.0 percent of total household with incomes below 80.0 percent of AMI) have lower incomes compared

to Asian and White non-Hispanic households, which is a factor often contributing to lower educational outcomes. As well, these neighborhoods reflect the highest rates of children in single female-headed households, which often contributes to economic challenges. Based on above statistics for English learners and disadvantaged students, these concentrations of students are likely to be experiencing lower educational outcome opportunities.

Conversely, South San Francisco Unified, which has the lowest rate among all high school districts in the county (41.0 percent), has seen their rate of graduates who met such admission standards significantly decline over the last five years (57.0 percent in 2016-17). However, 73.0 percent of Asian students meet those standards—a 32.0 percentage point gap. **Hispanic and White students in South San Francisco Unified School District were less likely to meet the admission standards with rates of 27.0 percent and 44.0 percent, respectively**, although only a very small proportion of the city south of Hickey Boulevard falls within this district.

Jefferson Elementary school district had a 17.0 percentage point gap between their overall chronic absenteeism rate (12.0 percent) and their chronic absenteeism rate among Black students (28.0 percent). However, while this is an important indicator of need, the overall representation of Black population under the age of 18 in the city is 3.0 percent, which would not contribute to large concentrations of chronic absenteeism. South San Francisco Unified also had an 18.0 percentage point gap between their overall chronic absenteeism rate (13.0 percent) and their chronic absenteeism rate among Pacific Islander students (31.0 percent).

While Jefferson Union has the lowest dropout rates in the county—just 3.0 percent of students—the highest dropout rates were found among Black (7.0 percent) and Hispanic students (6.0 percent), suggesting that factors of lower median income, access to resources, high rates of children in single female-headed households, language barriers for Hispanic or Latinx students, and higher rates of poverty likely contribute to lower educational outcomes and high school dropouts. South San Francisco Unified had one of the highest dropout rates in the county at 9.0 percent, with White (12.0 percent) and Hispanic (11.0 percent) students accounting for the highest rates.

Transportation. The San Mateo County Transit District (SamTrans) acts as the administrative body for transit and transportation programs in the county, including SamTrans and the Caltrain commuter rail, with rapid transit access to San Francisco from the Daly City and Colma BART stations. SamTrans provides bus services in San Mateo County, including Redi-Wheels paratransit service, discussed in Section II. SamTrans provides a range of route selections depending on origin location, service area, express, multicity, and San Francisco commuter services. Routes that originate at the Daly City BART Station include: 110, 120, 121, 130, 131B, and the ECR. Routes with stops at the Serramonte Center include: 112, 120, 121, 122, 130, 130B, and 38 school connector to South City High. Routes with stops at the Colma BART Station include: 112, 120, 122, 130, and ECR with connections to San Francisco on BART.

In 2018, the Metropolitan Transportation Commission (MTC), which covers the entire Bay Area, adopted a coordinated public transit and human services transportation plan. While developing the coordinated plan, the MTC conducted extensive community outreach about transportation within the area. That plan—which was developed by assessing how well seniors, persons with disabilities, veterans, and people with low incomes are served—was reviewed to determine gaps in services in Daly City and the county overall. Below is a summary of comments relevant to Daly City and San Mateo County.

> San Mateo's PCC and County Health System, as well as the Peninsula Family Service Agency provided feedback. The most common themes expressed had to do with pedestrian and bicycle needs at specific locations throughout the county, though some covered more general comments such as parked cars blocking sidewalk right-of-way and a desire for bike lanes to accommodate motorized scooters and wheelchairs. Transportation information, emerging mobility providers, and transit fares were other common themes.

> While some comments related to the use of car share, transportation network companies (TNCs), or autonomous vehicles as potential solutions, other comments called for the increased accessibility and affordability of these services in the meantime.[10]

Transit improvements recommended particularly for Daly City included: "More bus shelters at the Daly City Kaiser Permanente are needed."

A partnership between the World Institute on Disability and the MTC created the research and community engagement project TRACS (Transportation Resilience, Accessibility & Climate Sustainability). The project's overall goal is to "stimulate connection and communication between the community of seniors and people with disabilities together with the transportation system—the agencies in the region local to the San Francisco Bay, served by MTC."[11] TRACS highlights that improving accessibility requires engagement with the community because there are no "watch-dog" systems in place to hold agencies accountable.

As part of the TRACS outreach process, respondents were asked to share their compliments or good experiences with MTC transit. One respondent who had used multiple services said, **"It is my sense that SamTrans is the best Bay Area transit provider in terms of overall disability accommodation."**

The San Mateo County Transit District updated its "Mobility Plan for Older Adults and People with Disabilities" in 2018. According to the district, the **county's senior population is expected to grow more than 70 percent over the next 20 years, and the district is experiencing unprecedented increases in paratransit ridership**. Additionally, Daly City "contains many of the census tracts with the highest concentrations of older adults [in the county] (above 1,500 per square mile), followed by San Mateo."[12] The plan is targeted at developing effective mobility programs for residents with disabilities and older adults, including viable alternatives to paratransit, partnerships, and leveraging funding sources.[13]

MTC also launched Clipper START in 2020—an 18-month pilot project that provides fare discounts on single transit rides for riders whose household income is no more than double the federal poverty level.[14]

AllTransit is a transit and connectivity analytic tool developed by the Center for Neighborhood Technology (CNT) that is used for the advancement of equitable communities and urban sustainability. The tool analyzes the transit frequency, routes, and access to determine an overall transit score at the city, county, and regional levels. Based on these factors, Daly City has a performance score of 8.4 out of 10, meaning there is an excellent combination of trips per week and number of jobs accessible, enabling numerous people to take transit to work. This score is higher than San Mateo County as a whole (with a score of 6.1). The data also indicates that 99.8 percent of all jobs in the city are within one-half of a mile of transit, and 99.6 percent of the city's workers live within one-half of a mile of one of the transit routes. The rate of commuters who use transit is high, with 20.5 percent traveling by public transit.

[10] https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf
[11] https://wid.org/transportation-accessibility/
[12] https://www.samtrans.com/Planning/Planning_and_Research/Mobility_Plan_for_Older_Adults_and_People_with_Disabilities.html
[13] Ibid
[14] https://mtc.ca.gov/planning/transportation/access-equity-mobility/clipperr-startsm

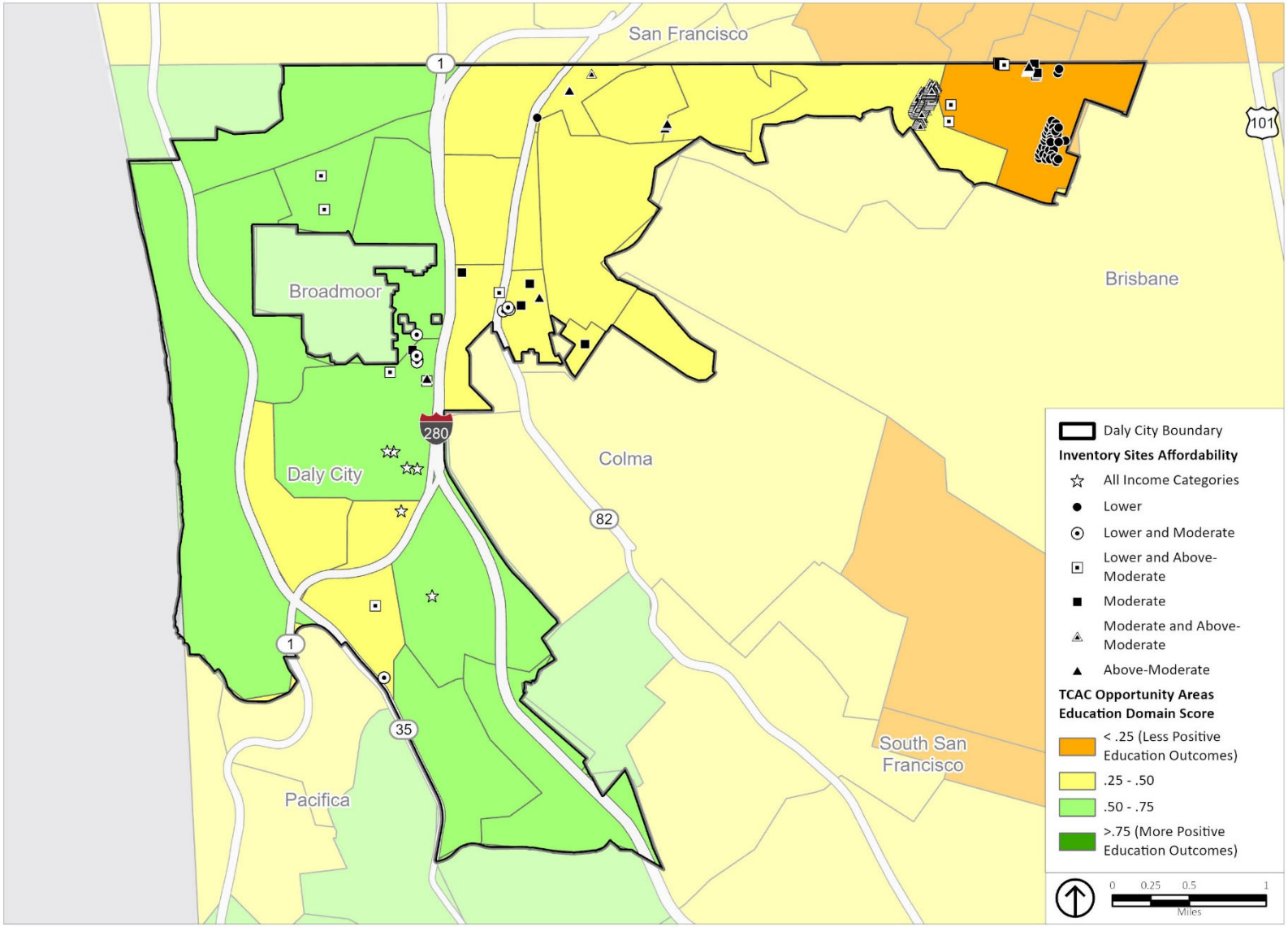
Employment. The top three industries by number of jobs in Daly City include **health and educational services, arts and recreation services, and retail**. Daly City has a lower job-to-household ratio when compared to the county (0.59 and 1.59, respectively), **indicating a shortage of jobs for the number of households that live in the city**. The city also has a higher unemployment rate—6.9 percent compared to the county's 5.9 percent.

TCAC's economic opportunity score comprises poverty, adult educational attainment, employment, job proximity, and median home value. Overall, nearly all of Daly City scores between 0.5 and 0.75, reflecting relatively positive economic outcomes. Only two tracts, one directly north of Broadmoor in the Westlake Center tract, the other entirely west of Skyline Boulevard, have **low to moderate economic opportunity scores** in the city.

Conversely, HUD's job proximity index, shown in **Figure HE-14**, shows **Daly City has the furthest proximity to jobs** in the entire county, with almost the entire city scoring below the 20th percentile on a scale from zero to 100, where 100 is the closest proximity to jobs. However, it is likely that this ranking is based on the assumptions that employment hub opportunities are the City and County of San Francisco and the San Francisco Airport.

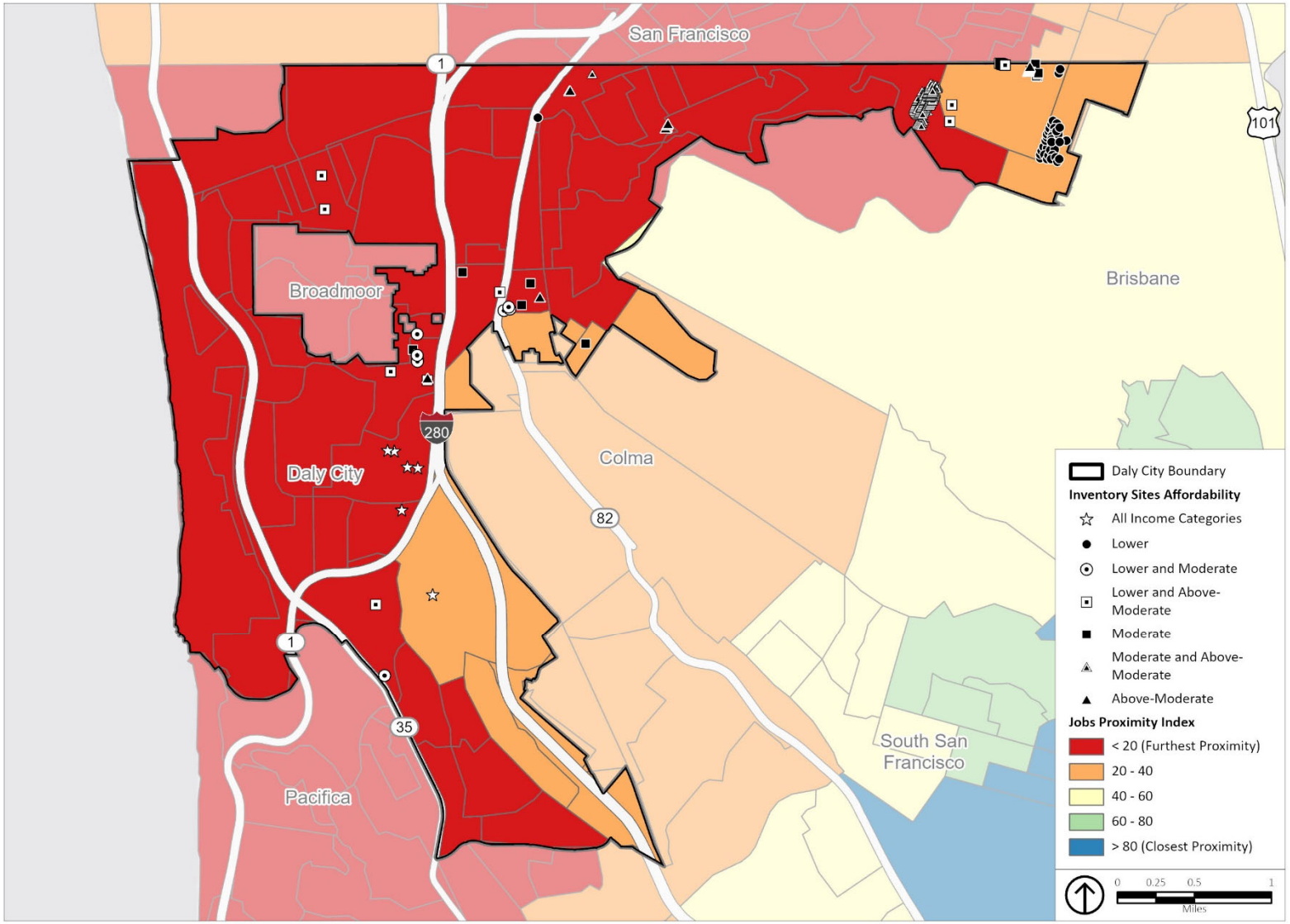
Through **Tasks 1.1 through 1.4**, the City will establish a Commercial Mixed-Use zone, and will remove the conditional use permit requirement for mixed-use development in the C-1 and C-2 zones as part of **Task 1.5**. Mixed-use development can create new job opportunities in close proximity to housing, potentially reducing the length of required commutes.

Figure HE-13: TCAC Education Score



Source: TCAC, 2021

Figure HE-14: HUD Jobs Proximity Index



Source: HUD, 2014-2017

Environment. Daly City is an urbanized area with predominantly residential and commercial uses. However, proximity to major roadways and I-280 may contribute to adverse environmental conditions.

A disadvantaged community or environmental justice community ("EJ Community") is designated by the California Environmental Protection Agency (CalEPA) as areas that fall in the 25 highest scoring census tracts for environmental pollution and other hazards, and may or may not have a concentration of low-income households, high unemployment rates, low homeownership rates, overpayment for housing, or other indicators of disproportionate housing need.[15] In February 2021, the California Office for Environmental Health Hazard Assessment released the fourth version of CalEnviroScreen, a tool that uses environmental, health, and socioeconomic indicators to map and compare communities' environmental scores. In the CalEnviroScreen tool, communities that have a cumulative score in the 75th percentile or above (25 percent highest score census tracts) are designated disadvantaged communities under SB 535.[16] CalEnviroScreen percentiles in Daly City are shown in **Figure HE-15**. The cumulative score for each census tract includes an exposure score, with a low score being a positive outcome, for each of the following:

- Ozone concentrations
- $PM_{2.5}$ concentrations
- Diesel particulate matter emissions
- Drinking water contaminants
- Children's lead risk from housing for children
- Use of certain high-hazard, high-volatility pesticides
- Toxic releases from facilities
- Traffic impacts[17]

Communities that are identified as disadvantaged communities based on their cumulative pollution exposure score are targeted for investment through the State cap-and-trade program. However, the condition of these communities poses fair housing concerns due to disproportionate exposure to unhealthy living conditions. Overall, Daly City scores relatively well on environmental outcome, with an average score in the 47.6th percentile. indicating that there are no areas that meet the criteria of a disadvantaged community or are disproportionately exposed to high levels of pollutants compared to other census tracts in the state. These scores reflect generally positive environmental conditions for residents of Daly City.

The primary indicators leading to higher scores in the city, as reported by OEHHA's CalEnviroScreen 4.0, are, in order of significance: low birth rate, linguistic isolation, diesel particulate matter (PM), lead in older homes, traffic, asthma, groundwater threats, hazardous waste, and education, all at or above the 49th percentile. In Daly City, the northern portion of the city, including the Pointe Pacific, Franciscan Park, Westlake/Westlake Northwest, Westlake South of Westmoor, and the Serramonte Center neighborhoods, and adjacent tracts to the south along I-280 to the central boundary of the city, see more positive environmental conditions compared to central areas. The most adverse environmental conditions are

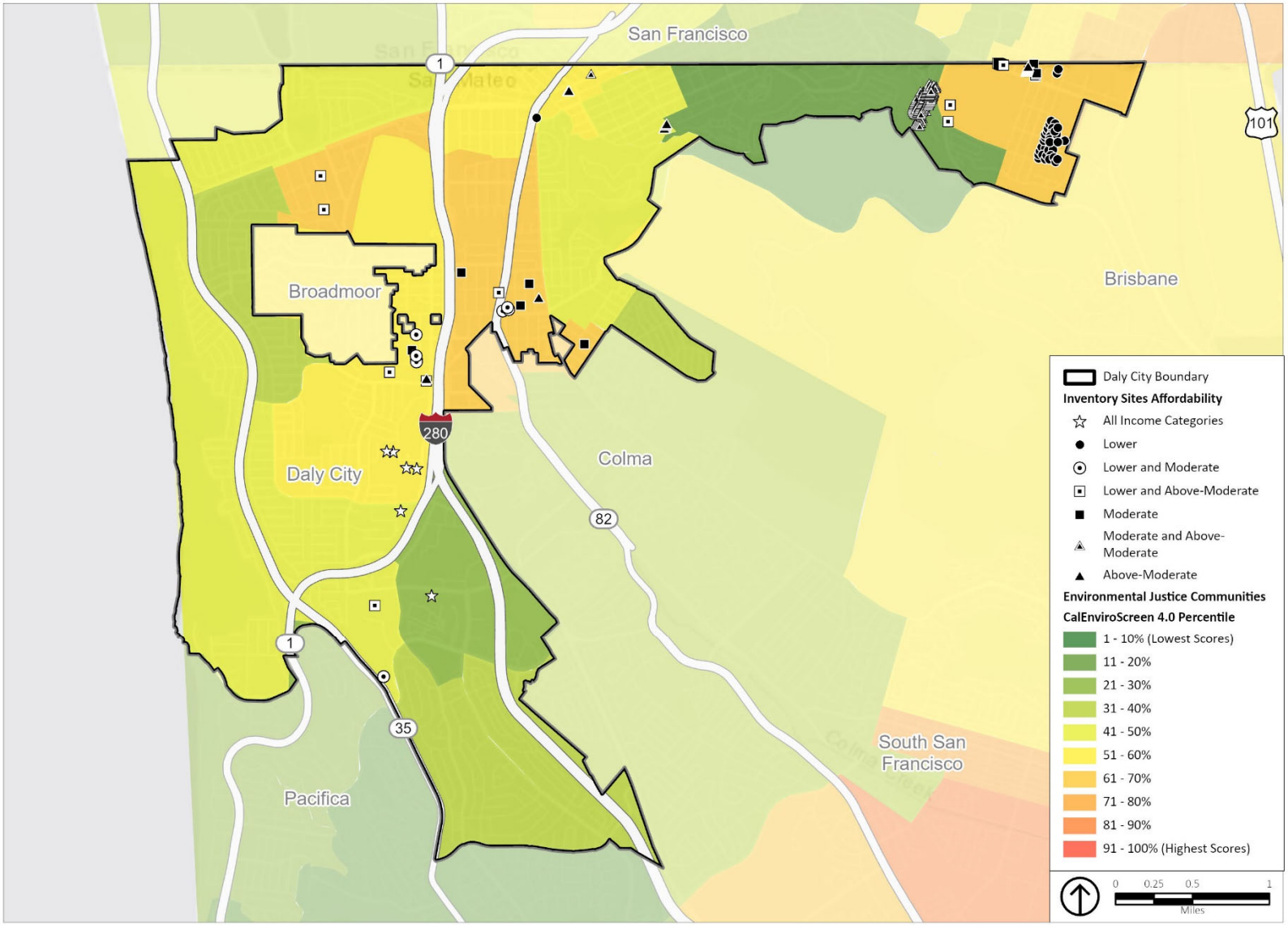
[15] California Health and Safety Code § 39711
[16] California Office of Environmental Health Hazard Assessment. *SB 535 Disadvantaged Communities*, June 2017. https://oehha.ca.gov/calenviroscreen/sb535
[17] California Environmental Protection Agency, California Office of Environmental Health Hazard Assessments. *Update to the California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0 Public Review Draft*, February 2021. https://oehha.ca.gov/media/downloads/calenviroscreen/document/calenviroscreen40reportd12021.pdf.

found in the central areas along I-280; north, east, and west of Broadmoor; in the original downtown; Westmoor and St. Franciscan neighborhoods; and the Bayshore and Cow Palace neighborhoods. The siting of affordable multifamily rental complexes largely coincides with census tracts with scores above the 50th percentile.

While Daly City is not considered an area of potential concern regarding fair housing in relation to disproportionate exposure to environmental hazards and a concentration of vulnerable populations by SB 535, I-280 runs through the center of the city, Highway 35 runs north to south through the western portion of the city, and Highway 82 parallels I-280. The locations of these major transportation corridors pose a potential environmental concern for adjacent residential areas, which may face increased exposure to traffic emissions and particulate matter. CalEnviroScreen reports that the pollution burden for diesel PM is above the 67th percentile, and traffic in these areas exceeds the 86th percentile. Further, the higher scores in these tracts are also attributed to socioeconomic factors, which generally fall above the 68th percentile, particularly cost burden, health factors, and linguistic isolation.

In San Mateo County, cumulative pollution exposure scores are relatively consistent among similarly situated suburban and urban communities. Scores increase in higher industrial areas, such as in the vicinity of the San Francisco Airport.

Figure HE-15: CalEnviroScreen 4.0 Percentile



Source: CalEnviroScreen 4.0

Disparities in access to opportunity. Data show that racial and ethnic minorities are more likely to live in low and moderate resource areas compared to non-Hispanic White residents. However, with the exception of Hispanic residents, the distribution of racial and ethnic residents in Daly City is relatively similar for those living in low, moderate, and high resource areas. While non-Hispanic White residents are more likely to live in high-resource areas, **Hispanic residents are more likely to live in low- and moderate-resource areas**.

TCAC's composite opportunity score for Daly City shows that census tracts in the northwest area of the city fall within high-resource areas while the rest of the city is in moderate-resource areas. The Social Vulnerability Index (SVI) provided by the CDC—which ranks census tracts based on their ability to respond to a disaster—includes socioeconomic status, household composition, race or ethnicity, and housing and transportation. **The central area of the city, bordered by I-280 to the west and Hillside Boulevard to the east, is most vulnerable according to the SVI**.

Daly City does not have any disadvantaged communities as defined under SB 535, where "disadvantaged communities are defined as the top 25.0 percent scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low-income populations."[18]

Disparities specific to the population living with a disability. Nine percent of the population in Daly City are living with at least one disability, compared to 8 percent in the county. The most common disabilities in the city are ambulatory (5.3 percent), independent living (4.4 percent), and cognitive (2.9 percent). The spatial distribution of Daly City residents with a disability is shown earlier in **Figure HE-7**.

Disability

"Disability types include hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty."

For the population 65 and over, the share of the population with an ambulatory or independent living difficulty increases. As mentioned above under access to transportation, San Mateo County is rapidly aging, therefore this population with a disability is likely to increase.

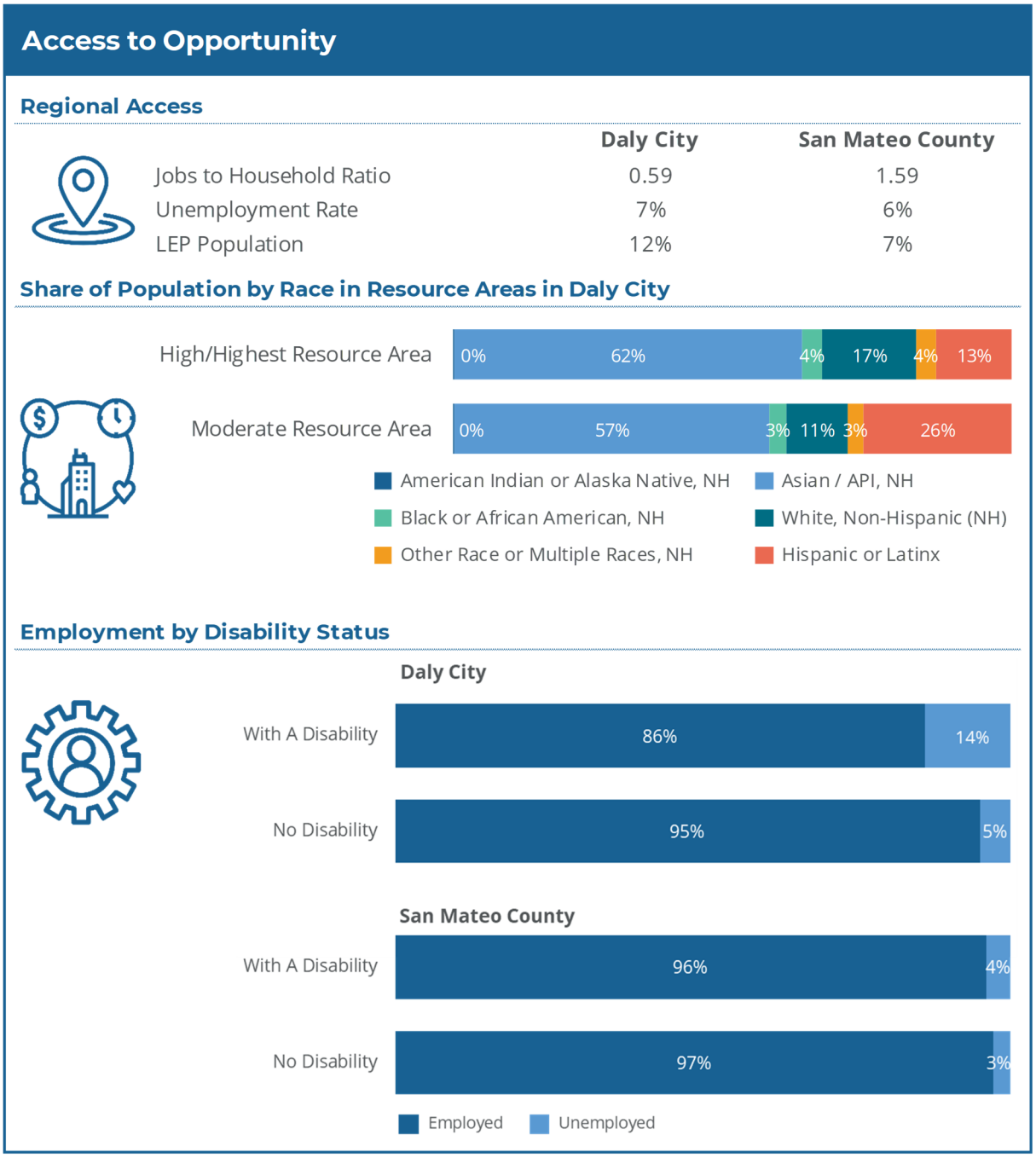
Unemployment is disproportionately high among residents living with a disability—14.0 percent compared to 5.0 percent for residents without a disability in Daly City—particularly when compared to the county where the disparity is not as high. Countywide, the unemployment rate for residents with a disability is 4.0 percent, compared to 3.0 percent for residents without a disability. High unemployment rates among this population point to a need for increased services and resources to connect this population with employment opportunities.

Residents living with a disability are primarily concentrated geographically along the I-280 corridor. This is likely due to increased transportation access and access to support services.

Source: California Department of Housing and Community Development Guidance, 2021, page 36.

[18] https://oehha.ca.gov/calenviroscreen/sb535

Figure HE-16: Access to Opportunity



Disparate Housing Needs

This section discusses disparate housing needs for protected classes, including cost burden and severe cost burden, overcrowding, substandard housing conditions, homelessness, displacement, and other considerations.

Disproportionate Housing Needs

"Disproportionate housing needs generally refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need when compared to the proportion of members of any other relevant groups, or the total population experiencing that category of housing need in the applicable geographic area. For purposes of this definition, categories of housing need are based on such factors as cost burden and severe cost burden, overcrowding, homelessness, and substandard housing conditions."

Source: California Department of Housing and Community Development Guidance, 2021, page 39.

Housing needs. Since 2000, population growth in Daly City has generally aligned with the Bay Area but lagged behind the county. Daly City experienced its most significant loss in population during the Great Recession. **Population growth slowed again from 2019 to 2020, likely due to the emergence of the COVID-19 pandemic.**

Since 2015, **the housing that has received permits to accommodate growth has largely been priced for above moderate-income households**, with 359 units permitted for above moderate-income households. **However, the city has also issued nearly 300 permits for low-income housing.** Additionally, the city has permitted 132 permits for moderate-income housing and 59 permits for very low-income housing. The Housing Needs Data Report for Daly City indicates new construction has not kept pace with demand throughout the Bay Area, "resulting in longer commutes, increasing prices, and exacerbating issues of displacement and homelessness."[19]

The variety of housing types available in the city in 2020 are predominantly single family (62.0 percent) and medium- or large-scale multifamily (24.0 percent). From 2010 to 2020, the multifamily inventory increased more than single family, and the city has a greater share of multifamily housing compared to other communities in the region.[20]

Nearly 70.0 percent of the housing inventory in Daly City was constructed from 1940 to 1979. As such, the city's units are older, lack energy efficiency, could be costly to adapt for disability accessibility, and may have deferred maintenance if households cannot afford to make improvements.

Compared to San Mateo County, the city's owner-occupied housing market has a smaller share of units priced between $1 and $1.5 million—14.0 percent of units in the city fall within this price range compared to 23.0 percent in the county. Similarly, units priced above $2 million make up less than 1.0 percent of the city's housing stock compared to 19.0 percent in the county. According to the Zillow home value index, home prices have experienced significant increases in the county.

Rents have increased at a slower pace compared to the for-sale market—however, median rents increased more rapidly from 2017 to 2019. Rent increases have likely been dampened by the COVID-19 pandemic. Compared to the county, **Daly City has fewer luxury rental units**—12.0 percent of units rent for more than $3,000 in the city compared to 22.0 percent in the county.

Cost burden and severe cost burden. **Close to half of all renter households in Daly City are cost burdened**, spending more than 30.0 percent of their gross income on housing costs, and one in five are extremely cost burdened, spending more than 50.0 percent of their gross income on housing costs. Cost burdened

[19] Housing Needs Data Report: Daly City, ABAG/MTC Staff and Baird + Driskell Community Planning, 2021.
[20] Housing Needs Data Report: Daly City, ABAG/MTC Staff and Baird + Driskell Community Planning, 2021.

households have less money to spend on other essentials like groceries, transportation, education, healthcare, and childcare. Extremely cost burdened households are considered at risk for homelessness.

A greater portion of households in Daly City (42.0 percent) struggle with cost burden compared to the county (37.0 percent). Lower-income households are more likely to experience housing cost burden. Two-thirds of households earning less than 30.0 percent AMI—considered extremely low-income households—are severely cost burdened, compared to less than 1.0 percent of households earning more than 100.0 percent of AMI.

There are **disparities in housing cost burden in Daly City by race and ethnicity and family size**. Black or African American (54.0 percent) and Hispanic households (49.0 percent) experience the highest rates of cost burden in the city. Non-Hispanic White (36.0 percent cost burdened) and both Asian and other/multiple race households (39.0 percent) experience the lowest cost burden.

Large family households—considered households with five or more persons—experience less cost burden, at a rate of 36.0 percent compared to all other households at 42.0 percent. Cost burdened renter households are primarily concentrated west of I-280 and in the northeast part of the city, just north of San Bruno Mountain State Park.

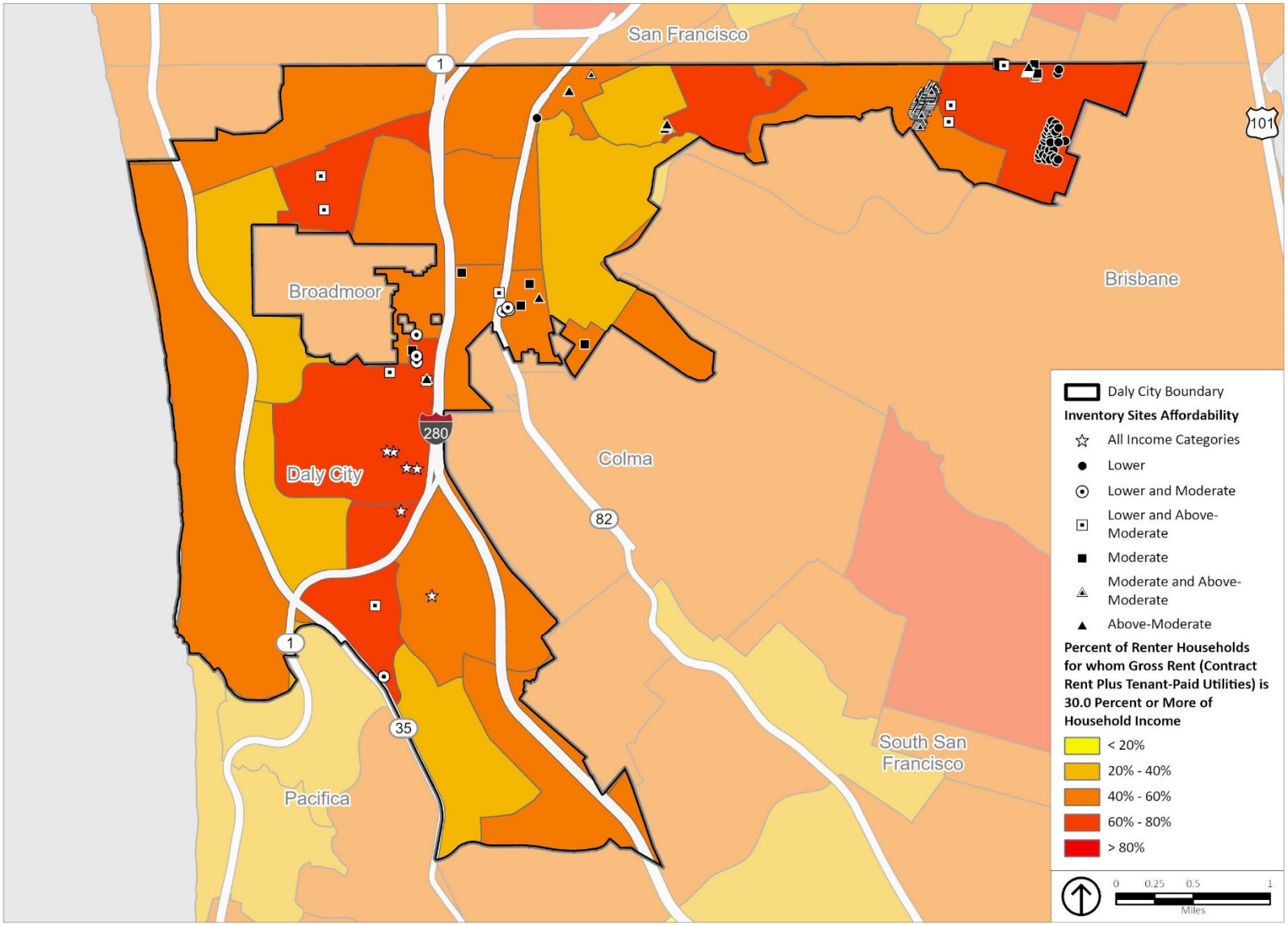
Figure HE-17 demonstrates the distribution of overpayment by renters for tracts throughout Daly City. While renters throughout the city experience housing cost burden, overpayment by renters is more severe in the Westlake Center (63.0 percent) and Campus Drive Serramonte (66.2 percent) neighborhoods, which correspond to the highest proportion of renter-occupied units in the city (at 95.0 and 82.9 percent of households respectively) as well as the highest rates of poverty and very low median incomes, between $57,275 and $71,186. In the Original Daly City and Hillside neighborhoods, 74.6 percent of households are renters and 55.4 percent are cost burdened, with median incomes in the very low-income range between $69,261 and $80,284. Additionally, although a lower proportion of households in the Westmoor Park and St. Francis neighborhoods are renters (39.2 percent), 61.6 percent pay more than 30 percent of their income toward housing costs. Median incomes range between very low in the neighborhood between Southgate Avenue and Cabrillo Highway (SR-1) adjacent to Serramonte Center, to low in the St. Francis neighborhood, with between 10.4 percent and 11.6 percent of the population earning incomes below the poverty level.

Similar overpayment conditions are found in the Bayshore Heights neighborhood, where 44.9 percent of households are renters, the median income is considered very low, and 66.3 percent of renters overpay for housing. Within the Southern Hills neighborhood, only a small proportion of households (17.0 percent) are renters and, although the median income is in the moderate category ($130,625), the majority of renters (65.8 percent) are cost burdened. In addition, in the west Hillside/Citrus Avenue and Merced Extension Triangle neighborhoods, where renters comprise between 44.0 and 50.7 percent of the households, an average of 46.0 percent of renters are cost burdened. These areas with high renter overpayment generally coincide with rates of overcrowding above 15.0 percent, with the exception of the Mission Hills neighborhood, which has a very low rate of overcrowding. Compared to neighboring cities in the county, renter occupants in Daly City experience housing cost burden at similar rates.

Figure HE-18 shows the distribution of homeowners in Daly City paying more than 30 percent of their income on housing. The intensity of housing cost burdens for homeowners is comparable to that of renters, with the majority of the city seeing homeowner overpayment rates between 40.0 and 60.0 percent. However, within the neighborhoods west of Skyline Boulevard, and north of John Daly Boulevard from the coast to the junction of SR 1 and I-280, homeowner cost burden is below 40.0 percent, correlating with predominantly single-family development, homeowner rates above 70.0 percent, moderate to above moderate median incomes, and the highest concentration of White non-Hispanic residents in the city. This area also has poverty rates between 15.0 percent and 30.0 percent, and although homeowner

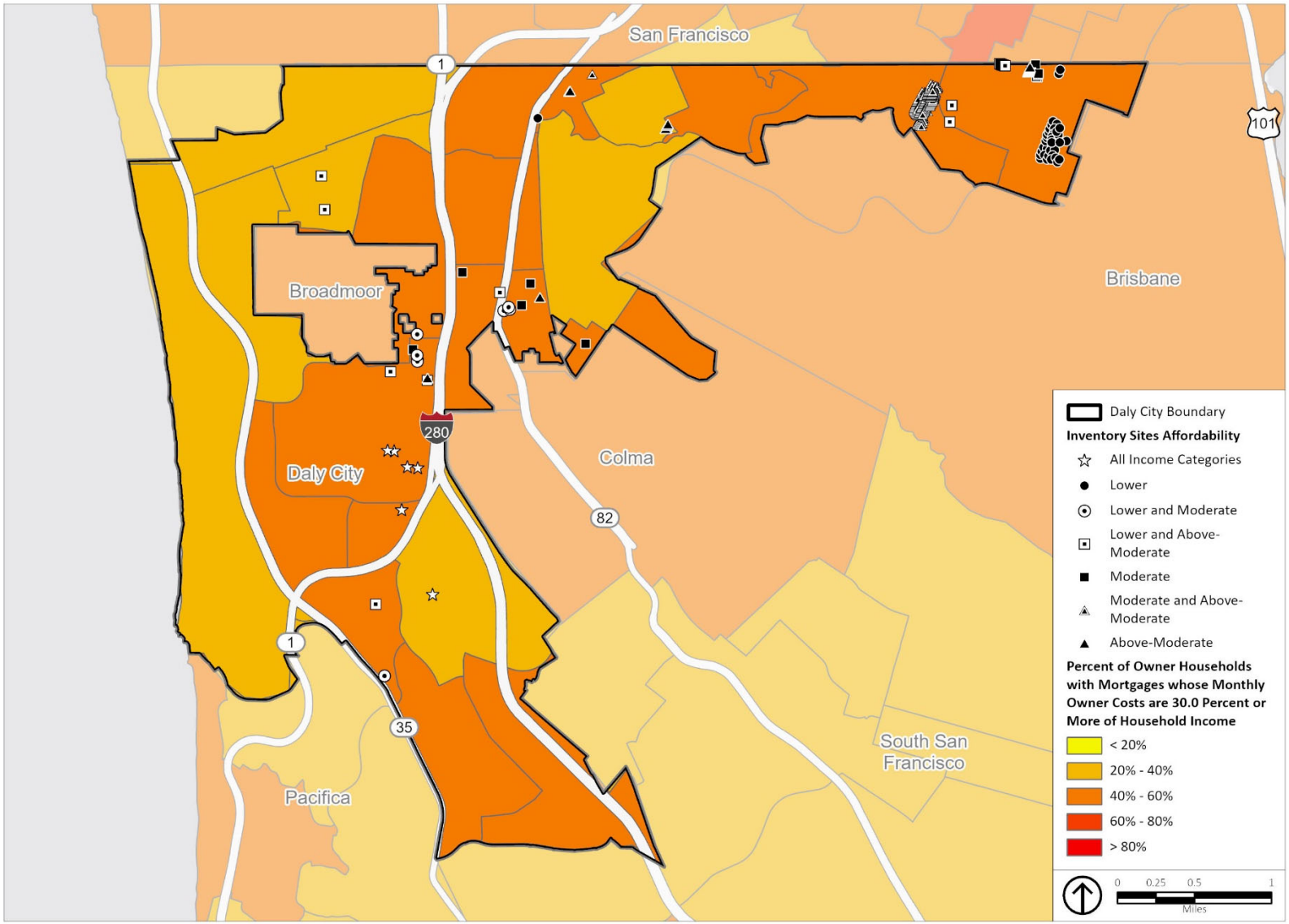
overpayment is relatively low, 50.0 percent of the small proportion of renters in these neighborhoods are cost burdened. Homeowner overpayment below 40.0 percent is also found in the Hillside Park neighborhood and the Crocker neighborhood in the vicinity of Lincoln Park, with moderate incomes and a larger proportion of Asian residents. Renters, while comprising less than 30 percent of the households in these neighborhoods, experience overpayment at similar rates. However, unlike the western area of the city, between 15.0 to 16.5 percent of households in these neighborhoods are overcrowded, which could indicate that families or household members are doubling up in order to afford their housing. Cost burden by homeownership is slightly more apparent in Daly City compared to neighboring cities such as San Carlos, Menlo Park, Redwood City, and East Palo Alto. It should also be mentioned that even in areas previously identified as being of higher income levels (upwards of $125,000), residents throughout the city still experience cost burdens regardless of occupancy type and income.

Figure HE-17: Renter Overpayment



Source: ACS, 2015-2019

Figure HE-18: Owner Overpayment



Source: ACS, 2015-2019

Overcrowding. In response to a disparity between household income and housing costs in a community, some households may not be able to buy or rent housing that provides a reasonable level of privacy and space. According to both California and federal standards, a housing unit is considered overcrowded if it is occupied by more than one person per room (excluding kitchens, bathrooms, and halls).

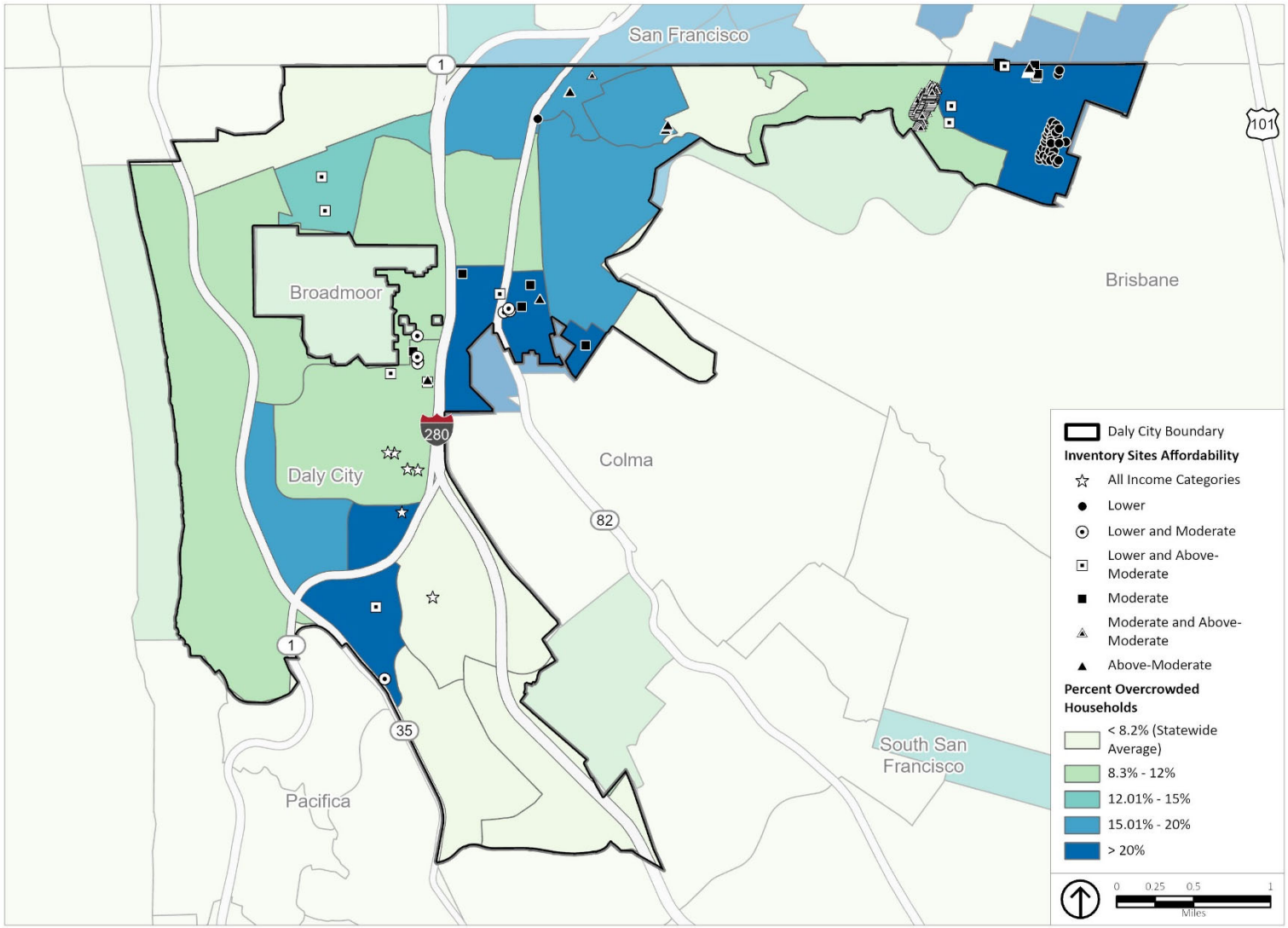
Fourteen percent of households in Daly City are overcrowded, compared with only 8.0 percent in the county. However, renter households are more likely to be overcrowded, with nearly 22.0 percent of households with more than one occupant per room compared to 8.0 percent of owner households.

As demonstrated in **Figure HE-19**, overcrowded households in Daly City are concentrated in the Westlake Shopping Center neighborhood (14.5 percent), southern St. Francis/Campus Drive and Serramonte (each at 27.9 percent), a portion of the Westmont neighborhood south of Westmoor Avenue and west of Skyline Boulevard (16.8 percent), northern Crocker (16.5 percent), Daly City BART (15.6 percent), Hillside/Pacific Pointe (15.1 percent), and Original Daly City (22.4 percent) neighborhoods. The majority of these areas have lower median incomes (**Figure HE-9, Median Household Income**) and are predominantly non-White with an Asian majority and an average of 30.0 percent Hispanic residents (**Figure HE-6, Percentage of Population Non-White**). These areas also experience higher levels of housing cost burden (**Figure HE-18, Overpayment by Homeowners,** and **Figure HE-17, Overpayment by Renters**) for both homeowners and renters, and in the northern and Westlake neighborhoods, a higher incidence of children in single female-headed households. It is likely that residents live in these areas due to the low cost of housing compared to other parts of the region or, conversely, as a result of a shortage of units to accommodate households at appropriate sizes and within their price range.

Regionally, Daly City, as well as other cities such as San Mateo, Redwood City, and East Palo Alto, has a relatively high percentage of overcrowded households in comparison to the county as a whole.

Racial and ethnic minorities are more likely than non-Hispanic White households to experience overcrowding. Hispanic (21 percent), Other/Multiple race (20 percent), and Asian (16 percent) households experience the highest rates of overcrowding. Low- and moderate-income households are also more likely to be overcrowded.

Figure HE-19: Rate of Overcrowding



Source: CHHS, 2020

Displacement. Owner households generally enjoy greater housing stability than renter households, which are more mobile. In Daly City, **21 percent of income-assisted rental units are at high or very high risk for conversion to market rate**, a total of 112 out of 528 total units in the city. In San Mateo County, 417 units are at risk—8 percent of the total assisted housing units in the county. Source: https://www.sensitivecommunities.org/.

Displacement Sensitive Communities

"According to the Urban Displacement Project, communities were designated sensitive if they met the following criteria:

- "They currently have populations vulnerable to displacement in the event of increased redevelopment and drastic shifts in housing cost. Vulnerability is defined as:
  - "Share of very low-income residents is above 20 percent

    AND
  - "The tract meets two of the following criteria:
    - "Share of renters is above 40 percent
    - "Share of people of color is above 50 percent
    - "Share of very low-income households (50 percent AMI or below) that are severely rent burdened households is above the county median
    - "They or areas in close proximity have been experiencing displacement pressures. Displacement pressure is defined as:
      - "Percent change in rent above county median for rent increases, 2014-2020

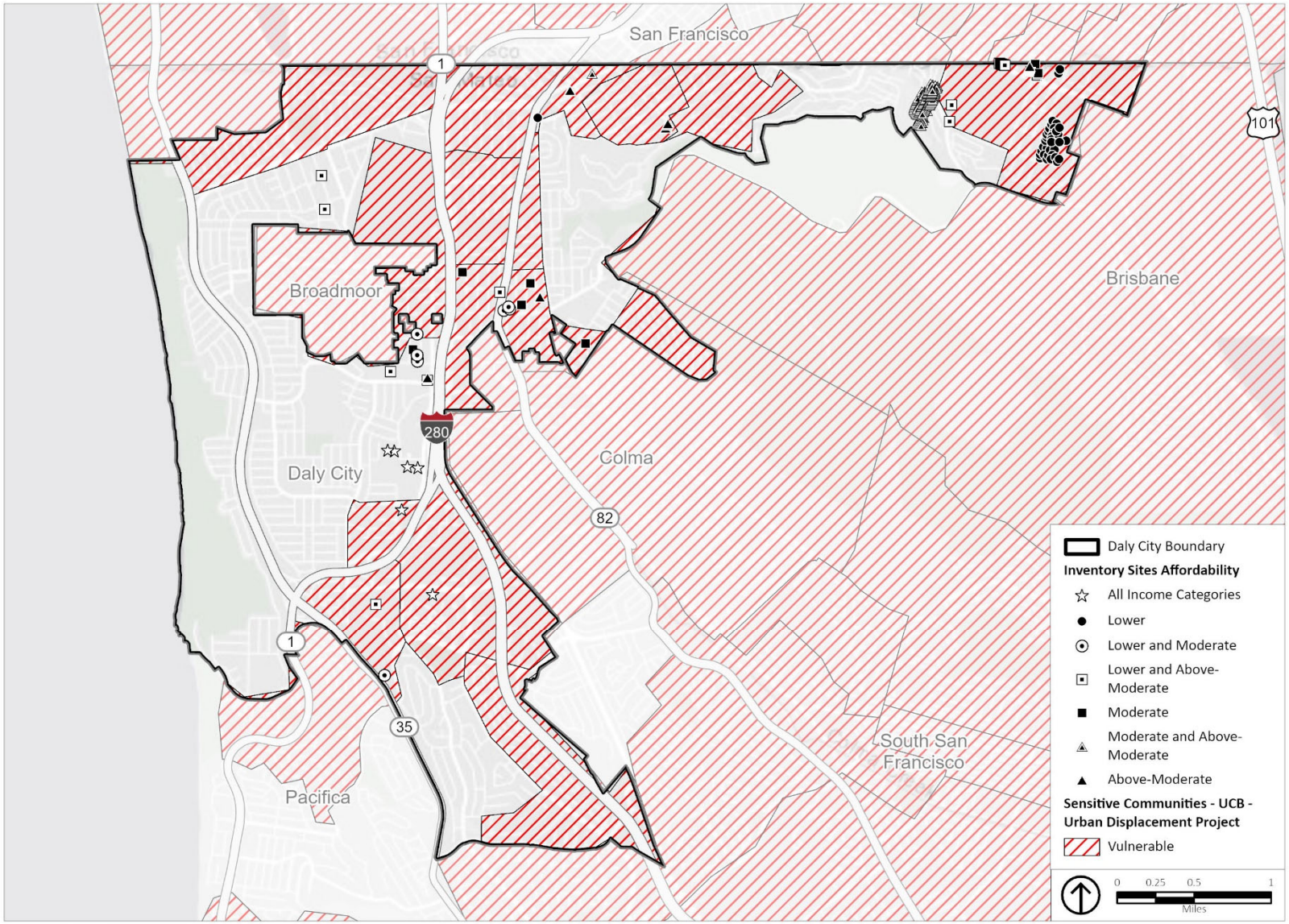
"OR

- "Difference between tract median rent and median rent for surrounding tracts above median for all tracts in county (rent gap)"

Residents of 11 census tracts in the city are vulnerable to displacement—these same tracts generally have higher shares of renter households (**Figure HE-20**). Displacement risk is not attributed to flood hazard; outside of minimal areas adjacent to the Pacific Ocean and the BART Colma Station, **there are no areas in Daly City that are included in the Special Flood Hazard Areas determined by the Federal Emergency Management Agency (FEMA) as having a 1.0 percent chance of flooding annually.**

To address various potential causes for displacement, the Housing Element includes **Task 8.1** which will protect renters from displacement caused by condominium conversions using federal, state, and local funds as available. The City will also leverage available funding to encourage the production of affordable housing and will provide technical assistance as part of **Task 9.1**. The City will continue to provide fair housing services and education to tenants and landowners to prevent housing discrimination as part of **Tasks 15.1 and 15.2**. The City will also continue to operate and support the Housing Assistance Program as part of **Task 16.1** to provide emergency financial assistance grants to eligible lower-income families, seniors, and persons with disabilities to cover housing-related emergencies.

Figure HE-20: Communities Vulnerable to Displacement



Source: UCB Urban Displacement Project, 2021

Substandard housing. Substandard housing is housing that poses a risk to the health, safety, and/or physical well-being of residents. When looking at the age of the housing stock, particularly for rental units that often require larger investment to maintain, the oldest units are located in the northern portion of the city, in the Southern Hills, Daly City BART, and Westlake Park neighborhoods. Of these neighborhoods, Daly City BART has the lowest median income ($76,413 to $ 96,691) and the highest percentage of rental units built prior to 1949. Therefore, the City has identified **Task HE 14.3** to provide rehabilitation assistance loans and target outreach regarding rehabilitation assistance in this neighborhood, and any others where there is identified rehabilitation need.

Additional data on housing condition is very limited, with the most consistent data available across jurisdictions found in the American Community Survey (ACS)—which captures units in substandard condition as self-reported in census surveys. In Daly City, renter households are more likely to have substandard kitchen and plumbing facilities compared to owner households. Generally, a low share of households are lacking kitchen or plumbing. For renters, 1.6 percent are lacking kitchen facilities while less than 1 percent are lacking plumbing. For owners, less than 1 percent are lacking either kitchen or plumbing facilities.

Through **Task 14.3** the City will continue to provide CDBG-funded residential rehabilitation loans to eligible low-income homeowners and rental property owners. Additionally, as part of **Task 23.2** the City will develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.

Homelessness. In 2022, 1,808 people were experiencing homelessness in the county, an increase of 191 persons from 2019—39.6 percent of people were in emergency or transitional shelter and the remaining 60.4 percent were unsheltered. The majority of unsheltered people experiencing homelessness were in households without children (91.2 percent). Of the households with children, 82.0 percent were residing in an emergency shelter or transitional housing; the remainder were unsheltered persons living in safe parking areas or in their vehicle.

The majority of people in adult-only households were unsheltered (72.0 percent), aged 25 or older (96.0 percent), male (73.0 percent), non-Hispanic/non-Latin (56.0 percent), White (63.0 percent), and were not considered chronic homeless (55.0 percent). **Populations that were overrepresented in the homeless population compared to the general population include residents that identify as American Indian or Alaskan Native (5.0 percent of the homeless population compared to less than 1.0 percent of general population), Black (19.0 percent of homeless, 3.0 percent of total population), White (61.0 percent of homeless, 54.0 percent of total population), and Hispanic (47.0 percent of homeless percent, 25.0 percent of population).** People struggling with chronic substance abuse (18.9 percent), severe mental illness (28.0 percent), and domestic violence (6.7 percent) represented a substantial share of the homeless population in 2022.

To better understand the impacts of the COVID-19 pandemic on homelessness, the survey administered to people experiencing unsheltered homelessness were asked whether the COVID-19 pandemic was the cause of homelessness and about their vaccination status. Among those surveyed, 15.0 percent reported that the COVID-19 pandemic caused them to become homeless. Of this subset of the population, the most common causes were loss of job (44.0 percent), eviction (10.0 percent), having their rent raised (5.0 percent), and having their work hours reduced (5.0 percent).

In Daly City in 2022, 49 unsheltered persons were counted, a decrease from 66 in 2019. The total number of sheltered homeless residents from Daly City is not included in the 2022 Point in Time count. While Daly City's population represents 14 percent of the total county, only 4.0 percent of the unsheltered population were present in the city. Demographic information is not available at the city level; however, it is reasonable to conclude that persons experiencing homelessness share similar demographics with those

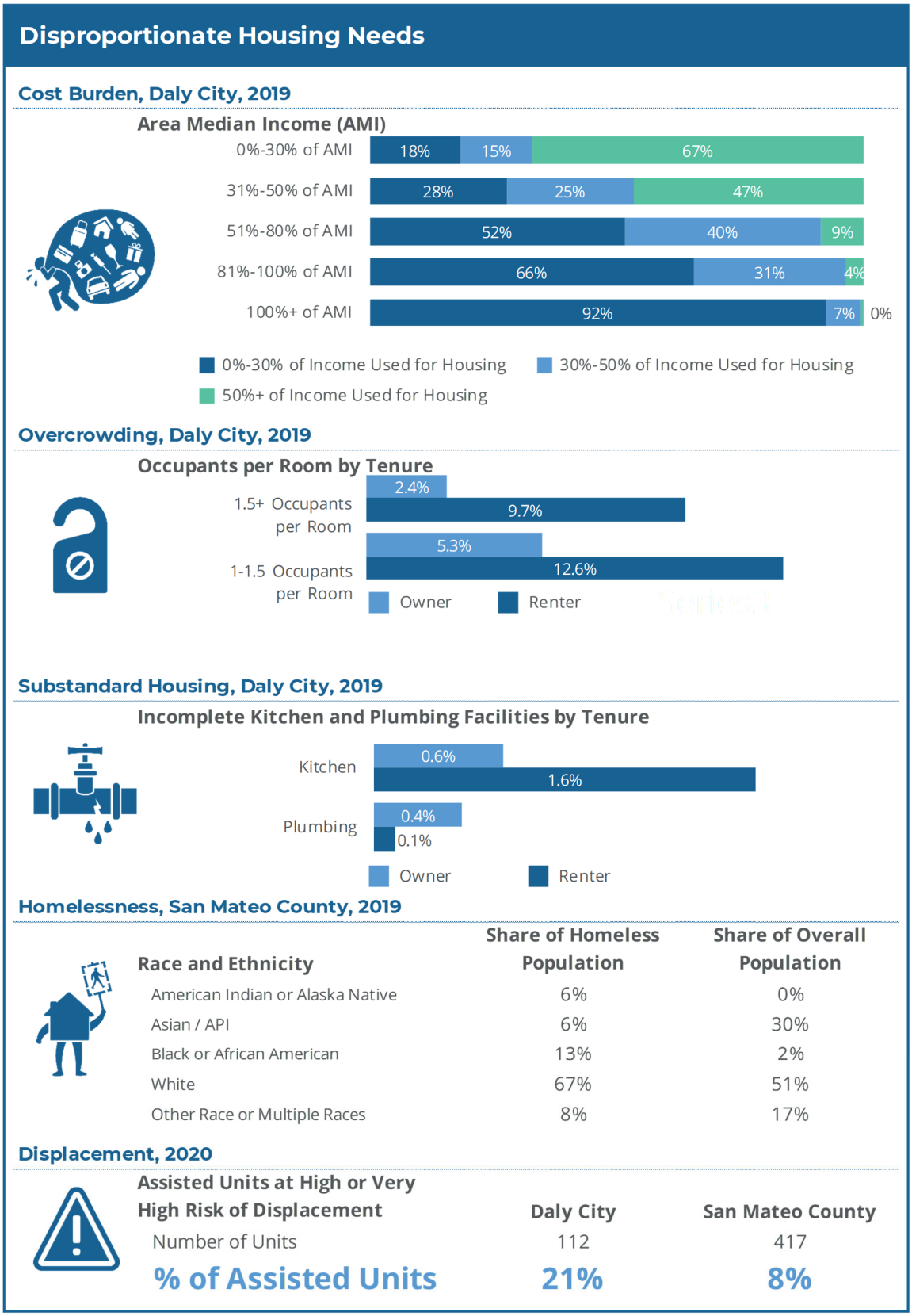
who are living in poverty and/or face severe cost burden. In Daly City, the highest rates of poverty were among Black residents (13.3 percent), American Indian residents (10.8 percent), and Other or Multiple races, including Hispanic and non-Hispanic (10.3 percent).

In Daly City, areas where homeless community members are frequently noticed are generally concentrated around Mission Plaza, Westlake Shopping Center, in front of the Walgreens on San Pedro Road, and around the bus turnaround at Top-of-the-Hill (Mission Street and John Daly Boulevard). Each of these locations is within easy walking access to transit, connecting homeless residents to services and resources they may need throughout the city and the Bay Area. Services in Daly City for homeless residents include Family Crossroads and the Daly City Community Service Center. Family Crossroads is operated by LifeMoves, a nonprofit organization aiding homeless individuals transition to stable housing. The facility is located in the Daly City BART neighborhood and provides interim housing for 15 families experiencing homelessness. The Daly City Community Service Center is located in the Broadmoor neighborhood and is one of eight core San Mateo County agencies that addresses homelessness and provides services for the population. The Center offers case management and safety net services, including rent and utility assistance, food pantry and distribution, shelter referrals, Diaper Club Program, clothing, toiletries, and household items support. All services provided by the Center are available in English, Spanish, Tagalog, Cantonese, and Mandarin.

The City will continue **Policy 19** and make referrals to home-sharing programs which can provide essential housing to those at risk of homelessness. The City will also adopt management standards for emergency shelters as part of **Task 13.1**. To ensure sufficient local shelter for those experiencing homelessness, the City will revise its zoning code to permit Transitional and Supportive Housing in compliance with State Law through **Task 13.3** and will additionally define and permit the development of low-barrier navigation centers in **Task 13.2**.

Access to mortgage loans. ***Disparities by race and ethnicity are also prevalent for home mortgage applications, particularly in denial rates. Hispanic (38 percent denial rate) and Black or African American (36 percent) had the highest denial rates for mortgage loan applications in 2018 and 2019. Conversely, non-Hispanic While (22 percent) and both American Indian or Alaska Native and Asian (25 percent) households have the lowest denial rates during the same time.***

Figure HE-21: Disporportionate Housing Needs



Other Relevant Factors

History of segregation in the region. The United States' oldest cities have a history of mandating segregated living patterns—and Northern California cities are no exception. ABAG, in its recent Fair Housing Equity Assessment, attributes segregation in the Bay Area to historically discriminatory practices—highlighting redlining and discriminatory mortgage approvals—as well as "structural inequities" in society and "self segregation" (i.e., preference to live near similar people).

This history of segregation in the region is important not only to understand how residential settlement patterns came about, but more importantly, to explain differences in housing opportunity among residents today. To summarize, not all residents had the ability to build housing wealth or achieve economic opportunity. This historically unequal playing field in part determines why residents have different housing needs today.

Researcher Richard Rothstein's 2017 book *The Color of Law: A Forgotten History of How Our Government Segregated America* chronicles how the public sector contributed to the segregation that exists today. Rothstein highlights several significant developments in the Bay Area that played a large role in where the region's non-White residents settled.

Pre-civil rights San Mateo County faced resistance to racial integration, yet it was reportedly less direct than in some Northern California communities, taking the form of "blockbusting" and "steering" or intervention by public officials. These local discriminatory practices were exacerbated by actions of the Federal Housing Administration, which excluded low-income neighborhoods, where the majority of people of color lived, from its mortgage loan program.

According to the San Mateo County Historical Association. San Mateo County's early African Americans worked in a variety of industries, from logging to agriculture to restaurants and entertainment. Expansion of jobs, particularly related to shipbuilding during and after World War II, attracted many new residents into the peninsula, including the first sizable migration of African Americans. Enforcement of racial covenants after the war forced the migration of the county's African Americans into neighborhoods where they were allowed—housing segregated into less desirable areas, next to highways, and concentrated in public housing and urban renewal developments.

Daly City is notable for its relatively small lot sizes—spurred by the development of affordable homes to accommodate demand in the post–World War II housing boom. As such, the city has been accommodating "missing middle" housing demand for many decades and continues to serve as a provider of missing-middle ownership housing for the greater region.[21]

Still, while Daly City was unique in providing homes to returning vets, public- and private-sector regulations and actions prevented purchases of those homes by buyers of color, including returning veterans. Daly City's Westlake neighborhood was financed with Federal Housing Administration guarantees that carried covenants that prevented homes from being sold to non-Whites. Recorded deeds specified that only "members of the Caucasian or White race shall be permitted" to occupy sold homes—the exception being "domestics … employ[ed] on the premises."[22] Daly City neighborhoods that did not carry such covenants were racially and ethnically diverse, and sales were made to persons of color to

[21] https://www.kqed.org/news/11882379/how-daly-city-became-one-of-the-most-densely-populated-cities-in-the-country
[22] Rothstein, Richard, *The Color of Law: A Forgotten History of How Our Government Segregated America,* 2017.

accommodate workforce needs.[23] This history explains Daly City's relative diversity, which has been maintained over time, as discussed previously.

The segregating effect of blockbusting activities is well documented in East Palo Alto. In 1954, after a White family in East Palo Alto sold their home to an African American family, the then-president of the California Real Estate Association set up an office in East Palo Alto to scare White families into selling their homes ("for fear of declining property values") to agents and speculators. These agents then sold these homes at overinflated prices to African American buyers, some of whom had trouble making their payments. Within six years, East Palo Alto—initially a "whites only" neighborhoods—became 82 percent African American. The FHA prevented re-integration by refusing to insure mortgages held by White buyers residing in East Palo Alto.

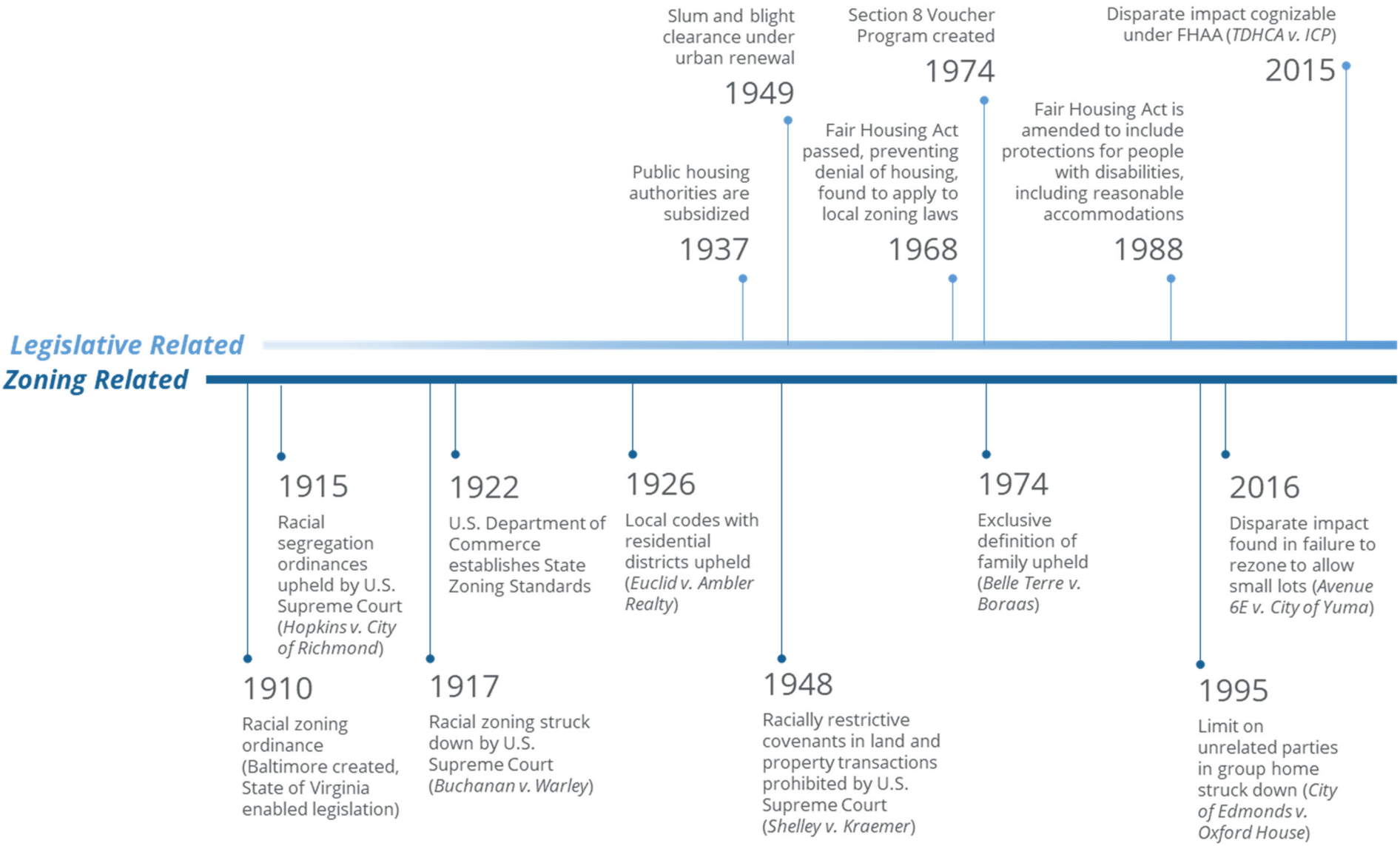
Throughout the county, neighborhood associations and city leaders attempted to thwart integration of communities. Although some neighborhood residents supported integration, most did not, and it was not unusual for neighborhood associations to require acceptance of all new buyers. Builders with intentions to develop for all types of buyers (regardless of race) found that their development sites were rezoned by planning councils, required very large minimum lot sizes, and\or were denied public infrastructure to support their developments or charged prohibitively high amounts for infrastructure.

The following timeline displays major federal acts and court decisions related to fair housing choice and zoning and land use (**Figure HE-22**). As shown in the timeline, exclusive zoning practices were common in the early 1900s. Courts struck down only the most discriminatory and allowed those that would be considered today to have a "disparate impact" on classes protected by the Fair Housing Act. For example, the 1926 case *Village of Euclid v. Amber Realty Co.* (272 U.S. 365) supported the segregation of residential, business, and industrial uses, justifying separation by characterizing apartment buildings as "mere parasite(s)" with the potential to "utterly destroy" the character and desirability of neighborhoods. At that time, multifamily apartments were the only housing options for people of color, including immigrants.

The Federal Fair Housing Act was not enacted until 1968, nearly 60 years after the first racial zoning ordinances appeared in U.S. cities. This coincided with a shift away from federal control over low-income housing toward locally tailored approaches (block grants) and market-oriented choice (Section 8 subsidies)—the latter of which is only effective when adequate affordable rental units are available.

[23] https://www.kqed.org/news/11883382/in-daly-city-the-bayanihan-spirit-is-alive-and-well

Figure HE-22: Major Public and Legal Actions That Influence Fair Access to Housing



Zoning and land use. Though exclusive and discriminatory zoning is no longer legal, current land use and zoning patterns influence neighborhood demographics, access to opportunities, and more.

The Othering & Belonging Institute, a UC Berkeley research center, published a report in 2020 analyzing the characteristics of communities in the Bay Area in relation to the proportion of single-family zoning. The research findings identified that in San Mateo County and across the Bay Area regionally, residents of cities with high levels of single-family zoning have greater access to resources, resulting in positive life outcomes. Predominance of single-family zoning aligned with higher median incomes, higher home values, more-proficient schools, and other factors that are similarly associated with the highest-resource designation in the TCAC/HCD opportunity maps. Single-family zoning predominates residential areas in the Bay Area; the average proportion of residential land zoned exclusively for single-family housing in Bay Area jurisdictions was found to be 85.0 percent. Only in two jurisdictions of the 101 surveyed (Benicia and Suisun City) did single-family zoning make up less than 40.0 percent of the jurisdiction's land area. However, access to high quality resources was greatest in jurisdictions with at least 90.0 percent of the land area designated to single-family zoning.

During the study, it was assessed that 89 percent of residentially zoned land in Daly City was zoned exclusively for single-family housing, putting it in the top 30.0 percent of jurisdictions in the Bay Area based on percentage of exclusively single-family land. All jurisdictions that had 80.0 to 89.0 percent of their land designated for single-family housing were considered moderately exclusive. In 2020, approximately 62.3 percent of Daly City's housing stock consisted of single-family homes. Of the remaining units, 24.4 percent were multifamily units in structures with five or more units, 11.6 percent were in duplex to fourplex structures, and 1.6 percent were mobile homes. While single-family zoning can create highly desirable places to live, higher entry costs associated with this housing type can pose a barrier to access for low- and moderate-income households, restricting access to economic, educational, and other opportunities that are available in higher-resource communities.

In Daly City, the R-3, R-4, and BMR zones permit higher density multifamily housing and are scattered throughout the city, though with concentrations along Mission Street and Highway 1/ Cabrillo and surrounding the Westlake Shopping Center and Serramonte Center. As described throughout this Assessment of Fair Housing, these areas tend to have more indicators of fair housing concerns, such as lower median incomes, higher rates of poverty, higher rates of overcrowding, and more. While multifamily offers valuable housing opportunities for lower- and moderate-income households, the limited and concentrated supply of suitably zoned land may result in patterns of income segregation. To combat this potential fair housing issue, the City has identified **Tasks 1.1 through 1.4** which will create new opportunities for dense housing development in the C-MU zone. As part of **Task 3.1**, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents. The City will define and permit single-room occupancy units, which can be more affordable to extremely low income households, as part of **Task 18.3**. Through **Task 1.5**, the City will amend the zoning code such that two commercial zones will permit mixed-use development by-right. The City will also encourage the development of ADUs through **Task 5.1**, which can be an affordable housing type for lower-income households.

Public Investment Patterns.

Public and private investment typically includes construction, maintenance, and improvements to public facilities, including infrastructure, acquisition of land, and major equipment. Historically, investment in the City of Daly City has been prioritized based on need and available funding, which has prevented disinvestment in any particular area of the city. However, any infrastructure or facilities in need of improvement are identified for investment in the City's 5-year Capital Improvement Plan (CIP). The CIP is funded from a variety of sources that can each be used for specific purposes. These funds are allocated to improve roadways and other transportation infrastructure, public utility infrastructure, complete

downtown projects, support affordable development, maintain parks, and other projects. Recent and upcoming projects include, but are not limited to:

- Affordable Housing:
    - 493 Eastmoor: 71-unit affordable housing project in pre-development (2023).
    - 3001 Geneva: 6 affordable townhomes developed by Habitat for Humanity. Construction completed in Spring 2022.
- Park improvements in the Bayshore neighborhood, including Bayshore Park, Bayshore Heights Park, and Linda Vista Retention Basin. This is a lower-income neighborhood with a moderate to high rate of children in single-parent, female-headed households.
- Street improvements including crosswalk and streetlight enhancements citywide to promote pedestrian safety and accessibility for all residents and visitors.

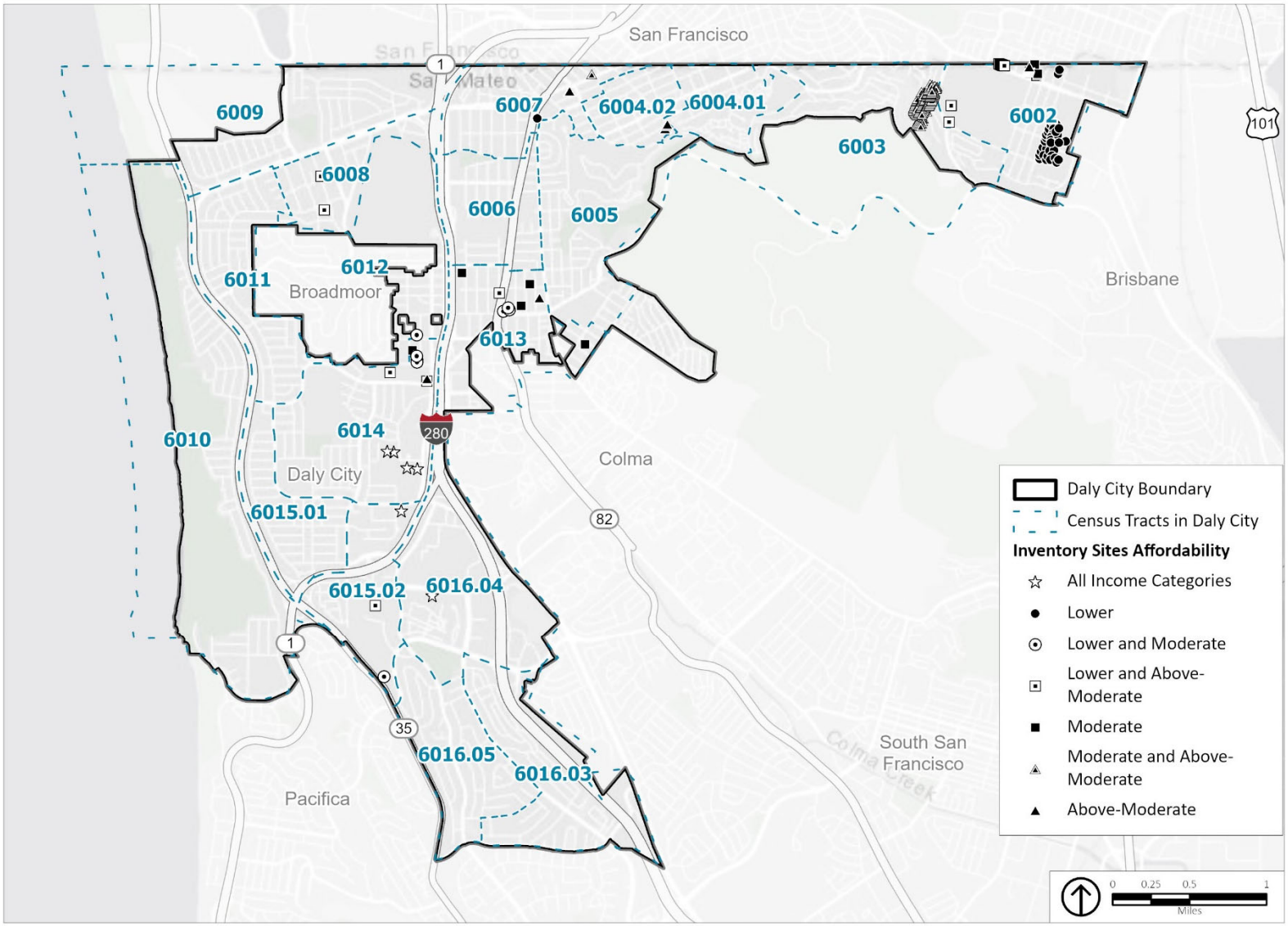
Priority is based on projects that will result in the greatest community benefit, mitigate existing issues, and address public demand and need, focusing on creating more public facilities, public safety, and recreational amenities for residents of the city. While there has not been any disproportionate investment to date, or conversely, disinvestment in any particular area of the city; the Community Development Department prioritizes use of CDBG funding for lower-income census tracts to facilitate place-based revitalization and equitable access to city amenities. Site Inventory Analysis

Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015. Under California law, AFFH means "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics."

This section includes an analysis of the Housing Element's sites inventory as compared with fair housing factors. The location of housing in relation to resources and opportunities is integral to addressing disparities in housing needs and opportunity and to fostering inclusive communities where all residents have access to opportunity. This is particularly important for lower-income households. AB 686 added a new requirement for housing elements to analyze the distribution of projected units by income category and access to high resource areas and other fair housing indicators compared to citywide patterns to understand how the projected locations of units will affirmatively further fair housing. These demographic patterns will be analyzed at the census-tract level; **Figure HE-23** shows Daly City's census tracts along with the RHNA sites inventory organized by the income levels accommodated by each site.

It is worth noting that while these factors are discussed in terms of the expected income level that each unit is expected to accommodate, many projects and sites in the inventory are expected to develop with mixed-income housing, which will help to mitigate any potential over-concentration of lower-income sites within any one area of the city.

Figure HE-23: Daly City Census Tracts



Source: US Census (2010 Decennial)

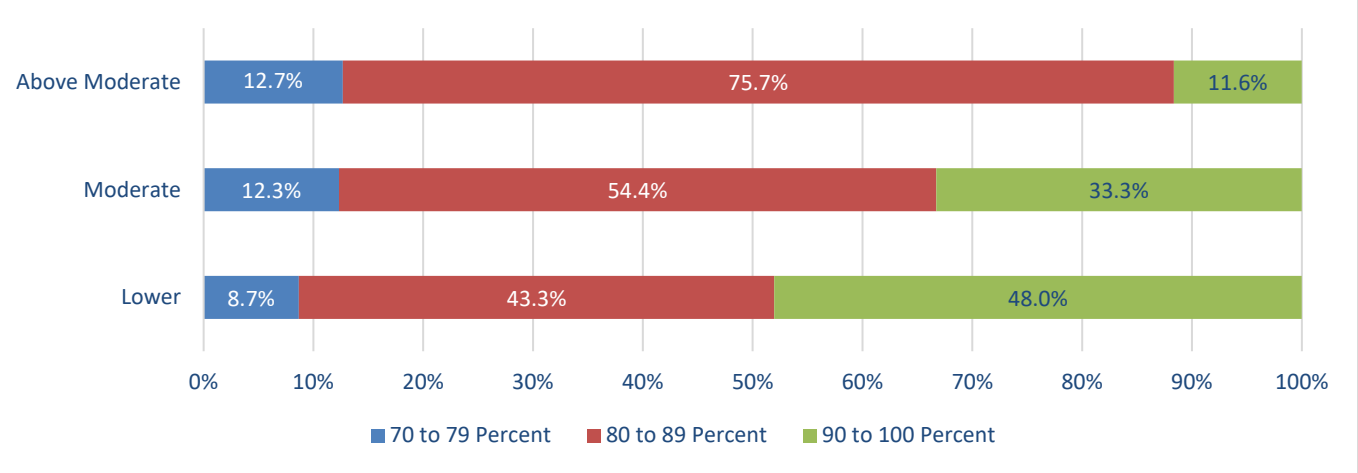
Race and Ethnicity

As is shown in **Figure HE-24**, all of the RHNA inventory sites are within census tracts where the population is at least 75 percent non-white. However, this is not reflective of segregation within the inventory sites, but instead of a higher concentration of non-white residents in the city overall. As shown in **Figure HE-24**, distribution of non-white residents is fairly even throughout the city.

Among lower-income inventory units, the highest percentage (48.0 percent) are in areas of the city where 90 percent or more of the population is non-white. A smaller but not insignificant percentage of lower-income units (43.3 percent) are within census tracts where 80 to 90 percent of the population is non-white. By comparison, while only 11.6 of the above moderate-income inventory units are expected to develop in areas where 90 percent of the population or more identify as non-white, 75.7 percent of above moderate-income units are expected to develop in areas where 80 to 89 percent of the population identifies as non-white. For the remaining inventory units, a lower percentage of the lower-income units than above moderate-income units are in areas with lower concentrations of non-white residents (8.7 percent and 12.7 percent of units, respectively). While higher-income units are better-represented in the areas with the lowest concentration of non-white community members, this is not the predominant location for above moderate-income units.

Just over half of moderate-income units in the inventory are estimated to develop in areas where 80 to 89 percent of the population is non-white. The smallest percentage of moderate-income units, 12.3 percent, are inventoried in areas where 70 to 79 percent of the population is non-white, and the remaining 33.3 percent are inventoried in areas where 90 or more percent of the population is non-white.

Figure HE-24: Percentage of the Population Non-White



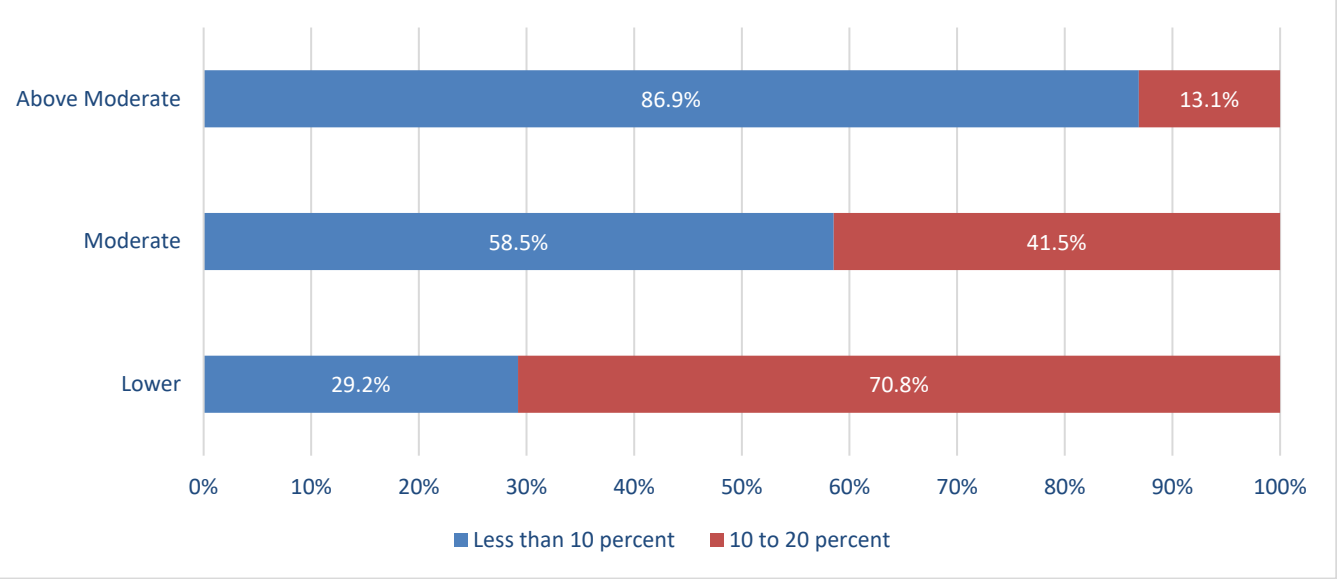
Source: ACS, 2015-2019.

Disability Status

As is shown in **Figure HE-25**, the majority of both above moderate- and moderate-income units in the RHNA inventory are expected to develop in areas where 10 percent or less of the residents report having a disability (86.9 percent of above moderate-income units and 58.5 percent of moderate-income units in these areas). In contrast, just under one-third of lower-income units (29.2 percent) are expected to develop in these areas. However, in the two census tracts with the highest percentage of residents with a disability, only 12.5 percent of residents in each tract report a disability, so the difference between the two groups of census tracts is not significant. Additionally, as shown in Figure 1-2, several of the sites in

these areas with higher levels of residents with disabilities are sites that are either currently developing as mixed-income projects or are expected to develop as mixed-income in the future.

Figure HE-25: Percentage of Inventory by Income Level, by Percentage of Residents with a Disability



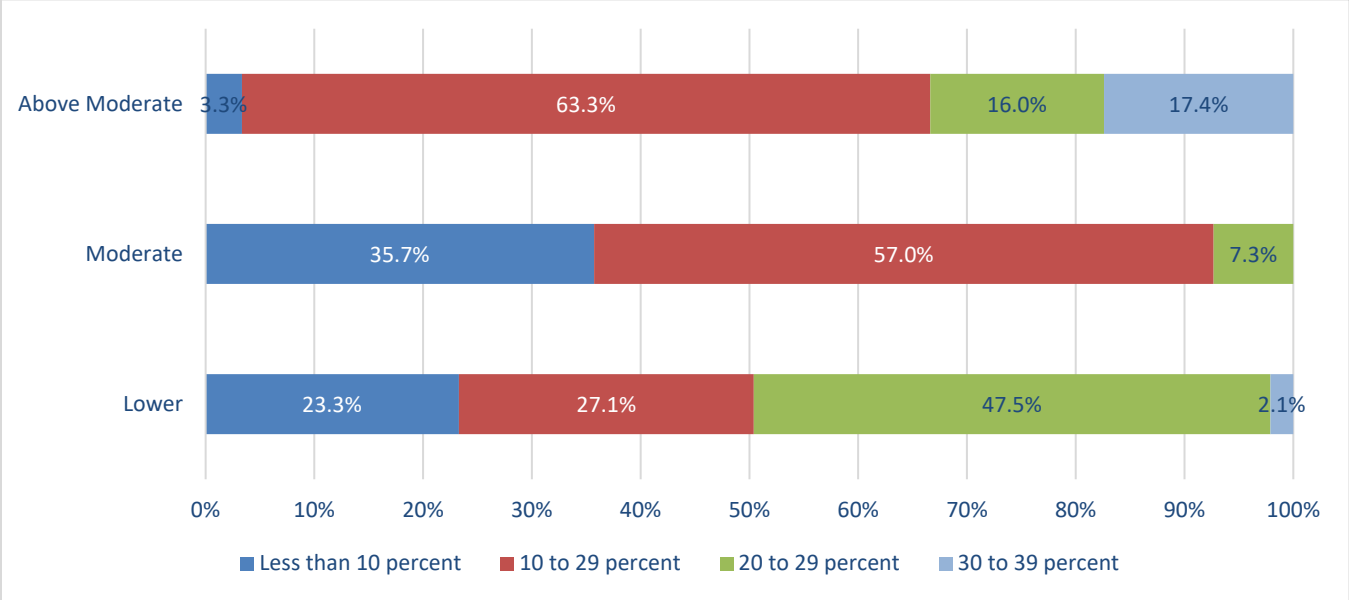
Source: ACS, 2015-2019.

Family Status

The majority of census tracts in Daly City do not have a significant population of children living within households with a single female head of household. As shown in **Figure HE-26**, areas of the city with the highest percentages of the population with this family status are in the northern parts of the city, adjacent to San Francisco. Sites in these areas include a few projects with lower-income units, such as a large affordable housing development at Midway Village, and some sites that are expected to develop for both lower- and above moderate-income households, However, there are also a large number of units in these tracts that are developing as single-family housing for above moderate- and moderate-income households.

The result of this mix of income levels within the areas with higher percentages of children in female-headed households is that 17.4 percent of above moderate-income units are expected to develop in tracts where between 30 and 39 percent of children live in female-headed households, compared to just 2.1 percent of lower-income units (see Figure 1-17). In contrast, 23.3 percent of lower-income and 35.7 percent of moderate-income units are expected to develop in areas where less than 10 percent of children live in female-headed households, compared to 3.3 percent of above moderate-income households. Because female-headed households have a higher likelihood of being lower-income, this distribution can help to prevent reinforcement of any historic overconcentration of lower-income households that may exist.

Figure HE-26: Percentage of RHNA Inventory by Income Level, by Percentage of Children in Households with Single Female Householder



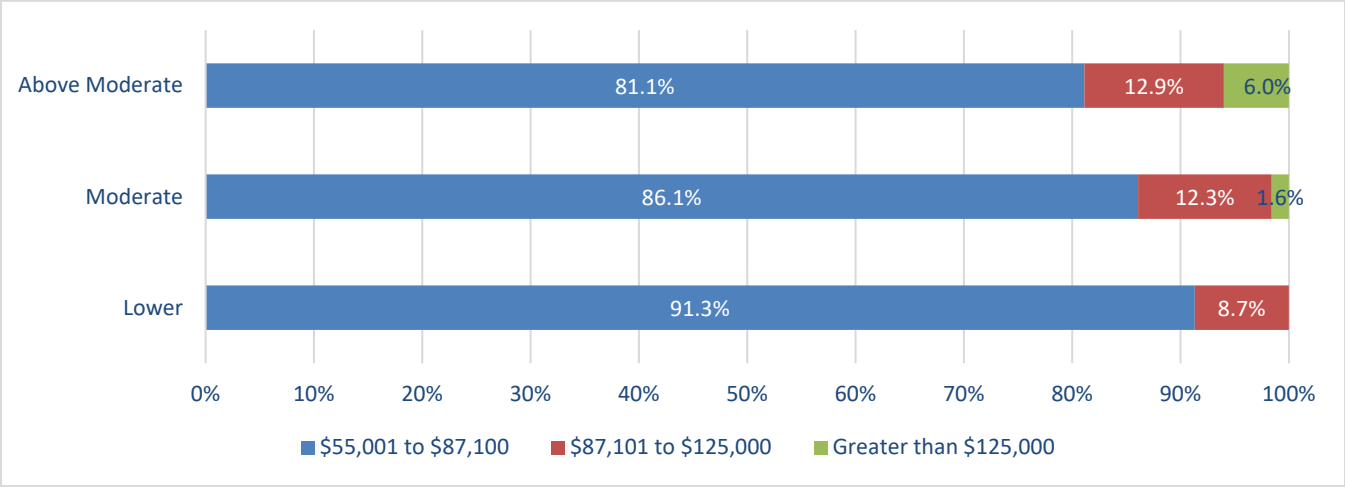
Source: ACS, 2015-2019.

Median Income

As shown in **Figure HE-27**, at the block group level, there are a few block groups with median annual incomes below $55,000. These are at three points on the eastern edge of the city. One of these block groups includes Midway Village, an all-affordable housing project, and another includes an all moderate-income project. Another set of block groups along the northern edge of the city has a median income of greater than $125,000 per year. Within this cluster of block groups is a single-family housing project that will include both moderate- and above moderate-income houses.

At the census-tract level, as shown in Figure-18, the city's RHNA inventory does not include any tracts with median incomes below $55,000 per year. This indicates that lower-income and higher-income areas of the city are relatively close together, such that they would be included in the same census tract but not the same block group. Accordingly, the majority of all units in the RHNA inventory are in census tracts with incomes between $55,000 and $87,100, the state median income. More than 80 percent of above moderate-income units (81.1 percent) and 91.3 percent of lower-income units are expected to develop in these areas, along with 86.1 percent of moderate-income units. Just over ten percent of moderate-income units (12.3 percent) are inventoried within census tracts with median incomes just above the state median, along with 8.7 percent of lower-income units and 12.9 percent of above moderate-income units. The small number of remaining sites, containing 6.0 percent of above moderate-income inventory units and 1.6 percent of moderate-income units, are in census tracts with median incomes above $125,000. This indicates that the majority of units across all income levels are expected to develop in the areas with the lowest incomes in the city, which can increase the overall amount of housing available to lower-income households without displacing them to other areas of the city.

Figure HE-27: Percentage of RHNA Inventory by Median Income Level



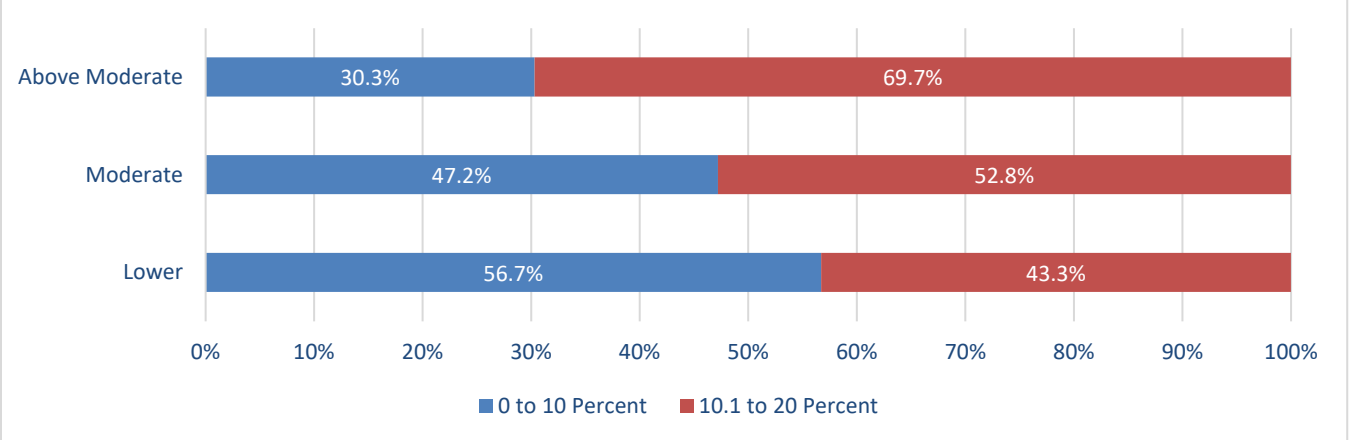
Source: ACS, 2015-2019.

Poverty Level

Daly City has relatively low levels of poverty in most of the city, as is shown in **Figure HE-28**. Most census tracts have less than 10 percent of their population living below the poverty level. Between 10 and 20 percent of the populations of three census tracts in the city have incomes below the poverty level. These are in the central part of the city. The majority of sites and projects in the RHNA inventory are mixed-income sites, so are not expected to increase the concentration of poverty in any of these tracts.

As is shown in Figure 1-19, more than two thirds of above moderate-income units in the sites inventory (69.7 percent) are in census tracts where between 10.1 and 20 percent of the population has an income below the poverty level. This will help to prevent over-concentration of lower-income households within the city. The siting of 56.7 percent of lower-income units and 47.2 percent of moderate-income inventory units within census tracts where less than 10 percent of residents live below the poverty level is also expected to create more housing mobility for lower-income households in the community.

Figure HE-28: Percentage of RHNA Inventory by Income Level, by Percentage of Population with Incomes Below the Poverty Level



Source: ACS, 2015-2019.

One Daly City census tract, 6002.00, is where 42.6 percent of the City's Housing Choice Voucher (HCV) recipients reside. This is in the Bayshore area of the city. Several mixed- and moderate-income inventory sites are within this census tract, as is the large lower-income housing project known as Midway Village. Though this project will concentrate a lot of lower-income housing units within one census tract, it is anticipated that this project will provide significantly more housing opportunities for lower-income households within their existing neighborhood as well as childcare facilities, recreation facilities, and a community center. Of the remaining census tracts where inventory sites are located, none contain more than 8 percent of voucher-holding households.

Racially or Ethnically Concentrated Areas of Poverty

As of 2019, there was one R/ECAP in Daly City, near the Westlake Shopping Center, just north of Broadmoor and west of the Lake Merced Golf Club. There are two pending projects in this area, and both are predominantly above moderate-income with a small number of lower-income units within each project. It is not expected that the development of these units will exacerbate existing concentrations of racial segregation of poverty.

Opportunity Areas

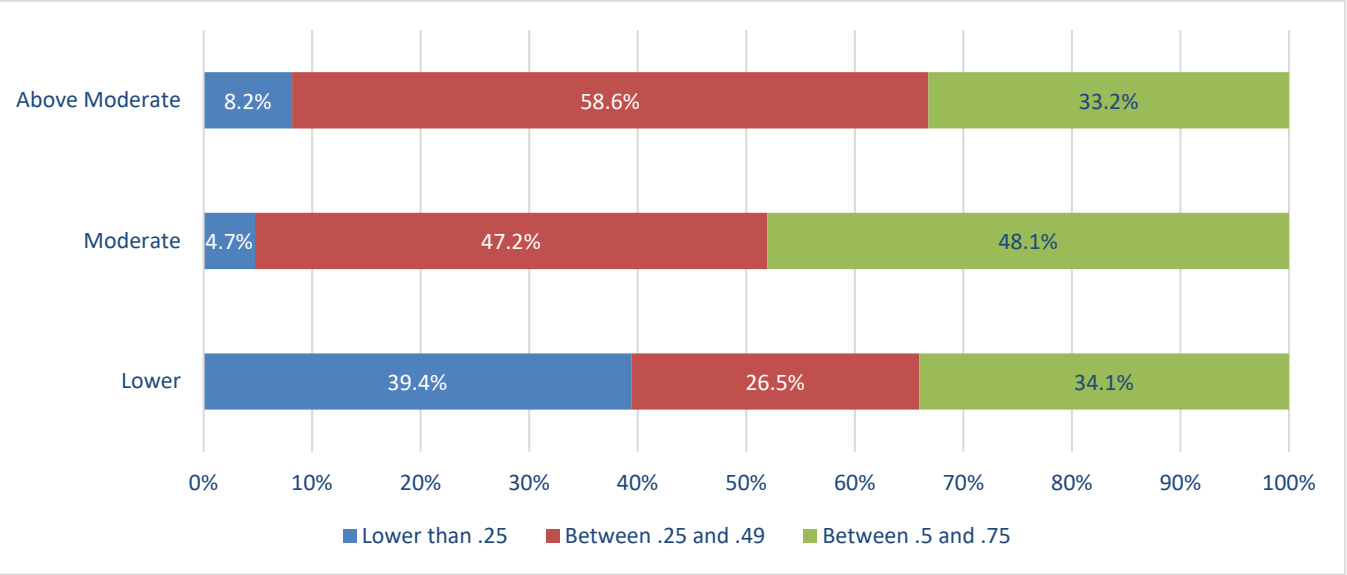
As shown in Figure 1-6, all of the sites in the RHNA inventory are in moderate-resource areas within the city per the 2021 TCAC Opportunity Areas designation. Census tracts in the inland part of Daly City are all designated moderate-resource areas, while the coastal areas are considered high-resource areas. Accordingly, no individual project is considered to over-concentrate lower-income units in lower-resource areas, nor will households in any of the lower-income inventory units be afforded notably increased access to resources as compared to other sites in the inventory.

Educational Attainment

According to the 2021 TCAC Education Domain Score, shown in **Figure HE-29**, the majority of the city has educational domain scores within the two middle quartiles of educational outcomes. However, one section of the northeast side of the city, in the Bayshore Heights area, was ranked in the lowest quartile of education outcomes statewide. The areas with the highest educational domain scores tended to be on the west side of the city, which is loosely correlated with some higher-income areas.

Because many of the sites in the RHNA inventory are in the center of the city, the majority of units in the inventory are within either the 25th to 49th percentile range or the 50th to 75th percentile range. However, there is a cluster of housing at all income levels within the Bayshore Heights neighborhood that has lower than 25th percentile educational attainment levels. Because Midway Village is in this area, a significant percentage of lower-income units in the inventory are located here; in total, 39.4 percent of all lower-income units are in this area. However, it is hoped that the childcare services provided as part of the project will improve early childhood education attainment levels. Additionally, 8.2 percent of above moderate-income units and 4.7 percent of moderate-income inventory units are sited in this area.

Figure HE-29: Percentage of RHNA Inventory by Income Level, by Educational Attainment Score



Source: TCAC, 2021.

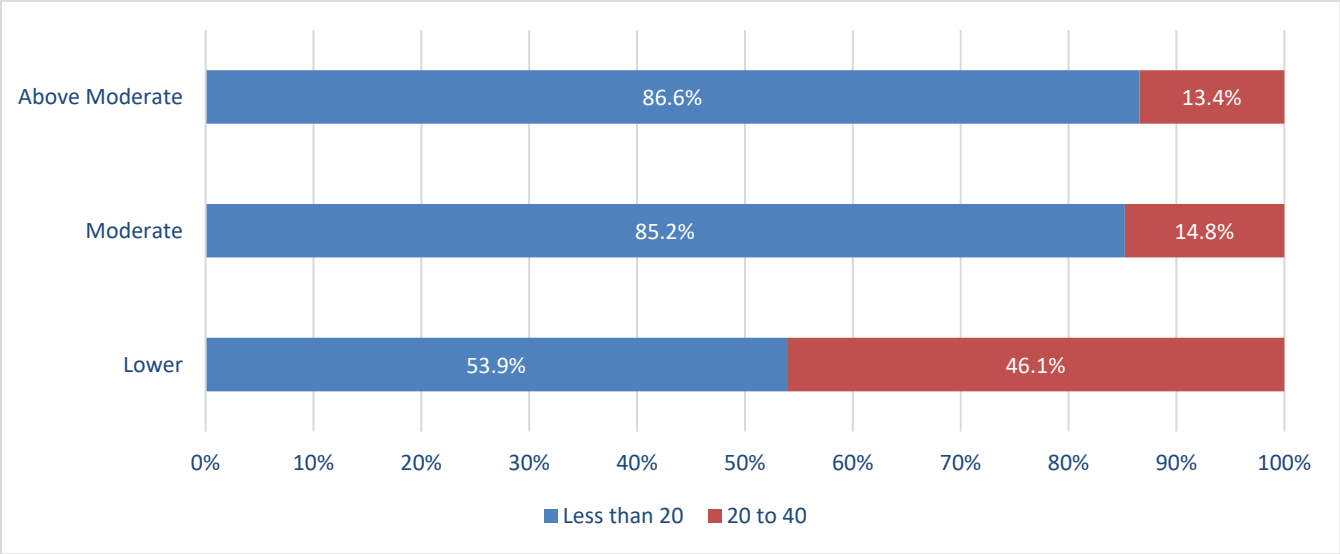
Transit Access

The majority of Daly City is within half a mile of what Caltrans classifies as a "High-Quality Transit Stop." This includes all units within the sites inventory at all income levels. These stops represent well-serviced transit routes and routes with service at least every 15 minutes during the peak period.

Jobs Proximity

Though the Bay Area is home to many large corporations that provide significant high-earning job opportunities, to access these jobs, residents of Daly City must travel significant distances. As is shown in **Figure HE-30**, HUD's jobs proximity index indicates that nearly all of the city has a proximity score of less than 20, indicating a far distance to jobs. Small areas on the eastern edges of the city, including the Bayshore Heights neighborhood, fall within the 20 to 40 score range, indicating closer proximity to job centers in the region. Just under half of the lower-income units in the sites inventory (46.1 percent) fall within this low-moderate score range of 20 to 40, primarily because of the cluster of lower-income units associated with Midway Village. Many of the remaining sites in these closer-proximity areas are mixed-income or moderate-income. As such, 14.8 percent of moderate-income units and 13.4 percent of above moderate-income units fall within this area. The present low rate of jobs proximity in the rest of the city may be improved through the development of future mixed-use projects or residential projects within mixed-use zones, of which there are many in the sites inventory.

Figure HE-30: Percentage of RHNA Inventory by Income Level, by Jobs Proximity Index

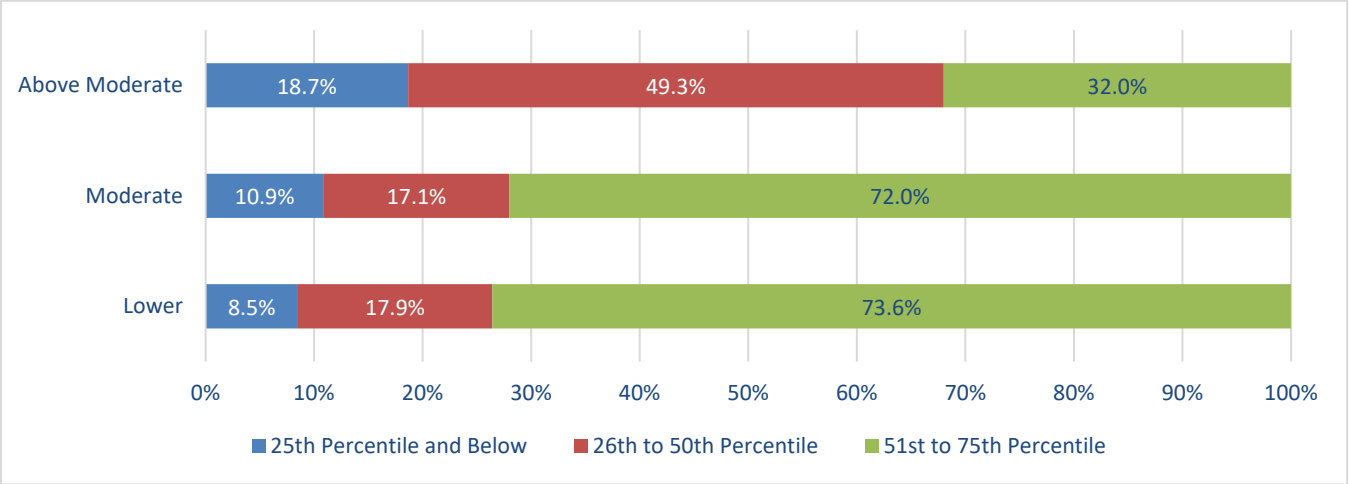


Source: HUD, 2014-2017.

Environmental

None of the census tracts in Daly City are considered disadvantaged or environmental justice communities, as designated by CalEPA under SB 535. As is shown in Figure HE-31, Daly City has moderate levels of environmental challenges throughout most of the city with some areas near the north and east sides of the city having better environmental pollution ratings. There is some clustering of lower-income sites within areas that are between the 51st and 75th percentile (Figure 1-22), in part because the Midway Village project is within an area with a score in this range. Though a number of pollution and demographic factors are considered as part of the CalEnviroScreen index, within Daly City census tracts around the SR-82 corridor and adjacent to the I-280 corridor tend to have higher scores; many mixed-income projects are located in these areas. As such, 73.6 percent of lower-income units in the sites inventory and 72.0 percent of moderate-income units are in areas with CalEnviroScreen scores in the 51st to 75th percentile, compared to 32 percent of above moderate-income units. This can create a challenging balance, as proximity to the highway can be a benefit for households that need to commute longer distances to their jobs by car. Projects farther from the highway tend to have better CalEnviroScreen scores, which includes 10.9 percent of moderate- and 18.7 percent of above moderate-income units that are in areas with CalEnviroScreen scores in the 25th percentile or better.

Figure HE-31: Percentage of RHNA Inventory by Income Level, by CalEnviroScreen Percentile

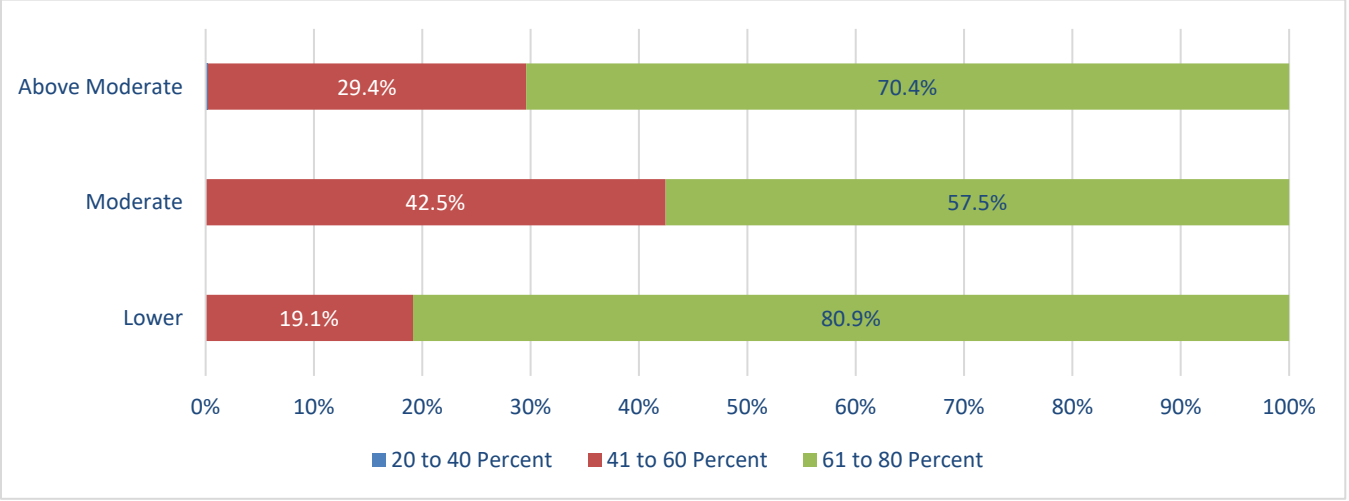


Source: CalEnviroScreen 4.0, 202.1

Overpayment

Rates of overpayment among renter households across the city, as shown in **Figure HE-32**, indicate relatively high rates of overpayment throughout much of the city. The majority of both lower- and above moderate-income units in the sites inventory (80.9 and 70.4 percent, respectively) are within areas where between 61 and 80 percent of renters currently overpay for housing (see Figure 1-23). The development of lower-income housing in these areas may provide greater opportunities for renter households overpaying for housing to seek more affordable housing opportunities within their current neighborhood. Just under half of moderate-income units in the sites inventory (42.5 percent) are in areas where between 41 and 60 percent of renters overpay for housing. Though these areas have lower rates of overpayment as compared to the areas where most lower- and above moderate-income inventory units are sited, this is not indicative of an area of over-concentration of moderate-income housing that is related to a city-level fair housing issue. Instead, it is indicative of the overall high cost of rental housing throughout the region.

Figure HE-32: Percentage of RHNA Inventory by Income Level, by Percentage of Renter Households Overpaying for Housing

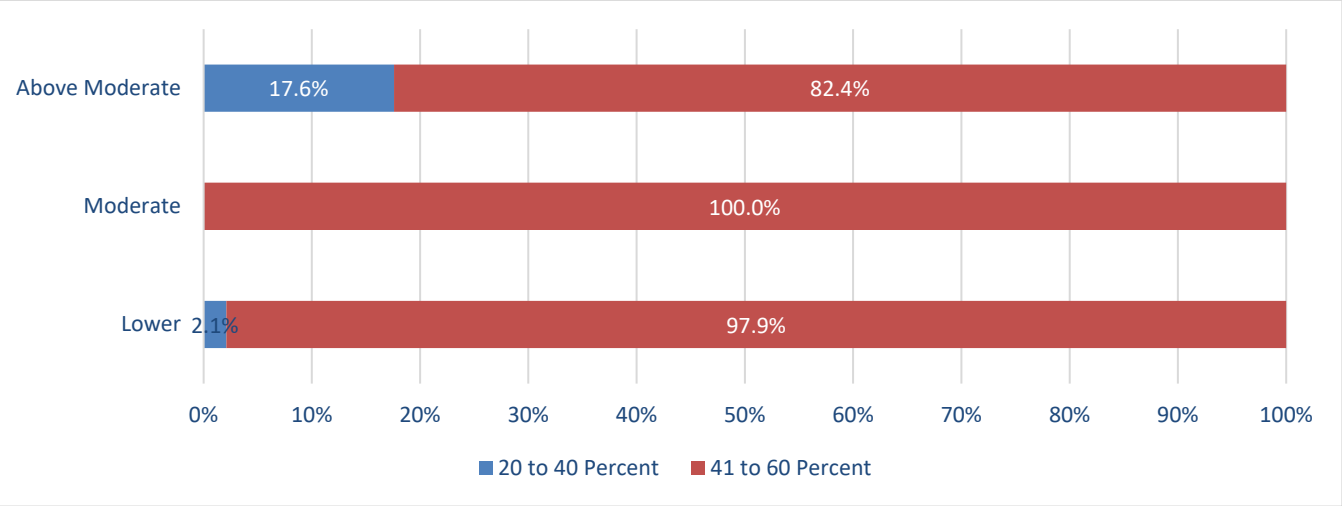


Source: ACS, 2015-2019.

Note: An additional 0.2 percent of above moderate-income households fall into the 20 to 40 percent category, but this percentage is too small to appear in the chart.

The majority of new housing development within the city over the current Housing Element period is expected to occur within census tracts where 41 to 60 percent of homeowner households pay at least 30 percent of their monthly income toward housing costs (**Figure HE-33**). A small number of units, mostly in the above moderate-income affordability category, are expected to develop in areas where only 20 to 40 percent of homeowners overpay for housing. These projects represent 17.6 percent of above moderate-income units and 2.1 percent of lower-income inventory units. This does not necessarily represent over-concentration that indicates a fair housing concern, as these areas of higher overpayment are also close to resources such as commercial areas and schools that are less proximate in areas with lower overpayment rates.

Figure HE-33: Percentage of RHNA Inventory by Income Level, by Percentage of Homeowner Households Overpaying for Housing

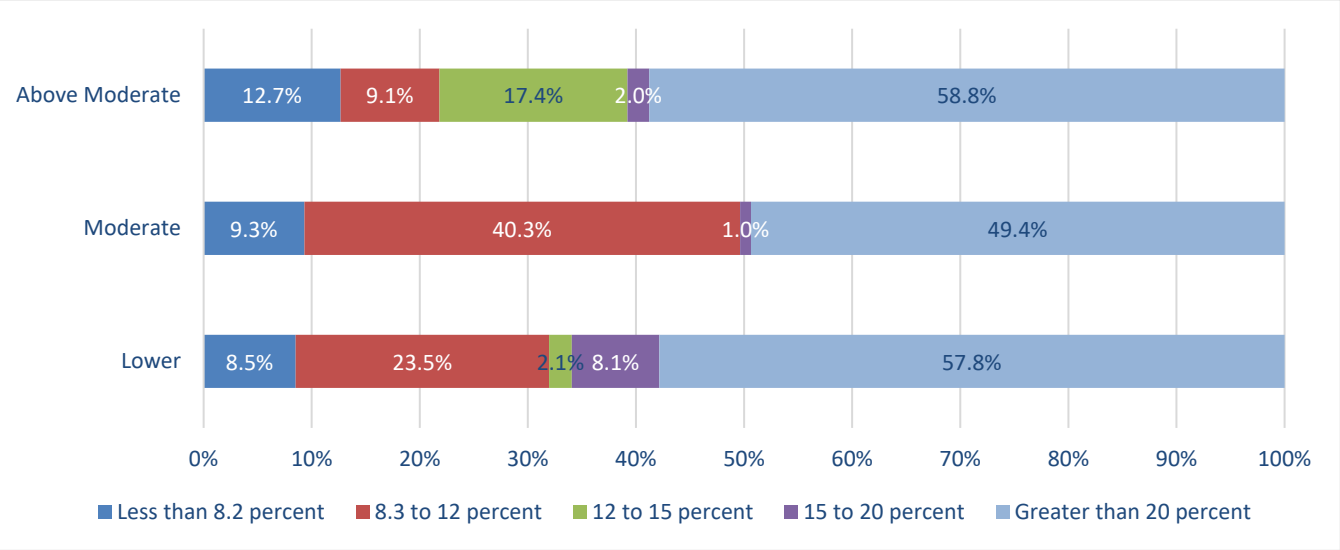


Source: ACS, 2015-2019.

Overcrowding

The rate of overcrowding within the city is higher than that of the county, with particular concentrations in neighborhoods with lower incomes such as the Original Daly City neighborhood, southern St. Francis/Campus Drive and Serramonte areas, Hillside/Pacific Pointe, part of the Westmont neighborhood, the Westlake Shopping Center neighborhood, the northern Crocker area, and the neighborhood surrounding the Daly City BART station (**Figure HE-19**). As shown in **Figure HE-34**, more than half of all lower- and above moderate-income units in the inventory (57.8 and 58.8 percent, respectively) are within areas of the city where more than 20 percent of households are experiencing overcrowding. Additionally, 49.4 percent of moderate-income units in the sites inventory are sited in areas with this rate of overcrowding. The number of inventory sites and projects within areas of above-average overcrowding rates is not indicative of disproportionate clustering in low-income areas but is related to the overall high cost of housing throughout the Bay Area. Because there are a large number of mixed-income sites and projects within the inventory, the small number of inventory sites that are in areas with a lower-than-average rate of overcrowding (i.e., lower than 8.2 percent of households) include units in multiple income levels. This includes 12.7 percent of above moderate-income units, 9.3 percent of moderate-income units, and 8.5percent of lower-income units.

Figure HE-34: Percentage of RHNA Inventory by Income Level, by Percentage of Households Overcrowded



Source: CHHS, 2020.

Vulnerability to Displacement

As is shown in **Figure HE-20**, much of the central and eastern sides of the city have been designated as communities sensitive to displacement. These areas include 76.2 percent of the lower-income units, 69.3 percent of moderate-income units, and 76.7 percent of above moderate-income units in the inventory. By encouraging the development of more housing, the City hopes to lessen the risk of displacement in these areas.

Contributing Factors and Fair Housing Action Plan

Primary Findings

This section summarizes the primary findings from the Fair Housing Assessment for Daly City regarding fair housing enforcement, outreach feedback-, integration and segregation, access to opportunity, disparate housing needs, contributing factors, and the City's fair housing action plan.

- **14.0 percent of fair housing complaints filed in San Mateo County from 2017 to 2021 were in Daly City—proportionate to the city's share of the county's population.** The most common issues cited in the city were refusal to rent and refusal to negotiate for a rental. Most complaints in the city were on the basis of familial status (4 complaints) and disability status (3 complaints).
- **Racial and ethnic minority populations generally have higher rates of poverty and lower household incomes and are disproportionately impacted by overcrowding and homelessness** compared to the non-Hispanic White population in Daly City. Additionally, racial and ethnic minorities are more likely **to live in low- and moderate-resource areas and be denied a home mortgage loan.**
    - Racial and ethnic minority populations generally have higher rates of poverty (Figure I-5) and lower household incomes (Figure I-4) compared to the non-Hispanic White population in Daly City.

- Racial and ethnic minorities are more likely than non-Hispanic White households to experience overcrowding (Figure I-12). Low- and moderate-income households are also more likely to be overcrowded.
- People who identify as American Indian or Alaskan Native, Black, White, and Hispanic are overrepresented in the homeless population compared to their share of the general population .
- Hispanic households are more likely to live in low- and moderate-resource areas than in high-resource areas (Figure I-6).
- ***Hispanic and Black or African American households have the highest denial rates for mortgage loan applications in 2018 and 2019.***

- Geospatially, **different outcomes are experienced in different parts of the city**. Areas west of I-280 are disproportionately impacted by high poverty and concentrations of cost burdened households; socially vulnerable areas are clustered around I-280 north into San Francisco; and the area east of I-280 experiences lower educational opportunity than areas west of the interstate. Collectively, the city experiences relatively positive economic and environmental outcomes and moderate resources scores, with overcrowded households distributed across the city.
  - Census tracts with higher poverty rates, between 10.0 percent and 20.0 percent, are all west of I-280 (Figure II-28).
  - Education opportunity scores are between 0.5 and 0.75 west of I-280—meaning this area has higher education scores compared to the rest of the city (Figure 1-7).
  - The city has moderate to high economic opportunity scores, between 0.5 and 0.75.
  - The city has moderately positive environmental scores, which account for $PM_{2.5}$, diesel PM, pesticides, toxic release, traffic, cleanup sites, groundwater threats, hazardous waste, impaired water bodies, and solid waste sites (Figure I-9).
  - Geospatially, the majority of Daly City falls within moderate-resource areas. (Figure I-6).
  - The Social Vulnerability Index (SVI) provided by the CDC ranks census tracts based on their ability to respond to a disaster. The areas adjacent to I-280 are the most vulnerable in Daly City according to the SVI.
  - ***Concentration (60.0 percent to 80.0 percent of households) of cost burdened households are west of I-280 and in the eastern portion of the city (Figure 1-10 and 1-11).***
  - Overcrowded households (Figure 1-12) and census tracts with populations vulnerable to displacement (Figure 1-13) are distributed throughout the city.
- ***Daly City has a slightly higher share of residents with disabilities (9 percent) compared to the county (Figure 1-2). Residents living with a disability in the city are more likely to be unemployed and are largely concentrated in areas around I-280. Finally, the aging population is putting a strain on paratransit access countywide.***
  - **Unemployment is disproportionately high among residents living with a disability—14.0 percent compared to 5.0 percent for residents without a disability in Daly City**—particularly when compared to the county .

- Hispanic and Black/African American students in Daly City—served by Jefferson Union High School District, South San Francisco Unified School District, Bayshore Elementary School District, and Jefferson Elementary School District—**experience poor educational outcomes compared to other students.** Many high schoolers in the county met admission standards for a University of California (UC) or California State University (CSU) school. However, **Black and Hispanic students in the Jefferson Union High School District were less likely to meet the admission standards, as were Hispanic and White students in the South San Francisco Unified District**.
- While Jefferson Union has the lowest dropout rates in the county—just 3.0 percent of students—**the highest dropout rates were still found among Black (7.0 percent) and Hispanic students (6.0 percent).** South San Francisco Unified had one of the highest dropout rates in the county at 9.0 percent, with **White (12.0 percent) and Hispanic (11.0 percent) students accounting for the highest rates.**
- More than **half of all renter households in Daly City are cost burdened**, spending more than 30.0 percent of their gross income on housing costs; one in three are extremely cost burdened, spending more than 50.0 percent of their gross income on housing costs (Figure 1-10). There are **disparities in housing cost burden in Daly City by race and ethnicity.**
- In Daly City, **21.0 percent of income-assisted rental units are at high or very high risk of conversion** to market rate, a total of 112 out of 528 total units in the city. Loss of these units would have a significant impact on affordability for very low-income renters.

Compared to the county and Bay Area, Daly City offers better access to homeownership due to the city's relatively large share of homes valued between $500,000 and $1 million (71.0 percent in the city versus 37.0 percent in the county and 40.0 percent in the Bay area). The city's rent distribution (Figure IV-6) is more closely aligned with the county, and Daly City has a smaller share of affordable rentals than the Bay Area overall (20.0 percent of Daly City's rental units rent for $1,500 and less per month compared to 35.0 percent in the Bay Area).

Contributing Factors

Through discussions with stakeholders, fair housing advocates, and this assessment of fair housing issues, the City identified factors that contribute to fair housing issues, as shown in **Table HE-40, Factors Contributing to Fair Housing Issues**. While the City has identified several strategies to address the fair housing issues, the most pressing issues are the:

- Presence of R/ECAP conditions and characteristics.
- Disproportionate housing needs of renters.
- Concentration of cost burdened households west of I-280 and in northeastern neighborhoods.
- Concentrations of lower-income households.
- Potential conversion of affordable housing to market rate and displacement of residents.
- Disproportionate housing needs among populations of color, especially among Hispanic and Black and African American households.

The combination of these factors presents challenges to housing and economic mobility in the short and near term for many households, particularly lower-income households. Prioritized contributing factors are **bolded** in **Table HE-40**, and associated actions to meaningfully affirmatively further fair housing related to these factors are ***bold and italicized***. Additional programs to affirmatively further fair housing are included in **Chapter 5, Goals, Policies, and Tasks**.

Table HE 40: Factors Contributing to Fair Housing Issues

Identified Fair Housing Issues	Contributing Factors	Meaningful Actions
Presence of potential R/ECAP in city	*Concentration of poverty in Westlake Shopping Center neighborhood* *89 percent of units in Westlake Shopping Center neighborhood are multifamily* *95 percent of households in Westlake Shopping Center neighborhood are renter households*	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Increased displacement risk for lower-income households	*Over half of renters are cost burdened* *Low production of affordable rental housing limits housing choices of all low-income households and has a disproportionate impact on populations of color* *Shortage of affordable rental housing*	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Concentration of cost burdened households west of I-280 and in northeastern neighborhoods	***High rates of renter-occupied housing*** ***High rates of female-headed households with children*** ***Less positive environmental scores*** ***Higher proportion of multifamily units*** ***Shortage of affordable rental housing***	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Concentrations of lower-income households	***High correlation of lower-income households in vicinity of Daly City and Colma BART stations*** ***Location of deed-restricted units*** ***Clustered zoning for higher density multifamily housing opportunities*** ***More naturally affordable housing in the Franciscan Mobile Home Park and older Original Daly City neighborhoods*** ***Lack of affordable housing in high-resource areas***	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Potential conversion of affordable housing to market rate and displacement of residents	***Affordability covenants identified to expire in 15.9 percent of deed-restricted units in planning period*** ***Limited affordable rental housing***	Task 22.1
Disproportionate housing needs among populations of color, especially Hispanic and Black and African American households	Historical actions that limited economic opportunity and homeownership Limited affordable housing High housing costs relative to wages	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3

Housing Sites Analysis

State law requires that a local Housing Element include a projection of the housing units by income category for the forthcoming planning period and that the Association of Bay Area Governments (ABAG) determine the existing and projected regional housing needs of the Bay Area as well as each city's share of that regional need. The Government Code states that, "…a locality's share of the regional housing need includes that share of the housing need of persons at all income levels within the area significantly affected by the jurisdiction's general plan." Within San Mateo County, ABAG acknowledged the formation of the subregion for the purpose of developing the Regional Housing Needs Allocation (RHNA) in 2006. Daly City, together with 20 other jurisdictions within the county, participated in the development of the RHNA identified within this section.

Regional Housing Needs Allocation

The RHNA is the State of California-required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The process is split into the following three steps.

1. Regional Determination: The California Department of Housing and Community Development (HCD) provides each region with a Regional Determination of housing need, which includes a total number of units split into four income categories. Daly City is within the region covered by ABAG. HCD provided ABAG with a Regional Determination of 441,176 units for the 6th Cycle RHNA (2023-2031). This is the total number of units that the cities and counties in the ABAG region must collectively plan to accommodate.

2. RHNA Methodology: Councils of Governments (COG), including ABAG, are responsible for developing an RHNA Methodology for allocating the Regional Determination to each city and county in the COG's region. This methodology must further specific state objectives, including, but not limited to, promoting infill, equity, and environmental protection; ensuring jobs-housing balance; and affirmatively furthering fair housing.

3. Housing Element Updates: Each city and county must then adopt a housing element that demonstrates how the jurisdiction can accommodate its assigned RHNA through its zoning. HCD reviews each jurisdiction's housing element for compliance with state law.

The City of Daly City's share of the regional housing need was determined by a methodology prepared by ABAG as part of the Regional Housing Needs Plan, adopted in December 2021. In accordance with ABAG's Regional Housing Needs Plan, the City must plan to accommodate a total of 4,838 housing units between June 30, 2022, and December 15, 2030. **Table HE-41** shows the City's RHNA by income category. Of the 4,838 total units, the City must plan to accommodate 1,336 units for very low-income households, 769 units for low-income households, 762 units for moderate-income households, and 1,971 units for above moderate-income households.

Table HE 41: Regional Housing Needs Allocation, 2023–2031

Income Category	Allocation	Percentage
Very Low*	1,336	**27%**
Low	769	**16%**
Moderate	762	**16%**
Above Moderate	1,971	**41%**
Total	**4,838**	**100%**

Source: ABAG, 2021.

Note: It is assumed that 50 percent of the very low-income category is allocated to the extremely low-income category.

Unaccommodated Regional Housing Need Allocation from the 5th Cycle

Task 6.2 in the 2015-2023 Housing Element stated that the City planned to amend the Bay Area Rapid Transit (BART) Station Area Specific Plan to redesignate the 8.7-acre Samtrans park-and-ride lot at 3501 Junipero Serra Boulevard to the Specific Plan's High Density Residential designation, and to simultaneously amend the BART Station Area Specific Plan regulations to require at least 30 dwelling units per acre for new development. This would have given the City an additional capacity of approximately 261 units that would allow for 30 units per acre and therefore be appropriate to meet a portion of the lower-income RHNA.

The City was not able to meet the rezone/redesignation deadline of 2015. However, as is described in **Table HE-42**, two alternative sites were rezoned to zones that allow at least 30 dwelling units per acre as part of projects that generated 197 units on 7.1 acres. Additionally, a residential site that was not part of the 5th Cycle Inventory was developed for residential use without a rezone. This generated 147 units on 4 acres that were not part of the inventory. As such, the need that would have been accommodated by the planned rezone was met through the alternative site rezones and project development.

Table HE 42: Alternatives to 5th Cycle Rezone to Meet Unaccommodated Need

Project	Units	Acres	General Plan Designation	Zoning	New General Plan Designation	New Zoning
Approved Project but Not in the 5th Cycle RHNA Inventory						
Midway Village Phase I	147	4.0	Residential – High Density (R-H)	R-3 Multiple Family Residential District	N/A	N/A
Rezoned Sites						
Jefferson Union High School District (JUHSD) Staff Housing	122	3.9	Commercial – Office (C-O)	Planned Development (PD-31)	Residential – High Density (R-H)	Planned Development (PD-31A)
Serra Station Townhouses (The Hub)	75	3.2	Commercial Mixed-Use (C-MU)	BC - BART Commercial	Residential – Medium Density (R-M)	PD-72
Total	**344**	**11.1**				

Source: City of Daly City, 2023.

Planned and Approved Projects

Daly City has a significant number of development projects that are seeking entitlements or that have been approved. **Table HE-43** summarizes the inventory of residential and mixed-use projects that are pending approval or that have current active entitlements. Figure HE-1 provides a map of all approved and pending projects along with the vacant and underutilized sites that will be used to meet the RHNA. Sites in this map are designated by the RHNA affordability levels that are expected to be accommodated by the site.

As of April 2023, there were an estimated 3,092 housing units in the pipeline that could meet a portion of the City's RHNA. Of these units, 974 are affordable to lower-income households, 83 affordable to moderate-income households, and 2,035 are assumed to be market rate. Affordability for lower- and moderate-income units are based on different sources, including the City's Inclusionary Zoning program, Housing Authority of San Mateo County requirements, the State Density Bonus, and public subsidies, such as HOME funds, Permanent Local Housing Allocation (PLHA), Section 8, Low Income Housing Tax Credits (LIHTC), and local Housing Trust funds.

Table HE 43: Planned and Approved Projects

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-041-280		Residential Low Density	Planned Development	18 (Total P-1 Site Area)	133 (Total P-1 Capacity)		1			
P-1	005-570-010		Residential Low Density	Planned Development				1			
P-1	005-570-020		Residential Low Density	Planned Development				1			
P-1	005-570-030		Residential Low Density	Planned Development				1			
P-1	005-570-040		Residential Low Density	Planned Development				1			
P-1	005-570-050		Residential Low Density	Planned Development				1			
P-1	005-570-060		Residential Low Density	Planned Development				1			
P-1	005-570-070		Residential Low Density	Planned Development				1			
P-1	005-570-080		Residential Low Density	Planned Development				1			
P-1	005-570-090		Residential Low Density	Planned Development				1			
P-1	005-570-100		Residential Low Density	Planned Development				1		Inclusionary Housing Ordinance (IHO)	
P-1	005-570-110		Residential Low Density	Planned Development					1		
P-1	005-570-120		Residential Low Density	Planned Development					1		
P-1	005-570-130		Residential Low Density	Planned Development					1		
P-1	005-570-140		Residential Low Density	Planned Development					1		
P-1	005-570-150		Residential Low Density	Planned Development					1		
P-1	005-570-160		Residential Low Density	Planned Development					1		
P-1	005-580-010		Residential Low Density	Planned Development					1		
P-1	005-580-020		Residential Low Density	Planned Development					1		
P-1	005-580-030		Residential Low Density	Planned Development					1		
P-1	005-580-040	Carter Street, Steve Courter Way and Martin St (Multiple Addresses in P-1 Project)	Residential Low Density	Planned Development					1		Entitled (All P-1 Parcels) This project is currently under rough grading in its entirety. Model home complex is the first vertical pending building permit approval now. With pre-sales occurring throughout the summer, construction should be under way late 23 early 24.
P-1	005-580-050		Residential Low Density	Planned Development					1		
P-1	005-580-060		Residential Low Density	Planned Development					1		
P-1	005-580-070		Residential Low Density	Planned Development					1		
P-1	005-580-080		Residential Low Density	Planned Development					1		
P-1	005-580-090		Residential Low Density	Planned Development					1		
P-1	005-580-100		Residential Low Density	Planned Development					1		
P-1	005-580-110		Residential Low Density	Planned Development					1		
P-1	005-580-120		Residential Low Density	Planned Development					1		
P-1	005-580-130		Residential Low Density	Planned Development					1		
P-1	005-580-140		Residential Low Density	Planned Development					1		
P-1	005-580-150		Residential Low Density	Planned Development					1		
P-1	005-580-160		Residential Low Density	Planned Development					1		
P-1	005-580-170		Residential Low Density	Planned Development					1		
P-1	005-580-180		Residential Low Density	Planned Development					1		
P-1	005-580-190		Residential Low Density	Planned Development					1		
P-1	005-580-200		Residential Low Density	Planned Development					1		
P-1	005-580-210		Residential Low Density	Planned Development					1		
P-1	005-580-220		Residential Low Density	Planned Development					1		
P-1	005-580-230		Residential Low Density	Planned Development					1		
P-1	005-580-240		Residential Low Density	Planned Development					1		
P-1	005-580-250		Residential Low Density	Planned Development					1		
P-1	005-580-260		Residential Low Density	Planned Development					1		
P-1	005-580-270		Residential Low Density	Planned Development					1		
P-1	005-580-280		Residential Low Density	Planned Development					1		
P-1	005-580-290		Residential Low Density	Planned Development					1		
P-1	005-580-300		Residential Low Density	Planned Development					1		

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-580-310		Residential Low Density	Planned Development					1		
P-1	005-580-320		Residential Low Density	Planned Development					1		
P-1	005-580-330		Residential Low Density	Planned Development					1		
P-1	005-580-340		Residential Low Density	Planned Development					1		
P-1	005-580-350		Residential Low Density	Planned Development					1		
P-1	005-580-360		Residential Low Density	Planned Development					1		
P-1	005-580-370		Residential Low Density	Planned Development					1		
P-1	005-580-380		Residential Low Density	Planned Development					1		
P-1	005-580-390		Residential Low Density	Planned Development					1		
P-1	005-580-400		Residential Low Density	Planned Development					1		
P-1	005-580-410		Residential Low Density	Planned Development					1		
P-1	005-580-420		Residential Low Density	Planned Development					1		
P-1	005-580-430		Residential Low Density	Planned Development					1		
P-1	005-580-440		Residential Low Density	Planned Development					1		
P-1	005-580-450		Residential Low Density	Planned Development					1		
P-1	005-580-460		Residential Low Density	Planned Development					1		
P-1	005-580-470		Residential Low Density	Planned Development					1		
P-1	005-580-480		Residential Low Density	Planned Development					1		
P-1	005-580-490		Residential Low Density	Planned Development					1		
P-1	005-580-500		Residential Low Density	Planned Development					1		
P-1	005-580-510		Residential Low Density	Planned Development					1		
P-1	005-580-520		Residential Low Density	Planned Development					1		
P-1	005-580-530		Residential Low Density	Planned Development					1		
P-1	005-580-540		Residential Low Density	Planned Development					1		
P-1	005-580-550		Residential Low Density	Planned Development					1		
P-1	005-580-560		Residential Low Density	Planned Development					1		
P-1	005-580-570		Residential Low Density	Planned Development					1		
P-1	005-580-580		Residential Low Density	Planned Development					1		
P-1	005-580-590		Residential Low Density	Planned Development					1		
P-1	005-580-600		Residential Low Density	Planned Development					1		
P-1	005-580-610		Residential Low Density	Planned Development					1		
P-1	005-580-620		Residential Low Density	Planned Development					1		
P-1	005-580-630		Residential Low Density	Planned Development					1		
P-1	005-580-640		Residential Low Density	Planned Development					1		
P-1	005-580-650		Residential Low Density	Planned Development					1		
P-1	005-580-660		Residential Low Density	Planned Development					1		
P-1	005-580-670		Residential Low Density	Planned Development					1		
P-1	005-590-010		Residential Low Density	Planned Development					1		
P-1	005-590-020		Residential Low Density	Planned Development					1		
P-1	005-590-030		Residential Low Density	Planned Development					1		
P-1	005-590-040		Residential Low Density	Planned Development					1		
P-1	005-590-050		Residential Low Density	Planned Development					1		
P-1	005-590-060		Residential Low Density	Planned Development					1		
P-1	005-590-070		Residential Low Density	Planned Development					1		
P-1	005-590-080		Residential Low Density	Planned Development					1		
P-1	005-590-090		Residential Low Density	Planned Development					1		
P-1	005-590-100		Residential Low Density	Planned Development					1		
P-1	005-590-110		Residential Low Density	Planned Development					1		
P-1	005-590-120		Residential Low Density	Planned Development					1		
P-1	005-590-130		Residential Low Density	Planned Development					1		
P-1	005-590-140		Residential Low Density	Planned Development					1		

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-590-150		Residential Low Density	Planned Development					1		
P-1	005-590-160		Residential Low Density	Planned Development					1		
P-1	005-590-170		Residential Low Density	Planned Development					1		
P-1	005-590-180		Residential Low Density	Planned Development					1		
P-1	005-590-190		Residential Low Density	Planned Development					1		
P-1	005-590-200		Residential Low Density	Planned Development					1		
P-1	005-590-210		Residential Low Density	Planned Development					1		
P-1	005-590-220		Residential Low Density	Planned Development					1		
P-1	005-590-230		Residential Low Density	Planned Development					1		
P-1	005-590-250		Residential Low Density	Planned Development					1		
P-1	005-590-260		Residential Low Density	Planned Development					1		
P-1	005-590-270		Residential Low Density	Planned Development					1		
P-1	005-590-280		Residential Low Density	Planned Development					1		
P-1	005-590-290		Residential Low Density	Planned Development					1		
P-1	005-590-300		Residential Low Density	Planned Development					1		
P-1	005-590-310		Residential Low Density	Planned Development					1		
P-1	005-590-320		Residential Low Density	Planned Development					1		
P-1	005-590-330		Residential Low Density	Planned Development					1		
P-1	005-590-340		Residential Low Density	Planned Development					1		
P-1	005-590-350		Residential Low Density	Planned Development					1		
P-1	005-590-360		Residential Low Density	Planned Development					1		
P-1	005-590-370		Residential Low Density	Planned Development					1		
P-1	005-590-380		Residential Low Density	Planned Development					1		
P-1	005-590-390		Residential Low Density	Planned Development					1		
P-1	005-590-400		Residential Low Density	Planned Development					1		
P-1	005-590-410		Residential Low Density	Planned Development					1		
P-1	005-590-420		Residential Low Density	Planned Development					1		
P-1	005-590-430		Residential Low Density	Planned Development					1		
P-1	005-590-440		Residential Low Density	Planned Development					1		
P-1	005-590-450		Residential Low Density	Planned Development					1		
P-1	005-590-460		Residential Low Density	Planned Development					1		
P-1	005-590-470		Residential Low Density	Planned Development					1		
P-1	005-590-480		Residential Low Density	Planned Development					1		
P-1	005-590-490		Residential Low Density	Planned Development					1		
P-1	005-590-500		Residential Low Density	Planned Development					1		
P-2	008-082-160	305 Eastmoor Avenue	Residential Medium-Low Density	Sullivan Corridor – Residential High Density (SC – R-H)	2.38	56	6	0	50	IHO	Under construction. Building permits issued July 22, 2022.
P-3	006-254-030	141 Third Avenue	Residential Medium Density	R-3 Multiple-Family Residential	0.71	15	0	0	15		Approved April 24, 2023. Next step is application for building permits.
P-4	004-243-130	717 Templeton Avenue	Residential – Low Density	R-1 Single-Family Residential	0.36	4	0	0	4		Approved. Building permit application submitted.
P-4	004-243-160		Residential – Low Density	R-1 Single-Family Residential							
P-4	004-243-170		Residential – Low Density	R-1 Single-Family Residential							
P-4	004-243-140		Residential – Low Density	R-1 Single-Family Residential							
P-5	008-082-180	1784 Sullivan Avenue	Commercial - Service	Commercial - Service		14	0	0	14		Approved March 2023 (AB 2097 used).

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-6	008-082-200	493 Eastmoor Avenue	Commercial Mixed-Use	Commercial - Service	0.37	72	72	0	0	Seven due to Affordable Housing Ordinance (AHO) requirements. All because of HOME-R. PLHA, Project-based Section 8, Tax Credits, and the City Housing Trust Fund	Entitled. This project is currently in building permit plan check. Assuming funding availability, construction is likely to commence Q1 2024.
P-7	004031260	6098 Mission Street	Commercial Mixed-Use	C-1 Light Commercial	0.25	36	0	7	29	Inclusionary Housing Ordinance (IHO) - Ownership	Approved. Project has building permits ready to issue.
P-8	005-050-240	1 Carter Street	Commercial Mixed-Use	C-1 Light Commercial	12.5	262	262	0	0	Inclusionary Housing Ordinance (IHO) and housing site, stated in pre-app. Bridge Housing project.	Pre-Application. Site plan in process. Bridge Housing project.
P-8	005-380-020	1 Carter Street	Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-010	2321 Geneva Avenue	Commercial Mixed-Use	C-1 Light Commercial	0.48	185	34	0	151	Inclusionary Housing Ordinance (IHO) and State Density Bonus.	Approval pending June 2023.
P-9	005-061-020		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-030		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-040		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-050		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-060		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-070		Commercial Mixed-Use	C-1 Light Commercial							
P-10	002170230 (Portion)	10 Park Plaza Drive	Commercial Mixed-Use	Planned Development	1.95	179	18	0	161		Approved. Initial project approval pre-dates Affordable Housing Ordinance, but 10% affordable to low income.
P-11	002-201-140	99 Southgate Avenue	Commercial Mixed-Use	Planned Development	1.93	214	21	0	193	Inclusionary Housing Ordinance (IHO)	This project was approved in April 2017. No building permit submittal yet.
P-12	005-064-250	2665 Geneva Avenue	Commercial Mixed-Use	Planned Development	1	9	1	0	8	Inclusionary Housing Ordinance (IHO)	This project was approved in Spet. 2022. No building permit submittal yet.
P-13	091-211-230	699 Serramonte Boulevard		Planned Development	18.1	1150	150	0	1000	Proposed development agreement, Inclusionary Housing Ordinance (IHO)	Negotiating development agreement. Phased project. Rezones completed.
P-14	005-330-020	45 Midway Drive	Residential - High Density	R-3 Multiple-Family Residential	15	408	408	0	0	Housing Authority of San Mateo County requirement	4 phases, Phase 1 completed. Design review is needed for the remaining 4 but all approved. Phase 1 of 147 already
P-14	005-330-030		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-040		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-050		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-060		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-070		Residential - High Density	R-3 Multiple-Family Residential							

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-14	005-330-080		Residential - High Density	R-3 Multiple-Family Residential							constructed, 555 in the total project.
P-14	005-330-090		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-100		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-110		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-120		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-130		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-140		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-150		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-160		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-190		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-200		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-210		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-220		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-230		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-240		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-250		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-260		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-270		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-280		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-290		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-300		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-310		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-340		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-350		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-360		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-420		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-430		Residential - High Density	R-3 Multiple-Family Residential							
P-15	005-064-290	55 Calgary Street	Commercial - Retail and Office	Planned Development	0.34	7	0	0	7		In plan check
P-15	005-064-300		Commercial - Retail and Office	Planned Development							
P-15	005-064-310		Commercial - Retail and Office	Planned Development							
P-15	005-064-320		Commercial - Retail and Office	Planned Development							
P-15	005-064-330		Commercial - Retail and Office	Planned Development							
P-15	005-064-340		Commercial - Retail and Office	Planned Development							
P-15	005-064-350		Commercial - Retail and Office	Planned Development							
P-16	004-050-200	6225 Mission Street	Commercial Mixed-Use	C-1 Light Commercial		8	0	0	8		Pending application
P-16	004-050-190		Commercial Mixed-Use	C-1 Light Commercial							
P-17	006-244-080	7310 Mission Street	Commercial Mixed-Use	C-1 Light Commercial		17	2	0	15	Inclusionary Housing Ordinance	Entitled (approved May 2022). In plan check.
P-18	091-247-080	525 Serramonte Boulevard	Residential – High Density	R-3 Multiple-Family Residential	4.67	323	0	65	258		This project was approved in November 2018. No building permit submittal yet.
					TOTALS	**3,092**	**974**	**83**	**2,035**		

Source: City of Daly City, May 2023

Note: Sites with multiple parcels include site unit totals within the first parcel row. In Site P-1, 11 of the site's 133 units will be designated as affordable to moderate-income households; however, these may be different parcels within the site than the parcels indicated in this table.

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Sites Inventory and Analysis

State law requires each jurisdiction to demonstrate that sufficient land is zoned to provide housing capacity that is adequate to meet the RHNA for each income level. To determine housing capacity, City staff conducted a comprehensive inventory in March 2023 of all vacant and nonvacant developable land within the city limits that is zoned to allow for housing and available to develop within the Housing Element planning period. This section describes the methodology used to calculate the housing capacity on developable housing sites.

Figure HE-35 maps each site in Daly City's sites inventory that could accommodate a portion of the RHNA. **Table HE-46, HE-47, and HE-48** include a parcel-by-parcel listing of the vacant and underutilized sites that can accommodate portions of the RHNA. All sites are served by or planned to be served by infrastructure, with no constraints identified that would reduce capacity.

Sites Identified in Previous Housing Element

Pursuant to California Government Code Section 65583.2(c), a non-vacant site identified in the previous planning period and a vacant site that has been included in two or more previous consecutive planning periods cannot be used to accommodate the lower-income RHNA. An exception is if the site is subject to an action in the Housing Element requiring rezoning within three years of the beginning of the planning period to allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower-income households.

Sites 3, 4, and 7 have been included in the past two Housing Element cycles and are subject to California Government Code Section 65583.2(c). Sites 12, 14, and 15 are underutilized and were included in the last Housing Element cycle. The City has included Housing Element **Task 6.3**, which commits the City to allowing residential use by right on sites consistent with Government Code Section 65583.2(c), for housing developments in which at least 20 percent of the units are affordable to lower-income households.

Sites Appropriate for Lower-Income Housing

Housing element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households are sufficient to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; or (2) use default density standards deemed adequate to meet the appropriate zoning test. According to state law (California Government Code Section 65583.2(c)(3)(B)), the default density standard for Daly City is 30 dwelling units per acre. Default densities are established using population-based criteria, as detailed here:

- Incorporated cities within non-metropolitan/rural counties and non-metropolitan counties with micropolitan areas (15 units or more per acre)
- Unincorporated areas in all non-metropolitan counties (10 units or more per acre)
- Suburban jurisdiction (20 units or more per acre)
- Metropolitan jurisdictions (30 units or more per acre).

The City of Daly City falls into the Metropolitan Jurisdiction category, and will be using its R-2, R-3, Commercial-Mixed Use, and C-1 zones to meet the lower-income RHNA. All of these zones permit densities of 30 or more units to the acre.

Realistic Development Capacity Assumptions

This Housing Element uses the following assumptions regarding the realistic development capacity of vacant and underutilized sites identified in **Tables HE-46, HE-47, and HE-48.**

Vacant Sites Zoned for Exclusively Residential Uses

Of the nine vacant housing sites identified in **Table HE-46**, five sites are subject to zoning regulations that allow exclusively residential uses. The anticipated density on these sites ranges from 50 to 120 dwelling units per acre, largely reflecting the maximum permissible General Plan density currently attributable to each of these sites along with a planned change to the maximum permitted density in High-Density Residential/R-3 Zoning and Medium-Density Residential/R-2 Zoning as part of **Task 6.6**. The City has assumed that development will occur at approximately 90 percent of the maximum permissible density because development trends in Daly City have historically supported this assumption. Of the pipeline housing projects in traditional residential land use areas, the majority of multifamily housing development has maximized the density allowed by the General Plan Land Use Map through implementation of the planned development zone at the time of the project's development. **Table HE-44** shows recent examples of recent multifamily projects and the capacity at which they were developed. Both were developed in zones with no maximum density but show that both high-density and moderate-density projects above 30 dwelling units to the acre are able to develop in Daly City.

Table HE 44: Recent Development Examples, Multifamily

Project Name	Affordability	Acres	Project Status	General Plan / Zoning	Total Project Units	Max. Allowable Units	Realistic Capacity
Brunswick Street Apartments	Low/Very Low	1.15	Completed 2020	CMU/C-2	206	N/A – C-2 has no maximum	Developed at 179 du/ac
JUHSD Staff Housing	Low/Market	3.9	Building Permits Issued - 2020	CMU/PD-31A	122	N/A –	Developed at 31 du/ac

Source: City of Daly City, 2023.

du/ac = dwelling units per acre

Vacant: Mixed-Use Sites

Of the nine vacant housing sites identified in **Table HE-46** two sites are subject to zoning regulations that allow residential uses as part of a mixed-use project. The City will remove the requirement for a conditional use permit for residential uses in the C-1 and C-2 zones as part of **Task 2.2**. As with sites zoned for residential uses, the City has assumed that development will occur at approximately 90 percent of the maximum permissible density because development trends in Daly City have historically supported this assumption. **Table HE-45** shows recent examples of recent mixed-use projects and the capacity at which they developed.

Table HE 45: Recent Development Examples, Mixed-Use

Project Name	Affordability	Acres	Project Status	General Plan / Zoning	Total Project Units	Realistic Capacity
2665 Geneva Avenue Mixed Use	15% of Units at 60% AMI, Remainder Market-Rate	1.26	Constructed 2007	CMU/PD-65	72	Developed at 57 du/ac
6800 Mission Mixed-Use	100% Lower, including 30% Extremely Low Income	0.77	Constructed 2015	CMU/C-1 – No Maximum Density	52	Developed at 68 du/ac

Source: City of Daly City, 2023.

du/ac = dwelling units per acre

Vacant Sites Requiring Rezoning

The Seton Hospital site, Site 9, is not presently zoned for residential uses. However, as part of the development process, the site will be rezoned to R-3 with a General Plan land use designation of Residential-Very High (**Table HE-47**). These parcels are currently within the grounds of a large hospital campus and there is active interest on the part of the property owner in adding residential uses to these sections of the campus.

Additionally, the Planned Development zone at 525 Serramonte Boulevard (Site 7) and at 169 First Avenue (Site 8) will be adjusted to permit residential uses instead of hotel and office uses.

Both the Mission Street and Geneva Avenue corridors are presently zoned C-1 Light Commercial and are identified for rezoning to a newly developed C-MU Commercial Mixed Use in Tasks 1.1 through 1.5 primarily as a means to promote housing construction with ground-floor retail uses through a more streamlined development review process than currently exists. Neither the existing General Plan Land Use Element nor the Zoning Ordinance identifies a maximum residential density in the Retail and Office General Plan designation or C-1 Light Commercial zone designation for these areas. Based on recent development projects in the corridor, it is estimated that these will develop at a density of 75 units to the acre.

Non-Vacant Housing Sites

Of the 15 sites identified in **Table HE-48**, 6 sites are occupied by existing structures or parking lots. Of these six sites, four sites are occupied by existing greenhouses, nurseries, and other agricultural land uses that have an improvement-to-land value ratio of less than 1.0, supporting the notion that redevelopment of these properties is feasible and even likely, given the history of sites with agricultural uses being converted to residential uses in Daly City. In many cases, property owners have either expressed an interest in redeveloping their properties or have previously obtained land use entitlements to do so.

Site 11: E. Market between Mission Street and First Street. This privately owned site is populated by retail and parking lots and is partially vacant. It is believed that this site will re-develop during the planning period as developers have expressed an interest in the site, though no plans have been submitted at present.

Site 13: 1670 and 1698 Bryant Street. This 1.38-acre privately owned site is currently occupied by an operational auto repair garage that has previously been considered by a nonprofit housing developer for the construction of 48 apartments. The condition of the building, constructed in the 1950s, is average. The development capacity identified in **Table HE-48** reflects a development capacity based on the 57 units per acre density of the recently developed residential property across the street.

Compliance with the State's "By Right" Requirement

To fully comply with the State's "by right" requirement, which mandates that sites necessary to satisfy the City's RHNA not be subject to conditional use permit or other discretionary approvals, it will be necessary for the City to remove the use permit requirement for mixed-use projects in the (future) C-MU Commercial Mixed-Use zone and the C-1 and C-2 commercial zones that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. The requirement to complete this amendment is identified as **Task 1.3**.

Environmental Constraints

With the exception of a narrow stretch of coastal area, the majority of the city falls within the Federal Emergency Management Agency (FEMA) flood hazard designation X, an area of moderate flood risk that is lower risk than the 1 percent floodplain. All of the RHNA inventory is within this moderate flood risk area. No areas of the city are considered to have a heightened risk of wildfire, though the San Bruno Mountain State Park just outside the city is within a high fire hazard severity zone.

Table HE 46: Vacant Sites, Residential Permitted

Site Number	Assessor's Parcel Number	Site Address/ Intersection	General Plan Designation (Current)	Zoning Designation (Current)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity (90%)	Lower-Income Units	Moderate-Income Units	Above Moderate= Income Units
1	005-065-120	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial	75	0.38	29	26		26	0
	005-065-130	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
	005-065-140	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
	005-065-190	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
2	006-221-190	130 Station Avenue	Residential High Density	R-3 Multiple-Family Residential	120	0.23	28	25		25	0
3	005-067-210	51 Oriente Street	Residential Medium Density	R-2 Two-Family Residential	50	0.57	29	26	26		
	005-067-220	51 Oriente Street	Residential Medium Density	R-2 Two-Family Residential							
4	091-211-340	1050 St. Francis Boulevard	Residential Medium Density	R-2 Two-Family Residential	50	2.49	125	112	56	56	0
5	006-234-030	89 Second Avenue	Residential High Density	R-3 Multiple-Family Residential	120	0.46	55	50		50	0
6	006-345-070	1590 Bryant Street	Retail and Office Commercial (C-R/O)	Retail and Office Commercial (C-R/O)	57	0.34	27	24	3	21	0
Total Vacant Site Capacity								262	85	177	0

Notes: Sites with multiple parcels include site unit totals within the first parcel of the site.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities.

Table HE 47: Vacant Sites – Proposed Rezone or Planned Development Update

Site Number	Assessor's Parcel Number	Site Address/Intersection	General Plan Designation (Current)	Zoning Designation (Current)	General Plan Designation (Proposed)	Zoning Designation (Proposed)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units
7	091-247-080	525 Serramonte Boulevard	Residential High Density	Planned Development	Commercial Mixed-Use	Planned Development (Permitting Residential)	135	1.30 (Portion)	176	158	158		
8	003-224-100	6401 Mission Street	Commercial Mixed-Use	Planned Development (Permitting Office)	Commercial Mixed-Use	Planned Development (Permitting Residential)	75	0.35	26	150	150	0	0
9	008-521-110	Seton Hospital - Southgate	Office (C-O)	Office Commercial (C-O)	Residential- High (R-H)	R-3	120	1.75 gross, 1.75 net	210	189	126	63	0
	008-104-110	Seton Hospital - West	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3	120	4.16 gross, 2.08 net	250	225	150	75	0
	008-104-120	Seton Hospital - West	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3							
	008-520-180	Seton Hospital - East	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3	120	5.48 gross, 2.74 net	329	296	197	99	0
	008-520-190	Seton Hospital - East	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3							
Total Vacant Rezone Capacity										**1,018**	**781**	**237**	**0**

Notes: Maximum density on Site 7 is based on the planned development density of project P-18, with which Site 7 is co-sited. Realistic capacity on Site 8 is based on previous/pending rezone application project capacity. Site 9 is divided into three sub-sections for site totals.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities. Where applicable, steep slopes are accounted for with decreased acreage.

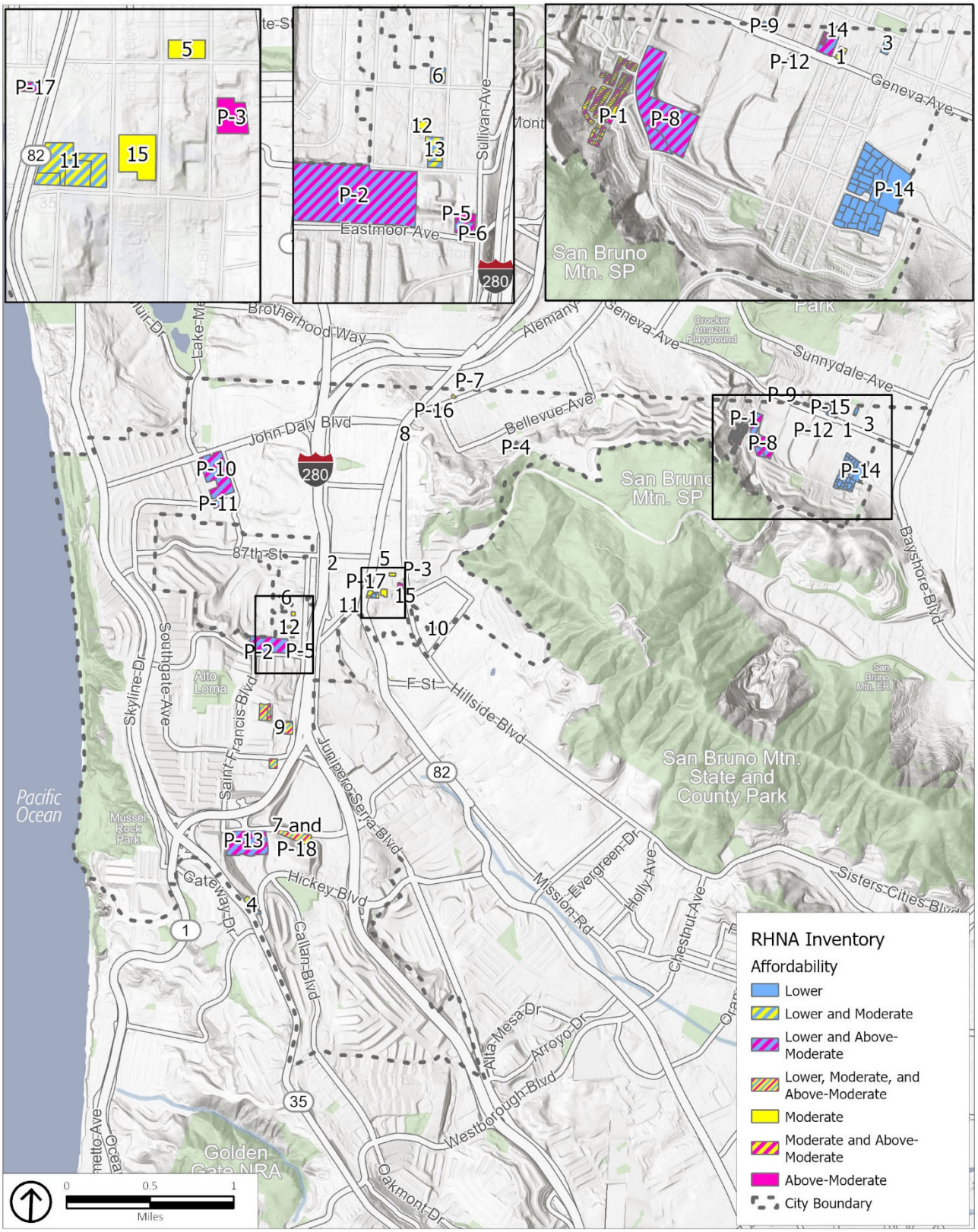
Table HE 48: Underutilized Sites

Site Number	Assessor's Parcel Number	Site Address/Intersection	General Plan Designation (Current)	Zoning Designation (Current)	General Plan Designation (Proposed)	Zoning Designation (Proposed)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity (90%)	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units
Underutilized, Residential Permitted													
10	006-453-020	Lisbon Street	Residential Medium-Low Density	R-1 Single-Family Residential	*N/A*	*N/A*	20	0.27	5	5		5	
11	006-251-230	E. Market between Mission Street and First Street	Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*	40	0.78	31	28	8	20	
	006-251-210		Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*							
	006-251-220		Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*							
12	006-346-170	Edgeworth Avenue	Commercial Mixed-Use	Residential Retail Commercial (C-R/R)	*N/A*	*N/A*	75	0.17	13	11		11	
13	006-346-280	1670 and 1698 Bryant Street	C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*	57	1.38	79	71	7	64	
	006-346-130		C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*							
	006-346-140		C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*							
14	005-064-210	Rio Verde Street	Residential Medium-Low Density	R-1 Single-Family Residential	*N/A*	*N/A*	20	0.40	8	7		7	
Underutilized, Rezone Required													
15	006-252-080	169 First Avenue	Residential Medium Low Density	R-3	Residential High Density	R-3	100	1.02	102	92		92	
		Total Underutilized Site Capacity								**214**	**22**	**155**	**0**

Notes: Sites with multiple parcels include site unit totals within the first parcel of the site.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities.

Figure HE-35: Location of Projects and Sites to Meet the RHNA



Additional Capacity Potential

Rezoning and Change of General Plan Land Use Designation

The City of Daly City is obligated by State law to ensure that appropriately zoned land exists in the city that would allow construction of all units in the RHNA. As part of **Task 6.5**, the City will make the following changes to its Zoning Code and General Plan Land Use Element:

- Increasing the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre.
- Increasing the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre.
- Increasing the permitted density in the Residential High Density General Plan Land Use Designation from 35.1 to 60 dwelling units per acre to 60.1 to 120 dwelling units per acre.
- Increasing the permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of 120.1 dwelling units per acre.
- Removing the conditional use permit requirement for residential uses in the C-1 and C-2 zones

Additionally, through **Task 6.6**, the City will ensure that zoning development standards are updated as needed to ensure consistency between zones and the Land Use Element.

SamTrans Park and Ride Lot

The SamTrans Park and Ride Lot (3501 Junipero Serra Boulevard) is owned by the San Mateo County Transit District and consists of an existing parking lot that provides daily paid parking for use by patrons to the Colma BART Station. The District has re-initiated a conversation with City for the site and received a letter of support from the City Council for potentially developing the entire 8.7-acre site in a mixed-use format. The City has long-been supportive of redeveloping the site and has provided policy guidance in the Land Use Element and previous Housing Element intended to allow for broader mix of land uses in a more intensive format than is currently provided by the BART Station Area Specific Plan. To this end, the Housing Element proposes a redesignation of the lot to the Specific Plan's Residential High Density designation and amending the designation language to require at least 30 dwelling units per acre. This designation change allows for the mixed-use building type sought by SamTrans, while permitting residential densities necessary to achieve the affordability levels sought by the City. Because the parameters and constraints associated with developing this property are unknown, this City is currently assuming a 261-unit yield (30 dwelling units per acre). However, these units are not being counted toward the RHNA total due to the unknown timeline for permitting and construction.

Accessory Dwelling Units

California Government Code Section 65583.1(a) states that a town, city, or county may identify sites for accessory dwelling units (ADUs) based on the number of ADUs developed in the prior Housing Element planning period, whether the units are permitted by right, the need for ADUs in the community, the resources or incentives available for their development, and any other relevant factors. Based on recent changes in state law reducing the time to review and approve ADU applications, requiring ADUs that meet requirements to be allowed by right, eliminating discretionary review for most ADUs, and removing other restrictions on ADUs, it is anticipated that the production of ADUs will increase in the 6th Cycle Housing Element planning period.

The City issued the following ADU building permits over the last four years:

- 2018 – 74 ADUs received building permits
- 2019 – 68 ADUs received building permits
- 2020 – 74 ADUs received building permits
- 2021 – 48 ADUs received building permits
- 2022 – 51 ADUs received building permits

On average, there are about 63 applications for ADUs approved each year. To promote ADUs, the City has included **Task 5.1** to promote the construction of affordable ADUs through several actions.

To determine assumptions on ADU affordability in the ABAG region, ABAG conducted a regional analysis of existing ADU rents and prepared a draft report in September 2021. The analysis resulted in affordability assumptions that allocate 30 percent of ADUs to very low income, 30 percent to low-income households, 30 percent to moderate-income households, and 10 percent to above moderate-income households. Affordability of ADUs projected to be built in the city during the planning period were based on the ABAG analysis.

Summary of Capacity to Accommodate the RHNA

Table HE-49 compares the City's RHNA to its site inventory capacity. Looking at the capacity in **Tables HE-43 and HE-46, HE-47 through HE-48** as well as the projected ADUs, the City has a total surplus of 249 units. Breaking this down by income category, the City has a surplus of 52 units in the lower-income (including extremely low-, very low-, and low-income) category, a 85-unit surplus in the moderate-income category, and a 114-unit surplus in the above moderate-income category. This does not include the SamTrans Park and Ride Lot site, which could provide an additional 261 units.

Table HE 49: Summary of Residential Capacity Compared to the 6th Cycle RHNA by Income Category

RHNA Category	2023-2031 RHNA	Vacant Site Capacity	Underutilized Capacity	Proposed/ Approved Projects	Projected ADUs	Total Capacity	Surplus
Very Low	1,336	866	15	974	302	2,157	52
Low	769						
Moderate	762	414	199	83	151	847	85
Above Moderate	1,971	0	0	2,035	50	2,085	114
Total	**4,838**	**1,280**	**214**	**3,092**	**503**	**5,022**	**251**

Source: ABAG 2021, City of Daly City, May 2023

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Constraints to Housing Production

Constraints to the maintenance, improvement, and construction of housing can generally be divided into two categories—governmental and nongovernmental. State law requires analysis of actual and potential constraints and identification of ways to reduce or overcome the constraints, where possible, to meet the identified housing needs. In many instances constraints represent a balance between the need for housing and other desirable goals. Where this is the case, the consideration of these other goals should be examined to make certain the constraint is not unnecessarily severe.

Governmental Constraints to Housing Production

Actions by local governments may impede housing construction, maintenance, and improvement in a variety of ways. For example, excessive fees or improvement requirements may discourage housing activity or possibly price housing above the level some groups can afford. Environmental impact reports (EIR) can be costly and create delays, although by State statute such analyses are mandatory. In some instances, the lack of available water and/or sewer facilities may temporarily diminish housing construction activity. The governmental constraints to housing development include land use controls in the form of the General Plan, specific plans, and zoning; building codes; fees and dedications; site improvements; permit processing procedures; and infrastructure constraints. Each of these potential constraints is discussed below.

Consistent with transparency requirements pursuant to Government Code Section 65940.1, subsections (a)(1)(A)) and (a)(1)(B)), all zoning and development standards, and fees are available on the City's website.

General Plan Land Use Designations

Daly City's 2013 General Plan contains five residential land use designations that communicate the City's policies related to residential development densities. These designations and their respective densities are identified in **Table HE-50.** However, **Task 6.5** has been included to increase the allowable densities in several land use designations.

Table HE 50: 2013 General Plan Land Use Designations

Land Use Designation	Density Limitations
Open Space Residential	0 to 2 dwelling units per acre
Low Density Residential	2 to 14.5 dwelling units per acre
Medium-Low Density Residential	14.6 to 20 dwelling units per acre
Medium Density Residential	20.1 to 35 dwelling units per acre
High Density Residential	35.1 to 50 dwelling units per acre
Very High Density Residential	Over 50 dwelling units per acre

Source: City of Daly City, 2013.

Specific Plan Designations

Subsequent to the adoption of the 1987 General Plan, the City adopted the BART Station Area (1993) Specific Plan and Sullivan Corridor Specific Plan (1998). Both of these specific plans contain land use designations and development regulations that replaced the land use designations and zoning regulations in these areas. Below is a short synopsis of each plan and its relevant residential designations.

BART Station Area Specific Plan. Prepared in conjunction with the San Mateo County Transit District, the BART Station Specific Plan was prepared in anticipation of the construction of the Colma BART Station (construction completed in 1996). The primary purpose of the Specific Plan was to identify a physical development plan for the area immediately adjacent to the new station in support of the transportation/transit role that the area was contemplated to fulfill in Daly City at the time. **Table HE-51** identifies the land use designations identified by the Specific Plan as allowing residential uses.

Table HE 51: BART Station Area Specific Plan Land Use Designations

Land Use Designation	Density Limitations
Low Density Residential	6 to 12 dwelling units per acre
Medium Density	12 to 25 dwelling units per acre
High Density Residential	25 to 55 dwelling units per acre
Mixed-Use Commercial/Office	Function of height/coverage limitations and parking regulations
Neighborhood Commercial	Function of height/coverage limitations and parking regulations

Source: City of Daly City, 2013.

Several significant high-density residential projects have been constructed within the BART Station Specific Plan Area. Most recently, Habitat for Humanity completed construction of a condominium project at 7555 Mission Street that provided 36 units (47 du/ac) of housing to lower-income households. Additional development potential exists at an underutilized SamTrans park-and-ride lot adjacent to the Colma BART Station. Although this site is presently designated Office/Convenience Retail, the potential does exist for a mixed-use project containing higher density residential uses. A six-acre portion of this site has in fact been identified for redesignation and rezoning to accommodate up to 50 dwelling units per acre.

Sullivan Corridor Specific Plan. The Sullivan Corridor Specific Plan was adopted as means to guide the revitalization of properties within the Sullivan Corridor, which is the area in the general proximity of City Hall, west of Interstate 280. The plan's land use designations were prepared to complement the construction of new public and commercial developments occurring in the area at the time, including the North County Health Center and the Colma BART Station. **Table HE-52** identifies the land use designations identified by the Specific Plan as allowing residential uses.

Developers of larger projects within the Sullivan Corridor Specific Plan Area can elect to have their projects reviewed by the Sullivan Corridor Committee, which consists of two city council members. Although review by the committee does add time to the development review process, developers are able to obtain valuable input from council members very early in the process. The estimated time for Sullivan Corridor Committee review is three to four weeks.

Table HE 52: Sullivan Corridor Specific Plan Land Use Designations

Land Use Designation	Density Limitations
Residential Low Density	0 to 14.5 dwelling units per acre
Residential High Density	None identified
Residential Retail Commercial	Maximum FAR of 1.0
Service Commercial	Maximum FAR of 3.0
Retail and Office Commercial	Maximum FAR of 5.0

Source: City of Daly City, 2023.

A significant residential construction project in this area has been a 208-unit (65 du/ac) mixed-use senior apartment complex at 165 Pierce Street. As an urban infill site, the project provides an example of the potential for the Sullivan Corridor Area to provide additional housing opportunities as vacant and underutilized sites in the area are developed or redeveloped. Construction of the project concluded in 2013. Most recently, the City Council in 2020 approved a seven-story, completely affordable, mixed-use building at 493 Eastmoor consisting of 72 apartments (205 du/ac). This project is currently in plan check for building permits.

Development Regulations

The Zoning Ordinance contains eight residential districts and four nonresidential districts in which residential development is allowed. The minimum lot area per unit and resulting densities of these districts are presented in **Table HE-53**. It is important to note that there is no land currently zoned R-4 in Daly City.

Table HE 53: Zoning District Designations and Densities

Zoning Designation	Lot Area, SF per DU	Resulting Density
MHP Mobile Home Park	1/200 minimum 1/2500 maximum	17.4–217.8 du/ac
R-1 Single Family	1/3,000	14.5 du/ac
R-1/A Single Family/Duplex	1/1,250	34.8 du/ac
R-2 Duplex	1/1,500	29.4 du/ac
R-2/A Two-Family Design	1/1,250	34.8 du/ac
R-3 Multiple Family	1/500	87.1 du/ac
BRM BART Multiple Family	1/1,750	25 du/ac
R-4 Multi-family/Professional	1/300	145 du/ac
C-1 Light Commercial District	1/300	145 du/ac
C-2 Heavy Commercial District	1/300	145 du/ac
PD Planned Unit Development	Flexible	Not Applicable
Pre-PD Pre-Planned Unit Development	Flexible	Not Applicable

Source: City of Daly City Municipal Code, 2023.

Commercial Mixed-Use Zone

The City is in the process of establishing a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development. The C-MU zone will encourage the development of higher-density multifamily residential development and mixed-used projects in close proximity to commercial areas. Once established, the zone will include the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue (approximately 65 acres) along with other areas. This zone will also incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development will be provided specific and significant incentives to do so (see also Land Use Element Task LU 1.2).

At the same time that the zone is put into place, the City will also establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The design guidelines of the C-MU zone will include development regulations to reposition mixed-use building mass away from lower-density neighborhoods and will address impacts created by larger mixed-use buildings proposed

adjacent to smaller buildings. The zone's parking regulations will also allow for a parking reduction for all buildings containing residential and retail components where parking is available for both uses.

The City will also remove the use permit requirement for any mixed-use projects located in the C-MU Commercial Mixed-Use zone that contain a first-floor commercial component of a certain size and which provide a residential component resulting in an overall net density of at least 30 dwelling units per acre. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by-right," without requirement for discretionary approvals.

The City will amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially zoned or residentially-designated property to any zone or designation other than residential. For the purpose of this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the RHNA Housing Sites Inventory List for which a replacement site has not been identified.

As identified in **Table HE-54**, residential development is allowed within several commercial zones, most notably within the C-1 Light Commercial District. The C-1 zone encompasses all properties fronting Mission Street for its full length, and almost all of Geneva Avenue in the Bayshore neighborhood. Sites likely to yield large numbers of affordable housing units are within these two commercial corridors. In fact, several sites and pending projects identified in the Potential Housing Sites Inventory List are located on Mission Street or Geneva Avenue.

Table HE-54 identifies the development regulations for each of the above zones, as contained in the Daly City Zoning Ordinance. As shown in the table, the minimum lot sizes for both the R-3 Multiple Family and C-1 Light Commercial zones are 2,500 square feet in most instances. Both zones also allow the construction of single-family homes. In combination, these regulations allow owners of larger parcels to subdivide their parcels for single-family residential development or small commercial uses. This effectively causes scarce larger parcels that could be used for higher density mixed-use development to be underutilized. Similarly, the building heights for both the R-3 and C-1 zones are only six feet higher than that allowed in the R-1 zone (30 feet maximum versus 36 feet maximum), but the R-3 and C-1 zones allow six times the density allowed by the R-1 zone (87 du/ac versus 14.5 du/ac).

Because a 36-foot height limit may be appropriate for the C-1 Light Commercial zone in other parts of Daly City, the policy section of this Housing Element sets forth a requirement that the Zoning Ordinance be amended to establish a new Commercial Mixed-Use (C-MU) zone for areas encompassing Mission Street and Geneva Avenue, and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. To preserve larger commercial and residential sites, this Housing Element also requires that the Zoning Ordinance increase the minimum parcel sizes for all commercial and R-3 Multiple Family zones as determined necessary to promote the construction of higher density and/or mixed-use development. Likewise, the Housing Element commits the City to exploring increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone. Further study of increased height along Mission Street and Geneva Avenue would be undertaken as part of the Zoning Ordinance update.

Table HE 54: Daly City Regulations for Residential Zones

Zoning District	Permitted Uses	Use Permit Required	Max. Building Height	Min. Lot Area	Floor Area Ratio	Min. Lot Width	Max. Lot Coverage	Min. Front Yard	Min. Side Yard	Min. Rear Yard	Lot Area per D.U.
R-1	Single-family	No	30 ft	3000 sf, 2500 sf*		33 ft, 25 ft*	50%, 55%*	15 ft	None	10 ft	3000 sf, 2500 sf*
R-1/A	Single-family	No	30 ft	2500 sf		25 ft	55%	15 ft	None	10 ft	
	Duplexes	Yes									
R-2	R-1	All uses permitted in this zoning classification (see above).									
	One two-family dwelling	No	36 ft	3000 sf, 2500 sf*		33 ft, 25 ft*	60%	15 ft	None	10 ft	1500 sf, 1250 sf
R-2/A	Single-family, two-family	No	30 ft	2500 sf		25 ft	60%	5 ft, 10 ft max	None	10 ft	
	Duplexes	Yes									
R-3	R-1, R-2	All uses permitted in this zoning classification (see above).									
	Multi-family	No	36 ft	3000 sf, 3500 sf*		33 ft, 25 ft*	755	15 ft	None	15 ft	500 sf
BRM	Small apartments, townhomes, flats	No	45 ft	5000 sf		50 ft	60%	5 ft, 10 ft max	None	15 ft	
	R-1, R-2	Yes									
R-4	R-1, R-2, R-3	All uses permitted in this zoning classification (see above).									
	Multi-family	No	FAR 3.5–1.0	10000 sf	3.5–1.0	100 ft	70%	15 ft	None	10 ft, 20 ft**	300 sf
MHP	Mobile homes	No	30 ft	2500 sf		30 ft	75%	5 ft	None	3 ft	
C-1	R-3	All uses permitted in this zoning classification (see above), except use permit is required.									
	R-4	No	36 ft	2,500 sf–3,000 sf		33 ft, 25 ft*	70%	None	None	None	300 sf
C-2	C-1	All uses permitted in this zoning classification (see above), except use permit is required and 7.0–1.0 FAR.									
	R-3	Yes		2,500 sf–3,000 sf	7.0–1.0	33 ft, 25 ft*	70%	None	None	None	300 sf
PD	A variety of uses or combination of uses are allowed in this zoning classification pending City approval of an applicant's planning application.										
Pre-PD	Serves as a transitional zoning classification for PD (see description of PD uses above).										

**For lots or subdivisions recorded prior to 1/1/49.*
***For buildings in excess of 3 stories.*
Other exceptions may apply.
Source: City of Daly City, 2023.

Parking Regulations

Parking requirements for new residential development are contained within the Zoning Ordinance as identified in **Table HE-55**. Because parking is a significant factor in multifamily and affordable housing construction costs, the constraints to housing production caused by parking regulations must be closely examined.

Table HE 55: Daly City Parking Regulations

Residential Type	Required Parking Spaces
Single-family	2 spaces for buildings of less than 1,500 sf 3 spaces for buildings between 1,500 and 2,000 sf 4 spaces for buildings between 2,001 and 2,500 sf 6 spaces for buildings of more than 2,500 sf
Two-family (Duplex)	2 spaces per unit; 4 per structure
Multiple-family, including condominiums	1 space per studio unit 1.5 spaces per one-bedroom unit 2 spaces per two-bedroom or larger unit
Mobile Home	One space for each mobile home, said space to be located on the individual trailer site (tandem parking permitted) One space per site for guest parking, the latter to be grouped in common area
Mobile Home Park	2 spaces per mobile home site Guest parking of 1 space per 10 sites Parking for recreation center and office of 1 space for every 500 square feet of gross floor area
Boardinghouse	1 space per rentable room, plus one space per every 200 square feet of kitchen and administrative office area
Secondary Unit	2 spaces, plus 2 per principal dwelling (4 total)
Emergency Shelter	0.75 covered or uncovered spaces per employee

Source: City of Daly City Municipal Code.

Currently, Daly City's Zoning Ordinance requires two parking spaces for each condominium unit or apartment with two or more bedrooms. This is the same parking requirement for single-family units. Reductions to the parking requirements are permitted by the Zoning Ordinance for development proposals that are determined to be exclusively for low-income households. Parking requirements for emergency shelters are based on the number of employees rather than the size of the building; however, the current requirement is not considered to be greater than other uses within the same zone.

Parking reductions are available for projects that serve low-income families or low-income seniors. Apartment complexes and condominiums designed and intended for the exclusive occupancy of low-income elderly persons shall provide at least one-fourth the normally required amount of off-street parking. Apartment complexes and condominiums designed and intended for the exclusive occupancy of low-income persons or families other than the elderly shall provide at least three-fourths the normally required number of spaces.

Accessory dwelling units shall provide one parking space per unit or per bedroom (studio units shall provide one parking space). These spaces may be provided as tandem parking on an existing driveway in the front setback. No parking spaces shall be required for an accessory dwelling unit in any of the following instances:

a. The accessory dwelling unit is located within one-half mile of public transit.
b. The accessory dwelling unit is located within an architecturally and historically significant historic district.
c. The accessory dwelling unit is part of the existing primary residence or an existing accessory structure.
d. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.
e. When there is a car share vehicle located within one block of the accessory dwelling unit.

Generally, the City's residential development standards are consistent with the requirements of neighboring jurisdictions and accepted planning practice. There is anecdotal evidence, given high land costs in Daly City and throughout the region, that parking requirements could constrain the development of new and/or affordable housing.

Building Codes

The City enforces the 2022 International Building Code, as amended by the City. This code has established construction standards that add to the cost of housing development. Local code amendments have been made, though significantly reduced in comparison to past levels of amendment in an effort to allow greater uniformity of construction standards throughout the county. The remaining local amendments are minor and do not add significantly to the cost of housing, but significantly increase the long-term safety of residents, prevent fire spreading to adjoining homes, and improve insurance rates.

Current amendments include:

- Establishing that fees will be prescribed by Resolution of the City Council.
- Establishing that plan review and time limitation shall comply with Municipal Code General Regulations 15.00.040.
- Specifies the City's process for appealing decisions made by the City Building Official.
- Defines which City departments and officials correspond to roles defined by the Building Code.
- Specifies sizes of printed plans.
- Adds inspection and waterproofing requirements for exterior elevated elements such as balconies and stairway systems to avoid hazards such as deterioration from dry rot or decay.
- Provides compliance alternatives for evaluating a change of occupancy that increases the public safety, health, and general welfare of an existing building without requiring full compliance of a new building.

Fees and Dedications

Site improvements and exactions by the City, such as traffic signals or park in-lieu fees, increase the cost of development in Daly City. To better ensure equity in the application of fees related to new development, the City analyzed the needed public facilities associated solely with new development

and established a fee that allocates a "fair share" of cost to new residential and commercial development. Most off-site improvements needed to serve future growth are funded through the City's Public Facilities Fees.

All Bay Area cities charge fees in order to pay the costs to process, regulate, and mitigate the impacts of new development on City services and infrastructure. If fees are inordinately high, they can lead to higher costs and/or discourage housing development within the community.

Tables HE-56 through HE-58 show recent examples of the building and planning fees charged by the City of Daly City.

Based on a 2021 single-family home valued at $576,154.71, shown in Table HE-50, the City's Building Department fees represent an additional cost of 3 percent over the cost of construction. This is relatively low and not considered a constraint to development.

Table HE 56: Sample Development: Single Family

Fee	Category Total
Building	$17,549.17
Business License - Added Valuation	$576.15
Electrical	$360.84
Mechanical	$213.61
Plumbing	$239.66
Fee Total	**$18,939.43**
Home Valuation	**$576,154.71**
Fees as a Percent of Home Value	**3%**

Source: City of Daly City, 2021.

Based on a 2021 mixed-use project valued at $77,624,440, shown in **Table HE-57**, the City's Building Department fees represent an additional cost of 2 percent over the cost of construction. This percentage is relatively low and not considered a constraint to development. The first phase of the project included 147 units.

Table HE 57: Sample Development: Multifamily Affordable Project

Fee	Category Total
Permit Fees	$1,093,761.86
Plan Check	$375,441.07
Electrical	$14,380.74
Mechanical	$4,541.47
Plumbing	$12,877.26
Fee Total	**$1,501,002.40**
Project Valuation	**$77,624,440.00**
Fees as a Percent of Home Value	**2%**

Source: City of Daly City, 2021.

Based on a 2022, 72-unit multifamily home project valued at $43,758,000, shown in **Table HE-58**, the City's Building Department fees represent an additional cost of 2 percent over the cost of construction. This project was an affordable housing project in a mixed-use building. Some fees were noted to not be included in this estimate, including fire sprinkler and engineering permit fees, but it is not expected that these costs would drastically increase the fees as a percentage of the cost to construct. This percentage of construction cost is relatively low and not considered a constraint to development.

Table HE 58: Sample Development: Mixed Use Project, 72 Units of Affordable Housing

Fee	Category Total
Permit Fee	$672,306.48
Plan Check	$64,046.97
Electrical	$8,355.23
Mechanical	$16,238.97
Sewer Connection	$207,127.00
Plumbing	$19,604.97
Fee Total	**$987,679.62**
Project Valuation	**$43,758,000.00**
Fees as a Percent of Home Value	**2%**

Source: City of Daly City, 2022.

Additional public services charged by the City are based on the costs of providing public facilities to new development and reflect the AB 1600 fee program developed by the City and intended to mitigate the impacts of new development on public facilities. Public facilities funded through the AB 1600 fee include police, library, fire, administrative facilities, roadways, water, and wastewater. The fees are charged on the basis of geographic benefit zones, each with differing cost bases (**Table HE-59**).

Table HE 59: AB 1600 Fees

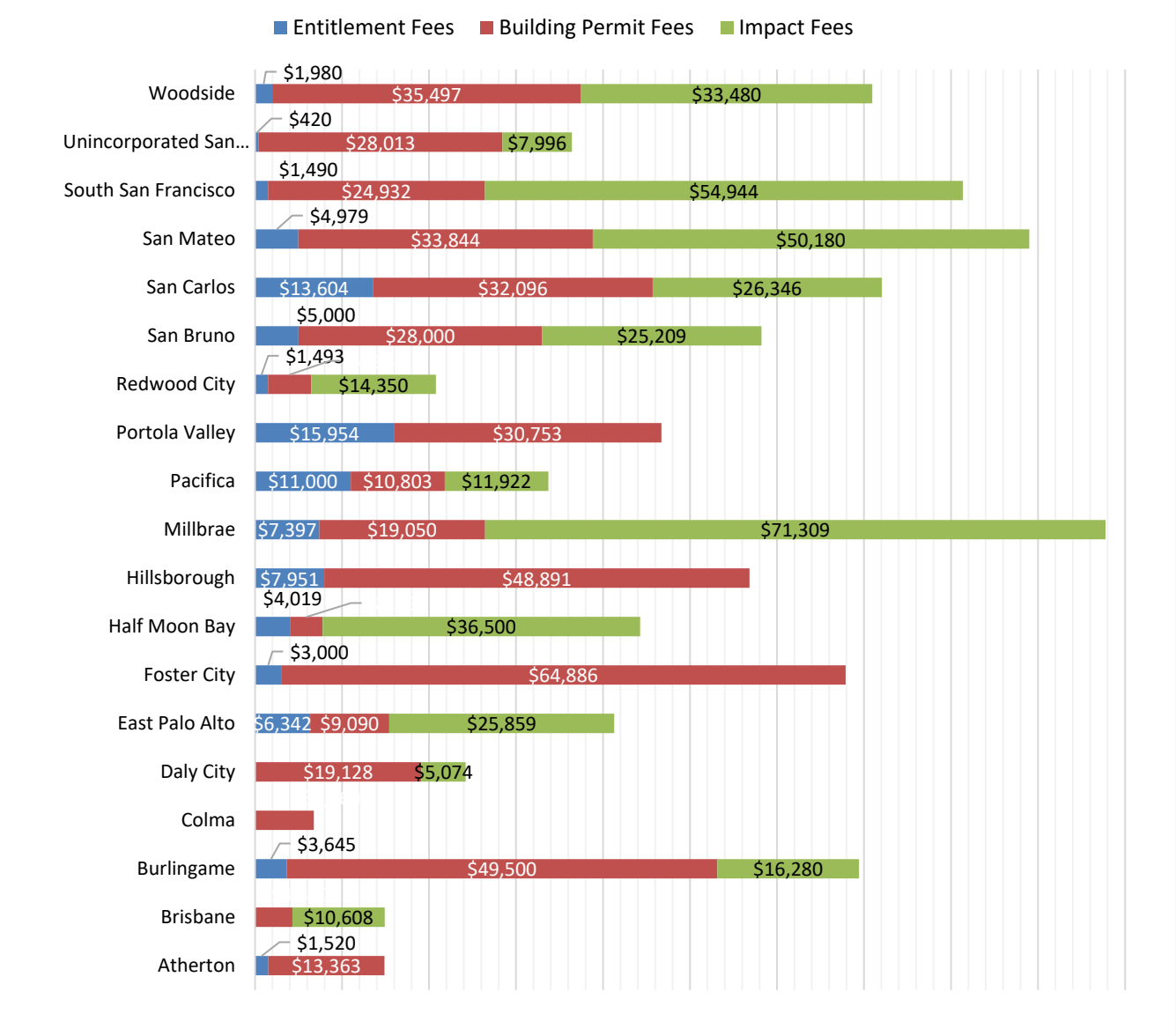
Benefit Zone	Fee per Square Foot
Zone 1	$3.36
Zone 2	$3.83
Zone 3	$3.25
Zone 4	$3.72
Zone 5	$9.36
Zone 6	$3.15
Zone 7	$2.71
Zone 8	$3.29
Zone 9	$2.71
Zone 10	$2.35
Zone 11	$2.71

Source: City of Daly City, 1999

Figures HE-36 and HE-37 and **Tables HE-60 and HE-61** provide a comparison of Daly City's entitlement, building, and impact fees to other jurisdictions in San Mateo County for both single-family and multifamily homes based on a prototype project. Estimates for single-family home fees are based on a 2,600-square-foot home in all jurisdictions but Atherton, Portola Valley, unincorporated San Mateo County, and Woodside. These jurisdictions were estimated based on a 5,000-square-foot home. The prototype multifamily project is based on a 10-unit building of 21,000 total square feet divided between two-bedroom and three-bedroom units. Among these jurisdictions, the median fee for the single-family and 10-unit condo prototypes are $58,209 and $345,742, respectively. As identified in the figures, Daly City's total fees for these two prototypes are $24,202 and $325,583, respectively.

While Daly City's fees are generally similar to those of adjacent jurisdictions for the single-family home prototype, the City's fees for the 10-unit condominium prototype are closer to the County-wide median. The City currently collects impact fees for schools and the AB 1600 fees described above.

Figure HE-36: Comparative Fee Analysis for Prototypical Developments: Single-Family Home (2022)



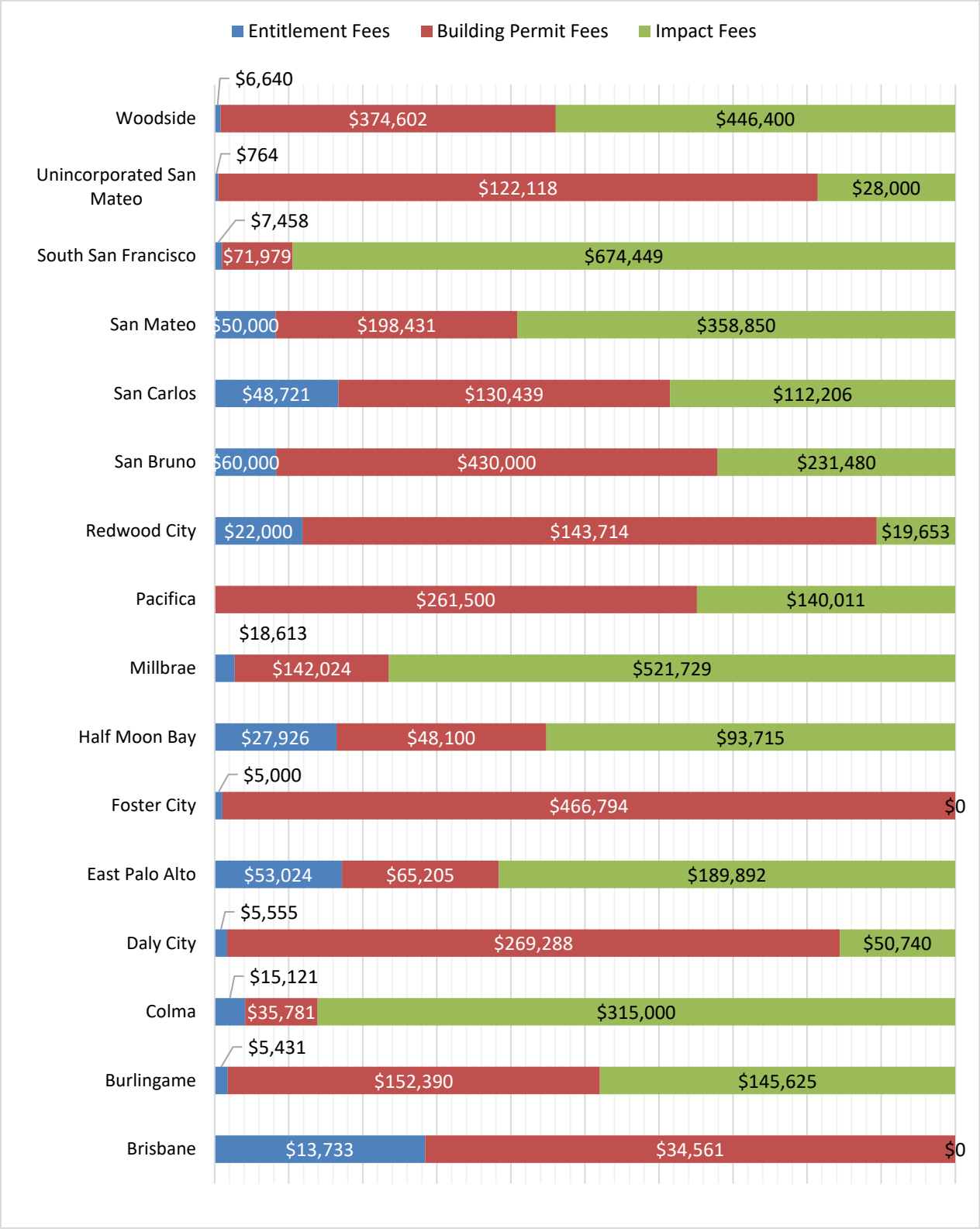
Source: 21 Elements Development Fees Survey (2022).

Table HE 60: Comparative Fee Analysis for Prototypical Developments: Single-Family Home (2022)

Jurisdiction	Entitlement Fees	Building Permit Fees	Impact Fees	Other Fees	Total
Atherton	$1,520	$13,363	$0	$1,058	$15,941
Brisbane	$0	$4,300	$10,608	$10,032	$24,940
Burlingame	$3,645	$49,500	$16,280	$0	$69,425
Colma	$0	$6,760	$0	$0	$6,760
Daly City	**$0**	**$19,128**	**$5,074**	**$0**	**$24,202**
East Palo Alto	$6,342	$9,090	$25,859	$39,576	$80,867
Foster City	$3,000	$64,886	$0	$0	$67,886
Half Moon Bay	$4,019	$3,750	$36,500	$8,300	$52,569
Hillsborough	$7,951	$48,891	$0	$14,250	$71,092
Millbrae	$7,397	$19,050	$71,309	$0	$97,756
Pacifica	$11,000	$10,803	$11,922	$0	$33,725
Portola Valley	$15,954	$30,753	$0	$6,216	$52,923
Redwood City	$1,493	$4,952	$14,350	$0	$20,795
San Bruno	$5,000	$28,000	$25,209	$0	$58,209
San Carlos	$13,604	$32,096	$26,346	$0	$72,046
San Mateo	$4,979	$33,844	$50,180	$0	$89,003
South San Francisco	$1,490	$24,932	$54,944	$0	$81,366
Unincorporated San Mateo	$420	$28,013	$7,996	$0	$36,429
Woodside	$1,980	$35,497	$33,480	$0	70,957

Source: 21 Elements Development Fees Survey (2022).

Figure HE-37: Comparative Fee Analysis for Prototypical Developments: 10-Unit Buildings (2022)



Source: 21 Elements Development Fees Survey (2022).

Table HE 61: Comparative Fee Analysis for Prototypical Developments: 10-Unit Buildings (2022)

Jurisdiction	Entitlement Fees	Building Permit Fees	Impact Fees	Other Fees	Total Fees	Total Fees/DU
Atherton	no data provided					
Brisbane	$13,733	$34,561	$0	$68,484	$116,778	$11,678
Burlingame	$5,431	$152,390	$145,625	0	$303,446	$30,345
Colma	$15,121	$35,781	$315,000	0	$365,902	$36,590
Daly City	**$5,555**	**$269,288**	**$50,740**	**0**	**$325,583**	**$32,558**
East Palo Alto	$53,024	$65,205	$189,892	0	$308,121	$30,812
Foster City	$5,000	$466,794	$0	0	$471,794	$47,179
Half Moon Bay	$27,926	$48,100	$93,715	0	$169,741	$16,974
Hillsborough	no data provided					
Millbrae	$18,613	$142,024	$521,729	0	$682,366	$68,237
Pacifica		$261,500	$140,011	0	$401,511	$40,151
Portola Valley	no data provided					
Redwood City	$22,000	$143,714	$19,653	0	$185,367	$18,537
San Bruno	$60,000	$430,000	$231,480	0	$721,480	$72,148
San Carlos	$48,721	$130,439	$112,206	0	$291,366	$29,137
San Mateo	$50,000	$198,431	$358,850	0	$607,281	$60,728
South San Francisco	$7,458	$71,979	$674,449	$7,670	$761,555	$76,156
Unincorporated San Mateo	$764	$122,118	$28,000	0	$150,882	$15,088
Woodside	$6,640	$374,602	$446,400	0	$827,642	$82,764

Source: 21 Elements Development Fees Survey (2022).

Although fees imposed by the City on new residential development add to the cost of housing, these fees are necessary to offset the impact to the City's infrastructure directly caused by new development. Although impact fees may seem to be a significant cost factor in residential development, their cost is often folded into the permanent financing of a residential development project, which is then paid over the term of home mortgage. This cost is a significantly lower factor than cost proportions devoted to private profit, such as interest charges, mortgage insurance, and realtor fees.

On- and Off-Site Improvement Requirements

In addition to permit processing and impact fees charged by the City, a new subdivision may be required to install improvements off-site, dedicate land for parks (or pay an in-lieu fee), or contribute to the cost for services provided to the project. These are typical costs associated with mitigating environmental impacts associated with a development, and they vary on a case-by-case basis depending on the anticipated impacts. While these costs are necessarily a part of new development in the city, the charges are carefully analyzed in each case to avoid imposing unnecessary requirements on new residential development. The City's on-site improvements are typical of most cities, stormwater treatment measures are required in most instances.

While new subdivisions typically require the construction of expensive infrastructure such as new roads, sewer trunk lines, and stormwater catchment systems, most new residential development in Daly City will continue to occur as denser buildings situated adjacent to existing infrastructure, either replacing existing

older buildings or vacant in-fill lots. This type of development is therefore able to forgo much of the expense typically associated with improvement of the public right-of-way. There are instances where utility upsizing may be required to accommodate a significant increase in the utility demand over a previously existing, less-intensive use. However, these costs are much lower on a per-dwelling-unit basis than the costs associated with acquiring land and constructing new utilities for a new subdivision.

As part of **Task 11.4** the City will establish a process for evaluating affordable housing projects for reductions in required improvements.

Density Bonus

At present, the City provides a density bonus for projects of five or more units that meet any of the following criteria:

A. At least 10 percent of the total units are designated for low-income households.

B. At least 5 percent of the total units are designated for very low-income households.

C. A senior citizen housing development, as defined in Sections 51.3 and 51.12 of the Civil Code.

D. At least 10 percent of the total units in a condominium project, as defined in subdivision (f) of, or in a planned development as defined in subdivision (k) of, Section 1351 of the Civil Code, are designated for moderate income households, as defined in Section 50093 of the Health and Safety Code, provided that all units in the development are offered to the public for purchase.

When an applicant seeks a density bonus and/or concessions as prescribed by Government Code Section 65915, the City will grant the density bonus and number of incentives or concessions required by that section unless it makes one of the following findings:

1. The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.3 of the Health and Safety Code, or for rents for the targeted units to be set as specified in Section 65915(c) of the Government Code.
2. The concession or incentive would have a specific adverse impact, as defined in Government Code Section 65589.5(d)(2), upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

The following incentives and concessions are deemed not to have the adverse impact set forth in the subsection above:

1. Reduced setbacks so long as the project remains consistent with the city's general plan and any applicable design guidelines;
2. Increased maximum lot coverage so long as the project remains consistent with the city's general plan and any applicable design guidelines;
3. Increased maximum building height so long as the project remains consistent with the city's general plan and any applicable design guidelines;
4. Reduction in parking standards beyond that set forth in Government Code Section 65915(p); and
5. In addition to the additional density bonus provided in accordance with Government Code Section 65915(g) for land donations within one-fourth mile of an applicant's project, provision of the additional density bonus set forth in Government Code Section 65915(g) for land dedicated to the city that is located within one-half mile of the applicant's project so long as the applicant

demonstrates to the city's satisfaction that building the requisite number of affordable units on-site is infeasible and there is an identified source of funding for the very low income units.

The city will not, however, provide any direct financial assistance, waive fees or dedication requirements, or provide publicly owned land for a housing development as an incentive or concession.

Under current State law (Government Code Section 65915), cities and counties must provide a density increase up to 80 percent over the otherwise maximum allowable residential density under the municipal code and the land use element of the general plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with 100 percent of units affordable to low- or very low-income households. As part of **Task 11.6** in the Housing Element, the City will amend its guidelines to ensure compliance with current State law.

Zoning for a Variety of Housing

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population. This includes single-family housing, multifamily housing, manufactured housing, mobile homes, emergency shelters, and transitional housing, among others.

The Zoning Code outlines residential development permitted by right (P), permitted with a use permit (UP), or not permitted (NP). **Table HE-62** illustrates permitting requirements by zone for various residential uses in Daly City.

Table HE 62: Existing Entitlement Requirements by Zoning District

Building Type	Zoning Designations Allowing Residential Uses									
	R-1	R-1/A	R-2	R-2A	R-3	R-4	BRM	MHP	C-1[1]	C-2
Single family home (one unit)	P	P	P	P	P	P	P	NP	UP	UP
Accessory Dwelling Unit	P	P	P	P	P	P	P	NP	UP	UP
Duplex (two units)	NP	UP	P	P	P	P	P	NP	UP	UP
Multiple family (three or more units)	NP	NP	NP	NP	P	P	P	NP	UP	UP
Mixed Use	NP	NP	NP	NP	NP	NP	NP	NP	UP	UP
Residential Care Facility ≤ 6 persons	P	P	P	P	P	P	P	NP	UP	UP
Residential Care Facility > 6 persons	UP	NP	UP	UP	UP	UP	UP	NP	UP	UP
Emergency Shelter	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Single-Room Occupancy	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Manufactured Homes	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Mobile Homes	P	P	P	P	P	P	P	NP	UP	UP
Transitional Housing	P	NP	P	P	P	P	P	NP	UP	UP
Supportive Housing	P	NP	P	P	P	P	P	NP	UP	UP
Entitlement Required: "P" = Permitted, "UP" = Use Permit Required, "NP" = Not Permitted										
[1]Dwellings not permitted in C-1 within the Coastal Zone.										

Source: City of Daly City Municipal Code.

Single Family

Single-family homes are currently permitted ministerially in the R-1, R-1A, R-2, R-2A, R-3, R-4, BRM, and C-R/O zones and with a Use Permit in the C-1 and C-2 zones.

Duplexes and Two-Family Homes

Duplexes, also called two-family homes, are currently permitted ministerially in the R-2, R-2A, R-3, R-4, and BRM zones and with a Use Permit in the R-1A, C-1, and C-2 zones. As part of **Task 6.7**, the City will amend the Zoning Ordinance to allow duplexes by right and without the requirement for design review in the R-1A zone, unless by objective standards.

Multifamily

Multifamily projects are permitted ministerially in R-3, R-4, and BRM zones and with a Use Permit in the C-1 and C-2 zones.

Accessory Dwelling Units (ADUs)

An accessory dwelling unit (ADU) is accessory to a primary residence and has complete independent living facilities for one or more persons. ADUs may include buildings of the following types:

- Detached: The unit is separated from the primary structure.
- Attached: The unit is attached to the primary structure.
- Converted Existing Space: Space (e.g., master bedroom, attached garage, storage area, or similar use, or an accessory structure) on the lot of the primary residence that is converted into an independent living unit.
- Junior ADU (JADU): A specific type of conversion of existing space that is contained entirely within an existing or proposed single-family residence.

To comply with Government Code Sections 65852.2 and 65852.26, ADUs must be permitted ministerially subject to objective design standards. At present, second units in an existing single-family home are permitted ministerially in all residential zones. **Task 5.1** will amend the Zoning Code to expand the ADUs permitted to include JADUs as a permitted use in addition to ADUs on the same lot. Additionally, **Task 5.1** will also clarify the language in the Zoning Code to replace the term "second unit" with "accessory dwelling unit" and will remove the owner-occupancy requirement.

Mobile Homes and Manufactured Homes

Under California Government Code Sections 65852.3 through 65852.5, jurisdictions must allow certified manufactured homes on all lots zoned for conventional, stick-built, single-family dwellings. The only difference in regulation between manufactured homes and conventional single-family dwellings may be with respect to architectural requirements. The City's Municipal Code currently permits mobile homes ministerially in the Mobile Home Park Zone and specifies in Section 15.40.020 that mobile homes be subject to all provisions of the zoning ordinance applicable to single-family residential structures, which complies with current State law. **Task 13.5** will review and amend the zoning code as clarify the inclusion of mobile homes as a permitted use in residential zones where conventional, stick-built, single-family dwellings are permitted.

Residential Care Facilities

Health and Safety Code Sections 1267.8 and 1566.3 require local governments to treat licensed group homes and residential care facilities with six or fewer residents no differently than other by-right single-family housing uses. "Six or fewer persons" does not include the operator, the operator's family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use and may not require licensed residential care facilities for six or fewer persons to obtain conditional use permits or variances that are not required of other family dwellings. Residential care facilities for six persons or fewer are currently permitted in any residential zone except for Mobile Home Parks without a permit. Residential care facilities for more than six persons are currently permitted in any residential zone except for Mobile Home Parks with a use permit. **Task 17.2** will amend the Municipal Code to allow residential care facilities, regardless of size, in all zones that permit residential uses of the same type, in accordance with the City's definition of family.

Single-Room Occupancy Units (SROs)

The Daly City Municipal Code does not currently permit or prohibit SRO units in any zone. In **Task 18.3** of the Housing Element, the City will identify at least one zone in which to permit SROs and will amend the Municipal Code to reflect this.

Low-Barrier Navigation Centers

Government Code Section 65662 requires that the development of Low-Barrier Navigation Centers be by right in zones where mixed uses are allowed or in nonresidential zones that permit multifamily housing. For a navigation center to be considered "low barrier," its operation should incorporate best practices to reduce barriers to entry, which may include, but is not limited to, the following:

- Permitting the presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth
- Pets
- Ability to store possessions
- Providing privacy, such as private rooms or partitions around beds in a dormitory setting or in larger rooms with multiple beds

Task 13.2 has been included to amend the Municipal Code to comply with State law.

Transitional and Supportive Housing

Supportive housing is defined by Section 50675.14 of the Health and Safety Code as housing with linked on- or off-site services with no limit on the length of stay and which is occupied by a target population, as defined in Health and Safety Code Section 53260 (i.e., low-income person with mental disabilities, AIDS, substance abuse, or chronic health conditions, or persons whose disabilities originated before the age of 18). Services linked to supportive housing usually focuses on retaining housing, living and working in the community, and/or health improvement.

Transitional housing is defined in Section 50675.2 of the Health and Safety Code as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. It may be designated for a homeless individual or family transitioning to permanent housing. This housing can take many structural forms, such as group housing and multifamily units, and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Historically, the City has worked with nonprofit organizations and governmental agencies to assess needs, evaluate sites, and determine operational and acquisition costs. Otherwise, the City has not received nor expects to receive within the term of this Housing Element Update a request for new construction of these facilities. Existing buildings are being adapted for reuse to accommodate these needs more commonly than new buildings are constructed, typically without requiring any discretionary permits. Pursuant to Government Code Section 65583, transitional and supportive housing types are required to be treated as residential uses and subject only to those restrictions that apply to other residential uses of the same type in the same zone. **Task 13.3** will amend the City's zoning code to ensure compliance with State Law.

Employee and Farmworker Housing

The City does not have any land designated for agricultural uses. However, to comply with the State Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6) the City will amend the zoning code to regard employee housing serving six or fewer employees as a single-family dwelling for purposes of applying land use and zoning regulations in **Task 13.4** of the Housing Element.

Emergency Shelter

The California Health and Safety Code (Section 50801) defines an emergency shelter as "housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or households may be denied emergency shelter because of an inability to pay." Emergency shelter for special needs populations is accommodated by the organizations that serve those particular populations and needs. When approached by these organizations the City has historically provided appropriate assistance as needed. The City has historically deferred to the San Mateo County Office of Housing, which has taken the lead role in San Mateo County to evaluate and provide for homeless population needs, facilities, and services. This County Office has concluded in the past that homeless needs for Daly City in addition to other neighboring communities are being served and met by the year-round operation of Safe Harbor in South San Francisco. Safe Harbor is an emergency shelter closest to Daly City and most likely to serve Daly City residents' needs for homeless facilities. Homeless counts and needs assessment by the County occur annually and biennially, respectively. No requests have been received for added emergency shelters.

Government Code Sections 65582 and 65583(a)(5)) require jurisdictions to identify zones where emergency shelters are permitted without a conditional use permit. Within identified zones, only objective development and management standards may be applied, given that they are designed to encourage and facilitate the development of or conversion to an emergency shelter. At present, emergency shelters are permitted by-right within the C-R/O zone, which allows residential uses by-right when part of a mixed-use project. The C-R/O zone is close to services and transit.

In accordance with Assembly Bill (AB) 2339 (2022), the Housing Element must identify potential sites for emergency shelters within zones that allow residential uses by-right. The following sites may be used for development of emergency shelters.

The City has identified APN 006-345-070 (0.34 acres in size) as appropriate for an emergency shelter. This parcels is close to services and transit. The City has an identified need of 49 persons. Assuming 200 square feet per person, the identified site exceeds the required square footage requirement and therefore meets the requirements of AB 2339.

As part of **Task 13.1**, the City will also adopt management standards for emergency shelters.

Extremely Low-Income Housing

Extremely low-income households typically consist of persons with special housing needs, including, but not limited to, persons experiencing homelessness or at risk of homelessness, persons with substance abuse problems, and farmworkers. Government Code Section 65583 requires the quantification and analysis of existing and projected housing needs of extremely low-income households. Housing elements must also identify zoning to encourage and facilitate supportive housing and single-room occupancy units. The R-3 zone allows for very high-density development, which has the potential to allow for housing affordable to extremely low-income households. In **Task 12.1** of the Housing Element, the City will identify potential funding sources on an ongoing basis to encourage the development of housing affordable to households in this income category. As part of **Task 18.3**, the City will also identify a zone in which to permit the development of SRO units.

Housing for Persons with Disabilities

Under SB 520, passed in 2001, State Housing Element law was amended to require localities to "analyze potential and actual constraints upon the development, maintenance and improvement of housing for persons with disabilities and demonstrate local efforts to remove governmental constraints that hinder the locality from meeting the need for housing for persons with disabilities."

With regard to fulfilling this requirement, the City has existing procedures and policies that enhance accessibility in its residential housing. The City enforces the accessibility provisions under Title 24 of the California Codes that apply to new construction of multifamily development with three or more dwelling units. The City has also adopted (2014) a reasonable accommodation ordinance, which provides a procedure for allowing the Director of the Department of Economic and Community Development to review and grant reasonable accommodation requests using the criteria identified. Central to the decision to grant the request is whether the requested accommodation would impose an undue financial or administrative burden on the jurisdiction or would require a fundamental alteration in the nature of the jurisdiction's land use and zoning or building program. If the Director can find that the request does not and is necessary to make housing available to an individual with disabilities protected under the fair housing laws, the Director may grant the request for reasonable accommodation in accordance with specific findings.

The City has also supported programs over the years to enable lower income households, including those with persons with disabilities, an opportunity to maintain and improve their housing, while providing them with needed financial relief. The City's Residential Rehabilitation Program, which offers grants and low interest loans, and the nonprofits, North Peninsula Neighborhood Services and Rebuilding Together, both of whom provide grants to low-income households as well, allow accessibility modifications as eligible activities. Another nonprofit, Center for the Independence of the Disabled (CID), solely undertakes accessibility improvements to housing for a person with disabilities. All four programs are funded annually with City CDBG funds. Reasonable Accommodations

Reasonable Accommodation Procedure. In 2014 the City established a formal reasonable accommodation procedure in order to ensure that the City's development standards do not present a barrier to community members with disabilities. A request for reasonable accommodation may be made by any individual with a disability, his or her representative, or a developer or provider of housing for individuals with disabilities, when the application of a land use, zoning or building regulation, policy, practice or procedure acts as a barrier to fair housing opportunities. Reasonable accommodations requests shall be reviewed by the Director of Community Development, after which the Director will issue a written decision. Appeals to an adverse decision may be made to the City Council.

The written decision to grant, grant with modifications, or deny a request for reasonable accommodation shall be consistent with fair housing laws and based on the following factors:

1. Whether the housing, which is the subject of the request for reasonable accommodation, will be used by an individual with disabilities protected under fair housing laws;
2. Whether the requested accommodation is necessary to make housing available to an individual with disabilities protected under the fair housing laws;
3. Whether the requested accommodation would impose an undue financial or administrative burden on the jurisdiction; and
4. Whether the requested accommodation would require a fundamental alteration in the nature of the jurisdiction's land use and zoning or building program.

Accessibility Requirements. The City does not presently have any explicit accessibility guidelines above and beyond those contained in the adopted Building Code.

Separation Requirements. The City's municipal code does not impose any separation requirements for group homes or residential care facilities.

Definition of Family. The Daly City Municipal Code defines a family as "one or more persons living together as a single housekeeping unit in a dwelling unit."

Permit Processing Procedures

The Zoning Ordinance identifies the residential types permitted, permitted with a use permit, or not allowed in each zone allowing residential uses. Permitted uses are those uses allowed without discretionary review and require only a building permit as long as the project complies with all development standards and design guidelines.

The permit requirements for each housing type allowed in each zoning district are identified in Table HE-55. As identified in the table, the development review process is very expedient for new residential development proposed in a residential zone. Most approvals may be made at the staff level, and Design Review Committee (DRC) approval is required only for projects where four or more units are proposed, and for which an entitlement necessitating a public hearing is required. The DRC, which consists of the two City Council members appointed by the Mayor, has the ability to approve non-discretionary projects or discretionary projects that are exempt from the requirements of the California Environment Quality Act. Otherwise, City Council certification of either a Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) is required. At the present time, there are no known environmental constraints affecting any housing sites identified in the sites inventory within the 2023-2031 planning period.

Despite the expediency of constructing new residential projects on residentially zoned land, the most significant additions to the housing supply in Daly City have occurred in multiple-family apartment and condominium buildings exceeding 50 dwelling units per acre. Due to permit requirements in place at the time of their construction, these types of buildings have typically been subject to a use permit (due to their location in the C-1 zone on Mission Street or Geneva Avenue), a subdivision map (because they involve a condominium), or both. In certain cases, typically involving projects outside the Mission Street/Geneva Avenue corridors, a rezoning may have also been required. In rare circumstances, an amendment to the General Plan Land Use Map may be required as a part of project approval.

All subdivisions (including condominium maps) and use permits must be approved by the City Council with a recommendation from the Planning Commission. Typical findings of a residential subdivision include that the project is consistent with the General Plan, that the site on which the subdivision is to be located is physically suitable for the number of lots proposed, and that adequate infrastructure exists to serve the

proposed subdivision. The findings for a use permit are similar, adding that the use is compatible with surrounding uses and the neighborhood character and that the project would not jeopardize the public health, safety, and welfare. Rezonings and General Plan amendments are legislative acts and are therefore not subject to written findings.

Staff has completed an analysis as to whether any of the findings identified in the preceding paragraph have been detrimental to project approvals, in terms of additional processing time, cost, and developer certainty. In a review of approximately 35 planning entitlement applications, including rezonings and major and minor subdivisions, that the City Council has considered since the adoption of the current Housing Element in 2004, in no instance did mandated findings present an obstacle to the Council granting these approvals. In fact, the City Council approved all 35 applications, adopting the required findings in each instance. **Table HE-68** provides the typical processing time by type of approval.

Table HE 63: Typical Processing Time by Type of Approval

Type of Approval or Permit	Typical Processing Time	Approval Body
Zoning Entitlements		
Building Permit (ministerial projects)	1 to 4 weeks	Staff
Design Review	4 to 6 weeks	Design Review Committee †
Use Permit	8 to 10 weeks	City Council
Variance	8 to 10 weeks	City Council
Coastal Development Permit (coastal zone only)	8 to 10 weeks	City Council ††
Parcel Maps	10 to 12 weeks	City Council
Subdivision Maps	10 to 12 weeks	City Council
Zone Change (to traditional zones)	10 to 12 weeks	City Council
Zone Change (to planned development zoning)	12 to 16 weeks	City Council
General Plan Amendment	12 to 16 weeks	City Council
† Processed concurrently for items approved by City Council	*†† May be appealed to Coastal Commission*	
Environmental Review		
Mitigated Negative Declaration	10 to 12 weeks	City Council
Environmental Impact Report	24 to 36 weeks	City Council

Source: City of Daly City Planning Division.

The time it takes for developers to secure any of the above entitlements varies depending on factors such as the nature, size, location, and complexity of the project, including the involvement of other agencies. Table HE-56 identifies the typical processing time most common in the entitlement process. It should be noted that, for projects requiring more than one entitlement, the City processes these entitlements concurrently. For example, the condominium map and environmental review for a new mixed-use project could be processed concurrently with the City Council's consideration of the subdivision map for the project. In 2008, the City Council adopted revisions to the Zoning Ordinance to allow concurrent processing of design review and other discretionary approvals that required Planning Commission and City Council approval. This change removed the requirement for projects which had been approved by the City Council to return to the Design Review Committee for additional review.

As identified in **Table HE-63**, typical permit processing times range from one week for simple projects where only a building permit is required to several months for more complicated projects involving substantial environmental review. Projects that require the preparation and adoption of an EIR are subject to the greatest processing time, often exceeding six months. The requirement for an EIR, however, is extremely

rare because the City in most instances has determined that a Mitigated Negative Declaration is sufficient for residential development projects.

Of the sites identified on **Table HE-43** on page 7, none required the preparation of the EIR. All projects were either processed through the adoption of a Mitigated Negative Declaration or a determination that the project is exempt from CEQA. CEQA grants exemptions to projects in urban in-fill sites that are five-acres or less in size, have adequate infrastructure in place to accommodate the number of units proposed, and do not require rezoning or General Plan amendment.

To assist in streamlining the development review process, the Planning Division developed design guidelines for both new single-family homes and mixed-use development, but the guidelines were never adopted and are implemented only informally. In anticipation that the City will receive more applications for larger mixed-use buildings, especially along Geneva Avenue and Mission Street, **Task 1.3** has been added to this Housing Element and commits the City to reviewing these existing design guidelines to ensure that they address instances where higher-density development is proposed adjacent to lower-density neighborhoods. Also, in an effort to increase developer certainty, a new task amending the automatic expiration for all discretionary land use approvals has been added as Task 2.3. Lastly, **Tasks 1.3 and 2.1** will remove the requirements for use permits for mixed-use projects in the C-MU, C-1, and C-2, zones.

In addition to design guidelines, the City offers developers an opportunity to receive feedback from a two-member ad hoc City Council Committee prior to committing to the entitlement process. These committee meetings are particularly useful to developers of affordable housing projects, where potential issues can be scoped in the initial stages and resolved to minimize or avoid the creation of conflicts or controversy that could derail an affordable housing project.

Design Review

The City does not have adopted objective design guidelines. Design review is required for projects with four or more units where the residential project is allowed by right. Per Chapter 17.45 of the City's Code of Ordinances, in approving a design review plan or site plan, the director of economic and community development, the design review committee, or city council must make the following findings:

A. The provisions of this chapter and any applicable guidelines are complied with;

B. The approval of the plan is in the best interest of the public health, safety and general welfare of the community;

C. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, fences, public safety and similar elements have been designed to provide a desirable environment;

D. General architectural considerations, including the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements have been incorporated in order to insure the compatibility of this development with its design concept and the character of other adjacent buildings;

E. General landscape considerations of Chapter 17.41, Landscaping, have been provided to insure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public.

In **Task 2.2** of the Housing Element, the City will establish objective standards for design review and eliminate the requirements for Design Review Committee approval for all residential development.

Projects Developed Below Minimum Density

The City does not currently permit the development of projects below the minimum density required by the site's zone and land use designation. Were a developer to propose a project at a density below the minimum, this would require a heavily scrutinized rezoning and potentially redesignating other sites to replace RHNA units.

Senate Bill 330

SB 330, the Housing Crisis Act of 2019, established specific requirements and limitations on development application procedures. Housing developments for which a preliminary application is submitted that complies with applicable general plan and zoning standards is subject only to the development standards and fees that were applicable at the time of submittal. This applies to all projects unless the project square footage or unit count changes by more than 20 percent after the preliminary application is submitted. The developer must submit a full application for the development project within 180 days of submitting the preliminary application.

The City does not currently have a process in place to address SB 330. As part of **Task 11.4** the City will establish a formal application process that is compliant with SB 330.

Senate Bill 35

SB 35 requires jurisdictions that have failed to meet their RHNA to provide a streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. The City does not currently have a process in place to address SB 35. As part of **Task 11.4** the City will establish a formal SB 35 application process.

Local Ordinances

Growth Management

There are no growth management policies in Daly City that would limit the City's ability to meet its housing needs.

Short-Term Rental Ordinance

The City established a short-term rental ordinance in 2020 to provide short-term lodging while also preventing the replacement of long-term housing with short-term rentals. The eligibility requirements are as follows:

A. Short-term rentals shall be permitted in single-family residences, condominiums, duplexes, townhomes, and properties with multiple rental units. For owner-occupied properties with multiple rental units, the owner of such property may only host a short-term rental in the dwelling unit that is their primary residence.

B. Short-term rentals shall not be permitted in inclusionary housing or other income-restricted housing units or on properties with accessory dwelling units or junior accessory dwelling units.

C. Vacation rentals, as defined in this chapter, are prohibited and shall not be operated in the city.

Inclusionary Zoning Ordinance (DCMC Chapter 17.47).

In recognition of the fact that neither federal nor state funding for affordable housing construction will be sufficient to fully address Daly City's affordable housing problem, nor will the private housing market likely provide affordable housing opportunities to low-income households, the City Council adopted an Inclusionary Zoning Ordinance in 2007. The City's Inclusionary Housing ordinance, Chapter 17.47 of Title 17 of the Daly City Municipal Code, was adopted in September 2007, then repealed and replaced by an Affordable Housing Ordinance adopted in April 2014 and revised in 2018. The Affordable Housing Ordinance requires the following:

Residential developments with fewer than 20 rental units or 15 ownership units will pay the required in Lieu Fees established in the City's Affordable Housing Fee schedule.

1. For-Sale Projects: twenty percent (20%) of the dwelling units in the Residential Development shall be sold at an Affordable Sales Price to households whose annual income does not exceed Moderate Income.

2. Rental Projects: ten percent (10%) of the dwelling units in the Residential Development shall be made available for rent at an Affordable Rent to households whose annual income does not exceed Low Income.

In lieu of constructing the on-site Inclusionary Units, a developer may elect to pay an Alternative In Lieu fee. These fees are used to increase and improve the supply of housing affordable to moderate-, low-, and very low-income households in the city.

Inclusionary zoning ordinances like Daly City's are sometimes perceived as adding to the cost of housing by requiring market-rate units in the particular project to subsidize the affordable units in that same project. The City's inclusionary zoning ordinance recognizes that there could be instances when the inclusionary housing requirements make market-rate housing more expensive. However, the City has made a conscious decision that the community's interests are best served by the adoption of the ordinance to address the environmental and job-housing balance inequities that would result if the City took no action to ensure that all income groups maintain access to the marketplace for new rental and for-sale homes.

As of April 2023, four for-sale projects have been subject to the Affordable Housing Ordinance. It is speculated that the market-rate units were used to subsidize the affordable units in the projects. In a 2019 policy brief on inclusionary zoning from George Mason University's Mercatus Center, researcher Emily Hamilton noted that for a mandatory inclusionary zoning program to avoid limiting the new construction of housing, the value of a local density bonus must outweigh the cost of providing affordable units[24]. However, Hamilton also noted that only two of the eight optional inclusionary zoning programs studied in the Washington DC metro area produced any affordable units during the study period, suggesting that an effective inclusionary program should remain mandatory. The City currently provides a robust density bonus program in addition to the inclusionary housing requirement. Additionally, in a 2015 study by Ann Hollingshead and published by the Lincoln Institute of Land Use Policy that was based on jurisdictions in California, weakening of inclusionary requirements is associated with an overall increase in the average

[24] Hamilton, E. (2019, September; rev. 2021, February). *Inclusionary Zoning Hurts More Than It Helps.* Mercatus Center at George Mason University. https://www.mercatus.org/research/policy-briefs/inclusionary-zoning-hurts-more-it-helps

cost of housing[25]. This increase is driven by an increase in the cost of below market-rate units that is not outweighed by the price decrease at the upper end of the rent spectrum.

To ensure the most effective implementation of the City's inclusionary zoning ordinance, two tasks have been added to the Objectives, Policies, and Tasks section of this Housing Element. **Task 10.2** requires that the City will ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance. **Task 10.3** mandates that the City adopt a disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transactions of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.

Availability of Infrastructure

Since the vacant, residentially zoned properties are either small or moderate in size and are scattered throughout the city, it is unlikely that any development will create a serious, additional demand on existing services and infrastructure (i.e., water, distribution lines, sewer collection system, etc.). The North San Mateo County Sanitation District completed a $23 million modification to its treatment facility, increasing capacity from 8 million gallons per day to 10.3 million gallons per day. This expansion, completed in 1990, was in response to a serious lack of capacity that resulted in a sewer connection moratorium during 1986-87. The expanded capacity will easily serve all projected new growth.

Daly City's water system is served by primarily by the City but in small part by Cal Water, a private provider. This system should be adequate to serve future needs. Portions of the system, including the Bayshore neighborhood, will need expanded storage capacity to meet future fire flow requirements for residential development. In addition, Daly City is working with the San Francisco Public Utilities Commission to address integrated resource management issues associated with conjunctive use of supplemental surface water to recharge groundwater supplies, and development of tertiary recycled water as an irrigation source to local golf courses. These strategies are intended to extend available resources to meet projected water needs, but none of these improvements are perceived to pose a significant limitation to long-term residential growth.

Upon adoption of the Housing Element, the City will provide a copy of the adopted Housing Element to each of the City's water and sewer providers, advising each of these agencies of the City's intention to comply with Government Code Section 65589.7, which requires these providers to grant priority service allocation to proposed developments that include housing units affordable to lower-income households. This is included as **Policy HE 7**.

Dry Utilities

Electricity service is provided by PG&E. Landline telephone service is provided by AT&T, and home internet service is provided by several private companies, including Astound. It is not expected that additional housing development will put strain on the availability of these systems, nor it is expected that service providers will face challenges in serving new development with these utilities.

[25] Hollingshead, A. (2015, December). *Do Inclusionary Housing Policies Promote Housing Affordability?* Lincoln Institute of Land Use Policy. https://www.lincolninst.edu/publications/working-papers/do-inclusionary-housing-policies-promote-housing-affordability

Housing Within the Coastal Zone

Much of the area encompassed by the Coastal Zone in Daly City is developed with single-family detached homes built in the 1950s and 1960s as part of the Westlake neighborhood. Portions of the zone that are undeveloped include a 2.6-mile beach that is largely inaccessible due to steep and high coastal bluffs immediately west of the aforementioned homes. These bluffs are exceedingly steep and rugged and, as a result, largely preclude further development.

Since the City adopted its first Coastal Element in 1984, new private development has been sporadic, and none of it has introduced new residents to the area. Rather, nonseismic landslides caused a number of single-family homes in the Coastal Zone to be removed. None of these removed homes included deed-restricted affordable housing, and there are presently no homes that are known to be threatened by landslide activity.

Nongovernmental Constraints to Housing Production

Constraints attributable to the private market that affect the improvement, maintenance, and production of housing are generally categorized as nongovernmental constraints. The imbalance between housing supply and demand makes housing costs in the Bay Area among the nation's highest. The high costs of development, financing, and land are the greatest barriers to the provision of affordable housing.

Land Costs

Daly City's proximity to the San Francisco employment center and the rapidly increasing job opportunities there have created an environment that makes Daly City a desirable place to live. Market forces continue to push land costs upward, resulting in an increase in housing costs. As the cost of housing rises at a much greater rate than income, there is less opportunity for home ownership to a growing proportion of Daly City residents. Additionally, there is an increasing number of households who can barely afford the home they purchased and, as a result, cannot afford expenditures on routine maintenance and repair.

It is anticipated that land costs within the City's Priority Development Areas, especially along Mission Street, will increase over time as new development replaces older, existing residential buildings; infrastructure improvements take place; and the desirability of living closer to BART, Samtrans, and other public transit opportunities increases. While this evolution of land use would increase the overall volume of housing in the area, an unintended consequence could be an increase in housing overpayment, overcrowding, degraded housing conditions, and displacement of existing lower-income households unable to afford market-rate newer development.

According to a 2022 study performed by Century Urban, there were insufficient data points available from the last three years to evaluate land purchases of up to one acre for single-family development. However, in nearby Pacifica the median cost for land for the development of a single-family home was $447,500. For multifamily projects, the median per-unit land cost was $45,000. This was the lowest median cost per unit of any San Mateo jurisdiction included in the survey.

In anticipation that new development projects could impact existing residents negatively, Housing Element **Task 5.2** requires that the City evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and make adjustments as necessary.

Market Conditions

Another potential constraint to housing rehabilitation in some portions of Daly City is the uncertainty some property owners may feel toward the long-term prospects for upgrading a neighborhood. Areas where this could be a constraint are generally the older neighborhoods east of Interstate 280.

Many of the current building condition problems stem from the inability of some Daly City residents to pay for well-maintained, standard housing. In this regard, the housing problem is basically a problem of poverty. A low-income family cannot pay prevailing rents for decent housing without imposing a severe strain on the family budget. They have two choices: spend an inordinately high percentage of income to get a standard unit or spend a more reasonable amount and accept substandard housing.

Landlords may face a similar dilemma. Revenues received from a building must match the operating cost, including mortgage payments, taxes, insurance, and basic upkeep. If there are no tenants willing or able to pay the amount needed to maintain the building in good condition, costs are usually reduced by cutting back on maintenance and repair. Ignoring needed repairs causes the building to deteriorate—and with it, the neighborhood.

Construction Costs

Based an estimated generated by Century Urban as part of a 2022 study, construction cost, without considering land costs, financing, etc., for an average single-family home in San Mateo or Santa Clara County is approximately $420 per square foot, or $1,040,000 for a 2,600-square-foot home. For a small multifamily project with 10 units and 10,000 square feet of residential area as well as 3,750 square feet of surface parking, construction costs are estimated at $522 per square foot or $521,500 per unit, for a total construction hard cost of $5,215,000.

Availability of Financing

Financing costs reached an all-time high in the first part of this decade. The lack of affordable financing has led to a proliferation of creative financing packages including variable rate mortgages, balloon payments, interest-only loans, equity participation, and other techniques. The long-term outlook for interest rates is highly uncertain and will be influenced by such factors as deficit spending by the federal government, federal housing policy, borrowing needs of businesses and individuals, and the monetary policy of the Federal Reserve Board. These are all factors over which Daly City has little or no influence. In the spirit of the overall Housing Goal, the City must recognize the constraints in establishing realistic policies. The City has and should continue to sponsor and/or administer interest-rate-reducing programs (e.g., Housing Revenue Bond and Residential Rehabilitation Programs that benefit specific groups like low- and moderate-income households, first-time home buyers, and groups with special needs) as well as HOME funds, PLHA funds, and finding from the Housing Trust Fund.

Energy Conservation

In 2015 City enacted an expedited, streamlined solar permitting process that complies with the Solar Rights Act and AB 2188 (Chapter 521, Statutes 2014) to achieve timely and cost-effective installations of small residential rooftop solar energy systems. The adoption of these regulations expanded the ability of property owners to install solar energy systems while protecting the public health and safety.

The City Council voted to join Peninsula Clean Energy (PCE) in January 2016. Through this program, Daly City has been able to join with other local jurisdictions to combine their electricity demand to buy and develop clean energy sources on behalf of its residents.

The City has also joined Bay Area Sunshares, along with nearly 40 cities and employers across the Bay Area. The program offers discounts on solar energy and energy storage systems to residents as well as information on financing options. The City advertises the State program Energy Upgrade California, which provides incentives and rebates on energy efficiency upgrades and a home energy assessment.

The City provides Property Assessed Clean Energy (PACE) financing, through which homeowners can finance energy- and water-saving upgrades through their property tax bills. The City also advertises the State's Energy Upgrade California through its website to inform residents of additional incentives for improvements to electric, gas, heating, air conditioning, water, and waste systems.

Housing Objectives, Policies, and Tasks

The California Government Code Section 65583(b)(1) requires the Housing Element to contain "a statement of goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing." This chapter fulfills that requirement and builds on information in previous chapters to provide direction on key housing issues in Daly City.

Daly City's Housing Objectives

Daly City's Housing Element has the following objectives:

- Objective HE-1: Accommodate growing population by promoting housing construction.
- Objective HE-2: Explore a variety of alternative mechanisms to increase housing affordability.
- Objective HE-3: Use vacant and underutilized sites to provide future housing opportunities.
- Objective HE-4: Encourage a variety of housing types and tenures for all income levels and ensure access to housing by all groups or individuals.
- Objective HE-5: Ensure that the quality of housing is continually maintained or upgraded, and the existing housing supply is not negatively affected by reconstruction.
- Objective HE 6: Reduce unnecessary or wasteful energy practices and encourage more energy-efficient housing.
- Objective HE 7: Increase the supply of housing in a manner that does not negatively impact the quality of life in existing adjacent neighborhoods.

The information, analyses, recommendations, and programs (tasks) offered in this Housing Element are aimed at the accomplishment of a single housing goal, which was developed as part of the Envision Daly City process completed as part of the General Plan Update in 2009. Since considerable effort was expended to develop this goal, the City has continued this vision and has included it in the 2023-2031 Housing Element:

"Daly City will include well-designed housing choices for a variety of household incomes, life stages, and its diverse population with a good balance between ownership and rental units. Mission Street and Geneva Avenue will be urban corridors with unique mixed-use developments and public improvement projects that add to vibrancy of these streets."

This goal allows a wider range of choices for those who have few, if any, choices. The housing goal promotes opportunities to choose a location where they want to live; select a dwelling that meets their needs, both physically and financially; and improve their living environment. An underlying theme in Daly City's General Plan, which is especially true in the Housing Element, is that as each individual is better off with more choices in any decision, so are we all.

Policies and Tasks

Table HE-64 provides specific housing policies and the tasks necessary to implement the housing goal and identifies the specific department charged with implementing each policy's task, the estimated completion date for each task, and the funding source that the City will use to implement each task.

Table HE 64: Housing Element Objectives, Policies, and Tasks

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE.1: Maintain and, where possible, create larger housing development sites throughout the city.					
1.1	Establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development and establish development regulations, including reduced parking requirements, in the Zoning Ordinance specifically for higher-density mixed-use development. Implementation of the C-MU zone will encourage the development of higher-density multifamily residential development and mixed-use projects in close proximity to commercial areas.				
1.2	Allow for a lot merger incentive allowance in the C-MU zone whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers and shall be commensurate with the size of the parcels being merged and/or created (see also Land Use Element Task LU 1.2).				
1.3	Remove the use permit requirement for mixed-use projects in the C-MU Commercial Mixed-Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by right," without requirement for discretionary approvals. Review existing design guidelines to ensure that they address instances where higher-density development is proposed adjacent to lower-density neighborhoods	Planning Division	370 units for lower-income households, 44 units for moderate-income households, and 203 units for above moderate-income households.	By January 31, 2024	General Fund
1.4	Amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially zoned or residentially designated property to any zone or designation other than residential. For the purpose of this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the Potential				

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	Housing Sites Inventory List for which a replacement site has not been identified.				
1.5	Amend the Zoning Code to permit mixed-use development in the C-1 and C-2 zones without a use permit.	Planning Division	42 units of housing for lower-income households, 53 units of housing for moderate-Income households and 203 units of housing for above moderate-income households		General Fund
Policy HE.2: Support infill housing in existing neighborhoods by offering streamlined planning and environmental reviews.					
2.1	Amend the automatic expiration for all discretionary land use approvals (including design review approval) from one year to two years and amend the expiration provision to indicate that an applicant need only apply for a building permit within the specified two-year timeframe.	Planning Division	---	Within one year of Housing Element adoption	General Fund
2.2	The City will develop objective design guidelines and standards to provide clear and objective standards related to single family, multifamily, and mixed-use residential developments.	Planning Division	200 units of housing, including 100 units of lower-income housing.	Adopt objective design standards by January 2025 and implement thereafter.	General Fund
Policy HE. 3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.					
3.1	For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently funded Home Owners' Association (HOA)/Property Owners' Association (POA) amenities (e.g., van-pools or car-sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5-mile distance of a Bay Area Rapid Transit station.	Planning Division	200 units of housing for lower-income households and 100 units of housing for moderate-income households	Within one year of Housing Element adoption	General Fund
Policy HE. 4: Ensure that standards for new housing construction comply with appropriate aircraft noise abatement requirements.					
4.1	Comply with the most recent Federal Aviation Administration requirements (i.e., 45 decibel [dB] community noise equivalent level [CNEL] and 65 dB CNEL).	Planning Division	---	Ongoing	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE. 5A: Allow the construction of additional Accessory Dwelling Units (ADUs) throughout the city in compliance with state law.					
5.1	Encourage the construction of ADUs through the following actions, which are aimed at providing an increased supply of affordable units throughout the city, thereby increasing access to high resource established neighborhoods outside of the downtown and Opportunity Zone areas and help reduce displacement risk for low-income households. • Review and revise the City's ADU ordinance, as needed, including in response to recent changes in state law and/or future comments it may receive from the California Department of Housing and Community Development (HCD). • Amend owner-occupancy requirements as necessary to ensure compliance with Government Code 65852.2 (D)(xii)(6). • Clarify language in the Zoning Code to replace the term "second unit" with "accessory dwelling unit". • Continue to implement a public information and proactive outreach campaign via the City's website of the standards for ADU development, permitting procedures, construction resources, and the importance of ADUs to Daly City, including ADUs affordable to lower-income households. • Provide information to encourage residents to apply for ADUs, particularly where their homes already include space that is configured for a conforming ADU (e.g., carriage houses, au pair quarters, second kitchens on floors with separate entrances). • Produce a flyer regarding ADUs and make available at the Planning Department counter • At least annually, publish informational materials pertaining to ADUs through a combination of media, including the City's website and direct mailings. • Identify incentives for construction of ADUs with new development, which may include differing collection of impact fees for the square footage associated with the ADU until issuance of the certificate of occupancy. • Collect and monitor data on ADU production and affordability and identify additional capacity within 6 months, if needed.	Planning Division	Support the development of 503 ADUs, including 302 for lower-income households, 151 for moderate-income households, and 50 for above moderate-income households.	Review and revise the current ADU ordinance and amend by December 2024; make ADU materials available by December 2024 and implement proactive outreach campaign by June 2024, implement by June 2025; evaluate effectiveness of ADU approvals and affordability every other year, starting 2024; and identify additional site capacity, if needed, by 2025.	General Fund
Policy HE. 5B: Reduce or eliminate the impacts of new construction to residents displaced by such construction.					
5.1	Evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City	Planning Division	Reduce displacement risk for 40 individuals or households.	Complete an evaluation by December 31, 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and make adjustments as necessary.				
Policy HE.6: Ensure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation.					
6.1	Develop and implement an evaluation procedure to ensure the City maintains sufficient land to accommodate the Regional Housing Needs Allocation (RHNA) throughout the planning period. Should the City fall into a no net loss situation, within 180 days, the City will identify a replacement site to ensure the remaining RHNA is being met.	Planning Division	---	Develop a monitoring program by January 2024; ongoing monitoring as zoning changes are proposed and/or as development is proposed on multifamily housing sites	General Fund
6.2	Pursuant to Government Code Section 65583.2(c), any nonvacant sites identified in the prior 5th Housing Element Cycle or vacant sites identified in two or more consecutive planning periods shall be provided by right when at least 20 percent of the units in the proposed development are affordable to lower-income households.	Planning Division	---	Implement with adoption of the Housing Element	General Fund
6.3	To accommodate a portion of the lower-income RHNA (473 units), the will City rezone 11.39 acres of vacant land (site 9 in Table HE-47) to the R-3 zoning district, allowing exclusively residential uses and a minimum of 20 units per acre that allows for at least 30 units per acre. Rezoned sites will permit owner-occupied and rental multifamily uses by right, pursuant to Government Code Section 65583.2(i) for developments in which 20 percent or more of the units are affordable to lower-income households and will be on site eight in the parcel listing. As reflected in the RHNA Inventory, the sites have the capacity to accommodate at least 16 units and will be available for development in the planning period where water, sewer, and dry utilities can be provided. The General Plan Land Use will also be amended to the Residential -High land use designation to ensure consistency. Additionally, the City will amend the current Planned Development zoning on sites 7 and 8 in Table HE-47 to allow for the development of 308 residential units.	Planning Division	781 units for lower-income households	By January 31, 2024	General Fund
6.4	The City will review and update the General Plan Land Use designation of sites assumed to meet the RHNA to ensure zoning and General Plan designations are compatible.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
6.5	Amend the General Plan Land Use Designations as follows to allow for additional capacity to meet the RHNA: Increase the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre. Increase the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre. Increase the permitted density in the Residential High Density General Plan Land Use Designation from 35.1 to 60 dwelling units per acre to 60.1 to 120 dwelling units per acre. Increase the permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of120.1 dwelling units per acre.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund
6.6	Review and amend the City's Development Standards to ensure that they permit development of sufficient dimensions to achieve the levels of density that will be permitted in Task 6.5.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund
6.7	Amend Chapter 17.09 - R-1/A SINGLE-FAMILY/DUPLEX RESIDENTIAL DISTRICT to allow duplexes by right and without the requirement for design review, unless by objective standards. And amend Chapter 17.12 - R-3 MULTIPLE-FAMILY RESIDENTIAL DISTRICT and Chapter 17.21 - SC SULLIVAN CORRIDOR SPECIFIC PLAN DISTRICT (R-H) to: • Require that all new development be multiple family residential in nature only, constructed pursuant to the density parameters established by the General Plan, and without the requirement for design review, unless by objective standards; • Amend the maximum building height to 120 feet; • Amend the minimum lot area for new parcels to one acre; • Remove the maximum lot coverage; and • Remove the regulation pertain to lot area per dwelling unit (General Plan densities to be used instead).	Planning Division	Facilitate the development of 408 units to accommodate lower-income households, 140 housing units to accommodate moderate-income households, and 273 units to accommodate above moderate-income households.	By January 31, 2024	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
6.8	Establish an outreach and coordination program to connect developers, builders, and owners of non-vacant sites. The program shall: • Emphasize reaching out to owners of non-vacant sites to discuss any interest in redeveloping and available incentives. • Marketing and advertising these sites to the development community along with any incentives that might be available. • Establish biennial meetings with developers and builders.	Planning Division	Engage with 5 property owners of high-potential non-vacant sites each year.	Initiate by October 2024 and maintain throughout planning period on a biennial basis.	General Fund
Policy HE. 7: Allow development density on all residentially zoned properties consistent with the General Plan Land Use Map and work with utility providers to ensure that adequate water supplies and sewer capacities are available to allow construction at such density, especially for development that includes housing units affordable to lower-income households. Grant priority service allocation to proposed developments that include housing units affordable to lower-income households, in compliance with Government Code Section 65589.7 and provide a copy of the adopted Housing Element to each of the City's water and sewer providers following adoption.					
Policy HE.8: Expand homeownership opportunities by facilitating condominium construction, while protecting renters from condominium conversions.					
8.1	When such funds are available, use and leverage federal, state, and local funds, tax credits, tax-exempt bonds, and private sources such as foundations to protect affected lower income renters from displacement caused by condominium conversions. This may include working with non-profit developers, providing relocation information and assistance to affected tenants or subsidizing benefits for voluntary relocation.	Planning Division	50 lower-income units to reduce displacement risk.	Ongoing/as funds are available	General Fund, State and Federal Funds, or Private Donations as Available.
Policy HE.9: Use the financial and other resources available to the City to reduce the cost and increase the amount of affordable housing.					
9.1	When such funds are available, use and leverage federal, state, and local funds, tax credits, tax-exempt bonds, and private sources such as foundations to encourage the production of affordable housing. The City shall strive to leverage such funds, on average, every two years within the planning period. The City shall offer technical assistance to landowners and prospective developers regarding, for instance, regulatory guidelines, development potential, design solutions, and marketing data. City will continue to routinely monitor, investigate, and use available new funding sources.	Planning Division	50 lower-income units to reduce displacement risk.	Ongoing/as funds are available	General Fund, State and Federal Funds, or Private Donations as Available.
Policy HE.10: Continue to require affordable units in all new housing development and in new condominium conversions.					
10.1	Implement the Inclusionary Zoning Ordinance. Provide as part of the General Plan Annual Report an analysis of the effectiveness of the Inclusionary Zoning Ordinance in creating long-term affordable renter- and owner-occupied housing units. The analysis shall identify housing developments subject to the Ordinance for which construction has been completed in the previous year and shall qualitatively and quantitatively describe the extent to which the ordinance impacted the construction cost of market-rate units within these developments.	Planning Division	200 units of housing for lower-income households.	Annually review, amend within 6 months if identified as a constraint.	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
10.2	Provide information regarding the Inclusionary Zoning Ordinance to prospective property purchasers and developers and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance.	Planning Division	200 units of housing for lower-income households.	Staff training as needed. Make information about inclusionary zoning available online and in print continuously throughout the planning period.	General Fund
10.3	Adopt disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.	Planning Division	---	January 2025	General Fund
Policy HE.11: Provide regulatory incentives and streamline the permit process for development projects that contain deed-restricted affordable units.					
11.1	Reduce delays in project approval and issuance of building permits by developing a plan check prioritization system that reduces the time required to complete the plan check review process for affordable housing projects, especially those projects that exceed the City's inclusionary zoning ordinance requirements.	Planning Division	881 units of housing for lower-income households	Ongoing	General Fund
11.2	Continue to offer parking reductions offered in the current Zoning Ordinance that serve as an incentive to developers of low-income elderly housing provided a minimum age for residency of such units is established by the ordinance (e.g., 62 years of age).	Planning Division	50 units of housing for low-income seniors.	Ongoing	General Fund
11.3	Establish a process for evaluating affordable housing projects for reductions in required improvements.	Planning Division	881 units of housing for low-income households.	Formalize a review process by 2025	General Fund
11.4	The City will develop a preliminary application form and procedure or will adopt the Preliminary Application Form developed by HCD, pursuant to Senate Bill (SB) 330. The City will also establish a written policy and/or procedure, and other guidance as appropriate, to specify the SB 35 streamlining approval process and standards for eligible projects under Government Code Section 65913.4. The applications will be available on the City's website for developers interested in pursuing the streamlined process or vesting rights.	Planning Division	Facilitate construction of 50 very low-income units and 50 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas.	Develop or adopt HCD's SB 330 preliminary application form by June 2025. Develop an SB 35 streamlined approval process by December 2025 and implement as applications are received.	General Fund
11.5	The City will review and revise the City's density bonus guidelines to ensure compliance with state law.	Planning Division	Facilitate construction of 100 units to increase housing mobility opportunities,	Within one year of Housing Element adoption	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
			prioritizing new opportunities in higher-resource areas.		
Policy HE.12: Consider financial incentives to increase the supply of rental housing for lower income household, including extremely low-income households.					
12.1	When funds are available, apply for and/or co-sponsor funding opportunities for the construction of rental housing, prioritizing opportunities for infill development in neighborhoods with lower proportions of renters, such as the Hillside, Crocker, and St. Francis neighborhoods. The City shall strive to make such applications, on average, every two years within the planning period. Give priority expenditure of City housing funds to projects that will provide deed-restricted affordable rental housing, especially to development projects that will provide extremely low-income units or affordable projects in higher-income neighborhoods, such as the Southern Hills, Westlake Park, and Hillside neighborhoods. Identify potential funding sources on an ongoing basis. Give priority expenditure of City housing funds to projects that will occupy sites that have been previously developed.	Planning Division	Facilitate construction of 50 very low-income units, 50 very low-income units, and 100 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas. This will include replacement of an estimated 15 units of housing to replace any units that are deemed beyond rehabilitation.	Review fund availability annually. Priority expenditure ongoing.	General Fund, HOME, CDBG
12.2	Use the City's Affordable Housing Trust Fund to increase and improve the supply of affordable housing.	Planning Division	Facilitate construction of 50 extremely low-income units, 50 very low-income units and 100 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas.	Ongoing, allocate funds annually and as affordable projects are proposed.	Affordable Housing Trust Fund
Policy HE.13: Promote the development of special-needs housing, such as housing for seniors; housing for persons with physical, developmental, or mental disabilities; housing for extremely low-income persons, and female-headed households.					
13.1	Adopt management standards for emergency shelters, including, but not limited to, the following: The occupancy limit for any building proposed for occupation by an emergency shelter shall be no less or greater than that normally required. The maximum number of beds or persons permitted to be served nightly by the facility. The parking requirement for emergency shelters shall be quantified within the Zoning Ordinance and shall be based on demonstrated need. The parking requirement for emergency shelters shall be no greater than the requirement for other residential or commercial uses within the zone. The size and location of exterior and interior on-site waiting and client intake areas.	Planning Division	Facilitate the development of shelter services to serve at least 49 homeless community members.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	The requirement for continuous on-site management and the submission of a management plan to the City that identifies security mechanisms in place during hours that the emergency shelter is in operation. The proximity to other emergency shelters provided that emergency shelters are not required to be more than 300 feet apart. Regulations for the maximum length of stay by any individual within a calendar year within an emergency shelter.				
13.2	Amend the Zoning Code to permit low-barrier navigation centers, defined as low-barrier, temporary, service-enriched shelters to help homeless individuals and families quickly obtain permanent housing by right in zones where mixed uses are allowed or in nonresidential zones that permit multifamily housing (Government Code Section 65662; AB 101).	Planning Division	Facilitate the development of shelter services to serve at least 49 homeless community members.	January 2025	General Fund
13.3	Amend the Zoning Ordinance to ensure that transitional and supportive housing, is treated as a residential use and only subject to the same use in the same zone. Additionally, allow supportive housing as a permitted use without discretionary review in zones where multifamily and mixed-use developments are permitted, including nonresidential zones permitting multifamily uses (Government Code Section 65583(c)(3) and Section 65650).	Planning Division	Facilitate the development of 50 units of transitional housing.	January 2025	General Fund
13.4	Amend the Zoning Ordinance to ensure that local zoning, development standards, and permitting processes comply with Health and Safety Code Sections 17021.5 and 17021.6. Section 17021.5, which generally requires employee housing for six or fewer persons to be treated as a single-family structure and residential use. No conditional-use permit, zoning variance, or other zoning clearance shall be required for this type of employee housing that is not required of a family dwelling of the same type in the same zone. Section 17021.6 generally requires that employee housing consisting of no more than 36 beds in group quarters (or 12 units or less) designed for use by a single family or household to be treated as an agricultural use. No conditional-use permit, zoning variance, or other zoning clearance shall be required for this type of employee housing that is not required of any other agricultural activity in the same zone.	Planning Division	Facilitate the development of 50 units of employee housing.	January 2025	General Fund
13.5	Review and amend the Zoning Code as needed to allow mobile and manufactured homes, as defined by state law, as an allowed use in any residential zone that permits single-family residential uses, without the requirement for a use permit and subject to no greater zoning restrictions than residential uses in the same zone. Also ensure parking standards are consistent with state law.	Planning Division	---	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE.14: Require adaptability and accessibility of residential units for disabled occupants and ensure that the Zoning Ordinance provides regulations that are sensitive to the needs of disabled occupants.					
14.1	Implement state requirements (Sections 4450 to 4460 of the California Government Code and Title 24 of the California Code of Regulations) regarding granting reasonable accommodations.	Planning Division	Assist 35 residents with reasonable accommodation requests to reduce displacement risk and improve housing mobility.	Ongoing, as applications are processed by the City	General Fund
14.2	Continue to administer the residential rehabilitation program funded by Community Development Block Grant (CDBG) funds, which offers grants and low-interest loans to eligible low-income homeowners and rental property owners whose units are occupied by 51% or more low-income renters. The different loans and grants include: Complete Rehab Loan, up to $75,000 at 1% interest Roof Only, Windows Only, and Exterior Paints Only loans Security Bars Retrofit Grant, up to $1,500 Senior Minor Home Repair Grant, up to $2,500 for persons 60 years and over Continue to provide CDBG funding to Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities to provide minor home repair and home accessibility modifications for Daly City residents.	Planning Division	Fund home repair loans and grants for 100 households over the planning period.	Ongoing, annually provide funding to Rebuilding Together Peninsula, and Center for Independence.	CDBG
Policy HE.15: Prevent housing discrimination based on age, race, religion, sex, ethnic background, or familial status.					
15.1	Assist in the implementation and enforcement of state and federal fair housing and civil rights laws and shall make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City shall work with the appropriate public interest agencies to vigorously pursue the matter and where discrimination is found, the City shall assist the relevant entity in prosecuting the matter.	Economic and Community Development Department, Housing Authority of County of San Mateo	Reduce displacement risk for 40 individuals or households resulting from housing discrimination.	Response to discrimination ongoing as suspected cases occur.	General Fund, Grant funding

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
15.2	Continue to contract to provide fair housing services to city residents and property owners. Services will include: Publishing information on fair housing laws and requirements on the City's website, updating at least annually or as changes are needed. Distributing educational materials on fair housing rights and responsibilities to property owners, landlords, apartment managers, and tenants at least every two years. Making public service announcements (PSAs) via different media (e.g., newspaper ads and public service announcements at local radio and television channels) at least two times a year. Conducting public presentations with different community groups at least annually, contracting this to local fair housing organizations as applicable. Responding to complaints of discrimination (i.e., in-taking, investigation of complaints, and resolution) as they are received. Deferring services to appropriate agencies as cases are received.	Planning Division	Reduce displacement risk for 40 individuals or households resulting from housing discrimination.	Publish information on fair housing laws within six months of Housing Element adoption and updated annually or as needed. Distributing educational materials to property owners, managers, and tenants at least every two years. Presentations to community groups at least annually. Response to discrimination ongoing as suspected cases occur.	General Fun
15.3	The Housing Authority of San Mateo County administers the Public Housing and Section 8 Voucher Programs throughout San Mateo County. There is no public housing in Daly City. he Housing Authority administers the HUD Section 8 Housing Choice Voucher (HCV) Program, which provides eligible very low-income renters with rental assistance subsidies. Tenant-based Section 8 HCVs are portable, which means tenants can continue using them when they move, while project-based Section 8 stays with the multifamily building as a development or operating cost subsidy. The City strongly supports the Section 8 Program's efforts to preserve affordable rental units in the County and will continue to maintain a cooperative working relationship with the County Housing Authority to preserve the program. To facilitate housing mobility for lower-income households through the HCV Program, the City will do the following: Provide a link to the Housing Authority of San Mateo County's HCV program webpage on the City's website by January 2024. Meet with the Housing Authority of San Mateo County by June 2024 to discuss the process of developing printed informational materials, with the goal of making materials available at public counters by June 2025. Work with the Housing Authority to disseminate information at least every other year to landlords and property owners on incentives for	Economic and Community Development Department, Housing Authority of San Mateo County	Work with the Housing Authority of San Mateo County to encourage at least 30 landlords and property managers in Daly City to register units with the Housing Authority in high-opportunity areas to promote access to resources and mobility for target households.	Provide information on the City's website by January 2024. Meet with the Housing Authority by June 2024 and develop informational materials by June 2025. Target outreach to property owners and landlords at least every other year.	HUD Section 8, General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	participating in the HCV program throughout the city to promote housing opportunities for all residents. Target informational materials to landlords and property managers in neighborhoods with low rates of HCV users currently, such as the Westlake Park neighborhood. Refer interested households to the Housing Authority of San Mateo County and encourage landlords to register their properties with the Housing Authority for accepting HCVs.				
15.4	The City shall, to the extent of its jurisdiction, implement all of the provisions of the Employee Housing Act (Health and Safety Code Sections 17030-17039) and work with the State Department of Housing and Community Development to do the same.	Planning Division	Facilitate the development of 50 units of employee housing.	Ongoing	General Fund
15.5	The City will continue to require homebuyer education for all BMR participants in ownership projects. The City will continue to participate as a member of the Housing Endowment and Regional Trust of San Mateo County (HEART SMC), which provides homebuyer education workshops throughout the County. The City will work with its BMR Administrator to offer relevant and important information to first-time homebuyers.	Planning Division	50 households	Annually Coordinate with the county, provide financial assistance on a project-by=project basis.	General Fund
15.5	To facilitate place-based revitalization for households at risk of displacement due to new development, the City will require replacement housing units subject to the requirements of Government Code, Section 65915, subdivision(c)(3), on sites identified in the site inventory when any new development (residential, mixed-use, or non-residential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years. This requirement applies to non-vacant sites and vacant sites with previous residential uses that have been vacated or demolished.	Planning Division	Replace any of units identified in the sites inventory if (a) they are planned to be demolished for purposes of building new housing, and (b) they are determined to be occupied by low-income households, provide assistance to prevent displacement of lower-income households due to loss of affordable units.	The replacement requirement will be implemented immediately and applied as applications on identified sites are received and processed.	General Fund
Policy HE.16: Provide financial assistance to lower-income households in emergency situations.					
16.1	Refer residents to the County Housing Assistance Program that grants eligible lower-income families, seniors, and persons with disabilities money to cover housing-related emergencies (e.g., security deposits, temporary difficulty meeting rent payments).	Planning Division	Reduce displacement risk for 40 individuals or households resulting from housing emergencies.	Ongoing, as funds are available	General Fund
Policy HE.17: Support a balanced distribution of quality residential care facilities.					
17.2	Amend the Zoning Code to allow residential care facilities for six or fewer persons in accordance with Health and Safety Code Section 1568.0831, and allow residential care facilities, regardless of size, in all	Planning Division	Facilitate the development of residential care facilities to support accommodation for 50 individuals.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	zones that permit residential uses of the same type, in accordance with the City's definition of family.				
Policy HE.18: Address the range of needs and encourage the production of additional housing opportunities for extremely low-income (ELI) households.					
18.1	Amend the Zoning Ordinance to reduce the required parking on one parking space per unit to 0.5 parking spaces per unit for any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households.	Planning Division	Facilitate the development of 668 units of housing to accommodate extremely low-income households.	January 2025	General Fund
18.2	For any new housing development using public funding or publicly owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for extremely low-income households.	Planning Division		Ongoing/as needed	General Fund
18.3	Define and permit single-room occupancy (SRO) units, which are often more affordable to those with extremely low incomes. To further support the development or rehabilitation of SRO units and/or other units affordable to extremely low-income households, such as supportive and multifamily units, the City will continue to seek and pursue state and federal funds to offer a variety of incentives or concessions.	Planning Division		January 2025	General Fund
Policy HE.19: Refer residents to home-sharing programs as part of a collection of policies, programs, and practices for addressing the housing needs of those at the lowest income levels, including seniors, those living with disabilities, those at risk of homelessness, and female head of households.					
Policy HE.20: Encourage voluntary housing rehabilitation and reconstruction.					
20.1	Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multifamily residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.	Planning Division	Allow for voluntary reconstruction, restoration, or rebuilding of 20 units.	January 2025	General Fund
Policy HE.21: Encourage housing reconstruction after fire or other natural disaster.					
21.1	Amend the Zoning Ordinance non-conforming building regulations to allow reconstruction of non-conforming buildings affected by fire or natural disaster subject to the land use regulations in place at the time of the original building construction if the present development regulations are determined by the Director of Economic and Community Development to allow fewer total units than were originally permitted. This amendment shall allow such reconstruction provided the total unit count does not increase and the size of each replacement unit is substantially similar to the size of the original unit being replaced. The amendment shall not apply where the General	Planning Division	Allow for voluntary reconstruction, restoration, or rebuilding of 20 units.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	Plan Land Use Map requires a higher minimum density than was provided in the building prior to the fire or natural disaster.				
Policy HE.22: Preserve existing low-income housing units that are at risk of being converted to market-rate housing.					
22.1	Monitor existing at-risk low-income housing units and take the following actions: • Contact property owners of units at risk of converting to market-rate housing within one year of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. • Coordinate with owners of expiring subsidies to ensure the required notices to tenants are sent out at 3 years, 12 months, and 6 months. • Reach out to agencies interested in purchasing and/or managing at-risk units. • Work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law.	Planning Division	Preserve the affordability of 161 units of deed-restricted lower-income housing to reduce displacement.	Annually monitor units at risk of converting; coordinate noticing as required per California law.	General Fund
Policy HE.23: Encourage the use of energy- and water-efficiency standards in residential construction, rehabilitation, and remodeling.					
23.1	Adopt progressive energy-efficiency strategies similar to those adopted by the California Public Utilities Commission: • All new residential construction in California will be zero net energy by 2030; • All new commercial construction in California will be zero net energy by 2035; • Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and • All eligible low-income customers will be given the opportunity to participate in the low-income energy-efficiency program by 2030. • Additionally, the City will encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.	Planning Division	10 major projects will pre-plumb for solar hot water and pre-wire for solar electric systems	Adopt strategies by 2025	General Fund and Grant Funding, as Available
23.2	Develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.	Planning Division	100 investments in clean energy systems	By 2028	State or Federal Grant Funding or Grants from Private Foundations, as Available

Quantified Objectives

Based on the objectives outlined in this Housing Element, the City has established the quantified objectives shown in **Table HE-65** to meet its housing needs over the 2023-2031 planning period.

Table HE 65: Quantified Objectives by Income Category

	Extremely Low	Very Low	Low	Moderate	Above Moderate
New Construction					
Tasks 1.1 through 1.4			370	44	203
Tak 1.5			42	53	203
Task 2.2			100	50	50
Task 3.1			200	100	
Task 6.3			781		
Task 6.4			555	368	
Task 6.5			555	368	
Task 6.6			555	368	
Task 6.7			408	273	
Task 10.1			200		
Task 10.1			200		
Task 11.1			881		
Task 11.2			50		
Task 11.1			200		
Task 11.4			881		
Task 11.5		50	50		
Task 12.1	50	50	100		
Task 12.2	50	50	100		
Task 13.3	50				
Task 13.4	50				
Task 13.5			50		
Task 14.1		35			
Task 14.2			100		
Task 15.4				50	
Task 15.5		25	25		
Task 17.2			50		
Tasks 18.1 through 18.3	668				
Rehabilitation					
Task 14.3			400		
Task 20.1				20	
Task 21.1				20	
Replacement					
Task 12.1			15		
Preservation					
Task 5.1			40		
Task 8.1			50		
Task 9.1			50		
Task 15.1			40		

	Extremely Low	Very Low	Low	Moderate	Above Moderate
Task 15.2			40		
Task 15.3	15	15			
Task 16.1			40		
Task 22.1			161		

Source: City of Daly City, May 2023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JUHSD Serramonte Del Rey Parcel C RFP Questions

April 25, 2022

What are the hours of operation for the Head Start Program?

The Head Start Program operates 8:00AM-4:00PM year-round.

What does federal interest mean?

When the federal government provides funding to grantees to purchase a building or fund improvements on a property, the government has an interest in it via a lien. This applies to funding over $250k.

What is the federal interest for funding under $250k?

For purposes of responding to this RFP, it should be assumed that there is no "federal interest" in the project if funding from the federal government is below $250,000 for the capital improvement for Head Start.

Is the federal interest in the tenant improvements only or also in the core and shell?

For purposes of responding to this RFP, it should be assumed that the Head Start program will only solicit and contribute funds towards the Head Start capital improvements of $249,999. It is anticipated that the selected Developer will work hand-in-hand with Head Start and the District to consider the potential benefits of additional funding above the $250,000 capital improvement allowance, and advise accordingly.

What is the maximum AMI for families to qualify for Head Start? The presentation said 30% AMI but presenters said 23% AMI verbally.

The maximum income to qualify for Head Start is 23% AMI with no sliding scale. This is only for families of children attending Head Start, it does not impact the incomes for residents to qualify for living in the Parcel C property.

What are the parking requirements for Head Start? The presentation said there are 9 employees, do they all need parking? There are 3 spaces in the RFP though, what's the discrepancy?

For purposes of the RFP response, assume that there are three parking spaces required to be accommodated in the parking podium of Parcel C. To the extent up to additional spaces for Faculty and staff are programmed and provided, it should be assumed that they can be accommodated off-site on East Drive.

Who is responsible for hillside improvements?

The Parcel C developer will be responsible for the initial implementation of the tree succession plan and clearing the brush from the hillside up to a maximum cost of $25,000. Costs necessary to be spent for the initial implementation of the hillside improvements beyond the $25,000 allowance will be paid by JUHSD.

Will the Master Association be responsible for maintenance and implementation of the tree succession plan after stabilization of Parcel C and is there a budget of the Master Association?

Yes, the Master Association will be responsible for the maintenance of the tree succession plan after the initial implementation of the hillside improvements at the East Hillside at Parcel C.

No budget has been established yet for the Master Association dues, however, for purposes of this RFP, it should be assumed that fees for the Master Association will not be collected from Parcel C.

Questions Submitted Subsequent to the Pre-Proposal Conference

State programs such as MHP require local funding commitments in order to be competitive and do not fund inclusionary units that market rate developers are required to provide. Will the District (directly or indirectly thru the sale of market rate parcels) provide funding for the required inclusionary units?

JUHSD will contribute the value of the leasehold interest in the entitled land to the project. JUHSD anticipates working closely with the City and the selected Developer experienced in financing affordable housing projects to assess financing opportunities. The proposer may choose to assume for the purposes of this RFP that the City, the District and Developer will develop a solution that addresses the funding of the required inclusionary units, such that the State and other funding sources will participate in funding the required inclusionary housing without the City directly funding these units. If the proposer determines additional outside funds are required, the proposer may choose to reflect that in the project proforma.

Note: For purposes of clarifying the intent of JUHSD, it is anticipated that the District will retain ownership of the market rate parcels.

At the pre-proposal conference reference was made to a Master Association, is there any guidance on an annual amount of association dues we should assume?

Please assume that Master Association costs will be shared by Parcels A, B, D, E, and F. Parcel C will be excluded from annual amounts due by the other parcels.

Developer will cover the cost of the development and installation of the Recreation Trail located on the Site. “Off site” or on the affordable site? Can the District define the length of the expected trail? When will the cost be estimated or available for review for the HOA portion expected to be reimbursed by Parcel C?

Developer is asked to cover the cost of the development and installation of the Recreation Trail located on Parcel C only.

Please refer to the civil engineering exhibits for a graphic depiction of the length of the Recreation Trail at the “affordable site”. See the Preliminary Site Civil Drawings: Exhibits 01 through 04 (Dated 2.10.22) and included in the Documentation Room.

For purposes of the Proposal, it should be anticipated that fees for the Master Association will not be collected from Parcel C.

Developer will cover the cost of the installation and management of the hillside area. This is clearly an offsite improvement but can the District please define the boundary and limit of the hillside work? (i.e. is it only the portion that touches only the affordable boundary?) When will the cost be estimated or available for review for the HOA portion expected to be reimbursed by Parcel C?

The Developer is being asked to cover the cost of the installation of the tree succession plan and clearing of the brush from the East Hillside up to a maximum cost of $25,000. The East Hillside is part of Parcel C (C1 and C2) that extends to the property line at Callan Boulevard, and from the property line between Parcel D and C (C1 and C2) to the north and between Summit Shasta Charter School and Parcel C (C1 and C2) to the south. Please refer to Preliminary Site Civil Drawings: Exhibits 01 through 04 (Dated 2.10.22) and included in the Documentation Room.

For purposes of the Proposal, it should be anticipated that fees for the Master Association will not be collected from Parcel C (C1 and C2).

Who is the Developer for Parcel D? Is there architectural and infrastructure coordination that will need to occur? If this Developer is unknown and undetermined, would the District consider this site be jointly developed with Parcel C?

To date, a solicitation for a Developer for Parcel D has not taken place. JUHSD considers the participation and counsel of the Development Team of Parcel C essential to shaping the Project’s success, and is therefore soliciting an affordable housing development team prior to market rate teams.

Upon selection of the Developer, the District will consider inclusion of a joint development of Parcels C and D--with both affordable and market rate housing components, with the understanding that the ultimate selection of the Parcel D Developer will need to fall within the guidelines of the Education Code and public procurement requirements of the State.

Page 12 of the solicitation asks for a discussion of how the Development Team has experience in managing a project with a Head Start (or preschool). Page 26 and 27, further require that the projects be located in the City of Daly City or San Mateo County to meet experience threshold. However, the licensing and approving authority for such projects lies with the State of California's Division of the State Architect. We ask that development team members be given approval of the requisite experience- regardless of where the projects are located. Can this request be accommodated and the RFP solicitation revised accordingly?

The District concurs that Head Start (preschool) projects that are licensed anywhere within the State of California will be given equal weight in terms of experience as those that are located in Daly City or San Mateo County, without prejudice to location within the State.

We specialize in modular buildings design and construction and we would like to obtain the list of proposers/developers interested in submitting proposals to you in order to work with them as their subcontractors. Our modular construction techniques can save your projects millions of Dollars, reduce construction durations/schedules by up to 50% compared to traditional projects, minimize waste of materials, provide better quality of construction, and improve worker's safety. The biggest advantage is the use of sustainable materials and methods and smaller carbon footprint for our projects. thanks you

Thank you for your inquiry. The list of attendees at the pre-proposal meeting can be found at the Project Portal under List of Attendees.

STATE AND FEDERALLY LISTED ENDANGERED AND THREATENED ANIMALS OF CALIFORNIA

October 2023

State of California
Natural Resources Agency
Department of Fish and Wildlife
Biogeographic Data Branch
California Natural Diversity Database (CNDDB)

Recommended Citation:

California Natural Diversity Database (CNDDB). October 2023. State and Federally Listed Endangered and Threatened Animals of California. California Department of Fish and Wildlife. Sacramento, CA.

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Overview

This document contains a list of animal taxa found within California or off the coast of the State that have been classified as endangered or threatened by the California Fish and Game Commission (FGC; state listed) or by the U.S. Secretary of the Interior or the U.S. Secretary of Commerce (federally listed). This list also includes taxa that are official candidates for state or federal listing, or have been officially proposed for federal listing, as well as taxa that were once listed but have since been delisted.

Background

State listing is pursuant to the California Endangered Species Act of 1984 (CESA; California Code of Regulations, Title 14, Chapter 6, §§783.0-787.9; Fish and Game Code Chapter 1.5, §§ 2050-2115.5). The designations “Endangered” and “Rare” were first established in 1970 by the original California Endangered Species Act, and taxa with a state list date of June 27, 1971 were protected under this regulation. In 1984, CESA was amended, at which time the “Rare” designation was changed to “Threatened,” and on January 1, 1985, all animal species previously designated as “Rare” were reclassified as “Threatened.” The official California listing of Endangered and Threatened animals is contained in the California Code of Regulations, Title 14, §670.5.

Federal listing is pursuant to the Federal Endangered Species Act of 1973, as amended (16 USC §§1531-1544; 50 CFR §§17.1-17.108). The federal agencies responsible for listing are the United States Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS). Prior federal regulations include the Endangered Species Conservation Act of 1969, and the Endangered Species Preservation Act of 1966, under which all species with a federal list date of March 11, 1967 were listed. The official federal listing of Endangered and Threatened animals is published in the Federal Register, 50 CFR §17.11.

Listing Status Summary Table

Totals include subspecies, Distinct Population Segments, and Ecologically Significant Units when listed separately.

Abbreviation	Designation	Totals
SE	State Listed - Endangered	54
ST	State Listed - Threatened	43
SC	State Candidate for Listing	11
SDR	State Delisted (Recovered)	2
SDE	State Delisted (Extinct)	2
FE	Federally Listed - Endangered	91
FT	Federally Listed - Threatened	48
FPE	Federally Proposed - Endangered	3
FPT	Federally Proposed - Threatened	3
FC	Federal Candidate for Listing	2
FDR	Federally Delisted (Recovered)	14
FDE	Federally Delisted (Extinct)	2
	# Animal Taxa State Listed Only	**39**
	# Animal Taxa Federally Listed Only	**81**
	# Animal Taxa State AND Federally Listed	**58**
	Total # State Listed Taxa (SE, ST)	**97**
	Total # Federally Listed Taxa (FE, FT)	**139**
	Total # Listed Animal Taxa	**178**

List Content

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Common and scientific names are shown as they are in current usage, typically based standards used by the NatureServe Natural Heritage Network, unless otherwise noted. If current nomenclature differs from that in state and federal listing documents, the nomenclature at the time of listing is provided in the notes. Synonyms, name changes, and other clarifying points are also noted. Where state and federal listings apply to different ranges, subspecies, or populations, each taxa will be listed separately, and statuses that apply to only a portion of the taxon, or that also encompass other taxa, will be shown in parentheses. Where state and federal listings differ in name, but represent the same biological unit, the common name will be listed using the California state listing; the federal name will be listed in the notes.

The “List Date” for final federal listing is the date the listing became effective. This is typically not the date of publication of the rule in the Federal Register; it is usually about 30 days after publication, but may be longer.

If an animal was previously listed and no longer has any listing status, the entry text is grey. If an animal was previously proposed or a candidate for listing, but the listing was not warranted or was revoked, the record has been removed from the table.
For taxa having more than one status entry, the current status is in bold and underlined.
All dates are in the “YYYYMMDD” format.

Abbreviations

- CCR: California Code of Regulations
- CDFW: California Department of Fish and Wildlife (previously Department of Fish and Game (DFG))
- CESA: California Endangered Species Act
- DPS: Distinct population segment
- ESA: Endangered Species Act (Federal)
- ESU: Evolutionarily significant unit
- FGC: California Fish and Game Commission
- NMFS: National Marine Fisheries Service
- NOAA: National Oceanic and Atmospheric Administration
- USFWS: United States Fish and Wildlife Service

Additional Resources

- The California Fish and Game Commission publishes notices relating to changes to Title 14 of the California Code of Regulations
- Title 14 of the California Code of Regulations can be accessed through The Office of Administrative Law
- The U.S. Fish and Wildlife Service is responsible for protecting endangered and threatened species, and conserving candidate and at-risk species so that ESA listing is not necessary
- The National Marine Fisheries Service (a.k.a. NOAA Fisheries) Office of Protected Resources is responsible for protecting marine mammals and endangered and threatened marine life

Invertebrates

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Gastropoda (snails, slugs, and abalone)	*Haliotis cracherodii*	black abalone			FE	20090213	Listed by NMFS in 2009 and by USFWS in 2011.
Gastropoda (snails, slugs, and abalone)	*Haliotis sorenseni*	white abalone			FE	20010628	Listed by NMFS in 2001 and by USFWS in 2005.
Gastropoda (snails, slugs, and abalone)	*Helminthoglypta walkeriana*	Morro shoulderband			**FT** FE	20220307 19950117	Downlisted by USFWS to Threatened on 20220307.
Gastropoda (snails, slugs, and abalone)	*Monadenia infumata setosa*	Trinity bristle snail	ST	19801002			Listed by the State of California as *Monadenia setosa*.
Crustacea - Anostraca (fairy shrimp)	*Branchinecta conservatio*	Conservancy fairy shrimp			FE	19940919	
Crustacea - Anostraca (fairy shrimp)	*Branchinecta longiantenna*	longhorn fairy shrimp			FE	19940919	
Crustacea - Anostraca (fairy shrimp)	*Branchinecta lynchi*	vernal pool fairy shrimp			FT	19940919	
Crustacea - Anostraca (fairy shrimp)	*Branchinecta sandiegonensis*	San Diego fairy shrimp			FE	19970203	
Crustacea - Anostraca (fairy shrimp)	*Streptocephalus woottoni*	Riverside fairy shrimp			FE	19930803	
Crustacea - Notostraca (tadpole shrimp)	*Lepidurus packardi*	vernal pool tadpole shrimp			FE	19940919	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Crustacea - Decapoda (crayfish and shrimp)	*Pacifastacus fortis*	Shasta crayfish	**SE** ST	19880226 19801002	FE	19881031	
Crustacea - Decapoda (crayfish and shrimp)	*Syncaris pacifica*	California freshwater shrimp	SE	19801002	FE	19881130	
Insecta - Orthoptera (grasshoppers, katydids, and crickets)	*Trimerotropis infantilis*	Zayante band-winged grasshopper			FE	19970224	
Insecta - Coleoptera (beetles)	*Cicindela ohlone*	Ohlone tiger beetle			FE	20011003	
Insecta - Coleoptera (beetles)	*Desmocerus californicus dimorphus*	valley elderberry longhorn beetle			FT	19800915	
Insecta - Coleoptera (beetles)	*Dinacoma caseyi*	Casey's June beetle			FE	20111024	
Insecta - Coleoptera (beetles)	*Elaphrus viridis*	Delta green ground beetle			FT	19800915	
Insecta - Coleoptera (beetles)	*Polyphylla barbata*	Mount Hermon (=barbate) June beetle			FE	19970224	
Insecta - Diptera (flies)	*Rhaphiomidas terminatus abdominalis*	Delhi Sands flower-loving fly			FE	19930922	
Insecta - Lepidoptera (butterflies and moths)	*Apodemia mormo langei*	Lange's metalmark butterfly			FE	19760608	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Insecta - Lepidoptera (butterflies and moths)	*Callophrys mossii bayensis*	San Bruno elfin butterfly			FE	19760608	Synonymous with *Incisalia fotis bayensis* and *Callophrys fotis bayensis*.
Insecta - Lepidoptera (butterflies and moths)	*Danaus plexippus plexippus* pop. 1	monarch - California overwintering population			FC	20201217	
Insecta - Lepidoptera (butterflies and moths)	*Euphilotes battoides allyni*	El Segundo blue butterfly			FE	19760608	
Insecta - Lepidoptera (butterflies and moths)	*Euphilotes enoptes smithi*	Smith's blue butterfly			FE	19760608	Synonymous with *Philotes enoptes smithi* and *Shijimiaeoides enoptes smithi*.
Insecta - Lepidoptera (butterflies and moths)	*Euphydryas editha bayensis*	Bay checkerspot butterfly			FT	19871019	
Insecta - Lepidoptera (butterflies and moths)	*Euphydryas editha quino*	quino checkerspot butterfly			FE	19970116	Synonymous with *Euphydryas editha wrighti*
Insecta - Lepidoptera (butterflies and moths)	*Euproserpinus euterpe*	Kern primrose sphinx moth			FT	19800509	
Insecta - Lepidoptera (butterflies and moths)	*Glaucopsyche lygdamus palosverdesensis*	Palos Verdes blue butterfly			FE	19800801	
Insecta - Lepidoptera (butterflies and moths)	*Lycaena hermes*	Hermes copper butterfly			FT	20220120	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Insecta - Lepidoptera (butterflies and moths)	*Icaricia icarioides missionensis*	Mission blue butterfly			FE	19760608	
Insecta - Lepidoptera (butterflies and moths)	*Plebejus anna lotis*	lotis blue butterfly			FE	19760608	Synonymous with *Lycaeides argyrognomon lotis*.
Insecta - Lepidoptera (butterflies and moths)	*Pseudocopaeodes eunus obscurus*	Carson wandering skipper			FE	20020807	
Insecta - Lepidoptera (butterflies and moths)	*Pyrgus ruralis lagunae*	Laguna Mountains skipper			FE	19970116	
Insecta - Lepidoptera (butterflies and moths)	*Speyeria callippe callippe*	callippe silverspot butterfly			FE	19971205	
Insecta - Lepidoptera (butterflies and moths)	*Speyeria zerene behrensii*	Behren's silverspot butterfly			FE	19971205	
Insecta - Lepidoptera (butterflies and moths)	*Speyeria zerene hippolyta*	Oregon silverspot butterfly			FT	19801015	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Insecta - Lepidoptera (butterflies and moths)	*Speyeria zerene myrtleae*	Myrtle's silverspot butterfly			FE	19920622	The USFWS and others have not yet determined if the taxonomic expansion by Emmel and Emmel (1998) into *S. z. myrtleae* and *S. z. puntareyes* is warranted. *Speyereia zerene* along the coast of Marin and Sonoma counties are Federally Endangered under the subspecies concept in the 1992 listing.
Insecta - Hymenoptera (ants, bees, and wasps)	*Bombus crotchii*	Crotch bumble bee	SC	20220930 20190618			Originally advanced to candidacy by the Fish and Game Commission on 20190618. The candidacy determination was challenged in court. Candidacy was temporarily stayed beginning February 2021 following an adverse trial court judgment. The Third District Court of Appeal reversed the trial court judgment. Candidacy was reinstated on 20220930.
Insecta - Hymenoptera (ants, bees, and wasps)	*Bombus franklini*	Franklin's bumble bee	SC	20220930 20190618	FE	20210923	Originally advanced to candidacy by the Fish and Game Commission on 20190618. The candidacy determination was challenged in court. Candidacy was temporarily stayed beginning February 2021 following an adverse trial court judgment. The Third District Court of Appeal reversed the trial court

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
							judgment. Candidacy was reinstated on 20220930.
Insecta - Hymenoptera (ants, bees, and wasps)	*Bombus occidentalis*	western bumble bee	SC	20220930 20190618			Originally advanced to candidacy by the Fish and Game Commission on 20190618. The candidacy determination was challenged in court. Candidacy was temporarily stayed beginning February 2021 following an adverse trial court judgment. The Third District Court of Appeal reversed the trial court judgment. Candidacy was reinstated on 20220930.
Insecta - Hymenoptera (ants, bees, and wasps)	*Bombus suckleyi*	Suckley's cuckoo bumble bee	SC	20220930 20190618			Originally advanced to candidacy by the Fish and Game Commission on 20190618. The candidacy determination was challenged in court. Candidacy was temporarily stayed beginning February 2021 following an adverse trial court judgment. The Third District Court of Appeal reversed the trial court judgment. Candidacy was reinstated on 20220930.

Fishes

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Acipenseridae (sturgeon)	*Acipenser medirostris* pop. 1	green sturgeon - southern DPS			FT	20060606	Includes all spawning populations south of the Eel River.
Cyprinidae (minnows and carp)	*Gila crassicauda*	thicktail chub	**SDE** SE	19801002 19740110			Extinct
Cyprinidae (minnows and carp)	*Gila elegans*	bonytail	**SE** ST	19740110 19710627	FE	19800523	Federal common name: bonytail chub.
Cyprinidae (minnows and carp)	*Lavinia exilicauda chi*	Clear Lake hitch	ST	20140806			
Cyprinidae (minnows and carp)	*Ptychocheilus lucius*	Colorado pikeminnow	SE	19710627	FE	19670311	
Cyprinidae (minnows and carp)	*Siphateles bicolor mohavensis*	Mohave tui chub	SE	19710627	FE	19701013	Listed by the USFWS as *Siphteles mohavensis* and the State of California as *Gila bicolor mohavensis*.
Cyprinidae (minnows and carp)	*Siphateles bicolor snyderi*	Owens tui chub	SE	19740110	FE	19850904	Listed by the State of California and the USFWS as *Gila bicolor snyderi*.
Catostomidae (suckers)	*Catostomus microps*	Modoc sucker	**SE** ST	19801002 19740110	**FDR** FE	20160107 19850711	Recovered
Catostomidae (suckers)	*Catostomus santaanae*	Santa Ana sucker			FT	20000512	Populations in the Los Angeles, San Gabriel, and Santa Ana River basins.
Catostomidae (suckers)	*Chasmistes brevirostris*	shortnose sucker	**SE** ST	19740110 19710627	FE	19880817	
Catostomidae (suckers)	*Deltistes luxatus*	Lost River sucker	**SE** ST	19740110 19710627	FE	19880817	
Catostomidae (suckers)	*Xyrauchen texanus*	razorback sucker	**SE** ST	19740110 19710627	FE	19911122	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Osmeridae (smelt)	*Hypomesus transpacificus*	Delta smelt	**SE** ST	20100120 19931209	FT	19930405	20161202 USFWS Annual Notification of Findings indicates uplisting to Federally Endangered (original uplisting petition received 20060308) is "warranted-but-precluded," with a Listing Priority Number of 2.
Osmeridae (smelt)	*Spirinchus thaleichthys*	longfin smelt	ST	20090405	FPE	20221007	Federal Proposed status is only for San Francisco Bay-Delta distinct population segment.
Osmeridae (smelt)	*Thaleichthys pacificus*	eulachon			FT	20110413 20100517	The southern DPS of Pacific eulachon was listed as Threatened by NMFS in 2010 and by USFWS in 2011.
Salmonidae (trout and salmon)	*Oncorhynchus clarkii henshawi*	Lahontan cutthroat trout			**FT** FE	19750716 19701013	Listed by the USFWS as *Salmo clarki henshawi*.
Salmonidae (trout and salmon)	*Oncorhynchus clarkii seleniris*	Paiute cutthroat trout			**FT** FE	19750716 19670311	Listed by the USFWS as *Salmo clarki seleniris*.
Salmonidae (trout and salmon)	*Oncorhynchus kisutch* pop. 2	coho salmon - southern Oregon / northern California ESU	ST	20050330	FT	19970506	The Federal listing is for the Southern Oregon-Northern California Coast ESU, and includes populations in coastal streams between Cape Blanco, Oregon and Punta Gorda, California. The Fish and Game Commission determined that coho from Punta Gorda to the Oregon border should be listed as Threatened on 20040225. This determination was finalized by the Office of Administrative Law on 20050330. NMFS completed a comprehensive status review 20050829 reaffirming the status.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Salmonidae (trout and salmon)	*Oncorhynchus kisutch* pop. 4	coho salmon - central California coast ESU	SE	20050330	**FE** FT	20050829 19961130	The Federal listing is for the Central California Coast Coho ESU and includes populations from Punta Gorda south to, and including, the San Lorenzo River as well as populations in tributaries to San Francisco Bay, excluding the Sacramento-San Joaquin River system. Coho south of San Francisco Bay were state listed in 1995. In February 2004 the Fish and Game Commission determined that coho from San Francisco to Punta Gorda should also be listed as Endangered. This change was finalized by the Office of Administrative Law on 20050330. NMFS completed a comprehensive status review in 2005 reaffirming the status, and uplisting the Central Coast ESU from threatened to endangered. NMFS reaffirmed the FE status again 20140723.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 8	steelhead - central California coast DPS			**FT** FT	20060206 19971017	Coastal streams from the Russian River (inclusive) to Aptos Creek (inclusive), and the drainages of San Francisco, San Pablo, and Suisun Bays eastward to Chipps Island at the confluence of the Sacramento and San Joaquin Rivers; and tributary streams to Suisun Marsh including Suisun Creek, Green Valley Creek, and an unnamed tributary to Cordelia Slough (commonly referred to as Red Top Creek), exclusive of the Sacramento-San Joaquin River Basin of the California Central Valley. NMFS completed a comprehensive status review 20060206 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 9	steelhead - south-central California coast DPS			**FT** FT	20060206 19971017	Coastal basins from the Pajaro River (inclusive) south to, but not including, the Santa Maria River. NMFS completed a comprehensive status review 20060206 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 10	steelhead - southern California DPS	SC	20220511	**FE** FE	20060206 19971017	Coastal basins from the Santa Maria River (inclusive), south to the U.S.-Mexico Border. NMFS completed a comprehensive status review 20060206 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 11	steelhead - Central Valley DPS			**FT** FT	20060206 19980319	The Sacramento and San Joaquin Rivers and their tributaries. NMFS completed a comprehensive status review 20060206 reaffirming the status.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 48	steelhead - northern California DPS summer-run	SE	20220503	**FT** FT	20060206 20000807	Naturally spawning population of the stream-maturing summer-run ecotype. From Redwood Creek watershed south to and inclusive of Gualala River watershed. Distribution within range more limited. NMFS completed a comprehensive status review 20060206 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus mykiss irideus* pop. 49	steelhead - northern California DPS winter-run			**FT** FT	20060206 20000807	Naturally spawning population of the ocean-maturing winter-run ecotype. From Redwood Creek watershed south to and inclusive of Gualala River watershed. Distribution throughout range. NMFS completed a comprehensive status review 20060206 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus mykiss whitei*	Little Kern golden trout			FT	19780515	Originally listed as *Salmo aguabonita whitei*. The genus *Salmo* was reclassified as *Oncorhynchus* changing the name to *Oncorhynchus aguabonita whitei*. However, recent studies indicate this is a subspecies of rainbow trout, therefore *Oncorhynchus mykiss whitei*.
Salmonidae (trout and salmon)	*Oncorhynchus tshawytscha* pop. 7	chinook salmon - Sacramento River winter-run ESU	SE	19890922	**FE** FT	19940104 19901130	The federal designation is for the Sacramento River winter-run ESU, and described as winter-run populations in the Sacramento River and its tributaries in California. NMFS completed a comprehensive status review 20050829 reaffirming the status.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Salmonidae (trout and salmon)	*Oncorhynchus tshawytscha* pop. 11	chinook salmon - Central Valley spring-run ESU	ST	19990205	FT	19990916	The State listing is for "Spring-run chinook salmon (*Oncorhynchus tshawytscha*) of the Sacramento River drainage." The Federal listing is for the Central Valley spring-run ESU, and includes populations of spring-run Chinook salmon in the Sacramento River and its tributaries including the Feather River. NMFS completed a comprehensive status review 20050829 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus tshawytscha* pop. 17	chinook salmon - California coastal ESU			FT	19990916	Rivers and streams south of the Klamath River to the Russian River. NMFS completed a comprehensive status review 20050829 reaffirming the status.
Salmonidae (trout and salmon)	*Oncorhynchus tshawytscha* pop. 30	chinook salmon - upper Klamath and Trinity Rivers ESU	ST	20220124	FC	20180227	Spring-run Chinook salmon in the Trinity River and the Klamath River upstream of the mouth of the Trinity River.
Salmonidae (trout and salmon)	*Salvelinus confluentus*	bull trout	SE	19801002	FT	19991201	Considered to be extirpated in California.
Cyprinodontidae (killifishes)	*Cyprinodon macularius*	desert pupfish	SE	19801002	FE	19860430	
Cyprinodontidae (killifishes)	*Cyprinodon nevadensis calidae*	Tecopa pupfish	**SDE** SE	19870609 19710627	**FDE** FE	19820216 19701013	Extinct
Cyprinodontidae (killifishes)	*Cyprinodon radiosus*	Owens pupfish	SE	19710627	FE	19670311	
Cyprinodontidae (killifishes)	*Cyprinodon salinus milleri*	Cottonball Marsh pupfish	ST	19740110			

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Gasterosteidae (sticklebacks)	*Gasterosteus aculeatus williamsoni*	unarmored threespine stickleback	SE	19710627	FE	19701013	
Cottidae (sculpins)	*Cottus asperrimus*	rough sculpin	ST	19740110			
Gobiidae (gobies)	*Eucyclogobius newberryi*	tidewater goby			FE	19940307	See Federal Register 79(49):14340-14362, 20140313, for down-listing proposed rule.

Amphibians

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Ambystomatidae (mole salamanders)	*Ambystoma californiense*	California tiger salamander	ST	20100819	(FE), (FT)		The State listing applies to the species as a whole throughout its range; federal statuses apply to Distinct Population Segments (see below).
Ambystomatidae (mole salamanders)	*Ambystoma californiense* pop. 1	California tiger salamander - central California DPS	(ST)		FT	20040903	The 2004 federal Threatened status originally applied to the species throughout its range; subsequent legal action resulted in reclassification of other DPSs to Endangered; the central California DPS remained listed as Threatened.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Ambystomatidae (mole salamanders)	*Ambystoma californiense* pop. 2	California tiger salamander - Santa Barbara County DPS	(ST)		FE	20000915	In 2004 the California tiger salamander was federally listed as Threatened statewide. The Santa Barbara County and Sonoma County Distinct Vertebrate Population Segments (DPS), formerly listed as Endangered, were reclassified to Threatened. On 20050819 U.S. District court vacated the down-listing of the Sonoma and Santa Barbara populations from Endangered to Threatened. Therefore, the Sonoma & Santa Barbara populations were once again listed as Endangered.
Ambystomatidae (mole salamanders)	*Ambystoma californiense* pop. 3	California tiger salamander - Sonoma County DPS	(ST)		FE	20030319	In 2004 the California tiger salamander was federally listed as Threatened statewide. The Santa Barbara County and Sonoma County Distinct Vertebrate Population Segments (DPS), formerly listed as Endangered, were reclassified to Threatened. On 20050819 U.S. District court vacated the down-listing of the Sonoma and Santa Barbara populations from Endangered to Threatened. Therefore, the Sonoma & Santa Barbara populations were once again listed as Endangered.
Ambystomatidae (mole salamanders)	*Ambystoma macrodactylum croceum*	Santa Cruz long-toed salamander	SE	19710627	FE	19670311	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Plethodontidae (lungless salamanders)	*Batrachoseps major aridus*	desert slender salamander	SE	19710627	FE	19730604	Listed by the State of California as *Batrachoseps aridus* and originally listed by the USFWS as *B. aridus*. USFWS 5-year review refers to *B. major aridus*.
Plethodontidae (lungless salamanders)	*Batrachoseps simatus*	Kern Canyon slender salamander	ST	19710627	FPT	20221018	
Plethodontidae (lungless salamanders)	*Batrachoseps relictus*	Relictual slender salamander			FPE	20221018	
Plethodontidae (lungless salamanders)	*Batrachoseps stebbinsi*	Tehachapi slender salamander	ST	19710627			
Plethodontidae (lungless salamanders)	*Hydromantes shastae*	Shasta salamander	ST	19710627			*Hydromantes shastae* has been proposed to consist of cryptic genetic structuring that may warrant recognition of additional species named as *Hydromantes samweli* and *Hydromantes wintu* (Bingham et al. 2018, Bull. Mus. Comp. Zool. 161(10):403-427). Until formally reviewed by the Fish and Game Commission, all populations in the Shasta salamander complex are legally state threatened.
Plethodontidae (lungless salamanders)	*Hydromantes brunus*	limestone salamander	ST	19710627			

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Plethodontidae (lungless salamanders)	*Plethodon asupak*	Scott Bar salamander	ST	19710627			As recognized by the FGC, the Scott Bar salamander is currently protected under the CESA as a sub-population of the Siskiyou Mountains salamander (*Plethodon stormi*) (Calif. Regulatory Notice Register, No. 21-Z, p. 916, 20070525).
Plethodontidae (lungless salamanders)	*Plethodon stormi*	Siskiyou Mountains salamander	ST	19710627			The common name is spelled incorrectly in Title 14 of the CCR as "Siskiyou mountain salamander." Was a State Candidate for Delisting on 20050930. No action was taken by the FGC after the CDFW presented a Department report on 20061103; SMS was tabled at the 20070503 FGC meeting, and there was nothing to report regarding the Department's environmental documents at the 20071011 meeting. Therefore, with respect to Fish & Game Code 2075, it is assumed that this is no longer a candidate for delisting.
Bufonidae (true toads)	*Anaxyrus californicus*	arroyo toad			FE	19950117	At the time of listing, arroyo toad was known as *Bufo microscaphus californicus*, a subspecies of southwestern toad. In 2001, it was determined to be its own species, *Bufo californicus*. Since then, many species in the genus *Bufo* were changed to the genus *Anaxyrus*, and now arroyo toad is known as *Anaxyrus californicus*.
Bufonidae (true toads)	*Anaxyrus canorus*	Yosemite toad			FT	20140630	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Bufonidae (true toads)	*Anaxyrus exsul*	black toad	ST	19710627			Listed by the State of California as *Bufo exsul*.
Ranidae (true frogs)	*Rana boylii pop. 2*	foothill yellow-legged frog - Feather River DPS	ST	20200320	FT	20230928	CESA listing status varies by clade; listing of the Northwest/North Coast clade is not warranted.
Ranidae (true frogs)	*Rana boylii pop. 3*	foothill yellow-legged frog - north Sierra DPS	ST	20200320			CESA listing status varies by clade; listing of the Northwest/North Coast clade is not warranted.
Ranidae (true frogs)	*Rana boylii pop. 4*	foothill yellow-legged frog - central coast DPS	SE	20200320	FT	20230928	CESA listing status varies by clade; listing of the Northwest/North Coast clade is not warranted.
Ranidae (true frogs)	*Rana boylii pop. 5*	foothill yellow-legged frog - south Sierra DPS	SE	20200320	FE	20230928	CESA listing status varies by clade; listing of the Northwest/North Coast clade is not warranted.
Ranidae (true frogs)	*Rana boylii pop. 6*	foothill yellow-legged frog - south coast DPS	SE	20200320	FE	20230928	CESA listing status varies by clade; listing of the Northwest/North Coast clade is not warranted.
Ranidae (true frogs)	*Rana cascadae*	Cascades frog	SC	20171017			Date of FGC vote to advance to candidacy was 20171011.
Ranidae (true frogs)	*Rana draytonii*	California red-legged frog			FT	19960624	Synonymous with *Rana aurora draytonii*.
Ranidae (true frogs)	*Rana muscosa*	southern mountain yellow-legged frog	SE	20130401	(FE)		Though the scientific name *Rana muscosa* is not disputed, the State uses this common name, whereas the USFWS listing refers to two distinct population segments. This species is also known by the common name Sierra Madre yellow-legged frog (Vredenburg et al. 2007).

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Ranidae (true frogs)	*Rana muscosa*	mountain yellow-legged frog [Southern California DPS]	(SE)		FE	20020801	San Gabriel, San Jacinto, and San Bernardino Mountains only.
Ranidae (true frogs)	*Rana muscosa*	mountain yellow-legged frog [Northern California DPS]	(SE)		FE	20140630	North of the Tehachapi Mountains from the Monarch Divide to portions of the Kern River drainage.
Ranidae (true frogs)	*Rana pretiosa*	Oregon spotted frog			FT	20140929	
Ranidae (true frogs)	*Rana sierrae*	Sierra Nevada yellow-legged frog	ST	20130401	FE	20140630	

Reptiles

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Cheloniidae (sea turtles)	*Caretta caretta*	loggerhead sea turtle [North Pacific DPS]			**FE** FT	20111024 19780728	The 1978 listing was for the worldwide range of the species. The 20111024 final rule is for the North Pacific DPS (north of the equator & south of 60 degrees north latitude).
Cheloniidae (sea turtles)	*Chelonia mydas*	green turtle			**FT** FT	20160506 19780728	Also known as green sea turtle. Originally listed as Federally Threatened in 1978. In 2016, Distinct Population Segments were detailed and the East Pacific DPS was confirmed as Federally Threatened.
Cheloniidae (sea turtles)	*Lepidochelys olivacea*	olive (=Pacific) ridley sea turtle			FT	19780728	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Dermochelyidae (leatherback turtles)	*Dermochelys coriacea*	leatherback sea turtle	SE	20221220	FE	19700603	
Testudinidae (land tortoises)	*Gopherus agassizii*	desert tortoise	**SCE** ST	20201019 19890803	FT	19900402	
Gekkonidae (geckos)	*Coleonyx switaki*	barefoot banded gecko	ST	19801002			Alternate common names: Switak's banded gecko, barefoot gecko.
Crotaphytidae (collared and leopard lizards)	*Gambelia sila*	blunt-nosed leopard lizard	SE	19710627	FE	19670311	Synonymous with *Gambelia silus*. Originally listed under the ESA as *Crotaphytus wislizenii silus*.
Phrynosomatidae (spiny lizards)	*Uma inornata*	Coachella Valley fringe-toed lizard	SE	19801002	FT	19801027	
Xantusiidae (night lizards)	*Xantusia riversiana*	island night lizard			**FDR** FT	20140501 19770912	Recovered
Anniellidae (legless lizards)	*Anniella alexanderae*	Temblor legless lizard	SC	20220701	-		
Boidae (boas)	*Charina umbratica*	southern rubber boa	ST	19710627			Synonymous with *Charina bottae umbratica*.
Colubridae (egg-laying snakes)	*Masticophis lateralis euryxanthus*	Alameda whipsnake	ST	19710627	FT	19971205	Synonymous with *Coluber lateralis euryxanthus*.
Natricidae (live-bearing snakes)	*Thamnophis gigas*	giant gartersnake	ST	19710627	FT	19931119	Listed by State of California as *Thamnophis couchi gigas*.
Natricidae (live-bearing snakes)	*Thamnophis sirtalis tetrataenia*	San Francisco gartersnake	SE	19710627	FE	19670311	

Birds

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
.	*Branta hutchinsii leucopareia*	cackling (=Aleutian Canada) goose			**FDR** FT FE	20010320 19910111 19670311	Recovered. At time of federal listing, known as *Branta canadensis leucopareia*.
Phasianidae (grouse and ptarmigan)	*Centrocercus urophasianus*	greater sage-grouse	SC	20230619	-		
Diomedeidae (albatrosses)	*Phoebastria albatrus*	short-tailed albatross			**FE** FE	20000830 19700603	Synonymous with *Diomedea albatrus*. First appeared on the 19700603 list of Endangered foreign species, but was not noted to occur in the United States. It was left off the 19701013 list of Endangered native species. This was an oversight that wasn't corrected until the USFWS specifically listed it on 20000830.
Pelecaniidae (pelicans)	*Pelecanus occidentalis californicus*	California brown pelican	**SDR** SE	20090603 19710627	**FDR** FE	20091217 19700603	Recovered. Federal nomenclature: Brown pelican (*Pelecanus occidentalis*).
Cathartidae (New World vultures)	*Gymnogyps californianus*	California condor	SE	19710627	FE	19670311	
Accipitridae (hawks, kites, harriers, and eagles)	*Buteo swainsoni*	Swainson's hawk	ST	19830417			
Accipitridae (hawks, kites, harriers, and eagles)	*Haliaeetus leucocephalus*	bald eagle	**SE** (rev) SE	19801002 19710627	**FDR** FT FE (rev) FE	20070808 19950811 19780316 19670311	The Post-delisting Monitoring Plan will monitor the status of the bald eagle over a 20 year period with sampling events held once every 5 years.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Falconidae (falcons)	*Falco peregrinus anatum*	American peregrine falcon	**SDR** SE	20091104 19710627	**FDR** FE	19990825 19700603	Recovered
Falconidae (falcons)	*Falco peregrinus tundrius*	Arctic peregrine falcon			**FDR** FT FE	19941005 19840419 19700603	Recovered
Rallidae (rails, coots, and gallinules)	*Laterallus jamaicensis coturniculus*	California black rail	ST	19710627			
Rallidae (rails, coots, and gallinules)	*Rallus obsoletus levipes*	light-footed Ridgway's rail	SE	19710627	FE	19701013	Formerly light-footed clapper rail, *Rallus longirostris levipes*
Rallidae (rails, coots, and gallinules)	*Rallus obsoletus obsoletus*	California Ridgway's rail	SE	19710627	FE	19701013	Formerly California clapper rail, *Rallus longirostris obsoletus*
Rallidae (rails, coots, and gallinules)	*Rallus obsoletus yumanensis*	Yuma Ridgway's rail	**ST** SE	19780222 19710627	FE	19670311	Formerly Yuma clapper rail, *Rallus longirostris yumanensis*
Gruidae (cranes)	*Grus canadensis tabida*	greater sandhill crane	ST	19830417			
Charadriidae (plovers and relatives)	*Charadrius nivosus nivosus*	western snowy plover			FT	19930405	Federal status applies only to the Pacific coastal population.
Laridae (gulls and terns)	*Sternula antillarum browni*	California least tern	SE	19710627	FE	19700603	Listed by the USFWS as *Sterna albifrons browni* and the State of California as *Sterna antillarum browni*.
Alcidae (auklets, puffins, and relatives)	*Brachyramphus marmoratus*	marbled murrelet	SE	19920312	FT	19920928	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Alcidae (auklets, puffins, and relatives)	*Synthliboramphus scrippsi*	Scripps's murrelet	ST	20041222			At the time of listing, this species was known as the Xantus's Murrelet (*Synthliboramphus hypoleucus*, with California breeding populations ascribed to *Synthliboramphus hypoleucus subsp. scrippsi*).
Alcidae (auklets, puffins, and relatives)	*Synthliboramphus hypoleucus*	Guadalupe murrelet	ST	20041222			At the time of listing, this species was known as the Xantus's Murrelet (*Synthliboramphus hypoleucus*, with breeding populations from Baja California ascribed to *Synthliboramphus hypoleucus subsp. hypoleucus*).
Cuculidae (cuckoos and relatives)	*Coccyzus americanus occidentalis*	western yellow-billed cuckoo	**SE** ST	19880326 19710627	FT	20141103	Federal listing is for the Western DPS of *Coccyzus americanus*.
Strigidae (owls)	*Micrathene whitneyi*	elf owl	SE	19801002			
Strigidae (owls)	*Strix nebulosa*	great gray owl	SE	19801002			
Strigidae (owls)	*Strix occidentalis caurina*	northern spotted owl	ST	20190318	FT	19900723	
Strigidae (owls)	*Strix occidentalis occidentalis*	California spotted owl - coastal-southern California DPS			FPE	20230223	
Strigidae (owls)	*Strix occidentalis occidentalis*	California spotted owl - Sierra Nevada DPS			FPT	20230223	
Picidae (woodpeckers)	*Colaptes chrysoides*	gilded flicker	SE	19880317			Listed by the State of California as *Colaptes auratus chrysoides*, gilded northern flicker.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Picidae (woodpeckers)	*Melanerpes uropygialis*	Gila woodpecker	SE	19880317			
Tyrannidae (tyrant flycatchers)	*Empidonax traillii*	willow flycatcher	SE	19910102			State listing includes all subspecies.
Tyrannidae (tyrant flycatchers)	*Empidonax traillii extimus*	southwestern willow flycatcher	(SE)		FE	19950329	
Laniidae (shrikes)	*Lanius ludovicianus mearnsi*	San Clemente loggerhead shrike			FE	19770912	
Vireonidae (vireos)	*Vireo bellii arizonae*	Arizona Bell's vireo	SE	19880317			
Vireonidae (vireos)	*Vireo bellii pusillus*	least Bell's vireo	SE	19801002	FE	19860602	
Hirundinidae (swallows)	*Riparia riparia*	bank swallow	ST	19890611			
Polioptilidae (gnatcatchers)	*Polioptila californica californica*	coastal California gnatcatcher			FT	19930325	
Emberizidae (sparrows, buntings, warblers, and relatives)	*Artemisiospiza belli clementeae*	San Clemente sage sparrow			FDR FT	20230224 19770912	Federal nomenclature at time of listing: *Amphispiza belli clementeae*.
Emberizidae (sparrows, buntings, warblers, and relatives)	*Melospiza melodia graminea*	Santa Barbara song sparrow			**FDE** FE	19831012 19730604	Extinct. This status refers specifically to the Santa Barbara song sparrow, which was later reclassified as a subspecies (Channel Islands song sparrow) with the same scientific name, but which also combined two additional groups formerly classified as their own subspecies.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Emberizidae (sparrows, buntings, warblers, and relatives)	*Melozone crissalis eremophilus*	Inyo California towhee	SE	19801002	**FT**	19870902	Listed by the State of California as *Pipilo crissalis eremophilus* and the USFWS as *Pipilo fuscus eremophilus*.
Emberizidae (sparrows, buntings, warblers, and relatives)	*Passerculus sandwichensis beldingi*	Belding's savannah sparrow	SE	19740110			Listed by the State of California as *Passerculus sandwichensis beldingii*
Icteridae (blackbirds)	*Agelaius tricolor*	tricolored blackbird	ST	20190318			

Mammals

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Soricidae (shrews)	*Sorex ornatus relictus*	Buena Vista Lake ornate shrew			FE	20020405	
Phyllostomidae (leaf-nosed bats)	*Leptonycteris yerbabuenae*	lesser long-nosed bat			**FDR** FE	20180518 19881031	Recovered. Originally listed by USFWS as *Leptonycteris sanborni*.
Leporidae (rabbits and hares)	*Sylvilagus bachmani riparius*	riparian brush rabbit	SE	19940529	FE	20000324	
Aplodontidae (mountain beavers)	*Aplodontia rufa nigra*	Point Arena mountain beaver			FE	19911212	
Sciuridae (squirrels and relatives)	*Ammospermophilus nelsoni*	Nelson's (=San Joaquin) antelope squirrel	ST	19801002			
Sciuridae (squirrels and relatives)	*Xerospermophilus mohavensis*	Mohave ground squirrel	ST	19710627			Listed by the State of California as *Spermophilus mohavensis*.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys heermanni morroensis*	Morro Bay kangaroo rat	SE	19710627	FE	19701013	
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys ingens*	giant kangaroo rat	SE	19801002	FE	19870105	
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys merriami parvus*	San Bernardino kangaroo rat	SC	20190813	FE	19980924	Federal nomenclature: San Bernardino Merriam's kangaroo rat.
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys nitratoides exilis*	Fresno kangaroo rat	**SE** ST	19801002 19710627	FE	19850301	
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys nitratoides nitratoides*	Tipton kangaroo rat	SE	19890611	FE	19880808	
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Dipodomys stephensi*	Stephens' kangaroo rat	ST	19710627	**FT** FE	20220321 19881031	
Heteromyidae (kangaroo rats, pocket mice, and kangaroo mice)	*Perognathus longimembris pacificus*	Pacific pocket mouse			FE	19940926	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Cricetidae (New World mice, rats, and voles)	*Microtus californicus scirpensis*	Amargosa vole	SE	19801002	FE	19841217	
Cricetidae (New World mice, rats, and voles)	*Neotoma fuscipes riparia*	Riparian (=San Joaquin Valley) woodrat			FE	20000324	
Cricetidae (New World mice, rats, and voles)	*Reithrodontomys raviventris*	salt-marsh harvest mouse	SE	19710627	FE	19701013	
Canidae (foxes, wolves, and coyotes)	*Canis lupus*	gray wolf	SE	20170101	**FE**	19780410	USFWS had delisted *Canis lupus* on 20210104, but a court ruling on 20220210 reinstated the Endangered status for all gray wolves in the lower 48 states, except for Minnesota where they are Threatened.
Canidae (foxes, wolves, and coyotes)	*Urocyon littoralis*	island fox	ST	19710627	(FT)		State listing includes all 6 subspecies on all 6 islands. Federal listing is for only 4 subspecies on 4 islands.
Canidae (foxes, wolves, and coyotes)	*Urocyon littoralis catalinae*	Santa Catalina Island Fox	(ST)		**FT** FE	20160912 20040405	
Canidae (foxes, wolves, and coyotes)	*Urocyon littoralis littoralis*	San Miguel Island Fox	(ST)		**FDR** FE	20160912 20040405	
Canidae (foxes, wolves, and coyotes)	*Urocyon littoralis santacruzae*	Santa Cruz Island Fox	(ST)		**FDR** FE	20160912 20040405	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Canidae (foxes, wolves, and coyotes)	*Urocyon littoralis santarosae*	Santa Rosa Island Fox	(ST)		**FDR** FE	20160912 20040405	
Canidae (foxes, wolves, and coyotes)	*Vulpes macrotis mutica*	San Joaquin kit fox	ST	19710627	FE	19670311	
Canidae (foxes, wolves, and coyotes)	*Vulpes vulpes necator* pop. 1	Sierra Nevada red fox - southern Cascades DPS	ST	19801002			
Canidae (foxes, wolves, and coyotes)	*Vulpes vulpes necator* pop. 2	Sierra Nevada red fox - Sierra Nevada DPS	ST	19801002	FE	20210902	
Mustelidae (weasels and relatives)	*Enhydra lutris nereis*	southern sea otter			FT	19770211	
Mustelidae (weasels and relatives)	*Gulo gulo*	wolverine	ST	19710627	FPT	20221123	Listed by the State of California as *Gulo gulo*. The distinct population segment of the North American wolverine (*Gulo gulo luscus*) occurring in the contiguous U.S. was proposed for listing on 20130204 and was withdrawn on 20201013. The court remanded the withdrawal, and the USFWS re-issued a proposal for listing on 20221123.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Mustelidae (weasels and relatives)	*Martes caurina humboldtensis*	Humboldt marten	SE	20190318	FT	20201109	USFWS listed *Martes caurina* coastal DPS on 20201109, which includes coastal populations in Oregon and northern coastal California. USFWS noted that recent genetic analyses indicated that the DPS likely represent a subspecies, *M. c. humboldtensis*.
Mustelidae (weasels and relatives)	*Pekania pennanti* pop. 2	Fisher - southern Sierra Nevada ESU	ST	20190318	FE	20200615	California listing is under *Martes pennanti* and common name Pacific fisher, whereas the USFWS refers to *Pekania pennanti* and common name fisher. Previous USFWS candidacy referred to the West Coast DPS in California, Oregon, and Washington. On 20190318, the California Fish and Game Commission officially listed the southern Sierra ESU (defined as south of the Merced River) as State Threatened; the Southern Sierra Nevada DPS was listed as Federally Endangered 20200615.
Felidae (cats and relatives)	*Puma concolor*	mountain lion (Southern California/Central Coast ESU)	SC	20200421			Not currently tracked by the CNDDB.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Otariidae (sea lions and fur seals)	*Arctocephalus townsendi*	Guadalupe fur seal	ST	19710627	**FT** FE	19860115 19670311	Not currently tracked by the CNDDB.
Otariidae (sea lions and fur seals)	*Eumetopias jubatus*	Steller sea lion [Eastern DPS]			**FDR** FT	20131204 19970604	Recovered. Delisted by NMFS. On 19901204, the Steller sea lion was listed as federally Threatened throughout its entire range. In 1997, NMFS reclassified Steller sea lions into two distinct population segments: the Western DPS (west of 144 degrees longitude) was listed as Endangered; the Eastern DPS (east of 144 degrees longitude) was listed as Threatened, and subsequently delisted in 2013.
Antilocapridae (pronghorn)	*Antilocapra americana sonoriensis*	Sonoran pronghorn			FE	19670311	

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Bovidae (sheep and relatives)	*Ovis canadensis nelsoni* pop. 2	Peninsular bighorn sheep DPS	ST	19710627	FE	19980318	Listed by the State of California as *Ovis canadensis cremnobates*. The subspecies *O.c. cremnobates* has been synonymized with *O.c. nelsoni*. The desert bighorn sheep in the Peninsular Ranges, the Peninsular bighorn sheep, is now considered to be a Distinct Population Segment of *O.c. nelsoni*.
Bovidae (sheep and relatives)	*Ovis canadensis sierrae*	Sierra Nevada bighorn sheep	**SE** ST	19990827 19710627	FE	20000103	Listed by the State of California as California bighorn sheep (*Ovis canadensis californiana*).
Cetacea (whales and dolphins)	*Balaenoptera borealis*	sei whale			FE	19700603	Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Balaenoptera musculus*	blue whale			FE	19700603	Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Balaenoptera physalus*	fin whale			FE	19700603	Not currently tracked by the CNDDB.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Cetacea (whales and dolphins)	*Eubalaena japonica*	North Pacific right whale			**FE** FE	20080407 19700603	Originally listed as part of the northern right whale (*Eubalaena glacialis*) species concept under the federal ESA. Taxonomy and nomenclature were updated and clarified in the Federal Register Vol. 68, No. 69, 20030410.In 2006, NMFS completed a status review of right whales in the N. Pacific and N. Atlantic Oceans and in 2008, reclassified the previously Endangered northern right whale (*Eubalaena* spp.) as two separate Endangered species: North Pacific right whale (*E. japonica*) and North Atlantic right whale (*E. glacialis*). Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Eschrichtius robustus*	gray whale [Eastern North Pacific DPS]			**FDR** FE	19940616 19700603	Recovered. NMFS delisted the California population (Eastern North Pacific DPS), while keeping the Western North Pacific DPS as Endangered.

Taxa Subgroup	Taxon	Common Name	State Status	State List Date	Federal Status	Federal List Date	Notes
Cetacea (whales and dolphins)	*Megaptera novaeangliae*	humpback whale [Central America DPS]			**FE** FE	20161011 19700603	Also known as Hump-backed whale. 2016 ruling by NMFS established 14 Distinct Population Segments, and revised listing status by DPS. Both the Mexico DPS and Central America DPS feed and travel off the coast of California. Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Megaptera novaeangliae*	humpback whale [Mexico DPS]			**FT** FE	20161011 19700603	Also known as Hump-backed whale. 2016 ruling by NMFS established 14 Distinct Population Segments, and revised listing status by DPS. Both the Mexico DPS and Central America DPS feed and travel off the coast of California. Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Orcinus orca*	killer whale [Southern Resident DPS]			FE	20070404 20060216	The Southern Resident DPS of killer whale was listed as Endangered by NMFS on 20060216 and by USFWS on 20070404. Not currently tracked by the CNDDB.
Cetacea (whales and dolphins)	*Physeter macrocephalus*	sperm whale			FE	19700603	Federal nomenclature at time of listing: *Physeter catodon*. Not currently tracked by the CNDDB.

COMMUNITY GARDEN ALLIANCE

Winter Garden 2023 — Wetland & Seasonal Creek

00:00 / 01:07

00:00 / 03:25



00:00 / 01:10



00:00 / 01:22







January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023





January 9, 2023



January 9, 2023



January 9, 2023





January 9, 2023



January 9, 2023





January 9, 2023





January 16, 2023

January 16, 2023



January 16, 2023



January 16, 2023



January 16, 2023





January 9, 2023





January 9, 2023



JUHSD drains the wetland — January 16, 2023





January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023

Can We Please Stop Fighting About Gardens

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COMMUNITY GARDEN ALLIANCE



Please Sign The Petition To Save Daly City's Only Community Garden

PETITION

We encourage the City of Daly City to develop a community gardening program.



> “We can begin by doing small things at the local level, like planting community gardens or looking out for our neighbors. That is how change takes place in living systems, not from above but from within, from many local actions occurring simultaneously.”
>
> — Grace Lee Boggs, Chinese American Philosopher



Can We F

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SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

March 9, 2022
City of Daly City Council
333 90th St
Daly City, CA 94015

RE: EIR Alternative for the Serramonte Del Rey Site

Dear Mayor Daus-Magbual and Daly City Councilmembers,

In the Environmental Impact Report, please include the study of an alternative that increases building density to allow for nine acres of green open space. The garden and trees should be preserved as a park for Daly City as part of the mitigation from the project. The park could be co-managed by the Association of Ramaytush Ohlone as recommended by the California Natural Resources Agency.

Our letter on the notice of preparation dated June 7th, 2021 asked you to “consider an option to restore the site to parkland under N-EO-82-20.” We also wrote that “Preserving public uses such as community gardens and parks serves public needs, safety, and recreation."

We urge the City to use its authority over public health, safety and welfare to fill essential needs in Daly City for more public park lands. This can be realized by requiring the doubling of density at the current unit potential. Doubling the density and saving nine acres of sequestered carbon and wetlands is a feasible change to the Serramonte Del Rey plan to mitigate air quality, traffic, greenhouse gas, and decreased open space problems that will result from the current design.

Sincerely,

Gladwyn d’Souza
Chair, Conservation Committee
Sierra Club Loma Prieta Chapter

Sabrina Brennan
Chair, Equity Committee
Sierra Club Loma Prieta Chapter



Help Save Daly City's Only Community Garden on Ohlone Land and Territory

Started July 3, 2021
Petition to Vice-Mayor, City of Daly City Juslyn Manalo and 12 others

4,557
Signatures

5,000
Next Goal

53 people signed this week

Sign this petition

Why this petition matters



Started by **Debbie Santiago**

When my family moved to Daly City in 2004 my son discovered a beautiful community garden within walking distance of our home. Growing fruits and vegetables with friends and neighbors helped teach my son and niece to respect and share earth's bounty.

My mother and I are enrolled members of the **Washoe Tribe of Nevada and California**. Together we hold small ceremonies in the Daly City Community Garden and sing traditional Washiw songs to honor Mother Earth and all her beauty. The garden has given my family a sense of peace and harmony.

Over the past two decades gardeners have nurtured the land and Mother Earth has responded by providing a second chance for indigenous plants, hummingbirds, hawks, bees, frogs, Mission Blue Butterflies, California Gartersnakes, and deer that drink from seasonal wetlands. Everything you see and touch in the garden is living and sacred. Please help me save it.

Here's the Problem: High School District Trustees Plan to Bulldoze Daly City's Only Community Garden

Daly City, the second most populous city in San Mateo County, with a population of 104,901 according to the 2020 census, is home to only one community garden. However, this single food forest is under threat because Jefferson Union High School District (JUHSD) intends to demolish it. This community garden, an urban oasis and a vital food source for residents for over two decades, is located at 699 Serramonte Blvd in Daly City. Shockingly, the district's plan is to repurpose this sacred space into a dump site for asphalt and construction debris as part of a 15-year phased development project that includes the construction of five apartment buildings, eventually totaling 1,113 rental units. It's important to note that these units will be built on public school district property and leased to a private property management company.

The local Sierra Club chapter, along with various other community organizations including the NAACP, have communicated their concerns to the City, urging them to preserve this invaluable garden space.

Spare the Garden: Don't Bulldoze It, Dump on It, Or Build Over It

The current site for the garden is ideal because the ridgeline above the garden protects a fruit

53 people signed this week

Sign this petition

Ramaytush Ohlone, the original inhabitants of the San Francisco Peninsula, who sustained themselves through hunting, fishing, and gathering. The garden and the surrounding trees not only provide valuable community resources but also contribute to preserving this green space with cultural and historical importance.

School District's Heavy-Handed Tactics Targeting Gardeners

District trustees who support demolishing the garden directed staff to implement an authoritarian culture of intimidation and fear. In 2020, as the Covid pandemic spiked JUHSD began ramping up harassment. School district tactics included verbally berating gardeners by telling them to stay away, erecting an 8’ cyclone fence with a padlocked gate, installing a video surveillance system near the gate, installing a loudspeaker, cutting off water from all garden spigots and removing redwood trees. Additionally, gardeners were required to pay for fingerprints and an FBI background check to access the garden by appointment. Staff said they were concerned about crime however when asked if the school district had reported any incidents to police administrators said no crime was reported. Toni Presta, Superintendent of JUHSD has not refunded the public's money for fingerprints and background checks. Presently, JUHSD has allocated resources to employ security guards tasked with overseeing the garden. Unfortunately, there have been reports of security personnel engaging in drug use, both within the garden and in the adjacent parking area, which concerns gardeners.

History of Ancestral and Cultural Genocide

In 1769, Spanish colonizers arrived in Northern California and constructed missions to Christianize my ancestors and take our land. Between the years 1769 and 1834, the number of Native Californians dropped from 300,000 to 250,000. After California entered into the Union in 1850, the state government perpetrated massacres against the Ohlone people. Many of the leaders of these massacres were rewarded with positions in state and federal government. These massacres have been described as genocide. During the 1940’s through the 1960’s the state disenrolled eight-hundred tribes including the Ohlone to gain control of their land and territory. Native Californians who were relocated during this era faced culture shock and discrimination. Today, many of us are **leading the effort** for cultural and historical recognition of our tribes.

Privatization of Public Resources

Bulldozing Daly City's only community garden and killing trees to develop **market-rate**

53 people signed this week

plants, hundreds of trees, a seasonal wetland and wildlife including the Mission Blue Butterfly and the California Garter Snake.

The garden has a rich history of serving as a communal space for Indigenous families, Latinx families, and families of Color, allowing them to cultivate crops and raise chickens. Gardeners forage for plants that hold significance in the medicine and dietary practices of the Ramaytush Ohlone. Additionally, the garden serves as a site for multi-generational seasonal ceremonies led by Indigenous elders, encompassing approximately 2 acres of public land.

This garden is especially important because it's the only community garden in Daly City, where access to greenspace and parkland is extremely limited and underfunded. In recent years, the Daly City Council made the regrettable decision to defund Westmoor Park, a space they previously leased from JUHSD. Consequently, the park lease was terminated, and JUHSD is now utilizing the land to construct new office buildings for the elected board of trustees and administrators.

Regrettably, there appears to be a lack of accountability among locally elected officials who may not fully grasp the detrimental consequences of trading a public garden and park for market-rate housing. This shortsighted approach by the JUHSD Board of Trustees has resulted in detrimental policy decisions and an unwarranted focus on expansion that deviates from the District's stated mission of "Excellence Through Equity."

From the City of Daly City website:

- Daly City is the 9th most **densely populated** city in the entire country. And the City experiences one of the highest pollution burdens within the County of San Mateo.
- Overall, Daly City does not have a diverse urban forest, and this has much larger implications for long-term resilience. Forests that are not diverse succumb to external shocks quickly, like disease, drought, and storms.

Chronic Illness in San Mateo County

The 2013 San Mateo County Community Health Needs Assessment reported that the prevalence of asthma and diabetes increased significantly between 1998 and 2013. In only 15 years the asthma rate in San Mateo County jumped from 8% to 17.9% and chronic lung disease increased from 4.7% to 7.1%. Poor air quality in Daly City disproportionately impacts

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income families.

The Sierra Club sent Daly City officials a letter that included the following concerns:

Land owned by the Jefferson Union High School District currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants, provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park.

There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and the unhoused.

The garden was initially established many decades ago as a therapeutic school garden project but swiftly transformed into a beloved community garden. Today, it stands as a cherished source of immense public benefit and a point of pride for the community. This garden not only offers opportunities for both active and passive recreation but also promotes healthy nutrition, a crucial aspect given the concerns surrounding malnutrition and obesity, especially considering the limited availability of community gardens in Daly City.

Furthermore, considering the low ratio of counselors to students in JUHSD, the garden plays a significant role in supporting student mental health. The shortage of community gardens in Daly City has had a detrimental impact on its residents, particularly during the COVID-19

53 people signed this week

given its significant population of minority families with deep-rooted traditions of actively tending to gardens, orchards, and farms. These practices are tied to food security and cultural traditions, making the presence of community gardens even more critical for the community's well-being.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. As global warming intensifies food costs will continue to increase and food scarcity will need to be addressed through community gardening. Gardens play a multifaceted role in mitigating climate change impacts by reducing urban heat islands, offering various ecosystem services, and improving stormwater retention.

From a socioeconomic standpoint, community gardens build trust, encourage community participation, improve responses to natural disasters, and bolster food security — all of which are pivotal elements in effectively adapting to and building resilience against the effects of climate change. Notably, unlike other green infrastructure solutions such as rain gardens, bioswales, and green roofs, community gardens are uniquely equipped to respond to a broader spectrum of stressors, encompassing economic, social, and political instabilities in addition to their environmental benefits.

Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events.

Stop Reducing Greenspace in Daly City

It is imperative that our elected representatives fulfill their responsibility to address nature-deficit disorder, a condition stemming from the chronic absence of community gardens, green spaces, and parks in Daly City. Nature-deficit disorder has far-reaching consequences, including elevated rates of physical and emotional illnesses, attention deficits, depression, substance abuse, sensory underutilization, and health issues related to poor dietary habits, insufficient physical activity, and acute asthma episodes triggered by unhealthy air quality. Extensive research indicates that nature-deficit disorder erodes ecological literacy and hinders stewardship of the natural world, fostering apathy in the face of climate change crises such as wildfires, sea level rise, and extreme heat – challenges that Daly City urgently needs to address.

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significant concerns about JUHSD's endorsement of government-sponsored segregation on public lands. Economic segregation is particularly worrisome, given that only a minimal 10% allocation has been designated for affordable apartments within the project. Additionally, the School District's strategy of concentrating all 111 affordable/low-income units within a single "poor door" building while distributing 1002 market-rate apartments across four other buildings is inconsistent with the city's Inclusionary Housing Ordinance and is expected to perpetuate low socioeconomic status and racial segregation.

Economic Segregation and Racial Segregation are Intertwined

Economic segregation occurs when individuals or families with lower incomes are confined to certain neighborhoods, or a single building within a multi-building development, due to affordability constraints. This pattern often results in racially homogeneous housing, as people of similar economic backgrounds often share similar racial backgrounds. Consequently, when families are concentrated in poor buildings, it creates racially homogeneous social networks that limit access to educational and employment opportunities. This perpetuates a self-reinforcing cycle that sustains economic disparities, economic segregation, and racially segregated housing.

Low Socioeconomic Status

Socioeconomic status (SES) encompasses not just income but also educational attainment, financial security, and subjective perceptions of social status and social class. SES can encompass quality of life attributes as well as the opportunities and privileges afforded to people within society. The relationship between SES, race and ethnicity is intimately intertwined. Research has shown that in terms of socioeconomic stratification, race and ethnicity often play significant roles in determining a person's SES (U.S. Census Bureau, 2009).

Communities affected by low SES, driven by factors like income-based housing segregation, share common experiences, including limited economic development, substandard health conditions, and fewer educational opportunities. Persistent low SES has been identified as a contributing risk factor that disproportionately affects communities of color residing in income-segregated housing. In contrast, affluent homeowners in predominantly white communities are less likely to experience low SES.

Social-Spatial Segregation

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children of a safe route to and from school. Social-spatial segregation is also apparent by the absence of a rooftop Jacuzzi spa for families in the affordable building, while it is provided to market-rate tenants on Parcel B. The proposed plans raise concerns of income-based discrimination, as emergency generators are exclusively installed in all market-rate buildings, with no provision for the low-income building. Additionally, placing an income segregated daycare center on Parcel C underscores its stigmatization as an income segregated area of the development.

Further Information Available Online

To access more information, please visit the **Daly City Community Garden Alliance** website. You can also stay updated on the garden's activities by following their Instagram account **@themysticalgarden**. **Historic photos**, **recent photos** and **wetland photos and videos** are also published online.

Your Support Matters

Join me in supporting community gardening in Daly City. By adding your signature to this petition, you are helping to ensure the preservation of Daly City's only community garden for generations to come. This is a comment on the Serramonte Del Rey Campus Redevelopment Project **Draft Environmental Impact Report**. This petition, addressing the Draft EIR (APN 091-211-230), is scheduled for delivery by 5:00 pm on Sept 8, 2023, to Daly City Planning Manager **Michael Van Lonkhuysen**, City of Daly City **Councilmembers**, and Jefferson Union High School District **Trustees.**

Thank you, Debbie Santiago

Community Garden Trees (hundreds of trees)

27 Redwoods
3 Madrone
2 Buckeye
4 California Coffee Bean
1 Bay Laurel
2 California elderberry
1 Laurel
2 Douglas Fir

53 people signed this week

1 Catalina ironwood (donated by city)
5 Willow
20 Juncus patens (Spreading Rush)
14 Juncus lescurii (San Francisco Rush)
2 Blue Spruce
1 Potted Spruce
1 Alpine Source
1 Austrian Pine
1 Live Oak
1 Noble Fir
3 Maple (big)
2 Japanese Maple
1 Walking Stick Tree
1 White oak
(100+) Acacia

Community Garden Fruit Orchard (over 100 fruit trees)

3 Cherry
2 Plum
8 Nectarines
22 Apple
12 Currants, many varieties
5 Avocado
4 Pears
3 Olive
2 Loquat
2 Kumquat
2 Lemon
2 Buddha Hand Citrus Tree
1 Mexican Lime
1 Meyer Lemon
3 Banana Passion Fruit
6 Blackberries without thorns
1 Lemon Guava
1 Pomegranate
6 Blueberries Shrubs

✊ **53 people** signed this week

2 Mandarin Clementine
3 Grape Vines
1 Prickly Pear Cactus
2 Dragon Fruit Cactus
2 Peach

Wildlife (partial list):

- California Garter Snake
- California Vole (rodent)
- Coyote
- Bald Eagle
- Red-Tailed Hawks
- Skunks
- Raccoons
- Ravens
- Woodpeckers
- Hummingbirds
- Lizards (Alligator Lizard and Blue Belly)
- Owls
- Bats
- Frogs
- Mountain Lion (SDR near Skyline Ridge - Seen droppings and track prints)
- Squirrels

Butterflies:

- Mission Blue
- Monarchs

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- Painted Lady
- Regal Fritillary

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How to Start a School Petition

English (United States)

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https://www.smdailyjournal.com/opinion/guest_perspectives/protecting-homes-from-climate-change-disasters/article_6a1da2e6-1486-11ee-b8ce-9707fca1dd84.html

From the Daily Journal archives

Protecting homes from climate change disasters

By Kevin Mullin
Jun 27, 2023



Kevin Mullin

Atmospheric rivers and devastating flooding pummeled our communities earlier this year and caused millions of dollars in damage. And our cities and state are not alone; in fact, 1 in 3 homes in the United States are at high risk of natural disasters. That's why the first bill I introduced in Congress would help low-income homeowners weatherize their properties to make them more resilient to climate-driven natural disasters like wildfires, torrential storms and extreme heat.

The Weatherization Resilience and Adaptation Program Act would create a grant program to provide direct assistance to low-income property owners, affordable housing providers, and owners of mobile homes to help protect their homes against the most devastating effects of climate change. The WRAP Act would help homeowners pay for things like double-pane windows or heat resistant roofing, artificial berms and dunes to add flood protection, and the addition of defensible spaces around homes to shield them from wildfires. These solutions can help protect our most vulnerable communities before disaster ever strikes.

Some California homeowners who can afford to make upgrades and improvements have already done so after experiencing years of devastating wildfires and the storms this past winter. But many of our neighbors who simply can't afford to spend thousands of dollars on such projects are left behind. As a nation, we are facing a crushing housing crisis — and climate change is only making the problem worse. Across the country, nearly a third of owner-occupied units are households making less than $50,000. In my district alone, there are tens of thousands of low-income homeowners and many more tenants living in affordable housing. As an increasing number of climate-driven disasters strike, families already struggling to make ends meet cannot afford unexpected expenses or damage and are put at risk of losing their home. This is especially true for households of color who typically live in more disaster-prone areas.

The Biden administration recently announced a nearly $1 billion investment through the Inflation Reduction Act that will assist the owners of federally subsidized affordable housing buildings in becoming more resilient to climate disasters. I fully support this important initial investment. But we can do more, including by helping individual property owners and the owners of other types of low-income housing who are left out of the Inflation Reduction Act program. The WRAP Act would build on the administration's historic action to protect our communities from the most severe effects of climate change.

The WRAP Act has been endorsed by Earthjustice, the Natural Resources Defense Council, and more than a dozen of my Democratic colleagues, including members from not only California, but also Louisiana, Michigan, Ohio, Pennsylvania and Texas. Climate change does not affect us on a partisan basis. It affects communities across the country. The truth is that climate-driven disasters don't care if you live in a red or blue states. They don't care if you are rich or poor. We are all impacted, and we need to work together to prepare for and shield against the most devastating consequences of climate change.

Kevin Mullin represents District 15 in the U.S. House of Representatives. The district includes the Bayside of San Mateo County from Daly City to East Palo Alto and the southeast side of San Francisco.

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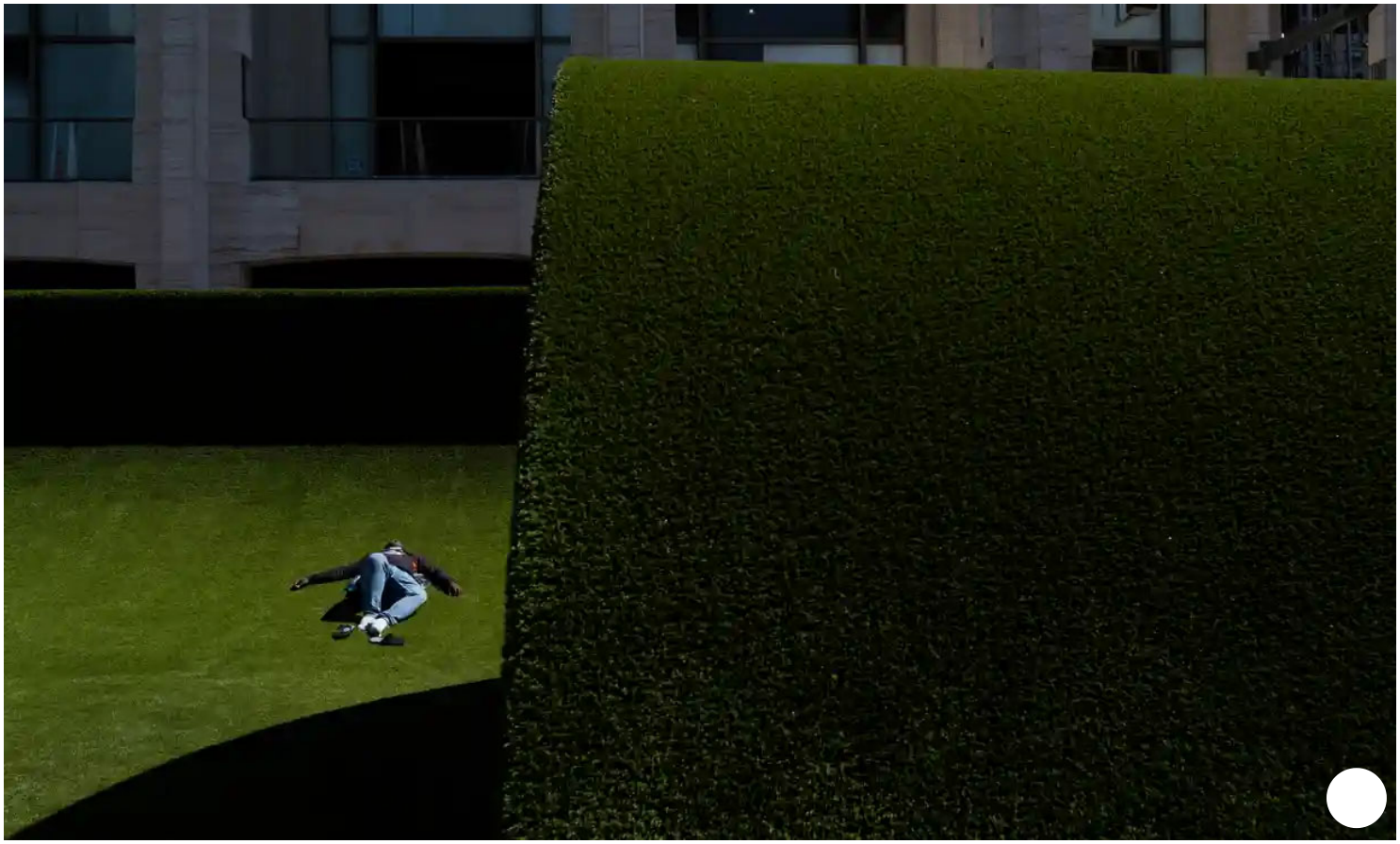
Appreciate Mullin’s first bill



PFAS

This article is more than **11 months old**

Boston bans artificial turf in parks due to toxic 'forever chemicals'

The city joins a growing number across the US in limiting the use of artificial turf made with dangerous PFAS compounds

Tom Perkins

Fri 30 Sep 2022 06.00 EDT

Boston's mayor, Michelle Wu, has ordered no new artificial turf to be installed in city parks, making Boston the largest municipality in a small but growing number around the nation to limit use of the product because it contains dangerous chemicals.

All artificial turf is made with toxic PFAS compounds and some is still produced with ground-up tires that can contain heavy metals, benzene, VOCs and other carcinogens that can present a health threat. The material also emits high levels of methane, a potent greenhouse gas, and sheds microplastics and other chemicals into waterways.

"We already know there are toxic chemicals in the products, so why would we continue to utilize them and have children roll around on them when we have a safe

alternative, which is natural grass?" asked Sarah Evans, an environmental health professor for the Icahn School of Medicine at Mount Sinai.

Beyond chemical risks, the fields can act as heat islands that increase playing field temperatures to as much as 93C (200F), Evans noted. National Football League players are pressuring the league to ban artificial turf because of injuries, while the US national soccer teams will only play on natural grass for the same reason.

The federal government estimates 12,000 synthetic turf fields exist in the US, and at least 1,200 more are installed annually. Proponents say they are easier to maintain than grass fields and are not prone to "flooding", though they do also require significant maintenance. The product is also increasingly used on playgrounds or as alternatives to lawns in drought-plagued regions.

But in recent years, municipalities have begun limiting their use via bans or moratoriums, including at least four in Massachusetts before Boston, two in California's Bay Area and several in Connecticut.

In a statement to the Guardian, a spokesperson for Wu said: "The city has a preference for grass playing surfaces wherever possible and will not be installing playing surfaces with PFAS chemicals moving forward."

Elsewhere, battles over proposed artificial fields are playing out. In Martha's Vineyard, the school district is suing the city for prohibiting an artificial field from being installed because of concerns that it would contaminate an aquifer from which the town draws its drinking water. Meanwhile, voters in Malden, just north of Boston, may settle a heated debate over a proposed artificial field.

In Portsmouth, New Hampshire, city officials thought they had ordered a PFAS-free artificial turf field, but later testing revealed that it contained high levels of the chemicals. A state-level proposal to ban artificial turf recently failed in Massachusetts, and public health advocates and legislators in another state are planning to propose a ban on the material, though they declined to say on the record which state until the proposal is introduced.

Artificial turf is made with several layers including plastic grass blades, plastic backing that holds the blades in place and infill that weighs down the turf and helps blades stand upright. Until recently, infill was always made with recycled rubber tires called crumb rubber. However, independent and Environmental Protection Agency testing found the material contains high levels of dangerous chemicals.

"It seems kind of nonsensical to put ground-up tires in a field where children are playing," said Kyla Bennett, a former EPA official and director of

science policy at Public Employees for Environmental Responsibility (Peer).

Some companies have begun using cork as infill, but industry has said the grass blades and backing cannot be made without PFAS.

PFAS, or per- and polyfluoroalkyl substances, are a class of about 12,000 chemicals often used to make products resist water, stain and heat. They are called “forever chemicals” because they don’t naturally break down, and are linked to cancer, liver problems, thyroid issues, birth defects, kidney disease, decreased immunity and other serious health problems.

PFAS can be absorbed through the skin, inhaled, ingested or get in open wounds as they break off from the plastic blades, and children are considered more vulnerable to exposure because they are smaller and their bodies are still developing.

Some manufacturers have claimed the amount of PFAS used in artificial turf isn’t high enough to be dangerous, or that they use “safe” PFAS. “Independent research has shown time and time again that synthetic turf systems provide many community benefits and continue to meet and exceed regulatory standards for human health, safety and performance,” the Synthetic Turf Council, an industry trade group, said in a statement to the Guardian.

But no studies have been completed on how PFAS or other chemicals move from artificial turf to children, so the industry doesn’t know if it’s safe, Evans said. Moreover, the fields are another of myriad potential daily exposures to PFAS in consumer products, food and water, Evans said.

Public health advocates note all PFAS studied have been found to accumulate in the environment and be toxic to humans, and, once in the environment, “safe” compounds used in manufacturing break down into unsafe chemicals.

Testing of multiple artificial fields has found the presence of highly toxic PFAS compounds like 6:2 FTOH and PFOS. The EPA recently revised its health advisory for PFOS to state that effectively no level of exposure in drinking water is safe.

“It’s only a matter of time before [artificial turf] is banned,” Bennett said. “In a few years we’re going to be asking, ‘How on Earth did we ever allow this to happen?’”

I hope you appreciated this article. Before you move on, I was hoping you would consider taking the step of supporting the Guardian’s journalism.

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What Technology Could Reduce Heat Deaths? Trees.

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By Catrin Einhorn

Published July 2, 2021 Updated Sept. 30, 2022

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scientists say.



By Catrin Einhorn

Published July 2, 2021 Updated Sept. 30, 2022

DES MOINES — The trees were supposed to stay.

It didn't matter that the owners of the squat building alongside were planning to redevelop the property. The four eastern red cedars stood on city land, where they had grown for the better part of a century.

"There's no way these trees are coming down," Shane McQuillan, who manages the city's trees, recalled thinking. "The default position for us is, you don't take out big trees to put in small trees."

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Catrin Einhorn reports on biodiversity for the Climate and Environment desk. She has also worked on the Investigations desk, where she was part of the Times team that received the 2018 Pulitzer Prize for Public Service for its reporting on sexual harassment. More about Catrin Einhorn

A version of this article appears in print on , Section A, Page 10 of the New York edition with the headline: Trees Save Lives. Yet Cities Aren't Saving Trees.

nature

NEWS | 07 September 2023

Legacy of racist US housing policies extends even to bird data

A discriminatory strategy called redlining, which was implemented in the 1930s, has repercussions today for records of urban biodiversity.

Anil Oza



Observations of birds are relatively scarce in neighbourhoods that were redlined, or designated as risky for mortgage lending, in the 1930s. Credit: George Rose/Getty

Ecologist Diego Ellis-Soto has plenty of local bird data to study. On the university campus where he works, more than half a million bird sightings have been recorded over the past century. But Dixwell, a neighbourhood just down the road, has totalled just a few dozen bird observations in the same period.

"I could go there one day and double what's been collected in the last 100 years," says Ellis-Soto, who's at Yale University in New Haven, Connecticut. It might be no coincidence that Yale's students and faculty members are mostly white — in contrast to Dixwell, which has a high proportion of residents who are Black.

The disparity in recorded bird sightings doesn't affect just New Haven. An analysis[1] by Ellis-Soto and his colleagues shows that data on bird biodiversity are scarcest in US neighbourhoods, such as Dixwell, that have historically been subjected to certain racially discriminatory policies. This lack of information could affect scientists' understanding of how birds are distributed in US cities and how species fare over time.

Red zones for real estate

In the 1930s, a US-government-led effort graded urban neighbourhoods across the country on whether they were 'safe' for real-estate investment. Areas that were judged to be the safest bets for investment were rated 'green', and those judged to be highest risk were rated 'red'. Grades were determined, in part, by a neighbourhood's racial composition. This categorization, now called redlining, drove investment in wealthier and white neighbourhoods. It also led to a lack of investment in poorer areas and in neighbourhoods of colour.

To study how redlining has affected biodiversity assessment, Ellis-Soto and his team studied bird sightings in more than 9,000 neighbourhoods, covering almost 200 US cities. They found that there were many more bird observations per square kilometre in

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Landmark Colombian bird study repeated to right colonial-era wrongs

green districts, whose residents are in many cases still predominantly white, than in redlined districts, whose residents are mainly people of colour.

"You can better predict where you have data on birds based on systemic racism — redlining maps from 1933 — than climate, tree cover or population density, everything a bird should actually care about," Ellis-Soto says.

From 2000 to 2020, the density of bird observations rose steeply in green neighbourhoods, but more gradually in red ones. The disparity in observations between green and red zones grew by more than 35% in that period, the authors calculate.

The study is one of the first direct looks at how "systemic racism can play a role in the ecological process", says Jin Bai, an urban ornithologist at North Carolina State University in Raleigh.

Missing data, missing funds

Data on biodiversity constitute the "first building block" for distributing funds to protect wildlife, says Ellis-Soto. Without data to show their ecological importance, redlined areas could be passed over for funding — widening historical inequalities.

"It's essentially this self-perpetuating negative loop," says Chris Schell, an urban ecologist at the University of California, Berkeley. "You have more observations of a native species in an environment that already has a ton of money. Then that same neighbourhood gets more money to conserve a species, which makes it more exclusive, which makes housing more exclusive, which then continues the legacies of segregation."

Ellis-Soto says the gap in data is due, in part, to biases held by scientists and birders, who tend to survey the same areas repeatedly. A lack of resources for teaching birding and for recording observations in historically marginalized areas also contributes.

Ellis-Soto would like federal funding for such education efforts. But in the meantime, he takes Black and Hispanic kids from New Haven for nature walks and teaches them how to log the birds they see. “That’s my little solution,” he says.

doi: https://doi.org/10.1038/d41586-023-02825-w

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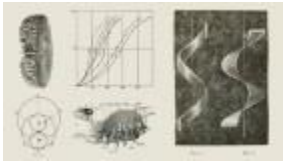

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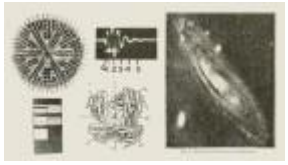

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News • Home & Design

Tackling Community Food Security Through Gardening

From community gardens to gardening groups, working together to grow food makes for a more secure community.

By Elizabeth Waddington Published July 21, 2023 03:44PM EDT



Maskot / Getty Images

Food security is a pressing issue of our time, and unfortunately, it is something that many communities lack. In both developed and

Food security is not just about the availability of fresh, local produce, though in many areas, a lack of access to food is indeed part of the problem. It is about an overall lack of security and sustainability in the food-producing and food-distribution industries.

We may think that we have food readily available where we live and be used to being able to pick up whatever we need from the store.

But often, there is only a very thin line between security and insecurity when it comes to food, and it may not take much before the producers and the supply chains upon which we depend are cut off. There can be significant fragility within the systems upon which we depend for the food that ends up on our plates, and we ignore that fragility at our peril.

Related: How to Build Community Resilience

Tackling food security is something that needs to be done at all levels —from government and businesses to communities, households, and individuals. At the community level, grass-roots gardening movements can be the most effective tools we have to change things for the better.

Many around the world are successfully tackling community food security through gardening, and each of us can learn from their example to improve things for our own communities.

Community Gardens & Allotments

Of course, the first and most obvious way that communities can take charge of their own food production and ensure greater food security is by cooperating and collaborating to grow that food together.

Community gardens can take a wide range of different forms and make use of many different areas of land, both large and small. Community

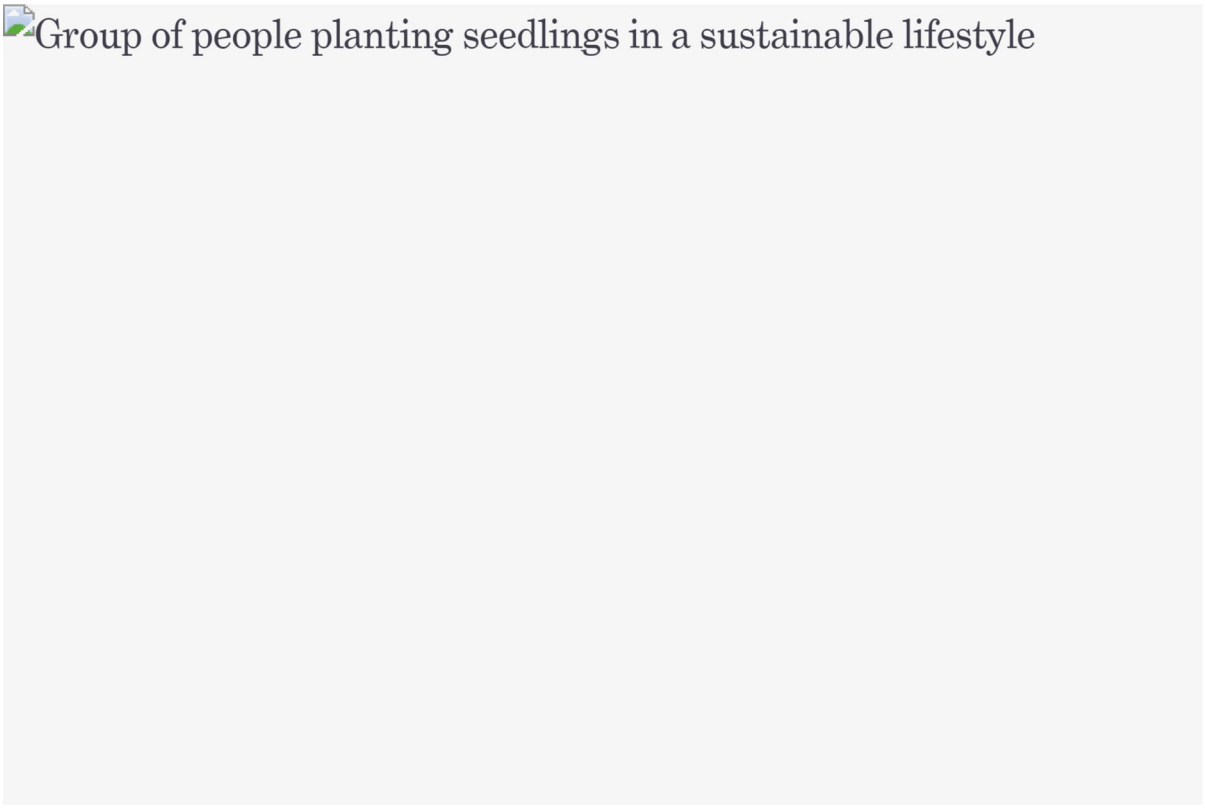
Even the most initially unpromising or urban spaces can potentially, with the right approach and design, become valuable and productive garden spaces.

From street-side verges and city parks to municipal grounds, rooftops, and brownfield sites, there is plenty of potential to create many, many more community gardens and allotment spaces around the globe.

Related: My 7 Best Ideas for a Community Garden

And each new community garden means more local, fresh, seasonal food and a greater connection between that community and the food that they grow. Ultimately, each new community garden space is a blow against food insecurity.

Garden Sharing



Giselleflissak / Getty Images

space, the produce grown, or other resources with others in their communities.

Those of us who have garden space should make the most of it. Of course, life often gets in the way, and some simply feel they do not have the time or energy for much gardening.

Working towards positive outcomes for a community, however, even those who don't have the time or ability to grow their own might share their garden with those who can garden it in return for a share of the produce.

Garden sharing is one of the key ways in which communities can potentially overcome the challenges of finding local land for food production.

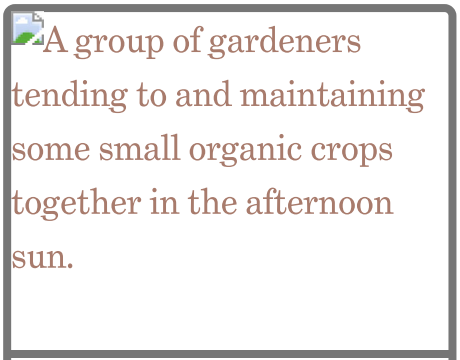
Gardening Groups & Knowledge Sharing

Even when the individuals in a community work mostly alone—growing food for themselves and their families—there are still many benefits derived by the community as a whole.

Individual gardeners can also help their communities with food security even if they do not share the produce they grow. They can potentially help simply by sharing their time, knowledge, and gardening skills.

Local gardening groups of all kinds can be extremely beneficial in tackling community food security because they help to disseminate the skills needed for food production through neighborhoods. And, simply put, they get people growing.

Read Next: How to Establish an Intentional Community



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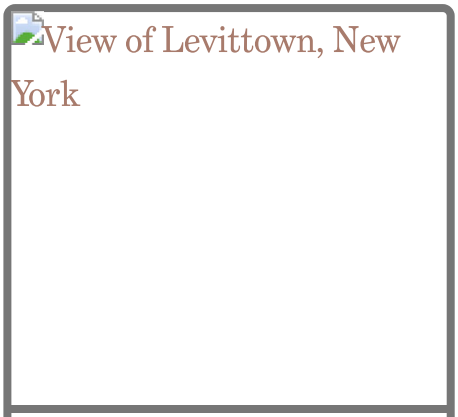

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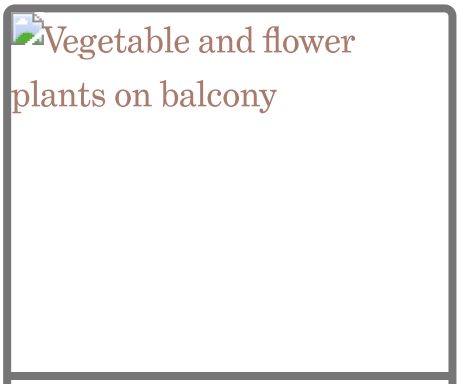

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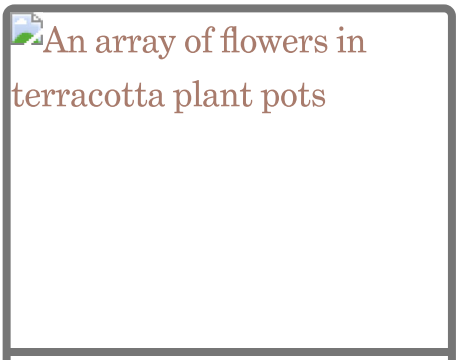

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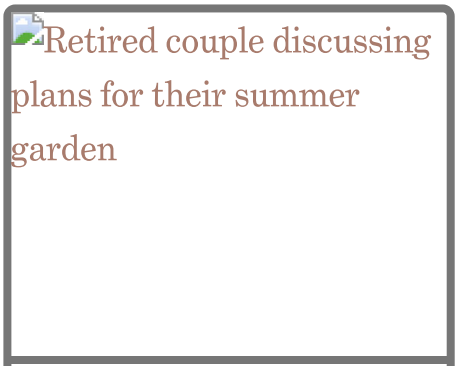

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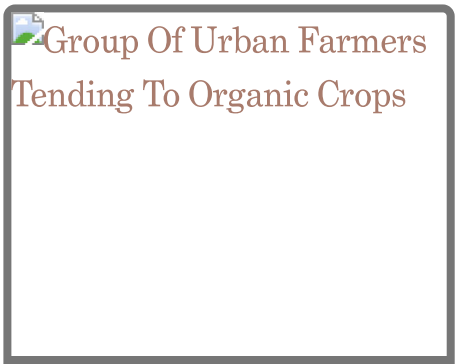

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Beyond Food: Community Gardens as Places of Connection and Empowerment

ANNAH MACKENZIE MAR 1, 2016

PUBLIC MARKETS, HEALTH & WELLBEING, FOOD ACCESS

> Gardening has a power that is political and even democratic. And it is a political power that can be applied constantly, whereas one can only vote or demonstrate occasionally.

—Wendell Berry





Herbal workshop at Sustainable Flatbush in Brooklyn, NY | Image by Sustainable Flatbush

Because of disputes over land, access to green space, and equal rights to the city, urban gardens have become a symbol of community activism and empowerment, and they are part of a contemporary grassroots movement supporting environmental justice, collective action, and equitable access to nutrition and good health. Due in part to the current swell of interest in the local food movement, since the early 2000s there has been a remarkable surge in the prevalence of community garden initiatives.

But while they may be in the current media spotlight, the practice is certainly not new.

Community gardens have been part of American cities since the late-19th century. As a way to confront the congestion, economic instability, and environmental degradation that were part and parcel of turn-of-the-century urban life, residents began taking matters into their own hands—by planting school gardens, for example, or cultivating the vacant lots between buildings.

Since then, the popularity of these gardens has seen ebbs and flows in relation to the social and economic climates of particular eras. During the World Wars and the Great Depression, for example, the practice became much more widespread (as a result of the "Victory Gardens" encouraged by the federal government during WWII, Americans produced 40% of their own food!) only to diminish once again as the nation's devastated economy began to recover. The 1970s witnessed another economic crisis that made its mark on urban cores. As soaring food prices coincided with the birth of the modern environmental movement *and* the availability of open spaces as a result of failed urban renewal projects, community gardens began to reemerge as part of a movement to reclaim ownership of the "public commons." Most recently, after the 2009 recession, there was a 19% increase in the prevalence of community gardens as a strategy for supplementing food costs and cultivating local resilience.

While their ability to improve food access alone, especially among lower-income and under-served communities, is proof enough of their enduring

value, community gardens are—and have always been—about much more than food. Indeed, they embody powerful placemaking strategies that are showing to have multiple and measurable impacts.

Here are some of the many interrelated benefits that that these collectively held (and sometimes contested) spaces can bring to urban neighborhoods:

PHYSICAL AND MENTAL HEALTH



Prospect Farm | Photo by Elsa Capuntas

Across many fields and disciplines, researchers are finally beginning to see the powerful connections between social capital and healthy places. Given the physical exertion that gardening requires and the increased consumption of fresh fruits and vegetables, the connection between community gardens and physical health is clear. But recent research is has also underscored the links between community gardens and mental health. For city dwellers, connecting with nature—a proven remedy for stress and depression—can be quite difficult. A recent UK study shows that people who gardened for at least 30 minutes a week had lower body mass indexes (BMIs) *as well as* higher levels of self-esteem and lower levels of tension and stress. “With an increasing number of people residing in urban areas, a decline in the number of homes with gardens, and the increased risk for mental ill health associated with urban

living," researchers write, "allotment gardening might play an important role in promoting mental well-being in people residing in urban areas."

EDUCATIONAL OPPORTUNITIES AND COMMUNITY PARTNERSHIPS



Sheryll Durrant gives healing herb tour | Photo by Keko Marzagão

The educational programming that takes place at many community gardens can give neighbors the opportunity to learn about everything from nutrition and culinary skills to environmental sustainability, business principles, and job skills. The Sustainable Flatbush Healing Herb Garden, for example, holds hands-on demonstrations to highlight basic urban agricultural techniques, and it offers community workshops on using herbs in culinary practice and as medicine. As detailed on the garden's ioby funding page, the project sought to provide volunteer and internship opportunities, while also pursuing partnerships with community members, neighborhood schools, and social service organizations.

Land for community gardens can be publicly or privately held, and the programs often involve partnerships with outside entities such as nonprofits, youth or senior programs, prisons, housing developments, or schools. The national farm-to-school network is a large-scale model of how gardening can be an educational tool, an economic catalyst, and a vehicle for strong public-private partnerships. There are farm-to-school programs in every state, where

the fruits and vegetables grown on school grounds supplement meals served in the cafeteria.



As part of a farm-to-school program in Washington, D.C. in 2014, J.C. Nalle Elementary School students sampled three different kinds of spinach to determine which they liked best |USDA Photo courtesy of D.C. Central Kitchen

SAFETY AND CRIME REDUCTION

There is evidence linking community gardens to improved safety in neighborhoods – showing that crime decreases in neighborhoods as the amount of green space increases. Two reports in the *Journal of Environment and Behavior* studied (1) the impact nature has on mental fatigue (often a precursor of aggression and violence), and (2) the relationship between green space and inner city crime rates. The research determined that aggression and violence was "significantly lower among those people who lived near some green space than those who lived in more barren conditions."



Glenwood Green Acres in North Central Philadelphia | Photo by Tony Fischer via Flickr

Echoing Jane Jacob's now-famous idea of "eyes on the street," a 2012 study in Philadelphia comparing two clusters of vacant lots—one that was cultivated and one that wasn't—showed that greening the vacant lots made nearby residents feel significantly safer, and the newly cultivated lots could be linked to a decrease in gun crimes in the area.

> "Our theory is that transforming vacant lots from a space overgrown with vegetation and filled with trash to a clean and green space may make it difficult for people to hide illegal guns and conduct other illegal activities such as drug use in or near the space. Additionally, green space may encourage community cohesion." – Eugenia

C. Garvin, MD, lead author of Penn Study on greening vacant lots to reduce violent crime

CULTURAL HERITAGE AND EXCHANGE

Shared gardens have played a powerful role in helping communities who have experienced the traumas of displacement, such as new immigrants and refugees. For these populations, shared gardens can be a vehicle for re-establishing a sense of place, building new social ties, and celebrating and maintaining cultural traditions. Little Haiti Garden in Miami, for example, enables the area's Haitian community to use traditional farming techniques in producing often-unavailable crops such as *callaloo* and *calabaza*. Community gardens like Little Haiti Garden, which is located in one of the poorest districts in the country, also maintain a strong economic development component. By holding gardening and nutrition workshops, teaching retail skills, and selling produce to the neighborhood, local markets, and restaurants, the garden helps brings additional money and food into the households that need it.



Little Haiti Community Garden via Facebook

In Fresno, California, seven state-funded community gardens seek to boost mental health within the area's large refugee, immigrant, and low-income

populations. “The thinking of community leaders and health professionals,” writes Patricia Leigh Brown of the New York Times, “is that gardens can help foster resiliency and a sense of purpose for refugees, especially older ones, who are often isolated by language and poverty and experiencing depression and post-traumatic stress. Immigrant families often struggle to meet insurance co-payments, and culturally attuned therapists are in short supply.”

***

Wendell Berry once quipped that ***it may be too easy to underestimate the power of a garden***. "A garden," he continued, "is a solution that leads to other solutions. It is part of the limitless pattern of good health and good sense."

Since their origin in US cities at the end of the 19th century, the popularity of community gardens has tended to increase during periods of crisis. And as we face new challenges such as the rising rates of chronic health issues like obesity, heart disease, and depression, along with socioeconomic issues like high unemployment rates and increasing food insecurity, it makes sense that community garden initiatives are experiencing a nationwide resurgence.

Even beyond issues of food access, community gardens are about building social ties, sharing skills and experience, learning about nature and culture, and taking proactive measures to improve our physical and mental well-being. One thing is certain: As our urban environments become home to more and more people, community gardens will continue to be a powerful, place-based tool for creating local connections and enacting positive global change.

Comments

Rela



In 2014, volunteers of the "Roger That" Community Garden in Brooklyn's Crown Heights neighborhood (pictured above) fought tooth and nail to save it from being bulldozed by local developers | Image via brokelyn.com

Con

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BUSINESS

Why Do People Oppose Development?

Is it just noise, congestion, and traffic? Who your neighbors are affects taxes, available services, and community culture.

By Megan McArdle

FEBRUARY 15, 2012

Ryan Avent wants to know why it's so damn hard to let a developer put up a building where they want. Kevin Drum offers an answer:

> OK, let's stop right there, because I think this is the answer to the question. I don't care what you say your objection to a new building is, about 99% of the time the real objections are noise, congestion, and traffic. That's it. Everything else is just cover. It's not really about safety, or aesthetics, or neighborhood character, or the fact that George Washington once slept nearby. It's about noise, congestion, and traffic.

I certainly think that noise, traffic and congestion are factors. They're factors that ten

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who like living in cities. But along with the benefits of having more people around

you comes a lot of stress. People who have chosen to live in a quiet area are probably people who have lower tolerance for that stress. If you're a renter, no problem: just move. But if you own, and the changes make your property harder to sell at the same time as they impair your enjoyment . . . well, it's not shocking that people resist.

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RECOMMENDATIONS FOR CONSTRUCTING ROADSIDE VEGETATION BARRIERS TO IMPROVE NEAR-ROAD AIR QUALITY

The EPA report, *Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality*, summarizes the research findings on the best practices for building roadside vegetative barriers to improve air quality. The recommendations can be used by states, communities and individuals interested in reducing roadside pollution.



The report includes:

- Barrier design recommendations
- Characteristics for best vegetative barriers
- Benefits of combining vegetation with solid noise barriers
- Additional resources

Why study roadside barriers?

EPA is studying the role of roadside barriers in reducing air pollution near homes, schools and other buildings close to a major roadway. More than 45 million people in the U.S. are estimated to live, work or attend school within 300 feet of roadways where high concentrations of air pollution have been observed due to motor vehicle emissions. Emissions from brake and tire wear and suspended road dust can also affect roadways.

Studies show an increase in the incidence and severity of health problems related to exposures to air pollution near roadway traffic, including higher rates of asthma onset and aggravation; cardiovascular disease; impaired lung development in children and other health effects.

What research is EPA doing to examine the role of roadside barriers?

EPA has contributed extensively to research on near-road air pollution that has examined health effects, sources, concentration levels and mitigation strategies, including the use of roadside barriers to reduce air pollution near roads. These barriers include walls built along roads by transportation departments to reduce traffic noise and vegetation barriers of trees and bushes near roadways.

Studies have shown that noise and vegetative barriers can reduce downwind pollutant concentrations near roads. Reduction in pollution is greater when vegetation barriers are thick, with full coverage from the ground to the top of the canopy. Pollutants can escape through gaps in foliage or travel around edges. The combination of solid noise and vegetative barriers may

provide the greatest benefit.

Research has involved:

- Field studies to measure air pollution near existing barriers along busy roadways using stationary and mobile measurement technology.
- Wind tunnel assessments to investigate how trees and bushes can remove some pollutants such as airborne particles.
- Modeling to design and evaluate vegetation barriers and determine best practices for their design and use.

In 2016, two community studies, supported by EPA, will investigate vegetation barriers for air pollution control. Past studies have used existing vegetation to determine their ability to reduce near-road concentrations. The studies will be conducted at a park in Detroit, Mich., and at an elementary school in Oakland, Calif. They will involve communities in designing, planting the vegetative barriers and measuring air quality before and after the planting. EPA is providing scientific expertise to community members to implement the projects.

Key Links:

Recommendations for Constructing Roadside Vegetation Barriers to Improve Near-Road Air Quality

Near roadway, railyard, and port research: https://www.epa.gov/air-research/research-near-roadway-and-other-near-source-air-pollution

Near Roadway Air Pollution and Health: Frequently Asked Questions: https://www3.epa.gov/otaq/nearroadway.htm#content1

Contact:
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August 2016

The Washington Post
Democracy Dies in Darkness

HIDDEN PLANET

Why tires — not tailpipes — are spewing more pollution from your cars

Wear and tear on vehicles' tires and brakes emit fine particles into the air, linked to heart and lung disease



By Kasha Patel

Updated July 9, 2023 at 2:56 p.m. EDT | Published July 9, 2023 at 7:00 a.m. EDT

It's time for a summer road trip for you, your car — and your tires and brakes. Recently, scientists are finding wear and tear on your tires and brakes are causing a worrying amount of particulate pollution, which may be a problem for the environment and your health.

For decades, scientists and health officials have warned drivers of the harmful pollutants coming from tailpipes. But as car exhaust systems have become cleaner, pollution linked to heart and lung disease has increased from a different source: tires and brakes.

In fact, wear and tear on tires and brakes have been shown to produce increasingly more particle pollution, by mass, than car exhaust systems did in several real-world and test scenarios. Some of the particles are large enough to see with our eyes. Others are fine particles (known as PM 2.5, with diameters up to 2.5 microns) and ultrafine particles (known as PM 0.1, with diameters of 100 nanometers), which can enter through our bloodstream and harm our organs.

Scientists say the issue will only grow worse as more cars, including heavier electric cars that put more strain on tires, are put on the road. Unlike car tailpipe emissions, brake and tire emissions are not regulated, which suggests the pollution may continue unchecked for the foreseeable future.

"These non-tailpipe emissions are becoming an issue for two reasons," said Heejung Jung, a professor at the University of California, Riverside. "One, it hasn't been regulated. Second, its chemical composition can be potentially more toxic, especially for brakes' [particulate matter] … they're all metallic."

In California, sources other than tailpipes are the dominating source of traffic emissions. A lot of pollution comes from road dust, kicked up from cars driving along the road. In recent years, particulate emissions from brakes and tires are starting to grow as well, even outweighing those from tailpipes in some locations.

In one study, Jung and his colleagues looked at car emission sources along two highways in Long Beach and Anaheim in January and February 2020. In Anaheim, they found brake and tires constituted 30 percent of PM 2.5, whereas exhaust emissions linked to gasoline and diesel constituted 19 percent. In Long Beach, brake and tires constituted 15 percent of PM 2.5 pollution, which was the same as pollution from gas and diesel.

The team's findings match with emission predictions by the California Air Resources Board, a state government agency that aims to reduce air pollution and that funded the emissions research. The agency predicted PM 2.5 pollution from brakes would be greater than exhaust pollution around 2020, given additional cars and cleaner exhaust policies.

But these emission patterns aren't specific to California. Jung said tailpipe emissions have declined in all 50 states, a result of policies from the Environmental Protection Agency. But "in all 50 states, brake and tire emissions are not regulated, so we will see the same thing in other states."

The pollution from your brakes and tires isn't benign, either. Tests by Emissions Analytics, an engineering consulting company based in England, found tires produce about 2,000 times more particle pollution by mass than tailpipes. Although not regulated, those emissions exceed the legal particle limits for exhaust. The emissions also consisted of more than 400 compounds of different sizes and toxicity.

"Traditionally, it's been assumed that it's been big chunks of rubber breaking off tires and it's just captured in the drains and it's not a big problem," said Nick Molden, founder and CEO of Emissions Analytics. "What we've shown from our testing is that it's a mixture of bigger particles, but also ultrafine particles."

Molden says they found particles as small as six nanometers, which can be inhaled. The tires also emit carcinogens. Other studies found metals. He said "water is likely to be the single biggest destinations of these particles" as materials get washed into drains from the road or seep through soil.

While it's known that these chemicals and elements can have grave effects on humans, Molden said there's a gap in knowledge of how many and at what concentrations these compounds end up in humans and animals. Research shows a particular chemical found in tires has been linked to declines in salmon in California, but that could just be the start. "It actually could be more in humans and animals than we thought. We just we don't quite know yet," he said.

That's why it's important to have a good car air filter as well, Molden said.

The issue will only become more pressing as heavier electric vehicles are introduced. Jung said large electric vehicles, due to their large batteries, are at least 50 percent heavier than an internal combustion engine-powered vehicle and will put more wear on tires and cause more pollution.

The solution isn't to get rid of tires or electric cars, but perhaps shift the materials of the tires to natural or non-fossil fuel sources, the scientists said. For instance, many tires are made of synthetic rubber derived from crude oil, which includes carcinogens.

Some companies are experimenting with more sustainable tire sources, such as dandelions. The Goodyear Tire and Rubber Company last year announced a multimillion dollar project supported by the U.S. Department of Defense, Air Force Research Laboratory and a nonprofit, public-private partnership called BioMADE. The goal of the pilot project is to create tires for airplanes and other vehicles for use by the Air Force.

These dandelions aren't ones you would find in your yard. This species, known as *Taraxacum kok-saghyz*, appear more scrubby above ground and have long roots. They are harvested from farmland in Ohio in partnership with Farmed Materials and can be harvested every six months, whereas rubber trees usually take seven years to produce the latex needed for rubber production, according to Goodyear.

The impetus for the project was an effort to be less reliant on natural rubber from overseas, said Melanie Tomczak, the chief technology officer at BioMADE. That would help protect against recent supply chain issues, which would also reduce greenhouse gas emissions. Tomczak added that an offshoot is that you could have secondary health benefits.

Some products, including shoes, are already made using dandelion rubber. Other companies have also developed dandelion tires. But it remains to be seen if dandelion tires can be scaled widely and make fiscal sense.

"It still has to make economic sense in the end to use the natural rubber," Tomczak said. "This project will be a great feasibility study to show that whether that is possible."

General Plan

The City of Daly City General Plan is provided on this page in electronic format for your convenience. If you would like a physical copy of the General Plan, please contact the Planning Division at 650-991-8033 and the document will be printed for you, subject to a document preparation charge. The EIR adopted for the General Plan is available on the Planning Division Library page.

Entire Document & Land Use Map

- 2030 General Plan (amended with 2015 Housing Element) (PDF)
- Land Use Map (PDF)

Individual Sections

- Introduction (PDF)
- Land Use Element (PDF)
- Housing Element - RHNA5 (2014 to 2022 Planning Period) (PDF)
- Circulation Element (PDF)
- Resource Management Element (PDF)
- Safety Element (PDF)
- Noise Element (PDF)
- Coastal Element (PDF)

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SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

June 7th, 2021

Carmelisa Morales, Associate Planner,
City of Daly City, Planning Division,
333 90th Street,
Daly City, CA 94015
Via email to: cmorales@dalycity.org

Re: Serramonte Del Rey Campus Redevelopment, 699 Serramonte Boulevard APN 091-211-230

Dear Ms. Morales,

The Equity Committee of the Loma Prieta Chapter of the Sierra Club has reviewed the Serramonte Del Rey Campus Redevelopment and appreciates this opportunity to comment on the Notice of Preparation regarding this 22-acre site slated for redevelopment by the Jefferson Union High School District (JUHSD) by dividing it into six parcels to accommodate 1,235 housing units and 14,000 sq ft of residential retail commercial space including a 1400 sq ft Head Start childcare facility. The equity group looks for local development to be consistent with state priorities to promote equity, health, environmental protection, access to fresh food, and public safety. We are concerned with air and noise pollution, nature deficits disorder, disease, jobs, and urban disorders like congestion within Daly City as the city looks to address climate-related crises such as extreme heat, power shutdowns, and sea level rise.

Our comments are organized into five sections that look for remedies to
1 - Keep public uses public.
2 - Preserve public uses such as community gardens and parks.
3 - Fund public uses, like gardens and parks, fairly across the city.
4 - Prevent gentrification and displacement.
5 - Preserve access to Indigenous cultural resources.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated.

Keeping public uses public.

1. No project is the best alternative to preserve public uses and reduce harm since the city cannot meet its Vehicle Miles Travelled (VMT) goals under SB743 and ozone and PM targets under the Clean Air Act. The public uses of the site include the almost 2-acre community garden and the school. According to California air quality standards, the site slated for redevelopment is in an area that is failing to reduce pollutant levels for ozone, PM 10, and PM 2.5 to protect public health and the climate. Daly City and this project area suffer from elevated diesel particulate and other

traffic emissions relative to other census tracts in California according to CalEnviroScreen. People in impacted neighborhoods endure unhealthy community conditions and face barriers in access to health care that result in poor health outcomes and shorter life spans. Scarce transit service and route eliminations or reductions by SamTrans means low-income people have less access to goods and services, employment, and other opportunities. The lack of adequate public transit that this site will experience can often exacerbate those inequities. Families and individuals living in extended Daly City, especially low-income and environmental justice communities who face disproportionate amounts of pollution from industry and transportation also face the worst health outcomes when compared with the affluent sections of Daly City. This area is also difficult to traverse on foot or by bicycle. As the devastating and unjust health and social impacts of COVID-19 have demonstrated, maintaining the status quo is no longer an option. An outcome of the pandemic was the need for adequate outdoor access overwhelming parks, etc. Keeping public uses public is essential to public health by preventing harms like pollution.

1a. The city should have a Growth Management Policy that would prohibit new development to occur unless adequate public facilities like transit, and improvements to environmental quality of life standards are raised in the rest of the city. Projects like this tend to claim that the significant air quality impacts, VMT increases, and poor transit options cannot be mitigated. However, they could be mitigated if the project occurred in a transit-oriented development location such as Daly City's Planned Development Area.

1b. Use transfer of development rights to move the project to a transit-oriented development site. Transfer Of Development Rights are used to move development to less problematic locations where additional public goals can be realized. Belmont, Pacifica, San Francisco have used transfer of development rights in various contexts. Other jurisdictions have moved development through more conventional means such as the theater in Redwood City, and FEMA projects related to removing developments from harm's way such as flooding and wildfire.

1c. A no-project option would be better all-around given the problems with this location meeting public goals for displacing public uses, air quality, public health, safety, and displacement of lower income groups.

Preserving public uses such as community gardens and parks.

2. The school district currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants**,** provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park. For photos of the garden please see the garden's Instagram account @themysticalgarden and additional photos are published here: https://spaces.hightail.com/space/C09Szrz5BR

We support keeping public resource uses public because it more equitably addresses nature-deficit disorder which contributes to a diminished use of the senses, attention difficulties, conditions of obesity, and higher rates of emotional and physical illnesses. Research also suggests that the nature-deficit weakens ecological literacy and stewardship of the natural world, resulting in apathy in the face of climate change disasters such as wildfires, sea level rise, and extreme heat which Daly City needs to counter. Accordingly, we support increasing community gardening opportunities on public lands in Daly City. Preserving public uses such as community gardens and parks serves public needs, safety, and recreation.

2a. The city should provide the park-to-resident ratio for Daly City and how it compares to surrounding cities and the national averages of the typical park and recreation agency offering one park for every 2,277 residents served, with 9.9 acres of parkland per 1,000 residents. Proximity to existing parklands operated by the county or state, including San Bruno Mountain, should not be considered part of the city's own obligation to provide an adequate park-to-resident ratio, particularly since San Mateo County parks underperform with regard to minority access relative to the county's demographic makeup.

2b. Consider an option to restore the site to parkland under N-EO-82-20 to offset the negative effect on the aesthetic, natural, scenic, and historical environmental qualities to the proposed projects vicinity which would be a significant environmental impact under CEQA. There are many options here, for example the site could be a Planned Conservation Area under the One Bay Area Plan.

2c. Preserve the community garden or offer a larger garden to the community proportional to the addition of residents as part of the project. There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and or the homeless.

2d. Study in the EIR the bird habitats within the garden which community gardeners say include raptors and the role of water at the site during bird migration.

The garden was started decades ago as part of a therapeutic school garden project and it continues today as a source of great public benefit and community pride. The garden provides opportunities for active and passive recreation as well as healthy nutrition. This is critically important given concerns about malnutrition and obesity and a disproportionate lack of community gardens in Daly City. Further, given the low proportion of counselors to students in JUHSD, the garden's benefit to student mental health is significant. A shortage of community gardens in Daly City negatively impacts citizens; this hardship became particularly difficult during the COVID-19 pandemic when team sports, gyms and group exercise classes were prohibited by state and local health orders. The need for increased community garden access is particularly relevant in Daly City, given its high percentage of minority families with backgrounds in active tending of gardens, orchards and farms for reasons related to food security and cultural practice.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. Community gardens can reduce urban heat islands, provide various ecosystem services, and increase storm water retention. From a socioeconomic perspective, these gardens also build trust, facilitate participation, improve responses to natural disasters and food security – all vital components of effective adaptation and resilience to climate change. Unlike rain gardens, bioswales, and green roofs, community gardens respond to stressors like economic, social, and political instability. Therefore, the EIR should explain if policies that address climate change explicitly incorporate mitigation strategies like community gardens.

2e. Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events. The EIR should discuss Daly City expanding it's 2016 Project Green Space by taking a fee from projects like this which threaten public resources.

2f. Gardeners at the project site report foraging for plants of significance to the medicine and diet of the Ramaytush Ohlone. The biological section should include a complete list of all plants and trees and explain if these resources should be preserved.

2g. Gardeners also report a high-water table at the garden site and a seasonal wetland. The hydrologic section should explain the significance of any dewatering expected from the project.

Funding public uses like gardens and parks fairly across the city.

3. New developments require substantial public services such as sewer, water, security, and especially stormwater. The infrastructure is paid for by the development, but the upkeep is a public cost at a time when the cost of operations for existing service is rising across the city despite a decrease in use, due to drought, costs, maintenance, and other factors. Hardscape, increasing the cost of stormwater downstream, is a consequence of development. This affects the city's ability to deliver other public services like parks, recreation, safety, libraries, childcare, reliable public transit, etc especially in low-income areas – all of which affect the equity and quality of services that residents can access. These shortfalls occur at a time when increasing climate issues like extreme heat and Public Safety Power Shutdowns have resulted in blackouts creating safety concerns for medically and financially impacted residents. Funding public uses like gardens and parks fairly across the city requires not increasing the disparity with projects like currently proposed at this site.

3a. The EIR should enumerate the cost of providing services to the project and how the city will make operation and maintenance break even.

3b. Provide affordable housing developers the opportunity to develop on half the lots. Affordable housing would be a real community benefit given the median income of residents surrounding the project. Further, with consideration to the Daly City RHNA 5 (2014-2022) planning period, preference should be given to producing housing affordable to very low & low income Daly City residents. It would have been required for most other surplus properties but AB2135 doesn't cover school districts.

3c. Provide a copy of the decision required under Education Code section 17388 which states that the board needs to appoint a committee to advise on the disposal of surplus lands.

3d. The project should include community benefits such as battery powered ventilators and cooling rooms and shelters for community use during extreme events.

3e. The Jefferson Union High School Faculty and Staff Housing Project provided 122 parking spots, in the form of problem hardscape. The 58 surface level spots cost is $2.3M, based on the cost of paving land in Daly City which could have more beneficial uses as community gardens, housing, etc. The 64-unit car barn cost was just under $5M. $7M can build a lot of affordable housing if the project was located in a transit friendly location and not add to the disease burden in the area. At the rate of in-lieu fees in the area you could build 70 more units as a community benefit. The city should look at alternatives to driving to increase public benefits and reduce harms from the project. Housing people instead of cars is a public benefit realized through reduced VMT and air pollution.

3f. Require shuttles as part of the project design.

3g. Study the impacts of increased traffic from the proposed development on out of attainment air quality and road congestion level of service including an analysis of the bicycle pedestrian access to school, transit, and neighborhood services.

Preventing gentrification and displacement.

4. The project will increase gentrification and displacement. Poverty in the project area is the 52nd percentile of the CA census tracts. Adding high-end housing will not address the chronic need for affordable housing at all income levels while increasing harms such as bad air quality and VMT mentioned above. Further, according to CA HCD, housing is unaffordable when more than 30% of a household's income. Therefore, market rate development rental prices would be considered unaffordable to the majority of Daly City Residents, based on median income data. The addition of 1,235 housing units, the majority being market rate, would increase median rental prices in Daly City. Building housing that is unaffordable to the majority of Daly City will accelerate gentrification that is already a serious issue for Daly City households. Other problems that arise include income-based segregation as low-income projects are developed in standalone buildings. Preventing gentrification and displacement addresses public goals related to VMT, greenhouse gas emissions, affordable housing, and preventing homelessness.

4a. The project should consider anti gentrification measures such as an additional in-lieu fee for additional affordable and workforce housing. See point 3B above that suggests affordable housing developments.

Preserving access to Indigenous cultural resource

5. This project is on Ramaytush Ohlone and Muwekma lands. Assembly Bill 52 requires that a project that may cause a substantial adverse change in the significance of an Indigenous cultural resource is a project that may have a significant effect on the environment. The bill requires Daly City to begin consultation with the two Tribes that are traditionally and culturally affiliated with the

geographic area of the proposed project prior to determining whether an environmental impact report is required. We ask that the City of Daly City prepare a document outlining their compliance with California procedures for proper consultation with indigenous groups. Preserving access to Indigenous cultural resources prevents a historical genocidal indifference to native landscapes.

5a. Religious, cultural, and spiritual significance of the area to Tribes be ascertained prior to the EIR for the purpose of protecting, or mitigating impacts to, cultural places by contacting the relevant groups.

5b. As mentioned earlier Indigenous people within the garden community farm native plants for herbal and spiritual needs, a use that should be preserved.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated. The analysis should consider these five significant issues presented in this letter within the EIR to inform council how to mitigate impacts before granting entitlement. Thank you for the opportunity to review and comment.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

SIERRA CLUB
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SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

August 3, 2021

Michael Van Lonkhuysen
City of Daly City, Planning Division
333 90th Street,
Daly City, CA 94015

Via email to: mvanlonkhuysen@dalycity.org

Dear Mr. Van Lonkhuysen and the Planning Commission of Daly City,

Please oppose the preliminary plan and deny the subdivision map plan for Serramonte Del Rey.

1. It converts a public use into a polluting private use. The project should be designed with fewer but taller buildings to preserve Daly City's only community garden and orchard.
2. Preserve public uses, 50% of the site including the Community Garden should be preserved as open space.
3. The current subdivision plan adds to our dangerous polluting climate with an auto oriented development using public money instead of transit-oriented development.

In addition, we ask the project proponent to consider the following when they return with a redone subdivision map:

4. Require that 50% of the site be preserved as a public park with the project facing the park not the freeway. Require that the park include the existing 20-year-old community garden.
5. Require a higher percentage of affordable housing. BART builds 33-100% affordable housing. There is a demand for affordable housing across the state. At least 60% of the project should be affordable.
6. Require that the project be designed as a 5-minute neighborhood. This means all necessary services and public transit should be located within five minutes – schools, daycare, full grocery store, pharmacy, and BART station to ensure a low Vehicle Miles Travelled neighborhood. There should be a single u-shaped street through the project on which the bus that currently runs on Serramonte goes through the project to be transit oriented.
7. Require all electric passive buildings per the recently adopted reach code to reduce greenhouse gases over the lifetime of the units. The site should function as an island-able microgrid during grid instability such as Public Service Power Shutdowns.

8. Require that recycled waste and water be treated on site by designing a living building to reduce reliance on public funding of infrastructure.

    Example: Salesforce Tower in San Francisco uses a water recycling system to treat gray water and black water from the building, reducing the need for 30,000 gallons of freshwater a day.

9. Require carshare service to reduce parking at the rate of one per 20 as presently utilized in Austin, TX. All parking spots should provide electric charging stations. Require carshare and electric micro mobility hubs.
10. Require an electric shuttle through SamTrans to connect other destinations such as school and transit hubs.
11. Reduce the parking to 0.5 unbundled spaces per unit because of the shuttle and the 10-minute headway bus on Serramonte to achieve Transit Oriented Development status. The parking should be unbundled in a structure that is a park once and walk neighborhood. Unbundling reduces parking needs by about a 1/3 according to MTC and reduces cost by about 20% which would benefit the residents of this structure while not reducing revenue.

Explanation:

This project seeks to use public funds to reduce the public's access to greenspace and add pollution. It's impacts to public health come at a time of major fires and droughts when we must do more[1] to protect public health. Please advocate for strong environmental requirements to ensure public safety in new subdivisions in Daly City. Feasible solutions required by CEQA are included in each recommendation.

1. Fewer but taller buildings would ensure reduced grey infrastructure to reduce downstream runoff problems that both taxes public spending on stormwater and contaminates San Francisco Bay.
2. 50% site preservation retains green infrastructure to absorb runoff and retain carbon as a critical resource against rising greenhouse gases and ensure the health benefits of trees remain in Daly City.
3. The two major emitters in Daly City are internal combustion engine cars and natural gas. Both should be eliminated. The project asks for entitlements to add more than 1800 greenhouse gas emitting cars and 1235 units to the subdivision. At the same time, it claims to be transit oriented under MTC's guidelines. Designing the subdivision around a bus route would solve the problem and could reduce traditional driving by adding car share and other shared mobility services. Designing all electric as recommended by the recent reach code would eliminate greenhouse gas emissions from natural gas.
4. There is an extreme shortage of public greenspace in Daly City, much more so than in other Peninsula cities. There are no County parklands, County Park staff or County services. Facing the project towards retained green infrastructure provides

[1] https://www.nature.com/articles/s41586-019-1364-3

residents and the local community with passive and active recreation and gardening opportunities which have been in demand during Covid 19.

5. Affordable housing is in demand across the state. This project on public land with public funds should build more affordable housing. According to the Joint Center for Housing Studies at Harvard 60% of people who need housing can't afford to buy into the market in the Bay Area.
6. Cities are supposed to reduce Vehicle Miles Travelled to reduce greenhouse gases from transportation under AB32 and SB375. A Bus Oriented Development with an accompanying electric shuttle recommended in 9, and parking reducing in 11, guarantees Vehicle Miles Travelled reduction. The site is ideal for a bus-oriented development and reduced parking because surrounding streets do not have parking that would result in overflow problems from the project. The project is located in an Air Quality sewer surrounded by Highways 280, 35, and 1. Reduced driving would benefit Daly City with reduced air pollution[2] from the project as currently designed.
7. A microgrid is resilient in the face of grid instability during periods of extreme heat, emergencies, and Public Safety Power Shutdowns. A microgrid would provide power and ensure that heating and cooling is reduced by designing to passive standards. Passages in San Mateo is 950 units by the Hayward Park train that are being designed to passive standards. Passive is ideally prefabbed which also reduces cost like the recent affordable BART project across from the San Leandro BART station[3]. It would also ensure that the all-electric development had very low-cost power. The state is funding such projects under SGIP[4].
8. Traditional development as contained in the present subdivision map taxes public infrastructure and requires future public bond funding to replace sewer and water infrastructure. Treating waste on site provides recycled water for landscaping, gardening, and other functions such as flushing at a time when water usage is critically short in California.
9. The state intends to be fossil free in passenger vehicles by 2035. However, air and greenhouse gas pollution require cities to go electric faster. Starting with a walkable project in a five-minute neighborhood, with carshare, reduces the cost of electrifying parking considerably, by reducing the number of parking required. Increasing affordability will attract additional subsidies to achieve the goal.
10. An electric shuttle ensures connectivity beyond the reconfigured bus on Serramonte.
11. MTC says[5] that "Typical parking requirements subsidize driving, increasing drive-alone mode shares and act as a barrier to Smart Growth. In residential areas, the cost of building parking is passed on to the resident, increasing housing costs for all users, regardless of car ownership." Parking should be reduced and unbundled with carshare to meet AB32 and SB743. Designing for micro mobility reduces cost,

[2] https://www.who.int/health-topics/air-pollution#tab=tab_1

[3] https://www.bizjournals.com/sanfrancisco/print-edition/2015/10/30/san-leandro-bart-affordable-housing-modular-build.html

[4] https://www.stem.com/resources/incentives-programs/california-sgip/?gclid=CjwKCAjwr56IBhAvEiwA1fuqGutdSrL4yj_luY83D9UzhJ8xjESKIHHiJKNeA5sGukKa8XTHBCcPJhoC088QAvD_BwE

[5] https://parkingpolicy.com/reduced-requirements/

pollution, and greenhouse gases from the subdivision design. For examples see San Francisco and Oakland.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

SIERRA CLUB
LOMA PRIETA CHAPTER

SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

June 7th, 2021

Carmelisa Morales, Associate Planner,
City of Daly City, Planning Division,
333 90th Street,
Daly City, CA 94015
Via email to: cmorales@dalycity.org

Re: Serramonte Del Rey Campus Redevelopment, 699 Serramonte Boulevard APN 091-211-230

Dear Ms. Morales,

The Equity Committee of the Loma Prieta Chapter of the Sierra Club has reviewed the Serramonte Del Rey Campus Redevelopment and appreciates this opportunity to comment on the Notice of Preparation regarding this 22-acre site slated for redevelopment by the Jefferson Union High School District (JUHSD) by dividing it into six parcels to accommodate 1,235 housing units and 14,000 sq ft of residential retail commercial space including a 1400 sq ft Head Start childcare facility. The equity group looks for local development to be consistent with state priorities to promote equity, health, environmental protection, access to fresh food, and public safety. We are concerned with air and noise pollution, nature deficits disorder, disease, jobs, and urban disorders like congestion within Daly City as the city looks to address climate-related crises such as extreme heat, power shutdowns, and sea level rise.

Our comments are organized into five sections that look for remedies to
1 - Keep public uses public.
2 - Preserve public uses such as community gardens and parks.
3 - Fund public uses, like gardens and parks, fairly across the city.
4 - Prevent gentrification and displacement.
5 - Preserve access to Indigenous cultural resources.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated.

Keeping public uses public.

1. No project is the best alternative to preserve public uses and reduce harm since the city cannot meet its Vehicle Miles Travelled (VMT) goals under SB743 and ozone and PM targets under the Clean Air Act. The public uses of the site include the almost 2-acre community garden and the school. According to California air quality standards, the site slated for redevelopment is in an area that is failing to reduce pollutant levels for ozone, PM 10, and PM 2.5 to protect public health and the climate. Daly City and this project area suffer from elevated diesel particulate and other

traffic emissions relative to other census tracts in California according to CalEnviroScreen. People in impacted neighborhoods endure unhealthy community conditions and face barriers in access to health care that result in poor health outcomes and shorter life spans. Scarce transit service and route eliminations or reductions by SamTrans means low-income people have less access to goods and services, employment, and other opportunities. The lack of adequate public transit that this site will experience can often exacerbate those inequities. Families and individuals living in extended Daly City, especially low-income and environmental justice communities who face disproportionate amounts of pollution from industry and transportation also face the worst health outcomes when compared with the affluent sections of Daly City. This area is also difficult to traverse on foot or by bicycle. As the devastating and unjust health and social impacts of COVID-19 have demonstrated, maintaining the status quo is no longer an option. An outcome of the pandemic was the need for adequate outdoor access overwhelming parks, etc. Keeping public uses public is essential to public health by preventing harms like pollution.

1a. The city should have a Growth Management Policy that would prohibit new development to occur unless adequate public facilities like transit, and improvements to environmental quality of life standards are raised in the rest of the city. Projects like this tend to claim that the significant air quality impacts, VMT increases, and poor transit options cannot be mitigated. However, they could be mitigated if the project occurred in a transit-oriented development location such as Daly City's Planned Development Area.

1b. Use transfer of development rights to move the project to a transit-oriented development site. Transfer Of Development Rights are used to move development to less problematic locations where additional public goals can be realized. Belmont, Pacifica, San Francisco have used transfer of development rights in various contexts. Other jurisdictions have moved development through more conventional means such as the theater in Redwood City, and FEMA projects related to removing developments from harm's way such as flooding and wildfire.

1c. A no-project option would be better all-around given the problems with this location meeting public goals for displacing public uses, air quality, public health, safety, and displacement of lower income groups.

Preserving public uses such as community gardens and parks.

2. The school district currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants**,** provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park. For photos of the garden please see the garden's Instagram account @themysticalgarden and additional photos are published here: https://spaces.hightail.com/space/C09Szrz5BR

We support keeping public resource uses public because it more equitably addresses nature-deficit disorder which contributes to a diminished use of the senses, attention difficulties, conditions of obesity, and higher rates of emotional and physical illnesses. Research also suggests that the nature-deficit weakens ecological literacy and stewardship of the natural world, resulting in apathy in the face of climate change disasters such as wildfires, sea level rise, and extreme heat which Daly City needs to counter. Accordingly, we support increasing community gardening opportunities on public lands in Daly City. Preserving public uses such as community gardens and parks serves public needs, safety, and recreation.

2a. The city should provide the park-to-resident ratio for Daly City and how it compares to surrounding cities and the national averages of the typical park and recreation agency offering one park for every 2,277 residents served, with 9.9 acres of parkland per 1,000 residents. Proximity to existing parklands operated by the county or state, including San Bruno Mountain, should not be considered part of the city's own obligation to provide an adequate park-to-resident ratio, particularly since San Mateo County parks underperform with regard to minority access relative to the county's demographic makeup.

2b. Consider an option to restore the site to parkland under N-EO-82-20 to offset the negative effect on the aesthetic, natural, scenic, and historical environmental qualities to the proposed projects vicinity which would be a significant environmental impact under CEQA. There are many options here, for example the site could be a Planned Conservation Area under the One Bay Area Plan.

2c. Preserve the community garden or offer a larger garden to the community proportional to the addition of residents as part of the project. There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and or the homeless.

2d. Study in the EIR the bird habitats within the garden which community gardeners say include raptors and the role of water at the site during bird migration.

The garden was started decades ago as part of a therapeutic school garden project and it continues today as a source of great public benefit and community pride. The garden provides opportunities for active and passive recreation as well as healthy nutrition. This is critically important given concerns about malnutrition and obesity and a disproportionate lack of community gardens in Daly City. Further, given the low proportion of counselors to students in JUHSD, the garden's benefit to student mental health is significant. A shortage of community gardens in Daly City negatively impacts citizens; this hardship became particularly difficult during the COVID-19 pandemic when team sports, gyms and group exercise classes were prohibited by state and local health orders. The need for increased community garden access is particularly relevant in Daly City, given its high percentage of minority families with backgrounds in active tending of gardens, orchards and farms for reasons related to food security and cultural practice.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. Community gardens can reduce urban heat islands, provide various ecosystem services, and increase storm water retention. From a socioeconomic perspective, these gardens also build trust, facilitate participation, improve responses to natural disasters and food security – all vital components of effective adaptation and resilience to climate change. Unlike rain gardens, bioswales, and green roofs, community gardens respond to stressors like economic, social, and political instability. Therefore, the EIR should explain if policies that address climate change explicitly incorporate mitigation strategies like community gardens.

2e. Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events. The EIR should discuss Daly City expanding it's 2016 Project Green Space by taking a fee from projects like this which threaten public resources.

2f. Gardeners at the project site report foraging for plants of significance to the medicine and diet of the Ramaytush Ohlone. The biological section should include a complete list of all plants and trees and explain if these resources should be preserved.

2g. Gardeners also report a high-water table at the garden site and a seasonal wetland. The hydrologic section should explain the significance of any dewatering expected from the project.

Funding public uses like gardens and parks fairly across the city.

3. New developments require substantial public services such as sewer, water, security, and especially stormwater. The infrastructure is paid for by the development, but the upkeep is a public cost at a time when the cost of operations for existing service is rising across the city despite a decrease in use, due to drought, costs, maintenance, and other factors. Hardscape, increasing the cost of stormwater downstream, is a consequence of development. This affects the city's ability to deliver other public services like parks, recreation, safety, libraries, childcare, reliable public transit, etc especially in low-income areas – all of which affect the equity and quality of services that residents can access. These shortfalls occur at a time when increasing climate issues like extreme heat and Public Safety Power Shutdowns have resulted in blackouts creating safety concerns for medically and financially impacted residents. Funding public uses like gardens and parks fairly across the city requires not increasing the disparity with projects like currently proposed at this site.

3a. The EIR should enumerate the cost of providing services to the project and how the city will make operation and maintenance break even.

3b. Provide affordable housing developers the opportunity to develop on half the lots. Affordable housing would be a real community benefit given the median income of residents surrounding the project. Further, with consideration to the Daly City RHNA 5 (2014-2022) planning period, preference should be given to producing housing affordable to very low & low income Daly City residents. It would have been required for most other surplus properties but AB2135 doesn't cover school districts.

3c. Provide a copy of the decision required under Education Code section 17388 which states that the board needs to appoint a committee to advise on the disposal of surplus lands.

3d. The project should include community benefits such as battery powered ventilators and cooling rooms and shelters for community use during extreme events.

3e. The Jefferson Union High School Faculty and Staff Housing Project provided 122 parking spots, in the form of problem hardscape. The 58 surface level spots cost is $2.3M, based on the cost of paving land in Daly City which could have more beneficial uses as community gardens, housing, etc. The 64-unit car barn cost was just under $5M. $7M can build a lot of affordable housing if the project was located in a transit friendly location and not add to the disease burden in the area. At the rate of in-lieu fees in the area you could build 70 more units as a community benefit. The city should look at alternatives to driving to increase public benefits and reduce harms from the project. Housing people instead of cars is a public benefit realized through reduced VMT and air pollution.

3f. Require shuttles as part of the project design.

3g. Study the impacts of increased traffic from the proposed development on out of attainment air quality and road congestion level of service including an analysis of the bicycle pedestrian access to school, transit, and neighborhood services.

Preventing gentrification and displacement.

4. The project will increase gentrification and displacement. Poverty in the project area is the 52nd percentile of the CA census tracts. Adding high-end housing will not address the chronic need for affordable housing at all income levels while increasing harms such as bad air quality and VMT mentioned above. Further, according to CA HCD, housing is unaffordable when more than 30% of a household's income. Therefore, market rate development rental prices would be considered unaffordable to the majority of Daly City Residents, based on median income data. The addition of 1,235 housing units, the majority being market rate, would increase median rental prices in Daly City. Building housing that is unaffordable to the majority of Daly City will accelerate gentrification that is already a serious issue for Daly City households. Other problems that arise include income-based segregation as low-income projects are developed in standalone buildings. Preventing gentrification and displacement addresses public goals related to VMT, greenhouse gas emissions, affordable housing, and preventing homelessness.

4a. The project should consider anti gentrification measures such as an additional in-lieu fee for additional affordable and workforce housing. See point 3B above that suggests affordable housing developments.

Preserving access to Indigenous cultural resource

5. This project is on Ramaytush Ohlone and Muwekma lands. Assembly Bill 52 requires that a project that may cause a substantial adverse change in the significance of an Indigenous cultural resource is a project that may have a significant effect on the environment. The bill requires Daly City to begin consultation with the two Tribes that are traditionally and culturally affiliated with the

geographic area of the proposed project prior to determining whether an environmental impact report is required. We ask that the City of Daly City prepare a document outlining their compliance with California procedures for proper consultation with indigenous groups. Preserving access to Indigenous cultural resources prevents a historical genocidal indifference to native landscapes.

5a. Religious, cultural, and spiritual significance of the area to Tribes be ascertained prior to the EIR for the purpose of protecting, or mitigating impacts to, cultural places by contacting the relevant groups.

5b. As mentioned earlier Indigenous people within the garden community farm native plants for herbal and spiritual needs, a use that should be preserved.

Public uses including access to public land are better served at the current site and the proposed development should occur within a Planned Development Area to prevent harms that Environmental Impact Statements typically say cannot be mitigated. The analysis should consider these five significant issues presented in this letter within the EIR to inform council how to mitigate impacts before granting entitlement. Thank you for the opportunity to review and comment.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

Household Income and Vehicle Fuel Economy in California







MTI Report WP 12-06





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MTI

MINETA TRANSPORTATION INSTITUTE

The Mineta Transportation Institute (MTI) was established by Congress in 1991 as part of the Intermodal Surface Transportation Equity Act (ISTEA) and was reauthorized under the Transportation Equity Act for the 21st century (TEA-21). MTI then successfully competed to be named a Tier 1 Center in 2002 and 2006 in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Most recently, MTI successfully competed in the Surface Transportation Extension Act of 2011 to be named a Tier 1 Transit-Focused University Transportation Center. The Institute is funded by Congress through the United States Department of Transportation's Office of the Assistant Secretary for Research and Technology (OST-R), University Transportation Centers Program, the California Department of Transportation (Caltrans), and by private grants and donations.

The Institute receives oversight from an internationally respected Board of Trustees whose members represent all major surface transportation modes. MTI's focus on policy and management resulted from a Board assessment of the industry's unmet needs and led directly to the choice of the San José State University College of Business as the Institute's home. The Board provides policy direction, assists with needs assessment, and connects the Institute and its programs with the international transportation community.

MTI's transportation policy work is centered on three primary responsibilities:

Research

MTI works to provide policy-oriented research for all levels of government and the private sector to foster the development of optimum surface transportation systems. Research areas include: transportation security; planning and policy development; interrelationships among transportation, land use, and the environment; transportation finance; and collaborative labor-management relations. Certified Research Associates conduct the research. Certification requires an advanced degree, gener-ally a PhD, a record of academic publications, and profession-al references. Research projects culminate in a peer-reviewed publication, available both in hardcopy and on TransWeb, the MTI website (http://transweb.sjsu.edu).

Education

The educational goal of the Institute is to provide graduate-level education to students seeking a career in the development and operation of surface transportation programs. MTI, through San José State University, offers an AACSB-accredited Master of Science in Transportation Management and a graduate Certificate in Transportation Management that serve to prepare the nation's transportation managers for the 21st century. The master's degree is the highest conferred by the California State University system. With the active assistance of the California Department of Transportation, MTI delivers its classes over a state-of-the-art videoconference network throughout the state of California and via webcasting beyond, allowing working transportation professionals to pursue an advanced degree regardless of their location. To meet the needs of employers seeking a diverse workforce, MTI's education program promotes enrollment to under-represented groups.

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MTI promotes the availability of completed research to professional organizations and journals and works to integrate the research findings into the graduate education program. In addition to publishing the studies, the Institute also sponsors symposia to disseminate research results to transportation professionals and encourages Research Associates to present their findings at conferences. The World in Motion, MTI's quarterly newsletter, covers innovation in the Institute's research and education programs. MTI's extensive collection of transportation-related publications is integrated into San José State University's world-class Martin Luther King, Jr. Library.

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REPORT WP 12-06

HOUSEHOLD INCOME AND VEHICLE FUEL ECONOMY IN CALIFORNIA

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November 2015

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16. Abstract

This white paper presents the findings from an analysis of the fiscal implications for vehicle owners of changing from the current statewide fuel tax to a "road user charge" (RUC) based on vehicle-miles traveled (VMT). Since 1923, California's motor vehicle fuel tax has provided revenue used to plan, construct, and maintain the state's publicly funded transportation systems. Over time, improvements in vehicle fuel efficiency and the effects of inflation have reduced both the revenue from the fuel tax and its purchasing power. Thus, there is growing interest among policy makers for replacing the state's per-gallon fuel tax with an RUC based on VMT.

This study analyzes the 2010-2011California Household Travel Survey (CHTS) to identify the potential effects this policy change would be likely to have on households across the state. The analysis found that while daily household fuel consumption and VMT both appear to increase with household income, urban and rural households show roughly the same amount of fuel consumption and VMT. No statistically significant difference in cost was found between the two programs in any income group. This suggests that an RUC designed to collect the same amount of revenues statewide as the current fuel tax would not place a significant financial burden on California households.

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EXECUTIVE SUMMARY

This paper presents the results of an analysis of the estimated relative cost of a motor vehicle fuel tax versus a road user charge (RUC) for California households based on current driving habits. The analysis looks at the effects on households by income group and area type (urban versus rural).

The analysis used two data sources:

- California Household Travel Survey (CHTS) – Conducted from 2010 to 2011, this survey collected data on household vehicles (year, make, model) and trip making on a sample travel day for a statewide sample of households.

- Environmental Protection Agency database on vehicle fuel efficiency – This database includes estimated vehicle fuel efficiency by year, make, model, and engine type. Fuel efficiency estimates are provided for city driving and highway driving. An additional composite measure reflects the overall expected fuel efficiency for typical driving cycles.

The following are the main results of this study:

- Daily household fuel consumption and vehicle-miles traveled (VMT) both appear to increase with household income.

- Urban and rural households show roughly the same amount of fuel consumption and VMT.

- Although the analysis found the estimated costs of either program would be slightly different for different income groups and for rural versus urban households, it found no statistically significant difference in cost *between* the two programs in any income group.

- These results are based on sample data and are therefore subject to sampling errors in the data. Fuel efficiency for vehicles of the same make, model, model year, and engine type will differ due of a number of variables, including maintenance, driving cycles, vehicle loads, and fuel type (e.g., regular versus premium).

I. INTRODUCTION

This white paper presents the findings from an analysis of the fiscal implications for vehicle owners of changing from the current statewide fuel tax to a road usage charge (RUC) based on vehicle-miles traveled (VMT). California's motor vehicle fuel tax revenues are used to plan, construct, and maintain the state's publicly funded roads and mass transit systems. The fuel tax is subject to two trends that lead to declining revenues for the state over time: inflation and vehicle fuel efficiency improvements.

Fuel is taxed at a flat per-gallon rate collected when purchased. Like any fixed dollar amount, its buying power erodes over time due to inflation. To offset the reduction, the legislature must periodically pass bills to increase the fuel tax, a task that has proven difficult in the post-Proposition 13 political environment.

Vehicle fuel efficiency has increased over the years due to technological improvements and the Federal government's Corporate Average Fuel Efficiency (CAFE) standards. Thus, even when Californians drive more and produce more wear-and-tear on the transportation system, they use less fuel per mile driven than in the past, resulting in lower revenues for the state. Replacing the fuel tax with an RUC would prevent further erosion of the tax base due to vehicle efficiency improvements because it would tie revenues to roadway use rather than fuel use.

The fuel tax has been in place since 1923.[1] Since it is a regressive tax, (everyone pays the same cost per gallon), low-income drivers spend a proportionately larger share of their income on fuel taxes than do drivers in higher income groups. Low-income households may have adjusted their driving patterns and selected vehicles with a higher fuel efficiency to offset this impact, but that is not yet known. Rural households tend to drive longer distances on less-congested roads than their urban counterparts, which increases fuel efficiency, thus they could end up paying more in taxes under an RUC cost-per-mile program. It is not clear *a priori* whether an RUC would result in higher costs for low-income and rural households. Shedding light on these questions is the primary purpose of this study.

This study seeks to identify the potential effects this change in tax policy is likely to have on households and regions across the state. Primary goals were to 1) calculate average daily VMT and fuel consumption for California households by income group and area type (urban versus rural), and 2) identify any correlations between income and area types, VMT, and fuel consumption. The data and analysis will help California policymakers by identifying the potential effects on California households of transitioning from a fuel tax to an RUC.

The first section briefly describes the methods used to collect and analyze data on travel, vehicle ownership, and fuel consumption in California households. The second section presents the results of the analysis. The paper concludes with a summary of key findings and suggested avenues for future work.

II. DATA AND METHODS

The findings presented in this paper were developed primarily from an analysis of data from the 2010-2011 California Household Travel Survey (CHTS), which is curated by the National Renewable Energy Laboratory (NREL). The CHTS collected multimodal travel behavior characteristics and demographic information from 42,431 households in all of California's 58 counties. The survey was designed to ensure the state's entire population was accurately represented.[2]

The initial analysis was performed on the public-access version of the CHTS dataset (the so-called "cleansed" version, with trip-end locations, household addresses, and vehicle model-types removed to protect respondents' privacy). While the public-access version provides the VMT for each vehicle by household and was sufficient for estimating costs under an RUC, it does not identify vehicle model-types – information that is needed to calculate the fuel consumption, and thus fuel taxes, currently paid by those households. Thus, the authors applied for and received permission to access the full, so-called "Spatial" dataset through the secure portal of NREL's Transportation Secure Data Center.

The fuel efficiency of each vehicle was estimated as follows:

- Determine the year, make, model, and number of cylinders for each vehicle.
- Match these vehicle characteristics to those in the Environmental Protection Agency's (EPA) National Vehicle and Fuel Emissions (NVFE) dataset,[3] specifically, the estimates of combined city/highway fuel efficiency.

Several levels of matching were performed using the following combinations of vehicle characteristics, in descending order of precision:

1. Year, make, model, and number of cylinders
2. Year, make, and model
3. Year, make, and body type
4. Year and make

Several factors limited the percentage of households for which vehicle matches could be completed:

- Some vehicles in the CHTS could not be matched to the NVFE database due to differences in model definitions or body type definitions.
- For a household to be included in the analysis, all vehicles used by a household on the survey travel day had to be matched to those in the NVFE database. Thus, if the data for a household contained any trip by a vehicle that was not identified, the entire household was excluded from the analysis. Similarly, households that

reported any trip with a vehicle that could not be matched to the vehicles in the NVFE database had to be excluded.

Upon analysis, the data for vehicles that were matched using steps 3 and 4 produced spurious results. Thus, the analysis included only vehicles that could be matched in steps 1 and 2. Vehicles were matched for 25% of the eligible households in the CHTS. Our analysis found no systematic bias in the vehicles matched. This suggests that the necessary exclusion of 75% of the vehicles in the CHTS from the final dataset does not meaningfully change the final analysis results.

Once matching was complete, the daily VMT and fuel consumption for all vehicles in each surveyed household were totaled to create the dataset for the final analysis. Analysis was performed as follows:

- **Descriptive statistical analysis:** Average values of total daily household VMT and fuel consumption for household income quintile groups and urban versus rural counties were calculated.

- **Analysis of statistical correlations:** Kendall rank correlation coefficients were generated to discover any statistically significant correlations between the income quintile ranking and daily VMT and fuel consumption estimates for each household.

Findings from this analysis follow.

III. RESULTS

Fuel use and VMT estimates were computed using weighted averages from individual household VMT and fuel use estimates.[4] Because the data were weighted, a method called *bootstrapping*[5] was used to compute the standard errors of the estimates.

Fuel consumption estimates from statistical analysis of the combined CHTS and NVFE datasets are shown in Table 1.

Table 1. Estimated Average Motor Vehicle Fuel Consumption per Day per Household

	Estimated Average Daily Fuel Use (gal)					
	Rural		Urban		Statewide	
Income	Mean	Std Err	Mean	Std Err	Mean	Std Err
$0 - $24,999	0.8	0.06	1.0	0.03	0.9	0.03
$25,000 - $34,999	1.7	0.19	0.9	0.05	1.0	0.05
$35,000 - $49,999	1.2	0.09	1.2	0.05	1.2	0.04
$50,000 - $99,999	1.5	0.08	1.5	0.03	1.5	0.03
$100,000 and over	2.2	0.14	1.9	0.04	1.9	0.04
All income groups	1.3	0.04	1.3	0.02	1.3	0.02

VMT estimate results from statistical analysis of the CHTS data set are shown in Table 2.

Table 2. Average Household Vehicle-Miles Traveled per Day

	Estimated Average Daily VMT					
	Rural		Urban		Statewide	
Income	Mean	Std Err	Mean	Std Err	Mean	Std Err
$0 - $24,999	17.2	1.5	21.0	1.4	20.7	1.2
$25,000 - $34,999	32.8	2.9	23.6	1.1	24.1	1.0
$35,000 - $49,999	32.6	1.9	28.7	1.0	29.0	0.9
$50,000 - $99,999	40.2	1.7	36.6	0.7	36.7	0.7
$100,000 and over	57.4	2.2	46.9	0.8	47.2	0.7
All income groups	31.7	0.9	31.7	0.4	31.7	0.4

The results show that, generally, estimated daily household fuel consumption and VMT increase along with household income. The lowest income quintile group burns approximately 1 gallon of fuel and drives approximately 21 miles per day, while the highest income group burns almost twice as much fuel (1.9 gallons) and travels more than twice as far (47.2 miles) in a typical day.

Comparisons for rural versus urban households show that both consume roughly the same amount of fuel per day (1.3 gallons) and travel roughly the same number of miles (31.7 miles).

We used a nonparametric correlation measure – Kendall tau[6] – to estimate the degree of relation between income groups and fuel consumption (Table 3) and VMT (Table 4). These results confirm that there are statistically significant (all findings shown are significant at the P>0.01 level) and positive relationships between income and these two key travel variables.

Table 3. Correlations Between Estimated Daily Fuel Consumption and Household Income Groups (Quintiles)

Area Type	Kendall τ
Rural	0.159
Urban	0.172
All	0.174

Table 4. Correlations between Daily VMT and Household Income Groups (Quintiles)

Area Type	Kendall τ
Rural	0.238
Urban	0.198
All	0.202

Therefore, for the state as a whole, in both urban and rural areas, higher income households tend to use more fuel and drive further, on average, than lower income households.

To estimate the financial impact of an RUC on California households, the state's current fuel tax (42.4 cents per gallon) was multiplied by the estimated number of gallons consumed per household per day for each household group. An estimated RUC tax of 1.78 cents per mile was used to estimate the daily cost per household under an RUC. This rate would generate revenues roughly equivalent to those of the fuel tax, which currently costs California households an average of 56 cents per day statewide. The estimated daily fuel tax costs for California households are shown in Table 5.

Table 5. Estimated Average Household Daily Fuel Tax Cost

	Estimated Average Fuel Tax Cost (Cents/Day)					
	Rural		Urban		Statewide	
Income	Mean	Std Err	Mean	Std Err	Mean	Std Err
$0 - $24,999	33	3	41	1	40	1
$25,000 - $34,999	72	8	40	2	42	2
$35,000 - $49,999	51	4	51	2	51	2
$50,000 - $99,999	64	3	64	1	64	1
$100,000 and over	95	6	81	2	82	2
All income groups	55	2	56	1	56	1

Note: Based on an assumed fuel tax of 42.4 cents per gallon.

The estimated daily road user charge costs for California households are shown in Table 6.

Table 6. Average Household Daily Road User Charge Cost

	Estimated Road User Charge Payment (Cents/Day)					
	Rural		Urban		Statewide	
Income	Mean	Std Err	Mean	Std Err	Mean	Std Err
$0 - $24,999	31	3	37	3	37	2
$25,000 - $34,999	58	5	42	2	43	2
$35,000 - $49,999	58	3	51	2	52	2
$50,000 - $99,999	72	3	65	1	65	1
$100,000 and over	102	4	84	1	84	1
All income groups	56	2	57	1	56	1

Note: Based on an assumed road user charge of 1.78 cents per mile.

The estimated difference in average cost per household between the current fuel tax and an equivalent road user charge is within one or two standard errors of the estimated mean values across all income groups. Hence, the costs of a road user charge were found to be indistinguishable from the costs of a fuel tax.

Table 7 presents the average vehicle fuel efficiencies per household for each income and area group.

Table 7. Average Household Vehicle Fuel Efficiency

	Average Household MPG					
	Rural		Urban		Statewide	
Income	Mean	Std Err	Mean	Std Err	Mean	Std Err
$0 - $24,999	23.6	0.1	23.9	—	23.9	—
$25,000 - $34,999	24.1	0.2	24.6	—	24.6	—
$35,000 - $49,999	25.1	0.1	24.8	—	24.8	—
$50,000 - $99,999	25.7	0.1	25.6	—	25.6	—
$100,000 and over	26.8	0.1	27.0	—	27.0	—
All income groups	24.8	—	25.2	—	25.2	—

Note: Blank entries denote standard errors less than 0.05.

Table 8 shows correlation results that confirm a statistically significant, although very weak, positive relationship between household income and average household vehicle fuel efficiency.

Table 8. Correlations between Average Household Vehicle MPG and Household Income Groups (Quintiles)

Area Type	Kendall τ
Rural	0.040
Urban	0.079
All	0.079

Since average vehicle fuel efficiencies increase with household income (ranging from a low of 23.9 mpg for the lowest income group to a high of 27.0 mpg for the highest income group), the lower estimated road user charges for the lowest income group are due entirely to the group's shorter driving distances.

IV. ASSESSING THE RESULTS

The results should be interpreted with several cautions:

- Fuel use estimates are based on sample data in the CHTS and are therefore subject to sampling errors in the data.

- Vehicle fuel use estimates are based on the EPA (NVFE) database, which represents the results of tests on a sample of vehicles. As automobile ads warn, “your own mileage may vary.” Fuel efficiency for vehicles of the same model year, make, model, and engine type will differ due to a number of variables, including maintenance, driving cycles, vehicle loads, and fuel type (e.g., regular versus premium).

- VMT estimates are based on sample data, and may have additional errors based on how the original trip distances were calculated in the survey results.

V. SUMMARY AND CONCLUSIONS

This study identifies the financial effects of a proposed change from a fuel tax to an RUC on households in urban and rural areas as well as different income groups across the state. The findings presented were developed primarily from an analysis of the 2010–2011 California Household Travel Survey (CHTS).

The following are the main findings from this study:

- Daily household fuel consumption and vehicle miles traveled (VMT) both appear to increase with increased household income.

- Urban and rural households show roughly the same amount of fuel consumption and VMT.

- Although slight differences in estimated costs were found over different income groups and rural versus urban households, no statistically significant difference was found between a vehicle fuel tax and a road user charge for any income group.

- These results are based on sample data and are therefore subject to sampling errors in the data. Fuel efficiency for vehicles of the same model year, make, model, and engine type will differ due to a number of variables, including maintenance, driving cycles, vehicle loads, and fuel type (e.g., regular versus premium).

Consideration was given as to whether further research efforts would be likely to produce significantly different results from those presented here. Given sufficient resources, several things might be done to refine the results including:

- More detailed weighting of the survey data.

- Additional efforts to more thoroughly clean the data and match vehicles in the survey sample to vehicles in the EPA fuel efficiency database.

Although these efforts could conceivably yield some refinements of the results, they would still not account for the potentially significant differences between fuel efficiency estimates from the EPA database and actual fuel efficiency experienced by drivers due to the variables identified above. Hence, we do not believe that additional efforts to refine the data would significantly change the findings presented in this paper.

This study is limited strictly to estimating the relative cost of a fuel tax versus a road user charge on households by income and area of residence (urban/rural). However, it is important to note that there are other aspects to these two alternatives that should be examined in order to provide complete information to decision makers. For example, it is readily apparent that a fuel tax is an across-the-board tax that applies equally to all vehicles, regardless of size or weight; however, a road user charge could be tiered based on vehicle class, which would more fairly assess vehicles for the actual wear and tear they impose on the road system.

ENDNOTES

1. California Department of Transportation, Fact Sheet. http://www.dot.ca.gov/hq/paffairs/about/cthist.htm

2. Kunzmann, Martin, NUSTATS Research Solutions. 2010–2012 California Household Travel Survey Final Report Appendix. California Department of Transportation, June 2013.

3. U.S. Environmental Protection Agency & U.S. Department of Energy, National Vehicle and Fuel Emissions Dataset. Updated July 16, 2015, downloaded August 21, 2015, http://fueleconomy.gov/feg/download.shtml

4. Household weights from the survey data were used. Estimated weights for individual trips were not used, as these were found to produce pathological results in some cases.

5. Bootstrapping is a resampling method that has found increasing use in statistics over the past 30 years. See Efron, Bradley, and Robert J. Tibshirani, An Introduction to the Bootstrap (Boca Raton, FL: Chapman & Hall, 1998).

6. Kendall tau is a “nonparametric” correlation measure, in that the measure does not assume any particular underlying distribution for the variables. Because they do not rely on any assumptions about the distributions of the variables, nonparametric measures are inherently more robust than parametric correlation measures, such as Pearson correlation, which assumes that the underlying distribution of the variables is Gaussian (normal).

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2020 Mobile Source Strategy

CALIFORNIA
AIR RESOURCES BOARD

October 28, 2021

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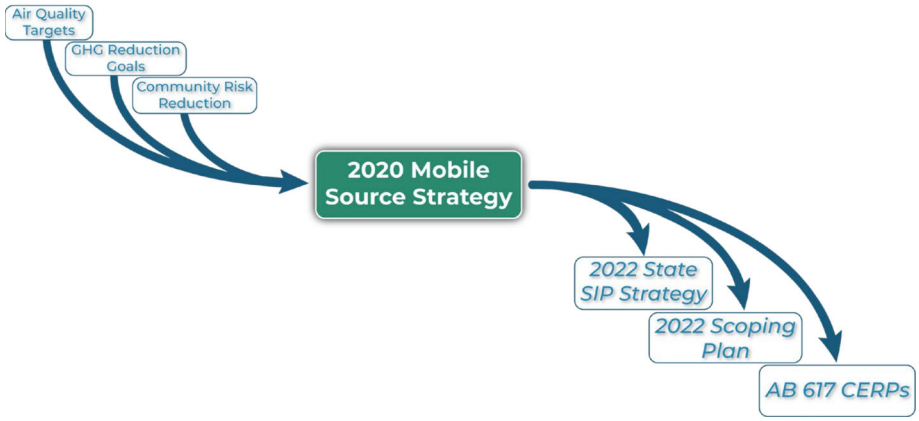
October 28, 2021

Executive Summary

The *California Air Resources Board* (CARB or Board) *2020 Mobile Source Strategy* (2020 Strategy) uses scenario planning to take an integrated approach to identifying the technology trajectories and programmatic concepts to meet our criteria pollutant, greenhouse gas, and toxic air contaminant reduction goals from mobile sources. It's imperative that we optimize our mobile source control programs to maximize emissions reductions from all types of air pollutants in order to meet our many goals and provide immediate benefits in the communities that continue to bear the brunt of poor air quality. Similar to the *2016 Mobile Source Strategy* (2016 Strategy), the 2020 Strategy is a framework that identifies the levels of cleaner technologies necessary to meet our many goals and high-level regulatory concepts that would allow the State to achieve the levels of cleaner technology.

The 2020 Strategy will inform the development of other planning efforts including the State Implementation Plan (SIP) which will translate the concepts included here into concrete measures and commitments for specific levels of emissions reductions, the 2022 Climate Change Scoping Plan (2022 Scoping Plan Update), and Community Emissions Reduction Plans (CERPs) required for communities selected as a part of CARB's Community Air Protection Program. Central to all of these planning efforts, and CARB actions on mobile sources going forward, will be environmental justice as CARB strives to address longstanding environmental and health inequities from elevated levels of toxics, criteria pollutants, and secondary impacts of climate change.



CARB has over 50 years of experience reducing mobile source emissions that have improved air quality and reduced climate pollutants. Through these efforts, the State and our most polluted regions have seen dramatic improvements in ambient air quality and, as a byproduct, CARB has helped California become a world leader in environmental policies and clean technologies. Even with our progress, many areas of the State exceed current health-based ambient air quality standards that the State must legally meet; in addition, many near-source, low-income and disadvantaged communities continue to experience disproportionately high levels of air pollution and the resulting detrimental impacts to their health. Further, climate change is causing extreme heat, devastating wildfires, historic

droughts, torrential storms, causing billions of dollars in property damage and threatening human health and the economy of the residents of California – the unprecedented number of acres burned by wildfires in 2020 reemphasizes that climate change is here now. These immediate threats of climate change demand action and have resulted in a number of State of California and CARB policies to date.

Mobile sources including cars, trucks, tractors, and a myriad of other on-road vehicles and off-road equipment, contribute a majority of smog-forming oxides of nitrogen (NOx), the largest portion of greenhouse gas (GHG) emissions, and are a significant source of toxic air contaminants that directly impact community health. The 2016 Strategy was CARB's first integrated planning effort looking specifically at mobile sources to identify complementary policies to reduce emissions of criteria pollutants, greenhouse gases, and toxics.

In recognition of the value of the 2016 Strategy in relation to the State's ongoing air quality, climate, and community risk reduction challenges, and the ever-evolving vehicle market, the California Legislature passed *Senate Bill (SB) 44*,[1] signed by Governor Newsom into law on September 20, 2019. SB 44 acknowledges the ongoing need to evaluate opportunities for mobile source emissions reductions and requires CARB to update the 2016 Strategy by 2021 and every five years thereafter. Specifically, SB 44 requires CARB to update the 2016 Strategy to include a comprehensive strategy for the deployment of medium- and heavy-duty vehicles for the purpose of meeting air quality standards and reducing GHG emissions. It also directs CARB to set reasonable and achievable goals for reducing emissions by 2030 and 2050 from medium- and heavy-duty vehicles that are consistent with the State's overall goals and maximizes the reduction of criteria air pollutants.

This document, the 2020 Strategy continues the multi-pollutant planning approach to illustrate the pathways forward for the various mobile sectors that are necessary in order to achieve California's numerous goals and targets over the next 30 years. As specified in SB 44, the 2020 Strategy includes scenarios and programmatic concepts that comprehensively address the mechanisms needed to provide for the deployment of clean medium- and heavy-duty on-road vehicles. Because achieving all of the State's near- and longer-term goals requires action across the full spectrum of mobile sources, this document also discusses light-duty on-road vehicles, as well as a wide range of off-road equipment sectors. By including light-duty vehicles and off-road equipment, the 2020 Strategy is more comprehensive than what was required under SB 44 and allows for consideration of fuel and energy use by the light-duty and off-road sectors in addition to the on-road medium- and heavy-duty sectors. The scenarios and concepts included in the 2020 Strategy provide emissions reductions for the purpose of meeting federal ambient air quality standards and substantially reducing greenhouse gas emissions from motor vehicles.

[1] Skinner, Chapter 297, Statutes of 2019

Last year, Governor Newsom signed *Executive Order N-79-20*[2] which established a goal that 100 percent of California sales of new passenger cars and trucks be zero-emission by 2035. In addition, the Governor's order set a goal to transition all drayage trucks to zero-emission by 2035, all off-road equipment to zero-emission where feasible by 2035, and the remainder of medium- and heavy-duty vehicles to zero-emission where feasible by 2045. With this order and many other recent actions, Governor Newsom has recognized that air pollution remains a challenge for California that requires bold action, and that climate change is happening now, affecting the health and safety all Californians. Under the order, CARB is tasked to work with our State agency partners to develop regulations to achieve these goals taking into account technological feasibility and cost effectiveness.

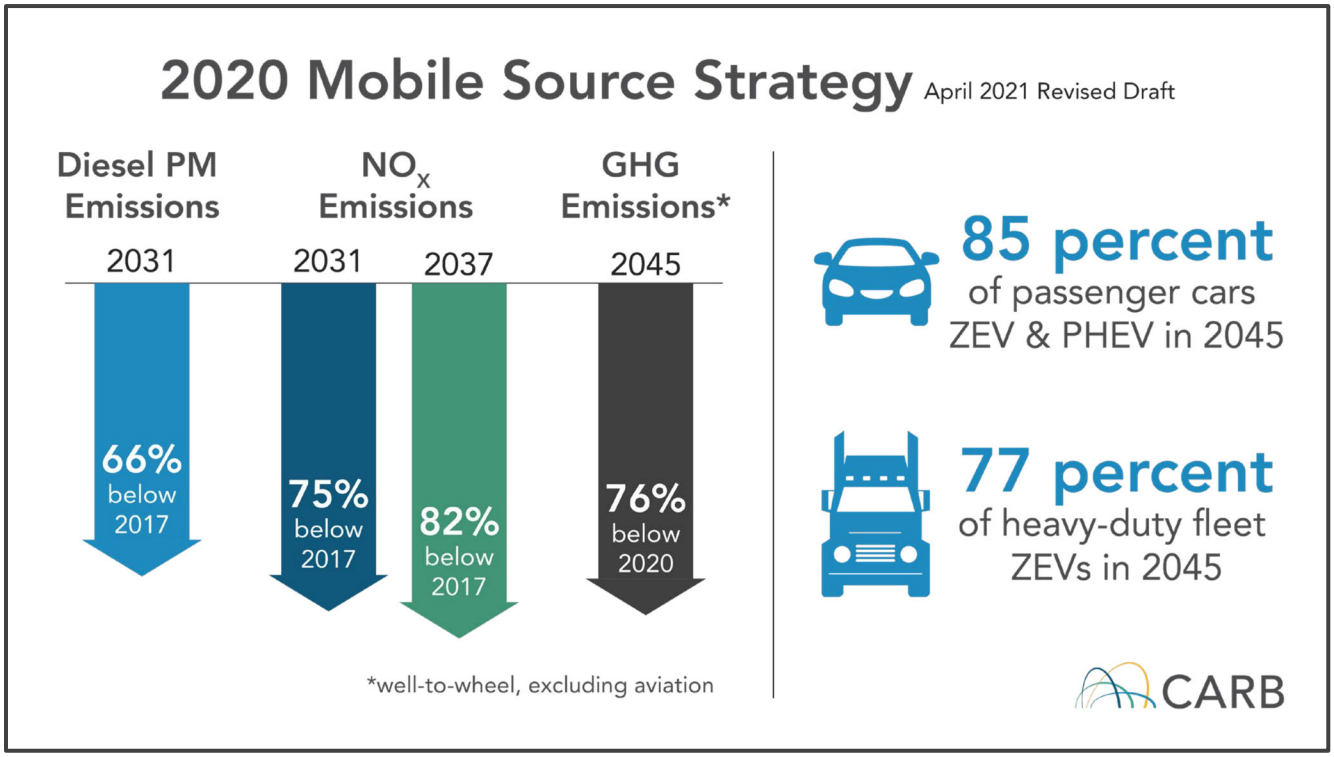
On April 21, 2021, Governor Newsom joined a bipartisan group of twelve governors from across the country calling for the Biden Administration to build on its early action to tackle climate change by creating a path to ensure that all new vehicles sold in the U.S. will be zero-emission in the near future, and by amplifying states' investments in ZEV charging and fueling infrastructure. The *letter* from the coalition of states calls on the Administration to bolster the clean vehicle transition's growing momentum nationwide by setting standards to require all new passenger cars and light-duty trucks sold to be zero-emission by 2035 and all new medium-duty and heavy-duty vehicles sold to be zero-emission by 2045, consistent with the pathways that are identified in the 2020 Strategy for California.

Further, on July 16, 2021, the Governor signed the *2021-22 State Budget* which included unprecedented levels of investment in zero-emission vehicles and the infrastructure needed to support them. The ZEV budget package includes $2.7 billion in 2021-22 and $3.9 billion collectively over three years for CARB, the California Energy Commission, the California State Transportation Agency, and GO-Biz. For CARB, the ZEV incentive provides over $1.5 billion for clean trucks, buses, and off-road equipment, including an initiative to deploy more than 1,000 zero-emission drayage trucks, 1,000 zero-emission school buses, and 1,000 transit buses, and the necessary infrastructure, to clean up the air in disadvantaged communities. There is also over $900 million in CARB funding to invest in consumer adoption of ZEVs and in clean mobility for low-income and disadvantaged communities. With the 2021-22 State Budget, Governor Newsom is taking a strong stance and proposing the types of investment necessary to move the State forward towards attainment of ambient air quality standards, the State's zero-emission future, and to meeting the goals of Executive Order N-79-20.

[2] Executive Order N-79-20 https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf

2020 Mobile Source Strategy Concepts

Consistent with Executive Order N-79-20 and SB 44, in the 2020 Strategy, staff have identified a suite of strategy concepts, many of which CARB is actively pursuing through individual public processes, that will enable the State to achieve the technology trajectories identified through scenario planning and, consequently, meet California's many goals.



Further, these concepts maximize the criteria pollutant reductions by going to zero-emission where feasible. Specifically, for medium- and heavy-duty vehicles, the scenarios call for the deployment of approximately 1.4 million medium- and heavy-duty zero-emission vehicles (ZEVs) in California by 2045. Statewide, the concepts in the 2020 Strategy could achieve criteria pollutant NOx reductions of over 590 tons per day in 2037, and reduce mobile source fuel consumption by 9.5 billion gallons of gasoline and 3.0 billion gallons of diesel equivalent in 2045. This equates to a well-to-wheel GHG emissions reduction of approximately 94 million metric tons of carbon dioxide equivalent in 2045.

For on-road light-duty vehicles, the 2020 Strategy includes the concepts within the following scope to move the State towards the goal that 100 percent of sales will be ZEVs by 2035:

- Manufacturer requirements to foster clean technology production and sales;
- In-use requirements to accelerate penetration of newer technology;
- Incentive programs to promote and accelerate the use of advanced clean technologies;

- Outreach and education to increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- Infrastructure planning and development to support the transition to cleaner technologies.

For on-road medium- and heavy-duty vehicles, the 2020 Strategy includes the concepts within the following scope to move the State towards the goal that 100 percent of California-registered trucks will be ZEVs by 2045 where feasible:

- Manufacturer requirements to foster clean technology production and sales;
- In-use requirements to accelerate penetration of newer technology;
- Incentive programs to promote and accelerate the use of advanced clean technologies;
- Enhanced enforcement strategies to ensure programs are achieving their anticipated benefits;
- Outreach and education to increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- Infrastructure planning and development to support the transition to cleaner technologies.

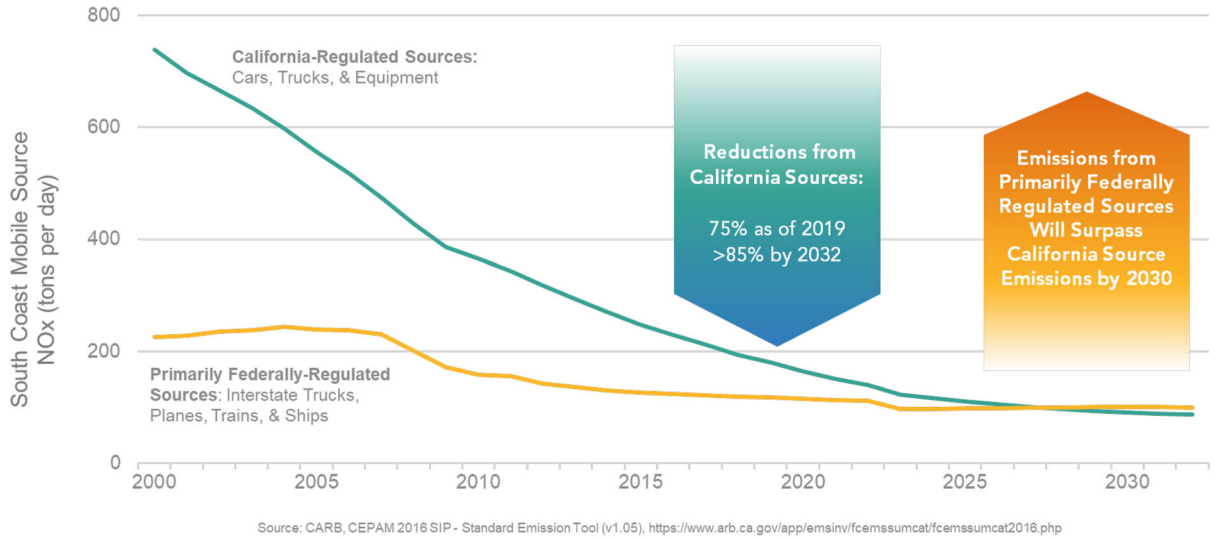
For off-road vehicles and equipment, the 2020 Strategy includes the concepts within the following scope to move the State towards the goal that 100 percent of equipment will be zero-emission by 2035 where technologically feasible:

- Manufacturer requirements to foster clean technology production and sales;
- In-use requirements to accelerate penetration of newer technology;
- Incentive programs to promote and accelerate the use of advanced clean technologies;
- Outreach and education to increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- Infrastructure planning and development to support the transition to cleaner technologies.

Tenets of the 2020 Mobile Source Strategy

As outlined above, a key focus of the 2020 Strategy is advancing the use of zero-emission technologies wherever feasible. Regulatory mechanisms will continue to be the core of CARB's programs and provide the vast majority of emissions reductions identified in the 2020 Strategy. That said, in the near-term, incentive programs to promote and accelerate the use of these and other clean technologies will be essential to meeting our pre-2030 air quality goals and setting us on the trajectory for the future goals. In addition to funding, it is critical that we structure programs so that clean transportation is accessible to all Californians, particularly those in low-income and disadvantaged communities who experience a disproportionate share of pollution impacts.

Further, for California to meet air quality standards, it is imperative that the federal government act decisively to reduce emissions from federally-regulated sources of air pollution, including interstate trucks, ships, locomotives, aircraft, and certain categories of off-road equipment. Absent federal action, by 2030, NOx emissions from federally-regulated sources will exceed emissions from California-regulated mobile sources in the South Coast, California's most challenging ozone nonattainment area.



Since the release of the 2016 Strategy, CARB and our local partners in California have taken concrete actions to not only petition federal agencies for action, but also to directly reduce emissions using programmatic mechanisms within our respective authorities. Unfortunately, action by the U.S. Environmental Protection Agency (U.S. EPA) to limit emissions from these sources have not yet materialized, making it more challenging to meet federal air quality standards and reduce air pollution that harms public health in California and across the U.S. The 2020 Strategy is a call to action, not only for California, but for the federal government as well.

Public Process for the 2020 Mobile Source Strategy

Staff has engaged in a robust public process throughout development of the 2020 Strategy, including release of the *Workshop Discussion Draft 2020 Mobile Source Strategy* on September 30, 2020, and the *Draft 2020 Mobile Source Strategy* on November 24, 2020. As part of the public comment processes on these earlier drafts, staff received numerous comments that emphasized the importance of near-term mobile source emissions reductions, and further requested that CARB expand upon the discussions of programmatic concepts that could reduce emissions in the next five years. Staff understands the critical importance of reducing emissions in the near-term for attainment of federal standards and to improve air

quality in the most impacted communities and, as such, has identified in subsequent drafts the programs and new concepts that can achieve emissions reductions in the near-term.

In addition, an informational update on the Draft 2020 Strategy was presented to the Board in December 2020. At that time, the Board directed staff to continue to develop the 2020 Strategy for the primary purpose of building on efforts to reduce emissions to meet near-term SIP targets and provide benefits in disadvantaged communities. In addition, the Board directed staff to accelerate the adoption and implementation of the Heavy-Duty Inspection and Maintenance Program, targeting benefits in low-income and disadvantaged communities where possible; and to add to the discussion on efforts to reduce vehicle miles travelled (VMT), while considering how we can better partner with locals and other agencies to tackle housing and land use, and to support transit and biking options.

Staff released the *Revised Draft 2020 Mobile Source Strategy* on April 23, 2021, which incorporated public feedback provided on earlier drafts and also addressed Board direction given at the December hearing. In addition to informational updates to the Board, three public webinars were also held on the 2020 Strategy on March 25, 2020, October 7, 2020, and May 6, 2021, each of which saw high levels of public engagement with more than 200 participants attending each, and staff answering questions through the end of the scheduled time.

Updates Since the Draft Release

In response to public feedback and Board direction received at the December hearing, a number of updates were included in the Revised Draft and this Proposed 2020 Strategy. Chapter 4 of this document discusses in detail the newly-identified and ongoing efforts to achieve reductions in the next five to ten years. This includes measures from the 2016 Strategy and associated *2016 State Strategy for the State Implementation Plan*, for which implementation is ongoing – many of the measures committed to in those plans will achieve substantial near-term reductions. CARB staff have continued to work to identify and develop additional near-term actions to reduce emissions, and find ways to accelerate emissions and target benefits of regulatory programs already in development in priority communities.

In Chapter 2, we further explore the actions that CARB has taken and current efforts to ensure a focus on environmental justice and equity in CARB's programs into the future. CARB has long worked to reduce negative effects from air pollution in the State's most highly-impacted populations, through programs to control emissions from freight transport and other significant sources affecting low-income and disadvantaged communities. In recent years, CARB and the State have been further enabled through *Assembly Bill (AB) 617*[3] programs, *Senate Bill 350*[4] (SB 350) equity efforts, and Low Carbon Transportation to renew

[3] C. Garcia, Chapter 136, Statutes of 2017
[4] De León, Chapter 547, Statutes of 2015

our focus on and engagement with these communities, but disadvantaged communities continue to experience the highest levels of air pollution impacts in California. CARB and the State of California are committed to prioritizing the needs of historically under-served communities in our work – as such, environmental justice will be a core consideration within all CARB actions and programs moving forward.

Concepts included in the 2020 Strategy that will reduce emissions in low-income and disadvantaged communities are shown below and described in further detail in Chapter 2 and Chapter 6.

- Cars and Trucks
    - Cars: Cleaner combustion and zero-emission requirements
    - Trucks and Buses: Zero-emission requirements and regulations to ensure in-use combustion equipment remains clean
    - Vehicle Miles Travelled: Increased access to alternative mobility options such as walking, bicycling, transit, and equitably address land use issues through accelerated infill housing development and other means
- Near-Port Emissions Sources
    - Drayage Trucks: Full transition to zero-emission by 2035
    - Ocean-going Vessels: Cleaner marine engine standards and cleanest vessel visits requirements
    - Commercial Harbor Craft: Clean combustion, renewable fuel and zero-emission requirements
    - Cargo Handling Equipment: Full transition to zero-emission equipment starting in 2026 at ports and railyards
- Commercial/Industrial and Warehouse Emissions Sources
    - Small Off-Road Engines, Forklifts, and Transport Refrigeration Units: Full transition to zero-emission equipment starting in 2024
    - Locomotives: Accelerated turnover to cleanest combustion
    - Construction, Industrial and Mining: Replace dirtiest vehicles with cleanest available technology
- Other Emissions Sources
    - Recreational Boats: Cleanest combustion and zero-emission requirement
    - Aircraft: Cleaner engines, efficiency improvements and zero-emission operation

CARB and the State of California are committed to dismantling embedded systems of disenfranchisement and discrimination, and to prioritizing the needs of historically under-served communities in our work. In order to comprehensively address equity in California's transportation system, we must do more than reduce emissions by transforming the fleet to cleaner and zero-emission vehicles – we must also find ways to provide increased mobility options to the communities who need them and state and local governments must address the land use issues that stand in the way of progress. Historic decision-making favoring single-occupancy vehicle travel shaped many communities. Where and how communities plan and build housing imposes and often reinforces long-standing racial and

economic injustices that leave residents with little choice but to spend significant time and money commuting long distances in search of an affordable place to live. This places a disproportionate burden on low-income Californians, who end up paying the highest proportion of their wages for housing and transportation. In the *Beyond ZEVs* section of Chapter 6, we identify strategies CARB can undertake to help address these issues, which would simultaneously reduce VMT, achieve additional emissions reductions and support implementation of regional planning efforts.

Moving forward, the concepts contained in the 2020 Strategy will be translated into federally-enforceable measures and commitments that will be included in the next *State Implementation Plan* strategy being developed for the 70 parts per billion (ppb) 8-hour ozone standard. Further, the 2020 Strategy will inform mobile source elements of the 2022 Scoping Plan Update, and be incorporated into community emission reduction plans and other CARB planning documents to be released in the coming years. As such, in addition to a final Board hearing on the 2020 Strategy this fall, the concepts included here will see many opportunities for public input as they are incorporated into additional planning documents, and further developed into regulations and other programs through formal rulemaking processes.

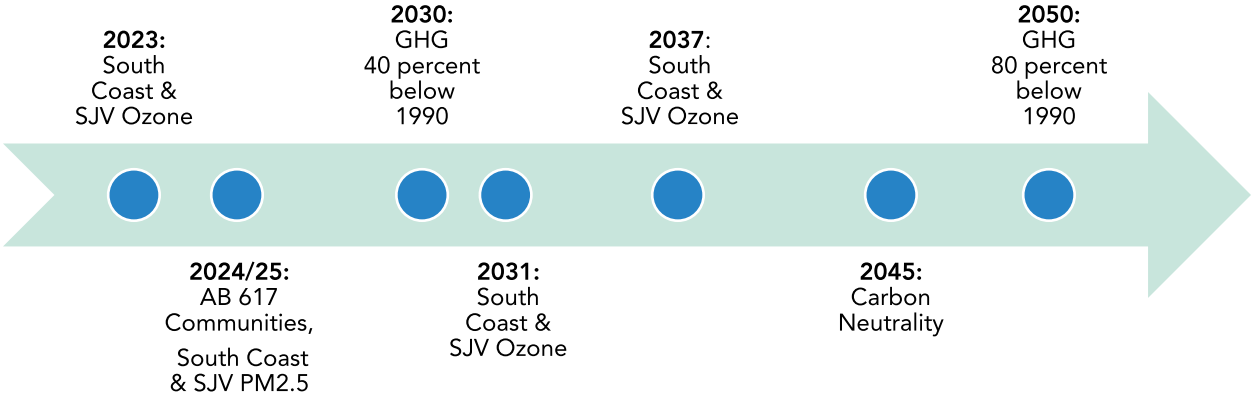
Chapter 1 - Introduction

Over the last 50 years, California air pollution control efforts have resulted in dramatic improvements in smog levels, as well as reductions in a variety of harmful pollutants in urban and rural areas. Despite this progress, the State still has more work to meet many federal and State ambient air quality standards and other health and climate stabilization targets over the next 30 years. Emissions must be reduced from all sources of air pollution in California to not only meet the federal standards, but to minimize negative health effects in the State's most impacted and disadvantaged communities, and to lessen climate impacts.



To that end, much needs to be accomplished. The State of California and CARB have many air quality standards, targets and goals to meet over the next 30 years (Figure 1).

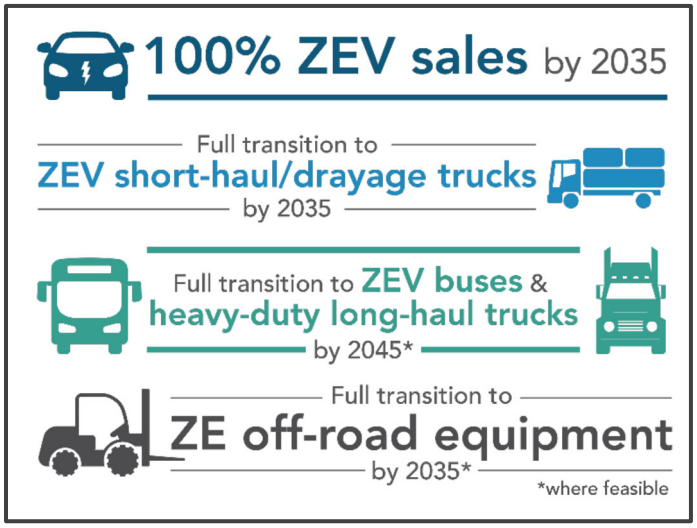
Figure 1 – California's Air Quality Targets and Greenhouse Gas Reduction Goals



The State's climate goals include the mid-term target in 2030 for 40 percent GHG emissions reduction below 1990 levels, codified under *Senate Bill 32*,[5] and longer-term targets for economy-wide carbon neutrality in 2045 as set in *Executive Order B-55-18*, and 80 percent GHG emissions reduction below 1990 levels by 2050 as directed by *Executive Order S-3-05*,

[5] Pavley, Chapter 249, Statutes of 2016

a target that was reinforced by Governor Brown's *Executive Order B-16-2012* that added a 80 percent reduction goal specific to the transportation sector. While our future climate goals are 10, 25, and 30 years into the future, the existential threat of climate change is a crisis of the present and is already causing extreme heat, torrential storms, historic droughts, and the devastating wildfires that California is currently experiencing. In order to forestall the most extreme of impacts of climate change, it's pivotal that we act this decade to curb greenhouse gas emissions.



In recognition of the severity of the climate crisis and the need for immediate action, Governor Newsom signed Executive Order N-79-20 on September 23, 2020. This order established a first-in-the-nation goal for 100 percent of in-state sales of new passenger cars and trucks to be zero-emission by 2035. In addition, the Governor's order set a goal to transition 100 percent of the drayage truck fleet to zero-emission by 2035, all off-road equipment where feasible to zero-emission by 2035, and the remainder of medium- and heavy-duty vehicles to zero-emission where feasible by 2045. Under the order, CARB will work with our State agency partners to develop regulations and strategies to achieve these goals taking into account technological feasibility and cost-effectiveness.

For the national ambient air quality standards (standards), there are legally-obligated deadlines by which areas must attain; these are established by the federal Clean Air Act (Act) and implemented by the U.S. EPA each time a new standard is promulgated based on updated information showing health impacts at increasingly lower levels. California has the two areas with the most critical air quality challenges in the nation, the South Coast Air Basin and the San Joaquin Valley. The near-term targets for these areas are our outlined in Table 1, alongside the mid-term attainment years of 2031 and 2037 for the more recent 8-hour ozone standards.

Table 1 – Attainment Deadlines for National Ambient Air Quality Standards

Attainment Year	Standard
2023	80 ppb 8-hour ozone
2024	35 $\mu g/m^3$ 24-hour PM2.5
2025	12 $\mu g/m^3$ annual PM2.5
2031	75 ppb 8-hour ozone
2037	70 ppb 8-hour ozone

In addition to regional air pollutant levels, many communities in the State experience measurable harm in the form of negative health impacts from high levels of localized pollution. There is an immediate need to reduce emissions and exposure in these highly-impacted, low-income and disadvantaged communities throughout the State, and specifically, communities with Community Emissions Reduction Plans (CERPs) under *AB 617*.[6] Communities selected for CERPs set five and ten-year targets to reduce community exposure; the targets for the first CERPs adopted by the Board begin in 2024, and included in many of these plans is a focus on mobile source measures and reductions.

As research continues to show harmful effects from air pollution at increasingly lower levels, achieving the State's complementary goals, targets and standards will provide much-needed public health protection for the millions of Californians that still breathe unhealthy air and will reduce exposure in the State's most highly-impacted and disadvantaged communities. Meeting California's GHG emissions reduction targets is an essential part of the worldwide action needed to slow global warming and achieve climate stabilization, as California continues to serve as an example on climate action to many across the world. Finally, actions to meet California's public health and climate goals will also provide economic benefits including increasing the demand for skilled labor in green jobs, and will reduce our dependence on petroleum and establish a more secure energy future.

Further, national parks and wilderness areas in California are known for their dramatic landscapes and striking vistas. Views of these natural landscapes are diminished when pollutants from anthropogenic and natural sources scatter and absorb light, reducing clarity, color, and overall visibility. The presence of pollutants that diminish visibility is known as haze. The Act requires states to reduce haze and protect visibility at Class 1 areas known for their vistas. California has 29 Class 1 areas located throughout the State and is required to develop state implementation plans every 10 years to remedy visibility impairment and prevent future visibility degradation at our Class I areas. Mobile source emissions are the dominant source of visibility reducing particulate matter at California's Class I areas. Continued efforts to control emissions from



[6] C. Garcia, Chapter 136, Statutes of 2017

mobile sources is necessary to meet the State's obligation to improve visibility required by the Act.

Mobile sources and the fossil fuels that power them continue to contribute a majority of NOx emissions, a significant precursor to smog and particulate matter, and are the largest portion of GHG emissions in California. The 2016 Strategy demonstrated how the State could target strategies that simultaneously meet air quality standards, achieve greenhouse gas emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption through 2031 through a combination of efforts including widespread actions to deploy both zero-emission and cleaner combustion technologies. The 2016 Strategy included scenarios and measures to deploy zero-emission technologies across a broad spectrum of mobile sources including passenger vehicles, targeted truck and bus applications, forklifts, and other off-road equipment and transport refrigeration units. Actions were also discussed to require cleaner combustion technologies for sectors such as heavy-duty trucks, locomotives, and ocean-going vessels; these measures would provide the bulk of the NOx reductions needed to meet federal air quality standards by statutory deadlines in 2031.

Elements of the 2016 Strategy were incorporated into the *2016 State SIP Strategy* and supported complementary efforts including the *2017 Climate Change Scoping Plan*, the *California Sustainable Freight Action Plan*, and CARB's *Short-Lived Climate Pollutant Reduction Strategy*. Each of these documents drew from the 2016 Strategy to incorporate and build upon the actions and policies relevant to meet individual program goals.

With the passing of SB 44, the California Legislature acknowledged the value of the 2016 Strategy in relation to the State's many air quality, climate, and community risk reduction challenges. By requiring CARB to update the Mobile Source Strategy every five years, SB 44 further acknowledged the ongoing need to evaluate opportunities for mobile source emissions reductions in California as the vehicle and equipment market continues to evolve. Specifically, SB 44 requires CARB to update the 2016 Strategy to include a comprehensive strategy for the deployment of medium and heavy-duty vehicles for the purpose of meeting air quality standards and reducing GHG emissions. In addition to providing a status on the measures in the 2016 Strategy, it also directs CARB to set reasonable and achievable goals for reducing emissions from medium- and heavy-duty vehicles that are consistent with the State's overall goals. Because meeting all of the State's near- and longer-term goals requires action across the full spectrum of mobile sources, this document also discusses light-duty on-road vehicles, as well as a wide range of off-road equipment sectors.

The 2020 Strategy meets the requirements of SB 44 through the inclusion of scenarios and programmatic concepts that comprehensively address the mechanisms needed to provide for the deployment of clean medium- and heavy-duty on-road vehicles. By including light-duty vehicles and off-road equipment, the 2020 Strategy is more comprehensive than what was required under SB 44, and allows for consideration of fuel and energy use by the light-duty and off-road sectors in addition to on-road medium- and heavy-duty vehicles. The

scenarios and concepts included in the 2020 Strategy can illustrate how the state can obtain emissions reductions for the purpose of meeting federal ambient air quality standards and substantially reducing greenhouse gas emissions from motor vehicles.

Defining the scope of actions necessary to implement a strategic vision to meet all of California's goals requires an integrated planning process. In order to identify the strategies and program concepts that will best help CARB and the State meet all of its targets, it is imperative to look comprehensively at the potential benefits to all three categories of pollutants that CARB strives to reduce: criteria pollutants, toxics, and greenhouse gases. As we know that significant emission reductions from mobile sources are needed from all pollutants, this type of coordinated planning effort is essential to address the interplay between pollutants and sources, and consider the benefits of different technologies and energy sources. This planning effort serves as a foundation, but does not substitute for the public process, including analyses and review as required under the California Environmental Quality Act (CEQA), that will take place if CARB pursues each of the individual program concepts.

To take an integrated approach, CARB uses scenario planning tools to quantify changes in ozone and PM2.5 precursor emissions, GHG emissions, diesel toxics emissions, and petroleum usage as various technologies are projected to populate the vehicle and equipment fleets. CARB's tools, known as the *Mobile Emissions Toolkit for Analysis (META)* and *Vision*, are used to evaluate scenarios with varying assumptions about potential technology and fuel mixes, and explore different rates at which those technologies could become widely used. These tools are discussed further in Chapter 6.

The analysis in the 2020 Strategy illustrates scenarios for meeting the State's public health, climate, and community risk reduction goals with a strategy consisting of cleaner vehicle technologies, energy and fuel supply sources, and a reduction in vehicle miles traveled. Technologies, energy sources, and vehicle travel, as well as the best policy tools, will vary by sector based on the status of technology development in various applications, the multi-pollutant benefits, and the interactions between regulatory and programmatic strategies. The scenario analysis identifies the types of technologies and level of penetration into the respective fleets that will be necessary to meet the various goals. While a scenario may outline the overall approach for a sector and include program concepts that will move the State in the needed direction, the specific strategies for each sector will continue to be refined as the planning and public process for implementing specific actions moves forward. The concepts contained in the 2020 Strategy are less defined than the measures included in the 2016 Strategy, in part due to the accelerated timeframe for completing the 2020 Strategy as defined under SB 44. The concepts in the 2020 Strategy will continue to be developed and then translated into more clearly defined measures for the next State SIP Strategy and other CARB planning documents over the coming years.

It is clear that the rate of natural vehicle fleet turnover will not be sufficient to meet near- and long-term air quality or climate goals; as such, actions to accelerate the deployment of

cleaner technologies through regulations, incentives, system efficiency improvements, and support for the use of advanced transportation technologies such as intelligent transportation systems and autonomous and connected vehicles, are critical to achieving both near- and long-term goals in California. Existing mobile source regulatory programs and the many regulatory efforts underway will drive technology development and provide for significant reductions in emissions, but more will be needed. Given that the development and implementation of new regulations takes substantial time, strategic use of incentive funding is essential to achieve earlier penetration of cleaner combustion and zero-emission technologies than would happen through natural turnover, and the associated emissions reductions which are necessary to meet near-term goals.

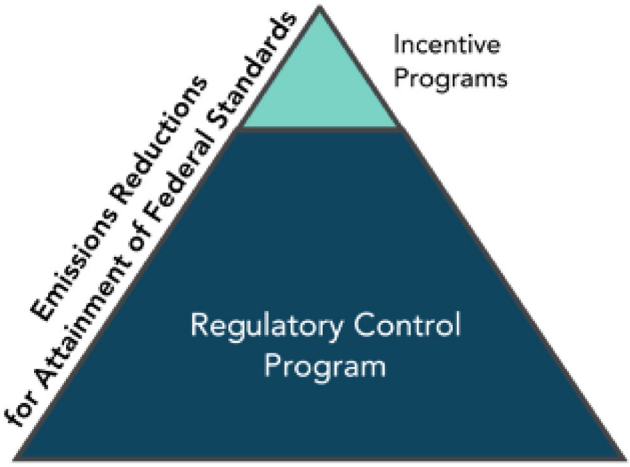
Where We Are Today

While CARB has made substantial progress through its many regulatory and programmatic efforts, there remains a great need for emissions reductions in the immediate future to alleviate negative health impacts and meet federal and State air quality deadlines. Statewide, more than 28 million Californians live in areas that exceed the federal ozone and PM2.5 standards;[7] within those, there are many low-income and disadvantaged communities that experience pollutant levels significantly higher than the federal standards, as well as exposure to toxics, which can have immediate and detrimental health effects.

Of CARB's many goals, the air quality standards that need to be met in the next five years pose immediate challenges and will drive policies and the need for considerable, strategic investment to accelerate the transition to cleaner technologies beyond what would occur through natural fleet turnover. Attainment of the ozone standard in 2023 remains a challenge for the South Coast Air Basin. While some of the needed reductions will be achieved through regulatory measures included in the 2016 Strategy and related SIPs, reductions from federal measures and/or additional incentive funding are needed to achieve a majority of the remaining NOx reductions that are necessary to meet this standard.

[7] Based on 2019 monitored ozone and PM2.5 design values contoured over population by census tract

In the San Joaquin Valley, attainment of PM2.5 standards in 2024 and 2025 is the near-term challenge driving many policies. The *2018 Plan for the 1997, 2006, and 2012 PM2.5 Standards* and the *San Joaquin Valley Supplement to the 2016 State SIP Strategy* (Valley State SIP Strategy) included State commitments to achieve 32 tpd of NOx and 0.9 tpd of PM2.5 emissions reductions in the San Joaquin Valley beyond the existing emission controls. Almost 90 percent of the reductions needed to meet these PM2.5 standards will come from ongoing implementation of the existing control program, combined with regulatory measures identified in the Valley State SIP Strategy. Since deployment of cleaner technologies through new incentive funding will also be critical, CARB continues to look for innovative opportunities to reduce emissions in the San Joaquin Valley in the near-term.



Reducing exposure to air pollution for residents of low-income and disadvantaged communities throughout the State is a critical near-term driver. The passage of AB 617 and creation of CARB's *Community Air Protection Program* (CAPP) has given the State the opportunity to take a closer look at and dedicate targeted resources towards helping to reduce exposure to harmful pollutants in the State's most heavily-impacted communities. Under the direction of AB 617 and guidelines created under the CAPP, beginning in 2018, CARB annually considers low-income and disadvantaged communities to begin new monitoring programs and emission reduction programs. CERPs are developed through coordination between CARB, local air districts, and community groups, and set five and ten-year targets to reduce community exposure – the targets of current CERPs adopted by the Board begin in 2024, with many programs including a focus on the turnover of dirty mobile sources and their engines to zero-emission technologies, as sought by communities and their representatives.

In support of the goals of AB 617 and the CAPP, the Legislature has appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. Further, AB 617 includes new requirements for the accelerated retrofit of pollution controls on industrial sources, increased penalties, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. The legislation also requires the development of new resources that work together to support emissions reductions in communities, including a *Technology Clearinghouse* to be used to identify rules, regulations, technologies, or practices that could offer emissions or exposure reduction opportunities

within the selected community. Once complete, this tool will allow users to easily find existing rules and identify next generation technologies that are beyond existing regulatory requirements. CARB will prioritize adding sources that are of high importance to existing AB 617 community members to the system as it is developed.

To ensure clean transportation is available to all Californians, SB 350 directed CARB to study the barriers for low-income Californians to access clean transportation options, including those in disadvantaged communities, as well as recommendations on how to increase access. In February 2018, CARB released the Final Guidance Document – *Low-Income Barriers Study, Part B: Overcoming Barriers to Clean Transportation Access for Low-Income Residents* (SB 350 Barriers Report). CARB's SB 350 Barriers Report is an initial step in identifying the main barriers low-income residents, including those in disadvantaged and tribal communities, face in accessing clean transportation and mobility options. This effort, together with the CAPP, provide an opportunity to better integrate community, regional, and State-level programs to increase access to clean transportation and provide clean air for all Californians. Ongoing funding will be critical to support the CAPP and related programs and to provide the reductions needed in these impacted communities.

In 2006, California's first GHG reduction target was established under the Assembly Bill 32,[8] the *Global Warming Solutions Act of 2006*. AB 32 created a comprehensive, multi-year process to reduce GHG emissions in California and required CARB to develop a Climate Change Scoping Plan. The first Climate Change Scoping Plan, completed in 2008, described California's approach to achieving the goal of reducing GHG emissions to 1990 levels by 2020. In 2016, four years ahead of schedule, California emissions fell below the 1990 levels of 431 million metric tons carbon dioxide equivalent. Going forward, the next GHG reduction target is a 40 percent reduction from 1990 levels by 2030 as codified in SB 32. The 2017 Climate Change Scoping Plan demonstrated how California will meet the 2030 target and showed that there are substantial emissions reductions still needed. CARB will be working to develop the 2022 Scoping Plan Update over the coming year, which will map out the path to achieving Statewide carbon neutrality in 2045, and the 2050 goal of 80 percent reduction in GHG emissions below 1990 levels. Additionally, the 2022 Scoping Plan Update will be looking to move the State away from the combustion of fossil fuels as much as possible. We know that the transition of the transportation sector to zero-emission vehicles, and more accessible, efficient mobility, will be major factors in meeting these and other future climate goals.

What We Are Learning from the COVID-19 Lockdown

The COVID-19 pandemic and the resulting health and economic crisis have had drastic and wide-ranging impacts on the lives, livelihoods, and behaviors of people around the world. To

[8] Núñez and Pavley, Chapter 488, Statutes of 2006

date, it has taken millions of lives worldwide, and has had a direct impact on countless more. As it pertains to air quality, this pandemic has reemphasized the need to reduce emissions and achieve cleaner air, as air pollution may be a key factor in increasing the vulnerability of individuals to contracting COVID-19, as well as increasing the severity of illness and mortality risk from the virus.[9] CARB is currently funding additional studies to look at the connection between air quality and health impacts of COVID-19.

The measures put into place to slow the spread of COVID-19 resulted in significant changes in human activity that present opportunities to evaluate the real-world effect of those changes on air quality. Most notable are the short-term reductions in both heavy-duty and light-duty VMT across the State's highways and local roads, and the resulting emission reductions. In California, VMT fell to its lowest point in early- to mid-April, with an approximately 25 percent reduction in heavy-duty VMT and 50 to 60 percent reduction in light-duty VMT. Since that time, both heavy-duty and light-duty VMT have steadily increased, with heavy-duty VMT returning to pre-lockdown levels in early June. However, the reductions in VMT in April and May provide an opportunity to test the real-world implications of emissions reductions associated with the on-road mobile sector. Such analysis, though, is complicated by several factors:

1. There is a natural, seasonal reduction in pollution levels (e.g., NOx and carbon monoxide) from March to May, which occurs every year as winter transitions to spring, and separating meteorological effects from VMT-related emissions changes is non-trivial;
2. The largest reductions in heavy-duty VMT occurred outside of the peak ozone season, and ozone chemical regimes can change from spring to summer due to seasonal variations in emission sources including biogenic emissions; and
3. The largest reductions in VMT occurred over a relatively short time period (less than two months), making analysis of impacts more difficult.

CARB staff are working on finalizing an analysis of the effect of reduced VMT on ambient pollution levels and putting those findings in the context of long-term ozone trends and the State's emission control strategy moving forward. Findings will be published in a peer reviewed scientific journal. While the 2020 Strategy is a long-term planning document and COVID-19 stay-at-home orders and related closures are temporary measures, there is potential for changes made during this time to have far-reaching implications for transportation mode choice, shared mobility, vehicle choice, and VMT into the future.

Before the COVID-19 pandemic, Californians were continuing to drive more, and carpool less to work. Auto ownership was increasing and transit ridership was falling across California, and

[9] Petroni et al (2020). Hazardous air pollutant exposure as a contributing factor to COVID-19 mortality in the United States. Environ. Res. Lett. 15 0940a9; Liang, Donghai et al. "Urban Air Pollution May Enhance COVID-19 Case-Fatality and Mortality Rates in the United States." medRxiv : the preprint server for health sciences 2020.05.04.20090746. 7 May. 2020, doi:10.1101/2020.05.04.20090746. Preprint.

there continues to be a relatively small percentage of people that walk and bike to work.[10] Mobility in California dropped dramatically after shelter-in-place orders were enacted early in the COVID-19 pandemic, as people and organizations (including CARB) successfully operationalized widespread teleworking, and continued teleworking is a promising source of commute VMT reduction into the future. However, telework is not a panacea for VMT reduction – only a subset of jobs can support a telework arrangement. Essential workers largely cannot telework, many of whom are lower income or depend on transit services. Transit service has been decimated by fears raised by the pandemic, and we must provide viable modes of transportation that can support our essential workforce.

Mobility and VMT rebounded as mandates eased, but vehicle travel in California became more distributed throughout the day and the roadway network was not as congested in many cities. We have experienced the profound impacts that getting cars off the road has on reducing congestion, especially during peak commute times. We know building more roads only leads to more congestion[11] and now we have seen a future where we can be more efficient with, and prioritize fixing and maintaining, our existing rights-of-way. Total light-duty VMT in California will continue to grow as the State's population grows. As discussed in more detail later, per capita VMT growth must be reduced but continue to accommodate essential travel. Our roadway network was extremely congested prior to the pandemic, and as travel restrictions ease, it is becoming so again. It's critical that we provide viable alternatives to single occupancy vehicle travel as we move forward, with 10 million vehicles expected to be added to our roadways in coming decades.



Health Impacts

Despite decades of progress in improving air quality, large areas of California still suffer some of the worst air quality in the nation. Mobile source emissions contribute to a wide range of heart and lung illnesses, chronic health conditions, increased cancer rates, and premature death. Every year, over 5,000 premature deaths and hundreds of illnesses and emergency room visits for respiratory and cardiovascular disease in California are linked to PM2.5

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[10] CARB. 2018. *2018 PROGRESS REPORT: California's Sustainable Communities and Climate Protection Act.* Available: *https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf*

[11] S. Handy, M. Boarnet. 2014. *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions. https://ww2.arb.ca.gov/sites/default/files/2020-06/Impact_of_Highway_Capacity_and_Induced_Travel_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf*

pollution, of which more than half is produced by mobile sources. [12] Recent research demonstrates that fine particulate pollution impacts not only the heart and respiratory system, but also brain health and adverse birth outcomes.[13] During the COVID-19 pandemic, we have learned that air pollution may be a key factor in increasing the vulnerability of individuals to contracting COVID-19, as well as increasing mortality risk from the virus, and the severity of illness in people suffering from COVID-19.[14] Moreover, for the millions of California residents living in low-income and disadvantaged communities and experiencing disproportionate levels of negative health impacts from air pollution,[15] actions to reduce fossil fuel combustion and move to cleaner power sources are even more important.

Health Impacts from Mobile Source Emissions

Fossil fuel combustion from cars, trucks, buses, and on- and off-road equipment emits criteria air pollutants and their precursors, including NOx and oxides of sulfur (SOx) emissions. While NOx and SOx emissions are harmful in themselves, NOx is also a precursor to ozone, which can cause irritation and damage lung tissue, worsen asthma and chronic illnesses including obstructive pulmonary disease and reduce lung function. [16] Studies have linked short-term ozone exposure with increased risk of death.[17]

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[12] CARB. (2016). Mobile Source Strategy. *https://ww2.arb.ca.gov/resources/documents/2016-state-strategy-state-implementation-plan-federal-ozone-and-pm25-standards*

[13] USEPA. (2019a). Integrated Science Assessment for Ozone and Related Photochemical Oxidants (External Review Draft). Retrieved from *https://cfpub.epa.gov/ncea/isa/recordisplay.cfm?deid=344670*.
U.S. EPA (2019b). Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, External Review Draft

[14] Petroni et al (2020). Hazardous air pollutant exposure as a contributing factor to COVID-19 mortality in the United States. Environ. Res. Lett. 15 0940a9;
Liang, Donghai et al. "Urban Air Pollution May Enhance COVID-19 Case-Fatality and Mortality Rates in the United States." medRxiv : the preprint server for health sciences 2020.05.04.20090746. 7 May. 2020, doi:10.1101/2020.05.04.20090746. Preprint.

[15] American Lung Association. (2020). State of the Air; Union of Concerned Scientists, U. (2019). Inequitable Exposure to Air Pollution from Vehicles in California (2019); Cushing et al. (2015). Racial/ethnic disparities in cumulative environmental health impacts in California: evidence from a statewide environmental justice screening tool (CalEnviroScreen 1.1). American journal of public health, 105(11), 2341-2348.

[16] U.S. EPA (2019b). Policy Assessment for the Review of the National Ambient Air Quality Standards for Particulate Matter, External Review Draft.

[17] Ibid.

In addition to contributing to ozone, the biggest impact on health from NOx and SOx emissions comes when they are converted to PM2.5 in the atmosphere. PM2.5 pollution contributes to more fatalities than other air pollutants, and can lodge deep in the lungs or pass through the lungs to enter the blood stream and affect the heart, brain, and other organs.[18] Short-term exposure to PM2.5 pollution is associated with increased hospitalizations and emergency room visits for heart and lung illnesses, and can lead to premature death.[19] Adverse health effects from long-term exposure to PM2.5 pollution include increased risk of heart attacks and heart disease, impaired lung development in children, the development and exacerbation of asthma, and premature death.[20] Other possible impacts from PM2.5 exposure that are being investigated include low birth weight and impacts to the brain.[21]



Diesel engines emit a complex mixture of air pollutants, including both gaseous and solid material. The solid material in diesel exhaust is known as diesel particulate matter (DPM or diesel PM). More than 90 percent of DPM is less than 1 µm in diameter (about 1/70th the diameter of a human hair), and thus is a subset of PM2.5.[22] DPM is typically composed of carbon particles ("soot", also called black carbon) and numerous organic compounds, including over 40 known cancer-causing organic substances such as benzene and formaldehyde. In 1998, CARB identified DPM as a toxic air contaminant which has been linked to increased cancer risk, respiratory and cardiac illnesses and premature deaths.[23] CARB estimates that about 70 percent of total known cancer risk related to air toxics in California is attributable to DPM.[24] Diesel exhaust also contains gaseous pollutants, including volatile organic

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[18] U.S. EPA. (2019a). Integrated Science Assessment for Ozone and Related Photochemical Oxidants (External Review Draft).

[19] Ibid.

[20] Ibid.

[21] Boothe, V. L., Shendell, D. G. (2008). Potential health effects associated with residential proximity to freeways and primary roads: review of scientific literature, 1999–2006. Journal of Environmental Health, 70(8), 33-41.; Wang et al (2020). Traffic-related Metrics and Adverse Birth Outcomes: A Systematic Review and Meta-analysis. Environmental Research, 109752.
Woods et al (2017). The influence of the built environment on adverse birth outcomes. Journal of Neonatal-Perinatal Medicine, 10(3), 233-248.
CARB (2018) Air Pollution and the Brain *https://ww2.arb.ca.gov/resources/fact-sheets/air-pollution-and-brain*

[22] CARB (2020). Overview: Diesel Exhaust & Health *https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health*

[23] Ibid.

[24] Ibid.

compounds and NOx that lead to the formation of PM2.5 and ozone. Most major sources of diesel emissions, such as ships, trains, and trucks, operate in and around ports, rail yards, and heavily traveled roadways, which are often located near highly-populated and disadvantaged communities.

Health Impacts of Climate Change

As stated earlier, mobile sources are the largest contributor of GHG emissions in California; on- and off-road vehicles produce GHG emissions from burning gasoline and diesel, contributing to almost 40 percent of the total State GHG emissions. Diesel engines also emit black carbon, a short lived climate pollutant with over 1,000 times the climate forcing potential of carbon dioxide. Several recent summaries and reports discuss in detail the ways that climate change can impact human health[25] including increased smog formation;[26] a lengthened pollen season; more frequent and severe wildfires;[27] an increased number of extreme heat days[28] which could result in more heat-related sickness and deaths;[29] more pronounced drought extremes;[30] more frequent and severe extreme precipitation events leading to severe flooding;[31] and an increased prevalence of infectious diseases.[32] Climate change is already taking a toll on human health, proving in many ways that taking action to reduce greenhouse gas emissions is urgently needed.

Public Process for the 2020 Mobile Source Strategy

CARB staff has engaged in a robust public process throughout the development of the 2020 Strategy. Staff first invited public and stakeholder participation in March 2020 with a public webinar at which preliminary scenarios, and the expected direction of the 2020 Strategy were presented. Subsequent to that, staff presented the preliminary scenarios and concepts to the Board at an *April 23, 2020* public hearing to obtain feedback from Board members and allow for additional public input.

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[25] USGCRP. (2018). Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, Volume II. U.S. Global Change Research Program; World Health Organization. (2003). Climate change and human health: risks and responses: World Health Organization; NRDC. (2019). Climate Change and Health in California

[26] Kleeman et al. (2010). Climate change impact on air quality in California: California Environmental Protection Agency, Air Resources Board

[27] Singleton et al. (2019). Increasing trends in high-severity fire in the southwestern USA from 1984 to 2015

[28] Milanes, C. (2011). Indicators of Climate Change in California

[29] CARB (2020). Health & Air Pollution. Retrieved from *https://ww2.arb.ca.gov/resources/health-air-pollution*

[30] Mann, M. E., & Gleick, P. H. (2015). Climate change and California drought in the 21st century

[31] Swain et al. (2018). Increasing precipitation volatility in twenty-first-century California; Dettinger, M. (2011). Climate change, atmospheric rivers, and floods in California–a multimodel analysis of storm frequency and magnitude changes; Solomon et al. (2006). Airborne mold and endotoxin concentrations in New Orleans, Louisiana, after flooding, October through November 2005

[32] Lindgren et al. (2012). Monitoring EU emerging infectious disease risk due to climate change

The scenario planning tools, META and Vision, are used to evaluate scenarios with varying assumptions about potential technology and fuel mixes, and explore different rates at which those technologies could become widely used. Staff released a Beta version of META on August 5, 2020, and a Draft version of META alongside on-road light-duty vehicle assumptions from Vision on October 2, 2020, to allow the public and stakeholders to review and provide feedback on detailed assumptions for, and visualization of, the scenarios in the 2020 Strategy.

Further, staff released the *Workshop Discussion Draft 2020 Mobile Source Strategy* on September 30, 2020 with a request for public comment, and held a second public webinar on October 7, 2020. The Workshop Discussion Draft presented the draft scenarios, concepts, and potential reductions as envisioned at that time, and allowed for the public and stakeholders to review every facet of the 2020 Strategy for the first time. Public engagement at the October webinar, as well as the March webinar, was high with more than 300 participants attending each, and staff answered questions through the end of the allotted time and provided additional written responses on the CARB webpage after each webinar.

On November 24, 2020, staff released the *Draft 2020 Mobile Source Strategy* in advance of providing a second informational update to the Board at the December public hearing. At that meeting, the Board directed staff to take more time to develop certain aspects of the 2020 Strategy, before returning to the Board for consideration. Specifically, direction was given to expand in the 2020 Strategy on near-term efforts focused on meeting SIP targets and providing benefits in disadvantaged communities. In addition, the Board directed staff to accelerate the adoption and implementation of control programs, with a focus on targeting benefits in low-income and disadvantaged communities where possible; to include an estimation of technology costs; and to add to the discussion on VMT reduction concepts, while considering how we can better partner with locals and other agencies to tackle housing and land use, and to support transit and biking options.

CARB staff incorporated the Board's direction into the *Revised Draft 2020 Mobile Source Strategy*, released on April 23, 2021. Chapter 2 was added to discuss the actions that CARB has taken and current efforts to ensure a focus on environmental justice and equity in CARB's programs into the future. Staff also added Chapter 4 to provide detail on CARB's newly-identified and ongoing efforts to achieve emissions reductions in the next five to ten years, including measures from the 2016 Mobile Source Strategy and associated 2016 State SIP Strategy for which implementation is ongoing. Staff took comments on the Revised Draft at a public webinar on May 6, 2021 and through a written comment period, and have incorporated feedback as appropriate into this Proposed 2020 Strategy.

In addition to the formal events and releases specific to the 2020 Strategy, staff engaged with the public and stakeholders through a variety of other venues. Updates on the 2020 Strategy were presented at various working groups for other CARB programs; staff participated in stakeholder-facilitated calls with industry and other groups to answer

questions on the 2020 Strategy and scenarios; and throughout the process, staff has engaged with interested parties through individual phone and email correspondence. As we move forward, staff will be continuing to directly seek input and recommendations from community groups both as we finalize the 2020 Strategy, and on the forthcoming planning documents that will translate the concepts contained here into measures and legally-enforceable commitments.

The public process for the programmatic concepts within the 2020 Strategy will continue into the future as these concepts are translated into formal measures in the forthcoming State SIP Strategy and other CARB planning documents to be released over the next few years, and further developed into regulations through formal rulemaking processes. In addition, CEQA analyses will be undertaken as a part of the development of the next State SIP Strategy and other CARB planning documents, as well as for each concept if it is pursued and developed into a regulatory action to be brought to the Board.

Chapter 2 – Prioritizing Environmental Justice & Targeting Benefits in Communities of Concern

The regulatory and programmatic concepts in the 2020 Strategy, especially those targeting the freight sector, have significant potential to reduce emissions and exposure in low-income and disadvantaged communities. While the 2020 Strategy seeks rapid transition to zero-emission technologies Statewide across numerous mobile source sectors, and the use of cleaner combustion and renewable fuels everywhere else, the State must strive to act even more quickly and target the introduction of cleaner and zero-emission vehicles and equipment in the communities that for generations have been bearing the brunt of combustion emissions.

The *California Environmental Protection Agency* (CalEPA) defines "disadvantaged communities" as the top 25 percent most impacted census tracts in the State, as identified by the California Communities Environmental Health Screening Tool, known as *CalEnviroScreen*. Together with low-income communities and low-income households, disadvantaged communities are described in California as "priority populations." CalEnviroScreen is an important tool used to evaluate and quantify the environmental and health disparities experienced by communities in California. Developed by the California Office of Environmental Health Hazard Assessment, CalEnviroScreen uses environmental, health, and socioeconomic information to produce mapped scores for every census tract in the state.

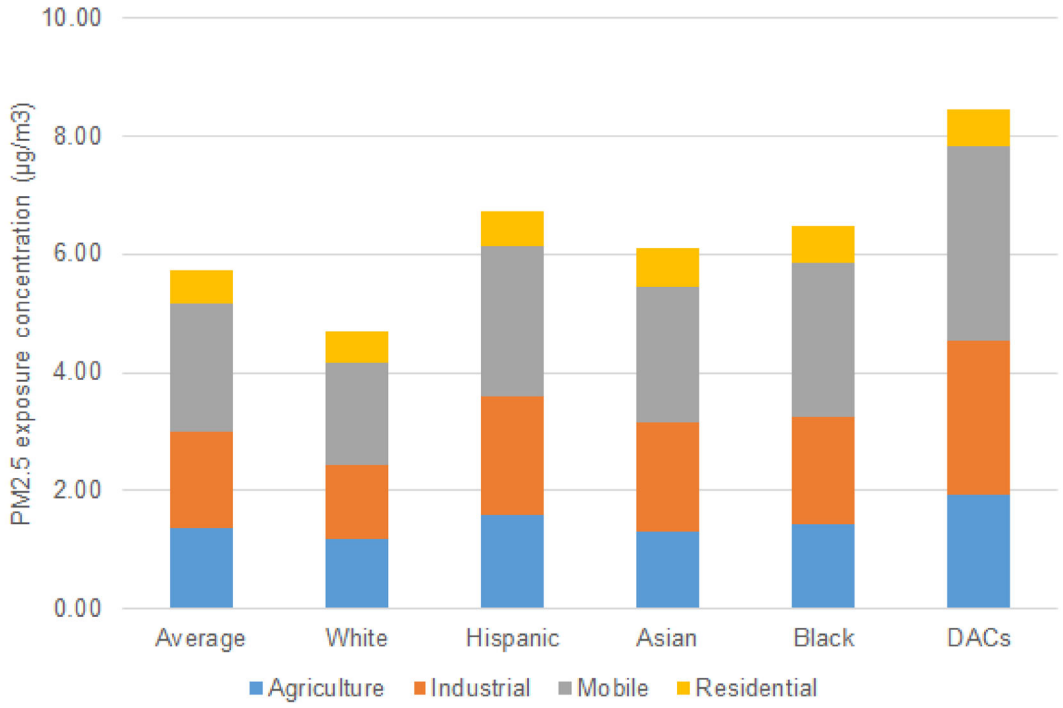
In discussing ways to target benefits in the communities most disproportionately affected by air pollution, it is important to note that certain communities experience significantly higher levels of many types of air pollutants. Due to their formation processes coupled with geographical and meteorological impacts, criteria air pollutants including PM2.5 and ozone are known as regional pollutants and are often at their highest levels in a community that is many miles from the main sources of the emissions of the relevant precursors. In contrast, toxic air contaminants (TACs or toxics) are directly emitted pollutants and, as such, can have the most detrimental impacts on the people and communities nearest the pollution sources. Toxics are, by definition, air pollutants which may cause or contribute to an increase in mortality or an increase in serious illness and often have no known safe levels – it is for these reasons that CARB has been working for over 35 years to control emissions of TACs. That said, both regional and near-source pollutants can have serious detrimental health impacts and are important to control, and the concepts in the 2020 Strategy address both.

Environmental Justice and Pollution Exposure Disparities

Low-income and disadvantaged communities have long faced disproportionate burdens from exposure to air pollution. Research shows large disparities in exposure to pollution between white and non-white populations in California, and between disadvantaged communities and other communities, with Black and Latino populations experiencing significantly greater air

pollution impacts than white populations. Mobile source pollution shows some of the highest disparities; a CARB-funded study indicated that on average, mobile sources account for over 30 percent of total PM2.5 exposures.[33] Figure 2 compares the contributions of several top PM2.5 sources to average PM2.5 exposure concentration by race and in disadvantaged communities. This figure shows that mobile sources are the largest sources of pollution exposure disparity for Black populations and disadvantaged community residents, when compared to the average population in California. Specifically, mobile sources accounted for 45 percent of exposure disparity for the Black population, and 37 percent of exposure disparity for people in disadvantaged communities.

Figure 2 – Top Sources of PM2.5 and their Contribution to PM2.5 Exposures by Race and in Disadvantaged Communities



Communities located near major roadways are also at increased risk of asthma attacks and other respiratory and cardiac effects; often, these communities are low-income communities and communities of color. Studies consistently show that mobile source pollution exposure near major roadways contributes to and exacerbates asthma, impairs lung function, and increases cardiovascular mortality.[34] The exposure to mobile sources' mixture of gaseous and particulate pollutants (including PM, NOx, and benzene) is associated with higher rates of

[33] Apte et al (2019). A Method to Prioritize Sources for Reducing High PM2.5 Exposures in Environmental Justice Communities in California. CARB Research Contract Number 17RD006

[34] Hot Spot Pollution, 1052 and 1057.

heart attacks, strokes, lung cancer, autism, and dementia.[35] Individuals living in communities located near ports and freight hubs are also subject to higher cancer risks than surrounding communities.[36]

People living in areas near freight and other significant sources, and those who work near diesel engines, are at risk of exposure to high quantities of diesel emission fumes.[37] Prolonged exposure to diesel emissions over many years is associated with an increase in workers' risk of cardiovascular, cardiopulmonary and respiratory disease, and lung cancer.[38] The use of diesel-powered on- and off-road equipment can be a major source of exposure to toxic diesel exhaust for workers in a wide range of occupations including agriculture, construction, energy extraction, mining, rail, shipping, transport/logistics, tunneling, vehicle repair, and warehousing.

Children living in these communities are also unduly burdened by adverse health impacts. Results from a groundbreaking, long-term study demonstrated that particle pollution may significantly reduce lung function growth in children,[39] and indicates these effects are likely permanent.[40] Additionally, increased exposure to vehicular traffic pollution was associated with a number of adverse childhood health impacts, including slower lung development,[41]

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[35] USC Environmental Health Centers. (2018). Living Near Busy Roads or Traffic Pollution.

[36] South Coast AQMD (2015). Multiple Air Toxics Exposure Study in the South Coast Air Basin

[37] Garshick et al. (2012). Lung cancer and elemental carbon exposure in trucking industry workers; Pronk et al. (2009). Occupational exposure to diesel engine exhaust: a literature review

[38] HEI. (1995). Diesel Exhaust: A Critical Analysis of Emissions, Exposure and Health Effects. A Special Report of the Institute's Diesel Working Group. Health Effects Institute; Garshick et al. (2008). Lung cancer and vehicle exhaust in trucking industry workers; Brown-McCammon, J. (1988). NIOSH Current Intelligence Bulletin 50-carcinogenic effects of exposure to diesel exhaust; Mauderly, J. L. (1992). Diesel Exhaust, Chapter 5, Environmental Toxicants: Human Exposures and Their Health Effects; Wade, J. F., 3rd, & Newman, L. S. (1993). Diesel asthma. Reactive airways disease following overexposure to locomotive exhaust

[39] Peters et al. (1999). A study of twelve Southern California communities with differing levels and types of air pollution: II. Effects on pulmonary function. American journal of respiratory and critical care medicine, 159(3), 768-775.; Avol, E. L et al. (2001). Respiratory effects of relocating to areas of differing air pollution levels. American journal of respiratory and critical care medicine, 164(11), 2067-2072; Gauderman et al. (2002). Association between air pollution and lung function growth in southern California children: results from a second cohort. Am J Respir Crit Care Med, 166(1), 76-84. doi:10.1164/rccm.2111021

[40] Gauderman et al. (2004). The effect of air pollution on lung development from 10 to 18 years of age. New England Journal of Medicine, 351(11), 1057-1067

[41] Gauderman et al. (2007). Effect of exposure to traffic on lung development from 10 to 18 years of age: a cohort study. The Lancet, 369(9561), 571-577

increased symptoms and medication use in asthmatic children,[42] and even increases in the development of asthma in children.[43]

Historical Inequities

Although it has not always been acknowledged, pronounced inequities have been experienced by minority groups and have permeated society in the United States and within California throughout our history. As just described, certain communities continue to experience environmental and health inequities from elevated levels of toxics, criteria pollutants, and secondary impacts of climate change. Communities near ports, rail yards, warehouses, and freeways are often low-income and disproportionately communities of color, and they experience a higher concentration of air pollution than other areas due to emissions from mobile sources such as cars, trucks, locomotives, and ships. Many of the same communities also experience pollution impacts from large industrial facilities such as oil refineries. Proximity to smaller sources like chrome platers, metal recycling facilities, oil and gas operations, agricultural burning, and fugitive dust likewise contribute to localized air toxics impacts in many communities across the State.

While discussing the negative impacts from air pollution on low-income and disadvantaged communities, it must be acknowledged that one of the primary causes of the disparities that many communities experience today is the way that land use decisions have historically been, and are still often today, made. This has led to a place where many Californians are too often left with a choice between spending significant time and money commuting long distances, or living in areas that are exposed to unhealthy levels of numerous pollutants, or both. Where we put transportation and housing also imposes and often reinforces long-standing racial and economic injustices by placing a disproportionate burden on low-income Californians, who end up spending the highest proportion of their wages on a place to live and travelling. As is discussed further in Chapter 6, it is imperative that California rethink transportation and housing.

CARB's Programs and Progress in Priority Communities

CARB has been working for over 50 years to reduce exposure to air pollution in California, and a key element for more than 35 years has been the program to control TACs. Several pieces of legislation created the foundation for California's air toxics program. The program started in 1983 with the passage of Assembly Bill 1807 (Tanner, Statutes of 1983), which requires CARB to identify and control toxic air pollutants. Since then, CARB has identified

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[42] Gauderman et al. (2005). Childhood asthma and exposure to traffic and nitrogen dioxide. Epidemiology, 737-743; McConnell et al. (2006). Traffic, susceptibility, and childhood asthma. Environmental Health Perspectives, 114(5), 766-772

[43] McConnell et al. (2010). Childhood incident asthma and traffic-related air pollution at home and school. Environmental Health Perspectives, 118(7), 1021-1026. doi:10.1289/ehp.0901232

more than 200 toxic air pollutants and has adopted and implemented 26 airborne toxic control measures, or ATCMs.

The passage of the Hot Spots Information and Assessment Act (Assembly Bill 2588) in 1988 created a program that requires commercial facilities to report their air toxics emissions, identify facilities that pose significant health risks and to reduce their emissions. Air toxics that have been identified and controlled include numerous substances that are primarily emitted from stationary sources like dry cleaners and chrome platers. Two notable toxics historically emitted by mobile sources are benzene in gasoline and diesel PM from cars and trucks.

CARB identified diesel PM as a TAC in August 1998. Following its identification pursuant to the AB 1807, CARB determined the need and degree to further control diesel PM. With the participation of local air districts, industry, and interested public, CARB prepared a risk management guidance document and the *Diesel Risk Reduction Plan* to inform the regulatory process and achieve further diesel PM emission reductions. The reduction plan proposed new regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce diesel PM emissions by about 90 percent overall from 2000 levels; new retrofit requirements for existing on-road, off-road, and stationary diesel-fueled engines and vehicles where determined to be technically feasible and cost-effective; and new Phase 2 diesel fuel regulations to reduce the sulfur content levels of diesel fuel to no more than 15 ppm to provide the quality of diesel fuel needed by the advanced diesel PM emission controls. Since the Diesel Risk Reduction Plan was completed in 2000, CARB has adopted ATCMs and regulations in alignment with the plan, including the landmark *Truck and Bus Regulation*, and has achieved a statewide reduction in ambient diesel PM levels of over 70 percent from 2000 levels.

In an effort to establish CARB's commitment to prioritizing environmental justice and integrating it into all programs, the Board adopted the *Policies and Actions for Environmental Justice* in December 2001. This established a framework for incorporating environmental justice into CARB's programs consistent with the directives of State law, and identified policies intended to promote the fair treatment of all Californians and cover the full spectrum of CARB activities. Underlying the policies was a recognition that meaningful engagement with community members as we carry out our activities is necessary. People should have the best possible information about the air they breathe and what is being done to reduce unhealthful air pollution in their communities.

Although CARB has been working towards environmental justice for decades, it was through bills passed over the last 5 years that we were given a renewed opportunity to focus and engage directly in community-level planning to benefit priority populations. As directed by SB 350, CARB studied the barriers for low-income Californians to access clean transportation options including those in disadvantaged communities. In February 2018, CARB released the SB 350 Barriers Report which was an initial step in identifying the main barriers that

low-income residents, including those in disadvantaged and tribal communities, face in accessing clean transportation and mobility options.

The passage of AB 617 and creation of CARB's CAPP has given the State the opportunity to take a closer look at and dedicated targeted resources towards helping to reduce exposure to harmful pollutants in the State's most heavily-impacted communities. Under the direction of AB 617 and guidelines created under the CAPP, beginning in 2018, CARB annually considers low-income and disadvantaged communities to begin new monitoring programs and emission reduction programs. CERPs are developed through coordination between CARB, local air districts, and community groups, and set five and ten-year targets to reduce community exposure – the targets of current CERPs adopted by the Board begin in 2024, with many programs including a focus on the turnover of dirty mobile sources and their engines to zero-emission technologies, as sought by communities and their representatives.

In support of the goals of AB 617 and the CAPP, the Legislature has appropriated funding to support early actions to address localized air pollution through targeted incentive funding to deploy cleaner technologies in these communities, as well as grants to support community participation in the AB 617 process. Further, AB 617 includes new requirements for the accelerated retrofit of pollution controls on industrial sources, increased penalties, and greater transparency and availability of air quality and emissions data, which will help advance air pollution control efforts throughout the State. CAPP, together with efforts under SB 350, provide an opportunity to better integrate community, regional, and State-level programs to increase access to clean transportation and provide clean air for disproportionately impacted Californians.

In addition to funding provided through the CAPP, CARB funds a suite of *projects* through the Low Carbon Transportation Program that prioritize equity by providing mobility and advanced technology transportation access to people in low-income and disadvantaged communities. *Clean Cars 4 All* is a program that focuses on providing incentives to lower-income California drivers to scrap their older, high-polluting car and replace it with a zero- or near zero-emission replacement. The *Financing Assistance for Lower-Income Consumers Program*, otherwise known as the Clean Vehicle Assistance Program, and local financing assistance project in the Bay Area, helps lower-income residents finance used or new conventional hybrid electric, plug-in hybrid electric, battery electric, or fuel cell electric vehicles. And finally, the *Clean Mobility Voucher Pilot Program* project supports zero-emission car-sharing, ride-sharing, bike-sharing, and innovative transit services for low-income and disadvantaged communities. All of these projects are specifically designed to benefit members of California's communities most vulnerable to the effects of climate change and poor air quality, and support SB 350 and the State's equity goals.

Other significant factors in CARB's ability to target benefits in disadvantaged communities are the investment minimums for GGRF created under *Assembly Bill 1550*.[44] AB 1550 requires at least 25 percent of California Climate Investment funds go to projects within and benefitting disadvantaged communities, and at least an additional 10 percent is for low-income households or communities. CARB and other State agencies are continually striving to go beyond the requirements of AB 1550, with 57 percent of projects implemented using California Climate Investment funds to date benefiting California's disadvantaged communities and low-income communities and households.[45] Because mobile sources are such a significant source of emissions throughout the State, much of California Climate Investment funding allocated to CARB, including a considerable portion of CAPP funds, is used to incentivize development and deployment of cleaner mobile source technology.

Alongside the planning efforts and specific incentive funding requirements, CARB has recently adopted many regulations, and is in the process of developing others described later in this document, to control emissions from sources that contribute the majority of emissions in many priority communities. These include regulations to control emissions from ocean-going vessels at berth and a number to control emissions from heavy-duty diesel trucks and buses.

Recommendations from Community and EJ Groups

CARB engages in a public process for all regulatory development and major planning efforts. This public process has evolved over time and varies depending on the types of actions being taken, but outreach and communication with community members and environmental justice advocates is now a critical piece of the process. Working directly with people that are experiencing the negative and often serious impacts of air pollution, and representatives of these communities, allows CARB to better identify the ways in which we can reduce emissions and exposure in those areas, and promote environmental justice through our programs and policies.

One of the first direct and significant efforts to engage with environmental justice advocates was borne out of the development of the Climate Change Scoping Plan. AB 32 directed CARB to convene an environmental justice advisory committee (EJAC) to advise the Board in policies and programs involved in implementing AB 32. The EJAC is comprised of representatives from communities in the State with the most significant exposure to air pollution, including, but not limited to, communities with minority populations or low-income populations, or both. CARB reconvenes new EJACs for the development of each updated Scoping Plan, and this process is currently underway for the 2022 Scoping Plan Update.

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[44] Gomez, Chapter 369, Statutes of 2016

[45] 2020 California Climate Investments Annual Report
https://ww2.arb.ca.gov/sites/default/files/classic//cc/capandtrade/auctionproceeds/2020_cci_annual_report.pdf

In addition, communities have been actively engaged as a part of the rulemaking process for many regulations; one such regulatory effort was the 2019 amendments to the Low Carbon Fuel Standard (LCFS). In alignment with additional comments received throughout the regulatory process, provisions were added within the LCFS regulation that require regulated entities to, in specified situations, use credits to support transportation electrification primarily serving low-income and disadvantaged communities, rural areas, or low-income individuals. Additionally, the regulatory amendments added provisions that promote coordination with local environmental justice advocates and local community-based organizations to develop and implement projects that promote transportation electrification in low-income and disadvantaged communities.

Since 2017, CARB has engaged directly with members and representatives of priority populations and their community representatives at an unprecedented level through the CAPP, and through other planning and regulatory processes in part due to new outreach and engagement opportunities created through the CAPP process. Community groups have the most direct stake in the programs that will be implemented in their areas, and as such, have vital perspectives and recommendations for ways that such programs can achieve the most benefits.

With the Revised Draft 2020 Strategy, CARB requested input and recommendations from community groups, and we will continue to do so as we finalize the 2020 Strategy, and progress in the development process to translate the concepts contained here into measures and legally-enforceable commitments in the State SIP Strategy, and incorporate the concepts into the 2022 Scoping Plan Update and CERPs. As with all ongoing and future planning processes across CARB, we will strive to reflect priorities of community members as we move forward in the process to develop the regulatory and programmatic concepts.

Looking forward – Prioritizing Benefits in CARB's Programs

It is thanks to the recommendations from community groups and environmental justice advocates over the last 20 years that have directed CARB staff on ways that our programs can provide direct and sustained benefits to low-income and disadvantaged communities in California. That said, it remains a challenge to incorporate immediate actions into CARB regulations and programs. CARB staff recognizes that a considerable amount of work remains to realize environmental justice and racial equity, and continues to work toward those goals.

Within the 2020 Strategy, there are many programmatic concepts that have the potential to significantly reduce emissions in low-income and disadvantaged communities, as well as promote equity across the State. These concepts that could provide benefits to priority communities are outlined in Table 2.

Table 2 – 2020 Strategy Concepts Providing Benefits in Priority Communities

Type of Community	Source	Strategy Concepts
All (especially those near heavily traveled roads)	Cars	• More aggressive zero-emission sales requirements and strengthened pollutant controls for gasoline and diesel engines starting in 2026 • Vehicle Miles Traveled reduction through increased access to alternative mobility options such as walking, bicycling, transit, and equitably addressing land use issues through accelerated infill housing development and other means
	Trucks	• Accelerate the transition of California truck fleets to zero-emission technology starting in 2023 through both manufacturer and fleet requirements • Clean combustion engines starting in 2024 along with a smog check program for heavy-duty trucks and buses to ensure clean in-use operation starting in 2023
Near-Port	Drayage Trucks	• Starting 2023 only zero-emission trucks can be added to drayage truck registry with a requirement for all drayage trucks to be zero-emission by 2035
	Ocean-Going Vessels	• Require cleanest vessel visits to California ports starting in 2023 • Introduce cleaner marine engine standards (require federal and international actions) in late 2020s
	Commercial Harbor Craft	• Replace older and dirtier vessels with cleanest vessels by 2031 • Renewable diesel required for all vessels starting in 2023 • Zero-emission or hybrid technology requirements for certain vessel types like ferries and excursions
	Cargo Handling Equipment	• Full transition to zero-emission equipment starting in 2026 at ports and railyards

Type of Community	Source	Strategy Concepts
Commercial / Industrial & Warehouse	Small Off-Road Equip, Forklifts, Transport Refrigeration Units	• Full transition to zero-emission equipment starting in 2024 • 100% of lawn & garden and light commercial equipment (e.g., pressure washers) sales being zero-emission starting 2024 • Full transition to zero-emission transport refrigeration unit (TRU) by 2033
	Locomotives	• Replace old locomotive with cleanest ones starting in 2024 • Limit idling time and remanufacturing to reduce in-use emissions in 2030 • Introduce cleaner locomotive engines (U.S. EPA action needed) in late 2020s
	Construction, Industrial & Mining	• Replace older and dirtier equipment with cleanest ones by 2033 • Cleaner off-road engine emission standards in 2027 • Zero-emission and hybrid requirements in late 2020s
Other	Recreational Boats	• New emission standards along with electrification of small outboard and personal watercraft engines
	Aircraft	• Require cleaner aircrafts visiting California's airports • Improve aircraft operational efficiency during landing and takeoffs • Transition to zero-emission auxiliary power units that provide electrical power when the main engines are off

Each of these concepts will be further developed into concrete and enforceable measures as a part of the 2022 State SIP Strategy, as appropriate, and also incorporated into the 2022 Scoping Plan Update, CERPs, as well as other high-level planning efforts. Thus, in addition to a final Board hearing on the 2020 Strategy this summer, the concepts included here will see many opportunities for public input through the processes for these related planning documents and beyond that as they are further developed into regulations and other programs through formal rulemaking processes. As a part of the 2022 State SIP Strategy, CARB will be looking to identify opportunities for focusing implementation and reduction in priority communities.

Chapter 3 – Implementing the 2016 Mobile Source Strategy

The 2016 Strategy included a suite of ambitious emission reduction measures designed to help the State meet a number of challenging air quality standards, achieve GHG emission reductions, decrease health risks from transportation emissions, and reduce petroleum consumption through 2031.

Completed 2016 Mobile Source Strategy Measures

Since the 2016 Strategy, a number of measures have been developed into regulations and, where applicable, adopted by the Board. These measures are listed in Table 3.

Table 3 - Completed 2016 Mobile Source Strategy Measures

2016 Mobile Source Strategy Measure Title	Final Regulation / Project Title	Adopted / Completed
Innovative Technology Certification Flexibility	Regulation to Provide Certification Flexibility for Innovative Heavy-Duty Engines	October 2016
More Stringent National Locomotive Emission Standards (CARB Petition)	CARB Locomotive Emission Standards Petition to U.S. EPA for Rulemaking	April 2017
Medium and Heavy-Duty GHG Phase 2	GHG Emissions Standards for Medium- and Heavy-Duty Engines and Vehicles (Phase 2)	February 2018
Incentive Funding to Achieve Further Emission Reductions from On-Road Heavy-Duty Vehicles	South Coast On-Road Heavy-Duty Vehicle Incentive Measure	March 2018
Lower In-Use Emission Performance Level	• Amendments to the Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program • Amendments to the Emission Control System Warranty Regulations and Maintenance Provisions • Heavy-Duty Omnibus Regulation	• May 2018 • June 2018 • August 2020
Advanced Clean Transit	Innovative Clean Transit Regulation	December 2018
Zero-Emission Airport Shuttle Buses	Zero-Emission Airport Shuttle Bus Regulation	June 2019
Last Mile Delivery	Advanced Clean Truck Regulation	June 2020
Low-NOx Engine Standard – California Action	Heavy-Duty Omnibus Regulation	August 2020

2016 Mobile Source Strategy Measure Title	Final Regulation / Project Title	Adopted / Completed
At-Berth Regulation Amendments	Control Measure for Ocean-Going Vessels At Berth	August 2020

To address federally-regulated locomotives, *CARB petitioned the United States Environmental Protection Agency (U.S. EPA) to undertake rulemaking to strengthen the existing Emission Standards for Locomotives and Locomotive Engines regulation*. The petition, submitted pursuant to the Act and relevant codes,[46] was sent to U.S. EPA in April 2017 and California air districts, as well as environmental groups and other entities, submitted letters to U.S. EPA in support of the petition. Since that time, there has been no action at the federal level, but CARB is moving forward with the programmatic mechanisms available under State authority to reduce emissions from locomotives in California – this is described further in Chapter 2 and Chapter 6.

Progress has been made in finalizing actions to control emissions from heavy-duty vehicles. The first regulatory success was the adoption of California's *Regulation to Provide Certification Flexibility for Innovative Heavy-Duty Engines*.[47] This regulation encouraged manufacturers to accelerate development and market launch of a diversity of cleaner medium- and heavy-duty vehicles and engines by providing defined certification and on-board diagnostic (OBD) compliance flexibility. The *GHG Emission Standards for Medium- and Heavy-Duty Engines and Vehicles (Phase 2)* regulation was adopted by the Board in February 2018. This new round of vehicle and engine GHG standards built upon the Phase 1 standards adopted federally in 2011 and in California in 2013. In addition to harmonizing with the federal Phase 2 standards finalized by U.S. EPA in October 2016, the CARB regulation includes some more stringent, California-only provisions that are necessary to meet California's unique air quality challenges. Shortly thereafter, the Board adopted the *South Coast On-Road Heavy-Duty Vehicle Incentive Measure* in March 2018 and submitted it to U.S. EPA for inclusion in the California SIP. This action consisted of a measure to report on emission reductions from the turnover of heavy-duty trucks to cleaner technologies funded through the *Carl Moyer Memorial Air Quality Standards Attainment Program* (Moyer Program) in the South Coast Air Basin.



[46] Title 5, United States Code (U.S.C.) section 553(e)

[47] *https://ww3.arb.ca.gov/regact/2016/itr2016/itr2016.htm*

In mid-2018, two elements of the Lower In-Use Emission Performance Level were adopted, the lower opacity limits for heavy-duty vehicles included as part of the Amendments to the *Heavy-Duty Vehicle Inspection Program and Periodic Smoke Inspection Program* in May 2018,[48] and Amendments to the Emission Control System Warranty Regulations and Maintenance Provisions in June 2018.[49] Together, these two regulatory changes ensure lower levels of engine deterioration while heavy-duty vehicles are in operation. The lower opacity levels also provide CARB's enforcement team with the tools needed to take corrective action against trucks with high exhaust PM emissions.

The *Innovative Clean Transit (ICT) Regulation* targets reductions in transit fleets by requiring transit agencies to gradually transition their buses to zero-emission technologies. ICT was adopted by the Board in December 2018 and has helped to advance heavy-duty ZEV deployment, with buses acting as a beachhead in the heavy-duty sector. The *Zero-Emission Airport Shuttle Regulation* was adopted in June 2019 and targets airport shuttle buses, another beachhead market for zero-emission heavy-duty vehicles. The regulation requires airport shuttle operators to begin adding zero-emission shuttles to their fleets in 2027, and to complete the transition to ZEV by the end of 2035.

The Last Mile Delivery measure in the 2016 Strategy envisioned a regulation with a strong focus on last mile delivery vehicles. Through the regulatory development process, the program has evolved substantially into the *Advanced Clean Trucks (ACT) Regulation,* adopted in June 2020, which requires medium-and heavy-duty manufacturers to sell ZEVs as an increasing portion of their annual sales beginning with model year 2024. The rule expanded well beyond the scope of the original measure to include many other heavy-duty vehicle applications beyond last mile delivery, and at the direction of the Board, has been strengthened in order to achieve greater reductions earlier than previously planned. Moreover, in addition to the ACT manufacturer sales requirements adopted last year, CARB staff is now working on complementary fleet requirements that will be brought to the Board for consideration in 2021 and begin implementation in 2023. The ultimate goal of this rulemaking is to transition the State's fleet to zero-emission by 2045 where feasible, and move quicker in certain well suited segments such as last mile delivery, public fleets, drayage, refuse, buses, and utility fleets.

The need for more stringent heavy-duty engine standards at both the State and federal level was discussed in the 2016 Strategy. Because vehicles originally purchased out-of-state contribute approximately 50 percent of the on-road heavy-duty vehicles miles travelled in California, a more stringent national heavy-duty engine standard to complement the State program is needed to achieve the emissions reductions required from this sector. While CARB recently adopted the *Heavy-Duty Omnibus Regulation*, efforts at the federal level are

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[48] *https://ww2.arb.ca.gov/rulemaking/2018/heavy-duty-vehicle-inspection-program-and-periodic-smoke-inspection-program*

[49] *https://ww2.arb.ca.gov/rulemaking/2018/hd-warranty-2018*

not expected to be finalized until 2021 or 2022. The national program, known as the U.S. EPA *Cleaner Trucks Initiative*, was announced in November 2018, and an Advanced Notice of Proposed Rulemaking was released on January 21, 2020.[50]

CARB staff is coordinating closely with U.S. EPA technical staff to ensure that the California program will meet the State's needs while preserving the ability to harmonize with the federal program. Furthermore, CARB's *Heavy-Duty Omnibus Regulation* also contains other requirements including longer useful life emission compliance, longer warranty periods, and more stringent in-use performance standards, all of which will improve the real world emissions performance of heavy-duty vehicles. The Omnibus Regulation will result in 23.2 tpd of NOx emission benefits in 2031, the equivalent of taking 16 million light-duty cars off the road. This regulation is estimated to prevent 3,900 premature deaths and 3,150 hospitalizations statewide over the life of the regulation.

The Control Measure for Ocean-Going Vessels At Berth is designed to reduce emissions from ships while docked at a port or marine terminal, otherwise known as at berth. While docked, vessels generate toxic and harmful exhaust that impacts surrounding communities, many of which are disadvantaged. Since 2014, emissions from container, refrigerated cargo (reefer), and cruise vessels have been controlled at berth through CARB's existing At-Berth Regulation which results in a reduction of 80 percent of NOx and PM emissions from those vessel types (around 4,000 visits) by 2020. The recently adopted Control Measure for Ocean-Going Vessels At Berth expands the regulation to include additional vessel types and visits, as well as additional ports and terminals, as originally envisioned in the 2016 Strategy. At the direction of the Board, implementation has been accelerated in order to achieve reductions earlier than previously planned.



[50] *Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine Standards*, 85 Fed. Reg. 3306 (Jan. 21, 2020). *https://www.govinfo.gov/content/pkg/FR-2020-01-21/pdf/2020-00542.pdf*

2016 Mobile Source Strategy Measures in Progress

In addition to those measures already adopted, there are number of other measures that are progressing through the regulatory development process and are slated to be considered by the Board in the next 12 months. These measures are listed in **Table 4**.

Table 4 – 2016 Mobile Source Strategy Measures in Progress

2016 Mobile Source Strategy Measure Title	Working Regulation / Project Title	Anticipated Adoption / Completion
Transport Refrigeration Units Used for Cold Storage	Transport Refrigeration Units	2021
Small Off-Road Engines	Small Off-Road Engines	2021
Lower In-Use Emission Performance Level	Heavy-Duty Inspection and Maintenance Program	2021
Advanced Clean Cars 2	Light-duty Regulations for ZEVs, Criteria Emissions and GHG Emissions	2022
Low-Emission Diesel Requirement	Low-Emission Diesel Requirement	2021
Zero-Emission Forklift Regulation Phase 1	Zero-Emission Forklift Regulation	2022
Lower In-Use Performance Assessment	Lower In-Use Performance Assessment	Ongoing
Incentivize Low-Emission Efficient Ship Visits	Incentivize Low-Emission Efficient Ship Visits	Ongoing

The *Heavy-Duty Inspection and Maintenance Program*, otherwise known as Heavy-Duty I/M, was part of the Lower In-Use Emission Performance Level measure in the 2016 Strategy and the 2016 State SIP Strategy, but was developed further in the *Valley State SIP Strategy* (October 2018). The Heavy-Duty I/M Program will ensure that in-use emission control components and systems on heavy-duty trucks (those above 14,000 pounds gross vehicle weight rating) are properly functioning, so that these vehicles continue to operate at their cleanest possible levels for the duration of their on-road operation. In the past two years, CARB staff has held a series of public workshops and workgroup meetings, and expects to bring a regulation to the Board in 2021. To expand on the emission reduction opportunities, California *Senate Bill 210*[51] was passed by the Legislature and signed into law by Governor Newsom on September 20, 2019. SB 210 enhanced the relevant regulatory authority by requiring that on-road heavy-duty diesel vehicles comply with the forthcoming Heavy-Duty

[51] Leyva, Chapter 298, Statutes of 2019

I/M program in order to register annually with the California Department of Motor Vehicles. This direct tie-in to vehicle registration ensures that the program will achieve maximum emissions reductions.

The Advanced Clean Cars (ACC) regulatory program, adopted in 2012 to control emissions from passenger vehicles, combined the control of smog-causing pollutants and GHG emissions into a single coordinated package of regulations: the Low-Emission Vehicle III Regulation for criteria (LEV III Criteria) and GHG (LEV III GHG) emissions, and a technology-forcing mandate for ZEVs. The program was developed in coordination with U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) and includes emissions standards for vehicle model years through 2025. Because federal agencies have since reversed course and rolled back the national standards for model years 2021 through 2026, in addition to their decision to preempt California's authority to regulate light-duty vehicle GHG emissions and ZEV technology, it is even more important that CARB move forward with California standards for model years 2026 and beyond to preserve the critical emissions reductions from the passenger vehicle sector.[52] The Advanced Clean Cars II measure as discussed in the 2016 Strategy would increase the number of new ZEVs and plug-in hybrid electric vehicles (PHEVs) sold in California, and maximize criteria and GHG emissions reductions by setting standards for post-2025 model year vehicles. Advanced Clean Cars II is currently planned for consideration by the Board in 2022.



The "Lower In-Use Emission Performance Assessment" measure is an ongoing effort to ensure in-use light-duty vehicles continue to operate at their cleanest possible level. As such, both CARB and the Bureau of Automotive Repair (BAR) are continuously improving both the *Smog Check Program* and the *On-Board Diagnostic Program* through various activities. Since the 2016 Strategy was released, CARB staff have presented results of an internal study that documented the effectiveness of the OBD program in improving air quality at the 2019 SAE OBD Symposium, implemented a test program to investigate and analyze in-use vehicles that had passing OBD smog check inspections but high tailpipe emissions,[53] and proposed

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[52] *See* The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program, 84 Fed. Reg. 51,310 (Sept. 27, 2019). Enforcing new California light-duty vehicle greenhouse gas emission and zero-emission vehicle regulations will depend on restoration of the State's authority to do so.

[53] Project no. 2S19V01, May 2019

changes to the OBD regulation to improve OBD functionality (2021 proposed board hearing date). Additionally, BAR staff have created yearly Smog Check Performance Reports that include various assessments of Smog Check Program data and data collected as part of BAR's Random Roadside Inspection Program. BAR staff have also implemented improved smog inspection procedures and methods to mitigate fraud, such as implementing permanent diagnostic trouble codes as new inspection failure criteria, blocking vehicle inspection certification if fraudulent vehicle testing is suspected, and improving enforcement efforts against smog stations and technicians performing fraudulent inspections.

Other efforts that were included as measures in the 2016 Strategy focused on the off-road and fuels sectors. The Zero-Emission Forklift Regulation is under development by CARB staff, and is anticipated to be considered by the Board in early 2022. The Low-Emission Diesel Fuel Requirement has been discussed at CARB workshops and is planned to be brought to the Board in 2021. Finally, the measure from the 2016 Strategy to Incentivize Low-Emission Efficient Ship Visits is continuing to be explored by staff in conjunction with the South Coast Air Quality Management District and other local entity partners.

Role of Incentive Programs in Reducing Emissions from California's Mobile Fleet

The 2016 Strategy identified a need for incentive funding for mobile source turnover in specific regions and throughout the State. Moving forward, the scenarios detailed Chapter 6 show that in order to meet ambient air quality standards, reduce near-term risk in our most disadvantaged communities, and meet climate targets, a sweeping transformation of the mobile sector will be needed. While regulatory mechanisms have and will continue to achieve a majority of the necessary emissions reductions, incentive funding is of critical importance, especially in the near-term to advance technology development and deployment and accelerate the rate of fleet turnover to the levels needed to meet targets. Since release of the 2016 Strategy, the Legislature has identified and appropriated significant amounts of funding to a variety of CARB's incentive programs. As the State moves forward, it is important to recognize that significant continued public and private investment will be necessary in order to reach the levels of cleaner technology needed in the specified timeframes.

The State, in partnership with the local air districts, has a well-established history of using incentive programs to advance technology development and deployment, and to achieve early emission reductions. Since 1998, CARB and air districts have been administering incentive funding for cleaner vehicles, starting with the Moyer Program. In recognition of the key role that incentives play in complementing State and local air quality regulations to reduce emissions, the scope and scale of California's air quality incentive programs has since greatly expanded, with many new programs building on the success of the Moyer Program.

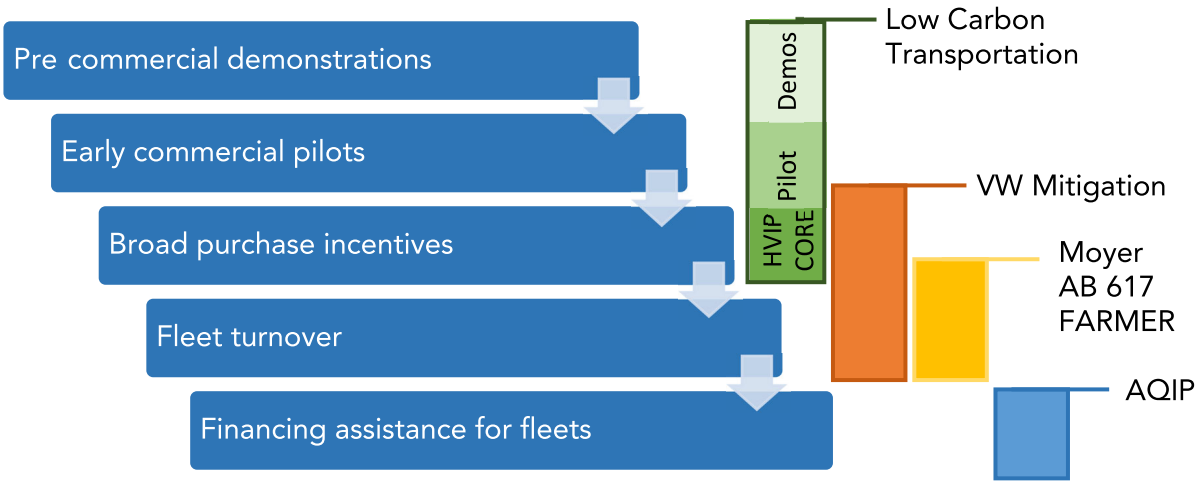
Each of CARB's incentive programs has its own statutory requirements, goals, and categories of eligible projects to make the portfolio diverse and far-reaching. In total, these programs address multiple goals, including:

- Turning over the legacy fleet to achieve cost-effective, emission reductions in support of SIP, air toxics, and community air protection goals;
- Accelerating the introduction and deployment of zero-emission technologies to meet California's air quality and mid-century climate change goals;
- Improving access to clean transportation for low-income households, and investing in the disadvantaged and low-income communities most impacted by pollution; and
- Supporting a green economy.

CARB works each year to prioritize expenditure of available funding between the programs and projects described below to achieve the complementary program goals. This is accomplished with input from the public and interested stakeholders as part of an ongoing public process. The annual Funding Plan for Clean Transportation Incentives is adopted by the Board and is the principal result of this prioritization effort, serving as the blueprint for expending the Clean Transportation Incentives funds appropriated to CARB each year in the State budget. The plan establishes CARB's priorities for the funding cycle, describes the projects CARB intends to fund, and sets funding targets for each project. While the annual Funding Plan for Clean Transportation Incentives includes only programs funded through Low Carbon Transportation Investments and AQIP, funding to the rest of CARB's incentive portfolio is also prioritized on a regular basis to meet the respective program goals.

As can be seen in Figure 3, CARB's portfolio of incentive programs are used to accelerate all stages of technology commercialization by promoting the purchase of cleaner vehicles and equipment, assisting vehicle and equipment owners with the cost of upgrading their vehicles, and increasing development and deployment of cleaner and advanced zero-emission technologies. These programs include the Moyer Program, Low Carbon Transportation Investments, AQIP, the Truck Loan Assistance Program, and the Proposition 1B: Goods Movement Emission Reduction (Prop 1B) Program. More recently established programs include the FARMER Program, AB 617 CAPP incentives, and funds available through the Volkswagen (VW) Environmental Mitigation Trust.

Figure 3 - CARB's Incentive Portfolio



The Moyer Program, funded by dedicated revenue from the Department of Motor Vehicle smog abatement fee and a fee on the purchase of new tires, provides approximately $94 million in grant funding annually through local air districts for cleaner-than-required engines and equipment. Due to the enactment of *Assembly Bill 1274*,[54] funding for the Moyer Program is expected to increase in future years. The Low Carbon Transportation and AQIP programs provide incentive funding with goals of improving access to clean transportation and mobility and reducing greenhouse gas emissions, criteria pollutants, and air toxics by funding accelerated development and early commercial deployment of the cleanest technologies. AQIP, while a related program, is appropriated from a different funding source, the Air Quality Improvement Fund.

Along with the multitude of grant and rebate opportunities available under the Low Carbon Transportation investments and AQIP, the Truck Loan Assistance Program was created through a one-time appropriation of approximately $35 million in the 2008 State Budget to implement a heavy-duty loan program that assists on-road fleets affected by the Truck and Bus Regulation and the Heavy-Duty Tractor-Trailer Greenhouse Gas Regulation. Since that time, CARB has continued to operate this program with subsequently-appropriated AQIP funds of around $28 million annually to provide financing opportunities to small-business truckers who fall below conventional lending criteria and are unable to qualify for traditional financing for cleaner trucks.

In addition to these programs, the Prop 1B Program was created to reduce exposure for populations living near freight corridors and facilities that were being adversely impacted by emissions from goods movement. This program provided incentives to owners of equipment used in freight movement to upgrade to cleaner technologies sooner than required by law or

[54] O'Donnell, Chapter 633, Statutes of 2017

regulation. Voters approved $1 billion in total funding for the air quality element of the Prop 1B Program to complement $2 billion in freight infrastructure funding under the same ballot initiative. While all Prop 1B Program funds have been awarded to the local air districts for implementation, the program framework exists to serve as a mechanism to award clean truck funds through newer funding programs.

In 2015, after a CARB-led investigation, in concert with U.S. EPA, VW admitted to deliberately installing emission defeat devices on nearly 600,000 VW, Audi, and Porsche diesel vehicles sold in the United States, approximately 85,000 of which were sold in California. The VW California settlement agreement includes both a Mitigation Trust to mitigate the excess NOx emissions caused by the company's use of illegal defeat devices in their vehicles, as well as a ZEV Investment Commitment to help grow the State's expanding ZEV program. The Mitigation Trust includes approximately $423 million for California to be used as specified in the settlement agreement. Per the Beneficiary Mitigation Plan approved by CARB in 2018, this funding will be used to replace older heavy-duty trucks, buses, and freight vehicles and equipment with cleaner models, with a focus on zero-emission technologies where available and cleaner combustion everywhere else, as well as to fund light-duty ZEV infrastructure. In addition, there have been mitigation funds established as the result of other settlements from which funding is used to support clean technologies.

Since 2017, the Legislature through various budget bills has established a number of new incentive programs that are implemented through CARB. In addition to the planning and monitoring aspects of the aforementioned AB 617 CAPP, the State Legislature provided funding to achieve early emissions reductions in the communities most impacted by air pollution. Despite the fact that there is not a dedicated funding source for the Community Air Protection Incentives, funding appropriated from GGRF by the Legislature has been substantial. Alongside the 2018 funding allocation, the Legislature expanded the possible uses of AB 617 funds to include: Moyer and Proposition 1B eligible projects with a priority on zero-emission projects; zero-emission charging infrastructure; stationary source projects; and additional projects consistent with the CERPs. CARB and air districts partner to run the program, with CARB developing guidelines and the districts administering funds for their regions. In most cases throughout the State, selected communities have identified mobile source emissions as a target for reductions; therefore, it is likely that a significant portion of the AB 617-allocated funding will incentivize the accelerated turnover to cleaner vehicles and equipment in and around low-income and disadvantaged communities.

As mentioned, CARB funds a suite of *projects* through the Low Carbon Transportation Program that prioritize equity by providing mobility and advanced technology transportation access to people in low-income and disadvantaged communities. *Clean Cars 4 All* is a program that focuses on providing incentives to lower-income California drivers to scrap their older, high-polluting car and replace it with a zero- or near zero-emission replacement. The *Financing Assistance for Lower-Income Consumers Program*, otherwise known as the Clean Vehicle Assistance Program, and local financing assistance project in the Bay Area, helps lower-income residents finance used or new conventional hybrid electric, plug-in hybrid

electric, battery electric, or fuel cell electric vehicles. The *Sustainable Transportation Equity Project* (STEP) is a new pilot that takes a community-based approach to overcoming barriers to clean transportation in disadvantaged and low-income communities throughout California. STEP aims to address community residents' transportation needs, increase residents' access to key destinations (e.g., schools, grocery stores, workplaces, community centers, medical facilities), and reduce greenhouse gas emissions. And finally, the *Clean Mobility Voucher Pilot Program* project supports zero-emission car-sharing, ride-sharing, bike-sharing, and innovative transit services for low-income and disadvantaged communities. All of these projects are specifically designed to benefit members of California's communities most vulnerable to the effects of climate change and poor air quality, and support SB 350 and the State's equity goals.



As part of the 2017 State Budget, the Legislature appropriated $135 million to CARB to reduce agricultural sector emissions through grants, rebates, and other financial incentives for agricultural harvesting equipment, trucks, agricultural pump engines, tractors, and other equipment used in agricultural operations. CARB developed the FARMER Program and approved guidelines that establish the program framework, eligible projects, reporting requirements, and oversight provisions. CARB is directing this funding to air districts to administer for agricultural truck and equipment replacement projects.

Another more recently-established project under the Low Carbon Transportation investments is the Clean Off-Road Equipment Voucher Incentive Project, known as CORE. CORE is designed to accelerate deployment of cleaner off-road technologies by providing a streamlined way for fleets ready to purchase specific zero-emission equipment to receive funding to offset the higher cost of such technologies. This project is analogous to the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), but specifically targets zero-emission off-road freight equipment that is currently in the early stages of commercial deployment. Borne out of a $40 million allocation of Low Carbon Transportation funds in the Fiscal Year 2017-18 CARB Low Carbon Transportation and AQIP Funding Plan, CORE provides vouchers to California purchasers and lessees of zero-emission off-road freight equipment on a first-come, first-serve basis, with increased incentives for equipment located in disadvantaged communities.

Given the COVID-19 pandemic and the resulting health and economic crisis, California's 2020 State Budget was drastically different from those enacted in recent years reflected estimated spending of $5.7 billion to respond directly to the COVID-19 pandemic. Despite this fact and the initial budget deficit last year, California has rebounded and proved resilient through the

COVID-19 pandemic such that the fiscal outlook for 2021 is significantly better, as demonstrated by the 2021 State Budget. Among other things, the 2021-22 State Budget includes an unprecedented level of investment in ZEVs, with $2.3 billion for CARB over the next three years as part of a $3.9 billion comprehensive, multi-agency package to accelerate progress toward the state's 2035 and 2045 zero-emission vehicle goals.

Ongoing Push to Identify Potential New Controls

Regardless of near-term challenges with levels of incentive funding or timing of federal regulatory action, CARB is moving forward to address mobile source emissions and will take action where possible to lower emissions now. For the near-term, there is potential for emissions reductions from newer programs that are expected to be considered by the Board over the next couple of years; these could provide significant benefits in communities of concern and the broader regions that need further reductions for attainment of air quality standards. In addition, there are newer regulatory concepts that are in earlier phases of development, but will likely achieve reductions in time for the mid-term 2030, 2031, and 2037 deadlines. These are described in detail in the following chapter.

Chapter 4 - CARB Actions to Achieve Near Term Emissions Reductions

As outlined earlier, California has the two areas with the most critical near-term air quality challenges in the nation, the South Coast and the San Joaquin Valley air basins. The near-term targets for these areas are attainment of the 80 ppb 8-hour ozone standard by 2023, the 35 microgram per cubic meter (μg/m^3) 24-hour fine particulate matter (PM2.5) standard by 2024, and the 12 μg/m^3 annual PM2.5 standard by 2025. Additionally, by 2031, both regions are required to meet the 75 ppb 8-hour ozone standard. Also, there is an immediate need to reduce emissions and exposure in communities that are disproportionately impacted by high levels of localized pollution. The selected communities under California's AB 617 CAPP have five and ten-year targets to reduce exposure, with 2024 being the target date for the first tranche of Community Emissions Reduction Plans (CERPs). Achieving emission reductions through mobile source regulatory actions (e.g., emissions standards) takes time. Emission standards for new vehicles and engines adopted today will not realize substantial emission reductions until years in the future due to the need for manufacturers to design and put into production new models, and the subsequent time for the existing fleet to turnover to newer, cleaner equipment. To achieve near-term emission reductions, CARB has focused on in-use emissions, incentives, and sectors in which proven technology can be more rapidly deployed. Emission reductions from federal and local sources are also critical to achieving near-term targets and are discussed in greater depth later in this chapter.

With respect to regional air quality issues, the overall attainment strategies are defined through the SIP process,[55,56] which considers all sources, mobile, stationary and area sources. Through the SIPs for South Coast and San Joaquin Valley, CARB and the local air districts have committed to NOx and PM emissions reductions from all sectors through various measures, while recognizing that additional measures are needed to attain the standards. For example, to meet the 8-hour ozone standards in South Coast Air Basin, an additional 108 tpd and 88 tpd of NOx emission reduction is needed in 2023 and 2031 respectively,[57] relative to the baseline emissions included in the most recent attainment plans. In San Joaquin Valley, an additional 13 tpd of NOx and 0.1 tpd of PM2.5 emissions reduction are needed to meet the 2024 and 2025 targets,[58] respectively. This section of the 2020 Strategy highlights the major near-term mobile source measures that CARB will consider to make progress towards

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[55] CARB. 2019. South Coast 8-Hour Ozone SIP Update. Available: *https://ww3.arb.ca.gov/planning/sip/planarea/scabsip/2019o3update.pdf*

[56] *https://ww3.arb.ca.gov/board/books/2020/102220/20-11-5pres.pdf*

[57] *https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/1997-ozone-contingency-measure-plan/scab-1997-8-hour-ozone---public-consultation-meeting---presentation.pdf?sfvrsn=6*

[58] *https://ww3.arb.ca.gov/board/books/2020/102220/20-11-5pres.pdf*

attaining the national ambient air quality standards and reducing exposure in impacted communities. As CARB develops the State SIP Strategy and subsequent SIP commitments for submittal to U.S. EPA, we will also consider, in coordination with other local and state agencies, opportunities for emission reductions for other sectors, such as new and existing buildings.

On-Road Vehicles

As previously described, CARB has recently adopted a number of regulations for the on-road heavy-duty sector, including Heavy-Duty Warranty Phase 1, Periodic Smoke Inspection Program (PSIP) Amendments, Innovative Clean Transit (ICT), Zero-Emission Airport Shuttle Bus, Advanced Clean Trucks (ACT), and Heavy-Duty Omnibus (see Chapter 3 for more details). In addition to these adopted measures, CARB is considering a suite of enhanced or new measures to further reduce emissions from heavy-duty vehicles in California such as:

- Heavy-Duty Inspection and Maintenance Program; and
- Advanced Clean Fleets including Zero-Emission Drayage

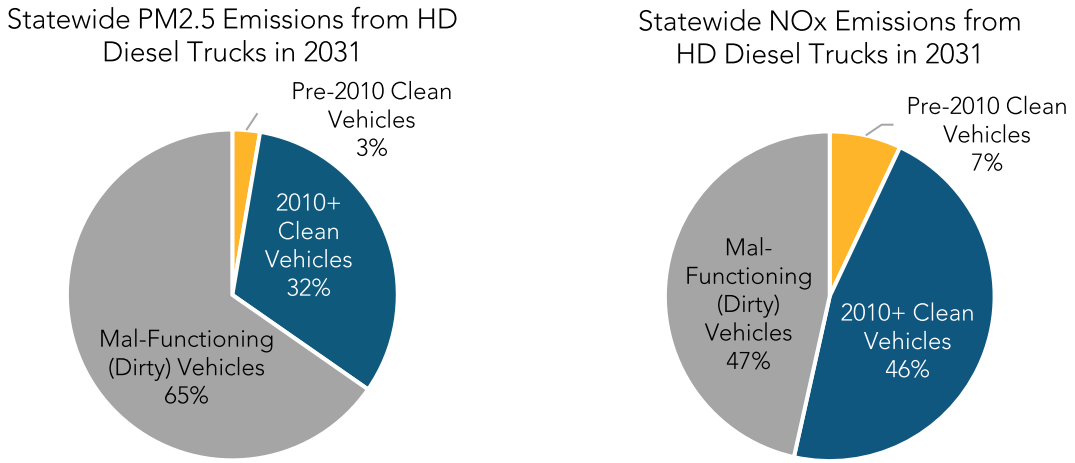
In addition to heavy-duty regulations, CARB is considering Advanced Clean Cars II for the on-road light and medium-duty vehicles.

These measures are further described in the following sections.

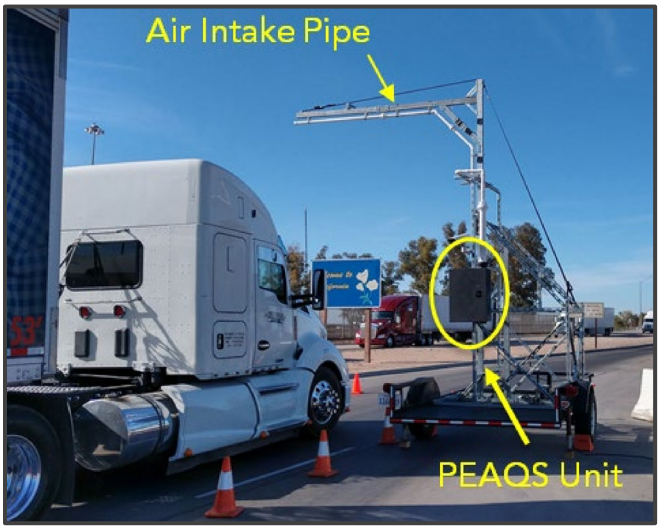
Heavy-Duty Inspection and Maintenance Program – Implementation in 2023

Over the years, CARB has adopted regulations designed to reduce emissions from heavy-duty truck fleets by mandating vehicles to meet stricter emissions standards, and requiring replacement of older engines with cleaner engine technology that includes diesel particulate filters, NOx controls, and OBD. As a result of these collective efforts, emissions from heavy-duty vehicles are lower than in previous years and are continuing to decline. While emissions from heavy-duty trucks are declining, they are still significant; and the majority of heavy-duty truck emissions are now coming from a small percentage of vehicles whose engines and emissions control systems are malfunctioning or are poorly maintained. As shown in Figure 4, CARB staff estimate that by 2031, 65 percent of PM emissions and 47 percent of NOx emissions from heavy-duty diesel trucks will be due to emissions control systems that are malfunctioning or poorly maintained.

Figure 4 – NOx and PM2.5 Emission Contributions from Malfunctioning Heavy-Duty Diesel Trucks in California



CARB staff, in consultation with its state agency partners,[59] is developing a comprehensive heavy-duty vehicle inspection and maintenance program (Heavy-Duty I/M) as directed by Senate Bill 210 (Leyva; Statutes of 2019). The proposed program would apply to all on-road non-gasoline[60] heavy-duty vehicles with a gross vehicle weight rating over 14,000 pounds that operate in California, including vehicles registered out of state and out of country. This robust program would be the first-of-its-kind to rely on remote telematics to periodically download and transmit engines' OBD data to CARB for use in identifying malfunctioning emissions-related components and requiring timely repairs. The periodic testing component would be complemented by roadside emissions monitoring (remote sensing devices and/or CARB's Portable Emissions AcQuisition System, known as PEAQS) to detect high emitting vehicles between periodic test cycles and require additional testing and repair to ensure emissions control components are operating properly. Vehicle owners would be required to demonstrate that their vehicles' emissions



[59] The California Department of Motor Vehicles (DMV), California Highway Patrol (CHP), the Bureau of Automotive Repair (BAR), and the California Department of Food and Agriculture (CDFA).
[60] Heavy-duty gasoline vehicles with a gross vehicle weight rating over 14,000 pounds are already required to comply with BAR's Smog Check program.

control systems are properly functioning, thereby reducing excess NOx and PM emissions resulting from mal-maintenance and tampering. Key program elements include: 1) streamlined testing processes that nearly eliminates vehicle downtime for inspections; 2) requirements for all heavy-duty vehicles to possess a valid compliance certificate accessible upon request by CARB or CHP inspectors; and 3) the ability for DMV to withhold vehicle registration on non-compliant California vehicles. The regulation is projected to begin implementation starting January 1, 2023.

To ensure that the benefits of the Heavy-Duty I/M program will be maximized in the near-term, CARB is planning to deploy a network of PEAQS sensors in the South Coast and San Joaquin Valley regions. PEAQS captures a portion of the emissions from the exhaust plumes of passing heavy-duty vehicles and, within seconds, reports the concentration of pollutants, including carbon dioxide (CO2), black carbon particulate matter (BC), and nitrogen oxide (NO), in the vehicle exhaust.

Since early 2019, CARB has been working to adapt PEAQS into a rugged, autonomous, remote sensing device that can be deployed at locations throughout the state and transmit data back to CARB data servers. These autonomous units also capture identifying characteristics of the vehicle associated with a particular emissions plume.

In August of 2019, CARB staff installed the first autonomous, roadside plume capture, remote sensing device in San Bernardino County. Following that successful rollout, CARB installed the second autonomous PEAQS unit in Riverside County in August of 2020. These systems have monitored thousands of vehicles and are used to enforce opacity emissions standards established by current CARB regulations.

Moving forward, CARB plans to retrofit these two systems with NOx sensors and will install all future systems with NOx sensors to support enforcement of the forthcoming Heavy-Duty I/M Program, which regulates both particulate matter and NOx emissions. Under this regulation, enforcement action will be initiated on high emitting trucks screened by PEAQS and repairs will be required if follow up tests indicate the need for maintenance.

Because of the immediate need for PM and NOx emissions reductions to achieve air quality targets, in advance of the Heavy-Duty I/M regulation, CARB plans to install eight more units within the San Joaquin Valley and South Coast Air Basins by January 1, 2023 bringing the network to a total of 10 systems. Two to three of these systems will be installed over the course of 2021 in Madera, Kern, and Los Angeles Counties. In 2022, CARB will install the remaining five to six systems in Los Angeles, Merced, and Riverside Counties.

CARB staff has conducted a series of public workshops and workgroup meetings for Heavy-Duty I/M to engage stakeholders and invite their input throughout CARB's public process for program development and will continue to do so throughout 2021. The Board will consider the proposed Heavy-Duty I/M regulation at its December 2021 Board hearing.

Advanced Clean Fleets and Zero-Emission Drayage – Implementation in 2023

Besides the Heavy-Duty I/M regulation, CARB is also considering measures to accelerate the turnover of the heavy-duty diesel vehicles by setting zero-emission requirements for fleets. The proposed Advanced Clean Fleets (ACF) regulation will focus on strategies to ensure that the cleanest vehicles are deployed by government, business, and other entities in California to meet their transportation needs. This effort is part of a comprehensive strategy to achieve a zero-emission vehicle truck and bus fleet by 2045 everywhere feasible, and significantly earlier for certain well-suited market segments as directed by the Advanced Clean Trucks resolution and Executive Order N-79-20. The initial focus is on high priority private fleets, public fleets, and drayage fleets, where the initial transition to zero-emission would occur in applications where zero-emission technologies are well suited for use.

The proposed ACF regulation will have multiple components including requirements for public fleets, private and federal fleets, and drayage trucks. In order to make sure fleets have enough ZEVs to meet the ACF requirements, they will likely need to turn over some older vehicles that are past their useful life and replace them with ZEVs. Staff plans to bring a recommendation to the Board in December 2021 with a final decision in early 2022. Implementation would begin in 2023 to complement the approved Advanced Clean Trucks regulation.

To support ACF's drayage targets, CARB is developing zero-emission drayage truck requirements. The current concept will require all Class 7 and 8 drayage trucks operating at intermodal seaports or railyards to be full zero-by 2035. To achieve this target, all trucks that are added to the statewide drayage truck registry shall be zero-emission starting in 2023. In 2035, any truck entering seaports or intermodal railyards would be required to be zero-emission. Over the last couple of months, CARB staff held several workgroup meetings focused on how to transition public fleets, private and federal fleets, and drayage trucks to zero-emissions.[61] CARB also recently initiated an effort called "Project 800" to support the deployment of zero-emission trucks serving California ports with the goal of having 800 zero-emission drayage truck orders in 2021 and to address financial and other technical issues associated with large-scale zero-emission truck deployments in California. As discussed in the December 2020 CARB



[61] *https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets/advanced-clean-fleets-meetings-events*

Board hearing, CARB staff are also proposing funding and incentive plans to further accelerate the transition of fleets to zero-emission technology.[62]

In addition to near-term measures discussed earlier, it is noteworthy to mention that U.S. EPA is planning to adopt new NOx emission standards for heavy-duty vehicles through an effort known as the Cleaner Trucks Initiative (CTI).[63] U.S. EPA released an Advanced Notice of Proposed Rulemaking in 2020 with potential program elements, including lower NOx emission standards, improvements to in-use testing procedures, lengthened warranty for emission-related components, lengthened useful life, consideration of rebuilding, and incentives to transition to newer technology. These new standards are planned for model year 2027 and newer vehicles. Proposed rulemaking for CTI is expected to take place in 2021.

Advanced Clean Cars (ACC) II – Implementation in 2026

The Advanced Clean Cars (ACC) regulations are responsible for setting criteria pollutant and GHG emission standards for light-duty and medium-duty vehicles and establishing a ZEV requirement. Building on ACC I which reduced fleet average non-methane organic gas (NMOG)+NOx emissions from roughly 0.1 g/mile for new model year 2016 vehicles to 0.03 g/mile for model year 2025 vehicles, ACC II is currently in development to strengthen criteria pollutant control measures beyond model year 2025 and ensure that the regulatory requirements translate into real-world emission benefits and contribute to 2031 attainment of regional SIP targets. Additionally, staff will be proposing how to increase the ZEV requirement towards the 100 percent target established by the Governor's Executive Order N-79-20, as well as creating new requirements for ZEVs to ensure that they can serve as full replacement vehicles for conventional combustion vehicles for further emission reductions. The regulatory package is anticipated for Board consideration in summer 2022.

Given the fleet average basis for NMOG+NOx criteria standards, staff is currently considering various options to prevent new combustion vehicles from being certified at higher emission levels as a greater volume of ZEVs enter the market. Staff is considering whether to exclude ZEVs from the fleet average calculation or lower the fleet average to account for the growing share of ZEVs as well as further promote a transition to cleaner combustion. Staff is also proposing to eliminate some of the highest certification bins to ensure conventional vehicles are forced to certify to cleaner emission levels. The proposed changes further reduce NOx emissions reductions by accounting for aggressive driving conditions and better controlling cold start emissions. Changes to the plug-in hybrid (PHEV) test procedures will also help reduce NOx emissions that are generated by PHEV cold starts that occur during high-power driving.

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[62] *https://content.govdelivery.com/accounts/CARB/bulletins/2b59347*

[63] *https://www.epa.gov/regulations-emissions-vehicles-and-engines/cleaner-trucks-initiative*

Additionally, staff will propose changes for medium-duty vehicles that were recently included in the Heavy-Duty Omnibus Regulation. As this vehicle class can also certify using light-duty chassis certification procedures, staff is currently investigating changes to these procedures and requirements to ensure that equivalent emission reductions are achieved regardless of which regulation a medium-duty vehicle certifies under.

Finally, increasing ZEV market shares as proposed in ACC II will also contribute to NOx emission reductions, but only if these ZEVs are displacing miles driven by combustion vehicles. To ensure these emission benefits are sustained over the full life of the vehicle, proposed new ZEV assurance measures will require manufacturers to provide a warranty and meet a durability requirement, similar to what is required for emission control systems on conventional vehicles. A battery state of health indicator is also being proposed to facilitate warranty claims and ensure consumers can be fully informed on the battery's condition. Lastly, should an older ZEV eventually need repair, staff is proposing that service information be provided by the manufacturer to all licensed repair technicians and not just dealer service centers.

Table 5 lists NOx emission reductions in the South Coast and San Joaquin Valley from the near-term on-road measures discussed above including those that are already adopted by the Board. Targeting in-use malfunctioning vehicles, Heavy-Duty I/M will bring immediate and essential emission reductions once it is implemented. The Heavy-Duty I/M program is anticipated to reduce NOx by 3.5 tpd from South Coast air basin baseline emissions levels in 2023. By 2031, other new measures will provide additional emissions reductions, resulting in overall NOx emission reductions of 38-42 tpd. Similarly, in 2024, near-term measures will provide 11 tpd NOx benefits from the baseline in the San Joaquin Valley. Roadside emissions monitoring with PEAQS through Heavy-Duty I/M and ZE Drayage and ACF will achieve some additional NOx emissions reductions beyond CARB's mobile source commitments in 2016 State SIP Strategy. Note that Heavy-Duty I/M provides more emissions benefits starting in 2024, after the program is fully phased in.

Table 5 – On-Road NOx Emissions Benefits

Measure(s)	South Coast 2023	San Joaquin Valley 2024	South Coast 2031
ACT and Omnibus	<0.1 tpd	<0.1 tpd	7 tpd
Federal CTI	0 tpd	0 tpd	4 tpd
Heavy-Duty I/M	3.5 tpd	11 tpd	18 tpd
ZE Drayage and ACF	0 tpd	<0.1 tpd	6-10 tpd
ACC II	0 tpd	0 tpd	3.2 tpd
Total	3.5 tpd	11 tpd	38-42 tpd

CARB's efforts to reduce PM2.5 emissions statewide are expected to have significant co-benefits in communities that are disproportionately impacted by poor air quality. While exposure to cancer-causing diesel particles has decreased substantially in all communities,

including reductions in disadvantaged communities that are three times greater than other communities, exposure to diesel particles in disadvantaged communities remains on average twice that experienced in non-disadvantaged communities.[64] Consistent with the 2018 CERPs, the near term measures listed in this chapter go beyond existing efforts to further reduce air pollution disparities and will further reduce cumulative exposure to air pollution in disadvantaged communities.[65] In particular, ZE Drayage will result in lower PM2.5 emissions in communities located near ports. Substantial PM2.5 emission reductions from Heavy-Duty I/M will also have co-benefits in communities adjacent to warehouses, ports, railyards and other facilities that generate heavy-duty truck traffic. The near-term on-road measures discussed in this chapter are expected to reduce PM2.5 emissions by 0.6 tpd and 0.9 tpd in 2025 and 2030, respectively. Table 6 provides further details on PM2.5 emission reductions from each measure.

Table 6 – Statewide PM2.5 Benefits from On-Road Measures

Measure(s)	Statewide 2024	Statewide 2025	Statewide 2030
ACT	<0.01 tpd	<0.01 tpd	0.03 tpd
Heavy-Duty I/M	0.5 tpd	0.6 tpd	0.8 tpd
ZE Drayage and ACF	<0.01 tpd	<0.01 tpd	0.2 tpd
ACC II	0 tpd	0 tpd	NYQ
Total	**0.5 tpd**	**0.6 tpd**	**1.0 tpd**

For programs that have not yet been adopted, staff made the following assumptions to estimate emissions benefits. Note that these estimates may be refined later, as these regulations are still under development:

- **ACC II:** Staff used the light-duty vehicle scenario outlined in Chapter 6 of this document to estimate the NOx benefit associated with this program.
- **CTI:** The program requirements are not yet defined. Therefore, initial benefits were estimated by assuming new federally-certified trucks with model year 2027 and newer would have 90 percent cleaner in-use NOx emissions.
- **ACF and Zero-Emission Drayage:** Staff modelled upper-bound emissions benefits by assuming accelerated turnover of vehicles that are older than 18 years of age, or reach 15 years of age and 800,000 miles, to ZEVs for calendar years 2030 and 2031. Similar assumptions were made for lower-bound estimates, but accelerated turnover was only modelled for specific fleet groups, including drayage, refuse, public, utility, and buses. Staff are mainly using these assumptions for modeling the benefit of ACF above and

[64] California Air Resources Board, Air Quality Progress in California Communities, July 23, 2016, available at: *https://www.arb.ca.gov/board/books/2016/062316/16-6-2pres.pdf*

[65] *https://ww2.arb.ca.gov/resources/ab-617-statewide-strategy-summary*

beyond ACT for year 2031. In early years (i.e., 2023 and 2024), staff are assuming that ACF may not provide additional benefit beyond ACT. Staff are currently conducting more detailed level analysis of ACF utilizing the EMFAC2021 model.[66] Preliminary results from these analyses were presented at the March 2021 workshops of Advanced Clean Fleet regulation[67] and the Mobile Source Working Group for Heavy-Duty Trucks Meeting #2.[68] Please note that the emissions benefits presented in this document are based on an earlier version of the EMFAC model, EMFAC2017.

- **Heavy-Duty I/M:** For initial implementation in 2023, staff assumed the program would result in a 27 percent reduction in deterioration for California-registered vehicles and a 14 percent reduction for out-of-state registered vehicles that travel to California. From 2024 to 2030, staff modelled a 74 percent reduction in deterioration for California-registered vehicles and 55 percent for out-of-state vehicles. Finally, for 2031 and subsequent calendar years, an 83 percent reduction in deterioration was assumed for California vehicles and 62 percent for out-of-state. These assumptions are based on the impacts of the whole Heavy-Duty I/M program, including periodic OBD data submission, opacity testing, and high emitter screening.

Off-Road Vehicles and Equipment

For the off-road sector, CARB has recently adopted a Control Measure for Ocean-Going Vessels (OGV) At Berth that expands the regulation to include additional vessel types and visits, as well as additional ports and terminals. The updated regulation expands requirements to include auto carriers (roll-on/roll-off vessels) and tankers, and new ports and terminals, reducing emissions from an additional 2,300+ vessel visits per year. The rule requires that every vessel coming into a regulated California port either use shore power (e.g., plug in to the local electrical grid) or a CARB-approved control technology to reduce harmful emissions. It also requires boiler emission controls for tanker vessels operating boiler-powered, steam-driven pumps to off-load cargo (typically crude petroleum products). The updated rule starts implementation in 2023 for container, reefer and cruise vessels, auto carriers in 2025, and tanker vessels in 2025 for Los Angeles and Long Beach and 2027 for Northern California. While the 2016 State Strategy assumed South Coast NOx reductions of 0.3 and 1 tpd in 2023 and 2031, respectively, the adopted measures result in almost four times higher reductions than previously assumed (i.e., 1.1 and 3.6 tpd of NOx reduction in 2023 and 2031, respectively).

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[66] *https://arb.ca.gov/emfac/*

[67] *https://ww2.arb.ca.gov/sites/default/files/2021-03/210302emissions_ADA.pdf*

[68] *http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2022-aqmp-mobile-source-working-groups*

In addition to the recently adopted OGV At Berth Control Measure, CARB is developing a number of measures for other off-road sectors. The measures include an in-use locomotive regulation, amendments to commercial harbor craft (CHC) regulation, TRU Airborne Toxic Control Measure amendments, and zero-emission requirements for small off-road engines (SORE) and forklifts. For the cargo handling equipment (CHE) and construction sectors, the concepts outlined later in the document will serve as guidelines for future rule-making.



These measures are not limited to specific communities and will provide benefits statewide. However, because they are aimed at freight and industrial facilities, they will provide substantially more benefits to communities near ports, railyards, and industrial facilities. These communities have been among the most negatively impacted by air pollution. These measures are further described in the following sections.

Commercial Harbor Craft (CHC)

The proposed amendments to the regulation for CHC will expand existing requirements to cover more vessel types, have more stringent emission requirements, mandate zero-emission and advanced technologies for certain vessel types, and require the use of renewable diesel for all vessels. Under the new rule, most engines on vessels would need to be turned over to the cleanest available engine (Tier 3 or 4) and be retrofitted with Diesel Particulate Filters (DPFs) starting in 2023, phasing in through 2034. Commercial fishing vessels, which are currently not subject to in-use engine requirements, would need to have Tier 2 or newer engines. New excursion vessels would be required to be zero-emission capable hybrid starting in 2025, and all short-run ferries (those traveling 3 nautical miles or less on a single run) would be required to be full zero-emission by 2026. Renewable diesel would be required for all vessels starting in 2023. Besides climate benefits, renewable diesel has been found to reduce NOx emissions by 10 percent and PM by 30 percent for older engines that do not employ Selective Catalytic Reduction (SCR) systems or DPFs.[69] The proposed regulations could reduce NOx emissions in South Coast by 0.8 tpd and 2.5 tpd in



[69] Durbin, T.D. et al. CARB Assessment of the Emissions from the Use of Biodiesel as a Motor Vehicle Fuel in California "Biodiesel Characterization and NOx Mitigation Study," October 2011. Table ES-6, xxxvii.

2023 and 2031, respectively. Since the majority of CHC emissions occur near ports, those emission benefits are especially important for disadvantaged communities surrounding ports such as Los Angeles, Long Beach, and Oakland. The regulation is expected to be considered by the Board in November 2021.

Transport Refrigeration Units



The upcoming regulatory measure for TRUs includes the transition of diesel truck TRUs to zero-emission, a more stringent diesel PM emission standard for the remaining TRU categories, and lower global warming potential refrigerant. The transition of diesel truck TRUs to zero-emission supports the development of zero-emission infrastructure and is in alignment with Executive Order N-79-20. To reduce PM emissions and address the increasing population of TRUs equipped with diesel engines less than 25 horsepower, which have less stringent PM standards, trailer TRUs, domestic shipping container TRUs, railcar TRUs, and TRU generators sets manufactured in 2023 and later would be required to meet the most stringent standard for PM (Ultra-Low Emission TRU or ULETRU). While this measure does not focus on NOx reductions, CARB is evaluating the category for longer-term measures focused on full zero-emission operation of TRUs. This measure is planned for Board consideration in fall 2021 (staff proposal released in summer 2021). The PM reductions focus on protecting public health in and around areas where TRUs congregate, specifically distribution facilities and industrial complexes. Facilities are more likely to be found in disadvantaged communities and low-income neighborhoods, and reducing PM provides near term benefits focused on community health risks. Staff plan to assess zero-emission options for trailer TRUs and the remaining TRU categories in a second rulemaking for Board consideration in the 2023-2024 timeframe.



Locomotives



The draft in-use locomotive regulatory concepts include a Spending Account, Useful Life Limit, a 30-minute idling limit as well as reporting and recordkeeping requirements. The Spending Account rule would require railroads to deposit funds into an account, with a tentative schedule starting in 2023. The funds deposited are calculated based on the locomotive emission levels (NOx and PM) and the annual work performed in California. The deposited funds will be held in each individual railroad's Spending Account and would be required to be used to purchase Tier 4 or cleaner locomotives. CARB is also proposing to ban operation of very old locomotives in California. Railroads traditionally remanufacture locomotives many times to extend their usage. The regulation would restrict the use in California of the oldest, dirtiest locomotives—those that exceed double their useful life and have already been rebuilt several times. The concepts will include mechanisms to transform California's locomotives to zero emissions as directed by Executive Order N-79-20. Based on the current concepts, the Spending Account and Useful Life Limit together could reduce NOx emission in South Coast by 7.0 tpd in 2030. The regulation is expected to be considered by the Board in 2022.

Small Off-Road Engines and Forklifts

SORE and the broad forklift categories of equipment are both excellent candidates for a complete transition to zero-emission operation. CARB is currently moving forward with parallel zero-emission requirements for both sectors, which are expected to be implemented starting with model year 2024.



SORE are spark-ignition engines rated at or below 19 kilowatts (i.e., 25 horsepower). The SORE sector has become increasingly important, and smog-forming emissions from them will exceed light-duty passenger cars in the state in 2021. At the same time, the potential for full zero-emission operation is clear as 48 percent of the lawn and garden equipment and over 70 percent of the light commercial equipment in California are already electric. Note that the fraction of small (i.e., less than 25 hp) generators that are zero-emission lags significantly behind that for other light commercial equipment like air compressors and pressure washers.

CARB is currently developing a proposal to implement significantly tightened exhaust and evaporative emission standards for generator engines and emission standards of zero for

other engines by model year 2024[70]. Starting in model year 2024, the new emission standards will accelerate a transition of all SORE regulated by CARB – or about 90 percent of all SORE in the state – to ZEE. The regulation is expected to be considered by the Board in fall 2021. The remaining 10 percent of SORE includes new engines which are used in construction equipment/vehicles or used in farm equipment/vehicles which are smaller than 175 horsepower that fall under section 209, subsection (e)(1)(A) of the Act. The Act does not grant CARB the authority to regulate the emissions from engines used in these equipment.

CARB staff are also preparing zero emissions requirements for forklifts, which are widely used in industrial and construction applications. The zero emissions requirements, currently in development for feasibility and cost effectiveness, cover all forklifts from all applications, including gasoline, natural gas, and diesel forklifts of all sizes. This measure could be brought before the Board as early as 2022 with implementation starting in 2025.



While these measures may narrowly miss providing benefits in 2023 in South Coast, they will provide significant reductions in the late 2020s and, by 2031, will achieve a combined 6.7 tpd of NOx reductions in South Coast.

Table 7 lists NOx emission reductions in the South Coast and San Joaquin Valley from the near-term off-road measures discussed above. Combined, these off-road measures will achieve approximately 2 tpd of NOx reductions in South Coast in 2023, while achieving 24 tpd of NOx reductions by 2031, and nearly 3 tpd of PM2.5 across the state in 2030. These measures will have a particularly large impact in communities near the ports (especially the Ports of Los Angeles, Long Beach and Oakland), railyards, and distribution centers.

Table 7 – Near-Term Emissions Reductions from the Off-Road Sector

Off Road Sector	NOx (tpd)			PM2.5 (tpd)
	SC 2023	SJV 2024	SC 2031	Statewide 2030
OGV At Berth	1.1	<0.1	3.6	0.09
Locomotive	0	0.55	7	1.1
SORE	0	<0.1	2.8	0.3
TRU	0	<0.1	0.4	0.34
CHC	0.8	<0.1	2.5	0.3
Forklift	0	0	3.7	0.3
CHE	0.1	<0.1	0.9	<0.1
Construction & Mining	<0.1	<0.1	3.4	0.4
Total Off-road	**2.0**	**0.55**	**24.3**	**2.83**

[70] *https://ww2.arb.ca.gov/resources/documents/march-24-2021-workshop-slides*

Potential Near-term Emissions Reductions

Table 8 summarizes total on-road and off-road NOx emissions benefits in the South Coast and San Joaquin Valley. Please note that some of the regulations and programmatic concepts listed in Table 8 were identified as measures in the 2016 State SIP Strategy; however, some of the new proposals are expected to provide additional emissions reductions beyond what was anticipated in the 2016 State SIP Strategy. For example, while the SORE measure was anticipated to provide 2 tpd of NOx emissions benefit in 2031 in South Coast, the new regulatory proposal is estimated to reduce emissions by almost 3 tpd. Please refer to Table 4 of the 2016 State Strategy for the State Implementation Plan[71] for more details on measures and their anticipated benefits. Measures included in the 2016 State SIP Strategy are marked with an asterisk in Table 8 of this document.

It is important to note that, aside from regulatory actions, achieving our air quality and toxics risks reduction goals depends on incentive funds to advance clean technologies and to accelerate the replacement of older engines with new cleaner technologies. Because the success of incentive measures depends on future funding allocation, staff conservatively opted to only list the incentive measures that are most likely to be implemented and result in near term emission reductions. An example of these measures is the "San Joaquin Valley Agricultural Equipment Incentive Measure" where staff demonstrated a NOx emissions reduction of almost 5.9 tpd as a result of agricultural equipment turnover that occurred between 2015 and 2019 through various incentive programs such as Carl Moyer, FARMER, and the Natural Resources Conservation Service (NRCS) grant program provided by U.S. Department of Agriculture. It is worth noting that the Governor has proposed as part of the 2021-22 State Budget an additional $363 million be allocated over two years for continued replacement and upgrades of agricultural diesel engines through the FARMER Program (this proposal is still under consideration by the Legislature). Based on the State Budget approved in July 2021, the pending FARMER Program funding, and funding provided through Carl Moyer and NRCS grant programs, staff anticipates that an additional 5.1 tpd of emissions reductions can be achieved through 2024 to meet the overall emissions reduction commitment of 11 tpd for agricultural equipment replacement. This is presented as "San Joaquin Valley Agricultural Equipment Incentive Measure 2" in Table 8.

Included in Table 8 are also the anticipated emissions reductions from *Clean Truck Fund Rate* (CTF Rate) which has been under development since 2018 by the San Pedro Bay Ports. This measure has been adopted, but has yet to be acted on. Once implemented, the measure is anticipated to generate approximately $120 million per year, enough to replace 1,200 diesel

[71] *https://ww3.arb.ca.gov/planning/sip/2016sip/rev2016statesip.pdf*

trucks a year with cleaner technologies. The measure is further described later in this document.

Table 8 - Overall NOx (tpd) Emissions Reductions in South Coast (SC) and San Joaquin Valley (SJV) for Mobile Source Measures (Adopted and In-progress)

Measures	Adoption	Implementation	SC 2023	SJV 2024	SC 2031
Amendments to HDVIP and PSIP*	2018	2019	N/A	N/A	N/A
Innovative Clean Transit*	2018	2023	<0.1	<0.1	0.2
South Coast On-Road Heavy-Duty Vehicle Incentive Measure*	2018	2019	1	N/A	N/A
San Joaquin Valley Agricultural Equipment Incentive Measure 1**	2019	2015	N/A	5.9	N/A
San Joaquin Valley Agricultural Equipment Incentive Measure 2**	2025	2015	N/A	5.1	N/A
Zero-Emission Airport Shuttle*	2019	2027	<0.1	<0.1	<0.1
Ocean Going Vessels At Berth*	2020	2024	1.1	<0.1	3.6
ACT and Heavy-Duty Omnibus*	2020	2024	<0.1	<0.1	7
U.S. EPA CTI*	2021	~2027	0	0	4
Commercial Harbor Craft	2021	2023	0.8	<0.1	2.5
Heavy-Duty I/M**	2021	2023	3.5	11	18
Zero-Emission Drayage and Advanced Clean Fleet	2021	2023	0	<0.1	6-10
Small Off-Road Engines*	2021	2024	0	<0.1	2.8
Transport Refrigeration Unit*	2021	2024	0	<0.1	0.4
In-Use Locomotive	2022	2024	0	0.55	7
Advanced Clean Cars II*	2022	2026	0	0	3.2
Zero-Emission Forklift*	2022	2025	0	0	3.7
Cargo Handling Equipment	TBD	TBD	0.1	<0.1	0.9
Construction & Mining	TBD	TBD	<0.1	<0.1	3.4
San Pedro Bay Ports Clean Truck Fund Rate	2020	TBD	1.4***	N/A	N/A
TOTAL			**7.9**	**22.55**	**63-67**

* Identified in 2016 State SIP Strategy

** Identified in San Joaquin Valley Supplement to the 2016 State Strategy for the State Implementation Plan[72]

*** Assuming that the San Pedro Bay Ports Clean Truck Fund Rate program can generate $240M between 2022 – 2023 (total of two years). Of course, with further delay in the program implementation the emissions reduction will end up being lower.

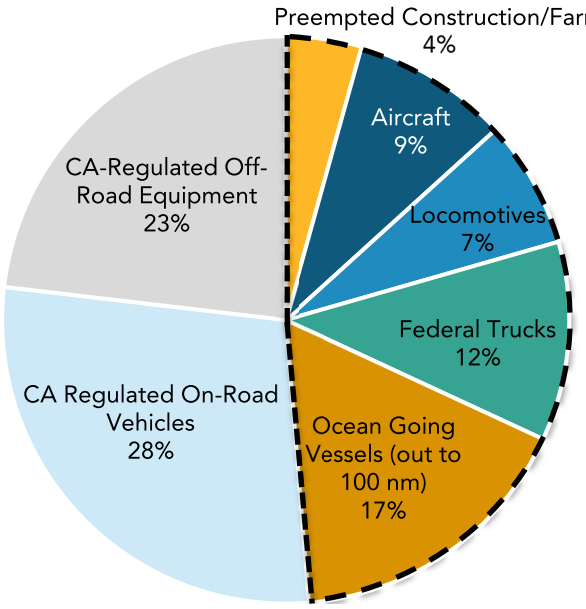
[72] *https://ww3.arb.ca.gov/planning/sip/2016sip/valleystrategy.pdf*

Achieving Near Term Air Quality Goals Requires Further Emissions Reductions at Federal and Local Level

As illustrated in Table 8, while the proposed measures achieve significant near-term emission reductions in both South Coast and San Joaquin Valley, they do not fully address the emissions reductions needed to meet federal air quality standards in 2023, 2024, and 2031. For South Coast, the measures listed in Table 8 will achieve an additional nearly 8 tpd of NOx emissions reductions in 2023 which is significantly less than the 108 tpd NOx emissions reductions needed to meet the 8-hour ozone standard of 80 ppb. Despite a significant number of regulatory actions and incentive programs considered by CARB, it will be very challenging for the South Coast and San Joaquin regions to attain the federal ambient air quality standards for ozone and particulate matter without additional emissions reductions by local, federal, and international entities.

For California to meet federally mandated air quality standards, it is imperative that through a combination of regulatory action and infusion of incentive funding, the federal government act decisively to significantly reduce emissions from federally regulated sources of air pollution in California, including interstate trucks, ships, locomotives, aircraft, and certain categories of off-road equipment. Figure 5 shows that in 2023, NOx emissions from federally regulated sources contribute almost 50 percent of mobile source NOx emissions in the South Coast air basin. This graphic clearly demonstrates why the lack of action by the previous federal administration has hindered the region in achieving the emissions reductions needed to attain ambient air quality standards in 2023 and emphasizes the need for aggressive and immediate actions to address emissions from these sources.

Figure 5 - NOx Emission Contributions from Primarily Federally Regulated Sources in South Coast Air Basin in 2023



In 2023, primarily-federally regulated sources account for almost 50 percent of mobile source NOx emissions in the South Coast Air Basin

In order to achieve necessary reductions from these sources, staff proposed the following actions for each of the mobile source sectors that are primarily regulated by the federal government. These measures are further discussed in Chapter 6 of this document through the proposed scenario concepts.

I. **Heavy-Duty Trucks (Lead Agency: U.S. EPA) – Actions needed by 2021**
   - Adopt federal Low-NOx heavy-duty truck emission standards
   - Adopt national level zero emission truck requirements along with more stringent GHG standards for medium- and heavy-duty vehicles
   - Enable state leadership on zero emission trucks by prioritizing federal grants toward zero emission technology and their associated infrastructure

II. **Locomotives (Lead Agency: U.S. EPA) – Actions needed by 2022**
   - Adopt more stringent standards for new locomotives and require remanufactured locomotives to meet current standards
   - Establish zero emission standards for switchers and provide funding toward technology and infrastructure development for zero emission line-haul locomotives

III. **Off-Road Engines (Lead Agency: U.S. EPA) – Actions needed by 2022**
   - Adopt more stringent emission standards for off-road engines (gasoline and diesel) including preempted categories
   - Establish zero emission standards for off-road engines where feasible
   - Prioritize federal technology demonstration funding to zero emission off-road equipment

IV. **Marine Vessels (Lead Agency: U.S. EPA) – Actions needed by 2023**
   - Advocate in International Maritime Organization (IMO) for more stringent NOx and PM standards for marine engines
   - Establish clean fuel and clean vessel visit requirements for ocean going vessels at national level

V. **Aviation (Lead Agencies: U.S. EPA/Federal Aviation Administration) – Actions needed by 2023**
   - Develop more stringent criteria and GHG standards for aircraft engines
   - Establish clean visit, clean fuel, and zero emission on-ground operation requirements for aircrafts

CARB will continue to work closely with U.S. EPA and other federal agencies on these proposed concepts to ensure that they achieve the needed emissions reductions for meeting national ambient air quality standards and support development of future state implementation plans. While regulatory action at the federal and international level will help drive the introduction of cleaner technologies, fuels, and fueling infrastructure, their emissions reductions rely on the pace of natural fleet turnover which is not always sufficient

to meet California's immediate near-term needs, especially in 2023. Additional funding mechanisms, partnerships, research and demonstration projects, and other innovative strategies can incentivize accelerated deployment of the cleanest technologies. As noted earlier, the 2021-22 State Budget includes unprecedented levels of investment in zero-emission vehicles and the infrastructure needed to support them. Specifically, the final budget devotes $3.9 billion over the next three years to fast-forward the State's zero-emission vehicle goals. While this proposal can significantly accelerate the pace of market development for zero emissions technologies and achieve further near-term emissions reductions, federal funding will be crucial to fully address the NOx reductions needed in the South Coast air basin by 2023. If provided, the federal funding can help recoup the necessary emissions reductions from federal sources that were not achieved during the previous federal administration.

Aside from actions at the federal and international level, efforts at local levels are needed to help the non-attainment regions in California meet the national ambient air quality standards. Efforts like road pricing could contribute to reducing air pollution. In addition, freight operations at major ports in California generate significant emissions from ships, trucks, trains, tugboats, and terminal equipment, thus contributing to regional air quality issues and local health risk. According to the *2017 Clean Air Action Plan,* despite significant progress in reducing diesel toxics as well as NOx emissions, the Ports of Los Angeles and Long Beach remain the largest source of pollution in Southern California. Additionally, the recent increases in cargo movement during the pandemic demonstrate the necessity for additional actions to reduce the freight industry's impacts on regional air quality as well as local communities' exposure to air toxics. According to recent container statistics provided by the Ports, in the past two years the San Pedro Bay Ports (SPBP) have seen an average increase of 50 percent in cargo movement (twenty-foot equivalent units - TEU). This rapid increase in cargo movement has resulted in unprecedented levels of marine vessel congestion and resulting regional and near source pollution impacts. When marine vessel congestion peaked in February 2021, up to 40 vessels were queued near the SPBP. In comparison, in previous years, only one vessel on average was waiting to enter the Ports.

Table 9 – Container Statistics at San Pedro Bay Ports

Ports	Container Statistics (twenty foot equivalent units TEU)			
	March 2019	March 2020	March 2021	Percent increase since 2019
Port of Los Angeles	650,977	449,568	957,599	47%
Port of Long Beach	552,821	517,664	840,387	52%
Total	**1,203,798**	**967,232**	**1,797,986**	**49%**

The *2017 Clean Air Action Plan* developed by the Ports of Los Angeles and Long Beach has identified several emission reduction and efficiency improvement strategies that can be implemented locally to further reduce emissions within the next few years. These actions rely on accelerating the adoption of cleaner engine technologies and operational changes

through incentives and new requirements. An important part of these strategies is the proposed modification to the Clean Trucks Programs with a goal of transitioning to zero emission trucks by 2035. A critical element in the implementation of the Clean Trucks Program is the establishment of a *Clean Truck Fund Rate* (CTF Rate) which has been under development since 2018. As outlined in the *2017 Clean Air Action Plan*, beginning in 2020, the Ports were planning to charge a rate for loaded containers hauled by heavy-duty trucks that enter or exit the Ports' terminals, with exemptions for trucks that have engines certified to the CARB Heavy-Duty Omnibus manufacturing standard or better (i.e., zero emission). The funds collected through this process would be allocated to a clean truck funding program that would incentivize the purchase of cleaner drayage trucks. Despite the Ports' *economic analysis* demonstrating minimal cargo diversion if the Ports charged upward of $70 per TEU, the Long Beach and Los Angeles Port Commissions adopted a CTF Rate of $10 per TEU for loaded containers hauled by heavy-duty trucks that enter or exit Port terminals. Based on recent cargo volumes and anticipated rebates, this CTF Rate could generate approximately $120 million per year[73] which could be used to annually replace up to 1,200 trucks a year with cleaner technologies. Although, the CTF Rate was adopted by the Ports in March 2020, it has not yet been implemented due to concerns about the economic impacts of COVID on the worldwide economy. The delayed implementation of this program is resulting in a loss of potential air pollution mitigation revenue of approximately $10 million per month for incentivizing the introduction of cleaner trucks in the South Coast region. If this program had been implemented as planned, it would have generated a minimum of $480 million between 2020 and 2023 (Table 10), enough to replace almost 4,800 diesel trucks with cleaner technology. This is equivalent to replacing almost one-third of the population of active drayage trucks operating at these ports and would have resulted in approximately 2.5 tpd of additional NOx emissions reductions in South Coast by 2023. This illustrates the critical role that these local programs can play in maximizing near term emission reductions, and why it is important to implement them as quickly as possible. CARB will continue working closely with the Ports and other local authorities to further develop and implement the local measures needed to improve air quality and reduce near source exposure in the region.

Table 10 - Actual and Anticipated Revenue from Ports' CTF Rate Program Between 2020 and 2023

Year	Anticipated Revenue	Actual Revenue
2020	$120 million	$0
2021	$120 million	TBD
2022	$120 million	TBD
2023	$120 million	TBD
Total	**$480 million**	TBD

[73] According to Ports' statistics, in 2020 more than 11.8 million TEU of loaded containers were have either entered or exited the San Pedro Bay Ports' terminals

Chapter 5 - Pathways Forward to Meet California Goals

Defining the scope of actions necessary to implement a strategic vision to meet all of California's goals requires an integrated planning process. In order to identify the strategies and program concepts that will best help CARB and the State meet all of its targets, it is imperative to look comprehensively at the potential benefits to all three categories of pollutants that CARB strives to reduce: criteria pollutants, toxics, and greenhouse gases. To do this, CARB uses scenario planning tools to quantify changes in ozone and PM2.5 precursor emissions, GHG emissions, diesel toxics emissions, and petroleum usage as various technologies are projected to populate the vehicle and equipment fleets. CARB's tools, known as the *Mobile Emissions Toolkit for Analysis (META)* and *Vision*, are used to evaluate scenarios with varying assumptions about potential technology and fuel mixes, and explore different rates at which those technologies could become widely used.

Integrated planning is critical to evaluate strategy concept scenarios for meeting the State's public health, climate, and community risk reduction goals. Technologies, energy sources, and vehicle travel, as well as the best policy tools, will vary by sector based on the status of technology development in various applications, the multi-pollutant benefits, and the interactions between regulatory and programmatic strategies. CARB staff have identified in the 2020 Strategy a suite of strategy concepts, many of which CARB is actively pursuing through individual public processes, that will enable the State to achieve the technology trajectories identified in the scenarios and, consequently, meet California's many goals. The concepts contained in the 2020 Strategy will continue to be developed and translated into measures for the next State SIP Strategy and other CARB planning documents over the coming years. By maximizing the use of zero-emission technology, these concepts maximize the emission reductions of criteria pollutants, greenhouse gases, and toxics.

For on-road light-duty vehicles, these concepts include:

- manufacturer requirements to foster clean technology production and sales;
- in-use requirements to accelerate penetration of newer technology; and
- incentive programs to promote and accelerate the use of advanced clean technologies
- outreach and education to increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- infrastructure planning and development to support the transition to cleaner technologies.

For on-road medium- and heavy-duty vehicles, concepts include:

- manufacturer requirements to foster clean technology production and sales;
- in-use requirements to accelerate penetration of newer technology;
- incentive programs to promote and accelerate the use of advanced clean technologies;

- enhanced enforcement strategies to ensure programs are achieving their anticipated benefits;
- outreach and education to increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- infrastructure planning and development to support the transition to cleaner technologies.

For off-road vehicles and equipment, concepts include:

- manufacturer requirements to foster clean technology production and sales;
- in-use requirements to accelerate penetration of newer technology;
- incentive programs to promote and accelerate the use of advanced clean technologies;
- outreach and education to and increase consumer awareness and acceptance of advanced vehicle and equipment technologies; and
- infrastructure planning and development to support the transition to cleaner technologies.

In the near term, incentive programs to promote and accelerate the use of advanced technologies will be key to meeting our pre-2030 air quality goals.

Potential Emissions Reductions of Scenario Trajectories

A summary of scenario assumptions, along with the total statewide fuel use and NOx emissions reductions from the 2020 Strategy scenarios, is provided in Table 11, and Figure 6 and Figure 7. As shown, the scenarios in the 2020 Strategy would achieve an overall statewide NOx emissions reduction of 531 and 592 tpd in 2031 and 2037 respectively, which are equivalent to 48 and 55 percent reduction from projected baseline NOx emissions (including stationary and area source) in those years.[74] Also, as a result of these strategies, mobile source NOx emissions in 2031 and 2037 will be 75 and 82 percent below 2017 baseline. The scenarios will also reduce mobile source fuel consumption by 9.5 billion gallons of gasoline and 3.0 billion gallons of diesel equivalent in 2045. This equates to a well-to-wheel (WTW) GHG emissions reduction of approximately 94 million metric tons of carbon dioxide equivalent (MMT CO2e) in 2045, or 76 percent reduction from 2020.

[74] According to 2016 South Coast AQMP, the preliminary projections, based upon ozone "isopleths" developed for the 2031 emission scenarios indicate that 2037 Basin NOx carrying capacity to meet the 70 ppb standard could be as low as 75 tpd. This is additional 62 percent NOx reduction beyond the projected 2037 baseline and 25 tpd of additional NOx emission reductions between 2031 and 2037.

Table 11 - Summary of the 2020 MSS Scenarios

Category		Scenario Assumptions
On-Road	Light-Duty Vehicles	• 70% ZEV + PHEV sales in 2030 • 100% ZEV + PHEV sales in 2035 • 7.9 M ZEV by 2030 • 27.9 M ZEV+PHEV by 2045
	VMT	• ~15% reduction in statewide light-duty VMT by 2050 compared to business as usual
	On-Road Motorcycles	• Alignment with EU5 standard for MY2024+ motorcycles • 100% ZEM sales in 2035 and onward
	Medium-Duty Vehicles	• 100% ZEV sales starting 2035
	Heavy-Duty Vehicles	• Reflect Heavy-Duty Omnibus, ACT, and Heavy-Duty I/M starting in 2024, and federal 0.02 g/bhp-hr starting in 2027 • 100% of model year 2035 and newer vehicles registered in California will be ZEV • Accelerated turnover of older trucks
Off-Road	Off-Road Efficiency Improvement[75]	• Zero-emissions and hybridization where feasible with the goal of 12 percent reduction in GHG by 2030, and 30 percent by 2040
	Off-Road Tier V Standard	• Tier 5 being introduced starting in 2028-2030 • 50 – 90% NOx reduction from current Tier 4f standard
	Rail	• 100% of replaced locomotives will be Tier 4 • Remanufacturing limit • Tier 5 being introduced in 2028

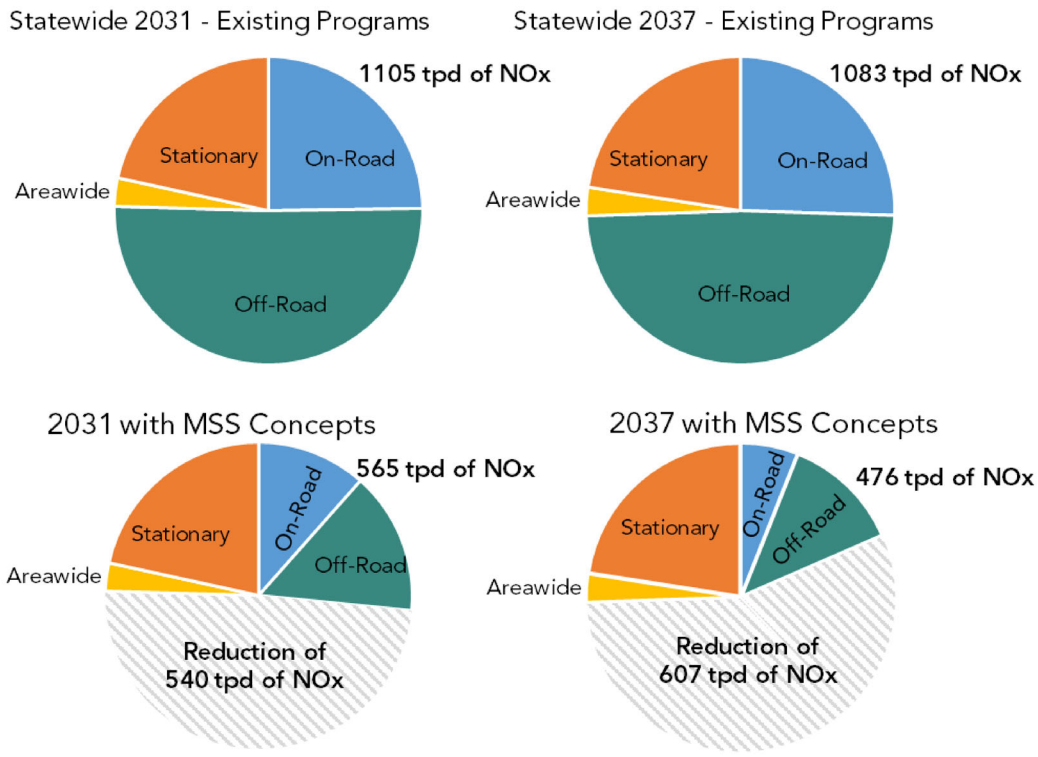
[75] Excluding categories such as CHE and TRU that are going to zero-emission in other scenarios. This is done to avoid double counting

Category		Scenario Assumptions
	Ocean Going Vessels *(out to 100 nm)*	• 100% of Tier 0/1/2 visits are phased out by 2031 • Tier 3 visits begin in 2025 (begin replacing all Tier 0-2) • Tier 4 visits begin in 2028 (no additional Tier 3 visits)
	Construction	• Full turnover of Tier 0/1/2 to Tier 4f by 2033
Off-Road	SORE	• All non-federally preempt SORE sales except for generators will be zero-emission by 2024 (2028 for generators)
	Aircraft	• 25 percent derate during take-off • 40 percent reduction in Taxi time • Single engine taxiing • 40 percent reduction in APU usage
	Transport Refrigeration Units	• Accelerated penetration of electric TRU (from 10% in 2024 to 100% in 2033)
	Commercial Harbor Craft	• All vessels (including commercial fishing) being Tier 4/5 by 2031 • Introduction of Plug-in hybrid for excursions and diesel-electric for tugs by 2030
	Cargo Handling Equipment	• Begin transition to full electric operation beginning in 2026 (accelerated turnover)
	Agriculture	• An incentive based concept consistent with the 2018 SJV SIP
	Airport Ground Support Equipment	• Full electrification transition from 2025-2034
	Forklifts	• Transition to zero-emission technology starting in 2025 with fully electric fleet by 2034
	Recreational Watercraft	• New THC + NOx standards of 40 and 70 percent below current levels • Electrification of small outboard and PWC engines

CARB staff will continue to develop the concepts in order to translate them into measures that will be included in the State SIP Strategy being developed for the 70 ppb 8-hour ozone standard, along with other CARB planning documents to be released in the coming years.

The 2020 Strategy scenarios illustrate that even with extremely aggressive electrification, accelerated turnover, coupled with aggressive VMT reductions and fuel decarbonization,[76] the mobile source sector alone cannot become carbon neutral by 2045. This emphasized the importance of CDR strategies such as mechanical and land-based sequestration. This economy-wide approach that includes consideration of CDR is introduced in a recent report by Energy and Environmental Economics (E3). [77] The E3 report provides insights into the types of economy-wide transformation that will be necessary to achieve carbon neutrality by mid-century.

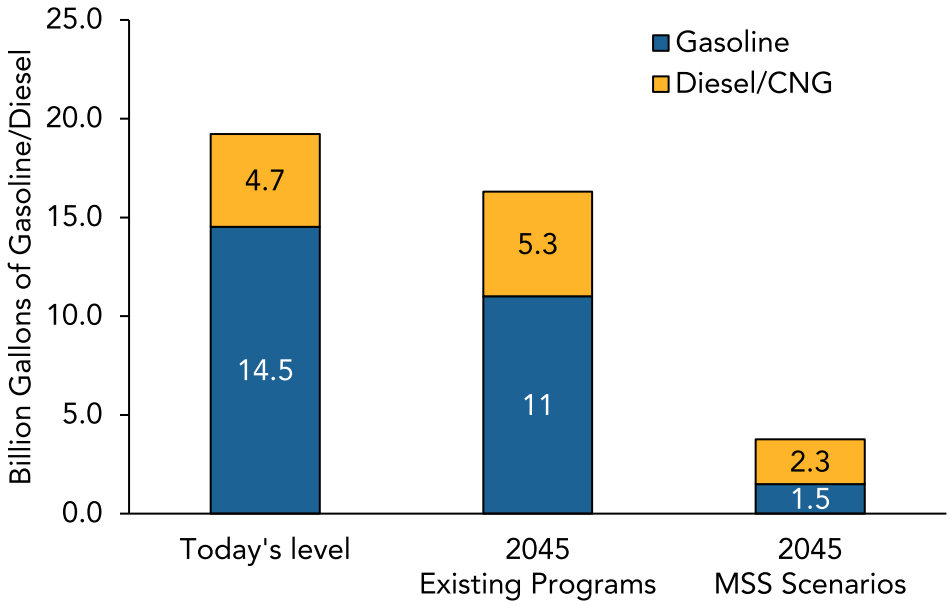
Figure 6 - Impact of the 2020 Strategy Scenario on Statewide NOx Emissions in 2031 and 2037



* Emissions from ocean going vessels are considered out to 100 nm

[76] Fuel decarbonization refers to a group of strategies, including SB 100 electric grid requirements, liquid fuel carbon reductions through the Low Carbon Fuel Standard (LCFS), and other actions.
[77] Achieving Carbon Neutrality in California: PATHWAYS Scenarios Developed for the California Air Resources Board *https://ww2.arb.ca.gov/sites/default/files/2020-08/e3_cn_draft_report_aug2020.pdf*

Figure 7 - Impact of the 2020 Strategy Scenario on Mobile Source Liquid Fuel Consumption in 2045



Additional Health Benefits of the Transition Away from Combustion

Shifting to electric transportation will reduce pollution-related death and illness. State and regional emissions will decline substantially as fossil fuel burning vehicles are replaced by ZEVs and vehicles using renewable energy sources. The potential health benefits of phasing out fossil fuels in the transportation and off-road sectors and of reducing emissions of air pollutants and climate pollutants are substantial.

A 2018 literature review looking at 65 articles demonstrated there was consistent agreement that increasing the adoption of ZEVs would reduce emissions of GHGs and some criteria pollutants.[78] Few studies have been conducted looking at the health impacts of switching to cleaner cars, but a study completed in the U.S. estimates that 3700 to 6400 premature deaths would be avoided with a transition to hydrogen fuel cell vehicles in combination with a renewable energy infrastructure for vehicle charging.[79]

Active and public modes of transportation can play a critical role in low-income and disadvantaged community mobility and access, and provide critical connectivity opportunities

[78] Requia et al. (2018). How clean are electric vehicles? Evidence-based review of the effects of electric mobility on air pollutants, greenhouse gas emissions and human health. Atmospheric Environment.
[79] Jacobson et al. (2005). Cleaning the air and improving health with hydrogen fuel-cell vehicles. Science.

where residents do not have access to a personal vehicle. Further leveraging these options across the State, as is discussed in the next chapter, will reduce pollution-related death and illness, and improve health, especially for those who face disproportionate burdens from air pollution exposure. Active transportation such as walking and biking can enhance health benefits from increased physical activity. Most public transit is accompanied by other forms of transportation such as walking and/or biking. State and regional emissions will decline substantially since riding public transportation can significantly replace passenger car trips and in addition can increase individual's physical wellbeing from walking or biking to the public transportation. Even after considering exposure to air pollutants and potential traffic injury, the health benefits of active transportation and public transit can still be substantial.[80]



Active transportation and public transit will not only contribute to a reduction in fossil fuel burning vehicles, but also will improve various health outcomes such as mental illness, cardiovascular diseases, and cancer.[81] Additionally, walking, biking, and other variants of active transportation such as scooters will create a more social and cohesive environment, and improve an individual's quality of life and increased life expectancy.[82] The potential health benefits from replacing fossil fuels in the transportation sector with public transportation and active transport are substantial. More needs to be done to make sure that these critical transportation options are safe, accessible, and meet the needs of low-income and disadvantaged communities.

Role of Cleaner Combustion and Zero-Emission On-Road Heavy-Duty Vehicles

As we look forward, it is evident that there are certain areas where CARB, other State and local agencies, and other partners, will need to dedicate extra attention to fully analyze and determine the best path into the future. In order to meet our numerous standards, targets, and goals over the next thirty years, California will need to see a substantial transition of the mobile fleet, with zero-emission vehicles dominating the on-road fleet and certain off-road

[80] Maizlish et al. (2013). Health cobenefits and transportation-related reductions in greenhouse gas emissions in the San Francisco Bay area

[81] Furie, G. L., & Desai, M. M. (2012). Active Transportation and Cardiovascular Disease Risk Factors in U.S. Adults; Mueller et al. (2015). Health impact assessment of active transportation: A systematic review

[82] Sallis et al. (2004). Active transportation and physical activity: opportunities for collaboration on transportation and public health research

sectors, and penetrating into the remaining off-road sectors wherever possible, with cleaner combustion engine technologies and renewable fuels everywhere else.

All forms of cleaner heavy-duty trucks and buses will be critical to achieving ambient air quality standards, near-term risk reduction goals, and climate targets. CARB has a number of programs already in place or under development to require and otherwise encourage the adoption of clean on-road heavy-duty vehicles; these include the Truck and Bus Regulation, the Heavy-Duty Omnibus Regulation, the Advanced Clean Trucks Rule, the forthcoming Advanced Clean Fleets rule, and various incentive programs including the Moyer Program.

Trucks certified to CARB's previous optional low NOx standard are currently in-use, and as such, are highly important for achieving more near-term SIP deadlines including attainment of the 80 ppb ozone standard in the South Coast Air Basin in 2023, attainment of PM2.5 standards in the San Joaquin Valley in 2024 and 2025, and attainment of the 75 ppb ozone standard throughout the State by 2031. CARB's recently adopted Heavy-Duty Omnibus Regulation includes more stringent engine standards which will phase in statewide starting in 2024. It is expected that trucks manufactured to meet this standard or already certified to meet the pre-existing optional standard (0.02 grams per brake horsepower-hour) will contribute significant near-term NOx reductions for attainment, as well as to near-source risk reduction in and around disadvantaged communities.

That said, as emphasized by Governor Newsom's recent Executive Order, zero-emission trucks already play an important role in reducing emissions throughout the State and will be especially critical to meet long-term climate goals. In order to put California on track to meet climate goals in 2045 and 2050, 1.4 million medium- and heavy-duty ZEVs are necessary. An important first step to move the State in this direction is the Advanced Clean Trucks Rule, which was adopted by the Board in June 2020 and will implement manufacturer sales requirements beginning in 2024. CARB staff is also working to develop and bring to the Board the complementary Advanced Clean Fleets rule which will be brought to the Board for consideration by the end of 2021.

Furthermore, the State of California announced last year a Memorandum of Agreement with 14 other states and the District of Columbia to accelerate truck and bus electrification, with a goal of ensuring that 100 percent of all new medium- and heavy-duty vehicle sales are ZEV by 2050, and an interim target of 30 percent ZEV sales by 2030. While California will need to see 100 percent of on-road heavy-duty vehicle sales be ZEV by 2035, increased out-of-state sales of ZEV trucks will also be important for emissions reductions given that it's estimated that around 50 percent of heavy-duty vehicle miles travelled on California roads is driven by trucks first sold out-of-state.

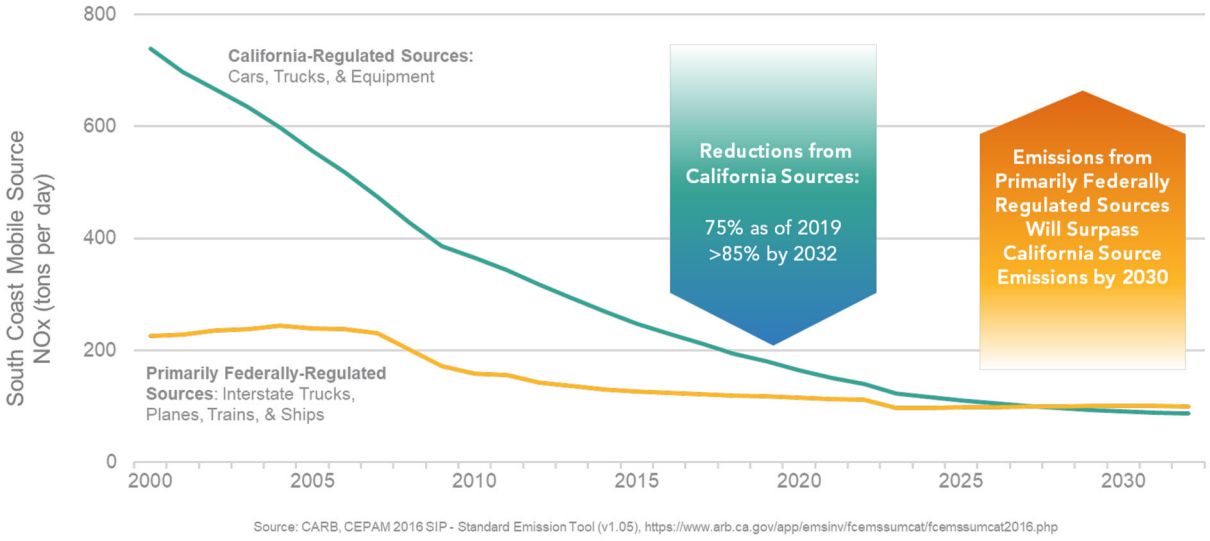
Addressing Emissions from Primarily-Federally Regulated Sources

In addition to reducing emissions from on-road vehicles and off-road equipment, another critical effort will be to ensure reductions in emissions from sources that are primarily

regulated at the federal and international level. In the 2016 Strategy, CARB discussed actions we could take at the State level and those that could be taken by U.S. EPA to achieve reductions from these sectors, which include ships, locomotives, aircraft, and certain off-road equipment. Since that time, CARB and our local partners in California have taken concrete actions to not only petition federal agencies for action, but also to directly reduce emissions using programmatic mechanisms within our respective authorities. Unfortunately, since the release of the 2016 Strategy and the subsequent petitions, action by U.S. EPA to limit emissions from these sources has yet to materialize, making it more challenging to meet federal air quality standards and reduce air pollution that harms public health in California and across the U.S.

As shown in Figure 8, NOx emissions from California-regulated mobile sources in the South Coast have declined by 75 percent since 2000 while emissions from primarily federally-regulated mobile sources have declined by half that amount over the same time period. More significantly, whereas California-regulated mobile sources accounted for more than three times the NOx emissions of federally-regulated mobile sources in the South Coast in 2000, by 2030 NOx emissions from federally-regulated sources in South Coast will exceed emissions from California-regulated sources. These trends highlight the need for aggressive and immediate federal action to address emissions from interstate trucks, aircraft, locomotives, and ships, ensuring that the costs of attaining federal air quality standards are borne by all sources of air pollution.

Figure 8 – Federal Action is Increasingly Critical



While engine standards do exist at the federal and international level for new aircraft, locomotives, and ocean-going vessel engines and equipment, these standards do not reflect the current state of technology. In addition, equipment in these categories tends to remain in operation for long periods of time. As a result, emissions from these categories have not

decreased at the same pace as those for other mobile sources in California. Achieving the magnitude of emission reductions necessary from these categories will require strong action at the federal and international level, coupled with State and local advocacy and action to facilitate these efforts. It is critical to continue to reduce emissions from in-use equipment through new national emission standards for newly manufactured and remanufactured locomotives, adoption of more stringent emission standards for new ocean-going vessels and efficiency requirements for existing vessels, and by spurring the early implementation of clean technologies via mechanisms to incentivize the use of those technologies in California.

In addition to off-road sources that are primarily regulated at the federal level, heavy-duty trucks are another category where action at the federal level is essential to California's success. As mentioned previously, approximately half of heavy-duty VMT within California is driven by trucks first sold out-of-state. Without a more stringent federal engine standard, newer model year 2024+ vehicles certified or first sold outside of California will lack stringent standards. This will make it very challenging for California to meet federal air quality standards, particularly in areas with extreme air quality issues such as the South Coast Air Basin and the San Joaquin Valley. Currently, U.S. EPA is developing the Cleaner Trucks Initiative, which has many of the same elements as CARB's recently-adopted Heavy-Duty Omnibus Regulation and begins in 2027. On January 21, 2020, U.S. EPA released an Advanced Notice of Proposed Rulemaking for pre-proposal comments.

Regardless of the timing of federal action on emission standards, CARB is moving forward and will take action where possible to lower emissions now. As described earlier, CARB has identified strategies available to lower emissions from locomotives, aircraft, and ocean-going vessels. This includes partnerships with ports and engine manufacturers to incentivize the use of cleaner technologies in California and to encourage the production of cleaner, more efficient engine technologies.

Targeting Benefits in Low-Income and Disadvantaged Communities

CARB has long worked to reduce negative effects of air pollution in the State's most highly-impacted populations through programs to control emissions from freight transport and other significant sources affecting low-income and disadvantaged communities. In recent years, CARB and the State have been enabled through AB 617 programs, SB 350 equity efforts, and Low Carbon Transportation to renew our focus on and engagement with these communities. As discussed earlier, disadvantaged communities experience the highest levels of air pollution impacts in California. In addition, populations in these communities are generally more likely to be impacted by the COVID-19 health and economic crisis, in part due to already-high pollution exposure and impacts. As such, the need is greater than ever to reduce emissions and exposure in low-income and disadvantaged communities throughout the State, while also meeting community-identified clean transportation and mobility needs.

CARB's AB 617 CAPP is a first-of-its-kind statewide effort that includes community air monitoring and CERPs with the primary purpose of reducing exposure in communities most

impacted by air pollution. The program provides an opportunity to continue to enhance our air quality planning efforts and better integrate community, regional, and State level programs to provide clean air for all Californians, and is a complimentary mechanism through which CARB works to improve air quality in highly-impacted communities. Throughout the AB 617 process to date, many communities and their representatives have continually sought a transition of the dirtiest mobile sources in their communities to zero-emission technology as fast as possible.

There are also a number of Low Carbon Transportation projects designed to advance CARB's equity goals, including meaningful community engagement and inclusion in policy decisions, increasing access to critical goods and services, and improving connectivity to public transit and other clean options in communities, while reducing GHG emissions. And as previously described, the investment minimums for GGRF created under *Assembly Bill 1550*[83] also play a significant role in CARB's ability to target benefits in disadvantaged communities. CARB and other State agencies are continually striving to go beyond the requirements of AB 1550, with 57 percent of projects implemented using California Climate Investment funds to date benefiting California's disadvantaged communities and low-income communities and households.[84] Because mobile sources are such a significant source of emissions throughout the State, much of California Climate Investment funding allocated to CARB, including a considerable portion of CAPP funds, is used to incentivize development and deployment of cleaner mobile source technology.

Moving forward, CARB will continue to go above and beyond these various mandates to improve air quality and reduce exposure to criteria pollutants and toxics in low-income and disadvantaged communities. Many of the measures proposed in the 2016 Strategy have since been adopted by CARB as regulations and will provide substantial emissions and health benefits in these communities. In addition, programs under development and new concepts discussed here in the 2020 Strategy, including the Heavy-Duty Inspection and Maintenance Program and the Locomotive Emission Reduction Measure, have immense potential to provide additional benefits. More broadly, across all programs moving forward, CARB is working to factor in environmental justice and accelerate controls in communities of concern where feasible, and to engage more directly with community members throughout the regulatory development and implementation process.

Ramifications of the Current Health and Economic Crisis

The COVID-19 pandemic has already had extreme effects on lives and livelihoods, as well as on federal, State, and local budgets. In 2020, the State confronted a budget deficit of $54.3 billion, and the State Budget reflected estimated spending of $5.7 billion to respond

[83] Gomez, Chapter 369, Statutes of 2016

[84] 2020 California Climate Investments Annual Report
https://ww2.arb.ca.gov/sites/default/files/classic//cc/capandtrade/auctionproceeds/2020_cci_annual_report.pdf

directly to the COVID-19 pandemic. Despite the initial budget deficit last year, California has rebounded and proved resilient through the COVID-19 pandemic such that the fiscal outlook for 2021 is significantly better, as demonstrated by the Governor's 2021 State Budget proposal. Amongst other things, in the proposed 2021 State Budget, Governor Newsom included a $1.5 billion comprehensive strategy to achieve the state's zero-emission vehicle goals by 2035 and 2045, including securitizing up to $1 billion to accelerate the pace and scale of the infrastructure needed to support zero-emission vehicles. That said, with the deferral on GGRF appropriations handled through the Cap-and-Trade Expenditure Plan and funding levels for many incentives to achieve mobile source emissions reductions still uncertain, all efforts to reduce emissions and exposure are especially critical during this time. Air pollution can have a wide variety of negative effects on respiratory health, and COVID-19 has been shown to pose greater risk to individuals suffering from respiratory illnesses. In addition, both COVID-19 and air pollution are seen to have a disproportionate impact on disadvantaged communities and people of color.

Even prior to the current crisis, incentive funding was not yet at the levels needed to achieve the level of vehicle and equipment turnover necessary for attainment of near-term SIP deadlines. Given the reduced monetary resources available for incentives in the near-term due to COVID-19, increased emissions reductions from regulatory programs may be necessary.

Ongoing Need for Incentive Funding to Support Clean Technology

Regulations take considerable time to develop and in many instances, lead-time and transition periods are necessary for industry to feasibly comply; despite this challenge, significant emissions reductions are needed from mobile sources in California over the next 5, 10, and 30 years. In recent years, the Board has repeatedly directed staff to advance regulatory deadlines where feasible in order to reduce emissions earlier than previously planned. To the extent possible, CARB will continue to explore areas where it may be possible to achieve emissions reductions earlier than currently scheduled in a developing regulation or by amending an existing regulation.

While regulatory mechanisms have and will continue to achieve a majority of the necessary emissions reductions, incentive funding is of critical importance, especially in the near-term to advance technology development and deployment and accelerate the rate of fleet turnover to the levels needed to meet targets. Substantial funding and investment will be needed from all levels of government, and the private sector, to deploy clean technologies and the infrastructure to support them. Despite the delay in some funding appropriations specifically dedicated to incentive-based turnover of mobile source vehicles and equipment as a result of the COVID-19 pandemic, there is the potential to leverage other funding that may be available in this year's budget and in coming years to achieve emission reductions from the mobile fleet and from other sources of air pollution statewide. The $1.5 billion included in the Governor's proposed 2021 State Budget towards achieve the state's zero-emission vehicle goals by 2035 and 2045 could play a substantial role, and it is likely that funding from a

federal infrastructure would directly support the transition to clean and zero-emission vehicles as well.

Like California has shown for decades, clean technologies and the markets evolving around them are compatible with, and contribute to, a thriving State economy. As the State moves forward and works to revive California from the current economic crisis, it is imperative that we use the funds that are available to achieve the maximum benefit possible for all Californians, and this includes reducing mobile source emissions through a transition to zero-emission technologies, and otherwise supporting the green economy.

Chapter 6 - 2020 Mobile Source Strategy Scenario Concepts

In California, on-road and off-road mobile sources are the largest contributor to NOx and GHG emissions. In 2017, direct emissions from mobile sources were responsible for 80 percent of statewide NOx (Figure 9) and 40 percent of statewide GHG (Figure 10) emissions when excluding emissions from the production of fuels that power them.

Figure 9 – 2017 Statewide NOx Emissions by Sector

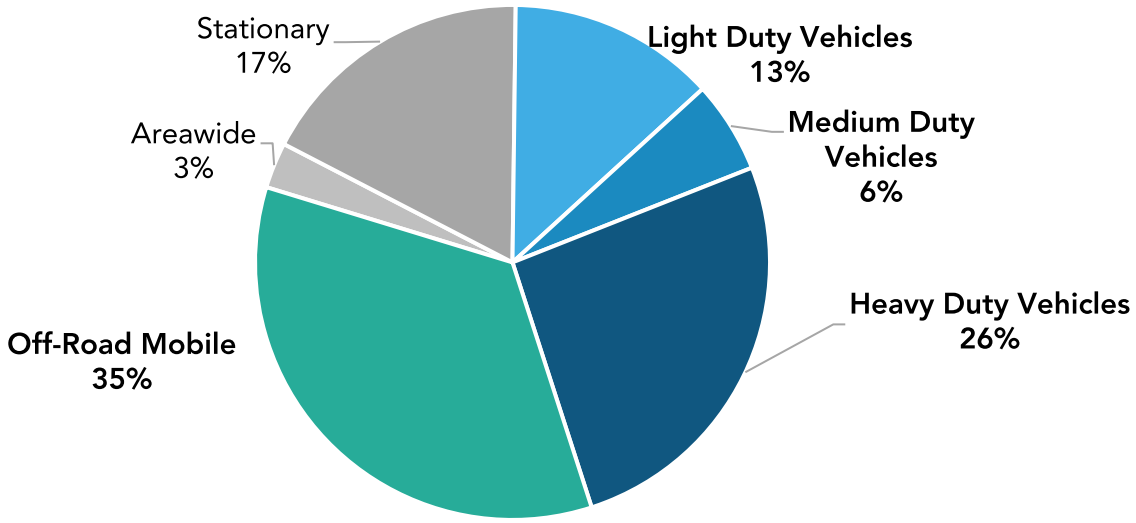
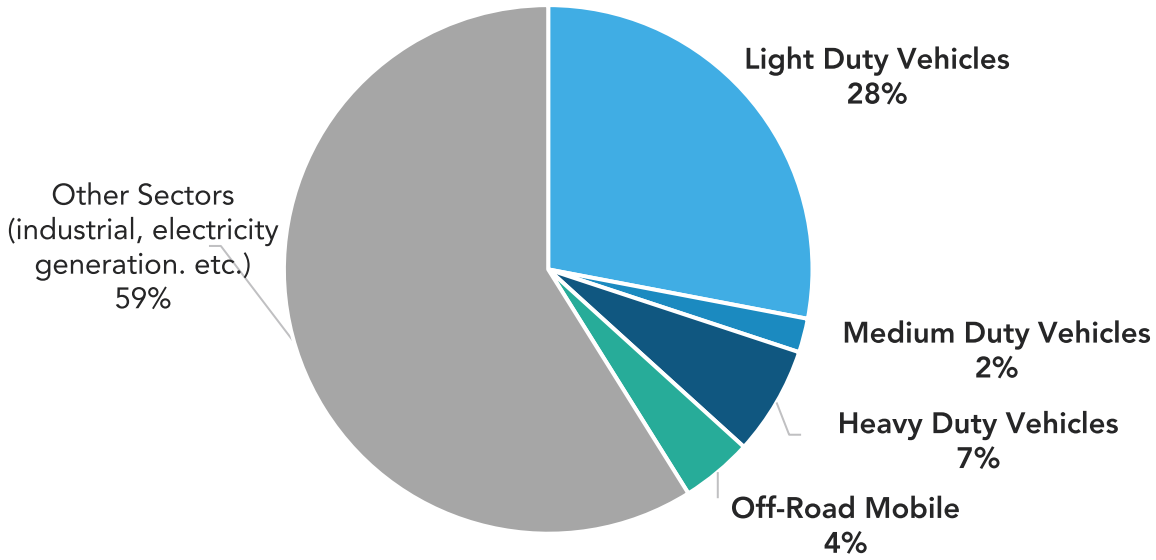


Figure 10 – 2017 Statewide GHG Emissions by Sector



As outlined earlier in the document, while significant progress has been made in reducing mobile source emissions in California, substantial additional emissions reductions from today's levels are required to meet air quality standards and California's climate goals. The 2020 MSS presents a top-down scenario modeling approach that defines the technology mixes needed to achieve these emissions reduction targets. These scenarios are also reflective of the scale of technology transformation that needs to happen within California's mobile source sector. While the scenarios define the technology mixes, they do not necessarily pinpoint the strategies and policy tools that could be used to achieve them. Such a level of transformation requires multiple policy tools as no one tool will achieve all of our goals. Potential policy tools could include, but are not limited to, the following:

- Manufacturer requirements to foster clean technology production and sales;
- In-use requirements to accelerate penetration of newer technology;
- Incentive programs to promote and accelerate the use of advanced clean technologies;
- Zero-emission vehicle fueling and charging infrastructure planning and development;
- Regional land use and transportation planning to enable more transit and mobility options, and to encourage less VMT for mobility needs;
- Transportation pricing to permanently signal to users the mobility options that are more sustainable;
- Enhanced enforcement strategies; and
- Outreach and education to bridge the knowledge gap and increase consumer acceptance of advanced vehicle technologies.

The scenarios developed for the 2020 MSS would require major changes to mobile source sectors, particularly a transformation to zero-emission technologies wherever feasible, and near zero-emission technologies with the cleanest, lowest-carbon fuels everywhere else.

Scenario Modeling Tools

Vision for Clean Air

CARB's *Vision for Clean Air Framework*, first released in 2012, was developed to enhance CARB's ability to conduct transportation policy, multi-pollutant analyses to inform air quality and climate planning. It allows for the evaluation of technology, energy, and transportation system policy evaluations across multiple sectors and pollutants. In support of the 2016 Strategy, CARB released the updated and expanded Vision 2.1. For the 2020 MSS, staff are using the same modeling framework, but with updated light-duty vehicle population and emission rates from EMFAC2017, [85] updated vehicle activity from California's metropolitan

[85] California Air Resources Board (CARB) (2017). EMFAC2017 Web Database (v1.0.2) (*https://arb.ca.gov/emfac/2017*)

planning organizations (MPOs), and refined technology adoption forecasts. Refined technology adoption rates for zero-emission vehicles were updated based on the preliminary ZEV market projection analysis presented in the July 30, 2020 EMFAC 202x workshop.[86] Scenario assumptions for the light-duty vehicle sector are described later in this chapter.

Mobile Emissions Toolkit for Analysis (META)

META was developed to facilitate the updates included in the 2020 MSS. It uses the most current emissions inventory data as the basic framework and incorporates major strategies to reduce criteria and GHG emissions, to present what-if scenarios of technology mix, fuel consumption, and emissions for the on-road heavy-duty and off-road sectors. The META tool provides the explicit technical details and spells out strategy assumptions of the scenario analyses. Most importantly, it provides transparency for the 2020 MSS development. Scenarios visualized through the META tool are used to understand how different combinations of concepts will transform the technology mix of the future vehicle fleet and associated emissions.

The on-road medium- and heavy-duty scenarios in META used population and emission outputs from EMFAC2017 with vehicle activities from MPO travel demand models. This version of EMFAC is used for SIP and transportation conformity purposes. EMFAC2017 incorporated emissions reductions from regulations that had been officially adopted before the end of 2017. The emission benefits of regulations adopted between now and then, such as ACT, are modeled off-line within the META tool. EMFAC2017 outputs served as a baseline for populations and tailpipe emissions, broken down by EMFAC categories. This tool applies the scenario assumptions outlined later in this chapter to the baseline, and then calculates scenario technology population mixes, emissions, and fuel consumption for the 2020 MSS. META on-road allows for scenario selection (for heavy-duty only) and output type, including pollutant and fuel type. There are also options to model what-if scenarios with different combinations of cleaner combustion application scope and ZEV phase-in schedules. This provides an opportunity for end users to compare results with 2020 MSS scenarios.

META-Off-road allows users to visualize the baseline and 2020 MSS scenario results and view assumptions for each off-road sector. Baseline inventories for each off-road sector in META are based on the most recent inventory results. In the Results pages, users may select outputs such as population, fuel use, NOx, PM2.5, and carbon dioxide (CO2) emissions for each off-road sector in the South Coast Air Basin, the San Joaquin Valley, and statewide domains. The "Results-Totals" page shows the comparison of annual totals between the baseline and MSS scenario. The "Results-Detailed" page provides detailed outputs broken down by either Tier group or fuel type for both scenarios. The "Scenario Description" page provides a summary of the data sources, inventory status, current rule concepts, 2020 MSS

[86] *https://ww2.arb.ca.gov/sites/default/files/2020-07/EMFAC202x_2nd_Workshop_07302020_ADA.pdf*

scenario details, and next step for CARB for each sector. The "Detailed Data" tab provides the detailed data behind each scenario.

On-Road Light-Duty Vehicles

Baseline and Existing Policies

In California, the light-duty vehicle sector contributes a sizeable proportion of current NOx and GHG emissions. Light-duty vehicles are defined as vehicles with a gross vehicle weight rating (GVWR) less than or equal to 8,500 lbs. As shown in Figure 9 above, light-duty vehicles contribute 13 percent of the total NOx emissions statewide in 2017. In the South Coast Air Basin specifically, light-duty vehicles comprised 18 percent of the 2017 NOx emissions inventory. This represents a smaller proportion of the inventory than in prior years as a result of the aggressive light-duty vehicles regulations and incentives in effect. Future emission baseline projections are shown later in this section.

As shown in Figure 10 above, light-duty vehicles comprise 28 percent of the GHG emissions in California, or about 70 percent of the direct emissions from vehicles or equipment. The indirect or upstream emissions from fuel production (for all transportation modes) are 7 percent for refineries, 4.1 percent for oil/gas extraction, 0.9 percent for pipelines, and 0.7 percent for agriculture fuel production.[87] When coupled with the direct emissions from all transportation sources, the total GHG emissions from mobile sources and their fuel production represent more than 50 percent of the total statewide GHG inventory. The light-duty vehicle portion of the upstream fuel emissions depend on the emission characteristics of producing gasoline, as opposed to diesel or other petroleum products, at refineries.

The sizable emission contribution of the light-duty vehicle sector is the primary reason that numerous existing policies have been adopted by CARB to control future year emissions, as shown in the next section. Taking into account currently adopted regulations and major CARB programs, emission inventory projections for the light-duty sector are provided below in Table 12.[88] Emission projections for future years provide a critical glimpse into whether current policies are sufficient for achieving emission targets, or if additional actions are necessary.

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[87] CARB GHG emissions inventory: *https://ww2.arb.ca.gov/ghg-inventory-data*

[88] To be consistent with SIP planning inventory, emissions in Table 12 are estimated based VMT provided by MPOs as custom VMT inputs to EMFAC2017. As a result, the GHG emissions for light-duty vehicles in 2017 is lower than the official GHG inventory

Table 12 - Baseline NOx and GHG Emission Projections for Light-Duty Vehicles

NOx Statewide	2017	2031	2037
Tailpipe, tons per day (tpd)	184.2	47.9	40.2
% Change from 2017	-	-74%	-78%
*GHG Statewide**	2017	2030	2045
Vehicle, MMT CO2e/yr	98.8	68.9	61.8
% Change (vehicle) from 2017	-	-30%	-37%
WTW, MMT CO2e/yr**	118.5	83.7	74.8
% Change (WTW) from 2017	-	-29%	-37%

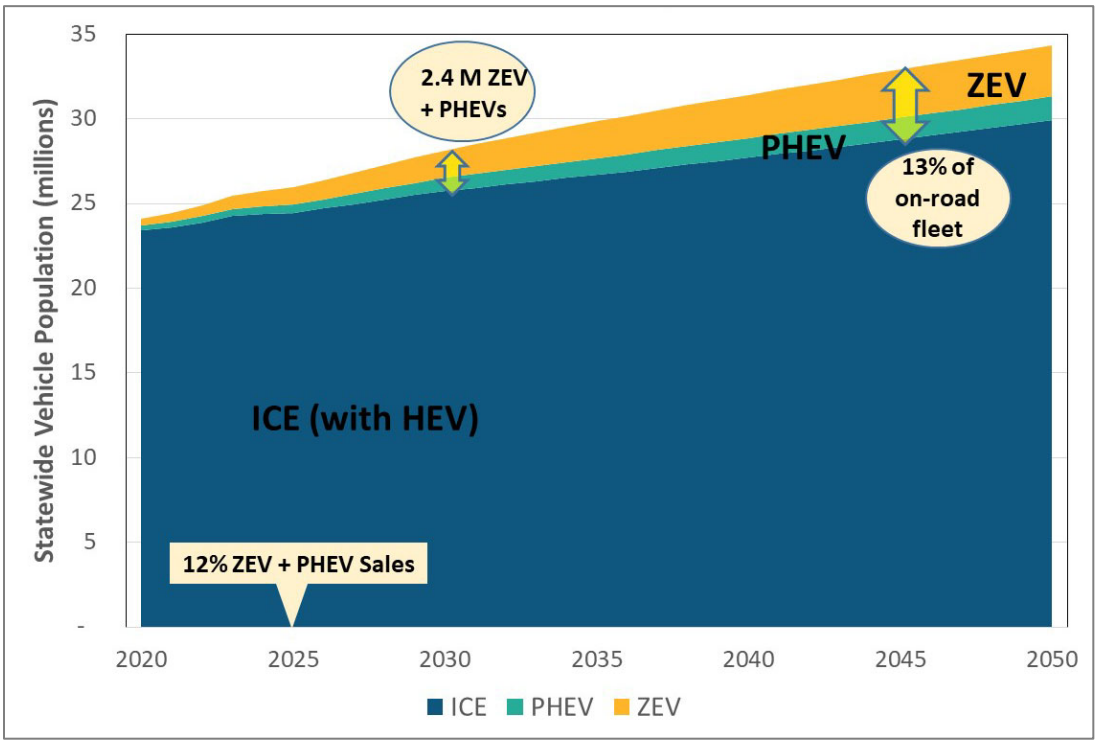
*Excludes biogenic sources
**WTW = Well-to-wheel emissions, including upstream fuel production and delivery

The table for statewide GHG emissions includes both vehicle emissions, and an inclusion of upstream fuel production emissions – this is known as "well-to-wheel" (WTW) when included with vehicle emissions. The analysis accounts for lower fuel lifecyle carbon content (both electricity and gasoline) over time. CARB staff estimated emissions from producing gasoline in 2020 and 2030, accounting for the anticipated lower carbon-intensity ethanol fuel blends in reformulated gasoline (E10 fuel) due to the 2018 *Low Carbon Fuel Standard* (LCFS) amendments. Emissions from producing electricity accounts for California's power generation mix under the *Senate Bill 100*[89] renewable requirements (a 60 percent renewable portfolio standard by 2030) and the phase-out of coal generation. These assumptions consider the unique conditions in California and show that driving an electric vehicle produces significantly lower emissions than a conventional gasoline vehicle.

Because of current programs, Table 12 shows that light-duty vehicle emissions are projected to decline significantly in the next several decades. However, this is still not sufficient to achieve future emission targets. For additional context, Figure 11 below shows the baseline projection of electric vehicles in the on-road fleet. This shows the State is likely to achieve the Governor Brown's target of 1.5 million zero-emission vehicles (including PHEVs) by 2025, as directed in Executive Order B-16-12 which guides State agencies to take actions to support the commercialization of ZEVs and launch the path to the 2050 climate targets, while providing air quality co-benefits. Figure 11, however, also shows that current programs across State agencies will only achieve approximately half of the 5 million ZEVs and PHEVs by 2030 directed in the Governor Brown's *Executive Order B-48-18*, signed in 2018 (noted as 2.4 million in the figure). This 5 million goal represents the path necessary for the 2030 SB 32 climate statutory requirements.

[89] De Léon, Chapter 312, Statutes of 2018

Figure 11 - Baseline Statewide Light-Duty Vehicle Technology Projections for the On-Road Fleet

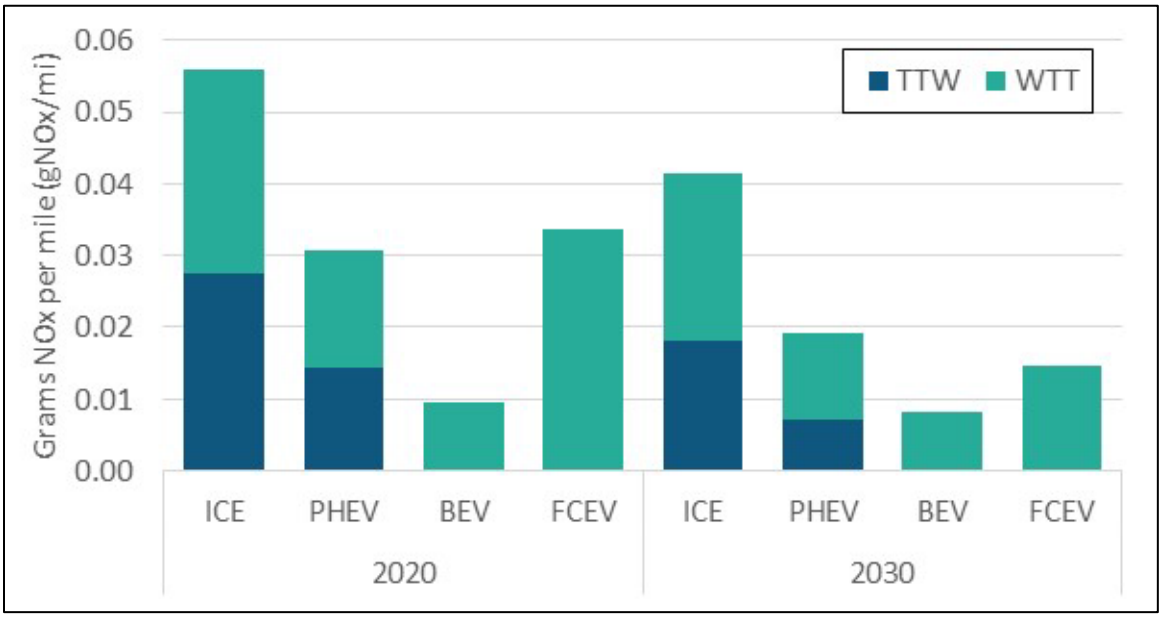


CARB staff have quantified the marginal difference in emissions between driving a mile with a new gasoline conventional vehicle compared to varying electric drive vehicles, coupled with California specific upstream fuel facility emission factors. [90] The figures below show the emissions per mile for a gasoline vehicle (ICE) compared to a PHEV, BEV, and FCEV in California. The data displays both the tailpipe emissions ("tank-to-wheel" or TTW) and upstream emissions associated with producing and delivering the fuel to the vehicles ("well-to-tank" or WTT). Combined, this is called a well-to-wheel emissions analysis comparing varying powertrain types. The analysis compares new passenger vehicles in two different years to account for improved vehicle fuel efficiency and fuel carbon content (electricity, hydrogen and gasoline) over time based on current vehicle and fuel regulations. The PHEVs are assumed to have a percent eVMT of 48 percent in 2020 and 70 percent in 2030. As noted earlier, staff estimated emissions from vehicles using the most current CARB on-road vehicle inventory using EMFAC2017.

[90] California Air Resources Board (CARB) (2019). Staff Report: Initial Statement of Reasons. Public Hearing to Consider Electric Vehicle Supply Equipment (EVSE) Standards. Release Date: May 7, 2019. (*https://ww3.arb.ca.gov/regact/2019/evse2019/isor.pdf*)

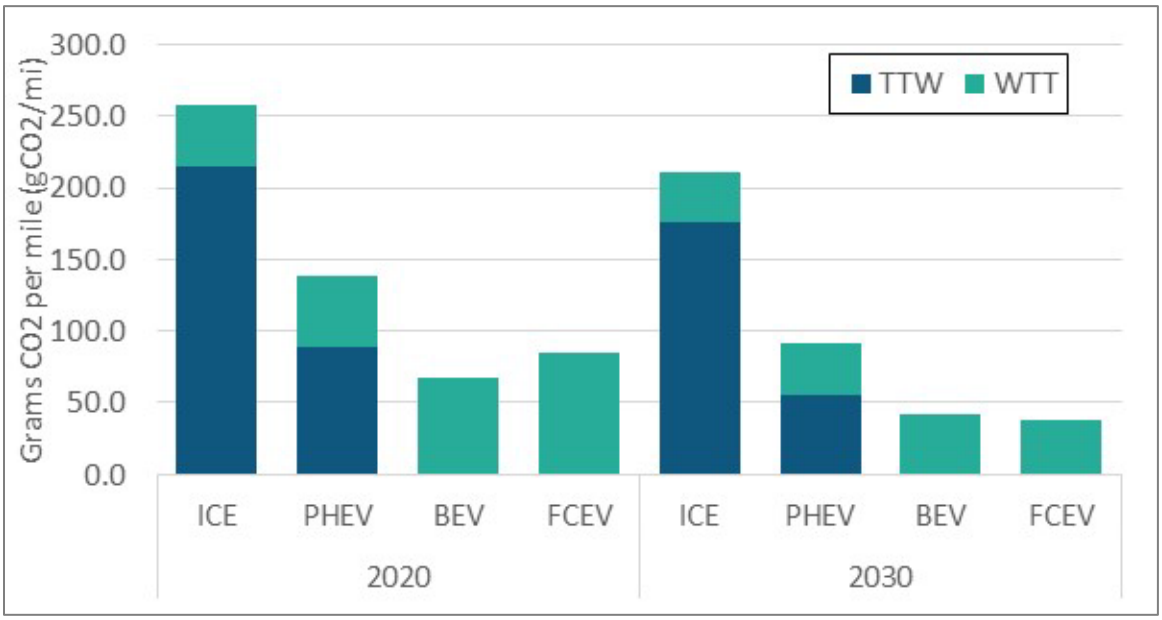
The results are presented below for NOx and GHG emissions assuming a passenger car classification. The accompanying model includes further results for light-duty trucks.[91] Figure 12 shows that CARB staff project the WTW NOx emissions for the BEV to be 83 percent lower in 2020 compared to a conventional vehicle, and slightly decreasing to 80 percent lower in 2030. Figure 13 shows that CARB staff project well-to-wheel GHG emissions from a new BEV to be about 74 percent lower than a new gasoline vehicle in 2020, and increases to 80 percent lower in 2030. This trend highlights that BEVs have much lower emissions, and that for GHG emissions the difference is growing over time as emissions from producing electricity are expected to become lower.

Figure 12 - NOx Emission Factors for Four Vehicle Technology Types in a Passenger Car (grams of NOx/mile)



[91] California Air Resources Board (CARB) Vision program model results for well-to-wheel emission factor comparison, *https://ww2.arb.ca.gov/resources/documents/vision-scenario-planning*

Figure 13 - GHG Emission Factors for Four Vehicle Technology Types in a Passenger Car (grams of CO2e/mile)



Current Light-Duty Vehicle Policies

CARB has been regulating light-duty vehicles for over 50 years. Some policies in place are described below. As discussed earlier, CARB's currently effective regulations to control emissions from passenger vehicles are collectively called the Advanced Clean Cars (ACC) program. This California program combined the control of smog-causing pollutants and GHG emissions into a single coordinated package of regulations: LEV III Criteria, LEV III GHG, and a technology-forcing mandate for ZEVs.

When CARB adopted ACC in 2012, the Board committed to conducting a comprehensive midterm review of three elements of the program: 1) the ZEV regulation, 2) the 1 milligram per mile particulate matter standard, and 3) the light-duty vehicle GHG standards for 2022 and later model years. Staff's review was conducted at the same time as a similar U.S. EPA and NHTSA midterm evaluation of the federal light-duty vehicle greenhouse gas and fuel economy standards for 2022 through 2025 model years at the national level. CARB concluded the following for its midterm review at its March 2017 hearing:

- Adopted GHG standards remain appropriate for 2022 through 2025 model years;
- Continue with existing technology-forcing ZEV requirements to develop the market;
- Direct staff to immediately begin rule development for 2026 and subsequent model years;
- Continue and expand complementary policies to help support an expanding ZEV market; and

- The particulate matter standard is feasible but further action is needed to ensure robust control.

On April 13, 2018, however, the previous federal administration took a significant step toward dismantling the harmonized national program for reducing light-duty vehicle greenhouse gas emissions when it issued a revised, abbreviated final determination that the federal GHG and fuel economy standards for model year 2022 through 2025 vehicles were no longer appropriate, revoking the previous, comprehensive determination that the standards were appropriate.[92] Over the course of the next year and a half, the previous federal administration revoked California's Clean Air Act waiver for its GHG and ZEV light-duty standards, issued a regulation that those standards are preempted by the Energy Policy and Conservation Act (EPCA), and significantly relaxed the federal light-duty vehicle GHG and fuel economy standards.[93] CARB challenged these actions and the litigation is pending.[94] Additionally, *CARB finalized a voluntary agreement with five automakers* to adhere to more aggressive emission reductions on a contractual basis than required by the relaxed federal standards. On January 20, 2021, President Biden ordered U.S. EPA and NHTSA to consider rescinding these actions.[95]

California and International Policy to Phase out ICEs

Most recently, on September 23, 2020, Governor Newsom signed Executive Order N-79-20 establishing a goal for 100 percent of in-state sales of new passenger cars and trucks to be zero-emission by 2035.[96] The Governor's order also directs CARB to develop and propose regulations towards reaching 100 percent zero-emission vehicle sales. Such an ambitious goal is the first in the United States, and complements what others are doing around the world. The specifics of each national target vary slightly in that some explicitly require 100 percent sales of electric vehicles while others require the opposite of 0 percent new gasoline, diesel, or fossil fuel vehicles. Timelines for these also vary widely with Norway, the most aggressive country targeting 100 percent electric vehicle sales by 2025, while Costa Rica and Germany are aiming for these levels by 2050 (see Table 13 for full listing of countries and target

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[92] 83 Fed. Reg. 16,077 (Apr. 13, 2018).
[93] *See* Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks, 83 Fed. Reg. 42,986 (Aug. 24, 2018); SAFE Vehicles Rule Part One: One National Program, 84 Fed. Reg. 51,310 (Sept. 27, 2019); SAFE Vehicles Rule for Model Years 2021-2016 Passenger Cars and Light Trucks, 85 Fed. Reg. 24,174 (Apr. 30, 2020).
[94] *See California v. Wheeler, et al.* United States Court of Appeals, District of Columbia Circuit, Case No. 19-1239, consolidated under No. 19-1230 along with Nos. 19-1241, 19-1242, 19-1243, 19-1245, 19-1246, and 19-1249; *California v. Wheeler, et al.*, United States Court of Appeals, District of Columbia Circuit, Case No. 20-1167, consolidated with Nos. 20-1145, 20-1168, 20-1169, 20-1173, 20-1174, 20-1176, and 20-1177.
[95] Executive Order No. 13990 of January 20, 2021, Protecting Public Health and the Environment and Restoring Science To Tackle the Climate Crisis, § 2(a)(ii), 86 Fed. Reg. 7,037 (Jan. 25, 2021).
[96] Available at https://www.library.ca.gov/Content/pdf/GovernmentPublications/executive-order-proclamation/40-N-79-20.pdf.

dates[97]). Such targets send strong policy signals to the market. France and Spain have codified these targets as formal laws that would make these targets legally binding and enforceable requirements.

Table 13 - Countries with 100% ZEV Sales or Phase Outs of Gasoline, Diesel, or Fossil Fuels

Target Year	Country (target type)
2025	Norway (EV only)
2030	Iceland (no gasoline/diesel vehicles) Ireland (no fossil fuel vehicles) Israel (no gasoline/diesel vehicles) Netherlands (EV only) Sweden (no gasoline/diesel vehicles)
2032	Scotland (no gasoline/diesel vehicles)
2035	Denmark (no gasoline/diesel /PHEV) UK (no gasoline/diesel /PHEV)
2040	Canada (EV only) France (no fossil fuel vehicles) Portugal (no ICE vehicles) Singapore (no ICE vehicles) Sri Lanka (EV/HEV only) Spain (EV only)
2050	Costa Rica (EV only) Germany (EV only)

ZEV market support in partnership with California State Agencies

As described in CARB's *Senate Bill 498*[98] report,[99] California has a suite of regulatory, incentive, and supporting programs that accelerate the adoption of ZEVs (light-duty but also medium- and heavy-duty vehicles). The regulatory programs help ensure that vehicles are manufactured and supplied to the market (e.g., the ACC ZEV regulation) or procured for a certain usage (e.g., heavy-duty vehicle fleet requirements). Incentive programs help spur demand for these vehicles by encouraging consumers and fleet operators to purchase or lease ZEVs by offsetting some of the additional upfront costs of ZEVs compared to conventional vehicles (e.g., purchase rebates through the Clean Vehicle Rebate Project) or by developing and testing new technologies through demonstrations and pilots (e.g., the

[97] International Council for Clean Transportation (July 2020). Update on the global transition to electric vehicles through 2019. *https://theicct.org/sites/default/files/publications/update-global-EV-stats-sept2020-EN.pdf*

[98] Skinner, Chapter 628, Statutes of 2017

[99] California Air Resources Board (CARB) (2020). Assessment of CARB's Zero-Emission Vehicle Programs Per Senate Bill 498. July 2020. (*https://ww3.arb.ca.gov/programs/zev/SB-498-Report-072320.pdf*)

Advanced Technology Demonstration Project). The supporting programs also play a critical role in facilitating ZEV market growth by providing ZEV fuels and refueling infrastructure (e.g., the LCFS and the Clean Transportation Program), building ZEV awareness, and sharing best practices among different jurisdictions through collaboration. These three types of programs work together to accelerate the ZEV market by fostering supply and demand across all phases of ZEV technology commercialization and market development.

Assembly Bill 2127[100] requires the California Energy Commission (CEC) to conduct a statewide assessment of the electric vehicle charging infrastructure needs in support of the 5 million ZEV by 2030 target issued in Executive Order B-48-18. Developed through a collaboration between the CEC and National Renewable Energy Laboratory (NREL), the current version of Electric Vehicle Infrastructure Projection model (EVI-Pro 2), incorporates observed travel and charging data and evolving market and technology conditions to estimate the charging demand to meet the needs of future PEV drivers. EVI-Pro 2 designs the supply of charging infrastructure capable of meeting this demand, and quantifies the associated load impacts from charging. EVI-Pro 2 also leverages MSS county level projections to achieve more granular results and a higher degree of spatial resolution. More information on the CEC's electric vehicle charging infrastructure assessment is on the CEC's *AB 2127 webpage*.

The State also has a number of electric vehicle charging infrastructure programs. The *Clean Transportation Program*, administered by the CEC, provides funding to support PEV infrastructure through various grant solicitations. Additionally, CEC manages the *California Electric Vehicle Infrastructure Project* (CALeVIP) to provide streamlined incentives for electric vehicle charging infrastructure, and through 2019, CEC has allocated $71 million for charger rebates. The California Public Utilities Commission (CPUC) authorizes investor-owned electric utilities to undertake transportation electrification activities. In 2016, the CPUC approved charging infrastructure pilot programs for three large investor-owned utilities – Pacific Gas and Electric, Southern California Edison, and San Diego Gas and Electric – to install charging stations for a combined budget of up to $197 million.[101] In 2018, the CPUC approved additional investor-owned utility projects to deploy charging infrastructure pursuant to *Senate Bill 350*.[102] To date, CPUC has approved over $780 million for transportation electrification programs under SB 350.[103] Finally, *Volkswagen*, through its subsidiary Electrify America, has agreed to invest $800 million over a 10-year period for ZEV infrastructure,

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[100] Ting, Chapter 365, Statutes of 2018

[101] California Public Utility Commission, 2019. Summary of CPUC Actions to Support Zero-Emission Vehicle Adoption. *https://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442459998*

[102] De León, Chapter 547, Statutes of 2015

[103] California Public Utility Commission, Approved SB350 Projects. Accessed July 27, 2020: *https://www.cpuc.ca.gov/WorkArea/DownloadAsset.aspx?id=6442457944*

education, and access in California as part of a settlement with CARB. Electrify America will invest $200 million in four installments over the next 10 years.[104]

The State also has a few important programs to support the rollout of hydrogen fueling infrastructure for light-duty vehicles. CARB's LCFS *Hydrogen Refueling Infrastructure* credit provision has initiated the development of nine stations. Additionally, as part of the *Assembly Bill 8*[105] program aimed at establishing at least 100 stations (45 existing stations are open, with retail service today), the CEC released its latest Grant Funding Opportunity 19-602 to solicit applications to co-fund new hydrogen fueling stations, with awards expected to be announced soon. To facilitate opening of new hydrogen fueling stations, CARB staff assists light-duty vehicle manufacturers and retail station operators by conducting independent testing to verify compliance with SAE fueling protocols. These are necessary steps to move California's hydrogen fueling and fuel cell electric vehicle (FCEV) industries out of the current early adopter phase and into the broader mass-market.

Scenario Analysis – Targeting New Vehicle Technology

Targets

As noted earlier, the State has a number of emission reduction targets that apply either to all sectors in the economy, or to the transportation sector as a whole (all mobile sources, including on-road and off-road sectors). Given the size of the contribution from light-duty vehicles to the 2017 emissions inventory, this sub-sector will need to make strong contributions toward regional and Statewide emission targets. Therefore, for the purposes of creating a reference for these light-duty scenarios, the results are compared to an equal-share reduction of the broader targets. This includes a 62 percent NOx reduction in 2037 below the baseline 2037 NOx projections, citing preliminary estimates of the needed NOx reductions to meet the 70 ppb 8-hour ozone standard.[106] For GHG emissions, with an uncertainty of whether natural and working lands will not provide increased carbon sinks over time, this analysis assumes mobile sources will need to achieve zero carbon emissions by 2045 on a full well-to-wheel basis. CARB will be comprehensively evaluating strategies to achieve carbon neutrality through the 2022 Scoping Plan Update process, including renewable fuel supply constraints and unique challenges in varying sectors.

In principle, to achieve full carbon neutrality by 2045 with direct vehicle and fuel production emissions from the light-duty vehicle sector, the entire on-road light-duty vehicle fleet needs to be either some form of an electric vehicle using renewable electricity/hydrogen or an internal combustion engine using sustainable biofuels. When considering the additional

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[104] Volkswagen Group of America, 2017. California ZEV Investment Plan: Cycle 1. *https://www.electrifyamerica.com/our-plan*

[105] Perea, Chapter 401, Statutes of 2013

[106] *https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15*

constraint of dramatically reducing the criteria emissions from the vehicles themselves, separate from the upstream fuel production, the necessity for ZEVs becomes even stronger.

The scenario described below is aggressive, as there are certain limitations that inhibit fully achieving carbon neutrality with direct vehicle and fuel production emissions. These limitations include the pace at which new ZEV sales can grow, the scrappage of legacy gasoline vehicles, and biomass supply limitations and competition from other sectors, among other factors. There are many combinations of strategies that can help to achieve these air quality and 2045 GHG light-duty vehicle equal-share emission targets, so the challenge is to identify the combination with the greatest chances for success, knowing that every individual strategy will need to be extremely aggressive. The following list describes key scenario considerations and assumptions that were considered.

Framework for Scenario Development

The strategies and scenarios described below do not reflect a market feasibility analysis, but rather were identified as strategies that are technically possible but most likely only under optimal policy and market conditions. The technology and fuel assumptions reflect staff's current understanding of the vehicle and fuel technologies that have been developed and are already entering the market. Staff then make assumptions about their future potential market growth.

Advanced vehicle technology and efficiency improvement form the foundation for the scenarios. Given the large incremental improvement in emissions per vehicle from electrification, the scenarios focus on aggressively moving to all-electric technologies, coupled with increases in conventional vehicle improvements. These strategies were assumed to have a correlation related to automaker investments – much of the industry will focus investments on electrification, but conventional vehicles will see a scaling up of existing efficiency strategies, such as hybrid powertrains (as compared to widespread investments in new innovations for conventional engine technology). Battery-electric vehicles were the dominant technology selected for the scenarios, but fuel cell electric vehicles are assumed to continue their growth in the market and are included in the scenarios.

Further, the scenarios rely solely on new light-duty vehicle sales as the mechanism to change the fleet's technology mix and did not assume any retrofit or accelerated scrappage policies. Finally, new mobility trends, namely ride-hailing services with high-mileage vehicles and connected, autonomous vehicles, create opportunities to substantially increase electric vehicle miles traveled (eVMT) by the fleet as a subset of vehicles are more intensively used and thus retired more quickly.

The fuel supply sector will need to transition to nearly all renewable sources to achieve the equal-share emission targets. However, partly because there are limits to renewable sources depending on the fuel type, the results shown here do not quite achieve the "equal share" targets used in this analysis. These scenarios will be revisited as CARB develops the renewable fuel assessments for the 2022 Scoping Plan Update. Transportation electricity will

leverage the same grid supply mix that is changing economy-wide in response to State statutes for an aggressive renewable portfolio standard. Hydrogen was assumed to transition to all renewable sources, though there is currently no statute requiring these high levels. To offset remaining liquid fuel usage in the light-duty fleet, the 2016 Strategy had assumed that renewable "drop-in" gasoline would emerge on the market by 2020. However, a review of fuel technology advancements and new expected fuels shows that renewable gasoline is not being seriously developed for California markets. This, coupled with the ongoing supply constraint of low carbon biofuels anticipated to be primarily used in heavier mobile sources, led to the assumption that biofuels beyond ethanol in E10 would not be used in these light-duty vehicle scenarios.

Reducing vehicle miles traveled is necessary to directly and immediately reduce mobile source emissions, and to bring the light-duty transportation sector within striking distance of carbon neutrality by 2045 and attainment of the 70 ppb 8-hour ozone standard in 2037. This scenario assumes a 15 percent reduction in statewide light-duty VMT by 2050 compared to business as usual assumption, the same as the 2016 Mobile Source Strategy and the 2017 Scoping Plan. Further, the VMT reduction strategy areas discussed in this document reflect the nature of the actions necessary to achieve the level of reductions in the scenario. In addition to providing congestion mitigation and improved community mobility, VMT reduction also reduces fuel demand, and therefore can reduce investments and land-use impacts from advanced fuel sources (e.g. biofuels, build out of solar and wind, etc.).

Scenario Input Assumptions

Multiple scenarios were created to evaluate the impacts of varying the pace of ZEV sales, with a particular focus on either 2035 or 2040 as dates at which conventional vehicle sales could end. In the scenarios, PHEV sales were included, but at a declining ratio to ZEV sales and also assuming greater all-electric driving range[107] than exhibited by PHEVs in the market today. The primary scenario selected assumed conventional vehicle sales end in 2035, with ZEV and PHEV sales reaching 100 percent by that date. Several specific technology and fuel assumptions are listed below, many of which would require new policy actions.

- The relative ratio of combined ZEV and PHEV sales start at 75 percent ZEV/25 percent PHEV in 2030 scaling to 90 percent/10 percent in 2045 (see Figure 14). The rationale for this assumption reflects a projection that as pure ZEV technology advances, PHEV costs will be relatively higher than BEVs given the complexity of two powertrains (combustion engines and electric systems), and this cost differential will affect market demand. Additionally, to achieve the emission targets, pure ZEV technology will need to be prioritized.

[107] Modeled as a larger "percent eVMT" which represents the proportion of a PHEV's annual driving that is solely from the electric drive system.

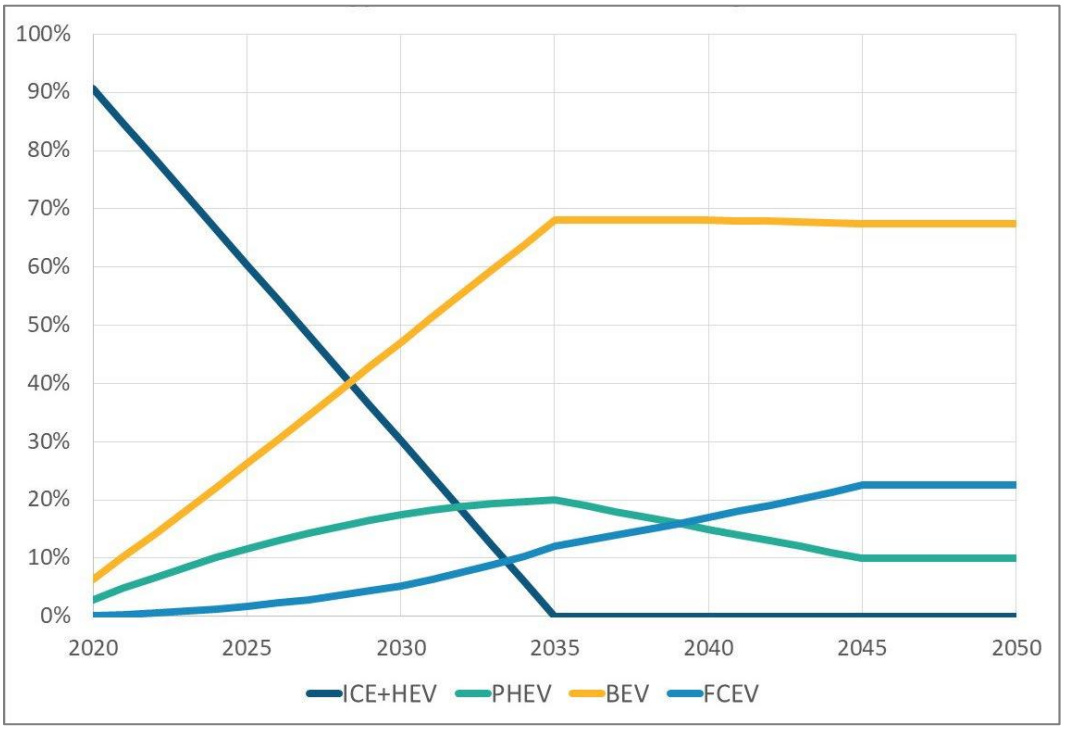
- The relative ratio of combined BEV and FCEV sales start at 90 percent BEV/10 percent FCEV in 2030 scaling to 75 percent/25 percent by 2045 (see Figure 14). The rationale for this assumption reflects increasing FCEV adoption as hydrogen fueling infrastructure expands and a subset of the vehicle market that will still require frequent fast refueling, particularly in larger vehicle classes.
- PHEV eVMT is fixed at 70 percent (or about 52 miles of all-electric range) for passenger cars and 50 percent (or about 28 miles of all-electric range) for light trucks for all years after 2030. Although technology will continue to improve beyond 2030, these values were kept constant in future years given that the technology will need to be used on a larger number of larger vehicle platforms as the market grows. The scenarios assume the technology improvements will be needed to maintain the eVMT performance on heavier vehicles, some of which will require towing capability.
- New gasoline-only vehicles, including hybrids (non-plugged vehicles), are assumed to have reduced GHG emissions by 2.0 percent per year from 2026 to 2035. This assumption reflects an investment by the automotive industry in ongoing conventional vehicle improvements while focusing most investments on ZEVs, and likely would require a regulatory change to California's vehicle standards.
- BEV and FCEV new vehicle efficiency is assumed to improve at 0.5 percent per year from 2026 to 2045. This assumption reflects greater emphasis on cost reduction of components and systems rather than on further improvements to efficiency.
- NOx emission factors do not change for new vehicles in any of the vehicle classes. This assumption reflects the need for vehicles to remain clean and to prevent a backslide on emission certification levels as a result of the increasing fraction of ZEVs. To accomplish this, light-duty vehicle regulations will need to change to protect against backsliding. The effect would be that as ZEV sales increase, the total light-duty new vehicle fleet average for NOx emissions will decline. It is possible to additionally assume conventional vehicle NOx emission levels will decline, in addition to ZEV sales. CARB staff are considering this as a regulatory option in addition to regulatory provisions to protect against emission certification backsliding.
- By 2045, approximately 90 percent of electricity and all hydrogen is assumed to be from renewable sources. Per SB 100, electricity must be 60 percent renewable by 2030 (when coupled with nuclear and large hydro, the grid is likely to be higher than 60 percent of zero carbon sources by 2030); the statute further requires 100 percent zero carbon on the grid retail sales by 2045.[108] It is assumed 100 percent electrolytic

[108] SB 100 requires that 100 percent of retails sales of electricity come from RPS-eligible and zero-carbon resources by 2045. SB 100 does not define zero-carbon resources. An interagency effort is underway to evaluate potential paths to achieving the 2045 goal, and this process evaluates electricity generation technologies that could be eligible zero-carbon resources and will model potential resource mix scenarios for 2045. Refer to *https://www.energy.ca.gov/sb100* for more information about this process. SB 100 allows for a small amount of electricity generated by natural gas in 2045 which could be replaced by renewably sourced bio-methane, but this scenario did not assume bio-methane was available for electricity production.

hydrogen will utilize growing curtailed renewable electricity as utilities procure more zero GHG generation to meet the Renewable Portfolio Standard (RPS).

- For remaining liquid fuel demand in 2045, all scenarios assume E10 ethanol blend in gasoline as the fuel.

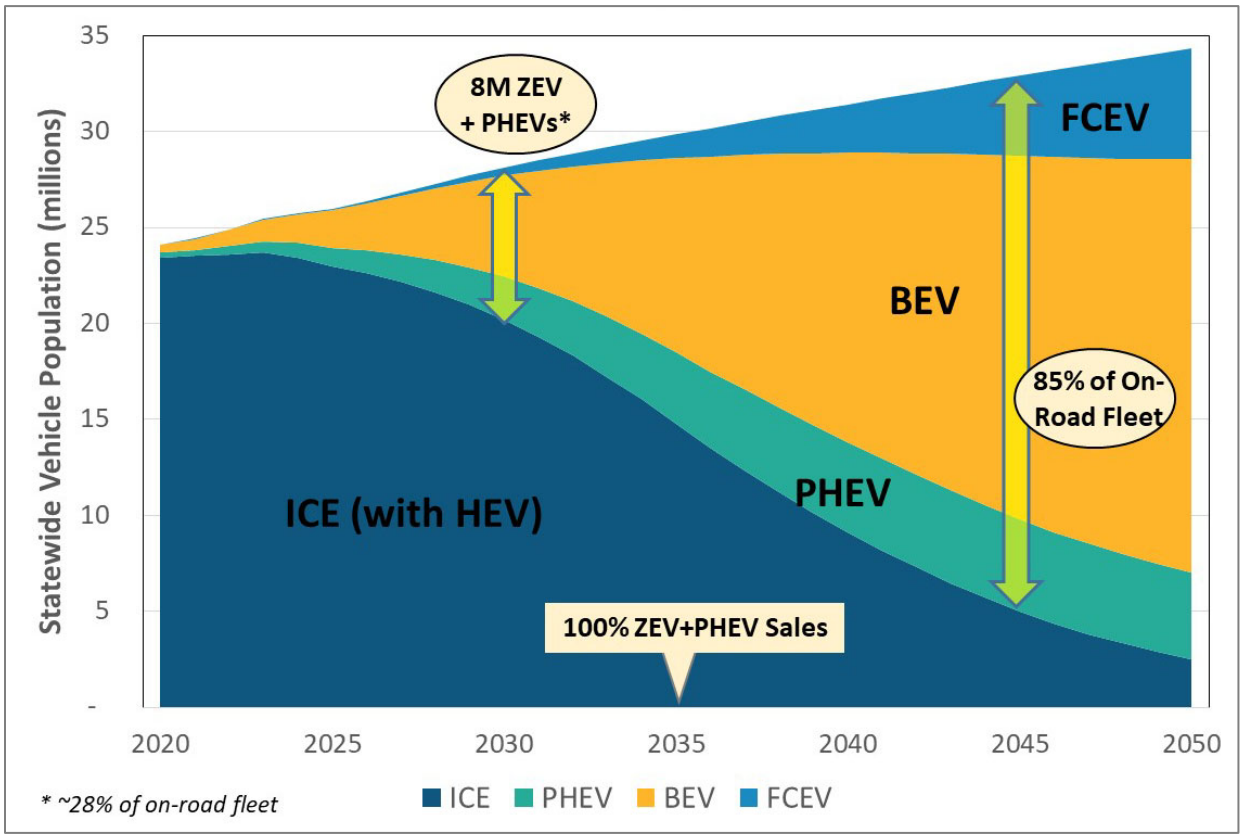
Figure 14 – Light-Duty Vehicle Sales Fractions by Technology Type



Scenario Results and Trends

In the primary scenario where new sales of ZEVs and PHEVs reach 100 percent in 2035, the on-road fleet still includes 15 percent conventional or hybrid vehicles in 2045, as shown in Figure 15. In 2045, 16 percent of total VMT is from conventional vehicles or PHEVs not using electricity. Given the aggressive nature of sales before 2035, up to 8 million ZEVs and PHEVs would be in the fleet by 2030, well above the Governor Brown's target of 5 million ZEVs by 2030. This modeled scenario reflects the more aggressive climate target being evaluated here compared to when Governor Brown established the 5 million ZEV target.

Figure 15 – Statewide Light-Duty Vehicle Technology Penetration in the On-Road Fleet



Under this fleet composition, combined with the fuel mix changes and VMT reduction assumptions, the primary scenario generates a 17 percent reduction in NOx emissions in 2031 and a 43 percent reduction in 2037 relative to baseline projections of tailpipe emissions Statewide for each of those years. GHG emissions in 2045 are 87 percent lower than 2020 levels.

Figure 16 - Statewide Light-Duty Vehicle NOx Emissions (Tailpipe)

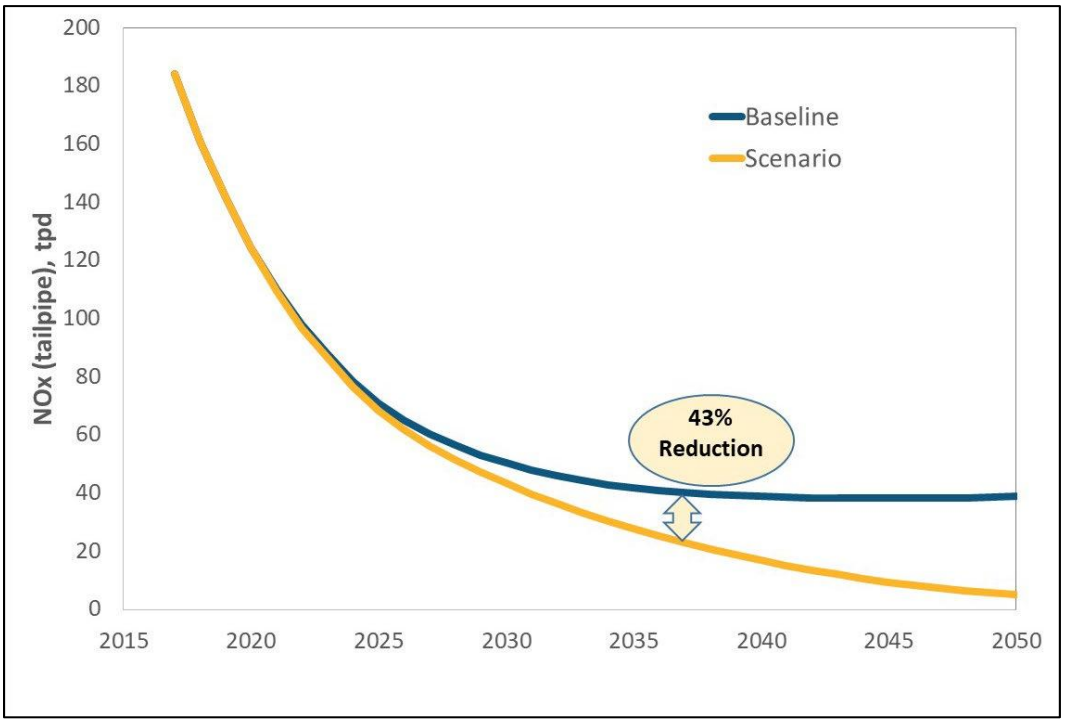


Figure 17 – Statewide Light-Duty Vehicle GHG Emissions (Well-to-Wheel)

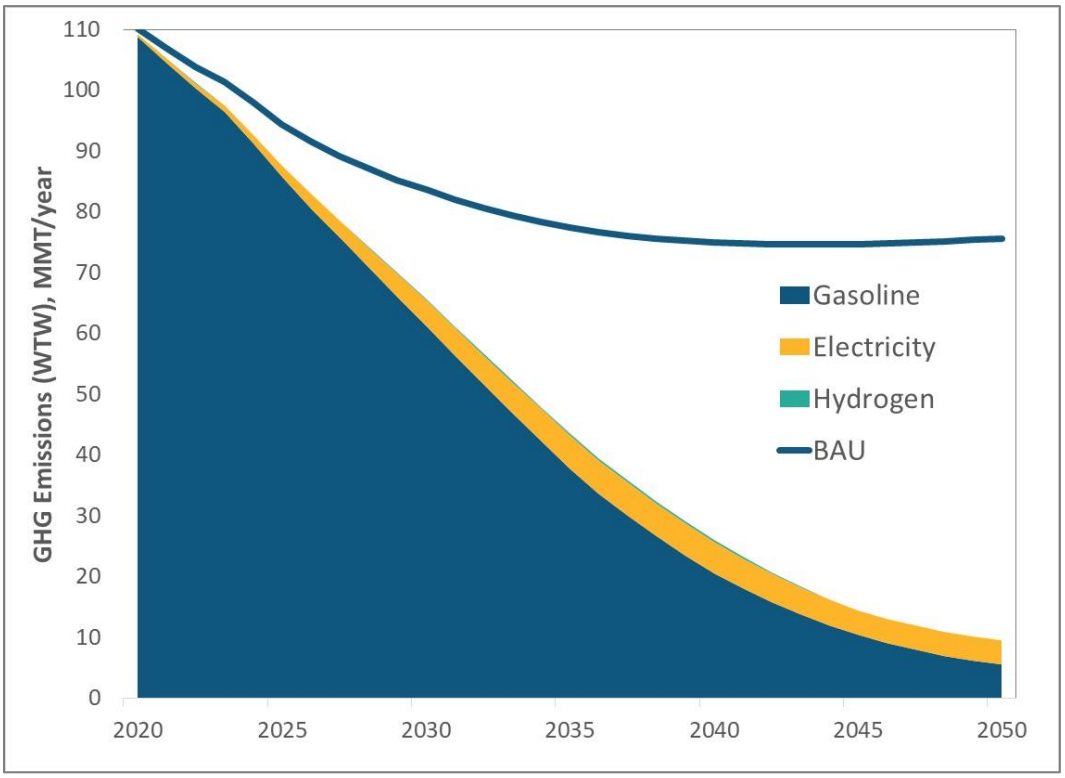
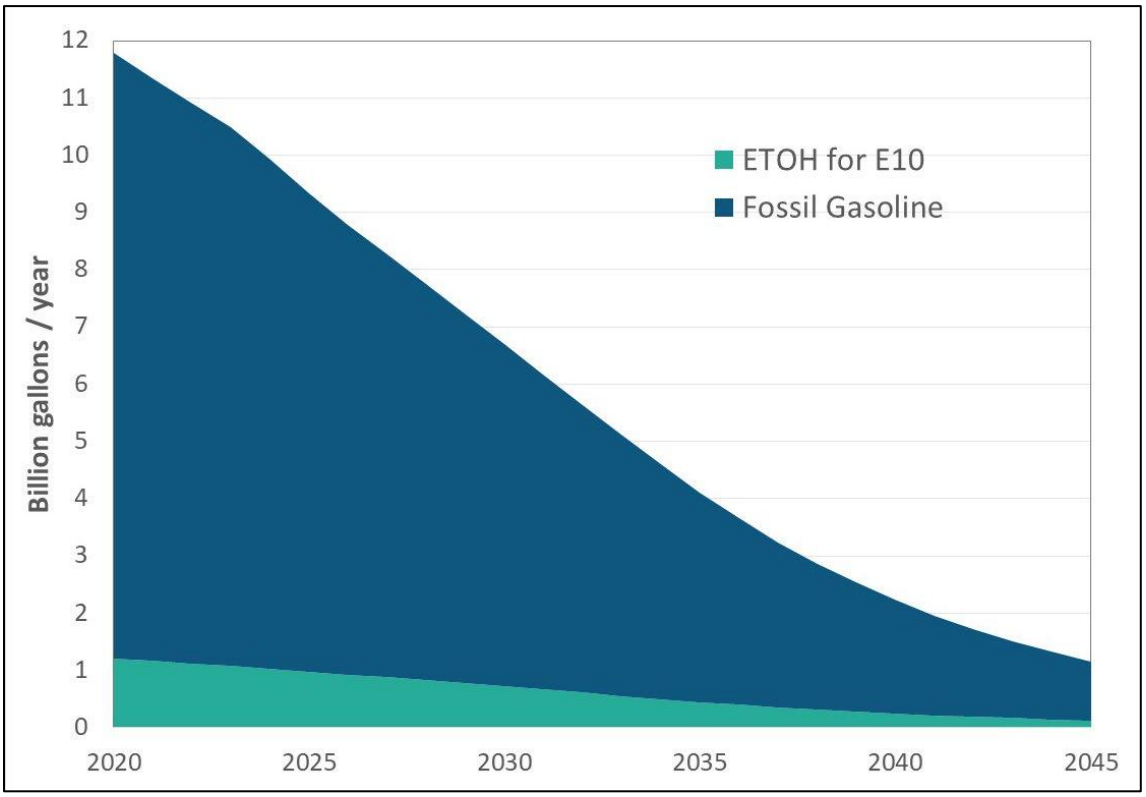


Figure 18 shows the total liquid fuel usage for the light-duty fleet over time. Although a relatively small portion of the on-road fleet in 2045, combustion vehicles would still consume 1.2 billion gallons of liquid fuel in 2045 – only 30 percent of which would be used by PHEVs – and contribute roughly three quarters of the fleet's GHG emissions (see Figure 17). Therefore, the quantity of liquid fuel demand that remains in 2045 has an oversized influence on achieving the light-duty equal share emission targets. Separately, GHG emissions from electricity usage in vehicles would not be zero due to some remaining fossil natural gas usage for electricity generation but will be a small impact.

Figure 18 – Light-Duty Vehicle Liquid Fuel Demand (fossil gasoline, ethanol for E10)



Discussion of Results

The light-duty vehicle scenarios reveal that even with extremely aggressive electrification, coupled with aggressive VMT reductions and fuel decarbonization,[109] the sector still cannot achieve its "equal share" of the reductions for NOx and GHG emissions in 2037 and 2045 respectively assumed for this analysis.[110] The emission reductions are sizeable, however, with a 43 percent reduction in 2037 of tailpipe NOx emissions below the 2037 baseline, and an 87 percent reduction of well-to-wheel GHG emission reductions in 2045 below 2020 levels.

The earliest possible date by which staff believe conventional vehicle sales possibly could end is 2035, and although automotive battery technology costs are rapidly declining, achieving this sales trajectory still faces broader market challenges of insufficient ZEV fueling infrastructure, electric drive manufacturing scale-up constraints, battery and fuel cell raw material supply constraints and uncertainty in consumer demand, particularly with lower income households. The next few years will be very telling in terms of new electric vehicle

[109] Fuel decarbonization refers to a group of strategies, including SB 100 electric grid requirements, liquid fuel carbon reductions through the Low Carbon Fuel Standard (LCFS), and other actions.
[110] As noted earlier, the "equal share" target for GHG emissions in this analysis is carbon neutrality for the light-duty sector by 2045.

models entering the market, and consumers seeing wider choices and fuel infrastructure advancements.

The scenarios also reveal that while the State needs to push as hard as possible on electrification, CARB also needs to continue taking action to reduce NOx and GHG emissions from new conventional vehicles. A sizeable fraction of the on-road fleet in the later years will still use combustion engines, so new emission standards in model years 2026 to 2035 will have important benefits. For NOx emissions, this includes the need to strongly consider "anti-back-sliding" actions on conventional vehicles in the light-duty fleet average standards as ZEV sales scale up (as simulated in these scenarios), and possibly going further to require the fleet average standard to be lower, thus requiring conventional vehicles to get cleaner (not simulated in this scenario). For GHG emissions, an additional reason to consider new conventional vehicle GHG emission reductions (as simulated in this scenario with efficiency improvement assumptions) is the cumulative climate change mitigation for the years before electrification becomes dominant. This is noted because the difference in the 2045 annual GHG emission results from the scenario, with and without the conventional vehicle GHG improvements is small. But cumulative GHG emissions over time for these conventional vehicles will not be trivial.

Further reductions from conventional vehicles would be possible with select actions not evaluated in these scenarios. For example, to further control NOx emissions, targeted policies (e.g. regulation changes) could focus on cold start emissions. For GHG emissions, advanced biofuels could be used, but were not considered here given the limitations on biomass supply.

Scenario Analysis – Accelerated Vehicle Retirement

As described above, phasing out new internal combustion engine light-duty vehicles by 2035 is not sufficient to achieve the needed NOx emission reductions to meet the 2031 ozone standard in the South Coast Air Basin or the 2045 Statewide climate neutrality goal, assuming an equal share emission target for light-duty vehicles. Further emission reductions in the light-duty sector could be achieved through a suite of actions including accelerated vehicle turnover programs.

This section focuses on an accelerated turnover scenario where the oldest light-duty vehicles registered in the South Coast Air Basin—those with the highest criteria emissions—are replaced with ZEVs or other alternative transportation options. California has several related incentive programs in place, but the scale of these would need to increase significantly to make up the gap to achieve the 2031 ozone standard in 2031 and the 2045 climate target.

Equity considerations, including the specific clean transportation and mobility needs of low-income and disadvantaged communities, must be foundational to the design and implementation of accelerated vehicle turnover programs, *in addition to* enabling more individuals to purchase new electric vehicles. This includes understanding and overcoming some of the biggest barriers to ZEV adoption—affordability, access, awareness, and utility—

as identified in CARB's SB 350 Barriers Report.[111] CARB's light-duty vehicle replacement and incentive programs, in addition to ongoing outreach and education efforts, play a large role in addressing these barriers and increasing adoption of ZEVs and use of other, more sustainable transportation modes.

Current Scrappage Programs

- *Vehicle Scrappage:* California's Bureau of Automotive Repair (BAR) administers the Consumer Assistance Program, [112] which provides either an incentive of $1,000 or $1,500 for the voluntary scrappage of an eligible operational vehicle, with the higher incentive amount provided to consumers having a household income of less than or equal to 225 percent of the Federal poverty level.[113,]
- *Vehicle Scrappage and Replacement*: Clean Cars 4 All[114] provides incentives to lower-income vehicle owners living in disadvantaged communities to retire a functioning, high-polluting vehicle and replace it with a new or used ZEV, PHEV, conventional hybrid vehicle, or an alternative mobility voucher. The average incentive amount is approximately $8,500, although this varies both by income level and vehicle technology of the replacement vehicle. An additional incentive of up to $2,000 is available for the installation of electric vehicle charging infrastructure. Clean Cars 4 All is administered through several air districts across the State. Some air districts run a similar vehicle retirement and replacement program but allow for the replacement vehicle to be a conventional internal combustion engine vehicle if it meets a minimum fuel economy standard.

Scenario – Vehicle Population Implications

- Retiring approximately 160,000 vehicles older than model year 2000 registered in the South Coast Air Basin by 2031 would yield emission reductions of approximately 3.1 tpd of tailpipe NOx and 0.3 MMT/yr of WTW GHG in the year 2031.
- Retiring an additional 125,000 vehicles older than model year 2006 by 2037 in the basin would result in emission reductions of 1.8 tpd of NOx and 0.4 MMT/yr of GHG in 2037.
- Assuming the 160,000 vehicles are turned over equally for the next decade between 2021 and 2031, the increased scale of vehicle turnover needed—16,000 vehicles every year—would be about a ten-fold increase compared to the annual number of vehicles retired in the South Coast Air District through Clean Cars 4 All.

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[111] *https://ww2.arb.ca.gov/sites/default/files/2018-08/sb350_final_guidance_document_022118.pdf*
[112] *https://www.bar.ca.gov/Consumer/Consumer_Assistance_Program/*
[113] In order to qualify for the program, the vehicle must fail a Smog Check inspection. However, low-income consumers are also eligible to participate in program if vehicle passes a Smog Check inspection within the last 180 days.
[114] Previously known as the Enhanced Fleet Modernization Program Plus-Up.

- In 2031, these 160,000 older vehicles would contribute approximately 22 percent of the total light-duty vehicle NOx tailpipe emissions in the South Coast Air Basin while only representing 1.5 percent of all light-duty vehicles expected to be registered in the basin, according to EMFAC.
- Retiring an additional 125,000 vehicles older than model year 2006 between 2031 and 2037 in the basin would result in emission reductions of 1.8 tpd of NOx and 0.4 MMT/yr of GHG in 2037.

Anticipated Regulatory Actions

Advanced Clean Cars II

The ACC regulations are responsible for setting criteria pollutant and GHG emission standards for light-duty and medium-duty vehicles and establishing a ZEV mandate (although CARB's authority for the GHG and ZEV light-duty vehicle regulations has been preempted by federal action in the SAFE Rules - which California is contesting and the federal agencies have been directed to reconsider). ACC II is currently in development to strengthen these standards beyond model year 2025, and the regulatory proposal is anticipated for Board consideration in late 2021. Staff provided an informational Board update in May 2020, outlining staff's preliminary thoughts on real-world emission reduction measures for combustion vehicles, cold-start emission reductions, improved emission control for plug-in hybrid vehicles, and new medium-duty requirements.

Staff are also considering potential changes to the ZEV regulation stringency and new ZEV assurance measures like vehicle warranty, durability, standardized data requirements, and battery state-of-health monitoring requirements to ensure emission benefits from ZEVs. These latter ZEV assurance measures will be necessary to support wide-scale adoption of ZEVs, not just in the new vehicle market but in the used vehicle market as well. As new vehicle buyers typically do not own their vehicles for the entirety of the vehicles' life, warranty and durability requirements are especially important to ensure that subsequent owners can experience the full utility of a ZEV powertrain in order to realize the expected emission reductions. Additionally, CARB is proposing that the battery's state of health be accessible to drivers without the use of any specialized equipment so that vehicle owners are able to understand the vehicle's need for repair and warranty qualifications or that used vehicle buyers will be able to evaluate the health of the battery. More detailed data would also be required to allow for repair technicians to assess the vehicle's need for repair or for those in the battery repair or reuse industry to better assess the remaining battery life and ideal second life application. Finally, CARB is considering proposing that ZEV powertrain service and repair information be available to independent technicians to allow for vehicle servicing by non-dealer technicians. This provision will help ensure independent repair shops can continue to participate in the market as more ZEVs are added to California's fleet and also provide consumers with more options for their vehicle servicing needs. All these measures are designed to ensure ZEVs fulfill their potential to reduce emissions.

Clean Miles Standard

Senate Bill 1014,[115] the Clean Miles Standard and Incentive Program, requires CARB to develop and the CPUC to implement a GHG reduction program for transportation network companies (TNC) such as Uber and Lyft. SB 1014 directs CARB to adopt GHG per-passenger-mile reduction and percent eVMT targets for TNCs by January 1, 2021. Staff anticipates achieving GHG goals through increased use of ZEVs and increased pooling, as well as use of transit and micro mobility modes of transportation facilitated by the TNCs. The program will begin in 2023 and increase in stringency through 2030. The *Clean Miles Standard* regulatory proposal is currently being developed; staff provided an informational Board update in January 2020 and the regulation is scheduled for Board consideration in early 2021. The Standardized Regulatory Impact Assessment has been made public, and the program expects to achieve at least 0.25 MMT CO2e/year of GHG emission reductions in 2030.

Additional Information

Sensitivity scenarios

In addition to the main scenario presented in this chapter, staff have evaluated a number of additional scenarios to gain an understanding of how certain assumptions influence the emissions results. This is important given that the main scenario does not yet achieve the light-duty equal share emission targets noted earlier. The first sensitivity scenario explored how influential the ZEV sales target was on the results of the main scenario. The sensitivity scenario explored a delayed date of 2040 for the end of conventional vehicle sales. As noted earlier, staff will revisit these scenarios as part of the 2022 Scoping Plan Update, and the fuel supply assumptions may change, affecting the emission results.

Scenario with conventional vehicle sales ending in 2040 instead of 2035

- +4 MMT/yr GHG emissions in 2045 compared to the 2035 scenario (83 percent reduction instead of 87 percent below 2020 baseline emissions)
- +3.4 tpd additional NOx tailpipe emissions in 2037 Statewide compared to the 2035 scenario (35 percent reduction instead of 43 percent below 2037 baseline emissions)
- 1.6 billion gallons liquid fuel demand (instead of 1.2 billion gallons in the 2035 scenario)

Scenario with aggressive growth in ride hailing vehicles

- Assumes growth in high-mileage ride hailing services, including driverless automated ride-hailing in later years

[115] Skinner, Chapter 369, Statutes of 2018

- Slightly lower vehicle population for same mobility needs as vehicle age requirements force older vehicles out of the ride hailing fleets
- Overall increase in light-duty VMT as increased "deadhead miles" over compensate for increased pooling assumptions in the scenario. In 2045, the ride-hailing scenario results in 944 million miles per day statewide compared to 905 million miles in the main scenario,
- Increased deadhead VMT over-compensates for slightly higher fraction of the fleet as electric, creating a small increase in the sector's GHG emissions. In 2045, well-to-wheel GHG emissions rise by +0.5 MMT/yr. However, had electrification not been prioritized on the ride-hailing vehicles in this scenario, the rise in GHG emissions would have been larger.

Additional details on equity considerations

A cornerstone to addressing mobility equity is to focus on meeting the clean transportation needs and utility of low-income and disadvantaged community households. Previously identified barriers must be overcome in order to advance transportation equity:

- *Affordability*: Advanced technology vehicles currently have higher upfront costs than conventional vehicles. There is less ability to leverage traditional financing options.
- *Access*: There is a lack of new and used ZEV options at dealerships, used car lots, and infrastructure available in their communities. Home charging is frequently not a viable option for those who rent or live in multi-unit dwellings. Information on ZEVs, their benefits, and low-cost financing options is not widely available.
- *Awareness*: Communities do not have as much information on advanced technologies and how they can meet their needs. There is often a lack of transparency of the risks associated with new or used ZEV battery life.
- *Utility*: ZEVs need to meet unique community needs, including longer battery range for those living farther from destinations, sufficient space to transport tools and materials or family members, and ability to charge in public spaces. Alternative mobility options need to be safe, convenient, and affordable.

Providing a variety of solutions to address these barriers is essential in meeting the unique clean transportation needs of underserved communities. Some examples include:

- Incentives provided through the Clean Vehicle Rebate Project and Clean Cars 4 All Program provide low-income consumers with affordable financing and more options when purchasing or leasing new and used ZEVs.
- The Clean Vehicle Assistance Program helps low-income Californians access grants and loans for new and used ZEVs.
- The Zero-Emission Assurance Project, once launched, will help address concerns regarding ZEV battery life and mitigate the risk of buying used ZEVs by providing a rebate for the purchase of a replacement battery.

- Assurance measures being considered through the ZEV regulation—such as requiring a battery state-of-health indicator and adding a useful life and minimum warranty requirements—will reduce the risk of owning future new and used ZEVs and benefit the secondary ZEV market, which is crucial to increasing access among low-income consumers.
- The One Stop Shop Pilot Project provides a multi-pronged approach of expanding, prioritizing, and tailoring ZEV and clean mobility outreach and education in underserved communities, including how advanced technologies can meet their needs.

Beyond ZEVs: The Need to Reduce VMT

Governor Newsom's Executive Order N-79-20 to phase out the sale of internal combustion engine (ICE) vehicles by 2035 will result in substantial emission reductions from light-duty passenger vehicles, but ZEVs alone will not be sufficient to achieve the State's climate and air quality goals. Even with phasing out the sale of new ICE vehicles, 30 percent of light-duty vehicles will still be gas-powered in 2045, by which time California must achieve carbon neutrality to help prevent the worst impacts of climate change. Reducing vehicle miles traveled (VMT) is necessary to directly and immediately reduce mobile source emissions, and to bring the light-duty transportation sector within striking distance of carbon neutrality by 2045 and attainment of the 70 ppb 8-hour ozone standard in 2037.

Reducing vehicle miles traveled (VMT) is necessary to directly and immediately reduce mobile source emissions, and to bring the light-duty transportation sector within striking distance of carbon neutrality by 2045 and attainment of the 70 ppb 8-hour ozone standard in 2037.

CARB's previous *2016 Mobile Source Strategy* and *2017 Climate Change Scoping Plan* emphasized the critical role VMT reductions play in attaining 8-hour ozone standards, and meeting California's 2030 climate goals. This update to the Mobile Source Strategy uses the same targets for reducing VMT as these previous plans, which aim to reduce light-duty VMT by 15 percent by 2050 compared to business as usual. The intent of this section of the 2020 Mobile Source Strategy is to identify strategies CARB can undertake to assist in achieving additional reductions and support implementation of regional SCSs. In addition to needing to substantially reduce emissions, our growing dependence on cars also threatens our ability to achieve California's critical health and equity goals. Historic decision-making favoring single-occupancy vehicle travel has shaped many communities. Where and how communities plan and build housing also imposes and often reinforces long-standing racial and economic injustices that leave residents with little choice but to spend significant time and money commuting long distances in search of an affordable place to live. This places a disproportionate burden on low-income Californians, who end up paying the highest proportion of their wages for housing and transportation.[116] Meanwhile, growth in VMT, where it involves or incentivizes land conversion, impedes California's ability to store carbon and maintain resilient ecosystems and the life-sustaining resources they provide, including clean air and water, food, and fiber.

[116] CARB's 2018 Progress Report showed that as housing is becoming less affordable, California's low-income residents are relocating at greater rates than the rest of the population. Low-income residents are moving at greater rates to inland parts of Southern California and to the San Joaquin Valley, especially near the boundary of the Bay Area. Few are moving into the coastal areas of Southern California and the Bay Area, the latter of which has the highest displacement risk in the state.

Moreover, auto ownership is expensive. Low- and moderate-income households spent over half their yearly income to acquire their last vehicle,[117] and it costs on average $9,000 per year to own, maintain, and operate a private vehicle, which represents about 16 percent of average US household expenditures.[118] Rural and suburban households report about 25 percent more VMT than urban households, and thus, incur higher cost burdens.[119] Finally, building and maintaining roads is expensive - roadway maintenance costs alone have ballooned to over $1.4 billion per year in California.[120] California's roads have some of the worst congestion in the nation, and 10 million more vehicles are projected to be on the road by 2050.

Without additional policy intervention, VMT may continue to rise. California needs to re-envision its built environment in a way that reduces the number and length of trips people make, as well as make walking, biking, transit, and other mobility options become more viable. Along with reducing GHG emissions and air pollution,[121,122] lowering transportation expenses by driving less helps people meet other critical household needs, accumulate wealth, buy homes closer to key destinations, and increase discretionary income. Less driving will reduce congestion, save the State money by not having to build expensive new transportation infrastructure, and reduce overall costs to maintain the road system.

Reducing VMT is difficult. Many factors influence an individual's travel choices, and they interact with one another in a complex manner that is not always well understood. Investments in viable travel alternatives such as transit, cycling, and walking, as well as regional growth patterns all play a role in influencing personal travel behavior. It is also important to acknowledge that other factors determined at a macro-level, such as gas prices and employment, play a significant role in influencing personal travel behavior.[123] When

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[117] Pierce, G. DeShazo, J.R., et al. 2019. Designing Light-Duty Vehicle Incentives for Low- and Moderate-Income Households. *https://ww3.arb.ca.gov/research/single-project.php?row_id=65259*

[118] Handy, S. 2020. Reducing Car Dependence Has Economic, Environmental, and Social Benefits. UC Davis: National Center for Sustainable Transportation. http://dx.doi.org/10.7922/G2J101FV Retrieved from *https://escholarship.org/uc/item/7js9s5jk*

[119] Pierce, G. DeShazo, J.R., et al. 2019. Designing Light-Duty Vehicle Incentives for Low- and Moderate-Income Households. https://ww3.arb.ca.gov/research/single-project.php?row_id=65259

[120] Bureau of Transportation Statistics. 2015. Highway Statistics 2015. Table SF-12. *https://www.fhwa.dot.gov/policyinformation/statistics/2015/sf12.cfm*

[121] Ewing, R., Hamidi S. 2016. Urban sprawl as a risk factor in motor vehicle crashes. *https://doi.org/10.1177/0042098014562331*

[122] Busch, B., Lew, E., & Distefano, J. 2015. Moving California Forward: How Smart Growth Can Help California Reach Its 2030 Climate Target While Creating Economic and Environmental CoBenefits. Joint report by Energy Innovation Policy and Technology LLC, and Calthorpe Analytics. Available: *https://energyinnovation.org/wp-content/uploads/2015/11/Moving-California-Forward-Full-Report.pdf*

[123] Travel behavior is influenced by a number of factors including income, the costs of owning and operating a vehicle, other travel options, the time cost of travel, urbanization, and highway capacity. During the last SB 375 Target Setting Update MPOs cited a rebound effect of increased overall driving due to increasing vehicle fuel

CARB released its *2018 Progress Report to the Legislature on SB 375 Implementation* (SB 375 Progress Report), the report day-lighted several issues that impede California's success in reducing VMT and that despite our collective efforts to put in place transportation plans with more coordinated land use plans and policies that would reduce transportation emissions, implementation of those plans is not occurring as envisioned. These shortcomings do not rest fully on any particular entity, but fixing them will require greater leadership across all levels of government. The report identified a number of key areas for future action and additional collaboration, including: aligning certain State funding sources with environmental, equity, and other priorities; increasing affordable travel and housing choices in under-served communities; developing sustainable and equitable methods of funding the transportation system; deploying new mobility options that complement environmental and equity priorities; piloting innovative approaches to speed adoption of clean transportation options; improving access to data; and updating and strengthening SB 375. This document is intended to identify actions that CARB, for its part, can undertake to begin to advance implementation of those recommendations.

The recipe for success in reducing VMT requires many ingredients, but two essential ones include a focus on equity and partnerships.

Addressing Equity

Historically, many transportation and land use policies in California created, exacerbated, and perpetuated systems through which white, middle- and high-income populations advanced their privilege at the expense and detriment of Black, Indigenous and People of Color (BIPOC) communities, people of low-income, and other under-served communities. In turn, those systems contributed to the stark disparities Californians observe today across race and levels of income in relation to access to quality housing, educational attainment, employment rates, and general health and life expectancy, among others.[124] CARB is committed to dismantling embedded systems of disenfranchisement and discrimination, and to prioritizing the needs of historically under-served communities in our work. The 2020 Strategy aims to mark a decisive step by CARB on a much longer path to develop the knowhow and frameworks for collaboration to combat longstanding inequities through California's transportation and land use policies and programs.

State transportation agencies have reviewed their past policies and impacts, and acknowledged their contributions to structural inequities. In June 2020, CalSTA Secretary David S. Kim made an official statement recognizing that the expansion and improvement of

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efficiency, as a significant factor making it difficult to achieving their targets. As part of the Advanced Clean Car II Rulemaking, CARB will analyze the rebound effect

[124] For example, life expectancy varies by as much as 21 years in the San Joaquin Valley depending on zip code; zip codes with the lowest life expectancy tend to have a higher percentage of Hispanic and low-income residents. (Joint Center for Political and Economic Studies; Fresno State's Central Valley Health Policy Institute. 2012. Place Matters for Health in the San Joaquin Valley: Ensuring Opportunities for Good Health for All)

California's transportation system disproportionately benefitted some population groups and burdened others, and that "far too often, past transportation decisions quite literally put up barriers, divided communities, and amplified racial inequalities, particularly in our Black and Brown neighborhoods."[125] In December 2020, the California Department of Transportation (Caltrans) issued its own Equity Statement affirming that "communities of color and under-served communities experienced fewer benefits and a greater share of negative impacts associated with our state's transportation system."[126] Finally, in January 2021, the California Transportation Commission (CTC) declared that "new highways were frequently constructed through predominately Black, Latino, Asian, and low-income neighborhoods to meet the needs of primarily white suburban commuters, and through tribal lands" while other "racist policies and decisions also influenced the siting of other types of transportation infrastructure, such as commuter railways, and the delivery of transit services."[127]

Land use policy has been another structural pillar for socioeconomic and environmental inequity in California. The current makeup of our cities – their patterns of racial and social segregation, investment and underinvestment, and residents' varying rates of income, education and health – is heavily rooted in legacy federal urban renewal, housing, and mortgage insurance programs that codified and advanced racial discrimination dating back to the 1930s.[128] Local governments in California acted to protect these federal programs through zoning decisions that "drove new industrial facilities to or near redlined communities, while at the same time upholding race restrictions through local covenants."[129]

Last fall, CARB adopted *Resolution 20-33* acknowledging that "impacts from air pollutants and greenhouse gases disproportionally affect communities of color … condemn(ing) racism and racial bias in all forms and in all spaces, and welcom(ing) the opportunity to establish and enhance proactive measures to ensure racial equity permeates all of CARB's activities both internal and external."[130] Upholding that commitment will require introspection on our potential role effecting inequitable outcomes (intentionally or unintentionally) through decades of work focused on reducing air pollution and greenhouse gas emissions. It will also require that, moving forward, CARB center equity in all its efforts by prioritizing the needs of those most and worst affected by air pollution and the impacts of climate change, such as BIPOC communities, low-income communities, and other under-served communities. CARB

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[125] CalSTA, Secretary David S. Kim Issues Statement on Racial Equity, Justice and Inclusion in Transportation, 2020.
https://calsta.ca.gov/press-releases/2020-06-12-statement-on-racial-equity
[126] Caltrans, Caltrans Equity Statement, 2020. *https://dot.ca.gov/about-caltrans/equity-statement*
[127] CTC, Racial Equity Statement, 2021. *https://catc.ca.gov/about/racial-equity-statement*
[128] Richard Rothstein, The Color of Law: A Forgotten History of How Our Government Segregated America. 2017.
[129] CalEPA. Pollution and Prejudice: Redlining and Environmental Injustice in California. 2021.
https://storymaps.arcgis.com/stories/f167b251809c43778a2f9f040f43d2f5
[130] CARB. Resolution 20-33: A Commitment to Racial Equity and Social Justice. 2020.
https://ww3.arb.ca.gov/board/res/2020/res20-33.pdf

believes that true changes will not come from just investing in these communities, but also from ensuring that these communities have a more active role in needs assessment, solutions design, and planning processes that lead to such investments and other strategic policy decisions.

CARB is taking key steps in that direction with the 2020 Strategy. In developing the strategies and actions to reduce VMT included here, equity outcomes have been a key consideration. CARB is making commitments to expand our collaboration with under-served communities in transportation needs assessments to identify clean mobility projects for funding; to studying and providing recommendations to develop equitable road pricing programs; and to crafting a strategy of State policy solutions that increase the development of equitable infill housing projects. However, CARB is cognizant that centering equity in our work also requires considering how an action engages within the historic and ongoing context of systemic racism. For example, there is a potential for road pricing and infill housing programs to work against equity if agencies do not appropriately design and implement them. Recent decades have been marked by a significant in-migration of white and middle- and high-income households and businesses to the core of California's most populous cities, a steep increase in core city rents and real estate values, and the relocation of BIPOC and low-income communities to peripheral areas further away from employment hubs, key services, and good transit service. Strategies that increase infill and transit-oriented development have brought up concerns around displacement of existing residents due to increasing land values. In addition, as the housing cost burden is rising in every region, for all income-levels, pricing strategies raise serious concerns. Pricing can put a greater burden on low-income Californians, who also experience greater cost burdens from vehicle ownership than wealthier Californians or who have no alternatives to driving. CARB and its partners will need to confront these realities head on when developing solutions.

Integral to CARB's push to center equity in its VMT reduction work will be building new structures for engagement, co-creation, implementation, and program evaluation with BIPOC, low-income, and under-served communities. Over the years, CARB's various programs and agency-wide perspectives on equity have benefitted greatly from the participation, ideas and activism of local communities, community-based organizations (CBO) and non-governmental organizations (NGOs) concerned with equity issues. As CARB moves to further develop and implement the VMT reduction strategies and actions identified in the 2020 Strategy, it is committed to elevating and empowering under-served communities' voices in the decision-making process; identifying who will benefit or be burdened by a given decision (including examining potential unintended consequences of a decision); designing strategies to advance equity and mitigate unintended negative consequences; and, to structuring mechanisms for successful implementation and evaluation of impacts. CARB will intentionally lead these efforts with a racial justice perspective to confront the impacts of a long history of systemic racial inequity and the intersectionality of race with low-income and other under-served communities. CARB will also closely monitor its efforts to collaborate with BIPOC communities across multiple geographies and fields of policy intervention so that it can continue to learn and improve over time.

CARB does not hold all the answers, but it is committed to the work of building out robust structures to center equity in its work and to prioritizing the needs of under-served communities. The great urgency of racial and other inequities today demands that we take actions now, learn by doing, and improve our approach iteratively. Ahead of the 2020 Strategy lies the development of the 2022 Scoping Plan Update, where we will be working closely with State agency partners like CalSTA, Caltrans, and the CTC who are similarly committed to prioritizing transportation equity in State policy. Let this be an invitation to all stakeholders, and particularly local communities and CBOs, to reach out to CARB and engage in shaping how the agency advances equity moving forward through the 2020 Strategy, the Scoping Plan update, and CARB's work at-large.

Partnerships

Growth in VMT is governed by a host of interconnected factors that are not confined by political boundaries or addressed through singular policy domains; successful VMT reduction policy relies on reinforcement across all levels of government using multiple policy levers. Meeting the magnitude and complexity of the challenge will require improved alignment across multiple agencies and systems that address the interconnected relationship of land use, housing, economic and workforce development, transportation investments, and travel choices.

An important State effort that reflects, and seeks to address, this complexity is the Climate Action Plan for Transportation Infrastructure (CAPTI) that CalSTA is developing in collaboration with CARB and other State agency partners, pursuant to Executive Order N-19-19. Executive Order N-19-19 directs CalSTA to leverage the State's $5 billion transportation funding portfolio in a manner to help achieve the goals in the 2017 Climate Change Scoping Plan. Over the course of the last year, CalSTA and partner agencies have identified a number of actions to better align transportation investment priorities with State climate goals. Actions that involve CARB and aim to reduce VMT are included in this document.

Another key partnership opportunity is the reconvening of the State Agency-Metropolitan Planning Organization (MPO) Working Group. Through this Working Group, CARB staff are working with the Governor's Office of Planning and Research (OPR), MPOs, and other State agencies to support improvements to regional planning and SB 375. As part of this effort, CARB staff are working with MPOs to discuss principles for establishing an evaluation framework that can help prioritize State funding in a manner with the greatest potential to advance SCS implementation.

CARB is also:

- Participating in the State's Housing and Transportation Coordination Working Group, which facilitates cross-disciplinary learning and collaboration, including funding program guideline changes to better incentivize coordinated housing and transportation projects with State funds.

- Holding joint meetings with the CTC and Department of Housing and Community Development (HCD) twice a year to help better align state transportation, housing, climate, and air quality programs and policies.
- Collaborating with State and regional partners to enhance our understanding of travel behavior. For example, a partnership between CARB, Caltrans and the Sacramento Area Council of Governments (SACOG) is leading to new approaches to use "big data" to assess regional travel patterns in the Sacramento region and enhance planning.[131]
- Participating in the interagency Transportation Research Roundup Group to ensure that State-funded transportation research is well-coordinated, and to identify cross-agency research collaboration opportunities.

Continuing to build on and expand partnership opportunities will be an important and necessary component of CARB's work to achieve greater VMT reductions and meet our collective emissions reduction goals. The actions identified in this chapter are examples of this view, all of which will require collaboration and partnerships across multiple State agencies, regional and local government, tribal governments, transit operators, air districts, private companies, and environmental and community-based organizations.

Process to Develop VMT Actions in the Mobile Source Strategy

The 2020 Strategy represents a waypoint in a broader interagency and stakeholder process that lies ahead to identify actions to reduce passenger VMT. Specifically, while the 2020 Strategy identifies a suite of actions CARB could take under its authority, the 2022 Scoping Plan Update will identify a broader set of actions across State government to reduce VMT to meet State climate goals. This process will be outlined in more detail at the end of this section.

The scope of this chapter in the 2020 Strategy includes concepts organized around eight strategy areas that build from or support related, ongoing efforts, or would be new actions that CARB could initiate under its existing authority within the next several years. These eight strategy areas represent often mentioned types of strategies for reducing VMT and are aligned with the challenge and opportunity areas explored in CARB's *SB 375 Progress Report*, which relied on input from MPOs; academics; builders; environmental, public health, and equity advocates; State and local government practitioners; and public stakeholders.

The strategy areas are:

1. Increase Transportation Choices and Improve Access
2. Authorize and Implement Equitable Pricing of Transportation

[131] *www.sacog.org/post/big-data-pilot-project-transportation-planning-replica*

3. Align State Funding Programs to Reduce Vehicle Travel and Achieve the State's Greenhouse Gas Emissions Reduction Goals
4. Shape the Deployment of New Mobility Options in Ways That Reduce VMT
5. Better Align Land Use Planning with the Scoping Plan's Goals
6. Accelerate Infill Housing Production
7. Support Local and Regional Partners to Implement VMT Reduction Measures
8. Elevate the State of Science to Inform the Development and Implementation of Sustainable Community and Transportation Policies

In the next section, CARB staff provides additional detail on the importance of each strategy area in reducing VMT, current challenges and opportunities, and a description of the concepts CARB could undertake. Because CARB's existing authority is limited when it comes to VMT-reducing actions, staff have identified areas where new resources and legislation would be necessary. Above all, strong partnerships, alignment, and close collaboration across State agencies, MPOs, and affected stakeholders will be critical to maximize impact.

In each of the following strategy areas, CARB staff identify why the strategy is important for VMT reduction, known challenges and opportunities, and actions it could pursue in the near-term to advance the strategy.

Strategy Area 1: Increase Transportation Choices and Improve Access

Increasing viable options other than a personal vehicle, such as walking, bicycling, transit, or other emerging mobility options to get people where they need to go more conveniently and frequently is a necessary step to VMT reduction. However, decades of transportation and land use planning practices have created car-dependent communities in which driving is a virtual necessity to access most destinations. In addition, residents and visitors face a disaggregated public transportation network that is often not as friendly to use as it might be, is costly to operate, and faces new competition for ridership in many places. Transit ridership has fallen across California and there continues to be a relatively small percentage of people who walk and bike to work, approximately 4.5 percent.[132] COVID-19 has taken a particularly devastating toll on transit, with several agencies dealing with public perceptions about contagion, record-low ridership and resulting revenue losses, and detrimental service cuts that affect vulnerable groups and essential workers in the greatest need of transit services.

Overall, the need for greater investments in all modes is needed to advance transportation choices to help slow VMT growth. Important strides to increase funding for transportation choices have been made, including increasing public transit, road maintenance, and active transportation spending, but as CARB's SB 375 Progress Report shows, more must be done to shift transportation investments and accelerate progress on climate, accessibility, health

[132] CARB. 2018. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. Available: *https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf*

and equity benefits. Caltrans' *California Transportation Plan 2050* (CTP 2050) offers some insight into the substantial magnitude of funding needed to implement this transformation and uses a compilation of the MPO regional transportation plans (RTP) and SCSs to estimate the lower bound cost, of more than $1 trillion over the next 20 years. While CARB acknowledges the substantial need for increased investment, this document highlights and focuses on actions CARB could immediately undertake within its authority to help advance these broader objectives.

Recently, CARB has invested efforts in identifying and overcoming barriers to clean transportation access for low-income residents. As discussed previously, CARB published the SB 350 Barriers Report in February 2018. Through the statewide public process to develop recommendations for this study, residents and stakeholders stressed that transportation and mobility needs vary widely across communities and across demographic groups within communities. Residents of low-income and disadvantaged communities stated their interests and needs were not being adequately considered during transportation planning efforts that affected their communities. And yet, in order for clean transportation projects to successfully reduce GHG emissions and VMT, residents have to buy into and utilize the implemented clean transportation services. Consequently, the SB 350 Barriers Report recommends expanding assessments of community residents' transportation needs to identify barriers to accessing and adopting clean, transportation and mobility options for low-income communities and communities most burdened by air pollution. The study also recommends involving those community residents in transportation planning and project implementation.

CARB has piloted this approach in two funding programs - the Clean Mobility Options (CMO) Voucher Pilot and the Sustainable Transportation Equity Project (STEP). So far, CARB is funding 24 small-scale community transportation needs assessments (totaling $1.15 million) through CMO and eight larger-scale community transportation needs assessments and planning projects (totaling $1.75 million) through STEP. Based on the proposals received in the STEP solicitation and the CMO voucher application window, there is significant demand for transportation needs assessments. STEP received 20 Planning and Capacity Building Grant proposals requesting $7.2 million in total and was oversubscribed by more than four times the available funding, while CMO received 44 needs assessment voucher applications requesting $2 million in total and was oversubscribed by twice the available funding.

CARB is also funding clean transportation projects selected to fulfill unmet transportation needs identified by community residents. In STEP, CARB is investing $17.8 million in VMT-reducing projects in three communities that have conducted and plan to continue extensive community engagement through the grant's duration. Through CMO, CARB is investing $20 million in shared mobility project vouchers in communities statewide. Based on demand for these pilots, it is also clear that more funding is needed to implement clean mobility projects identified by community residents.

The impacts of COVID-19 on transit agencies have been immense, but also present an opportunity to implement changes to increase transportation choices. Monterey-Salinas

Transit, in a first-of-its kind partnership with Caltrans and Visa to implement contactless payments in public transit buses, is already discovering that during the COVID-19 pandemic, customers prefer this form of payment over cash.[133] Contactless payments may provide an opportunity to renew transit ridership after the pandemic. London, for example, in its first year accepting contactless payments, saw a four to five percent growth in ridership.[134] Contactless payments will also lower the cost for transit providers, as it is expensive to operate and maintain cash collection systems. These savings can be passed on to riders.[135] Washington D.C, for example, spends 10 cents per dollar collecting cash fares, but just 4 cents per dollar on credit/debit card fares.[136]

Having so many different transit systems also makes it harder for riders to understand and use the services available to them. Opportunities to align services include the California Integrated Travel Project (Cal-ITP), which aims to implement a statewide contactless integrated fare payment and data reporting system that allows for seamless fare payment and collection across transit agencies and mobility service providers. Cal-ITP would not require a unique card, app, ticket, or account for each transit service, increasing the accessibility and usability of diverse transportation options. Cal-ITP would standardize contactless payments allowing transit riders to pay from bank cards (such as credit, debit, and prepaid cards) and smart devices equipped with mobile wallets. This simplifies the payment process across modes and service providers, and provides real-time data services for trip planning. Importantly, as part of this effort, Cal-ITP is working to address solutions for California's most underserved communities and un- and underbanked transit users by offering a unique verification system for individuals to receive free or reduced fares across all California transit providers without having to prove eligibility to each transit agency, thereby making it easier to use transit.

In light of these challenges and opportunities, CARB could expand work to identify community needs, fund an array of transportation choices to meet those needs, and reduce barriers to the use of transit.

Strategy Area 2: Authorize and Implement Equitable Pricing of Transportation

Adjusting price signals in ways that make it advantageous to travel via carpool, public transit, and active transportation than to drive alone can provide a powerful incentive to shift travel

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[133] MST. 2020. MST Announces A New Partnership with Caltrans, Visa Introducing Contactless Fare Payment Demonstration. Available https://mst.org/news_items/mst-announces-a-new-partnership-with-caltrans-visa-introducing-contactless-fare-payment-demonstration/

[134] Transport for London. 2016. Commissioner's Report. Available: http://content.tfl.gov.uk/board-160203-item05-commissioners-report-v2.pdf

[135] Caltrans. 2021. CAL-ITP. Available: https://www.calitp.org/

[136] Caltrans. 2021. CAL-ITP. Available: https://www.calitp.org/

patterns and reduce congestion while also providing revenue that may be reinvested to expand travel choices. Research and analysis show that pricing – whether through congestion pricing, tolling, parking pricing, or cordon pricing-is one of the most effective strategies for reducing statewide VMT and GHG emissions when paired with effective alternatives to driving alone.[137,138]

Pricing transportation can take many forms. It can be a charge to motorists for use of the roadway network based on how many miles they drive, instead of how many gallons of gas they use, under a "user pays" principle. Pricing can also take the form of behavioral pricing policies that are meant to incentivize users to prioritize or avoid certain trips, or to switch to other modes. These can include instituting pricing for operating vehicles in certain lanes at peak times, driving into certain designated areas, parking in prime locations, as well as instituting lower-cost transit passes, and pricing structures that encourage carpooling or avoiding unnecessary trips.

Pricing, however, raises serious equity concerns, especially for those Californians already paying a significant portion of their income on housing and transportation. This is made even worse as the housing cost burden is rising in every region, for all income levels.[139] As housing prices have soared in job centers, commutes can lengthen if people have to drive further to find a home they can afford. Pricing can also put a greater burden on low-income Californians, whose household transportation cost burden is already higher than wealthier Californians due in part to these households driving older and less efficient cars. Thus, any strategies developed will need to consider these equity concerns and ensure that they do not place an additional burden on those already struggling with rising housing and transportation costs, and those who have no alternatives to driving.

While further progress on pricing strategies would require State action, five regions in California report they have already adopted or are beginning to consider pricing, including some rural regions with heavy tourist traffic or heavy traffic passing through their region.[140] They include implementing congestion-based bridge tolls that vary the cost of the toll based on whether or not the driving occurs during peak commute hours; creating networks of express lanes that are free to transit, carpools, vanpools, and motorcycles and that are available to single-occupant vehicles for a toll; educating the public about the high costs of traffic congestion and the possibility of creating mobility zones via congestion pricing; and valuating means-based pricing strategies for public transit.

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[137] https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/ctp-2050-v3-a11y.pdf
[138] *Carbon Neutrality Studies: Vehicle Emissions and Fossil Fuel Demand and Supply | CalEPA*
[139] CARB. 2018. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. Available: *https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf*

[140] CARB. 2018. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. Available: *https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf*

These pricing strategies also help regions overcome significant losses in revenue from State and federal gas taxes as a result of more fuel-efficient vehicles and ZEVs.[141] The Southern California Association of Governments (SCAG), for example, assumes increases in federal gas taxes, revenue from a yet-to-be implemented mileage-based user fee that replaces the gas tax, local pricing policies (e.g., congestion and parking) and fees placed on transportation network companies (TNCs). These new revenue sources amount to $128 billion – nearly 20 percent of the RTP's budget - and are important to implementing the SCS.

Equitable pricing can also achieve other important benefits aside from VMT and GHG reductions. As analyzed in Caltrans' CTP 2050, the impacts of increasing the cost of driving in California's most congested counties (exempting the lowest income quintile) and implementing cordon pricing in California's ten most populous downtowns results in a positive economic impact. As travelers shift from driving to other modes, reduced congestion allows for faster and more efficient travel for those who rely on roadways, including freight vehicles.

Changing the structure of costs people incur to access the transportation system provides an opportunity to more equitably and sustainably reduce congestion, increase transportation choices, and fund the transportation system as a whole. Any transportation system pricing program, regional or state, will need to be implemented in conjunction with requirements to use the resulting revenue to invest in alternatives to driving alone, with a particular focus on ensuring low-income residents have affordable access to jobs and other key destinations. Revenues from pricing could be used to fund shuttles, enhance transit service, facilitate pooling by ride-hailing, install protected bike lanes, implement bike-and scooter-sharing, as well as provide financial incentives, including low-and no-cost transit passes.

In light of these challenges and opportunities, CARB could collaborate with other agencies in developing an equitable pricing strategy. (This action supports implementation of the CAPTI.)

Strategy Area 3: Align State Funding Programs to Reduce Vehicle Travel and Achieve the State's Greenhouse Gas Emissions Reduction Goals

A critical test of progress on VMT reduction is whether investments have shifted in ways that improve transportation choices, especially those that make it easy for people to drive less. Improving the alignment of funding, especially funding for transportation infrastructure, with State and regional goals is a necessary strategy for success. Yet, few funding sources exist that prioritize climate mitigation or VMT reduction, and the overall ratio of dollars planned to be spent on roads versus on infrastructure supporting other transportation modes in the largest regions of California has shown remarkably little shift since SB 375 became law in

[141] See Figure 17 showing the decline in total liquid fuel usage for the light-duty fleet over time under the primary scenario.

2008.[142] Structural factors also make it difficult to align SCS planning and transportation funding allocations, in part because many funding decisions are not controlled by the MPOs who develop the regional SCS plans.[143]

New opportunities have made it possible for State agencies to improve collaboration on reducing passenger VMT, while simultaneously advancing crucial climate, health, housing, equity, and conservation goals. For example, the Road Repair and Accountability Act of 2017 (SB 1)[144] made significant and supportive shifts away from past transportation packages, provided essential funding for fixing existing infrastructure, and increased investment in multi-modal programs. In addition, Governor Newsom issued two EOs that provide direction for State transportation spending, including support for VMT reduction projects. *Executive Order N-19-19* directs CalSTA to leverage $5 billion in annual discretionary State transportation funds to reduce GHG emissions in the transportation sector and align transportation spending with the State's Climate Change Scoping Plan, where feasible. It also calls for actions from multiple State agencies to reduce GHG emissions and mitigate the impacts of climate change (e.g., direct investments to support smart growth to increase infill housing production; reduce congestion through strategies that encourage a reduction in driving and invest further in walking, biking, and transit). As discussed earlier, *Executive Order N-79-20* explicitly points to the critical role of transit, passenger rail, active transportation, complete streets, and micro-mobility as tools to expand mobility options, encourage mode shift, and reduce overall VMT, and further directs CalSTA to identify near-term actions and investment strategies by July 15, 2021 to improve clean transportation and sustainable freight and transit options. The draft *Investment Framework* for the Climate Action Plan for Transportation Infrastructure developed in response to the EO identifies guiding principles for investments that will help achieve VMT reductions, such as "Investing in networks of safe and accessible bicycle and pedestrian infrastructure," "Promoting projects that do not increase passenger vehicle travel," and "Promoting compact infill development while protecting residents and businesses from displacement."

One action in CAPTI that CARB proposes to lead is a collaborative process with state and regional partners to develop a framework for identifying projects that best advance the objectives of the RTP/SCSs and the Scoping Plan. In a time of constrained resources, the framework is intended to both help prioritize projects that do the best job of advancing SCS implementation and to send clear and consistent signals about what types of transportation and land use projects will bring the State important SCS benefits. These benefits include improvements in public health, especially in communities that are already the most burdened by pollution, as well as conservation of natural and working lands, expanded access to homes

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[142] CARB. 2018. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. Available: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf
[143] CARB. 2018. 2018 Progress Report: California's Sustainable Communities and Climate Protection Act. Available: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_02_Report.pdf
[144] Beall, Chapter 5, Statutes of 2017

that are affordable to households at a range of income levels, reduced traffic congestion and road maintenance burden, improved transportation choices for people of all incomes, and planning for attainment of air quality standards.

In light of these challenges and opportunities, CARB could explore collaboratively developing tools that help advance project selection and transportation planning to better align with climate and equity goals. (This action supports implementation of the CAPTI.)

Strategy Area 4: Shape the Deployment of New Mobility Options in Ways That Reduce VMT

New mobility brings together technology, transportation services, as well as public and private business models into a new transportation landscape providing new options for travelers such as public and private bike and scooter share, carsharing, ride-hailing, on-demand delivery, on-demand transit, and automated vehicles. These services offer the opportunity to transform our transportation system in ways that help reduce VMT by providing options for riders that need them and slowing growth in auto ownership, optimizing linkages with public transit, as well as helping to facilitate carpooling.

However, without additional State policy, these services could also increase VMT and GHG emissions, result in safety concerns, and exacerbate equity issues related to service gaps and costs by disrupting and competing with existing services. For example, VMT by ride-hailing services offered by transportation network companies (TNCs) grew 24-fold between 2014 and 2018, with a 2018 TNC share of total light-duty VMT in California of 1.2 percent.[145] TNC growth is expected to continue growing until market saturation. The share of trips from TNCs is still small compared to trips overall, but is rapidly increasing and contributing to congestion, especially in urban areas.[146] With dead-head miles (one-way trips without a passenger), VMT from TNCs is greater than the equivalent would be if driven in personal vehicles.[147,148]

Additionally, changes in transportation behavior resulting from the COVID-19 pandemic are also contributing to the changing transportation landscape. In particular, the pandemic has accelerated the growth of on-demand delivery services even further.[149] The share of VMT

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[145] CPUC. 2014-2018 Transportation Network Companies historical data provided to CARB.

[146] San Francisco County Transportation Authority. 2018. TNCs and Congestion: Final Report. Available: *https://www.sfcta.org/sites/default/files/2019-05/TNCs_Congestion_Report_181015_Finals.pdf*

[147] CARB. 2019. Clean Miles Standard 2018 Base Year Emissions Inventory Report. Available: *https://ww2.arb.ca.gov/sites/default/files/2019-12/SB%201014%20-%20Base%20year%20Emissions%20Inventory_December_2019.pdf*

[148] Henao, A., Marshall, W.E. The impact of ride-hailing on vehicle miles traveled. Transportation 46, 2173–2194 (2019). *https://doi.org/10.1007/s11116-018-9923-2*

[149] Matson G. et al. Longitudinal Analysis of COVID-19 Impacts on Mobility: An Early Snapshot of the Emerging Changes in Travel Behavior" (2021). https://escholarship.org/uc/item/2pg7k2gt

coming from new mobility services will increase rapidly as the use of these delivery services continues growing, especially without any policies in place to help make these services more efficient and sustainable.

In light of these challenges and opportunities, CARB could continue and expand regulations around new mobility services to help support an expanding ZEV market and an efficient transportation system.

Strategy Area 5: Better Align Land Use Planning and Development with the Scoping Plan's Goals

Integrated planning that aligns land use and housing development with transportation options that are accessible to and near daily needs reduces the number and length of vehicle trips. Densifying development through infill, making sure growth occurs in walkable or transit-oriented areas, and disallowing leapfrog development out in natural or agricultural areas are known land use strategies for supporting VMT reduction. While land use decision-making in California is under the control of cities and counties, myriad state polices in California affect land use development patterns. In recent years, California has adopted new laws to support growth through infill and transit-oriented development through the CEQA and housing planning processes, as well as put in place competitive funding programs to support these objectives through State transportation, housing, and climate investment programs.

Most prominently, SB 375 was adopted in 2008 and intended to be the State's primary mechanism to achieve significant emissions reductions from changed land use patterns and improved transportation. The law set forth new requirements for California's MPOs to include sustainable communities strategies within their RTP, and was intended to set forth a long-range vision for the region's land use allocation. However, as described in more detail in *CARB's SB 375 Progress Report*, many of the forecasted results of this State policy, including achievement of more compact growth and per capita VMT reduction, have been slow to occur.

Stakeholders interviewed by CARB staff during preparation of the SB 375 Progress Report pointed out that the regional SCSs' impact on local development decisions to date are minor. Interviewees cited fundamental challenges to achieving greater consistency between local plans and the SCS. These challenges included issues with the clarity of SCS plans and not being able to easily distinguish whether a potential local action supports or interferes with implementing the region's SCS, as well as lack of direct, ongoing and predictable incentives or penalties to localities that support conformance with SB 375 goals. Interviewees also cited the elimination of key tools for land use change, specifically, the loss of redevelopment revenue in 2012 as continuing to have a major impact.

In addition to identifying challenges pertaining to local alignment with regional plans, interviewees identified opportunities to strengthen local and regional plan alignment with State VMT reduction goals. In particular, interviewees pointed out that the SB 375 law itself

could be changed to require State and regional alignment on VMT reduction targets out to 2050, so that regional and local planning efforts focus on identifying needed long-term land use and transportation systems strategies, as opposed to vehicle technology strategies that advance GHG emissions reductions only.

A combination of changes to law are needed to help address these challenges and increase delivery of the current SB 375 program's targeted VMT reductions from land use change. To address the issue of clarifying VMT reduction goals and timelines between government agencies, the legislature would need to add authority for CARB to set regional VMT-based targets for 2035, 2045, and 2050, aligned with key State climate planning milestones. To help with the issue of clarity of SCS plans and local implementation of them, SB 375 would need to be modified to direct MPOs to identify what transportation, housing, and land use project investments and supporting local implementation actions are most critical to achieving its SCS VMT reduction strategies and targets, and to monitor whether its local agencies are implementing land use decisions that conform. In cases where a local agency is taking action that will interfere with its regional SCS's VMT reduction goal, the legislature could direct MPOs to issue a formal warning to the local agency and report on outcomes to State partner agencies. Requiring these SCS plan clarifications could help increase likelihood of delivering SB 375 VMT reductions by providing clear and consistent signals to local agencies on the amount, type, accessibility characteristics of growth needed in its communities to achieve California's SB 375 goals so that the agency can more easily operationalize that information in its planning, funding, and permitting processes. State agencies would also be able to use identified local priority investments and actions to help better align and prioritize State funding decisions toward VMT reduction.

In light of these challenges and opportunities, CARB could update SB 375 to provide actions and incentives that help advance SCS implementation.

Aligning land use planning to meet California's VMT reduction needs also means providing a counterbalance and complement to urban development strategies through strategies like land conservation. Conservation is an effective method to reduce VMT and provides extensive co-benefits beyond reducing transportation emissions. When natural and agricultural lands are lost to more intensive uses, the carbon stored in the soil and plant biomass on the land is degraded or lost as carbon dioxide.[150] In addition, the construction of roads and sprawl-style development leads to the parcelization and fragmentation of natural and working lands. This fragmentation can make it more difficult and costly to implement effective conservation and restoration management strategies. Protecting agricultural lands from conversion to developed lands also helps protect natural lands by limiting the relocation

[150] California loses, on average, approximately 50,000 acres of farmland per year, mostly due to urbanization. Strategic Growth Council. 2019. Annual Report to the Legislature: 2018-2019 Fiscal year. California Department of Conservation. Division of Land Resource Protections Farmland Mapping and Monitoring Program. https://www.conservation.ca.gov/dlrp/fmmp

of agricultural production.[151,152,153] As agricultural production relocates, it is likely to move farther from existing support infrastructure such as markets, processors, and farm worker housing. Directing new growth to existing communities without displacing current residents can prevent the conversion of natural and working lands, and the associated impacts to climate, water, and air, while fostering compact development that reduces VMT. And, as highlighted during the pandemic, there is significant demand for outdoor recreational opportunities. Creating and maintaining walkable and bikeable outdoor recreation within cities can provide a multitude of other benefits, including improved public health, economic vitality, wildlife habitat conservation, and community cohesiveness.

Further, as we chart a path towards carbon neutrality, direct GHG emission reductions alone are not enough to reach our ambitious goals. Carbon sequestration is also necessary to achieve carbon neutrality, and investments in the conservation and restoration of natural and working lands are essential for storing carbon in ways that are resilient to the effects of climate change. In accordance with Governor Newsom's *Executive Order N-82-20*, agencies are required to analyze and project the impact of climate change and other stressors on California's biodiversity, advance multi-benefit and cooperative approaches to steward natural and working lands, and CARB is expanding efforts to understand the relationship and synergies of taking an integrated cross-sector approach.

In light of these challenges and opportunities, CARB could update State planning guidance to better connect State climate, transportation, and conservation goals with regional planning. (This action supports implementation of the CAPTI.)

Strategy Area 6: Accelerate Infill Housing Production

Policies that will result in higher densities have often been mentioned in the suite of land use tools that might reduce VMT. These policies include direct changes to land use, such as encouraging urban infill through combinations of infrastructure, zoning, or public finance policies that, for example, focus development around transportation nodes (including transit stations) and job centers.

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[151] From 1973 to 2000, 2,014 km^2 of agricultural lands were converted to urban land use in California. However, overall agricultural land use declined by only 473 km^2 because of conversion of natural lands (predominantly grasslands and shrublands) to agriculture. Sleeter, B. M., Wilson, T. S., Soulard, C. E., & Liu, J. (2011). Estimation of late twentieth century land-cover change in California. Environmental Monitoring and Assessment, 173(1-4), 251-266.

[152] Broadly, as prime farmland near cities is converted to development, rangelands are converted to croplands. Greene, R. P., & Stager, J. (2001). Rangeland to cropland conversions as replacement land for prime farmland lost to urban development. The Social Science Journal, 38(4), 543-555.

[153] From 1984 to 2008, 40 percent of the loss of rangelands in California was due to conversion to more intensive agricultural use. Cameron, D. R., Marty, J., & Holland, R. F. (2014). Whither the rangeland?: Protection and conversion in California's rangeland ecosystems. PLoS One, 9(8), e103468.

Accelerating infill housing production will need to be a key strategy in the context of California's severe housing shortage. To meet current demand, keep pace with future growth, and provide a safe, decent, and affordable home for all Californians, State estimates suggest that we need to build over 2 million new homes and more than double the pre-2020 pace of development over the next decade. The housing shortage contributes to increased VMT, and hinders our ability to meet GHG reduction goals. The dearth of available and affordable housing – particularly in high market demand areas with a diversity of viable, low-carbon transportation choices – forces households to live farther from their destinations and drive greater distances to meet their basic needs, contributing to the rise in per capita VMT, as reported in CARB's SB 375 Progress Report.

Additionally, in virtually all regions of the state, and at all but the highest income levels, the shortage of available and affordable homes also affects quality of life, economic prosperity, and resilience to climate impacts, and exacerbates widening social and racial equity gaps. It means as California housing prices soar to some of the highest in the nation, households pay ever greater shares of their income on rent or mortgage payments, not only hurting household finances but potentially constraining their expenditures at local businesses. Californians then also have fewer options to choose the neighborhood or even the region in which they live, and have limited access to employment, schools, and economic mobility. Importantly, all of these impacts disproportionately affect low-income households and communities of color, which are already disadvantaged by historic and present-day discrimination in housing law and practice, and broader patterns of systemic and institutionalized racism.

The causes of these issues are intertwined; so are the solutions. As VMT rises, equity gaps widen rather than narrow, and the basic costs of living grow more unattainable for Californians, it is ever more imperative to address the nexus of housing, climate and equity objectives holistically, rather than as separate policy goals. For these reasons, *where* and *how* we build new housing matters – and will shape our ability to meet GHG reduction goals and advance social and racial equity. Building housing in types and locations that reduce long commutes and dependence on cars – e.g. places that are higher-density, location-efficient, and well-served by low-carbon transportation options – helps reduce VMT and GHG emissions, enhance climate resilience, improve quality of life, and increase access to economic opportunity.

The current imbalance of housing supply can be attributed to many factors. CARB's SB 375 Progress Report summarizes key challenge areas cited during interviews with builders, regional, and local agencies. These include: State and local regulatory and taxation structures, whether MPO RHNA allocations support local jobs-housing balance, as well as the higher cost and lack of funding opportunities for infill development compared to greenfield development. Political dynamics in many parts of the state pose further hurdles for infill housing as much-needed new housing is often halted or prohibited altogether by extensive and costly local review processes. Additionally, a dearth of financing tools and resources for

infill-supportive infrastructure presents a significant hurdle to infill housing development in many parts of the state.

The challenges and solutions to California's housing crisis are numerous, complex, and a topic of extensive scholarship and debate. Fundamentally, however, future growth that aligns California's housing, climate, and equity goals will require broad, systemic changes and significant, multi-sector collaboration and innovation. This includes technological, financial, regulatory, political, and public education measures to deliver new housing faster, cheaper, and with greater efficiency in ways that also advance climate and equity goals – and avoid unintended consequences like gentrification and displacement.

Since 2017, the Legislature has passed a series of housing bills designed to address California's housing shortage and affordability crisis. It is too soon to know what net effect these tools will have on the backlog of affordable housing need. However, given the magnitude of current housing shortfalls, as well as CARB's findings on the importance of accelerating infill to further implementation of SCS plans, it is clear that more tools to directly address California's biggest housing challenges will almost certainly be needed.

Fortunately, the dynamic current state of California and the nation - on the brink of a slow but inevitable recovery from the impacts of COVID-19, in an era of renewed commitment to social and racial justice, and at the outset of a new federal administration – is ripe with possibility. And, CARB is well-positioned to play a strategic role in supporting collaborative efforts to achieve innovation and systemic change in where and how we grow.

To accelerate infill housing production that advances CARB's VMT reduction goals, CARB has recently expanded its work on policy development at the intersection of housing, climate, and equity – in collaboration with State agency partners and many others. CARB's objectives in taking on this work are to advance housing production, GHG/VMT reduction, social and racial equity, and health and safety – including climate resilience. By working to achieve overlapping benefits for housing, climate, equity, resilience *and* health and safety outcomes, CARB's goal is to demonstrate it is not only possible but also mutually beneficial to pursue multiple policy objectives holistically to achieve a better California for all.

In light of these challenges and opportunities, CARB could study and explore infill housing development barriers and potential state solutions. CARB could also develop tools to increase outreach to stakeholders and alignment of housing, transportation and climate goals.

Strategy Area 7: Support Local and Regional Partners to Implement VMT Reduction Measures

Slower growth in VMT from more efficient land use development patterns is necessary to achieve deeper reductions in the transportation sector, and regional and local agencies are uniquely positioned to influence the future of the built environment and its associated GHG emissions. These agencies are tackling a multitude of issues that aim to increase housing and

mitigate the impacts of expanding freight sectors and other changes in land use and transportation systems.

SB 743[154] went into effect statewide on July 1, 2020 and fundamentally changes the way public agencies assess the impacts of land use and infrastructure projects. Specifically, public agencies will no longer identify localized traffic congestion as a significant impact on the environment under the CEQA, and will focus on the impact driving and auto dependence have on our environment. OPR and Caltrans both recognize VMT as a useful measure of this impact. To that end, land use development projects approved by local governments and capacity-increasing projects on the State Highway System where Caltrans is the lead agency (or when Caltrans designates another entity as the lead agency) will be evaluated based on the project's propensity to increase VMT. This important structural and philosophical shift presents opportunities to streamline and lower the costs for infill development projects in low-VMT areas, and to identify and mitigate the environmental impacts from VMT where they occur.

When a lead agency identifies a significant impact, it must identify feasible mitigation measures that could avoid or substantially reduce that impact.[155] Under the new SB 743 paradigm, transportation impacts extend well beyond the localized conditions around the project site. Opportunities to mitigate VMT outside of the project site (e.g., elsewhere in the region) may be an appropriate form of mitigation[156], if all feasible on-site mitigation has been exhausted. However, there is currently no administrative mechanism to transfer funding and responsibility from a lead agency approving a project (e.g., local jurisdiction) to a responsible party that could implement off-site VMT mitigation measures (e.g., transit agency, mobility service provider). To overcome this barrier to implementing off-site VMT mitigation, individual jurisdictions are currently exploring the feasibility of VMT mitigation banking at different geographies, and stakeholders believe there may be a role for the State to make it easier for local governments to find local projects that mitigate VMT, deliver multiple community benefits, and prioritize equity considerations. Importantly, because CEQA requires impacts to be mitigated to the extent feasible, having options to simultaneously mitigate GHG emissions, criteria air pollutants, and VMT would benefit developers of projects and ensure impacts are, in fact, mitigated.

In light of these challenges and opportunities, CARB could work with other state and regional agencies to support the development of a statewide VMT mitigation bank. (This action supports implementation of the CAPTI.)

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[154] Steinberg, Chapter 386, Statutes of 2013

[155] Public Resources Code, § 21002.1, subd. (a)

[156] OPR. 2018 (December). Technical Advisory on Evaluating Transportation Impacts in CEQA http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

Strategy Area 8: Elevate the State of Science to Inform the Development and Implementation of Sustainable Community and Transportation Policies

CARB has identified important data and research gaps that stand in the way of our ability to develop and implement more effective VMT reduction policies. For example, the development of the SB 375 Progress Report highlighted that there is not a standardized way to measure passenger VMT, and reliable passenger VMT data are not available at the regional level. In addition, rapidly evolving emerging mobility services generate significant amounts of data that could provide key insights into their diverse VMT impacts and potential strategies to manage them, but government agencies have very limited access to that data due to concerns around the disclosure of private and proprietary business information. Telework, telemedicine, remote learning, and other remote activities also offer interesting opportunities for trip reduction and curbing peak demands on the transportation system, while also presenting new challenges in terms of the equity impact of these policies and their potential impacts promoting different travel patterns.[157]

Moreover, the COVID-19 pandemic has brought about additional challenges related to tracking VMT and assessing the impact of specific policies on VMT. Everyday practices that framed VMT patterns like going to work, school, shopping, the doctor, and visiting friends and family, among others, were all severely impacted by COVID-19. Numerous households and businesses have taken concrete steps (such as relocating homes or downsizing offices) to respond to these new conditions, and what they expect the world will look like after the COVID-19 pandemic. Attitudes towards commuting in public transit or densely populated workplaces seem to be shifting, and their long-term impact is a major concern.

In response to these challenges, CARB has several research projects and partnerships underway to improve the planning and monitoring of policies to meet transportation, housing, health, and environmental goals. Those projects and partnerships are described in more detailed in the actions listed below. CARB is also seeking to establish a more collaborative relationship between State agencies, MPOs, and local governments to jointly solve shared issues and to better measure progress toward regional targets. Another body of work worth highlighting is CalEPA's research around the State's goal of achieving carbon neutrality by 2045 (in partnership with CARB and other State agency partners). This effort will help inform the upcoming 2022 Scoping Plan Update by identifying scenarios, related strategies, tradeoffs and benefits for areas where action can be taken now, as well as additional actions, targets, policies, research and technology development needed in the medium- and longer-term.

In light of these challenges and opportunities, CARB could develop a Sustainable Transportation and Communities Research Roadmap to identify research that is needed to

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[157] Zhu, P., Mason, S.G.. 2014. The impact of telecommuting on personal vehicle usage and environmental sustainability. Int. J. Environ. Sci. Technol. 11, 2185–2200 (2014). https://doi.org/10.1007/s13762-014-0556-5

support CARB and other agencies' efforts related to transportation, housing, land use, and buildings.

Next Steps

The 2020 Strategy represents a waypoint, an early marker, in a larger interagency and stakeholder process that kicks into higher gear this spring to broaden the scope of State-led actions to reduce passenger VMT. Specifically, while the 2020 Strategy identifies a suite of concepts CARB could take under its existing authority within the next several years, the 2022 Scoping Plan Update will define a more complete set of strategies, actions and commitments across State government to further reduce VMT and to also support successful implementation of the regions' SCSs in order to meet air quality standards and the State's climate goals.

CARB will also launch an external engagement process as part of the 2022 Scoping Plan Update this spring to collaborate with regional and local government agencies, community organizations and community leaders, NGOs, academia, and other interested stakeholder partners, to assess proposed actions and identify new actions. Over time, the workshop process is expected to yield an overall strategy of priority short- and long-term actions that would be included in the 2022 Scoping Plan Update. As a result of these efforts, it is possible the actions identified in the 2020 Strategy will evolve.

A draft of the 2022 Scoping Plan Update will be published in Early 2022. This draft will include, at minimum, the overall framework and list of proposed actions to reduce VMT and meet the State's GHG reduction goals. The draft will also document the process to date, including stakeholder and community engagement and input. The final 2022 Scoping Plan Update will be published in late summer 2022, incorporating the feedback received on the draft, and fleshing out in more detail each activity, their expected impact, and their proposed implementation strategies. To stay up-to-date about opportunities for input on passenger VMT reduction strategies, please *subscribe* to CARB's "SB 375 Implementation" email distribution list.

On-road Motorcycles

CARB administers a program for reducing emissions from On-Road Motorcycles (ONMC). Current emissions limits for ONMCs are given in California Code of Regulations (CCR), title 13, sections 1958 (exhaust) and 1976 (evaporative). Requirements for ONMC certification include provisions for demonstrating compliance with the applicable emission standards using specific test procedures, as well as emission labeling and warranty obligations. On-road motorcycles emission standards were last updated in 1998.

There are currently 680,000 on-road motorcycles in the fleet growing slowly to approximately 700,000 vehicles by 2050. CARB's current mobile source emissions inventory demonstrates that as emissions from cars and trucks are reducing at a rapid rate – due to stringent regulation adopted by CARB – the relative emissions contribution from motorcycles will be increasing in future years. Therefore, similar to other mobile source categories, it is important that CARB seek the most cost effective emissions reductions from this sector as well.

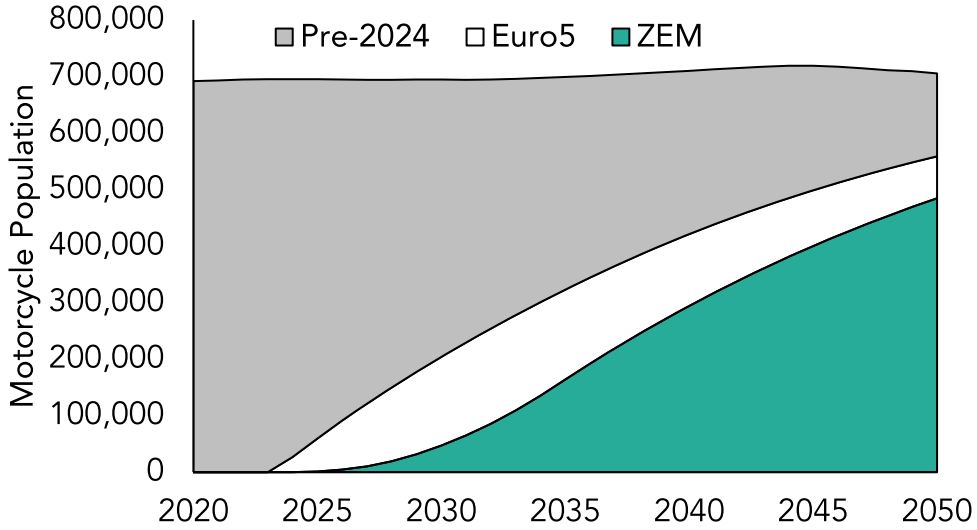
CARB staff are currently in the preliminary stages of developing new regulations for ONMC. An ONMC workshop was held in April 2018 to discuss potential harmonization with the recently adopted European Union (EU) standards for motorcycles. Technical Working Groups with CARB staff and a broad representation of industry stakeholders began meeting in June 2018 to work through challenges related to harmonization, with the goal of developing new emissions for exhaust and evaporative standards for ONMC starting with the 2024 model year. Updates to the on-road motorcycle certification test procedures is scheduled to be presented to the Board in 2021.

From a technological perspective, it is quite feasible to meet the Euro 5 standards. Several models currently being sold in California are actually certified to the Euro 5 standards. In fact, staff analysis of U.S. EPA's motorcycle certification database found that 38.6 percent (117 of 306) of the engine families certified in 2020 have emissions levels that meet, or nearly meet, the Euro 5 standards. In addition, CARB's evaporative testing has shown that there is a need to require more robust evaporative controls on motorcycles similar to what has been in place on passenger cars for decades.

Zero-Emission Motorcycles (ZEMs) will play a role in reducing overall emissions by displacing emissions from internal combustion engines. Historically, some of the challenges facing ZEM adoption have included vehicle cost, limited range, availability of charging stations, and long charging time. With advancements in battery technology and an increase in the number of electric vehicle (EV) charging stations, ZEMs are becoming a more attractive option for motorcyclists.

For the 2020 Strategy, staff have considered a scenario where starting with model year 2024, all new motorcycle sales will meet the Euro 5 standards. Also staff assumed a ZEM sales requirement that will start at 5 percent in 2025 and increases up to 100 percent by 2035 (i.e., model year 2035 and newer motorcycles will be all ZEM). Figure 19 illustrates the number of Euro 5 certified as well as ZEM under this scenario.

Figure 19 – Statewide Projected Motorcycle Populations – MSS Scenario



Staff assessment has shown that this scenario reduces the motorcycle statewide ROG + NOx emissions by approximately 3.1 tpd in 2031, and 7.7 tpd in 2037. Additional ROG reductions will be achieved through more stringent evaporative controls, although these have not been accounted for in staff's assessment. In addition, electrification of motorcycles is projected to reduce fuel consumption by 28 million gallons per year by 2045. These results are shown in Figure 20 and Figure 21.

Figure 20 - Statewide Smog-Forming Projections for On-Road Motorcycles – MSS Scenario

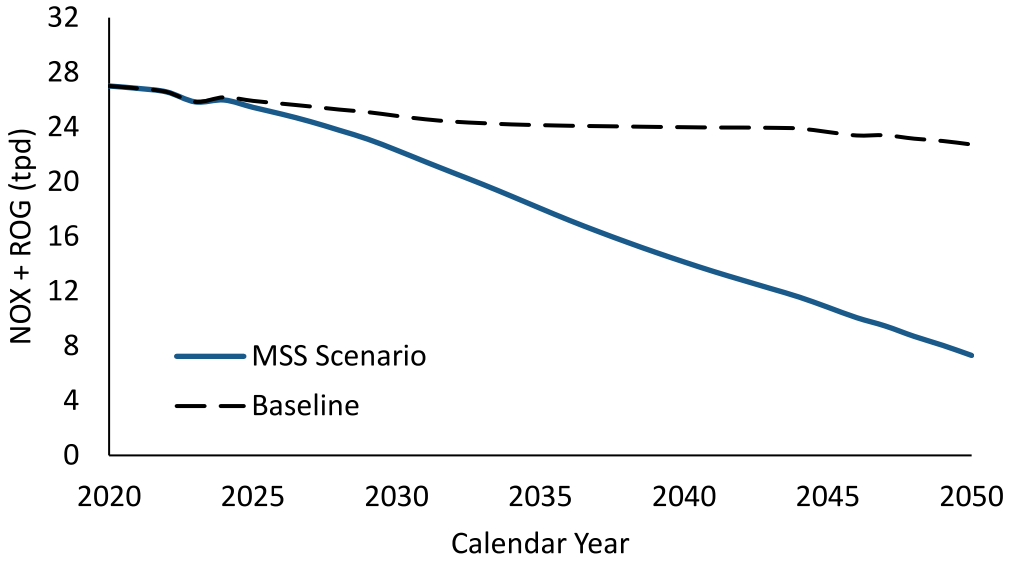
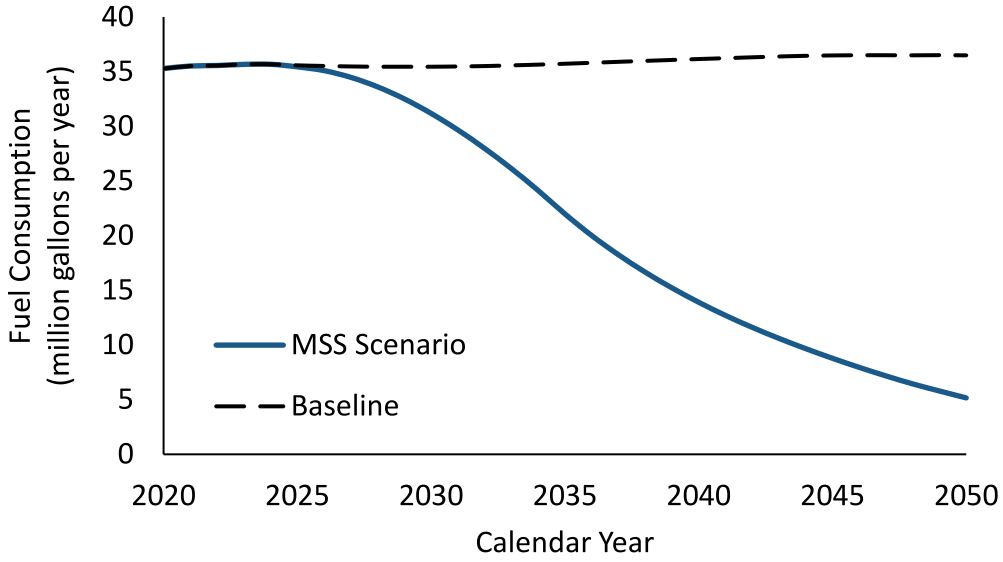


Figure 21 - Statewide Fuel Consumption for On-Road Motorcycles – MSS Scenario



On-Road Medium- and Heavy-Duty Vehicles

In California, medium and heavy-duty vehicles are defined as vehicles with gross vehicle weight rating (GVWR) greater than 8,500 lbs. Emissions from on-road medium and heavy-duty vehicles are major contributors to poor air quality in California. In particular, these vehicles produce emissions in amounts highly disproportionate to the total population of these vehicles, accounting for only 6 percent of the on-road vehicle population, but 72 percent of NOx emissions. The problem is complicated by the large number of heavy-duty vehicles, like long-haul trucks, registered in other states that travel on California's highways and roads, while bringing goods and commerce into and out of our state. For more than a decade, CARB has been working closely with the U.S. EPA, engine and vehicle manufacturers, and other interested parties to address this issue and reduce heavy-duty vehicle emissions in California.

The on-road medium-duty vehicle (MDV) sector includes gasoline and diesel-fueled vehicles with GVWR greater than 8,500 lbs. and less than or equal to 14,001 lbs. This sector contributes approximately 7 percent of statewide mobile source NOx emissions and 5 percent of statewide mobile source GHG emissions. Examples include heavy-duty pick-up trucks and walk-in vans. MDVs currently have a suite of requirements for controlling GHG and criteria pollutant emissions. These include criteria pollutant control through the LEV III standards that are part of the ACC program and GHG emission control through Phase 1 GHG standards for medium- and heavy-duty engines and vehicles starting in 2014. In June 2020, CARB's Board adopted California's pioneering Advanced Clean Trucks (ACT) regulation,[158] which pushes zero-emission technology penetration with sales requirements for medium- and heavy-duty truck manufacturers.

The on-road heavy-duty sector consists of vehicles that have GVWR greater than 14,000 lbs. and are responsible for 33 percent of statewide mobile source NOx and 16 percent of statewide mobile source GHG emissions. This sector is unique from light- or medium-duty on-road sectors because close to half of VMT from the on-road heavy-duty sector is contributed by vehicles sold outside of California, or so called federal-certified vehicles. These federal-certified vehicles fall into two categories: 1) vehicles that were first sold out-of-state and then registered as used vehicles in California, and 2) vehicles that are sold out-of-state and continue to be registered outside of California. In the absence of federal regulation or a fleet rule, a California standard or mandated sales requirement will only impact vehicles that are sold in California but not those that are originally sold outside of California and are then brought into the state as used vehicles.

CARB has made significant strides in reducing both criteria and greenhouse gas pollutants from heavy-duty vehicles through technology-forcing regulations. CARB's *Truck and Bus*

[158] CARB (2019). Proposed Advanced Clean Trucks Regulation *https://ww2.arb.ca.gov/rulemaking/2019/advancedcleantrucks*

Regulation requires all fleets, registered in- and out-of-state, that operate in California to meet stricter NOx standards and have a diesel particulate filter (DPF) by 2023 (i.e. 2010-certified technology).[159] Also, the aforementioned Phase 1 greenhouse gas regulations for heavy-duty trucks and engines, as well as CARB's *Tractor-Trailer Greenhouse Gas (TTGHG) Regulation*, have resulted in fuel efficiency improvements for the heavy-duty sector.[160]

CARB's newly adopted regulations on zero-emission trucks and buses will contribute to achieving both the State's criteria pollutant and GHG reduction goals. The ICT regulation was adopted in December 2018 and requires all public transit agencies to gradually transition to a 100 percent zero-emission bus (ZEB) (either battery-electric or fuel cell) fleet.[161] In addition, as mentioned previously, CARB adopted the ACT regulation in 2020, which requires the sale of heavy-duty ZEVs. To reduce NOx emissions from new on-road heavy-duty engines and ensure these emissions reductions are maintained as engines and vehicles are operated, CARB also adopted the Heavy-Duty Omnibus Regulation in 2020. This regulation includes certification of all combustion vehicles to a stricter standard on the Federal Test Procedure (FTP) cycle and a certification standard on a new low load cycle for 2024 and subsequent model year. Taken together, these requirements ensure lower NOx emissions over a more comprehensive range of vehicle operation. Additionally, this regulation includes in-use performance requirements such as more stringent in-use performance standards, lengthened engine useful life, warranty and durability requirements. Besides, in past few years, CARB adopted multiple regulations, which aimed at improving in-use performance including the Heavy-Duty Vehicle Inspection Program and the Periodic Smoke Inspection Program (PSIP) amendments starting in 2019,[162] and Heavy-Duty Warranty Phase 1 starting in 2022.[163]

As noted in the 2017 Climate Change Scoping Plan,[164] as well as 2016 Mobile Source Strategy, meeting our climate and air quality goals requires sustainable passenger and freight transportation powered by zero-emission technologies everywhere feasible, and cleaner combustion with renewable fuels everywhere else. In addition, the Governor's Executive Order N-79-20 established zero-emission targets for short-haul and drayage truck fleets by 2035 and also for zero-emission bus and long-haul truck fleets where feasible by 2045. To

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[159] CARB (2019). Truck and Bus Regulation Compliance Requirement Overview. *https://ww3.arb.ca.gov/msprog/onrdiesel/documents/fsregsum.pdf*

[160] CARB (2018). Proposed California Greenhouse Gas Emissions Standards for Medium- And Heavy-Duty Engines and Vehicles (Phase 2) And Proposed Amendments To The Tractor-Trailer GHG Regulation. *https://ww2.arb.ca.gov/rulemaking/2018/phase-2-and-tractor-trailer-amendments-regulation*

[161] CARB (2018). Proposed Innovative Clean Transit Regulation, a Replacement of the Fleet Rule for Transit Agencies. *https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit*

[162] *https://ww2.arb.ca.gov/our-work/programs/heavy-duty-diesel-inspection-periodic-smoke-inspection-program/hdvip-psip*

[163] *https://ww2.arb.ca.gov/rulemaking/2018/hd-warranty-2018*

[164] *https://ww2.arb.ca.gov/sites/default/files/classic//cc/scopingplan/scoping_plan_2017.pdf*

start on that path, CARB has conducted comprehensive technology and infrastructure assessments for the on-road heavy-duty sector as part of the annual *Funding Plan for Clean Transportation Incentives for Low Carbon Transportation Investments and the Air Quality Improvement Program* (see Long-Term Heavy-Duty Investment Strategy),[165] as well as the ACT regulation.[166] According to these documents, significant progress has been made in the readiness of zero-emission technology for on-road heavy-duty vehicles. Note that technology readiness generally assesses a technology's technical ability to reliably perform in a majority of its typical duty cycles. It can be described as a continuum, progressing from early research and development, through low-volume demonstration and pilot phases, to full technical readiness where it might be considered commercialized. Technically-ready technologies may still face other barriers to market transformation. There have been thousands of successful deployments of battery-electric and fuel cell heavy-duty vehicles that operate locally (i.e. return-to-base operation), including zero-emission transit buses and large-scale purchases of electric delivery vans and trucks. Additionally, drayage and regional-haul applications and refuse trucks are in the demonstration phase with some now commercially available, as shown on HVIP eligibility list.[167]

Heavy-duty ZEVs market and their applications are expanding. According to CALSTART's Zero-Emission Technology Inventory (ZETI) tool,[168,169] currently there are close to 100 different models of zero-emission vans, trucks and buses that are already commercially available from approximately 26 manufacturers globally. The ZETI tool also estimates that by 2023, the number of vehicle models available will grow to more than 200 models from approximately 49 manufacturers based on industry input and market analysis. Note that commercial availability is defined as availability for immediate production based on placed orders. Of the models announced to be available in 2023, 67 of them are planned to be on medium-duty vehicle platforms, and 19 of them will be deployed on heavy-duty platforms. These heavy-duty vehicles will potentially have all-electric ranges from 75 miles (e.g., Volvo VNR Electric) all the way up to 500 to 650 miles (e.g., Nikola Two FC and Tesla Semi) which makes them suitable for long-haul operation. There are also a number of models that are suitable for drayage trucks such as BYD 8TT model, Peterbilt 520EV/579EV, Mercedes Benz

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[165] CARB (2019). Fiscal Year 2019-20 Funding Plan on Clean Transportation Incentives - Appendix D: Heavy-Duty Investment Strategy. *https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan-appd.pdf*

[166] CARB (2019). Staff Report: Initial Statement of Reasons. Public Hearing to Consider the Proposed Advanced Clean Trucks Regulation. Appendix E: Zero-Emission Truck Market Assessment. *https://ww3.arb.ca.gov/regact/2019/act2019/appe.pdf*

[167] CARB (2020). HVIP Eligible Vehicle Catalog (web link: *https://www.californiahvip.org/how-to-participate/#Eligible-Vehicle-Catalog*).

[168] CALSTART is a nonprofit organization working nationally and internationally with businesses and governments to develop clean, efficient transportation solutions.

[169] CALSTART (2020): Drive to Zero's Zero-emission Technology Inventory (ZETI) Tool Version 5.5. *https://globaldrivetozero.org/tools/zero-emission-technology-inventory/*

eActros, and *Freightliner eCascadia Battery Electric Truck*. These are just some examples of the zero-emission technologies that are already or planned to be commercially available in the next 2 to 3 years.

Also in collaboration with the CALSTART, CARB developed a "beachhead" strategy that targets investments on beachhead or first success analysis, identifying the segments of the commercial vehicle market where zero-emission and near clean combustion technology is most likely to succeed first and transfer that success to other applications for different technology pathways. This analysis considered several key identifying factors such as technology readiness, duty cycle and use, industrial activity and capacity, and user economics. For every technology pathway (e.g. zero-emissions), this process starts with one beachhead application and then the success of that first application transfers or spreads to additional applications through, for example, adoption of similar drive trains or expansion of fueling infrastructure. For the zero-emission pathway, the first on-road beachhead application was battery-electric transit buses, which served as a "launch point" for shuttle vans, package and delivery vans and trucks, terminal tractors, class 8 drayage trucks, and regional distribution (freight) trucks. In a similar effort, the Institute of Transportation Studies at the University of California, Davis published a report titled "Zero-Emission Medium- and Heavy-Duty Truck Technology, Markets, and Policy Assessments for California"[170] that assesses zero-emission medium- and heavy-duty vehicle technologies, their associated costs, as well as their projected market share. Several heavy-duty ZEV applications, such as battery-electric transit buses, yard trucks, and city delivery trucks, are already economically favorable despite higher purchase prices. Thanks largely to lower operational costs, the total cost of ownership for these vehicles is often less than their conventionally-fueled counterparts. Similar ZEVs using fuel cells are also attractive assuming a hydrogen cost of five dollars per kilogram.

Additionally, CARB efforts towards heavy-duty decarbonization are consistent with the ongoing efforts across the globe in other jurisdictions. For example, Amsterdam, Netherland, Bergen, Oslo, Norway, British Columbia, and Canada all have set clear timelines to eliminate fossil fuel heavy-duty traffic in their region;[171] the C40 Cities Climate Leadership Group have committed to ensure major areas in the cities are zero-emission by 2030;[172] and multiple local authorities in different counties have released plans to electrify public transportation including buses and coaches in the next decades.[173] In addition to local efforts, a number of

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[170] *https://escholarship.org/uc/item/7n68r0q8*

[171] ICCT Briefing (2020), Update on the global transition to electric vehicles through 2019
ICCT Briefing (2020), The end of the road? An overview of combustion engine car phase-out announcements across Europe

[172] C40 Cities, Green and Healthy Streets: The C40 Fossil Fuel Free Streets Declaration (web link: https://www.c40knowledgehub.org/s/article/Green-and-Healthy-Streets-The-C40-Fossil-Fuel-Free-Streets-Declaration?language=en_US)

[173] ICCT Briefing (2020), Update on the global transition to electric vehicles through 2019

countries have proposed national plans to move towards the zero-emission heavy-duty goal. For instance, Norway has limited that 75 percent of new long-distance coaches and 50 percent of new trucks sold in the country shall be zero-emission vehicles by 2030[174] and Israel plans to ban the sales of diesel and gasoline buses and trucks starting from 2030.[175]

Despite substantial progress made in technology development, there still remain significant barriers to zero-emission transition for the on-road heavy-duty sector, which are outlined in more detail in CARB's Funding Plan for Clean Transportation Incentives for Low Carbon Transportation Investments and the Air Quality Improvement Program.[176] For example, the biggest challenge identified for heavy-duty battery-electric technology is infrastructure availability and cost, which is key for scaling up from a small number of vehicles to larger deployments. CARB staff recognizes that the approaches and design of a heavy-duty vehicle infrastructure system will differ from the infrastructure network for LD vehicles, and may require sector or fleet-specific approaches.

Transition to zero-emission technologies calls for actions and collaboration by multiple agencies. CARB is working collaboratively with other California State agencies to ensure these efforts are well aligned, bring the state into compliance with federal air quality standards, and reduce GHG emissions from mobile sources. Currently, the CEC is developing the Infrastructure Development Strategy with charging infrastructure assessments in response to *Assembly Bill 2127*.[177] This bill requires a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40 percent below 1990 levels by 2030.

As part of their analysis for AB 2127, CEC is collaborating with Lawrence Berkeley National Laboratory (LBNL) to determine the number, locations, and types of charger deployments for MDV and heavy-duty electric vehicle infrastructure ("HEVI-Pro") in California in 2030. HEVI-Pro aims to develop regional charging infrastructure needs for public, shared-private, and private charging, where charging is selected from suitable power levels from overnight charging (<50 kW) to public fast charging (multi-MW), for the range of medium and heavy-duty vehicle applications envisioned in California's transition to ZEVs. The preliminary findings show that 134,000 battery electric MDV and heavy-duty vehicles deployed statewide in 2030 would require approximately 67,000 of 50 kW chargers and 11,000 of 350 kW

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[174] Ibid.

[175] P.K. Senecal et al. (2019), Diversity in transportation: Why a mix of propulsion technologies is the way forward for the future fleet, Results in Engineering **4** *100060* (DOI: 10.1016/j.rineng.2019.100060)

[176] *https://ww2.arb.ca.gov/sites/default/files/2019-09/fy1920fundingplan.pdf*

[177] Ting, Chapter 365, Statutes of 2018 (web link: https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180AB2127)

chargers to complete their trips.[178] CEC plans on releasing the first projections in conjunction with the 2020 Integrated Energy Policy Report, likely in late 2020.

The Transportation Electrification Framework, released by the CPUC in February 2020, directs future investor-owned utility (IOU) investments and programs and ensures these investments are in accord with key State goals and policies. Since 2016, the CPUC authorized IOUs to direct over a billion dollars of funds to transportation electrification infrastructure. Additionally, California Governor's Office of Business and Economic Development (GO-Biz) has been developing Zero-Emission Medium- and Heavy-Duty Vehicle Deployment and Market Acceleration Strategy (Big ZEV Strategy) as part of their ZEV Market Development Strategy. This report will identify State actions and areas where more can be done to overcome barriers to achieve market success and scale.

In addition to infrastructure, the high upfront capital cost relative to conventional ICE vehicles is another challenge. Today and for the near future, battery-electric and fuel cell electric trucks and buses are expected have higher upfront costs when compared to their diesel or gasoline counterparts. This is due to a combination of low volume production and more expensive components, including batteries and fuel cell systems. The incremental upfront cost difference between ZEV and ICE vehicles is expected to decline over time. As with any new technology, there could also be additional upfront costs associated with ZEV deployment, such as professional services for site assessment and infrastructure buildout and planning, additional procurement processes, as well as operator and technician training. As described in detail within the ACT staff report,[179] while BEVs cost more than conventional combustion vehicles initially due to their large upfront investments, they often pay back over time due to their lower operating costs resulting in a favorable total cost of ownership. Financing the vehicles and infrastructure can spread out the payments to be offset with ongoing reductions in operating costs. Additionally, incentive programs for vehicles or infrastructure may allow fleets to lower or eliminate these higher upfront costs. Educating fleets about the lifecycle costs and payback opportunities will be an important part of accelerating the ZEV market.

Mobile Source Strategy Scenarios

Medium-Duty Vehicles

Starting with MDVs (8,501 – 14,000 lbs. GVWR), CARB is developing strategies for reducing criteria pollutants and GHG emissions from this sector, some of which may overlap with

[178] Preliminary findings from the first scenario of the Medium and Heavy-Duty Electric Vehicle Infrastructure Projections (HEVI-Pro) Tool illustrates the wide variation in the on-road vehicle duties and the potential for gigawatt-scale daytime and evening charging requirements. Credit: Lawrence Berkeley National Laboratory: *https://efiling.energy.ca.gov/getdocument.aspx?tn=234209*

[179] CARB (2019). Staff Report: Initial Statement of Reasons. Public Hearing to Consider the Proposed Advanced Clean Trucks Regulation. *https://ww3.arb.ca.gov/regact/2019/act2019/isor.pdf*

light-duty vehicle strategies, and some of which have overlap with heavy-duty vehicle strategies. Looking towards the future with the 2020 MSS scenarios, an important concept for MDV includes zero-emission transformation starting in 2024. One critical piece of this transition is CARB's ACT regulation mentioned earlier. Besides, CARB is developing an Advanced Clean Fleet rule to accelerate the number of medium and heavy-duty ZEV purchases to achieve a full transition to zero-emission vehicles in California as soon as possible. Other concepts include enhanced LEV IV regulations through ACC II and continued energy efficiency improvements and GHG emission reduction through Phase 3 GHG standards, which is a continuation of the Phase 2 GHG standards.[180]

Driven by California's mid-century climate goals as well as the Governor's executive order N-79-20, staff proposed a scenario to fully transform the medium-duty vehicle sector to zero-emission technologies. Built upon the recently adopted ACT regulation, this scenario further extends the ZEV phase-in schedule and assumes 100 percent of model year 2035 and newer MDVs being sold in California to be zero-emission. As mentioned above, achieving this level of ZEVs will require multiple concepts and tools in addition to CARB's currently adopted rules.

Figure 22 shows the technology for medium-duty vehicle population under this 2020 MSS scenario, which results in approximately 580,000 zero-emission MDVs driving on California roadways by 2045. As shown in Figure 25, the scenario will also translate to statewide NOx reductions of 0.25 tpd and 1.11 tpd in 2031 and 2037, respectively. This scale of fleet transformation will result in a fuel saving of about 0.15 billion gallons of diesel per year and 0.26 billion gallons of gasoline per year in 2045 (Figure 23), which translates to a WTW GHG reductions of approximately 3.5 million metric tons (MMT) per year (Figure 24). Also by 2050, the WTW GHG emissions from MDVs will be 86 percent below the 2020 baseline. The WTW analysis presented in this document is only for informational purposes and the assumptions (e.g., renewable and bio-fuel mix) are further described in Appendix A.

[180] CARB (2018). Proposed California Greenhouse Gas Emissions Standards for Medium- And Heavy-Duty Engines and Vehicles (Phase 2) And Proposed Amendments To The Tractor-Trailer GHG Regulation. *https://ww2.arb.ca.gov/rulemaking/2018/phase-2-and-tractor-trailer-amendments-regulation*

Figure 22 – Statewide Medium-Duty Sector Vehicle Population

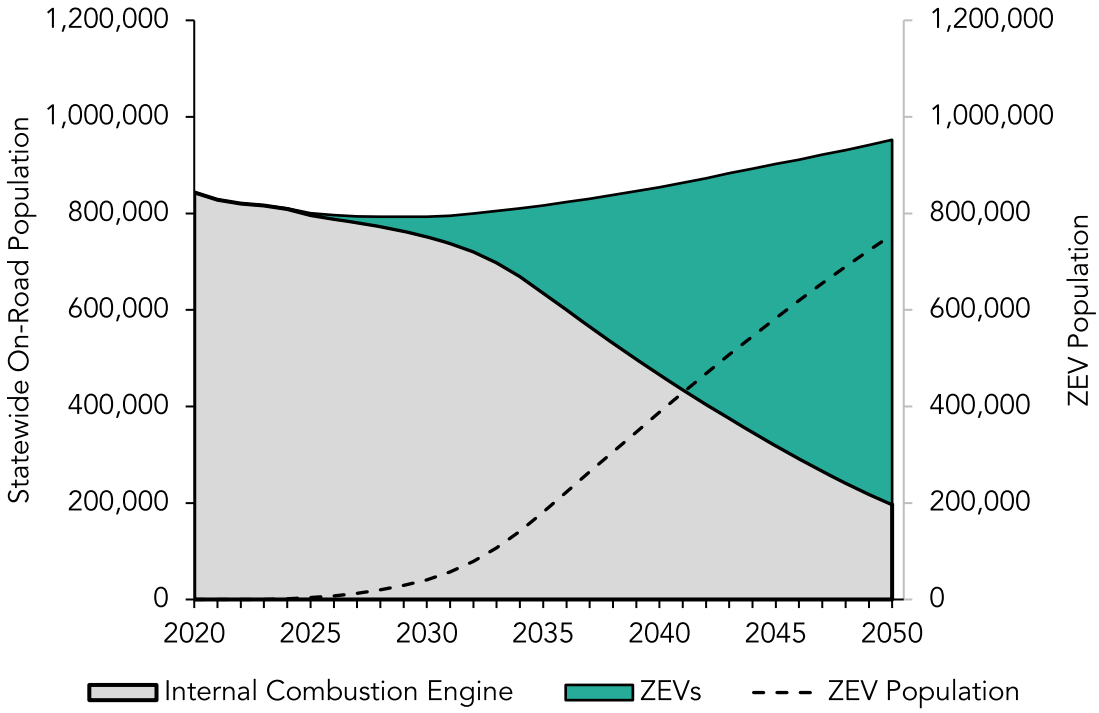


Figure 23 - Statewide Fuel Consumption by Medium-Duty Vehicles

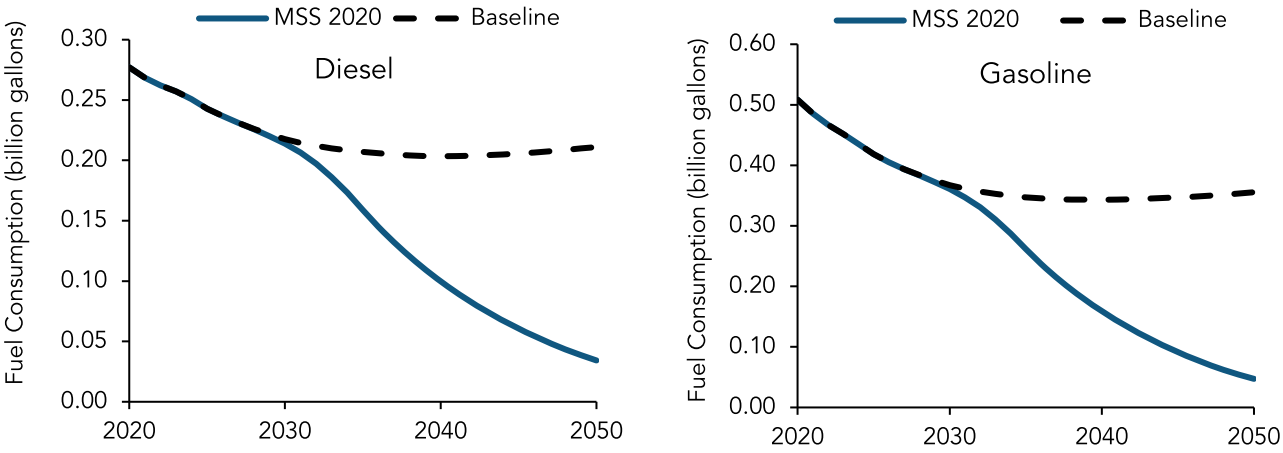


Figure 24 - Statewide Well-to-Wheel GHG Emissions from Medium-Duty Vehicles

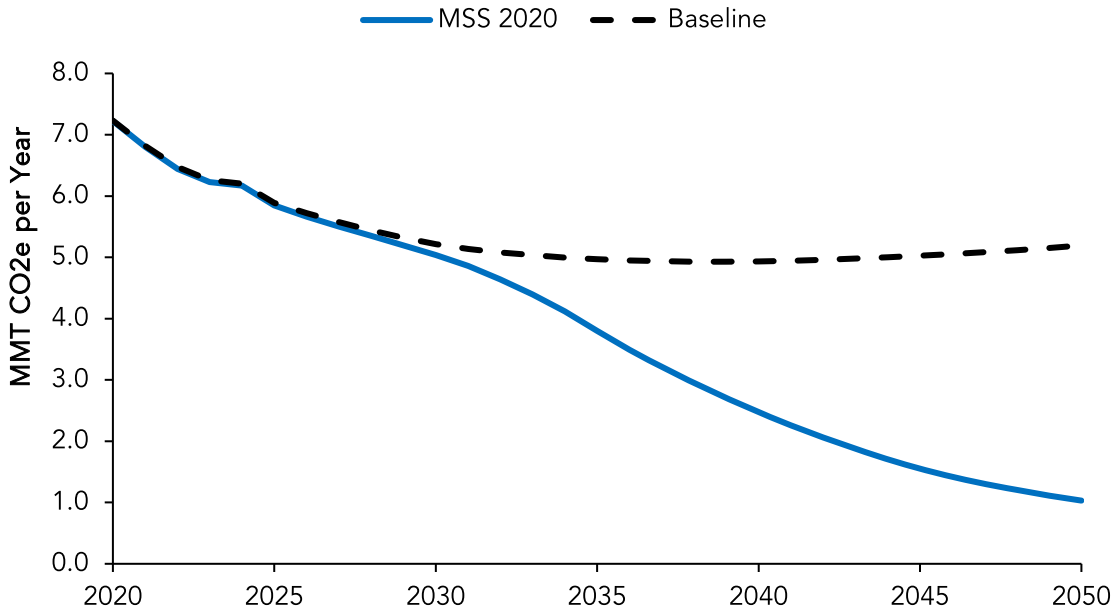
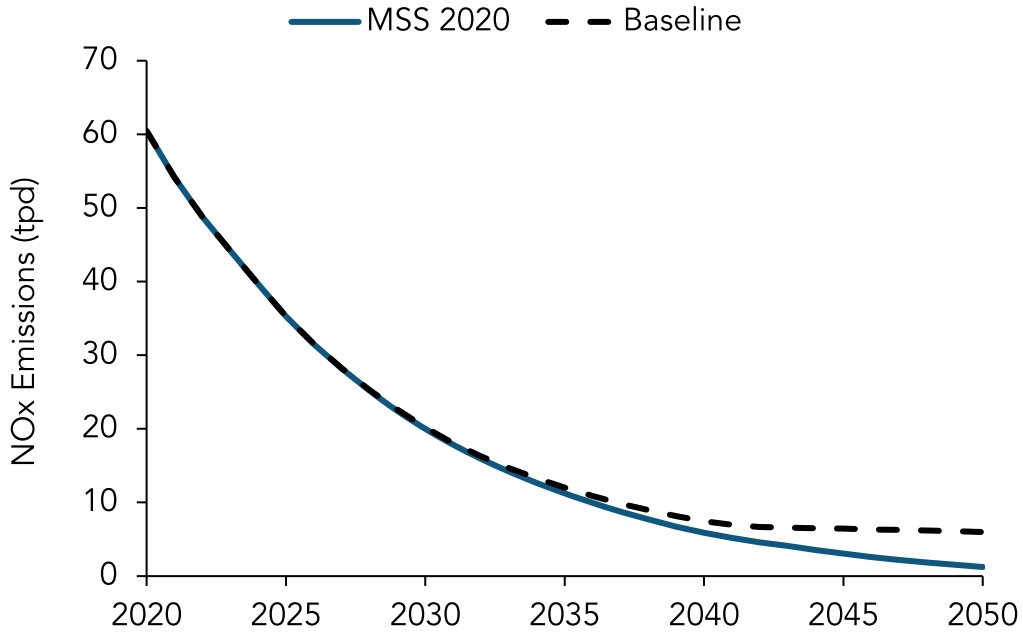


Figure 25 - Statewide NOx Emissions from Medium-Duty Vehicles



Heavy-Duty Vehicles

Moving on to heavy-duty vehicles (above 14,000 lbs. GVWR), the 2020 MSS charts the course for the heavy-duty sector in the future through a range of concepts, the most important of which is the transition to ZEVs. An ambitious ZEV phase-in for newer vehicles and accelerated turnover of older and high emitting vehicles to ZEV ensures that this sector meets both near- and mid-term air quality goals, while simultaneously achieving long-term climate goals. Currently, there are heavy-duty ZEVs on the market that meet both local and regional trucking needs. Many of CARB's incentive programs, such as the Low Carbon Transportation Investments and the Air Quality Improvement Program, have supported introduction of heavy-duty ZEV technology. The recently adopted ACT regulation requires manufactures to produce and sell ZEVs starting from 2024 and the potential advanced clean fleet rule will ensure the purchase and deployment of ZEVs across the fleet.

In addition to ZEVs, cleaner and more efficient ICE technology will also be essential for meeting air quality targets, especially in applications where ZEVs may not yet be capable of serving all duty cycles. As mentioned previously, one example of CARB's effort towards cleaner ICE technology is the Heavy-Duty Omnibus Regulation.

Another critical piece of CARB's heavy-duty concepts includes the Heavy-Duty Inspection and Maintenance (Heavy-Duty I/M) program, which will ensure that the engines and after-treatment systems of heavy-duty vehicles are well-maintained throughout their lifetime. The Heavy-Duty I/M program will require all heavy-duty vehicles operating in California have properly functioning emissions controls systems. This program will be implemented beginning in 2023. On August 12, 2020, CARB staff conducted public workshops to discuss draft concepts for California's future Heavy-Duty I/M program.[181]

OBD systems are going play a critical role in implementation of the Heavy-Duty I/M program. Beginning with the 2022 model year, OBD requirements include Real Emissions Assessment Logging (REAL) requirements for the collection and on-board storage of NOx and CO2 emission data, but there are currently no requirements to report REAL data to CARB. The opportunity exists to make better use of the REAL data, potentially via regular reporting requirements. OBD requirements also need to evolve to account for the much lower emission standards included in the Heavy-Duty Omnibus Regulation.

Considering the above mentioned regulatory activities, staff developed a scenario that strives for zero-emission transformation consistent with governor's Executive Order N-79-20, while emphasizing cleaner combustion technologies for ICE vehicles, utilization of renewable fuels, continued fuel efficiency improvements, as well as enhanced in-use performance. Taking into account those heavy-duty truck market segments that are suitable for transitioning to ZEVs in

[181] *https://ww2.arb.ca.gov/our-work/programs/heavy-duty-inspection-and-maintenance-program*

the near-term and implementation of the ACT regulation to accelerate ZEV sales, the major assumptions for the phase-in of heavy-duty vehicles includes:

- Delivery and drayage fleets are assumed to have 100 percent ZEV sales starting with model year 2024;
- Vehicle categories with low annual mileage or return-to-base operation, which have similar duty cycle to transit buses, assumed ZEV phase-in that matches the ICT[182] regulation phase-in schedule;
- Other vocational and tractor vehicle categories are assumed to follow the ZEV sales schedule as required by the ACT rule for Class 4-8 and Class 7-8 tractors until model year 2030, after which ZEV sales assumptions ramp up to 100 percent sales in 2035;
- All California registered fleets, whether California certified or not, assumed to follow the same ZEV phase-in schedule. As noted above, there are heavy-duty vehicles that were originally sold out-of-state and then registered in California as used vehicles. This assumption ensures that California fleets (not just those first sold in California) reflect the ambitious ZEV phase-in schedule; and
- For model years 2035 and newer, 100 percent ZEV sales assumed for all vehicle categories.

The remainder of model year 2024 and newer heavy-duty vehicles are cleaned up by more stringent engine standards, either through California's Heavy-Duty Omnibus Regulation for vehicles only first sold (or certified) in California, or through the future federal Cleaner Trucks Initiative[183] for all heavy-duty vehicles operating in California.

While ZEV phase-in and cleaner technologies for ICE vehicles will reduce NOx emissions significantly, meeting CARB's air quality targets in 2031 and 2037 requires additional reductions through accelerated scrappage of older and high-emitting vehicles and replacement with zero-emission technologies before the end of vehicles useful lifetime. With Omnibus and ZEV requirements applying to post-2024 model year vehicles, older pre-2024 model year vehicles will contribute disproportionately to overall NOx emissions. According to the 2016 State SIP Strategy,[184] there is a need for an additional 11 tpd of NOx reductions in the South Coast Air Basin by 2031 to meet the 2015 ozone standards of 75 ppb. To achieve the needed 11 tpd NOx reductions, staff determined that approximately, 31,000 heavy-duty model year 2023 and older vehicles would need to be turned over before their end of lifetime. At the statewide level, this translates to approximately 94,000 heavy-duty vehicles that would need to be scrapped and replaced with zero-emission technologies. Note that this scenario does not specify the exact mechanism of accelerated turnover, but rather

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[182] CARB (2018). Proposed Innovative Clean Transit Regulation, a Replacement of the Fleet Rule for Transit Agencies. (*https://ww2.arb.ca.gov/our-work/programs/innovative-clean-transit*)

[183] *https://www.epa.gov/regulations-emissions-vehicles-and-engines/cleaner-trucks-initiative*

[184] https://ww2.arb.ca.gov/resources/documents/2016-state-strategy-state-implementation-plan-federal-ozone-and-pm25-standards

defines the number of vehicles that are needed to meet air quality goals. It is also worth noting that turnover through a future regulation is currently limited by "useful life" provisions of the Road Repair and Accountability Act of 2017 (SB1). According to SB 1, should a future in-use regulations be adopted, trucks will not be required to turnover until they have reached 13 years from the model year the engine and emission control systems are certified or until they reach 800,000 vehicle miles traveled (but no longer than 18 years from the model year the engine and emission control systems are certified for use), whichever is later.[185]

Figure 26 shows the technology mix resulting from the heavy-duty scenario developed as part of the 2020 MSS. The scenario results in approximately 830,000 heavy-duty ZEVs in 2045. This equates to about 1.9 billion gallons per year in diesel fuel savings (Figure 27), 0.2 billion gallons per year in gasoline fuel savings, and WTW GHG emissions reductions of 20 MMT per year (Figure 28). Also by 2050, the WTW GHG emissions from heavy-duty vehicles will be 66 percent below the 2020 baseline. As shown in Figure 29, the scenario also provides statewide NOx reductions of 141 tpd and 195 tpd in 2031 and 2037, respectively, which are equivalent to 67 and 86 percent reduction below the current baseline.

Collectively, the 2020 MSS scenarios call for deployment of approximately 1.4 million medium- and heavy-duty ZEVs in California by 2045. This transition to ZEVs will results in a fuel savings of 2.1 billion gallons of diesel and 0.46 billion gallons of gasoline. By 2050, the WTW GHG emissions from MDV and heavy-duty vehicles will be approximately 71 percent below the 2020 baseline (assumptions in Appendix A).

[185] *https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201720180SB1*

Figure 26 – Statewide Heavy-Duty Population by Technology Type

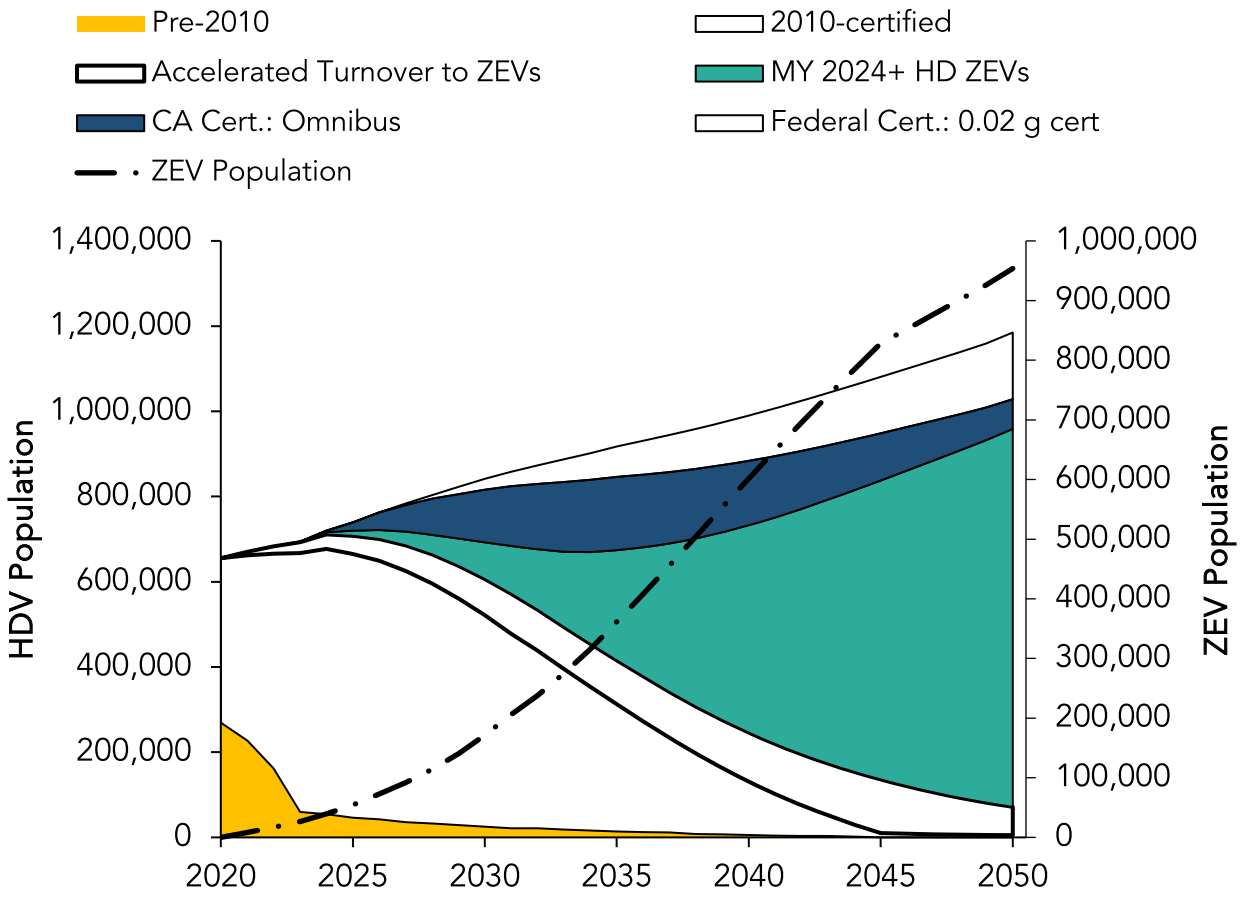


Figure 27 - Statewide Fuel Consumption by Heavy-Duty Vehicles

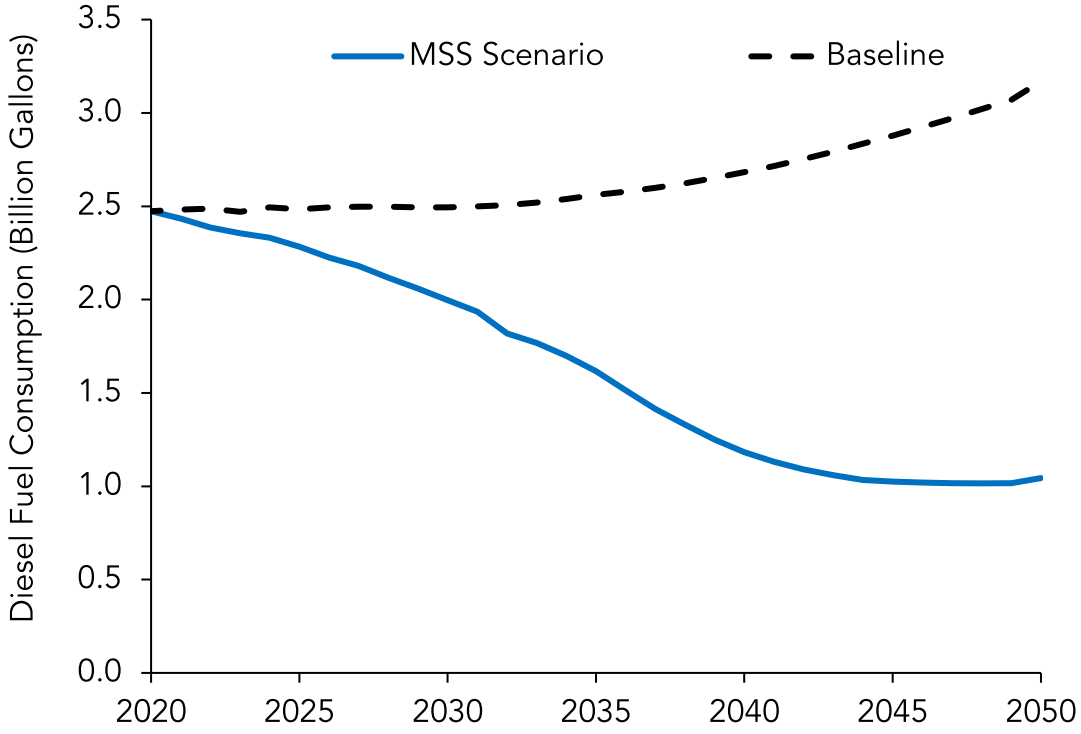
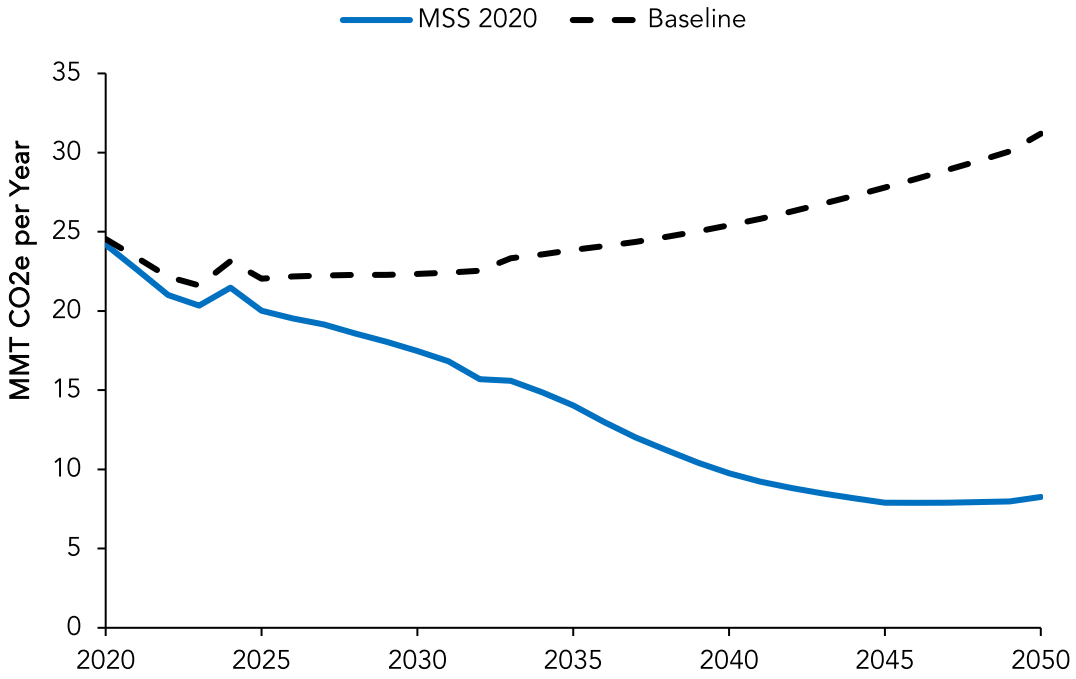
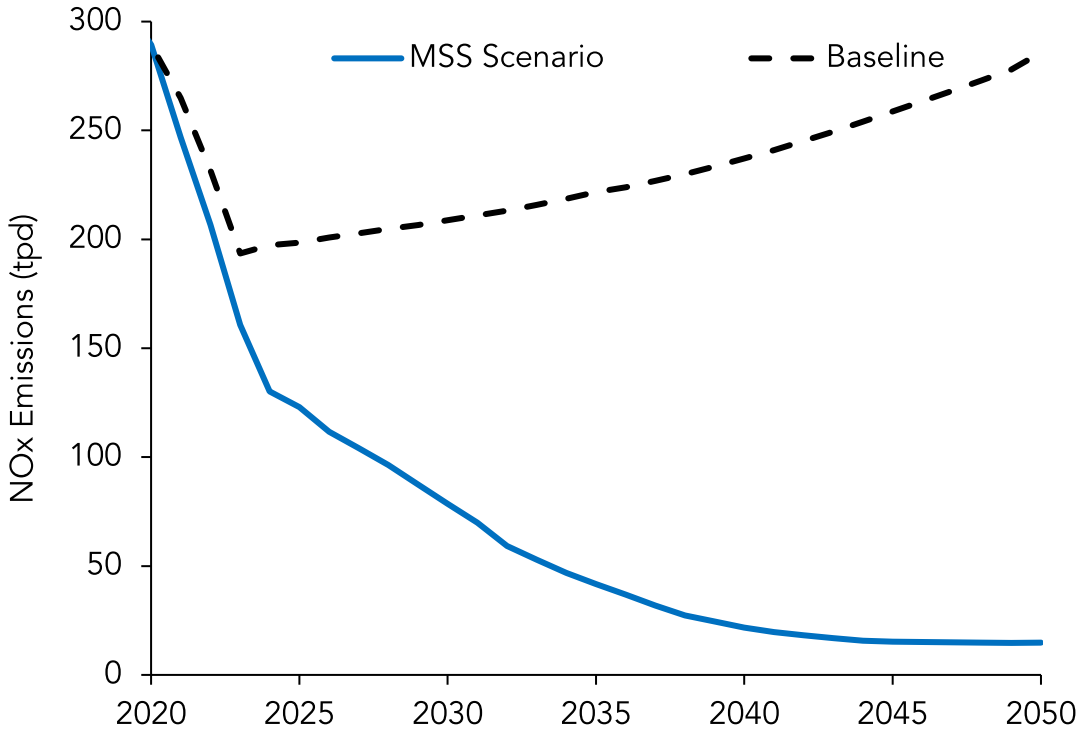


Figure 28 - Statewide Well-To-Wheel GHG Emissions from Heavy-Duty Vehicles[186]



[186] These calculations include the use of a dairy biogas methane emissions factor that differs from the convention in our inventory as it includes avoided methane emissions; this was done to reflect some of the potential systems effects from choices in the MSS. The estimated benefits for the use of dairy biogas do not reflect the accounting convention in the GHG inventory (https://ww2.arb.ca.gov/ghg-inventory-data) and therefore over-estimate the contribution of GHG benefits from the use of RNG in the transportation sector when compared to the accounting framework used in the GHG inventory, which is our primary data set to track progress towards achieving our statewide targets. Avoided methane emissions would occur from this fuel even if used in other sources, so there is no necessary link between those emissions reductions and the transportation system; what is shown here is one of many possible policy scenarios. The use of avoided methane emissions from dairy biogas in this scenario accounts for approximately 0.25% of the cumulative WTW GHG benefits from 2020 to 2045.

Figure 29 - Statewide NOx Emissions from Heavy-Duty Vehicles

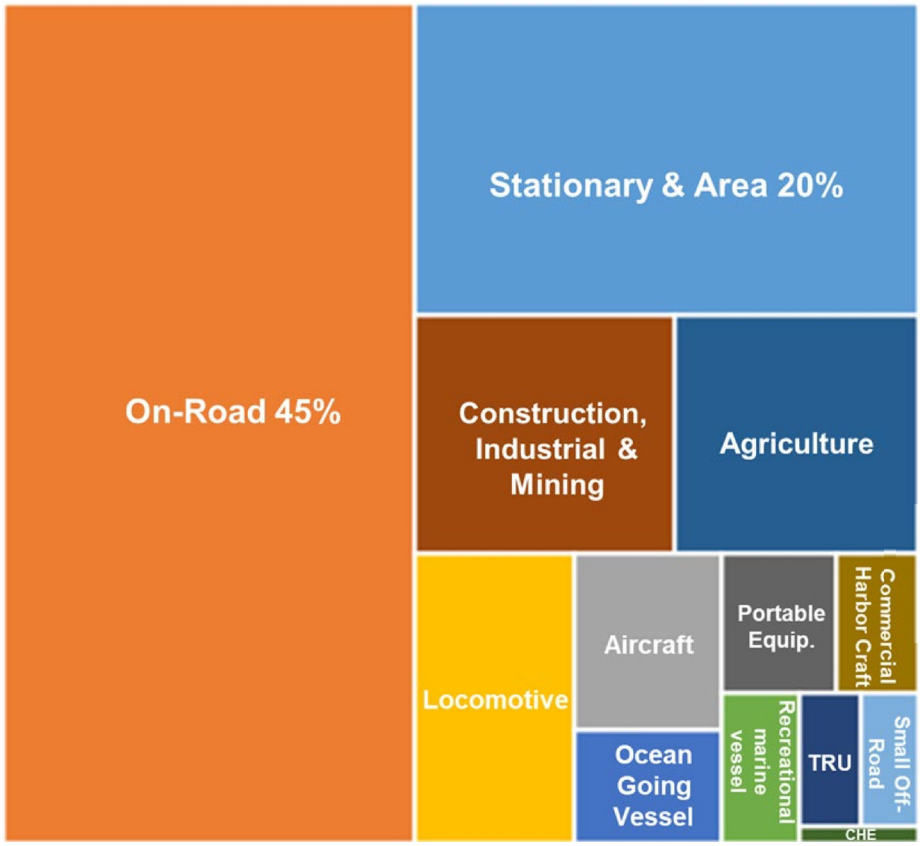


Off-Road Vehicles and Equipment

Off-road equipment covers a wide range of sectors including locomotives, ocean-going vessels, commercial harbor craft, pleasure craft, portable generators, agricultural equipment, construction, mining, oil drilling, lawn and garden, aircrafts, recreational watercraft and many other industries. Off-road engines are significant sources of air pollutants such as NOx, reactive organic gases (ROG), and PM. Figure 30 shows statewide NOx emissions by sector in 2017.[186] Off-road equipment contributes about 35 percent of total statewide NOx emissions in 2017. As the regulations for off-road equipment tend to follow those for on-road vehicles by a few years, the relative contribution of emissions from off-road equipment is expected to continue to grow, absent additional controls. By 2022, off-road equipment will replace on-road vehicles as the largest source of NOx emissions at the statewide level. In addition, off-road equipment consumed 1.5 billion gallons of diesel and more than 400 million gallons of gasoline in 2017 and contributes to about 4 percent of the GHG emissions statewide. Without further progress in improving internal engine efficiency or transitioning to electrification, off-road diesel and gasoline consumption is expected to increase to 2.1 billion and 580 million gallons per year, respectively,[187] by 2045.

[186] CEPAM: California 2019 ozone sip baseline emission projection - version 1.01 planning inventory tool
[187] OFFROAD2017 – ORION, *https://www.arb.ca.gov/orion/*

Figure 30 - 2017 Statewide NOx Emissions by Sector[188]



The mobile source scenarios and concepts to reduce air pollutants and GHG emissions in the off-road sector are developed based on the following guiding principles:

- *Push for zero-emission technologies wherever feasible*: Commercial deployment of zero-emission technologies is still at an early stage for some off-road sectors due to barriers in technology and cost. CARB is working closely to identify those off-road sectors with the most potential for near-term transitions to zero-emissions.
- *Introduction of cleaner combustion technology*: Where electrification is not currently feasible, introduce more stringent emission standards such as Tier 5 to reduce emissions from new internal combustion engines, and OBD standards to ensure emissions from those engines continue to meet expected levels throughout their entire service lives.
- *Accelerated turnover*: Early turnover of older equipment to cleanest available technologies including Tier 4 or 5 engines, hybridization, and retrofit engines with after-treatment technologies such as DPF and selective catalytic reduction (SCR).

[188] OGV 3 nm includes OGV emissions occurring within 3 nautical miles of the California coastline.

- *Renewable fuel:* Use renewable fuels where electrification is not available to reduce GHG emissions.

Given the diversity of equipment and duty cycles that comprises the off-road sector, each sector includes a more detailed description of the specific strategies. Table 14 provides a short summary of the conceptual strategies for each off-road sector.

Table 14 - Summary of Conceptual Off-Road Strategies

Sector	Summary of Strategy
▪ Locomotives	• Significantly accelerate the turnover of all locomotives operating in California to Tier 4 or cleaner • Adopt Tier 5 locomotive standards with U.S. EPA • Accelerate the adoption of zero-emissions locomotives and infrastructure • Replace the oldest switchers at railyards near communities with Tier 4 or cleaner by 2030
▪ Ocean-Going Vessels	• Increase at-berth requirements for auxiliary engines and boilers, while moving towards vessels visits with Tier 3 engines • Adopt Tier 4 marine standards with U.S. EPA and IMO • Work towards zero-emission OGV demonstrations
▪ Construction, Mining, Industrial	• Accelerate turnover and require remaining Tier 0 through Tier 2 engines be turned over by 2033 • Develop Tier 5 standards, including efficiency and hybridization requirements to reduce GHG emissions, as well as first ever requirements for OBD for off-road engines
▪ Agriculture	• Target cost effective reductive reductions in Tier 0 through Tier 2 equipment (tractors and non-tractors) by 2024, and maintain incentive programs to accomplish additional reductions by 2031 • Develop Tier 5 standards, including efficiency and hybridization requirements to reduce GHG emissions
▪ Commercial Harbor Craft	• Increase applicability of Tier 4 marine standards for commercial harbor craft to apply to all vessel types, require DPFs and develop Tier 5 marine standards • Require new and in-use excursion vessels to be plug-in hybrid, new tugboats diesel-electric, and 20 percent of all ferries to be zero-emission by 2030

Sector	Summary of Strategy
▪ Cargo Handling Equipment ▪ Airport Ground Support ▪ Small Off-Road Engines ▪ Transport Refrigeration Units ▪ Forklifts ▪ Spark Ignited Marine Engines	• Accelerate adoption of full zero-emission operation, with 100 percent zero-emission saturation by mid 2030s • Where exceptions apply to a zero-emission mandate, cleaner emissions standards and hybrid electric units would apply
▪ Aircraft	• Improvement in the current Air Traffic Operation (ATO) as well as transitioning to zero-emission technologies such as zero-emission APUs

Off-Road Federal and International Sources

Locomotives

A locomotive is a self-propelled vehicle used to push or pull trains; the combination of one or more locomotives and the attached freight or passenger railcars forms a train. Higher horsepower line-haul locomotives and lower horsepower switcher locomotives operate in California. A typical freight and passenger locomotive in the United States is powered by a diesel engine that drives an electrical generator or alternator. Locomotives and the railway system are an essential part of California's freight and passenger movement network, but also significant contributors to diesel PM, NOx and GHG emissions in California. These emissions often occur in or near densely populated areas and neighborhoods, exposing nearby residents to harmful levels of diesel PM and ground-level ozone.

In the past, CARB has developed and implemented a number of measures to understand and reduce locomotive and railyard emissions, including studies, enforceable agreements, and funding of clean technology. More recently, CARB has been working closely with the railroad industries to develop more representative and up-to-date emission inventories and to identify emission control strategies. CARB's locomotive emission inventory covers four main sectors: Class I line-haul locomotives, Class III (short-line) locomotives, Class I switch locomotives (switchers), and passenger locomotives. Class I railroads, which are defined as those operations that gross over $450 million per year,[189] carry the most freight and are responsible for about 80 percent of NOx and 79 percent of PM produced by all locomotives in California.[190] Union Pacific Railroad (UP) and BNSF Railway (BSNF) are the two Class I freight railroads operating in California. Class III railroads move goods regionally, have lower revenues, and generally have older locomotives, but much lower overall emissions simply due

[189] Association of American Railroads, Rail Statistics of Class 1 Freight Railroads *https://www.aar.org/Documents/Railroad-Statistics.pdf*, accessed December 12, 2016.
[190] CARB locomotive emission inventories, *https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-documentation-road*

to their lower population and usage of locomotives. Switcher locomotives move railcars and sections of trains in and around railyards (but should not be confused with rubber-tired railcar movers, smaller off-road vehicles than move individual railcars in yards, but are not considered switchers). CARB released updated line-haul and short-line emissions inventories in 2017 and is currently developing a new line-haul and switcher inventory based on the 1998 Memoranda of Understanding (MOU) reporting data[191] from the railroads.

According to the latest MOU data, in 2018, Tier 4 line-hauls account for only 4 percent of total line-haul energy use in the South Coast Air Basin, which suggests that rail companies are not purchasing new Tier 4 locomotives, instead relying on older tier locomotives that are being remanufactured and used for the next few decades.[192] In the absence of federal action to address harmful emissions from locomotives and railyards, CARB is developing a regulation[193] to reduce criteria pollutants, toxic air contaminants, and GHG emissions for locomotive in-use, idling, and maintenance activities. This regulation include actions originally presented to CARB's Board in March 2018, as well as new concepts to further reduce locomotive and railyard emissions. This regulation could be implemented at the State and/or air district level, and provide an opportunity for the railroads to further reduce emissions from rail operations and address long-standing environmental justice concerns voiced by communities near railyards. Regulation concepts for locomotives include:

- Establish a locomotive emissions reduction spending account (conceptually this is an account that railroads pay into when using older, dirtier tiers of locomotives, and can use the account funds to purchase newer, cleaner locomotives);
- Adopt an in-use useful life limit;
- Adopt a 30-minute idling limit based on U.S. EPA requirements.

As discussed earlier, in 2017, CARB also petitioned U.S. EPA to exercise its authority[194] to adopt more stringent emission standards for locomotives to help states meet federal air quality standards and climate goals, and address issues affecting public health and welfare.[195] CARB has recommended the NOx and PM emission factor for Tier 5 locomotives to be set at 0.2 grams per brake horsepower-hour (g/bhp-hr) and 0.01 g/bhp-hr, respectively. Tier 5 locomotives also offer 25 percent energy efficiency improvement over the current technology (i.e., Tier 4).

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[191] Summary data can be found at: *https://ww2.arb.ca.gov/1998-mou-summay-data-archive*

[192] More details can be found at: https://ww2.arb.ca.gov/sites/default/files/2020-09/CARBlocoinvwebinar2020.pdf

[193] *https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/railworkshop_11-20-19_english.pdf?sfvrsn=6*

[194] 42 U.S.C. § 7547(a)(5). Nonroad engines and vehicles

[195] Petition for rulemaking: seeking the amendment of the locomotive emission standards, *https://ww2.arb.ca.gov/resources/documents/petition-rulemaking-seeking-amendment-locomotive-emission-standards*, April 2017

CARB is also participating in demonstration projects with the rail industry on battery electric locomotives, with delivery and testing possible near the beginning of 2021. These efforts may offer additional emission reduction options and in the near future, but are not yet reflected in the criteria emission reduction strategies, pending a successful demonstration.

Mobile Source Strategy Scenario

While CARB continues to work closely with stakeholders including rail companies, environmental groups, and communities on expanding the concepts to reduce emissions from locomotives and railyards, staff has also laid out more ambitious and longer-term strategies that are needed to achieve California's near- and mid-term air quality and longer-term climate goals. These strategies aim for a complete phase out of Tier 0 through Tier 2 line-hauls by 2030, coupled with a significant penetration of Tier 4 locomotives, as well as Tier 5 and zero-emissions locomotives once they are available. Following this strategy, almost 90 percent of all line-hauls will become Tier 4 or Tier 5 by 2031. Additionally, the strategy assumes locomotives that are remanufactured twice or more will be prohibited from California operations. The scenario assumes that beginning in 2023, all pre-Tier 0, Tier 0, and Tier 0+ switchers will be replaced with Tier 3 and Tier 4 locomotives by 2030.

Based on the assumptions described above, Figure 31 shows projected NOx emissions by Tier group in the South Coast Air Basin for line-haul locomotives. The dashed line shows the updated baseline emissions. The new baseline is higher than the emissions estimated previously in the 2016 State SIP Strategy. As shown, the scenario will result in almost 12 tpd of NOx reduction in 2031. This reduction is equivalent to 2 tpd of NOx emissions below the emissions estimated in the South Coast 2016 Air Quality Management Plan, which is needed to meet the NOx reduction commitment from mobile sources in 2031.

Figure 31 - South Coast Air Basin NOx Emissions from Locomotives: MSS Scenario

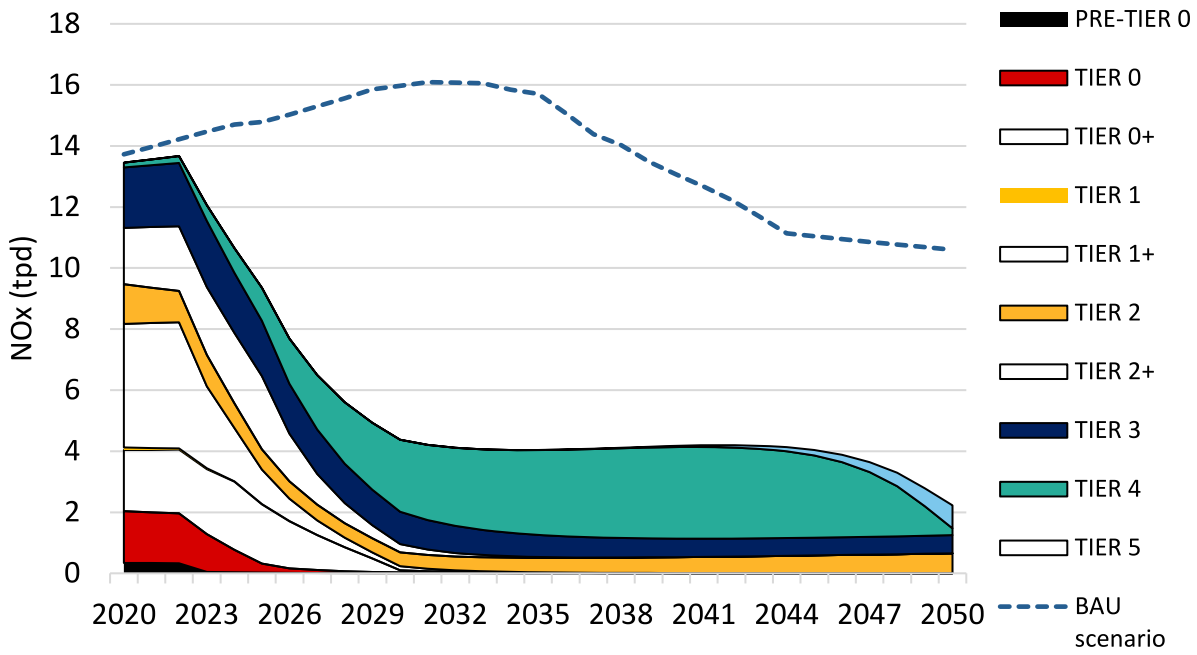
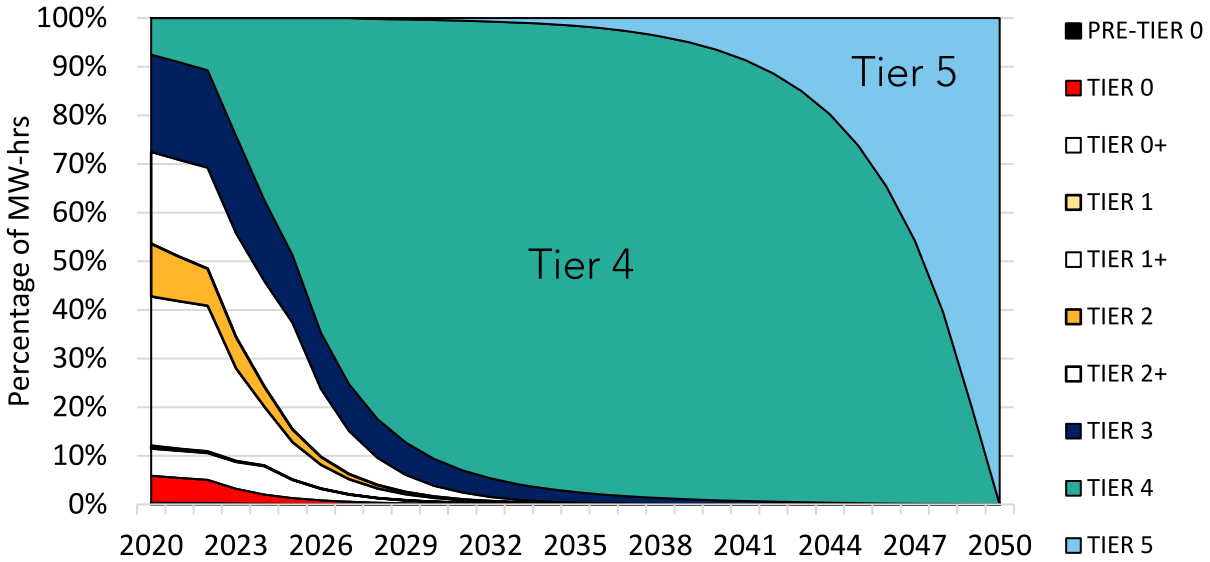


Figure 32 shows the relative energy use by different locomotive Tier groups assuming the technology penetration shown in Figure 31. As described earlier, following the 2020 MSS scenario, Tier 4 and 5 locomotives will make up over 90 percent of the total line-haul activities in 2031.

Figure 32 - South Coast Air Basin Locomotive Energy Use: MSS Scenario



Ocean-Going Vessels

Ocean-Going Vessels (OGV) are large vessels designed for deep water navigation, defined as commercial vessels greater than or equal to 400 feet in length, with a carrying capacity of 10,000 gross tons or more, or propelled by a diesel marine compression ignition engine with a displacement of greater than or equal to 30 liters per cylinder. OGVs include large cargo vessels such as container vessels, tankers, bulk carriers, and car carriers (or "ro-ro" vessels), as well as passenger cruise vessels. These vessels transport containerized cargo; bulk items such as vehicles, cement, and coke; liquids such as oil and petrochemicals; and passengers. OGVs are an important part of California's trade economy, but are also a significant source of GHG emissions, criteria pollutants, and toxic air contaminants especially in areas near ports and marine terminals.

The International Maritime Organization (IMO), under Annex VI ("Regulations for the Prevention of Air Pollution from Ships"), specifies new marine engine NOx standards and sets fuel sulfur limits. CARB has the authority to regulate emissions from auxiliary engines on vessels docked at California ports. CARB set the first OGV At-Berth Regulation in 2007 with compliance requirements that began in 2014.[196] The At-Berth Regulation requires container ships, cruise vessels and refrigerated cargo vessels to turn off their auxiliary engines and utilize shore power for a certain percent of time while at berth. The rule is limited to fleets of vessels making 25 or more visits (five or more for passenger ships) that operate in six California ports: Los Angeles, Long Beach, Oakland, San Diego, San Francisco, and Hueneme. This regulation will result in an 80 percent NOx emission reduction from auxiliary engines from applicable vessel types by 2020.

In August 2020, CARB expanded the At Berth Regulation to cover new vessel types (such as roll-on/roll-off vehicle carriers and tankers), small fleets, new ports and terminals, and increase the usage of shore power. The action will continue to reduce vessel emissions at berth from auxiliary engines, and reduce toxic pollutant exposure in disadvantaged communities near the ports.

Mobile Source Strategy Scenario

While the recent actions target at berth auxiliary engine emissions, emissions from main engines and auxiliary engines during transit, anchorage, and maneuvering must also be addressed in order to achieve NOx reductions needed to meet California's near- and mid-term air quality goals. Currently, very few vessels with Tier 3 main engines visit California ports, even though the Tier 3 engine standard applied to new marine engines beginning in 2016. Tier 2 vessels emit three times higher NOx than Tier 3 vessels; thus, phasing out of older Tier vessels is key to reducing criteria and toxics emissions from OGVs. Under this scenario staff assumed:

[196] *https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation*

1. *Incentivizing vessels visits from cleaner OGVs:* Starting in 2023, replace all Tier 0, Tier 1, and Tier 2 vessel visits in California with visits made by Tier 3 or cleaner vessels by 2031. Current Tier 3 vessel manufacturing data suggest that there may not be sufficient Tier 3 to meet the vessel visits in California, even if California were to receive a large majority of the worldwide Tier 3 vessels. However, these reductions may be achieved by incentivizing visits from Tier 2 vessels that have been retrofitted to reduce NOx emissions. Current retrofit technologies for marine engines include water-in-fuel emulsion, exhaust gas recirculation (EGR) and selective catalytic reduction (SCR). Both EGR and SCR have shown potential to reduce emissions by up to 80 percent. Water-in-fuel emulsion strategies have shown up to 40 percent reduction in NOx emissions, and may provide significant and cost-effective reductions options (particularly at near-port and low load conditions where Tier 3 and other retrofit options may not operate at full potential). All options will be considered to achieve the needed emissions reductions.
2. *Cleaner marine standards:* While marine Tier 3 is considerably cleaner than Tier 2, the Tier 3 NOx standard is still 5 to 10 times higher than the standards for other diesel equipment sectors, and does not include a PM standard. CARB will work with U.S. EPA, U.S. Coast Guard, and other partners to urge IMO to adopt more stringent Tier 4 marine standard by 2028, and establish efficiency requirements for existing vessels. In the 2020 MSS scenario, Tier 4 NOx and PM emission factors are set at 1 g/kw-hr and 0.1 g/kw-hr, respectively.

Figure 33 shows the OGV NOx emission projection in the South Coast Air Basin under the MSS scenario. The emissions here include all OGV modes and cover up to 100 nautical miles of operation off the coast of California. The dashed line shows baseline emissions from main and auxiliary engines. The 2020 MSS scenario can reduce NOx emissions by 33 tpd in South Coast by 2031 (a portion of the reductions could also be achieved through Tier 2 retrofits noted above), still short of the target of 38 tpd reduction as identified in the 2016 MSS[197] which relied on earlier Tier 4 engine adoption.

Several major shipping companies are working towards zero-emission vessels. For example, Maersk, the world's largest container shipper, aims to be carbon neutral by 2050 and to have carbon neutral vessels commercially available by 2030.[198] Biofuels, renewable hydrogen and other hydrogen-derived fuels such as ammonia, methanol, batteries and fuel cells are being considered as potential fuel choices for zero-emission vessels. As the zero-emission technologies for marine vessels are still at an early stage and technological feasibility needs to be proven, CARB did not incorporate these strategies in the current 2020 MSS scenario. CARB will consider these strategies in future updates to the MSS as more information becomes available.

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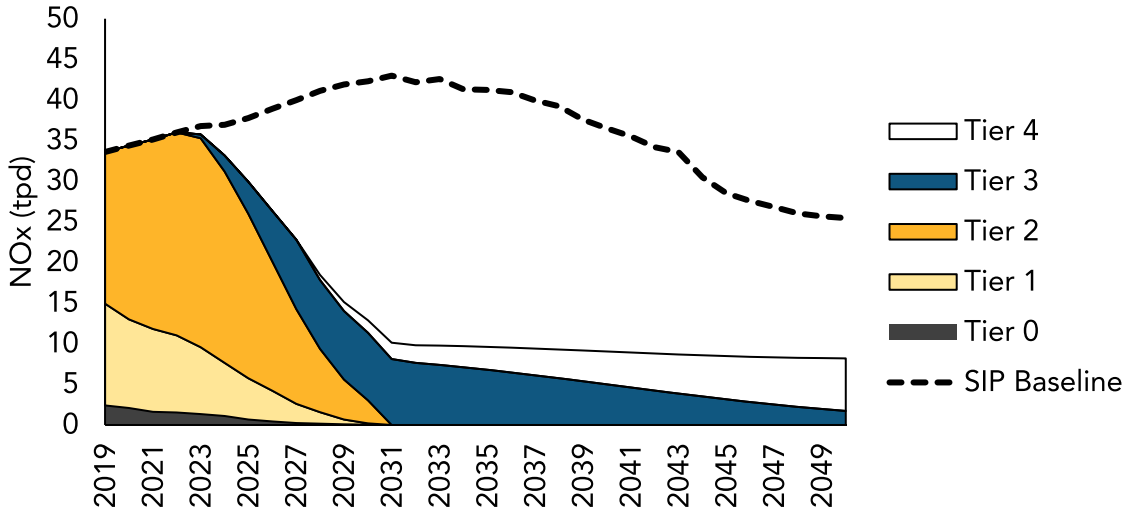
[197] Under further deployment of cleaner technologies

[198] *https://www.maersk.com/news/articles/2019/06/26/towards-a-zero-carbon-future*

Figure 33 - South Coast NOx Emissions from All OGV Modes: MSS Scenario



Aircraft

Currently, CARB's official emissions inventory[199] has emissions data for five different aircraft categories that contribute significantly to NOx emissions; these are piston aircraft (civil), agricultural aircraft (crop dusting), jet aircraft (military), jet aircraft (commercial), and jet aircraft (civil). The jet aircraft (commercial) contribute to about 90 percent of NOx emissions from aircraft in California, whereas jet aircraft (military) and jet aircraft (civil) each contribute about 4.5 percent of NOx. Together, the piston aircraft (civil) and agricultural aircraft (crop dusting) produce less than 1 percent of NOx emissions. As significant progress has been made to reduce NOx emissions from on-road, off-road, and area sources in recent years, the NOx emissions from aircraft are becoming increasingly important. For the South Coast Air Basin, about 16.2 tpd of NOx emissions comes from the aircraft in 2020; and by 2031, NOx emissions from the aircraft will increase to about 20.5 tpd by 2031.

The International Civil Aviation Organization (ICAO) is a United Nations intergovernmental body responsible for worldwide planning, implementation, and coordination of civil aviation and emissions. The Committee on Aviation Environmental Protection (CAEP) within ICAO coordinates the development of ICAO emission standards and recommended practices. ICAO standards incorporate a definition of "technological feasibility" that considers in-production and in-development aircraft, resulting in standards that are "technology-following" and do not tend to result in emissions reductions beyond business as usual. The ICAO standards have been the basis of Federal Aviation Administration's aircraft engine performance certification standards, established through U.S. EPA regulations. While U.S.

[199] CEPAM: California 2019 ozone sip baseline emission projection - version 1.01 planning inventory tool

EPA historically has codified the aircraft emission standards adopted by ICAO for harmonization with global airline industry, individual ICAO member states may adopt more stringent standards if desired.

The first NOx standard, adopted in 1981, applied to engines starting in 1986. The standard established a ceiling on NOx emissions at 100 g/kN at rated engine thrust for engine pressure ratio (EPR) of 30. Table 15 shows the progression of NOx emission standards at 30 EPR and Figure 34 shows the comparison between different NOx standards at various EPRs.

Table 15 - Aircraft engine emission standards relevant to NOx

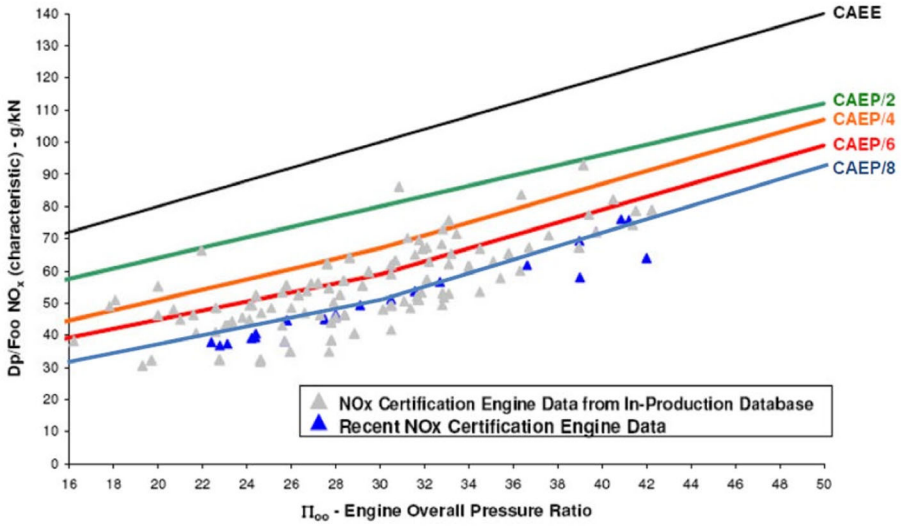
Regulation	Adoption year	NOx @ EPR 30	% NOx below CAEP/1	Newly certified engine
CAEP/1	1981	100 g/kN	0%	1986
CAEP/2	1993	80 g/kN	20%	1996
CAEP/4	1999	67 g/kN	33%	2003
CAEP/6	2005	59 g/kN	41%	2007
CAEP/8	2011	50 g/kN	50%	2013
CAEP/10*	2017	NA	NA	2020

* Note: Focusing on fuel efficiency and CO2 reduction

In January 2021, U.S. EPA adopted GHG emission standards for certain classes of engines used by certain civil subsonic jet airplanes (those with a maximum takeoff mass greater than 5,700 kilograms), as well as larger subsonic propeller-driven airplanes (those powered by turboprop engines with a maximum takeoff mass greater than 8,618 kilograms). These standards are equivalent to the Airplane CO2 Emission Standards adopted by the ICAO in 2017, and therefore reflect only technologies available for in-production and in-development airplanes as of 2017 (expected to be in production by about 2020).[200] Although there are a variety of aircraft and engine technologies under development which show tremendous promise in reducing GHG emissions, the standard does not require a technology response from manufacturers. Furthermore, U.S. EPA did not consider standards for in-use aircraft, more advanced technology under development by the industry (i.e., hybrid and zero-emission technology), or other emission-reduction mechanisms like sustainable aviation fuels or operational measures. CARB urges U.S. EPA to strengthen the standard in terms of stringency, applicability, and time.

[200] Control of Air Pollution from Airplanes and Airplane Engines: GHG Emission Standards and Test Procedures: Final Rule, 86 Fed. Reg. 2136, 2145 (Jan. 11, 2021).

Figure 34 - Comparison of CAEP NOx standards and engine NOx emissions[201]



[201] Jahangir, Ebad. *ICAO Technology Goals Process for Aviation Environmental Protection*. May 12, 2010. http://www.icao.int/Meetings/EnvironmentalColloquium/Documents/2010-Colloquium/3_Jahangir_Icao.pdf

Landing and Take-off (LTO) Cycle

The CAEP is responsible for setting emission measurement procedures and standards for ICAO. These standards and procedures are based on a standardized landing and take-off (LTO) cycle developed to address ground-level air quality issues. The LTO cycle is comprised of six modes; namely, taxi-out, take-off, climb-out, approach, landing, and taxi-in modes (Figure 35 and Figure 36); climb, cruise, and descent operation for aircraft above 3,000 feet are not included in the LTO cycle.

Figure 35- Typical aircraft flight path including the LTO cycle[202]

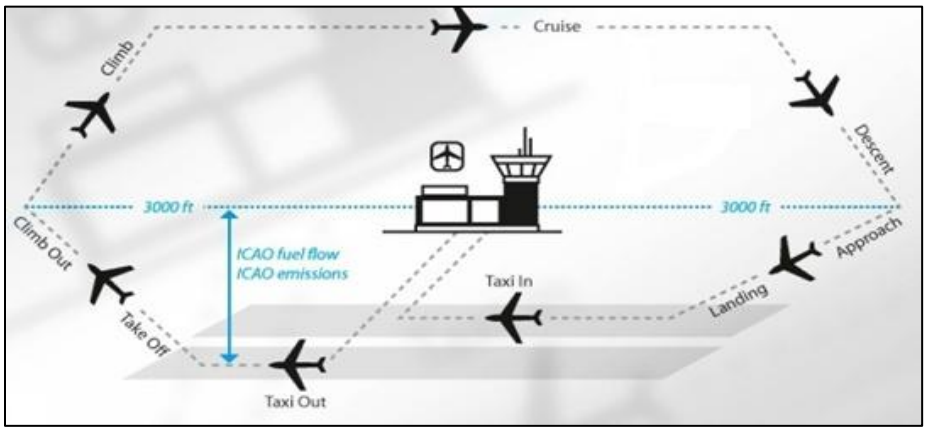
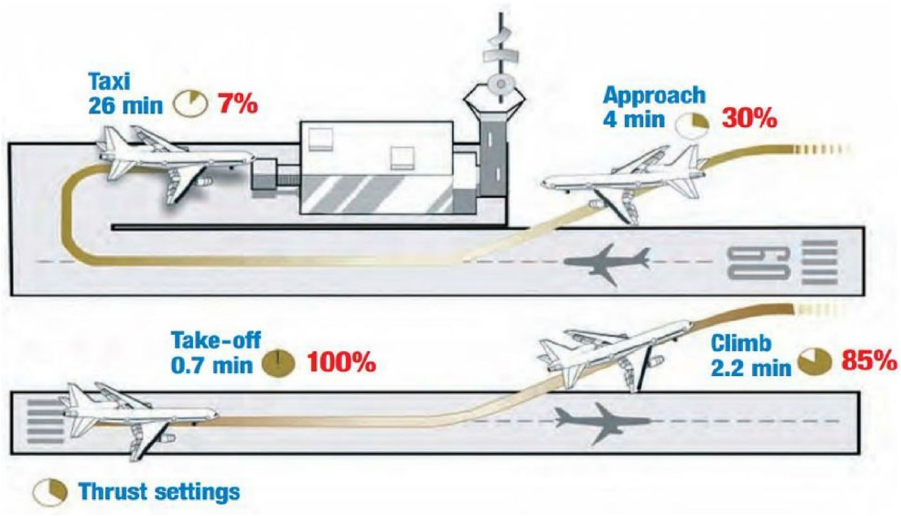


Figure 36- Duration and Thrust Settings within each Segment of the LTO Cycle



[202] Advanced Emission Model. "European Organisation for the Safety of Air Navigation." 2015. https://www.eurocontrol.int/services/advanced-emission-model-aem.

Mobile Source Strategy Scenario

Under the 2020 MSS, staff proposed a scenario focusing on four strategies: (1) improving the current air traffic operation, (2) transitioning toward zero-emission auxiliary power unit (APU), (3) accelerating the turnover of old aircraft, and (4) technology advancement for future aircraft. The following provides additional details for each strategy:

Improve the Current Air Traffic Operation (ATO) during LTO cycle

a) *De-Rated Take Off:* Aircraft are designed to take off safely without full thrust. By not applying full thrust during take-off, aircraft would reduce NOx emissions as well as the level of noise. According to a study conducted by MIT in 2005,[203] each 1 percent of derate can approximately reduce NOx emissions by 0.7 percent below 3000 feet while slightly increasing the fuel burn. A more recent study by Koudis et. al. (2017)[204] has shown that using reduced thrust takeoff reduces fuel consumption, NOx, and black carbon (BC) emissions by 1.0–23.2 percent, 10.7–47.7 percent, and 49.0–71.7 percent respectively, depending on aircraft-engine combinations relative to 100 percent thrust takeoff. Additionally, a study by Electronic Navigation Research Institute of Japan has indicated that reduced thrust near the top of the climb can result in fuel saving[205]. The engine derate can also extend engine life and reduce maintenance cost.[206]
b) *Reduce Power during Taxiing:* Most commercial aircraft are equipped with two to four engines. Aircraft engines, even at idle or minimal power settings, are used to taxi the aircraft while on the ground. Because of this, taxi-in, idle and even taxi-out can be completed with one or more of those engines not operating. If an engine can be shut down during the taxi-in until the aircraft is in an advanced stage of the taxi-out for takeoff, then such a procedure has the potential to reduce fuel burn and criteria emissions such as NOx.[207]
c) *Improved Taxi Time:* Prolonged taxi time for aircraft causes unnecessary waste of fuel and an increase in emissions. By minimizing the taxi time when the aircraft is taxi-in or taxi-out, less fuel will be consumed leading to less NOx emissions. Such a control measure would require real-time optimization of air traffic with constant feedback from all associated airports.

[203] King, M., Waitz, I., 2005. Assessment of the Effects of Operational Procedures and Derated Thrust on American Airlines B777 Emissions from London's Heathrow and Gatwick Airports. Partner, Cambridge, MA.

[204] Koudis, G. S., Hu, S. J., Majumdar, A., Jones, R., & Stettler, M. E. (2017). Airport emissions reductions from reduced thrust takeoff operations. Transportation Research Part D: Transport and Environment, 52, 15-28.

[205] Mori, R., 2020. Fuel-Saving Climb Procedure by Reduced Thrust near Top of Climb. Journal of Aircraft, pp.1-7.

[206] Donaldson, R., Fischer, D., Gough, J., Rysz, M. (2007). Economic Impact of Derated Climb on Large Commercial Engines. Proceedings of the Performance and Flight Operations Engineering Conference.

[207] Sustainable Aviation, Aircraft on the Ground CO2 Reduction Programme, UK's Airport Operators Association

Reduce the Usage for Auxiliary Power Unit

The typical aircraft APU is a small turbine engine that starts the aircraft main engines and powers the electrical systems on the aircraft when the main engines are off. By switching to the on-board rechargeable batteries as the power supply, it would reduce the usage of the gas turbine APU and hence the NOx emissions.

Accelerated Turnover

Similar to other off-road mobile source categories, replacing old aircraft that are powered by the CAEP/1 to CAEP/4 engines with the newer engines (CAEP/8 or newer) can reduce NOx emissions and improve safety, as well as fuel efficiency.

Technology Advancement

The NOx formation correlates with the high temperature and pressure during the combustion process. With innovative research and advanced optimization of engine design, it has been demonstrated that NOx emissions can be further reduced beyond the CAEP/8 standards. For example, under the FAA's Continuous Lower Energy, Emissions, and Noise Phase II (CLEEN II) Program, FAA awarded five-year agreements to Aurora Flight Sciences, Boeing, Collins Aerospace, Delta Tech Ops/MDS Coating Technologies, General Electric, Honeywell, Pratt & Whitney, and Rolls-Royce to accelerate the development of new aircraft and engine technologies. The goal of the program is to achieve 70 percent NOx and 40 percent fuel burn reduction below the CAEP/8 standards. In 2016, GE's Twin Annular Premixing Swirler (TAPS) II combustor matured under CLEEN I and entered into service as part of CFM International's TAPS Leading Edge Aviation Propulsion (LEAP) engine, currently onboard Airbus 320neo, Boeing 737 MAX, and COMAC C919 aircraft. Under CLEEN I, GE engine emissions tests of TAPS II had results that were more than 60 percent below the 2004 ICAO CAEP NOX standards. The FAA anticipates that more of these technologies could go into service in the next several years.[208]

With all of these technology advancements in mind, for the 2020 MSS, staff developed a scenario assuming a phase-in requirement for improving ATO efficiency starting in 2023. Staff assumed that by 2030:

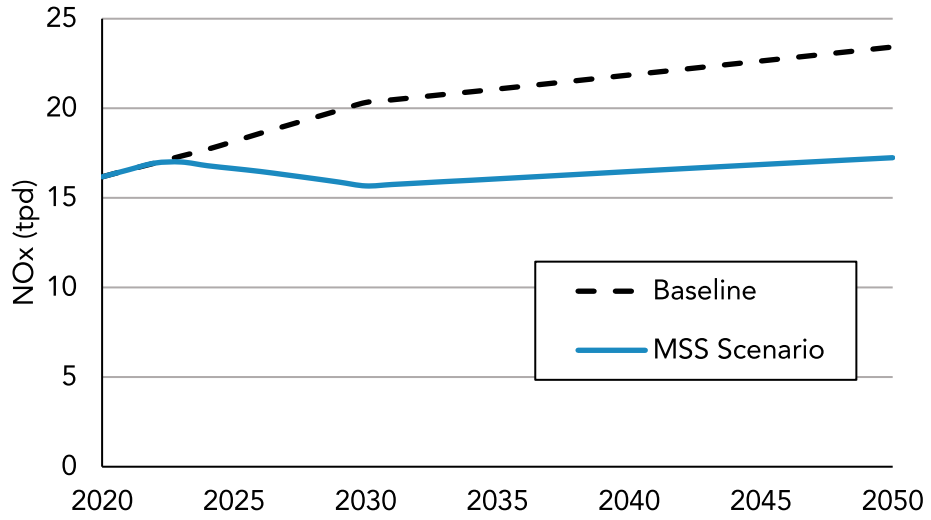
- 90 percent of take offs in California will be 25 percent de-rated (95 percent of take offs by 2050);
- 90 percent of aircrafts will have single engine taxiing (95 percent by 2050);
- 40 percent reduction in taxi time (50 percent by 2050);
- 40 percent reduction in APU usage (95 percent by 2050)

With these assumptions, Figure 37 presents the resultant NOx emissions reductions for the South Coast Air Basin. Without any control, the NOx emissions would increase from 16.2 tpd

[208] *https://www.faa.gov/about/office_org/headquarters_offices/apl/research/aircraft_technology/*

in 2020 to about 20.5 tpd by 2031. However, with improved air traffic operation, and reduced APU usage, NOx emissions will be reduced by 4.7 tpd and 5.2 tpd in 2031 and 2037 respectively. Please note that these estimates do not account for further deployment of cleaner technologies and accelerated turnover of older aircrafts.

Figure 37 - South Coast NOx Emissions from Aircraft: MSS Scenario



It is noteworthy to also mention that as a result of the COVID-19 pandemic, the domestic and worldwide air traffic volume has declined significantly. It is estimated that almost 62 percent of the worldwide passenger jets were grounded right after the COVID-19 pandemic. To save the cost of fuel, most airlines started operating newer aircraft that were most fuel-efficient. Therefore, the airline industry is already accelerating the turnover of the older aircraft based on sound business solutions. Moreover, the COVID-19 pandemic has forced all business sectors and government agencies to reduce travel by encouraging more online meetings. Such new business practice is likely to continue after the COVID-19 pandemic is over.

FAA has recently released its latest Terminal Area Forecast[209] (TAF) report which is the official FAA forecast of aviation activity for U.S. airports. The report contains active airports in the National Plan of Integrated Airport Systems (NPIAS) including FAA-towered airports, Federal contract-towered airports, non-federal towered airports, and non-towered airports. According to the latest report, a total of 924.1 million passengers were enplaned at U.S. airports in 2019. This figure decreased by 44.4 percent in 2020 to 514.0 million enplanements as a result of the COVID-19 pandemic. Total enplanements at U.S. airports are forecast to recover in aggregate to their 2019 level by 2025. The latest aircraft emissions

[209] *https://www.faa.gov/data_research/aviation/taf/*

analysis in South Coast air basin utilizing the 2020 TAF report was presented at the 2022 South Coast AQMP mobile source working group meeting in August 2021.[210]

[210] *http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/2022-AQMP-Mobile-Source-Presentations-Aircraft-8-18-21.pdf?sfvrsn=17*

Off-Road Sectors: Zero-Emission

Cargo Handling Equipment

Cargo handling equipment (CHE) includes any motorized vehicles used to handle cargo or perform routine maintenance activities at California's ports and intermodal rail yards. CHE includes yard tractors, rubber-tired gantry (RTG) cranes, container handlers, forklifts, etc. CHE can be a significant source of diesel PM emissions in communities near the ports and intermodal rail facilities.

CARB initially adopted the CHE regulation on December 8, 2005, and it became effective on December 31, 2006. This regulation was fully implemented by the end of 2017 and has resulted in reductions of diesel PM and NOx at ports and intermodal rail yards throughout California. CARB staff are currently assessing the availability and performance of zero-emission and hybrid technologies to reduce emissions from a fleet predominantly powered by internal combustion engines and evaluating additional solutions that may include efficiency improvements.

Mobile Source Strategy Scenario

As part of the 2020 MSS, CARB staff has developed a scenario where CHE will start transitioning to full electric in 2026, with over 90 percent penetration of electric equipment by 2036. This assumption about aggressive electrification is supported by the fact that currently some electric RTG cranes, electric forklifts, and electric yard tractors are already commercially available. Other technologies are in early production or demonstration phases. Figure 38 shows the technology mix as a result of this scenario. As shown, the zero-emission CHE population share will reach 90 percent by 2036. Figure 39 shows statewide NOx emission from CHE. Statewide NOx emission reductions from CHE in 2031 and 2037 will be 1.1 tpd and 1.5 tpd, respectively. Under this scenario, CHE electrification will reduce diesel fuel use by 115 million gallons in 2045.

Figure 38 - Statewide CHE Population: MSS Scenario

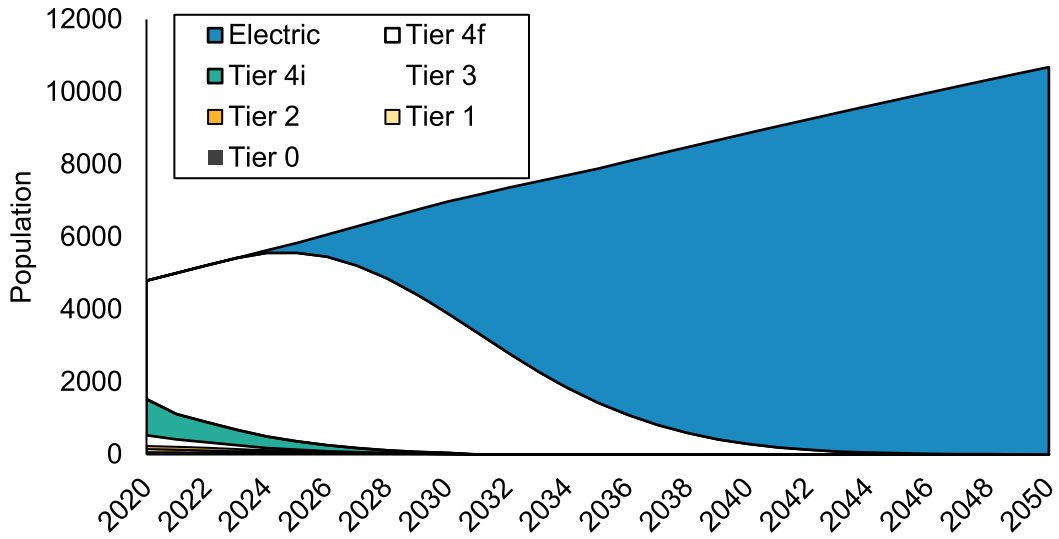
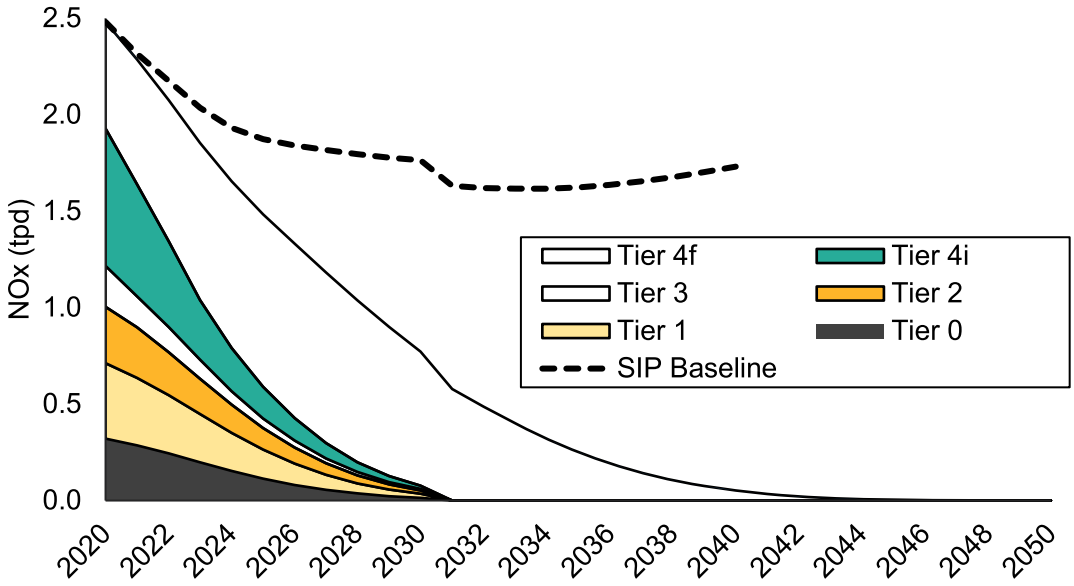


Figure 39 - Statewide CHE NOx Emissions: MSS Scenario



Small Off-Road Engines

Small off-road engines (SORE) are spark-ignition engines rated at or below 19 kilowatts (i.e., 25 horsepower). Engines in this category are primarily used in lawn and garden equipment as well as other small off-road equipment and specialty vehicles. Currently there are

14 million gasoline-powered SORE in California, equivalent to the number of light-duty passenger cars[211] driving on California roadways.

SORE are significant contributors to ROG and NOx, which are ozone precursors. CARB adopted emission standards for SORE in 1990 and was the first agency in the world to control emissions from these engines. While SORE are 40-80 percent cleaner today than they were before CARB's control program began, they are still significantly dirtier than cars. Total smog-forming emissions from SORE will exceed the emissions from light-duty passenger cars in California in 2021 and, without additional regulation, will be almost twice those from California's light-duty passenger vehicle fleet by 2031. Currently, nearly 50 percent of the lawn and garden equipment and 70 percent of the light commercial equipment (such as generators, air compressors, and pressure washers) are electric, based on the survey by California State University, Fullerton.

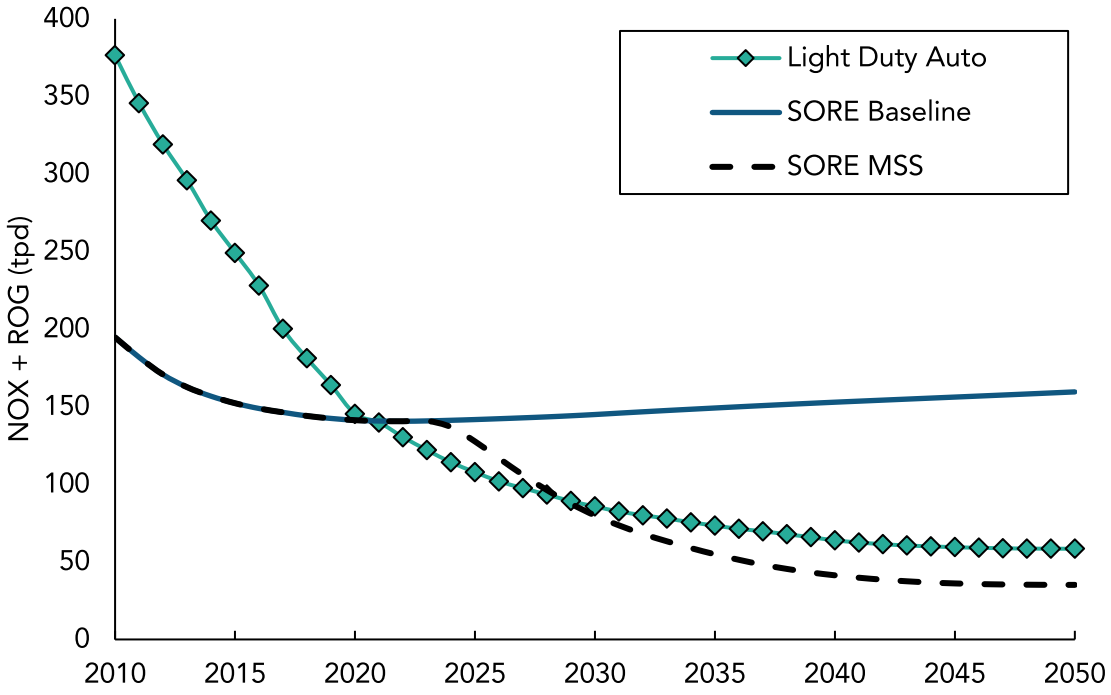
Driven by the State SIP Strategy, Governor Newsom's Executive Order N-79-20, and needs for further reductions of ozone and particulate matter, CARB is currently developing a proposal to implement significantly tightened exhaust and evaporative emission standards for generator engines and emission standards of zero for other engines for model year 2024. Starting in model year 2024,[212] the new emission standards will accelerate a transition of all SORE regulated by CARB – or about 90 percent of all SORE in the state – to zero-emission. The remaining 10 percent of SORE includes new engines which are used in construction equipment or vehicles used in farm equipment or vehicles which are smaller than 175 horsepower that fall under section 209, subsection (e)(1)(A) of the Clean Air Act. The Clean Air Act does not grant CARB the authority to regulate the emissions from engines used in these equipment.

Considering that staff's current proposal would largely transform SORE to zero-emission technology by 2040, no additional 2020 MSS scenarios were modeled for this sector. Figure 40 shows statewide NOx and ROG emission projections from SORE. NOx emission reductions under the 2020 MSS scenario in 2031 and 2037 are 7.9 tpd and 11.8 tpd, respectively. As noted earlier, federally preempt engines account for the majority of remaining emissions after 2031, making up almost 90 percent of the total remaining NOx emissions from SORE by 2040. This again emphasizes the need for federal actions to reduce emissions from preempt equipment. As shown, the current proposal will reduce emissions from SORE in California such that overall emissions will be lower than those from California's light-duty passenger car fleet starting in 2029. Transitioning SORE to zero-emission equipment is estimated to reduce gasoline fuel use by 237 million gallons in 2045.

[211] Referring to LDA category in the EMFAC model

[212] Emission standards of zero would be implemented for model year 2028 and later generator engines

Figure 40 - Statewide Smog-Forming Emission Projections from SORE



Airport Ground Support Equipment

Airport Ground Support Equipment (GSE) are diesel, gasoline, natural gas and electric equipment used at airports. Common equipment includes aircraft tugs, baggage tugs, passenger stairs, and similar equipment. This category is well suited to electrification due to the equipment generally being captive at one location (allowing for the development of charging infrastructure), and the relatively stable power requirements (compared to large mining or construction equipment). Currently, approximately 34 percent of GSE reported to CARB is electric, with 38 percent being diesel, 17 percent gasoline, and 11 percent being natural gas. This proportion of equipment sales in each fuel type does not appear to have changed significantly in the last decade (based on data reported in the DOORS program), meaning that higher penetration of zero-emission equipment may not occur naturally.

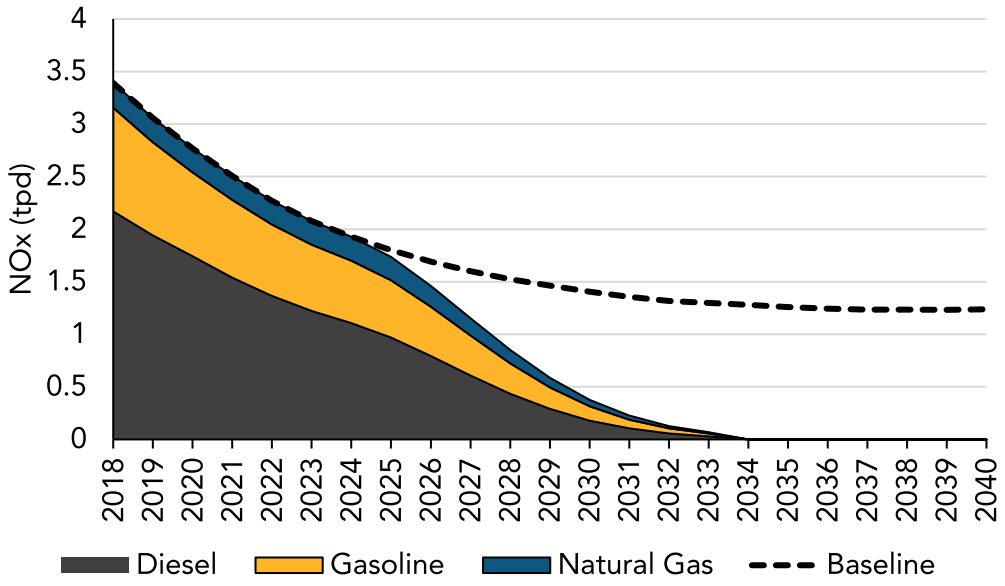
This equipment, although not a relatively large contributor to statewide emissions compared to other categories, is significant source of air pollution and toxic air contaminants to communities located near airports. The use of GSE is clustered and confined to a small area near other sources (such as cars and mass transit to airports, aircraft emissions, and other sources in or near the communities that surround many of the airports in the state). Currently, the diesel portion of this equipment is subject to the In-Use Off-Road Diesel Regulation, which requires these fleets meet approximately a Tier 3 average by 2023.

Mobile Source Strategy Scenario

Under the 2020 MSS, staff assumes full electrification of the remaining diesel, gasoline and LNG equipment, phased in over 10 years from 2025 to 2034. This technology trajectory will require additional electrification infrastructure installed at airports and ground support terminals. As shown in Figure 41, this effort will reduce statewide NOx emissions by about 1 tpd in 2031.

This effort is supported by incentives currently, and may be accomplished with an MOU between the South Coast Air Quality Management District for specific airports in impacted communities.

Figure 41 - Statewide NOx Emissions from GSE: MSS Scenario



Forklifts (Spark Ignition and Diesel)

Forklifts are off-road equipment with a mix of diesel, gasoline, natural gas and electric engines. Forklifts with moderate to low lift capacity are an excellent candidate for full electrification, as they are often captive to facilities, used in urban or industrial areas, and already have electric options available commercially. Larger forklifts may be less suitable to full electrification, due to a mix of available technology and power requirements. A threshold for full electrification will be developed by CARB staff in further developing this strategy, but it is likely to be between 6,000 to 10,000 pound capacity which broadly means full electrification for all forklifts under 50 or 80 horsepower.

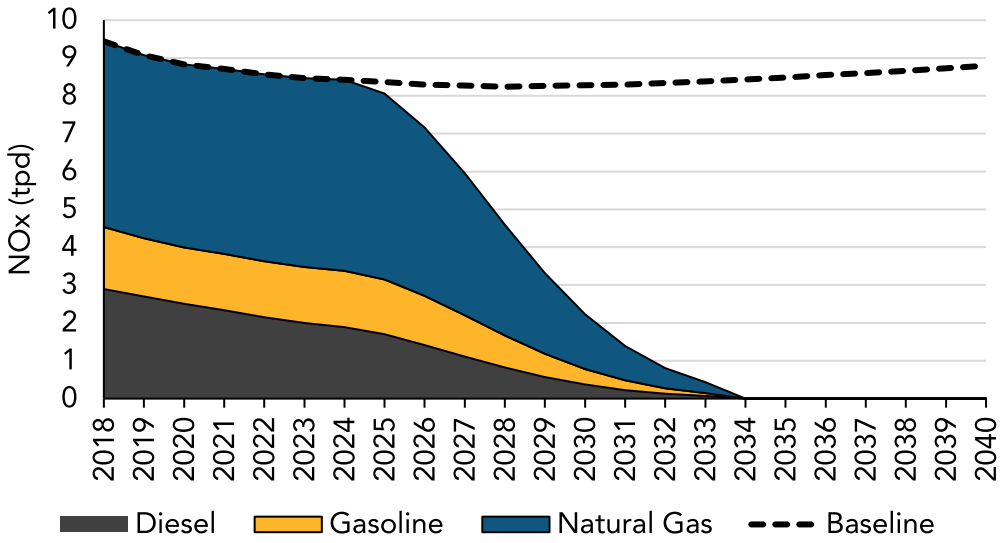
Diesel forklifts over 25 horsepower are currently subject to the *In-Use Off-Road Regulation*, meeting an increasingly stringent fleet average target with a final target in 2023. Gasoline

and CNG forklifts have been subject to the *Large Spark Ignition Regulation*, and completed their final emissions requirements in 2013.

Mobile Source Strategy Scenario

Under this 2020 MSS scenario, staff developed a scenario where forklifts will transition to zero-emission technology starting in 2025, with a possible measure coming to the Board in 2022. Diesel forklifts would need to be pulled from the In-Use Off-Road Regulation and included with forklifts from other fuels in this strategy. As shown in Figure 42, this strategy would result in 6.9 tpd of statewide NOx reduction in 2031.[213]

Figure 42 - Statewide NOx Emissions from Forklifts: MSS Scenario



Transport Refrigeration Units

Transport refrigeration units (TRUs) are diesel-powered refrigeration units installed on vehicles such as trucks, trailers, shipping containers, and rail cars. The CARB TRU emissions inventory also includes TRU generator sets (gensets), which are designed to provide electricity to electrically driven refrigeration units (including systems for semi-trailers, vans, and shipping containers). TRUs are responsible for the safe transportation of refrigerated goods, including meats, produce, dairy, and certain medicine and chemical products. TRUs operate in large numbers at distribution centers, food manufacturing facilities, packing houses, and intermodal facilities.

[213] Although this figure shows the reduction from all forklifts, CARB will assess the impact from smaller fleets, rental equipment (due to the infrastructure required for the end user to charge the forklift), and determine if there is a need for an upward limit on forklift capacity due to technology limitations.

TRUs are a significant source of various pollutants, but are of particular concern due to their PM2.5 emissions at locations and facilities where a large number of TRUs operate simultaneously, concentrating their emissions impact in the surrounding communities. CARB adopted the *TRU Airborne Toxic Control Measure* (ATCM) on February 26, 2004, with amendments in 2010 and 2011, to reduce diesel PM emissions. This regulation requires TRU diesel engines to meet in-use diesel PM emission standards by the end of the seventh year after manufacture.

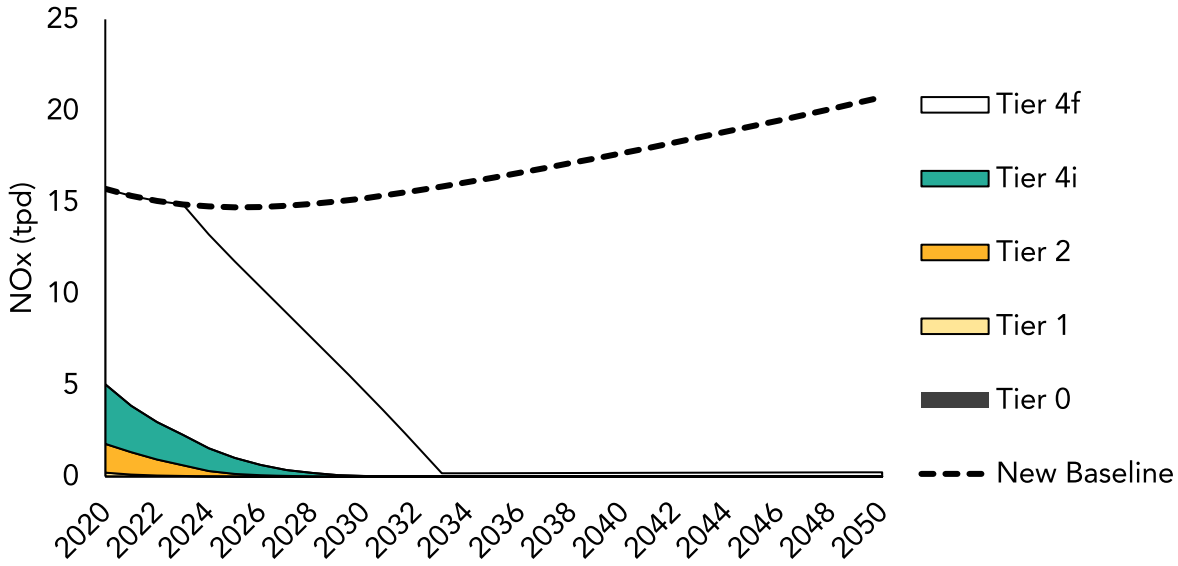
Currently, CARB is pursuing regulatory actions to further reduce emissions from this sector. The current regulatory concepts go beyond the current TRU ATCM by transitioning to zero-emission wherever feasible, as well as increasing the earlier penetration of infrastructure that will be needed for those technologies. The current regulatory proposal requires the following:

- Starting December 31, 2023, all truck TRUs must turnover at least 15 percent each year (for 7 years) to full zero-emission technology. All truck TRUs must be full zero-emission by 2029; and
- Starting December 31, 2023, newly manufactured diesel engines in trailer TRUs, domestic shipping container TRUs, railcar TRUs, and TRU gensets that operate in California, regardless of horsepower, must meet the U.S. EPA Tier 4 final emission standard for 25-50 hp engines. This requirement applies to all diesel engines in trailer TRUs, domestic shipping container TRUs, railcar TRUs, and TRU gensets starting December 31, 2030. The current emission standards for TRU engines below 25 horsepower are significantly higher than those for over 25 horsepower engines. As a result, many TRU engines are between 23 and 25 horsepower. This measure can reduce PM emissions from these engines by 90 percent, and NOx emissions by 71 percent.

Mobile Source Strategy Scenario

As part of the 2020 MSS, staff developed a rapid electrification scenario for TRUs, featuring the share of zero-emission TRUs increasing from 10 percent in 2024 to 100 percent in 2034. Statewide NOx emissions from TRUs will be reduced by 12 tpd in 2031 under the MSS scenario.

Figure 43 - Statewide NOx Emissions from TRU: MSS Scenario



Recreational Marine Vessels

Recreational marine vessels (RMVs) include gasoline powered spark-ignition marine watercraft (SIMW), spark-ignition marine engines (SIMEs), and diesel-powered marine watercraft. A significant ROG emission source in California is the exhaust and evaporative emissions produced by SIMW and SIMEs. In 2015, the Board set standards for evaporative emissions from SIMW, however, the exhaust emissions standards for these watercraft have not been changed since 2009.

Mobile Source Strategy Scenario

Under the 2020 MSS, staff developed a scenario which assumes that from 2029 to 2033, the THC+NOx emission standards for outboard and personal watercraft will be gradually reduced to 40 and 70 percent below current levels for less than 40 kW and above 40 kW engines, respectively.

In addition to these standards changes, which would apply to internal combustion outboard and personal watercraft marine engines only, staff is evaluating the potential for electrification of marine engines in certain applications. Specifically, small outboard engines less than 19 kW, which are not typically operated aggressively or for extended periods, could be replaced with electric motors within a seven-year phase-in period (i.e., from 2029 through 2036). Additionally, 50 percent of existing PWC applications could be powered with electric motors over that same seven-year time period. The inherently lighter mass typical of PWCs is better suited to electric propulsion systems than are other types of marine vessels. Not only would this replacement of internal combustion engines with electric propulsion motors eliminate exhaust emissions, it would also eliminate evaporative emissions, helping to

achieve attainment with ambient air quality standards in the South Coast Air Basin and other areas of the State.

Figure 44 provides potential NOx and ROG emissions reductions under this scenario. As shown, the scenario will achieve a total of 1.4 and 9.2 tpd of ROG + NOx emissions in 2031 and 2037, respectively. In addition to criteria emissions benefit, the proposed scenario will result in reductions in gasoline consumption of about 20 million gallons by 2045 (Figure 45).

Figure 44 - Statewide Smog-Forming Emissions from Recreational Marine Vessels

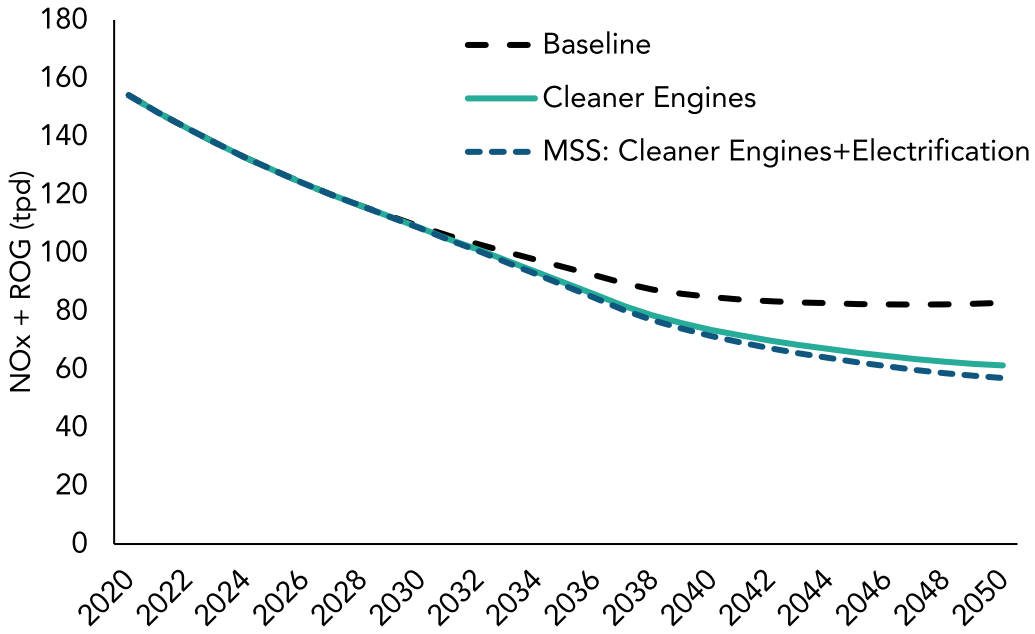
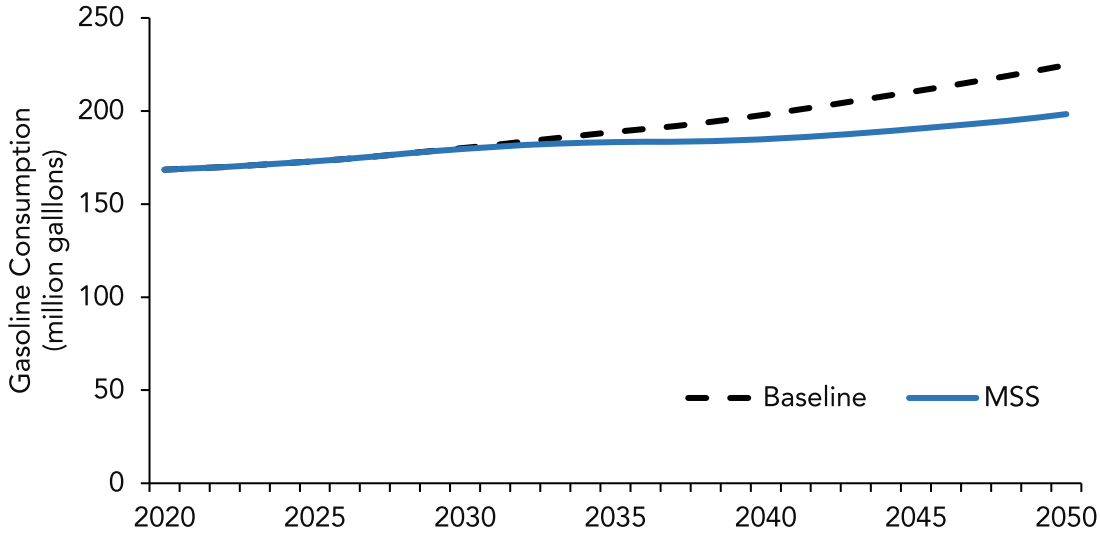


Figure 45 - Statewide Gasoline Fuel Consumption from Recreational Marine Vessels



Off-Road Sectors: Accelerated Turnover and Zero-Emission

Construction and Earthmoving Equipment (In-Use Off-Road)

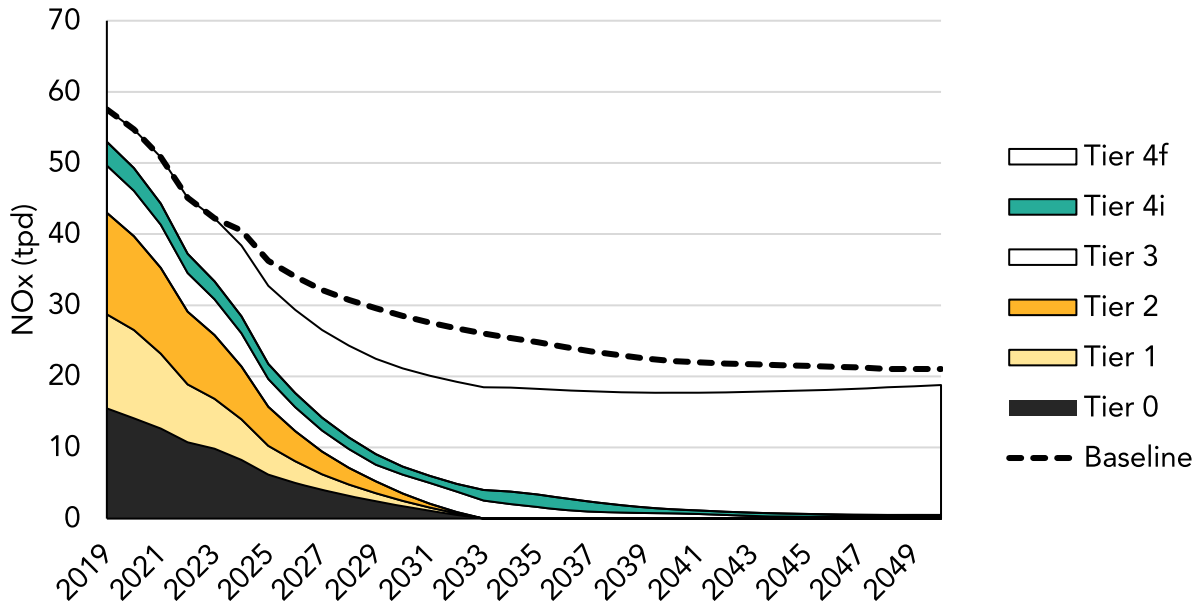
The in-use off-road equipment sector includes equipment used in industries such as construction, mining, industrial, oil drilling, and similar industries, and covers mobile diesel vehicles over 25 horsepower. Common examples are loaders, backhoes, excavators, forklifts, oil rigs, and other off-road equipment.

The diesel equipment in this category is currently subject to CARB's In-Use Off-Road Regulation, passed by the Board in 2008. The existing rule requires that fleets meet an increasingly stringent set of fleet average targets, culminating in 2023 for large fleets (large fleets represent about 73 percent of vehicle ownership). The most stringent fleet average target generally corresponds to roughly a 2012 model year, or a Tier 3 average standard. While this regulation has resulted in significant emissions reductions from the sector, the regulation does allow Tier 0, 1 and 2 equipment to continue operating indefinitely with no activity restrictions (dependent on the mix of other equipment owned by the fleet). For comparison, a single Tier 0 off-road engine in the 100-175 horsepower bin has 80 times higher NOx emissions than a Tier 4 Final off-road engine. By 2031, this Tier 0 equipment will be 32 years old or more, Tier 1 will be 28 to 31 years old, and Tier 2 will be 24 to 27 years old. This equipment, already having provided a long useful life, can continue to operate hundreds or thousands of hours per year with no restrictions under the current rule, with no end date.

Mobile Source Strategy Scenario

For the 2020 MSS, staff developed a scenario where the current In-Use Off-Road Regulation will be extended with the goal of full turnover of Tier 0, 1 and 2 engines between 2024 and 2033. This scenario will allow a 10 year phase out of these engines to cleaner Tier 4 final engines. As illustrated in Figure 46, this scenario will result in a statewide NOx emissions reduction of 7.5 tpd by 2031, with 2.4 tpd in South Coast and 1.7 tpd in the San Joaquin Valley. Diesel PM will be reduced in the sector by 47 percent over the same period.

Figure 46 - Statewide NOx Emissions from In-Use Off-Road: MSS Scenario



Agricultural Equipment

California is the nation's leader in agricultural production, producing over 400 different commodities that generate over $40 billion in annual sales and over 400,000 jobs statewide. Agricultural equipment is used in agricultural goods production and supply, and is a significant contributor to California's air quality issues. The San Joaquin Valley contains over 50 percent of the state's agricultural equipment, and diesel agricultural equipment contributed 18 percent of the NOx emissions in the San Joaquin Valley in 2019.[214]

Since 2009, over $400 million dollars in private and public funding have been invested in the San Joaquin Valley to replace older agricultural tractors with newer and cleaner models. Through 2016, the Natural Resources Conservation Service (NRCS) grant program by U.S. Department of Agriculture, in combination with the San Joaquin Valley Air Pollution Control District's program, has provided over $129 million that helped replace over 5,000 Tier 0 and Tier 1 tractors, plus other agricultural equipment. In 2018, CARB developed the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program,[215] which facilitates distribution of State funds allocated by the California Legislature to incentivize turnover of agricultural equipment. The 2017-18 fiscal year allocated $108 million for San Joaquin Valley agricultural equipment replacement projects. The 2018-19 fiscal year included $132 million statewide for the FARMER program, with approximately 80 percent of

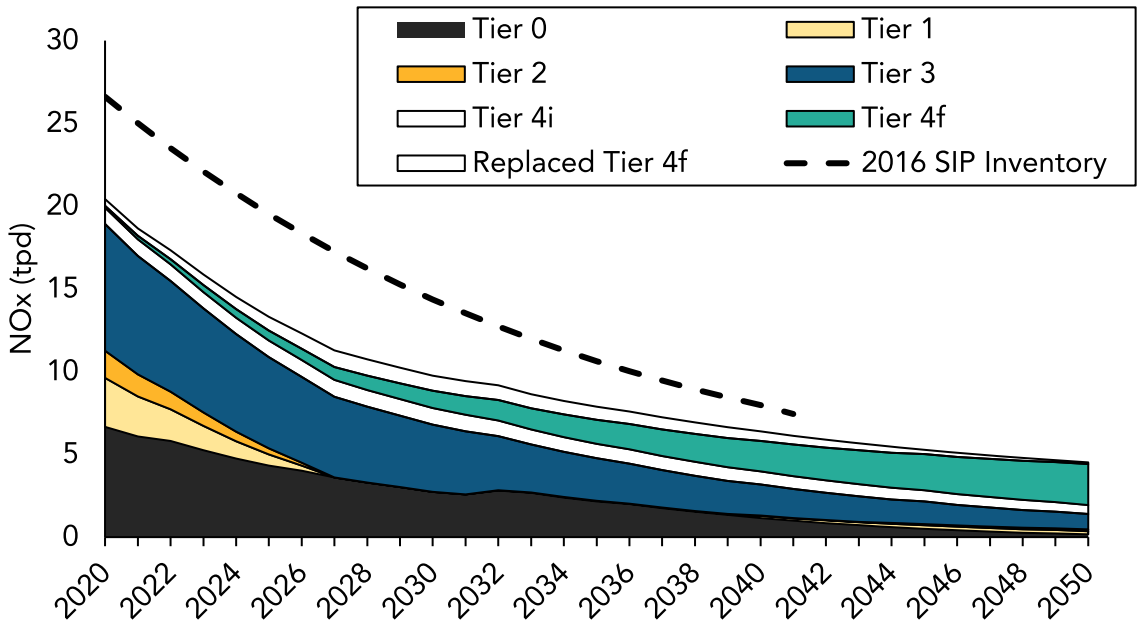
[214] https://www.arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php
[215] CARB FARMER Program, *https://ww2.arb.ca.gov/our-work/programs/farmer-program*

the funds allocated to the SJV. The current goal for emissions reductions is 11 tpd of NOx from agricultural equipment in the San Joaquin Valley by 2024; this is roughly equivalent to replacing all Tier 0, Tier 1 and Tier 2 tractors that are used over 200 hours per year with Tier 4 engines and equipment.

Mobile Source Strategy Scenario

Under this 2020 MSS, staff developed a scenario that assumed continued incentive funding opportunities in the sector through 2031. Figure 47 shows the NOx emissions from farm tractors in the San Joaquin Valley under the baseline (i.e., 2016 SIP inventory) as well as the proposed MSS scenarios. At the average levels of funding over the past 4 years, continued funding through 2031 could replace Tier 0, 1 and 2 equipment in the remaining categories of equipment such as harvesters, bale wagons, tillers, etc. that are used over 100 hours per year, and the remaining Tier 0, 1 and 2 tractors used from 100 to 200 hours per year, with a total reduction of an additional 4 tpd of NOx in the San Joaquin Valley in 2031.

Figure 47 - San Joaquin Valley NOx Emissions from Farm Tractors



Commercial Harbor Craft

Commercial harbor craft (CHC) include any private, commercial, government, or military marine vessels including, but not limited to ferries, excursion vessels, tugboats (including ocean-going tugboats), towboats, crew and supply vessels, work boats, pilot vessels, barges, dredges, and commercial and charter fishing boats. The majority of CHC have diesel engines, which are significant emitters of PM and NOx. CHC emissions are concentrated near the ports, and pose significant health risks to nearby communities.

CARB's CHC Regulation was adopted in 2007 to reduce toxic and criteria emissions to protect public health. It was then amended in 2010 and will be fully implemented by the end of 2022. CARB is currently developing a new emission inventory and rule concept for CHC. The current regulatory concepts establish expanded and more stringent in-use requirements to cover more vessel categories. The concepts also mandate accelerated deployment of zero-emission and advanced technologies in vessel categories where technology feasibility has been demonstrated. For example, based on regulatory concepts released March 2020:

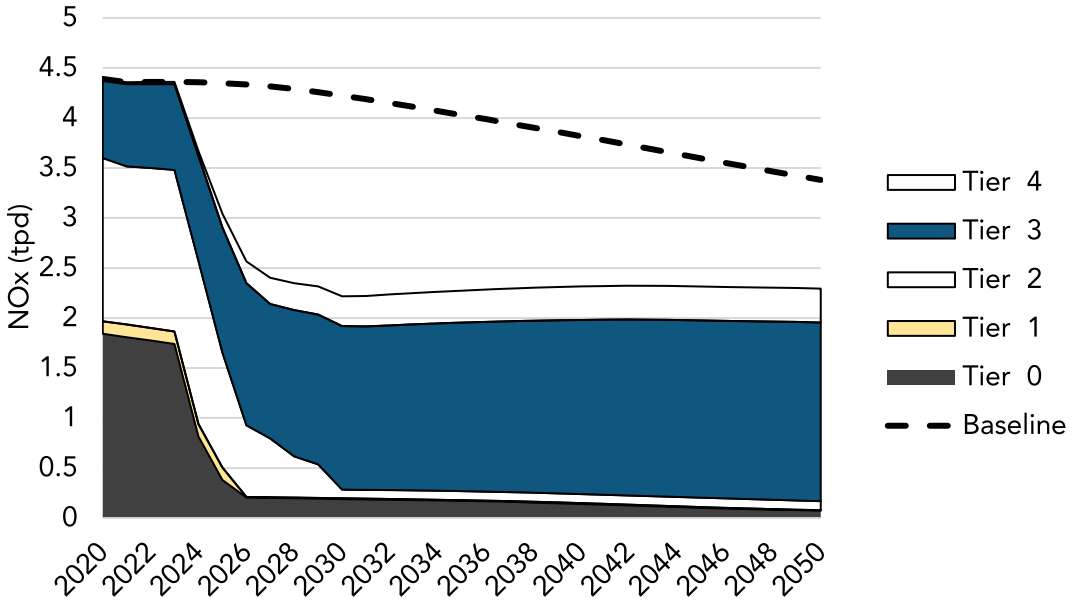
- Starting in 2023, all CHC except for commercial fishing vessels are required to meet the cleanest possible standard and retrofit with DPF based on a compliance schedule. The current regulated CHC categories are ferries, excursion, crew and supply, tug/tow boats, barges, and dredges. The concept will impose in-use requirements on the rest of vessel categories except for commercial fishing vessels, including workboats, pilot vessels, commercial passenger fishing, and all barges over 400 feet in length or otherwise meeting the definition of an ocean-going vessel. The concept also removes the current exemption for engines less than 50 horsepower;
- Starting in 2025, all new tugboats are required to be diesel-electric vessels. Diesel-electric vessels can deliver power to propellers through multiple pathways, such as diesel electro-mechanical propulsion systems, to reduce fuel by eliminating the need to run large main engines when vessel power demand is low (standby or low speed transit modes).[216] Diesel-electric tugboats could achieve about 15 percent fuel efficiency enhancement over their conventional counterparts;
- Starting in 2026, all new excursion vessels are required to be plug-in hybrid vessels that are capable of deriving 30 percent or more of combined propulsion and auxiliary power from a zero-emission tailpipe emission source;
- Starting in 2028, all new and in-use short run ferries are required to be zero-emission.

Figure 48 shows NOx emissions from CHC under the current regulatory concepts.[217] As noted in CARB's March 5, 2020 workshop, emissions under the new baseline emissions inventory are much higher than those estimated previously for the 2016 State SIP Strategy. As a result, the NOx emission reductions from the 2016 SIP baseline under the rule concepts are minimal and therefore more aggressive actions need to be taken in order to achieve the NOx reductions needed to meet the State's air quality goals.

[216] Enhanced Efficiency Diesel-Electric Vessels have been built today in the tugboat sector. By design, the vessels augment mechanical propulsion with auxiliary diesel electric generators using a power take-in (PTI) system to maximize the time diesel engines are operating in their most efficient load range (e.g. typically 80 to 90 percent of maximum rated power).

[217] *https://ww2.arb.ca.gov/resources/documents/public-webinar-notice-march-5-2020*

Figure 48 - South Coast NOx Emissions from CHC: Regulatory Proposal

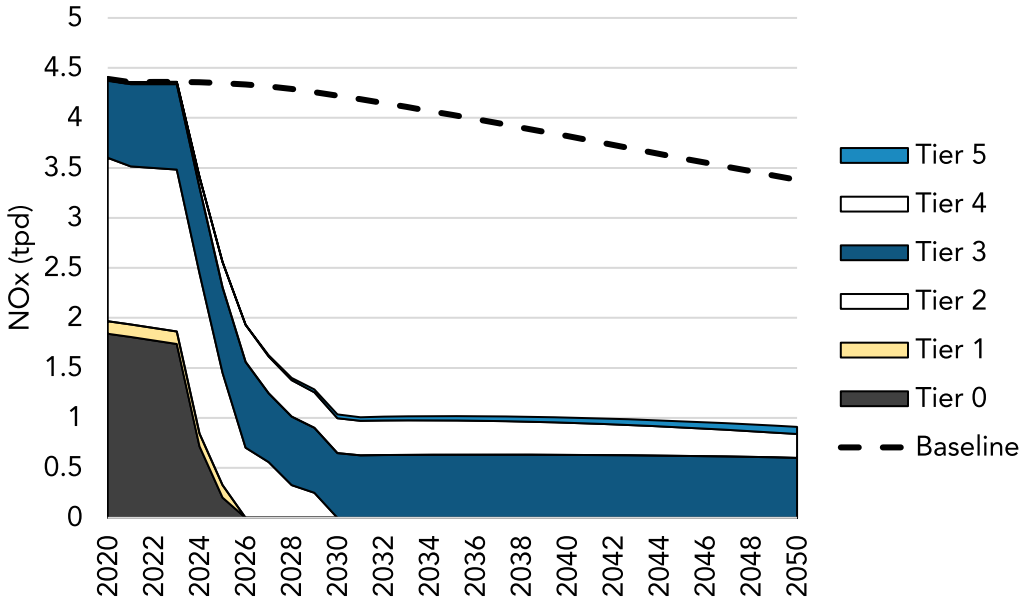


Mobile Source Strategy Scenario

For the 2020 MSS, staff developed a scenario which assumes introduction of Tier 4 and Tier 5 standards with DPF requirements for all CHC in 2024 and 2027, respectively. The scenario also assumes that commercial fishing vessels would no longer be exempted from the emission performance requirements. Current Tier 4 standard only applies to new vessels over 600 kW. This scenario would require Tier 4 engines for all vessel types. Under this scenario, staff assumed a Tier 4 standard which would impose a NOx emission standard of 1.04 g/bhp-hr (three to four times lower than the current Tier 3 levels); and a PM emission standard of 0.027 g/bhp-hr (two to seven times lower than current Tier 3 levels). Also, staff assumed a Tier 5 standard with NOx emissions of 0.20 g/bhp-hr and PM emissions of 0.010 g/bhp-hr. In this scenario, staff assumed that by 2030, all new and in-use excursion vessels would be plug-in hybrid, all new tugboats would be diesel-electric, and 20 percent of all ferries would be zero-emission.

Figure 49 shows NOx emission projections from CHC in the South Coast Air Basin under the 2020 MSS Scenario. As shown, the scenario can achieve over 3 tpd of NOx emissions reduction in 2031, significantly more than is estimated under the current regulatory concept.

Figure 49 - South Coast NOx Emissions from CHC: MSS Scenario

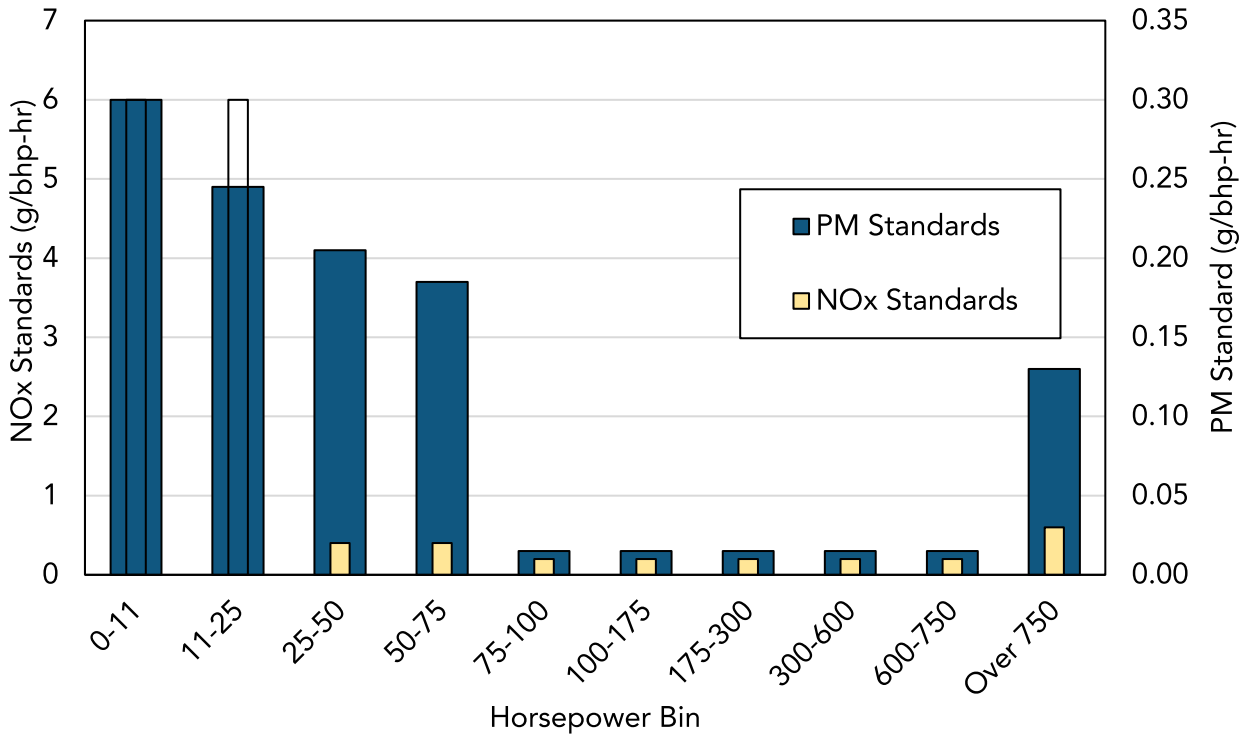


Cleaner and More-Efficient Off-Road Diesel Technology

Cleaner Diesel Technology

The last emissions standards for off-road diesel equipment (Tier 4 Interim and Final standards) were established in May 2004 by U.S. EPA, and took effect starting in 2008 with full implementation in 2015. These standards are shown below in Figure 50. From 75 to 750 horsepower, the standards are approximately equivalent to the 2010 on-road heavy-duty truck emission standards. However, technical challenges in lower and higher horsepower applications created barriers to SCR and DPF requirements, leaving NOx emissions standards in these horsepower bins only slightly below Tier 1 standards in the 50 to 75 horsepower bin, and exactly the same for the 0 to 50 horsepower groups.

Figure 50 - Tier 4 Final Off-Road Diesel Standards for NOx and PM[218]

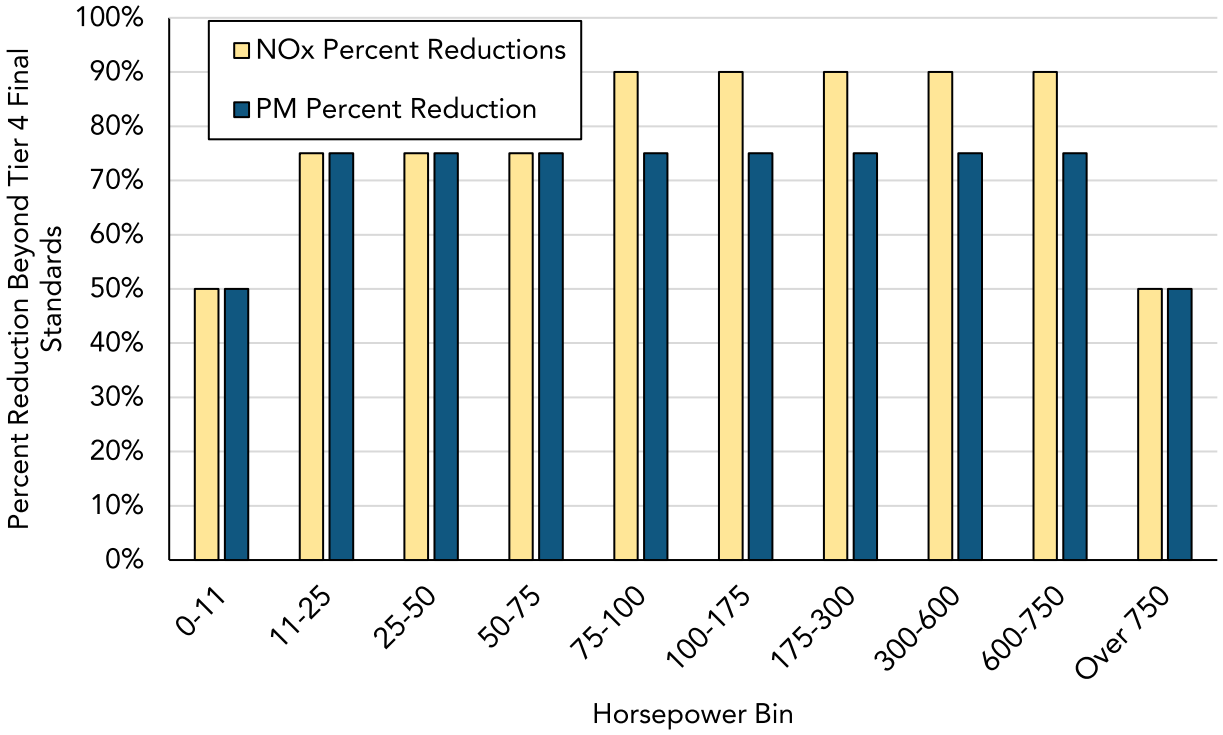


Technology demonstrations for SCR and DPF systems in the last 16 years (in particular the last three years) have shown that significant additional reductions are feasible for off-road engines. Again, the 75 to 750 horsepower groups show the greatest potential for reductions with up to 90 percent NOx reductions below Tier 4 Final as potentially feasible. However,

[218] The less stringent PM standard for <11 hp engines was effective until 2010. Tier 4 HC and NOx are a combined standard for < 75 hp engines.

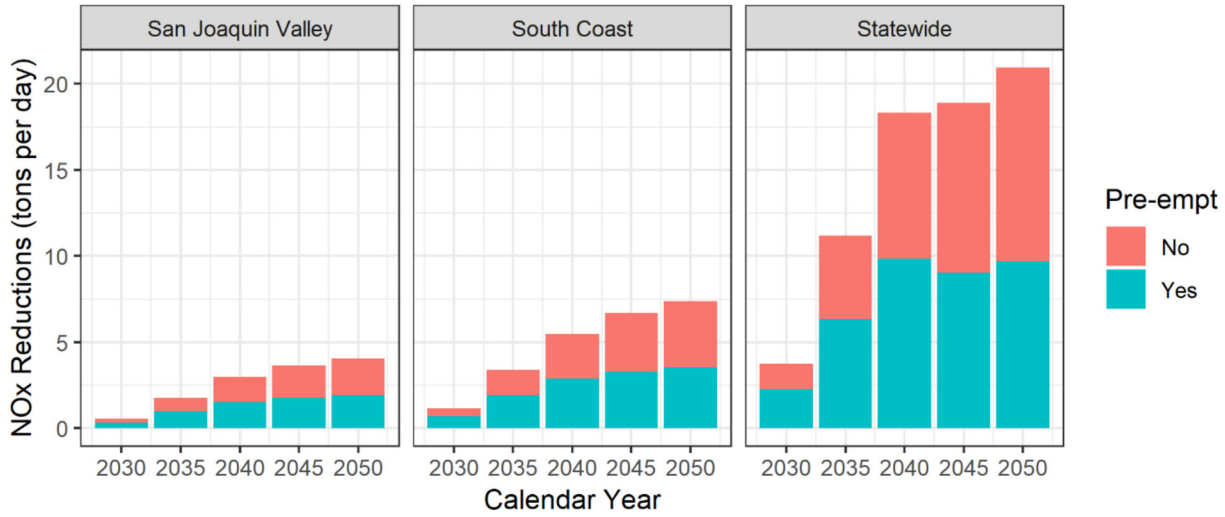
under 75 horsepower, there seems to be significant potential for 50 to 75 percent NOx and PM reductions. This would effectively be the first real NOx reduction requirements for equipment under 25 horsepower, and the most significant PM reduction requirements for equipment under 75 horsepower of all off-road engine standards. The reduction beyond the Tier 4 Final standards is shown below in Figure 51, as the percent reduction from the existing standards.

Figure 51 - Potential NOx and PM Emission Standard Reductions from Tier V Standards



The Tier 5 standards could be implemented as early as 2028 for non-federally preempt equipment, and possibly in 2030 for preempt equipment. While these standards would improve benefits seen from incentive and regulations that accelerate turnover, they would also have a significant positive impact solely due to natural turnover of equipment as shown below in Figure 52, providing up to 18 tpd NOx benefits statewide in 2040.

Figure 52 - Off-Road NOx Emissions Benefits from Tier 5



On-board diagnostics for Off-road

OBD systems are self-diagnostic systems incorporated into a vehicle's on-board computer. They are comprised mainly of software designed to detect emission-control system malfunctions as they occur. This is done by monitoring virtually every component and system that can cause increases in emissions. The OBD system continuously works in the background during vehicle operation to monitor emission-related components and alerts the vehicle operator of detected malfunctions by illuminating the malfunction indicator light (MIL) on the vehicle's instrument panel. Additionally, the OBD system stores important information, including identification of the faulty component or system and the nature of the fault, which allows for quicker diagnosis and proper repair of the problem by technicians. This helps vehicle owners experience less expensive repairs, and promotes repairs being done correctly the first time. OBD systems have also become the basis for emission inspection programs in California and throughout the nation. For light-duty vehicles, all 2000 and newer model year vehicles are inspected nearly exclusively by accessing the OBD system to verify that no emission-related faults are present. For heavy-duty, research is still ongoing to develop such a program, but it is likely that OBD information will play a vital role in the inspection process.

The first generation of OBD systems intended for light- and medium-duty vehicles with three way catalysts and feedback control (referred to as OBD I) was implemented by CARB in 1988, and required monitoring of only a few of the emission-related components on the vehicle (CARB, 1985). In 1989, CARB adopted regulations requiring a second generation of OBD systems (referred to as OBD II) that standardized the system and addressed the shortcomings of the OBD I requirements. OBD II required all 1996 and newer passenger cars, light-duty trucks, and medium-duty vehicles and engines to be equipped with OBD II systems (CARB, 1989).

In 2004, CARB adopted regulations requiring diagnostic systems for heavy-duty vehicles and engines (i.e., vehicles with a GVWR greater than 14,000 pounds). CARB first adopted the Engine Manufacturer Diagnostic (EMD) regulation, which required manufacturers of heavy-duty engines and vehicles to implement diagnostic systems on all 2007 and subsequent MY on-road heavy-duty engines. The EMD regulations were much less comprehensive than the OBD II regulations and were intended for heavy-duty manufacturers to achieve a minimum level of diagnostic capability (CARB, 2004). In 2005, CARB adopted heavy-duty OBD requirements for 2010 and subsequent MY heavy-duty engines and vehicles, which phased in with full implementation required for the 2013 MY (CARB, 2005a).

The OBD system is required to monitor components that can cause emission increases and detect a fault when emissions exceed the emission standards by a certain amount. Emission "thresholds" for these faults are typically either a multiple of the exhaust emission standard (e.g., 2.0 times the applicable standard) or an additive value above the standards (e.g., 0.2 g/bhp-hr above the applicable standards).

OBD systems have been instrumental in reducing emissions for on-road light-, medium-, and heavy-duty vehicles and engines, and the opportunity now exists to expand this benefit to off-road equipment and engines. Concurrent with consideration of Tier 5 emission standards, CARB staff would consider proposing initial off-road OBD requirements, including standardized engine control unit communications and interfaces, threshold monitoring, and recording of emissions history information from on-board NOx sensors (as is done for on-road vehicles via the REAL requirements).

Efficiency Improvement

Off-road diesel equipment is becoming an increasingly important contributor to statewide GHG emissions. By 2045, off-road diesel equipment in California will consume approximately 2.1 billion gallons of diesel fuel, which is equivalent to the annual diesel consumption of approximately 490,000 heavy-duty trucks in California. While the recent state and federal regulatory actions such as national Phase 2 greenhouse gas emissions standards for medium and heavy-duty trucks as well as California's ACT regulation will significantly improve the efficiency of the on-road heavy-duty sector, off-road equipment sectors have generally lagged in hybridization and electrification. In part, this is due to technology and infrastructure hurdles, and in part due to the difficulty of creating targets for fuel efficiency in off-road sectors that lack a universal, objective metric such as miles per gallon. Despite these difficulties, there are already numerous commercial hybrid vehicles available in the construction, mining, and industrial equipment sectors. It is notable that these equipment types were produced with no emissions requirements and demonstrate that hybridization technology is viable for many types of off-road equipment and desirable for end users in many applications. Currently, commercial and demonstration off-road hybrid projects show a range of 14 to 60 percent fuel savings over traditional diesel engines, with an average of 25 percent.

Separately, marine and locomotive sectors do not yet have many commercial applications available but have made significant progress in demonstration projects. Marine engines used in auxiliary engines for ocean going vessels, as well as main engines for some commercial harbor craft have shown potential for hydrogen as a fuel source. Locomotives have shown significant progress in demonstration projects including battery-electric assist, with up to 70 percent fuel savings. In terms of electrification, San Bernardino County Transit Authority is planning to begin revenue service with a single fuel cell multiple unit (MU) in early 2020 and other passenger rail operators have been progressive in adopting the cleanest locomotives, and initiated various efforts to transition to ZE locomotives. Additionally, BNSF will demo a battery-electric locomotive (BEL) from Stockton to Barstow in early 2021. Potentially, large percentage of passenger locomotives can be converted to fuel cell or electrified, but the overall fuel consumption of passenger locomotives is much smaller than freight locomotives. BEL increases efficiency by 10 to 15 percent, but stores little energy, so fuel use converted from diesel to electric will be small. Switchers that account for about 10 percent of freight diesel use could also be converted to electric, but it is unlikely any significant portion of freight line-haul locomotives will be converted to electric (connected to the grid). The current cleanest locomotive (Tier 4) does not have efficiency benefits compared to older locomotives. Tier 5 locomotives, if the standards are adopted, are expected to have 10 to 25 percent efficiency improvement. BELs are expected to provide 10 to 15 percent efficiency improvement to the diesel locomotives, but Tier 5 and BEL improvements will not be accumulative. If freight railroads begin using Tier 5 or hybridized locomotives in 2030, 25 percent efficiency improvement could be achieved.

In this 2020 MSS, staff assumed a scenario where there will be a significant efficiency improvement in off-road diesel engines sold in California beginning in 2028, with some early-action incentive-based penetration in 2025. The overall goal would be a 12 percent reduction in GHG emissions by 2030, and a 30 percent reduction by 2040. Detailed modeling assumptions (e.g., GHG emission benefits and target population of the off-road diesel engine sectors) are described in Table 16. Zero-emission and hybridization requirements could be incorporated into off-road Tier 5 standards for off-road equipment. For Locomotives and marine vessels, such requirements could be incorporated with locomotive Tier 5 standards and marine Tier 4 standards, which requires coordination with U.S. EPA and the IMO. Technology penetration rates for each off-road category will vary depending on their suitability for hybridization or electrification, as well as the rate of equipment turnover – including natural and accelerated turnover by incentives and/or regulatory actions.

Figure 53 demonstrates the potential fuel saving resulting from this scenario. As shown, the scenario will reduce GHG emissions by 25 and 26 percent from the baseline in 2040 and 2050, respectively.

The wide-scale electrification and hybridization transformation will result in a fuel saving of about 0.78 billion gallons of diesel and 0.23 billion gallons of gasoline per year in 2045, which translates to a WTW GHG reductions of approximately 10.45 MMT per year (Figure 54). Also by 2050, the WTW GHG emissions from off-road will be 44 percent below the baseline.

Table 16 – Modeling Parameters for Off-Road Diesel Engine Efficiency Improvement

Sector	Percent fuel savings	Target population of the sector	Penetration Rate Modeled
OGV	▪ 25% on average ▪ Renewable H2 production shows a 99% WTW NOx reduction & 51% reduction with non-renewable method	▪ Hybrid auxiliary engines and boilers → 32% of total fuel consumption ▪ Including car carrier and Roro types also → 35%	▪ Market share increases at 2% annually from 2028
Locomotive	▪ Approx. 25% efficiency improvement	▪ Class I Line-haul, Switcher, Passenger locomotives → 98% of total fuel consumption	▪ Market share increases at 2% annually from 2028
Construction & Mining & Industrial	▪ Approx. 25% on average (up to 70% depending on application type)	▪ 66% of the sector fuel consumption defined by the horsepower range 75 ~ 600hp	▪ Market share increases at 10% annually from 2024 to 2033
Agriculture	▪ Approx. 25% efficiency improvement	▪ 41% of the sector fuel consumption defined by the horsepower range 75 ~ 600hp	▪ Market share increases at 7% annually from 2028
Portable Equipment (PE)	▪ Requires additional demonstrations, but hydrogen has significant potential	-	-
Commercial Harbor Craft (CHC)	▪ Approx. 25% on average	▪ Tug, Ferry, and Excursion populations → 53% of the total sector fuel consumption	▪ Market share increases at 10% annually from 2028 to 2037
Transportation Refrigerator Unit (TRU)	▪ Zero-emission (MSS Scenario)	▪ 100% of the total sector fuel consumption	▪ Market share of E-TRU increases from 10% in 2024 to 100% in 2034
Cargo Handling Equipment (CHE)	▪ Zero-emission (MSS Scenario)	▪ 100% of the total sector fuel consumption	▪ Market share of E-CHE increases from 8% in 2026 to 100% by 2037

Figure 53 - Technology Shifts in Diesel Fuel Use by Sector

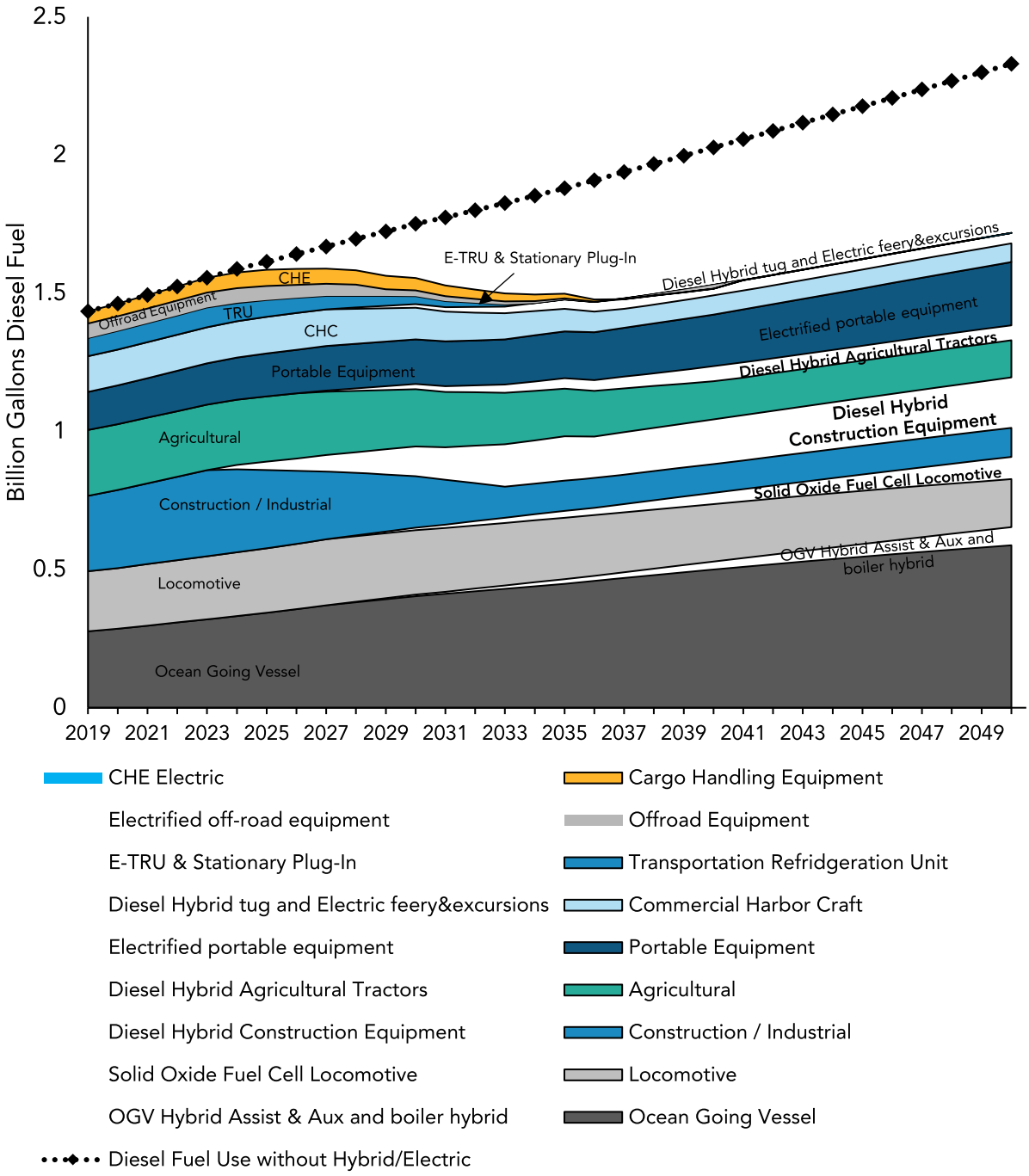
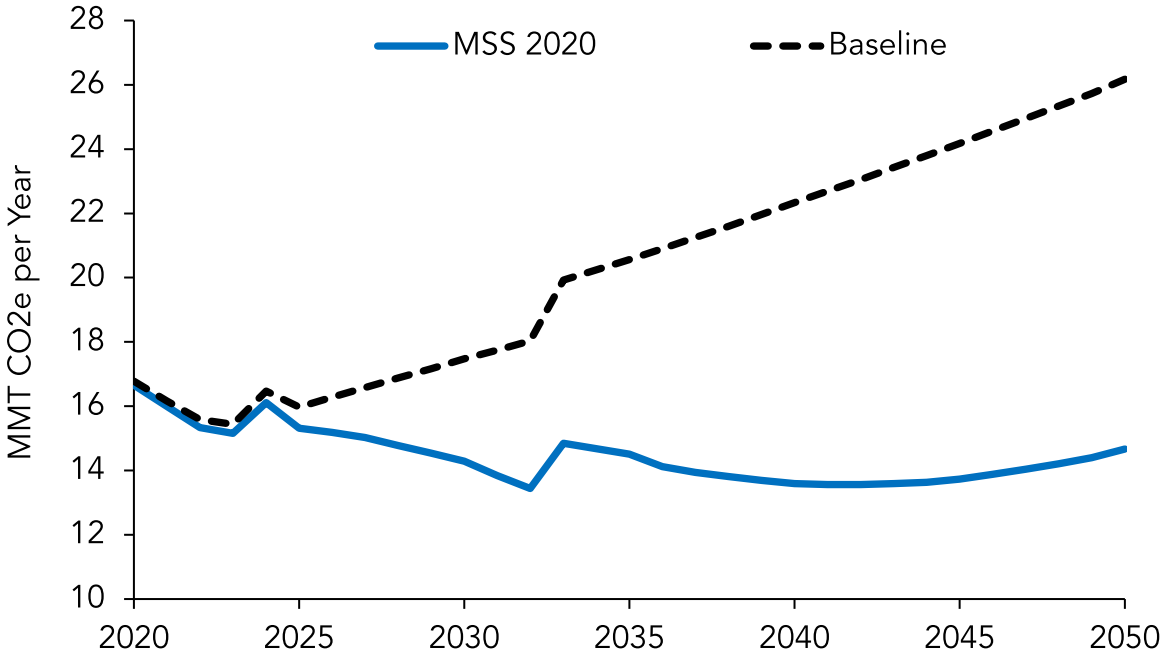


Figure 54 - Statewide Well-to-Wheel GHG Emissions from Off-road Sector[220]



[220] The use of avoided methane emissions from dairy biogas in this scenario accounts for approximately 0.44% of the cumulative WTW GHG benefits from 2020 to 2045.

Summary of Mobile Source Scenarios

A summary of statewide fuel use and NOx emissions reductions from the 2020 Mobile Source Strategy scenarios is provided in Table 17. As shown, the scenarios in the 2020 MSS would achieve an overall statewide NOx emissions reduction of 531 tpd and 592 tpd in 2031 and 2037, respectively, which are equivalent to 48 and 55 percent reduction from projected baseline NOx emissions in those years.[219] In addition, because of these strategies, mobile source NOx emissions in 2031 and 2037 will be 75 and 82 percent below the 2017 baseline. The scenarios will also reduce mobile source fuel consumption by 9.5 billion gallons of gasoline equivalent (GGE) and 3.0 billion gallons of diesel equivalent (DGE) in 2045. This equates to a WTW GHG emissions reduction of approximately 94 MMT CO2e in 2045. In terms of on-road transportation (i.e., on-road light- and heavy-duty vehicles), by 2045, the scenarios would achieve a WTW GHG emissions reductions of approximately 83 percent from the 2020 baseline.

Table 17 - Statewide NOx Emissions Reductions and Fuel Use from the 2020 MSS Scenarios

Category		Scenario Assumptions	Statewide NOx Reduction (tpd) 2031	2037	Statewide Fuel Use Reduction 2045
On Road	Light-Duty Vehicles	• 70% ZEV + PHEV sales in 2030 • 100% ZEV + PHEV sales in 2035 • 7.9 M ZEV by 2030 • 27.9 M ZEV+PHEV by 2045	4.2	13.8	8.8 B GGE 0.1 B DGE
	VMT	• ~15% reduction in statewide light-duty VMT by 2050 compared to business as usual			
	On-Road Motorcycles	• Alignment with EU5 standard for MY2024+ motorcycles • 100% ZEM sales in 2035 and onward	0.73	1.32	0.028 B GGE
	Medium-Duty Vehicles	• 100% ZEV sales starting 2035	0.25	1.11	0.15 B DGE 0.26 B GGE

[219] According to 2016 South Coast AQMP, the preliminary projections, based upon ozone "isopleths" developed for the 2031 emission scenarios indicate that 2037 Basin NOx carrying capacity to meet the 70 ppb standard could be as low as 75 tpd. This is additional 62 percent NOx reduction beyond the projected 2037 baseline and 25 tpd of additional NOx emission reductions between 2031 and 2037.

Category		Scenario Assumptions	Statewide NOx Reduction (tpd) 2031	2037	Statewide Fuel Use Reduction 2045
On-Road	Heavy-Duty Vehicles	• Reflect Heavy-Duty Omnibus, ACT, and Heavy-Duty I/M starting in 2024, and federal 0.02 g/bhp-hr starting in 2027 • 100% of model year 2035 and newer vehicles registered in California will be ZEV • Accelerated turnover of older trucks	141	195	1.9 B DGE 0.2 B GGE
Off Road	Off-Road Efficiency Improvement[220]	• Zero-emissions and hybridization where feasible with the goal of 12 percent reduction in GHG by 2030, and 30 percent by 2040	N/A	N/A	0.54 B DGE
	Off-Road Tier V Standard	• Tier 5 being introduced starting in 2028-2030 • 50 – 90% NOx reduction from current Tier 4f standard	4.7	14.1	N/A
	Rail	• 100% of replaced locomotive will be Tier 4 • Remanufacturing limit • Tier 5 being introduced in 2028	65	52	N/A
	Ocean Going Vessels *(out to 100 nm)*	• 100% of Tier 0/1/2 visits are phased out by 2031 • Tier 3 visits begin in 2025 (begin replacing all Tier 0-2) • Tier 4 visits begin in 2028 (no additional Tier 3 visits)	263	258	N/A
	Construction	• Full turnover of Tier 0/1/2 to Tier 4f by 2033	7.5	5.4	N/A
	SORE	• All non-federally preempt SORE sales except for generators will be zero-emission by 2024 (2028 for generators)	7.9	11.8	0.24 B GGE

[220] Excluding categories such as CHE and TRU that are going to zero-emission in other scenarios. This is done to avoid double counting

Category		Scenario Assumptions	Statewide NOx Reduction (tpd) 2031	2037	Statewide Fuel Use Reduction 2045
Off-Road	Aircraft	• 25 percent derate during take-off • 40 percent reduction in Taxi time • Single engine taxiing • 40 percent reduction in APU usage	12.5	13.3	N/A
	Transport Refrigeration Units	• Accelerated penetration of electric TRU (from 10% in 2024 to 100% in 2034)	12.2	16.7	0.11 B DGE
	Commercial Harbor Craft	• All vessels (including commercial fishing) being Tier 4/5 by 2031 • Introduction of Plug-in hybrid for excursions and diesel-electric for tugs by 2030	11.6	10.8	0.027 B DGE
	Cargo Handling Equipment	• Begin transition to full electric operation beginning in 2026 (accelerated turnover)	1.1	1.6	0.12 B DGE
	Agriculture	• An incentive based concept consistent with the 2018 SJV SIP	N/A	N/A	NYQ
	Airport Ground Support Equipment	• Full electrification transition from 2024-2034	1.1	1.2	0.035 B DGE
	Forklifts	• Transition to zero-emission technology starting in 2025 with fully electric fleet by 2034	6.9	8.6	0.016 B DGE
	Recreational Watercraft	• New THC + NOx standards of 40 and 70 percent below current levels • Electrification of small outboard and PWC engines	0.3	2.2	0.02 B GGE
Total Statewide Emissions/Fuel Use Reductions			**531**	**592**	**9.5 B GGE 3.0 B DGE**

DGE: Diesel Gallons Equivalent
GGE: Gasoline Gallons Equivalent

The 2020 MSS scenarios illustrate that even with extremely aggressive electrification, accelerated turnover, coupled with aggressive VMT reductions and fuel decarbonization,[221] the mobile source sector alone cannot become carbon neutral by 2045. This emphasized the importance of CDR strategies such as mechanical and land-based sequestration. This

[221] Fuel decarbonization refers to a group of strategies, including SB 100 electric grid requirements, liquid fuel carbon reductions through the Low Carbon Fuel Standard (LCFS), and other actions.

economy-wide approach that includes consideration of CDR is introduced in a recent report by Energy and Environmental Economics (E3). [222] The E3 report provides insights into the types of economy-wide transformation that will be necessary to achieve carbon neutrality by mid-century.

CARB staff will continue to develop the concepts described in Table 17 in order to translate them into measures that will be included in the State SIP Strategy being developed for the 70 ppb 8-hour ozone standard, along with the 2022 Scoping Plan Update, and other CARB planning documents to be released in the coming years.

[222] Achieving Carbon Neutrality in California: PATHWAYS Scenarios Developed for the California Air Resources Board *https://ww2.arb.ca.gov/sites/default/files/2020-08/e3_cn_draft_report_aug2020.pdf*

Appendix A - Upstream Energy Emission Factors for Scenario Modeling

Background

As part of the Mobile Source Strategy (MSS) both the emissions associated with the operation of the vehicles (i.e. tank-to-wheel emissions, TTW) and upstream energy production (i.e. well-to-tank emissions, WTT) are assessed. Well-to-tank (WTT) emissions include direct emissions resulting from the processes required for producing, refining and delivering energy. In order to estimate WTT emissions, staff developed WTT emission factors for each of the five transportation fuel types in the MSS, including gasoline, diesel, electricity, hydrogen, and compressed natural gas (CNG). The materials developed in this document are for informational purposes. Assumptions and forecasts for transportation fuels will be revisited in the 2022 Scoping Plan Update.

This technical appendix provides an overview of the methods and data used to estimate upstream emission factors. You can find a more detailed description of these methods on the Vision Scenario Planning webpage.[223]

Scope and Boundary

For the purposes of the 2020 Mobile Source strategy, the scope of the upstream emissions analysis is consistent with current emissions inventory methodologies.[224] For greenhouse gas (GHG) emissions, system scope refers to upstream life-cycle phases of fuel production. AB 32 defines statewide GHG emissions as the total annual emissions of greenhouse gases occurring in California, including all emissions of greenhouse gases from the generation of electricity delivered to and consumed in California.[225] For criteria emissions, only in-state emissions are included. Table 18 lists the system scope and the geographic boundary of the WTT emissions covered in the analysis. The system scope for most of the fuel blendstocks include feedstock and fuel production. For electricity, system loss from transmission and electric vehicle charging is also considered.

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[223] CARB, Vision Scenario Planning webpage. Available: *https://ww2.arb.ca.gov/resources/documents/vision-scenario-planning*

[224] CARB GHG emissions inventory: *https://ww2.arb.ca.gov/ghg-inventory-data*

[225] Nunez, Chapter 488, Statutes of 2006. *https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32*

Table 18 – System Scope and Geographic Boundary by Fuel Type

Fuel Type	Blendstocks	System Scope	Geographic Boundary
GAS	California Reformulated Gasoline Blendstock for Oxygenate Blending (CARBOB)	Crude extraction and transportation (tanker truck and ocean-going-vessel), refinery, fuel transportation (heavy-duty trucks), and evaporative losses of fuel marketing	GHG/Criteria Emission: in-state only
	Conventional ETOH	Feedstock and fuel production	GHG/Criteria Emission: in-state only
	Cellulosic ETOH	Feedstock and fuel production	GHG/Criteria Emission: in-state only
DSL	CARBOB-Diesel	Crude extraction and transportation, refinery, fuel transportation, and market loss	GHG/Criteria Emission: in-state only
	Biodiesel (BD)	Feedstock and fuel production	GHG/Criteria Emission: in-state only
	Renewable Diesel (RD)	Feedstock and fuel production	GHG/Criteria Emission: in-state only
ELE	CA-Grid Electricity	Feedstock production (natural gas recovery), power generation, and system loss for transmission (7%) and charging (15%)	GHG: emissions for in-state generation and import Criteria emission: in-state emission only
HYD	Hydrogen via steam methane reforming process (SMR)	Feedstock and fuel production	GHG/Criteria Emission: in-state only
	Renewable Hydrogen (via Electrolysis)	Feedstock and fuel production	GHG/Criteria Emission: in-state only
CNG	Renewable natural gas (RNG) from landfill gas (LFG)	Feedstock and fuel production	GHG/Criteria Emission: in-state only

Fuel Type	Blendstocks	System Scope	Geographic Boundary
	RNG from dairy biogas	Feedstock and fuel production	GHG/Criteria Emission: in-state only

Methodology

Upstream WTT emission factors for each fuel type (EF_f^{WTT}) are determined by the mix of blendstocks, the blendstock WTT emission factor, and the in-state production ratio, as follows:

$$EF_f^{WTT} = \sum_b (M_{fb} \times EF_{fb} \times R_{fb}) \text{(Equation 1)}$$

where:

EF_f^{WTT} represents the WTT emission factor for each fuel type (*f*)

M_{fb} is the mix (%) for the blendstock (*b*) in the *f* fuel type

EF_{fb} is the WTT emission factor for the blendstock or fuel pathway (b) in the *f* fuel type

R_{fb} is the in-state production ratio[226] of emissions for the blendstock (b) in the *f* fuel type

Blendstock Mix

Each fuel type is comprised of different blendstocks, and it is these blendstocks that determine the emissions intensity of a given fuel. For example, the blendstocks for diesel fuel consumed in California (e.g. B5, B20…etc.) include fossil ultra-low sulfur diesel (ULSD), biodiesel (BD), and renewable diesel (RD). Blendstock mix (M_{fb}) is critical to formulate the WTT emission factor of a fuel type and may vary given changes in supply and demand.

The following assumptions are used for determining blendstock mix.

Liquid Fuels (DSL and GAS)

- LCFS compliance scenario (low demand and low ZEV with 20 percent CI reduction)[227] is used for biofuel supply including ethanol, biodiesel, and renewable diesel through

[226] Please refer to Table 19 for the emissions scope by fuel type. In most cases only the in-state contribution of a fuel's upstream emissions are counted, with the exception of electricity.
[227] CARB, 2018. 2018 Amendments to the LCFS and ADF Regulations, Illustrative Compliance Scenario Calculator. https://www.arb.ca.gov/fuels/lcfs/2018-0815_illustrative_compliance_scenario_calc.xlsx?_ga=2.155021808.917945968.1597354480-1389483658.1577128071

2030. After 2030, BD and RD volumes are assumed to be constant at 500 mm gallon and 1.1 billion gallons annually respectively.
- The supply of cellulosic ethanol (ETOH) after 2030 is held constant at 2030 levels (i.e. 125 mm gallon/yr). The ethanol fraction in California reformulated gasoline (CaRFG) (i.e. E10) is consistent with the LCFS compliance scenario.

Electricity (ELE)

- Only grid electricity is considered, while behind-the-meter renewable power for EV chargers is excluded.
- Generation mix (including contracted imports) and unspecified import information is obtained from the 2019 Renewable Energy Solutions (RESOLVE)[228] model outputs for the preliminary scenario run, "46MMT base 20191001 2045", which is constrained by the SB100 target in 2045.[229]

Hydrogen (HYD)

- The renewable hydrogen supply in the BAU scenario is assumed to be fixed at 35 percent after 2025 based on SB1505.[230]
- The hydrogen supply in the scenario is assumed to be 60 percent by 2030 and 100 percent by 2045 according to the proposed SB662.[231]
- It is also assumed 100 percent electrolytic hydrogen in California will utilize curtailed renewable electricity as utilities procure more zero GHG generation to meet the Renewable Portfolio Standard (RPS).

Compressed Natural Gas (CNG)

- CNG is assumed to be 100 percent RNG starting in 2022, which is projected based on historical LCFS reporting data.[232] The supply of RNG from dairy biogas in the California transportation fuel market reflects the LCFS compliance scenario (low demand and low ZEV with 20 percent CI reduction), which is 24 percent of NG demand in 2030,

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[228] California Public Utilities Commission (CPUC), 2019. RESOLVE Model and Preliminary Results used for 2019 IRP Portfolio Development. *https://www.cpuc.ca.gov/General.aspx?id=6442462824*

[229] SB 100 requires that 100 percent of retails sales of electricity come from Renewables Portfolio Standard-eligible and zero-carbon resources by 2045. SB 100 does not define zero-carbon resources. An interagency effort is underway to evaluate potential paths to achieving the 2045 goal, and this process evaluates electricity generation technologies that could be eligible zero-carbon resources and will model potential resource mix scenarios for 2045. Refer to https://www.energy.ca.gov/sb100 for more information about this process.

[230] Lowenthal, Chapter 877, Statutes of 2006.
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=200520060SB1505

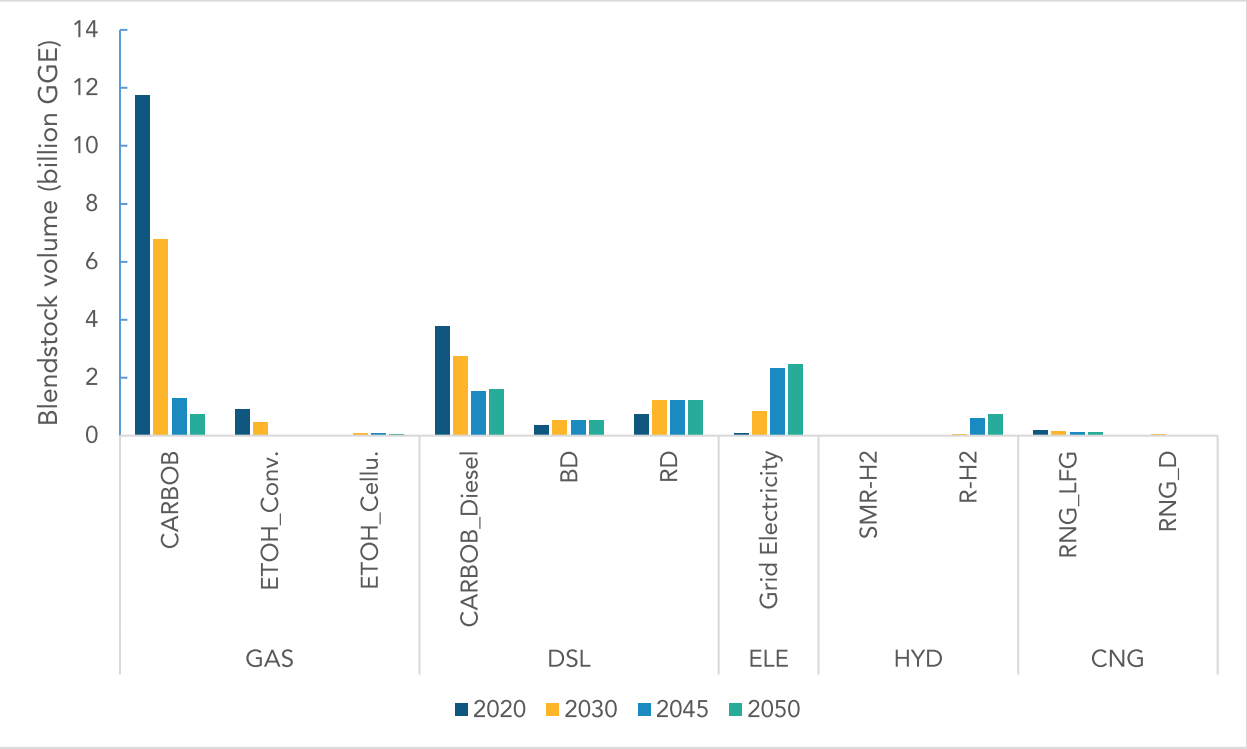
[231] Archuleta, SB-662 Energy: transportation sector: hydrogen.(2019-2020).
http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200SB662

[232] CARB, LCFS Quarterly Data Spreadsheet.
https://ww3.arb.ca.gov/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_103020.xlsx

(76.56 mm DGE). Other feedstock supplying RNG, including landfill gas (LFG) and organic waste diversion are also considered in this analysis.

Figure 55 below provides the resulting blendstock volumes for the five fuel types in the MSS Scenario.

Figure 55 - Blendstock Volume by Fuel Type



In-State Production Ratio

As discussed earlier, AB 32 defines statewide GHG emissions as the total annual GHG emissions in the state, including all GHG emissions from the generation of electricity delivered to and consumed in California.[233] Therefore, a necessary step for estimating WTT emissions is identifying the in-state production ratio for each blendstock.

The in-state production ratio for any given blendstock is calculated by dividing the in-state supply by the fuel demand and blend-mix. For example, while almost finished fuel products consumed in California are blended in-state, the majority of blendstocks or feedstock are produced and imported from other places.

[233] Nunez, Chapter 488, Statutes of 2006.
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32

CaRFG is blended by ethanol and CARBOB, with 100 percent of CARBOB refined in-state from mostly imported crude oil, and nearly 87 percent of ethanol coming from outside California.[234]

For crude oil, ethanol, and biodiesel the future in-state supply capacity is assumed to be set to 2019 levels, with 2019 capacity data from LCFS reporting data[235] and US Energy Information Administration (US EIA).[236] For RD, 100 percent in-state supply is assumed.[237] Electricity, when used as a transportation fuel, is assumed to be produced in California, while half of hydrogen demand is assumed to be produced in California starting in 2025.[238] CNG is assumed to be 100 percent RNG by 2022 from various feedstocks including dairy manure, landfill gas, and organic waste diversion with a significant portion produced within California.[239] It is also assumed that 10 percent of fossil natural gas produced in the State. Table 19 summarizes the assumptions for blendstocks or fuel pathways applied to all scenarios including BAU.

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[234] CARB, LCFS Dashboard: Share of Liquid Biofuels Produced In-State by Volume 2019. *http://ww3.arb.ca.gov/fuels/lcfs/dashboard/figure10_053120.xlsx;*

[235] CARB, LCFS Dashboard: Major Sources of Crude Supplied to California 2019. *http://ww3.arb.ca.gov/fuels/lcfs/dashboard/crude.xlsx;* CARB, LCFS Dashboard: Share of Liquid Biofuels Produced In-State by Volume 2019. *http://ww3.arb.ca.gov/fuels/lcfs/dashboard/figure10_053120.xlsx.*

[236] US EIA, 2019. U.S. Fuel Ethanol Plant Production Capacity. *https://www.eia.gov/petroleum/ethanolcapacity/index.php;* US EIA, 2020. Monthly Biodiesel Production Report. *https://www.eia.gov/biofuels/biodiesel/production/*

[237] Three refineries in California recently announced their plans for RD production/expansion. *https://adi-analytics.com/2020/02/10/regulations-to-drive-u-s-renewable-diesel-capacity-growth-through-2025/ https://www.mercurynews.com/2020/08/08/marathon-refinery-closure-could-signal-big-transition-for-area-refineries/#:~:text=Meanwhile%2C%20Marathon%20is%20exploring%20a,per%2Dday%20renewable%20diesel%20operation.* *https://www.mercurynews.com/2020/08/08/marathon-refinery-closure-could-signal-big-transition-for-area-refineries/#:~:text=Meanwhile%2C%20Marathon%20is%20exploring%20a,per%2Dday%20renewable%20diesel%20operation.*

[238] Air Liquide, 2019. Air Liquide committed to producing renewable hydrogen for the West Coast mobility market with new liquid hydrogen plant. *https://www.airliquide.com/united-states-america/air-liquide-committed-producing-renewable-hydrogen-west-coast-mobility-market*.

[239] In-state RNG production capacity considers a recent study. According to the study there will be 160 facilities in California which are capable of producing nearly 119 mm DGE RNG annually (including 43.56 mm DGE from dairy biogas) by January 1, 2024. Cliff Gladstein and Patrick Couch, Gladstein Neandross & Associates (GNA) (2020) An Assessment: California's In-state RNG Supply for Transportation 2020-2024. https://cdn.gladstein.org/pdfs/whitepapers/report-assesment-california-in-state-rng.pdf

Table 19 - In-State Production Ratios by Fuel Type and Blendstock

Fuel Type	Blendstocks/ Pathways	Assumptions	Data source
GAS	CARBOB	Import fraction of crude oil fixed at 2019 level (73%) and 100% CARBOB produced in-state	LCFS
	Conventional ETOH	Capped at 2019 level of CA supply from EIA (230 mm gallon/yr)	EIA
	Cellulosic ETOH	Capped at maximum in-state supply from LCFS data (1.4 mm gallon/yr)	LCFS
DSL	CARBOB-Diesel	Import fraction of crude oil fixed at 2019 level (73%) and 100% CARBOB produced in-state	LCFS
	Biodiesel (BD)	Capped at 2019 level of CA supply from EIA (85 mm gallon/yr)	EIA
	Renewable Diesel (RD)	100% RD produced in-state	Industrial News
ELE	CA-Grid Electricity	100% (AB 32 boundary)	AB 32[240]
HYD	Fossil SMR Hydrogen	50% produced in CA. The feedstock, fossil NG, is assumed 10% in-state produced.	Assumption
	Renewable Hydrogen (via Electrolysis)	50% produced via renewable power in CA	Assumption
CNG	RNG (LFG)	Capped at 2024 level of CA in-state capacity (75.44 mm DGE)	Study[241]
	RNG (Dairy biogas)	Capped at 2024 level of CA in-state capacity (43.56 mm DGE)	Study
	Fossil NG	10% fossil NG produced in State	Assumption

[240] *https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200520060AB32*

[241] Air Liquide, 2019. Air Liquide committed to producing renewable hydrogen for the West Coast mobility market with new liquid hydrogen plant. *https://www.airliquide.com/united-states-america/air-liquide-committed-producing-renewable-hydrogen-west-coast-mobility-market*.

WTT EF for each Blendstock

WTT emission factors for each blendstock (EF_{fb}) are synthesized from a variety of sources and studies[242,243] as shown in Table 20 below. In general, the WTT GHG emission factors for each blendstock comes from the LCFS compliance scenario tool or average CI of current certified pathways, with the exception of CARBOB, electricity, and renewable hydrogen.

Upstream emissions for electricity are determined by generation mix and imports to the grid supplying California from the RESOLVE model. This annual generation mix data is then imported to CAGREET 3.0 to calculate the annual average emission factors, including emissions at power plants, natural gas extraction, processing, and delivery. Criteria emission factors for electricity generation are developed based on California Emission Inventory Development and Reporting System (CEIDARS), and applied to the total mix of generators located in California.

Hydrogen is assumed to be supplied from two sources, fossil hydrogen through SMR with fossil natural gas and electrolytic hydrogen using renewable power. The WTT GHG emission factor for SMR hydrogen includes emissions from hydrogen production processes and feedstock production (recovery of fossil natural gas). Criteria emission factors for SMR were developed based on CARB's CEIDARS database. Electrolytic hydrogen from renewable power is assumed to have an emission rate of zero.

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[242] Sun et al (2019) Criteria Air Pollutant and Greenhouse Gases Emissions from U.S. Refineries Allocated to Refinery Products, Environ. Sci. Technol. 2019, 53, 11, 6556–6569, DOI: *10.1021/acs.est.8b05870*

[243] D. L. Jones (2010) Potential Air Emission Impacts of Cellulosic Ethanol Production at Seven Demonstration Refineries in the United States, Journal of the Air & Waste Management Association, 60:9, 1118-1143, DOI: 10.3155/1047-3289.60.9.1118

Table 20 - Data Sources for Determining WTT EFs of Blendstocks

Fuel Type	Blendstocks/ Pathways	GHG EFs	Criteria EFs
GAS	CARBOB	*Crude Oil:* Oil Production Greenhouse gas Emissions Estimator (OPGEE) model data[244] *Refinery:* Argonne National Laboratory (ANL) update[245] *T/D:* Emission FACtors model (EMFAC) 2017[246]	*Crude Oil:* CAGREET3.0[247] Refinery: ANL update *T/D and marketing:* California Emission Projections and Analysis Model (CEPAM) database[248]
	Conventional ETOH	Compliance scenarios from LCFS rulemaking documents[249]	*Feedstock*: CAGREET3.0 *Fuel production:* CEIDARS
GAS	Cellulosic ETOH	Compliance scenarios from LCFS rulemaking documents[250]	*Feedstock*: CAGREET3.0 Fuel production: Literature[251]
DSL	CARBOB-Diesel	*Crude Oil:* OPGEE model *Refinery*: ANL update *T/D:* EMFAC	*Crude Oil:* CAGREET3.0 Refinery: ANL update T/D and marketing: CEPAM
	Biodiesel (BD)	Compliance scenario from LCFS rulemaking documents	*Feedstock:* CAGREET3.0 *Fuel production:* CAGREET3.0
	Renewable Diesel (RD)	Compliance scenario from LCFS rulemaking documents	*Feedstock*: CAGREET3.0 *Fuel production:* CAGREET3.0

[244] CARB, 2019. Calculation of 2019 Crude Average Carbon Intensity Value. *https://ww2.arb.ca.gov/sites/default/files/classic//fuels/lcfs/crude-oil/2019_crude_average_ci_value_final.pdf*

[245] ibid. footnote 242

[246] CARB, 2017. EMission FACtor (EMFAC). *https://arb.ca.gov/emfac/*

[247] CARB, 2019. CA-GREET3.0 Model. Available: https://www.arb.ca.gov/fuels/lcfs/ca-greet/ca-greet30-corrected.xlsm?_ga=2.247817287.1944131420.1600710547-1389483658.1577128071

[248] CARB, 2018. CEPAM: 2016 SIP - Standard Emission Tool. https://arb.ca.gov/app/emsinv/fcemssumcat/fcemssumcat2016.php

[249] CARB, 2019. Low Carbon Fuel Standard Amendments 2019. *https://ww2.arb.ca.gov/rulemaking/2019/lcfs2019*

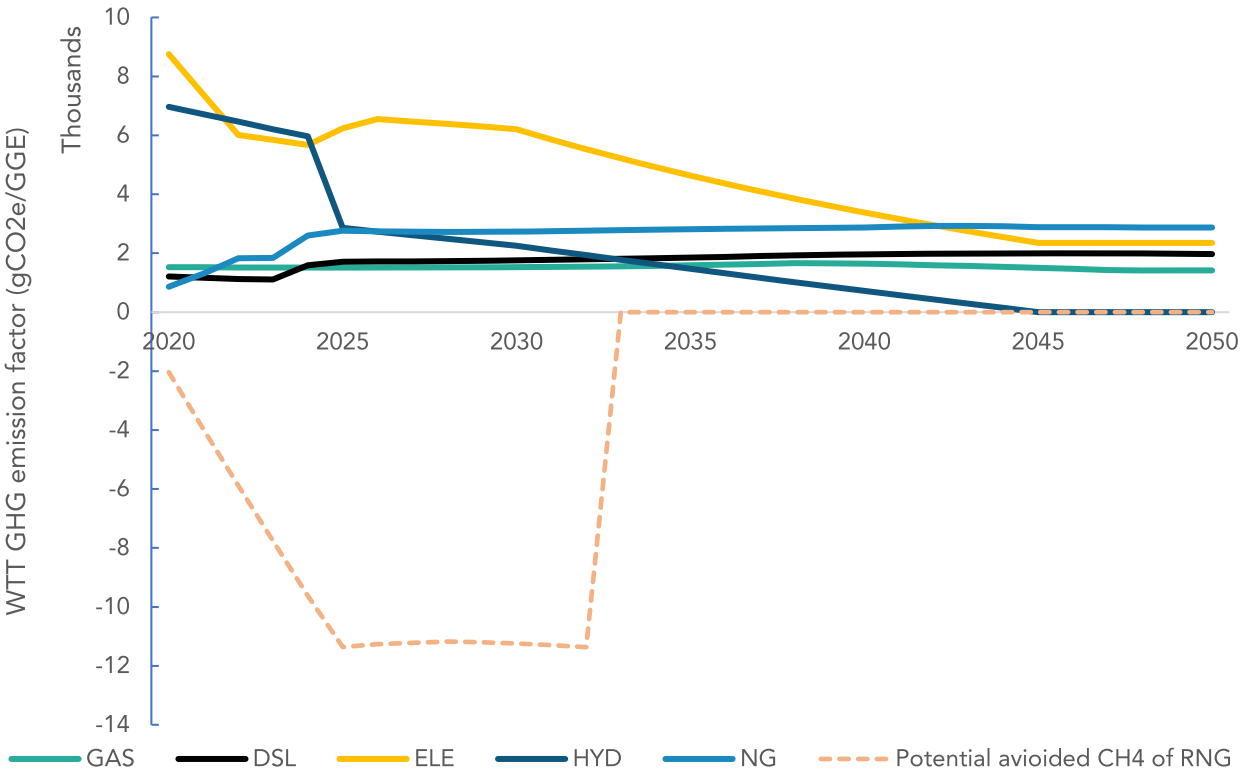
[250] The CI values for ethanol in the Illustrative Compliance Scenario assumed that eventually all ethanol consumed in California is produced with CCS. For a conservative estimate, we use the CI value without CCS credits as we assume all CCS projects located outside of California.

[251] ibid. footnote 243

Fuel Type	Blendstocks/ Pathways	GHG EFs	Criteria EFs
ELE	CA-Grid Electricity	RESOLVE's outputs with CAGREET3.0 EFs	RESOLVE's outputs with EFs developed based on CEIDARS
HYD	Fossil SMR Hydrogen	*Feedstock*: CAGREET3.0 *Fuel production*: CAGREET3.0	*Feedstock*: CAGREET3.0 *Fuel production*: CEIDARS
CNG	RNG (LFG and Others)	Weighted average CI of pathways with LFG, high solids anaerobic digestion (HSAD), and wastewater sludge as feedstock (29 gCO2e/MJ)	USEPA biogas study[252] (assuming 70% recovery)
	RNG (Dairy biogas)	Average CI of pathways in CA with dairy manure as feedstock (-331 gCO2e/MJ)	USEPA biogas study (assuming 85% recovery)
	Fossil NG	Average CI of certified pathway with North American NG as feedstock (80 g CO2e/MJ)	*Feedstock*: CAGREET3.0 *Fuel production:* CAGREET3.0

[252]Williams, R., C. Ely, T. Martynowicz, AND Mike Kosusko. Evaluating the Air Quality, Climate and Economic Impacts of Biogas Management Technologies. U.S. Environmental Protection Agency, Washington, DC, EPA/600/R-16/099, 2016. *https://nepis.epa.gov/Exe/ZyPDF.cgi/P100QCXZ.PDF?Dockey=P100QCXZ.PDF*

Figure 56 - WTT GHG EFs by Fuel Type[255]



[255]The previous figure and associated footnote utilized an accounting method for dairy biogas that included avoided methane emissions and spoke to potential changes to the treatment of avoided dairy methane emissions in the middle of this decade. Any changes would be speculative and are not currently proposed to happen. For better comparability with our GHG inventory, we have clarified the figure with a dotted line showing the effect of avoided methane emissions in this accounting and separately showing the emission factor from natural gas development and distribution, thereby providing better comparability with our primary data set to track progress towards achieving our statewide targets. In our GHG inventory, there is no accounting for avoided methane emissions for any source.

SIERRA CLUB
LOMA PRIETA CHAPTER
SAN MATEO, SANTA CLARA & SAN BENITO COUNTIES

August 3, 2021

Michael Van Lonkhuysen
City of Daly City, Planning Division
333 90th Street,
Daly City, CA 94015

Via email to: mvanlonkhuysen@dalycity.org

Dear Mr. Van Lonkhuysen and the Planning Commission of Daly City,

Please oppose the preliminary plan and deny the subdivision map plan for Serramonte Del Rey.

1. It converts a public use into a polluting private use. The project should be designed with fewer but taller buildings to preserve Daly City's only community garden and orchard.
2. Preserve public uses, 50% of the site including the Community Garden should be preserved as open space.
3. The current subdivision plan adds to our dangerous polluting climate with an auto oriented development using public money instead of transit-oriented development.

In addition, we ask the project proponent to consider the following when they return with a redone subdivision map:

4. Require that 50% of the site be preserved as a public park with the project facing the park not the freeway. Require that the park include the existing 20-year-old community garden.
5. Require a higher percentage of affordable housing. BART builds 33-100% affordable housing. There is a demand for affordable housing across the state. At least 60% of the project should be affordable.
6. Require that the project be designed as a 5-minute neighborhood. This means all necessary services and public transit should be located within five minutes – schools, daycare, full grocery store, pharmacy, and BART station to ensure a low Vehicle Miles Travelled neighborhood. There should be a single u-shaped street through the project on which the bus that currently runs on Serramonte goes through the project to be transit oriented.
7. Require all electric passive buildings per the recently adopted reach code to reduce greenhouse gases over the lifetime of the units. The site should function as an island-able microgrid during grid instability such as Public Service Power Shutdowns.

8. Require that recycled waste and water be treated on site by designing a living building to reduce reliance on public funding of infrastructure.

    Example: Salesforce Tower in San Francisco uses a water recycling system to treat gray water and black water from the building, reducing the need for 30,000 gallons of freshwater a day.

9. Require carshare service to reduce parking at the rate of one per 20 as presently utilized in Austin, TX. All parking spots should provide electric charging stations. Require carshare and electric micro mobility hubs.
10. Require an electric shuttle through SamTrans to connect other destinations such as school and transit hubs.
11. Reduce the parking to 0.5 unbundled spaces per unit because of the shuttle and the 10-minute headway bus on Serramonte to achieve Transit Oriented Development status. The parking should be unbundled in a structure that is a park once and walk neighborhood. Unbundling reduces parking needs by about a 1/3 according to MTC and reduces cost by about 20% which would benefit the residents of this structure while not reducing revenue.

Explanation:

This project seeks to use public funds to reduce the public's access to greenspace and add pollution. It's impacts to public health come at a time of major fires and droughts when we must do more[1] to protect public health. Please advocate for strong environmental requirements to ensure public safety in new subdivisions in Daly City. Feasible solutions required by CEQA are included in each recommendation.

1. Fewer but taller buildings would ensure reduced grey infrastructure to reduce downstream runoff problems that both taxes public spending on stormwater and contaminates San Francisco Bay.
2. 50% site preservation retains green infrastructure to absorb runoff and retain carbon as a critical resource against rising greenhouse gases and ensure the health benefits of trees remain in Daly City.
3. The two major emitters in Daly City are internal combustion engine cars and natural gas. Both should be eliminated. The project asks for entitlements to add more than 1800 greenhouse gas emitting cars and 1235 units to the subdivision. At the same time, it claims to be transit oriented under MTC's guidelines. Designing the subdivision around a bus route would solve the problem and could reduce traditional driving by adding car share and other shared mobility services. Designing all electric as recommended by the recent reach code would eliminate greenhouse gas emissions from natural gas.
4. There is an extreme shortage of public greenspace in Daly City, much more so than in other Peninsula cities. There are no County parklands, County Park staff or County services. Facing the project towards retained green infrastructure provides

[1] https://www.nature.com/articles/s41586-019-1364-3

residents and the local community with passive and active recreation and gardening opportunities which have been in demand during Covid 19.

5. Affordable housing is in demand across the state. This project on public land with public funds should build more affordable housing. According to the Joint Center for Housing Studies at Harvard 60% of people who need housing can't afford to buy into the market in the Bay Area.
6. Cities are supposed to reduce Vehicle Miles Travelled to reduce greenhouse gases from transportation under AB32 and SB375. A Bus Oriented Development with an accompanying electric shuttle recommended in 9, and parking reducing in 11, guarantees Vehicle Miles Travelled reduction. The site is ideal for a bus-oriented development and reduced parking because surrounding streets do not have parking that would result in overflow problems from the project. The project is located in an Air Quality sewer surrounded by Highways 280, 35, and 1. Reduced driving would benefit Daly City with reduced air pollution[2] from the project as currently designed.
7. A microgrid is resilient in the face of grid instability during periods of extreme heat, emergencies, and Public Safety Power Shutdowns. A microgrid would provide power and ensure that heating and cooling is reduced by designing to passive standards. Passages in San Mateo is 950 units by the Hayward Park train that are being designed to passive standards. Passive is ideally prefabbed which also reduces cost like the recent affordable BART project across from the San Leandro BART station[3]. It would also ensure that the all-electric development had very low-cost power. The state is funding such projects under SGIP[4].
8. Traditional development as contained in the present subdivision map taxes public infrastructure and requires future public bond funding to replace sewer and water infrastructure. Treating waste on site provides recycled water for landscaping, gardening, and other functions such as flushing at a time when water usage is critically short in California.
9. The state intends to be fossil free in passenger vehicles by 2035. However, air and greenhouse gas pollution require cities to go electric faster. Starting with a walkable project in a five-minute neighborhood, with carshare, reduces the cost of electrifying parking considerably, by reducing the number of parking required. Increasing affordability will attract additional subsidies to achieve the goal.
10. An electric shuttle ensures connectivity beyond the reconfigured bus on Serramonte.
11. MTC says[5] that "Typical parking requirements subsidize driving, increasing drive-alone mode shares and act as a barrier to Smart Growth. In residential areas, the cost of building parking is passed on to the resident, increasing housing costs for all users, regardless of car ownership." Parking should be reduced and unbundled with carshare to meet AB32 and SB743. Designing for micro mobility reduces cost,

[2] https://www.who.int/health-topics/air-pollution#tab=tab_1

[3] https://www.bizjournals.com/sanfrancisco/print-edition/2015/10/30/san-leandro-bart-affordable-housing-modular-build.html

[4] https://www.stem.com/resources/incentives-programs/california-sgip/?gclid=CjwKCAjwr56IBhAvEiwA1fuqGutdSrL4yj_luY83D9UzhJ8xjESKIHHiJKNeA5sGukKa8XTHBCcPJhoC088QAvD_BwE

[5] https://parkingpolicy.com/reduced-requirements/

pollution, and greenhouse gases from the subdivision design. For examples see San Francisco and Oakland.

Sincerely,



Sabrina Brennan,
Chair, Equity Committee, Loma Prieta Chapter, Sierra Club



Gladwyn d'Souza
Chair, Conservation Committee, Loma Prieta Chapter, Sierra Club

Cc: James Eggers, Director
Loma Prieta Chapter, Sierra Club

Sales: Annual Large SUV Sales Increase By 20.6% – Chevy Tahoe, GMC, and Cadillac SUVs Dominate!

Huge gains for most SUVs.

By **Andre Smirnov** - January 6, 2022



Can you believe that full-size (truck-based) SUV sales grew by 20.6% year-over-year while the industry has generally struggled with component shortages? That's exactly what happened in 2021 with these large three-row people movers. The other very impressive number is that GM SUVs sales grew by 30.4%. The Chevy Tahoe, Suburban, GMC Yukon, and Cadillac Escalade – all had stellar sales growth in 2021. This is in large part due to that all of the GM SUVs have recently been redesigned, and GM was able to build them in large quantities.

With the exception of the Infiniti QX80 and the Lexus LX, all other full-size SUVs show sales improvements in 2021. I am still including the Dodge Durango in this list for 2021. I will remove the Durango from this group in 2022 as the Jeep Wagoneer and Grand Wagoneer take over for Stellantis as truck-based SUVs.

U.S. Full-size SUV sales: Full-year 2021

Model	2021 sales	2020 sales	Change (%)
Chevrolet Tahoe	106,030	88,238	+20.2%
Ford Expedition	81,988	77,838	+5.3%
GMC Yukon	84,242	63,440	+32.8%

Model	2021 sales	2020 sales	Change (%)
Dodge Durango	65,935	57,828	+14%
Chevrolet Suburban	48,214	37,636	+28.1%
Cadillac Escalade	40,505	24,547	+65.0%
Nissan Armada	22,814	19,640	+16.2%
Lincoln Navigator	15,631	15,252	+2.5%
Infiniti QX80	12,572	16,125	-22.0%
Toyota Sequoia	8,070	7,364	+9.6%
Jeep Wagoneer	5,349	0	New
Toyota Land Cruiser	3,711	3,147	+17.9%
Lexus LX	3,563	4,512	-21.0%
Jeep Grand Wagoneer	2,675	0	New
TOTAL:	**501,299**	**415,567**	**+20.6%**

Take a look how these manufactures compare in combined sales.

GM SUVs: Chevy Tahoe, Suburban, GMC Yukon, and Cadillac Escalade.

Ford SUVs: Ford Expedition and Lincoln Navigator.

Stellantis SUVs: Dodge Durango, Jeep Wagoneer, and Grand Wagoneer.

Nissan SUVs: Nissan Armada and Infiniti QX80.

Toyota SUVs: Toyota Sequoia, Land Cruiser, and Lexus LX.

U.S. Full-size SUV Combined: Full-year 2021

Model	2021 sales	2020 sales	Change (%)
GM SUVs	278,991	213,861	+30.4%
Ford SUVs	97,619	93,090	+4.9%
Stellantis SUVs	73,959	57,828	+27.9%
Nissan SUVs	35,386	35,765	-1.1%
Toyota SUVs	15,344	15,023	+2.1%
TOTAL:	**501,299**	**415,567**	**+20.6%**

Yep, you are seeing it correctly. GM holds over 50% of market share in this segment – even with increased competition.

Andre Smirnov is an Automotive Enthusiast, Producer, Reviewer, Videographer, Writer, Software Engineer, Husband, Father, and Friend.

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Fuel Economy of 2022 Standard SUV 4WD

	EPA MPG	Owner MPG Estimates
2022 Acura MDX AWD Type-S 6 cyl, 3.0 L, Automatic (S10)		
Compare 	Premium Gasoline **19** combined city/highway **MPG** 17 city 21 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Aston Martin DBX V8 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 20 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi SQ7 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **17** combined city/highway **MPG** 15 city 21 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi SQ8 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **17** combined city/highway **MPG** 15 city 21 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi RS Q8 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city 19 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi Q7 quattro 6 cyl, 3.0 L, Automatic (S8)		

	EPA MPG	Owner MPG Estimates
Compare 	Premium Gasoline **20** combined city/highway **MPG** 18 city 23 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi Q8 quattro 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **20** combined city/highway **MPG** 18 city 23 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi Q7 quattro 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **22** combined city/highway **MPG** 20 city 25 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Audi e-tron S (20in wheels) Automatic (A1)		
Compare 	Electricity **73** combined city/highway **MPGe** 72 city 75 highway 46 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi e-tron S (21/22 inch wheels) Automatic (A1)		
Compare 	Electricity **63** combined city/highway **MPGe** 62 city 64 highway 53 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi e-tron S Sportback (20 inch wheels) Automatic (A1)		
Compare 	Electricity **75** combined city/highway **MPGe** 73 city 78 highway 45 kWh/100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Audi e-tron S Sportback (21/22 inch wheels) Automatic (A1)		
Compare 	Electricity **65** combined city/highway **MPGe** 64 city, 66 highway 52 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi Q4 e-tron quattro Automatic (A1)		
Compare 	Electricity **95** combined city/highway **MPGe** 100 city, 89 highway 36 kWh/100 miles	View Estimates How can I share my MPG?
2022 Audi Q4 e-tron Sportback quattro Automatic (A1)		
Compare 	Electricity **95** combined city/highway **MPGe** 100 city, 89 highway 36 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi e-tron quattro Automatic (A1)		
Compare 	Electricity **78** combined city/highway **MPGe** 78 city, 77 highway 43 kWh/100 miles	Not Available How can I share my MPG?
2022 Audi e-tron Sportback quattro Automatic (A1)		
Compare 	Electricity **77** combined city/highway **MPGe** 76 city, 78 highway 44 kWh/100 miles	Not Available How can I share my MPG?
2022 BMW X5 xDrive40i 6 cyl, 3.0 L, Automatic (S8)		

	EPA MPG	Owner MPG Estimates
Compare 	Premium Gasoline **23** combined city/highway **MPG** 21 city, 25 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X5 M50i 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city, 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X5 M 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city, 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X5 M Competition 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city, 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X6 xDrive40i 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **23** combined city/highway **MPG** 21 city, 25 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X6 M50i 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city, 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 BMW X6 M 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X6 M Competition 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X7 xDrive40i 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 19 city 24 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X7 M50i 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **17** combined city/highway **MPG** 15 city 21 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW Alpina XB7 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **17** combined city/highway **MPG** 15 city 21 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 BMW X5 xDrive45e 6 cyl, 3.0 L, Automatic (S8)		

	EPA MPG		Owner MPG Estimates
	Elec+Gas	Prem. Gas	
Compare 	**50** MPGe combined city/highway 0.1 gal/100mi of gas +63 kWh/100mi	**20** MPG combined city/highway 5.0 gal/100mi	Not Available How can I share my MPG?
2022 BMW iX xDrive50 (20 inch wheels) Automatic (A1)			
	Electricity		
Compare 	**86** combined city/highway **MPGe** 86 city 87 highway 39 kWh/100 miles		Not Available How can I share my MPG?
2022 BMW iX xDrive50 (21 inch wheels) Automatic (A1)			
	Electricity		
Compare 	**83** combined city/highway **MPGe** 82 city 84 highway 41 kWh/100 miles		Not Available How can I share my MPG?
2022 BMW iX xDrive50 (22 inch wheels) Automatic (A1)			
	Electricity		
Compare 	**86** combined city/highway **MPGe** 86 city 85 highway 39 kWh/100 miles		Not Available How can I share my MPG?
2022 Bentley Bentayga 8 cyl, 4.0 L, Automatic (S8)			
	Premium Gasoline		
Compare 	**18** combined city/highway **MPG** 15 city 24 highway 5.6 gals/ 100 miles		Not Available How can I share my MPG?
2022 Bentley Bentayga Speed 12 cyl, 6.0 L, Automatic (S8)			
	Premium Gasoline		
Compare 	**14** combined city/highway **MPG** 12 city 18 highway 7.1 gals/ 100 miles		Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Buick Enclave AWD 6 cyl, 3.6 L, Automatic 9-spd		
Compare 	Regular Gasoline **20** combined city/highway **MPG** 17 city 25 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Cadillac Escalade 4WD 6 cyl, 3.0 L, Automatic 10-spd		
Compare 	Diesel **22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Cadillac Escalade 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Cadillac Escalade 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Traverse AWD 6 cyl, 3.6 L, Automatic 9-spd		
Compare 	Regular Gasoline **20** combined city/highway **MPG** 17 city 25 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Tahoe 4WD 6 cyl, 3.0 L, Automatic 10-spd		

	EPA MPG	Owner MPG Estimates
Compare 	Diesel **22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Suburban 4WD 6 cyl, 3.0 L, Automatic 10-spd		
Compare 	Diesel **22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Suburban 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Tahoe 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Suburban 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Tahoe 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Chevrolet Tahoe 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **17** combined city/highway **MPG** 15 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Suburban 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **16** combined city/highway **MPG** 15 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Tahoe 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Chevrolet Suburban 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Dodge Durango AWD 8 cyl, 5.7 L, Automatic 8-spd		
Compare 	Midgrade Gasoline **17** combined city/highway **MPG** 14 city 22 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Dodge Durango AWD 6 cyl, 3.6 L, Automatic 8-spd		

	EPA MPG	Owner MPG Estimates
Compare 	Regular Gasoline **21** combined city/highway **MPG** 18 city 25 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Dodge Durango SRT AWD 8 cyl, 6.4 L, Automatic 8-spd		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city 19 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Explorer AWD 6 cyl, 3.0 L, Automatic (S10)		
Compare 	Regular Gasoline **20** combined city/highway **MPG** 18 city 24 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Explorer HEV AWD 6 cyl, 3.3 L, Automatic (S10)		
Compare 	Regular Gasoline **25** combined city/highway **MPG** 23 city 26 highway 4.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Explorer FFV AWD 6 cyl, 3.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **19** combined city/highway **MPG** 16 city 24 highway 5.3 gals/ 100 miles E85 **13** combined city/highway **MPG** 11 city 15 highway 7.7 gal/100mi	Not Available How can I share my MPG?
2022 Ford Explorer AWD 6 cyl, 3.0 L, Automatic 10-spd		

	EPA MPG	Owner MPG Estimates
Compare  **2022 Ford Explorer AWD** 4 cyl, 2.3 L, Automatic 10-spd	Regular Gasoline **20** combined city/highway **MPG** 18 city 24 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
Compare  **2022 Ford Explorer Timberline AWD** 4 cyl, 2.3 L, Automatic (S10)	Regular Gasoline **23** combined city/highway **MPG** 20 city 27 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
Compare  **2022 Ford Explorer Platinum HEV AWD** 6 cyl, 3.3 L, Automatic (S10)	Regular Gasoline **21** combined city/highway **MPG** 19 city 22 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
Compare  **2022 Ford Explorer AWD** 4 cyl, 2.3 L, Automatic 10-spd	Regular Gasoline **23** combined city/highway **MPG** 23 city 24 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
Compare  **2022 Ford Explorer Timberline AWD** 4 cyl, 2.3 L, Automatic (S10)	Regular Gasoline **22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
Compare 	Regular Gasoline **20** combined city/highway **MPG** 19 city 21 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Ford Expedition 4WD 6 cyl, 3.5 L, Automatic (S10)		
Compare 	Regular Gasoline **18** combined city/highway **MPG** 16 city 22 highway 5.6 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Ford Expedition 4WD 6 cyl, 3.5 L, Automatic (S10)		
Compare 	Regular Gasoline **18** combined city/highway **MPG** 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Expedition Timberline AWD 6 cyl, 3.5 L, Automatic (S10)		
Compare 	Regular Gasoline **17** combined city/highway **MPG** 15 city 19 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Expedition Timberline AWD 6 cyl, 3.5 L, Automatic (S10)		
Compare 	Regular Gasoline **17** combined city/highway **MPG** 16 city 19 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Ford Bronco Raptor 4WD 6 cyl, 3.0 L, Automatic (S10)		
Compare 	Regular Gasoline **15** combined city/highway **MPG** 15 city 16 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Acadia AWD 6 cyl, 3.6 L, Automatic 9-spd		

	EPA MPG	Owner MPG Estimates
Compare 	Regular Gasoline **21** combined city/highway **MPG** 19 city 26 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Acadia AWD 4 cyl, 2.0 L, Automatic 9-spd		
Compare 	Regular Gasoline **24** combined city/highway **MPG** 22 city 27 highway 4.2 gals/ 100 miles	View Estimates How can I share my MPG?
2022 GMC Yukon XL 4WD 6 cyl, 3.0 L, Automatic 10-spd		
Compare 	Diesel **22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon 4WD 6 cyl, 3.0 L, Automatic 10-spd		
Compare 	Diesel **22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon XL 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 GMC Yukon XL 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon XL 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **16** combined city/highway **MPG** 15 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon 4WD 8 cyl, 5.3 L, Automatic 10-spd		
Compare 	Regular Gasoline **17** combined city/highway **MPG** 15 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon XL 4WD 8 cyl, 6.2 L, Automatic 10-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 GMC Yukon 4WD 8 cyl, 6.2 L, Automatic 10-spd		

	EPA MPG	Owner MPG Estimates
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Genesis GV80 AWD 4 cyl, 2.5 L, Automatic (S8)		
Compare 	Premium Gasoline **22** combined city/highway **MPG** 21 city 25 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Genesis GV80 AWD 6 cyl, 3.5 L, Automatic (S8)		
Compare 	Premium Gasoline **20** combined city/highway **MPG** 18 city 23 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Hyundai Palisade AWD 6 cyl, 3.8 L, Automatic (S8)		
Compare 	Regular Gasoline **21** combined city/highway **MPG** 19 city 24 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Infiniti QX80 4WD 8 cyl, 5.6 L, Automatic (S7)		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city 19 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Infiniti QX80 4WD 8 cyl, 5.6 L, Automatic (S7)		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city 19 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Infiniti QX60 AWD 6 cyl, 3.5 L, Automatic (S9)		
Compare 	Premium Gasoline **22** combined city/highway **MPG** 20 city 25 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Wagoneer 4WD 8 cyl, 6.4 L, Automatic 8-spd		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Wagoneer 4WD 8 cyl, 5.7 L, Automatic 8-spd		
Compare 	Midgrade Gasoline **17** combined city/highway **MPG** 15 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Cherokee 4WD 8 cyl, 5.7 L, Automatic 8-spd		
Compare 	Midgrade Gasoline **17** combined city/highway **MPG** 14 city 22 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Cherokee L 4WD 6 cyl, 3.6 L, Automatic 8-spd		
Compare 	Regular Gasoline **21** combined city/highway **MPG** 18 city 25 highway 4.8 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Jeep Grand Cherokee L 4WD 8 cyl, 5.7 L, Automatic 8-spd		

	EPA MPG	Owner MPG Estimates
2022 Jeep Grand Cherokee 4WD 6 cyl, 3.6 L, Automatic 8-spd		
Compare 	Midgrade Gasoline **17** combined city/highway **MPG** 14 city 22 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Cherokee WK 4WD 6 cyl, 3.6 L, Automatic 8-spd		
Compare 	Regular Gasoline **22** combined city/highway **MPG** 19 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Cherokee 4xe 4 cyl, 2.0 L, Automatic 8-spd		
Compare 	Regular Gasoline **21** combined city/highway **MPG** 18 city 25 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Jeep Grand Wagoneer 4WD 6 cyl, 3.0 L, Automatic 8-spd		
Compare 	Elec+Gas **56** **MPGe** combined city/highway 0.0 gal/100mi of gas +58 kWh/100mi Reg. Gas **23** **MPG** combined city/highway 4.3 gal/100mi	Not Available How can I share my MPG?
2022 Lamborghini Urus 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **17** combined city/highway **MPG** 14 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
Compare 	Premium Gasoline **14** combined city/highway **MPG** 12 city 17 highway 7.1 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Land Rover Range Rover Sport 8 cyl, 5.0 L, Automatic (S8)		
Compare 	Premium Gasoline **19** combined city/highway **MPG** 17 city 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover Sport SVR 8 cyl, 5.0 L, Automatic (S8)		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 15 city 20 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover Sport P360 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 19 city 24 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover Sport P400 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 19 city 24 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 110 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **19** combined city/highway **MPG** 17 city 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 90 MHEV 6 cyl, 3.0 L, Automatic (S8)		

	EPA MPG	Owner MPG Estimates
Compare 	Premium Gasoline **19** combined city/highway **MPG** 17 city 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 110 8 cyl, 5.0 L, Automatic (S8)		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Discovery 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 19 city 22 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 110 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 17 city 20 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 90 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **19** combined city/highway **MPG** 18 city 21 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Defender 90 8 cyl, 5.0 L, Automatic (S8)		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 15 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Land Rover Discovery MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 18 city 24 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover Sport PHEV 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Elec+Gas **42** **MPGe** combined city/highway 0.0 gal/100mi of gas +80 kWh/100mi Prem. Gas **19** **MPG** combined city/highway 5.3 gal/100mi	Not Available How can I share my MPG?
2022 Land Rover Range Rover 8 cyl, 5.0 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover LWB 8 cyl, 5.0 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover SVA 8 cyl, 5.0 L, Automatic (S8)		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover LWB SVA 8 cyl, 5.0 L, Automatic (S8)		

	EPA MPG	Owner MPG Estimates
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city 19 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover P360 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **20** combined city/highway **MPG** 18 city 23 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover Range Rover P400 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **20** combined city/highway **MPG** 18 city 23 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover P360 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 18 city 26 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover P400 MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 18 city 26 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover P400 LWB MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 18 city 26 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Land Rover New Range Rover P360 LWB MHEV 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **21** combined city/highway **MPG** 18 city 26 highway 4.8 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Land Rover New Range Rover LWB 8 cyl, 4.4 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lexus RX 450h L AWD 6 cyl, 3.5 L, Automatic (AV-S6)		
Compare 	Premium Gasoline **29** combined city/highway **MPG** 29 city 28 highway 3.4 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lexus RX 450h AWD 6 cyl, 3.5 L, Automatic (AV-S6)		
Compare 	Premium Gasoline **30** combined city/highway **MPG** 31 city 28 highway 3.3 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Lexus GX 460 8 cyl, 4.6 L, Automatic (S6)		

	EPA MPG	Owner MPG Estimates
Compare 	Premium Gasoline **16** combined city/highway **MPG** 15 city, 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lexus LX 600 6 cyl, 3.4 L, Automatic (S10)		
Compare 	Premium Gasoline **19** combined city/highway **MPG** 17 city, 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lincoln Aviator AWD 6 cyl, 3.0 L, Automatic (S10)		
Compare 	Regular Gasoline **20** combined city/highway **MPG** 17 city, 24 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Lincoln Aviator PHEV AWD 6 cyl, 3.0 L, Automatic (S10)		
Compare 	Elec+Gas **56** **MPGe** combined city/highway 0.0 gal/100mi of gas +60 kWh/100mi Reg. Gas **23** **MPG** combined city/highway 4.3 gal/100mi	Not Available How can I share my MPG?
2022 Lincoln Navigator 4WD 6 cyl, 3.5 L, Automatic (S10)		
Compare 	Regular Gasoline **18** combined city/highway **MPG** 16 city, 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Maserati Levante Modena 6 cyl, 3.0 L, Automatic 8-spd		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city, 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Maserati Levante GT 6 cyl, 3.0 L, Automatic 8-spd		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Maserati Levante Modena V8 8 cyl, 3.8 L, Automatic 8-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 13 city 20 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Maserati Levante Trofeo 8 cyl, 3.8 L, Automatic 8-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 13 city 20 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLE450 4matic 6 cyl, 3.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **22** combined city/highway **MPG** 20 city 25 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLS450 4matic 6 cyl, 3.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **20** combined city/highway **MPG** 18 city 24 highway 5.0 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG GLE53 4matic Plus 6 cyl, 3.0 L, Automatic 9-spd		

	EPA MPG	Owner MPG Estimates
Compare 	Premium Gasoline **19** combined city/highway **MPG** 18 city 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG GLE53 4matic Plus Coupe 6 cyl, 3.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **19** combined city/highway **MPG** 17 city 21 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLE450 4matic 6 cyl, 3.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG GLE63 S 4matic Plus Coupe 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 15 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG GLE63 S 4matic Plus 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 15 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG GLS63 4matic Plus 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 14 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Mercedes-Benz GLS600 4matic Maybach 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **17** combined city/highway **MPG** 14 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLE580 4matic 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz GLS580 4matic 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz G550 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 17 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Mercedes-Benz AMG G63 8 cyl, 4.0 L, Automatic 9-spd		
Compare 	Premium Gasoline **14** combined city/highway **MPG** 13 city 16 highway 7.1 gals/ 100 miles	Not Available How can I share my MPG?
2022 Nissan Pathfinder 4WD Platinum 6 cyl, 3.5 L, Automatic (S9)		

	EPA MPG	Owner MPG Estimates
Compare 	Regular Gasoline **22** combined city/highway **MPG** 20 city 25 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Nissan Armada 4WD 8 cyl, 5.6 L, Automatic (S7)		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Nissan Armada 4WD 8 cyl, 5.6 L, Automatic (S7)		
Compare 	Premium Gasoline **15** combined city/highway **MPG** 13 city 18 highway 6.7 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne/Coupe E-Hybrid 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Elec+Gas **46** **MPGe** combined city/highway 0.0 gal/100mi of gas +72 kWh/100mi Prem. Gas **21** **MPG** combined city/highway 4.8 gal/100mi	Not Available How can I share my MPG?
2022 Porsche Cayenne Turbo S/Coupe E-Hybrid 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Elec+Gas **42** **MPGe** combined city/highway 0.0 gal/100mi of gas +82 kWh/100mi Prem. Gas **18** **MPG** combined city/highway 5.6 gal/100mi	Not Available How can I share my MPG?
2022 Porsche Cayenne / Cayenne Coupe 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **19** combined city/highway **MPG** 17 city 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Porsche Cayenne S 6 cyl, 2.9 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city 22 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne S Coupe 6 cyl, 2.9 L, Automatic (S8)		
Compare 	Premium Gasoline **18** combined city/highway **MPG** 16 city 21 highway 5.6 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne Turbo 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne Turbo GT Coupe 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **16** combined city/highway **MPG** 14 city 19 highway 6.2 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne Turbo Coupe 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **17** combined city/highway **MPG** 15 city 20 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne GTS 8 cyl, 4.0 L, Automatic (S8)		

	EPA MPG	Owner MPG Estimates
Compare 	Premium Gasoline **17** combined city/highway **MPG** 15 city 19 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne GTS Coupe 8 cyl, 4.0 L, Automatic (S8)		
Compare 	Premium Gasoline **17** combined city/highway **MPG** 15 city 19 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Porsche Cayenne 6 cyl, 3.0 L, Automatic (S8)		
Compare 	Premium Gasoline **19** combined city/highway **MPG** 17 city 22 highway 5.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Rivian R1S Automatic (A1)		
Compare 	Electricity **69** combined city/highway **MPGe** 73 city 65 highway 49 kWh/100 miles	View Estimates How can I share my MPG?
2022 Subaru Ascent 4 cyl, 2.4 L, Automatic (AV-S8)		
Compare 	Regular Gasoline **23** combined city/highway **MPG** 21 city 27 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Subaru Ascent Limited/Touring/Onyx AWD 4 cyl, 2.4 L, Automatic (AV-S8)		
Compare 	Regular Gasoline **22** combined city/highway **MPG** 20 city 26 highway 4.5 gals/ 100 miles	View Estimates How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Tesla Model X Automatic (A1)		
Compare 	Electricity **102** combined city/highway **MPGe** 107 city, 97 highway 33 kWh/100 miles	Not Available How can I share my MPG?
2022 Tesla Model X Plaid (20 inch wheels) Automatic (A1)		
Compare 	Electricity **98** combined city/highway **MPGe** 103 city, 93 highway 34 kWh/100 miles	Not Available How can I share my MPG?
2022 Tesla Model X Plaid (22 inch wheels) Automatic (A1)		
Compare 	Electricity **91** combined city/highway **MPGe** 94 city, 88 highway 37 kWh/100 miles	Not Available How can I share my MPG?
2022 Toyota Sequoia 4WD 8 cyl, 5.7 L, Automatic (S6)		
Compare 	Regular Gasoline **14** combined city/highway **MPG** 13 city, 17 highway 7.1 gals/ 100 miles	Not Available How can I share my MPG?
2022 Toyota 4Runner 4WD 6 cyl, 4.0 L, Automatic (S5)		
Compare 	Regular Gasoline **17** combined city/highway **MPG** 16 city, 19 highway 5.9 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Toyota 4Runner 4WD 6 cyl, 4.0 L, Automatic (S5)		

	EPA MPG	Owner MPG Estimates
Compare 	Regular Gasoline **17** combined city/highway **MPG** 16 city 19 highway 5.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Toyota Highlander Hybrid AWD LTD/PLAT 4 cyl, 2.5 L, Automatic (AV-S6)		
Compare 	Regular Gasoline **35** combined city/highway **MPG** 35 city 34 highway 2.9 gals/ 100 miles	View Estimates How can I share my MPG?
2022 Toyota Highlander Hybrid AWD 4 cyl, 2.5 L, Automatic (AV-S6)		
Compare 	Regular Gasoline **35** combined city/highway **MPG** 35 city 35 highway 2.9 gals/ 100 miles	Not Available How can I share my MPG?
2022 Volvo XC90 T5 AWD 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **23** combined city/highway **MPG** 20 city 28 highway 4.3 gals/ 100 miles	Not Available How can I share my MPG?
2022 Volvo XC90 T6 AWD 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Premium Gasoline **22** combined city/highway **MPG** 19 city 27 highway 4.5 gals/ 100 miles	Not Available How can I share my MPG?
2022 Volvo XC90 T8 AWD Recharge 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Elec+Gas: **55** **MPGe** combined city/highway; 0.1 gal/100mi of gas +58 kWh/100mi Prem. Gas: **27** **MPG** combined city/highway; 3.7 gal/100mi	Not Available How can I share my MPG?

	EPA MPG	Owner MPG Estimates
2022 Volvo XC90 T8 AWD Recharge ext. Range 4 cyl, 2.0 L, Automatic (S8)		
Compare 	Elec+Gas: **66** MPGe combined city/highway 0.1 gal/100mi of gas +49 kWh/100mi Prem. Gas: **26** MPG combined city/highway 3.8 gal/100mi	View Estimates How can I share my MPG?

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LOW EMISSION CAPACITY BUILDING PROGRAMME

MEASUREMENT, REPORTING AND VERIFICATION (MRV)

TECHNICAL PAPER

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1 Introduction

Measurement, reporting and verification (MRV) is foundational to our global response to climate change. MRV enables countries to meet international reporting requirements such as National Communications, Biennial Update Reports, and National Greenhouse Gas (GHG) Inventories. It also importantly enables countries to demonstrate progress under measures such as Low Emission Development Strategies, intended Nationally Determined Contributions, and nationally appropriate mitigation actions (NAMAs). Finally, MRV processes provide the information that countries need to inform their broader climate change and sustainable economic development objectives.

The Low Emission Capacity Building (LECB) Programme (the Programme, www.lowemissiondevelopment.org) is supporting 25 developing countries to undertake MRV, as part of their broader objectives under the Programme. The Programme was launched in 2011 as a collaboration between UNDP, the European Commission, German Federal Ministry for the Environment (BMUB), and the government of Australia, has MRV as one of the five primary areas of work. For the purposes of this paper, MRV also includes a second primary area of LECB work – GHG national inventory system development – as inventory development can be considered a sub-set of the broader MRV concept. All LECB countries are implementing some form of MRV system, with countries at varying stages of development based on when the work was commenced and their national circumstances.

This paper is based on results from a questionnaire sent to all LECB countries, follow-up discussions, and in-person country visits. Seventeen of the 25 countries under the Programme submitted questionnaire responses, covering all geographic regions[1]. Follow-up interviews were conducted with select countries. Based on the results of these processes, four countries were selected for detailed case studies - Chile, Costa Rica, Lebanon, and the Philippines, with country visits undertaken in Chile, Costa Rica, and the Philippines.

The case study countries demonstrate the different scope of MRV systems that are being developed – a national level database system (Philippines), a common MRV framework and guidance for NAMA developers (Chile), and a specific NAMA-level MRV system (Costa Rica). They also demonstrate the different areas that countries are choosing to emphasise as they develop their systems – utilising existing data sources (the Philippines), augmenting existing data management processes (Lebanon) and developing new data sources (Costa Rica).

The paper is structured around five substantive sections. The first four cover emerging themes arising from the survey process, while the fifth section presents eight broad lessons learned from the case study countries. The first section examines some general system design considerations, such as the scale and scope of systems, the type of guidance applied, and links to international mechanisms. The second and third sections examine governance arrangements and data collection from both new and existing sources. The fourth section discuss technical considerations such as emissions calculations and methodologies and look at some MRV system support tools such as quality assurance/quality control (QA/QC) and verification processes.

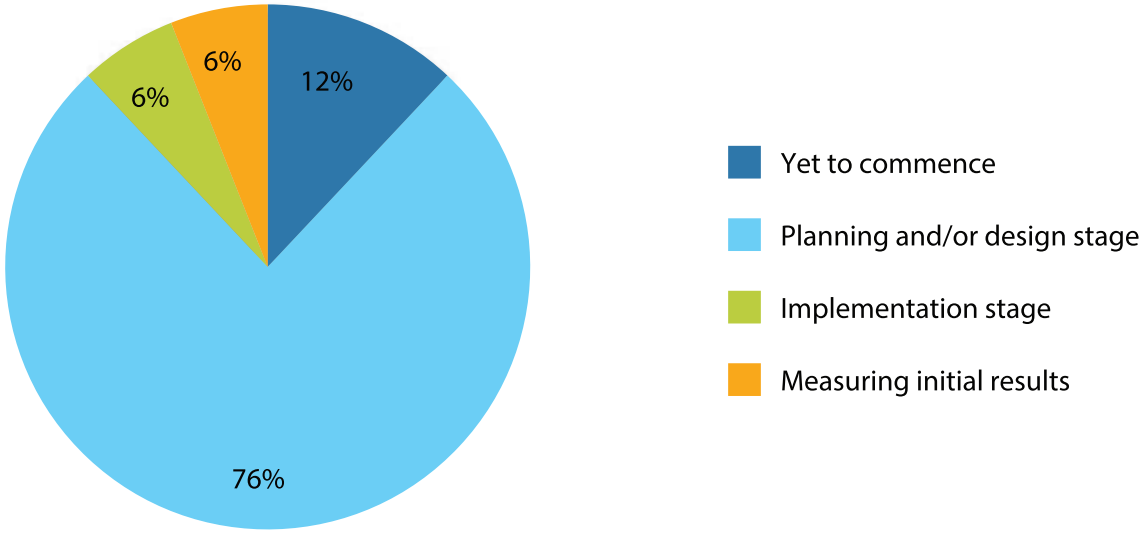
1 Chile, Colombia, Costa Rica, the Democratic Republic of Congo, Ecuador, Egypt, Kenya, Ghana, Indonesia, Lebanon, Mexico, Malaysia, Moldova, the Philippines, Tanzania, Thailand, and Vietnam.

2 System Design Considerations

2.1. SCALE AND SCOPE OF MRV

LECB countries are designing MRV systems at different scales and scopes, and are often implementing systems that cover multiple scales – 65 per cent address the national level, 71 per cent are sector-wide, and 59 per cent are at the project/firm level. Implementing systems with multiple scales can add to the complexity of design and implementation, particularly in countries with limited capacities. Multiple scales also raise the question of how, or whether, to integrate the systems. LECB countries are choosing to integrate systems and to operate systems in parallel. It should be noted the challenge of integrating these data is an issue that developed countries are also grappling with.

FIGURE 1: VARYING STAGES OF LECB PARTNER COUNTRY MRV SYSTEM DEVELOPMENT



Integrating systems is the best long-term solution, but due to the differences in the types and granularity of data being collected this can be difficult to implement. An integrated approach can provide countries with a richer data set, lead to better, more country-specific emissions calculations, and provide an important means to undertake quality assurance/quality control procedures.

A significant proportion of countries (41 per cent) is developing MRV systems that cover GHG emissions but also other variables, including energy consumption, economic indicators, socio-economic indicators, finance/support, and variables under the heading of mitigation co-benefits. Interestingly, if the scale of

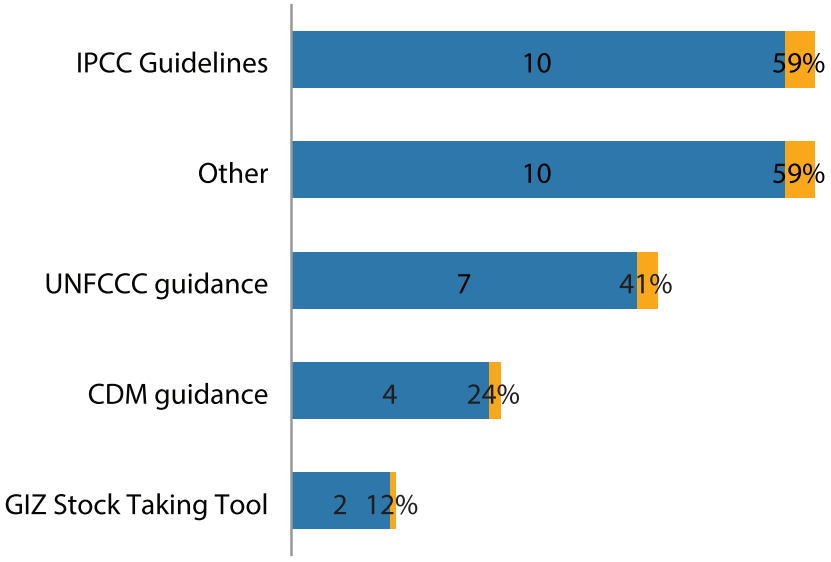
systems is analysed against scope there is no correlation between the two: countries with NAMA level systems are using both GHG and other variables and the same applies to national systems. In fact, those countries with a national scope were more likely than those with a project (NAMA) scope to be using both GHG emissions and other variables. This seems somewhat counter-intuitive as project/firm approaches often have drivers other than GHG emission reductions. For example, in Costa Rica, the primary driver of the livestock NAMA that was assessed as a case study as part of this research is economic benefit and productivity improvements, with GHG mitigation as more of a co-benefit. Therefore collecting non-GHG indicators is important to Costa Rica's NAMA.

2.2. GUIDANCE APPLIED

A range of different guidance is informing MRV system design as presented in Figure 2. The most frequently used guidance cited by LECB countries is the Intergovernmental Panel on Climate Change (IPCC)[2]. However, only 59 per cent of the 17 countries that responded to the survey indicated they are using IPCC guidance for MRV system design, which is rather low. It is not clear why, but it could be a result of a lack of understanding of how the IPCC guidance could be applied in the MRV context. This is particularly the case for NAMA MRV systems. Only Chile and Indonesia indicated they had an expert level of understanding. Further training for LECB countries on the fundamentals of IPCC guidance and its use in MRV system design would be beneficial.

FIGURE 2: GUIDANCE CITED BY LECB PARTNER COUNTRIES ON MRV DESIGN

2.3. LINKS TO OTHER INTERNATIONAL MECHANISMS

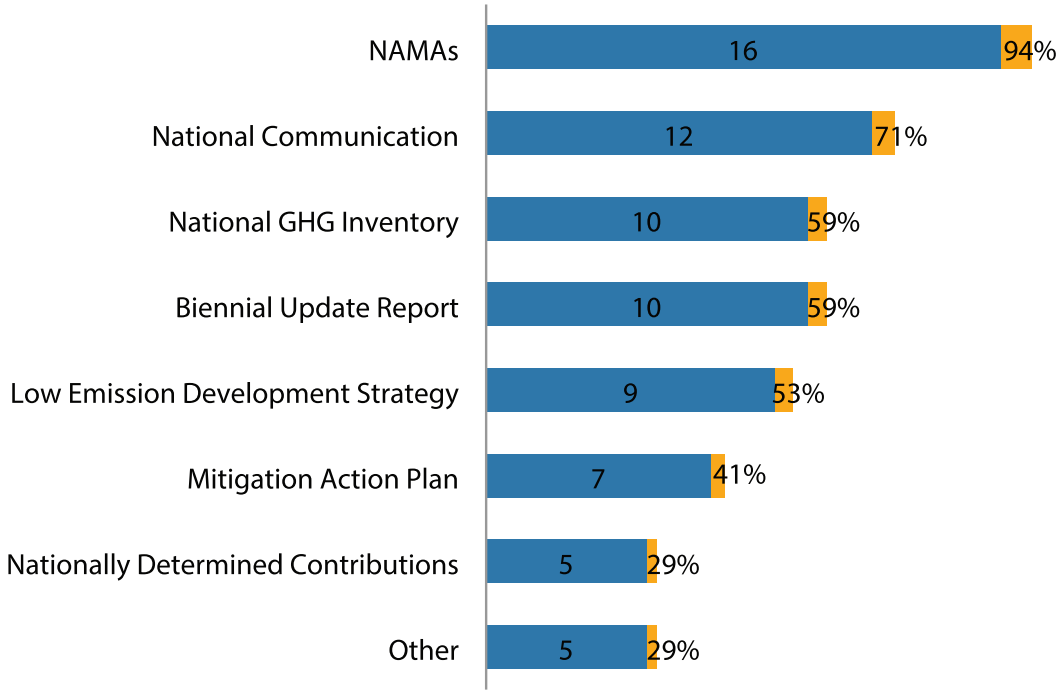


2 The list of responses in the survey included "IPCC guidance". In this paper IPCC guidance is used to refer to the series of guidelines and guidance developed by the IPCC's Task Force on National Greenhouse Gas Inventories to assist national GHG inventory compliers, including: the Revised1996 IPCC Guidelines for National Inventory Greenhouse Gas Inventories; the 2003 Good Practice Guidance for Land Use, Land-Use Change, and Forestry: and the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.

MRV systems are often being designed to inform multiple international mechanisms. Most countries in the survey indicated that they are using MRV systems for NAMAs, National Communications, Biennial Update Reports, National GHG inventories, and Low Emission Development Strategies (LEDS) as presented in Figure 3. This wasn't elaborated in the survey but MRV systems can provide a range of useful data for these international reporting processes. For example, some countries are developing national systems to augment or build national GHG inventories – inventories are submitted as part of National Communications. Another example is that NAMA MRV systems can be used to report progress on mitigation actions for the National Communications and Biennial Update Reports. Finally, both national and NAMA MRV systems can provide policy makers with critical data for use in developing LEDS. A number of countries are also using it for Mitigation Action Plans (MAPS) and intended Nationally Determined Contributions (iNDC).

As with the above examples, both national and NAMA MRV systems can provide valuable data to assist countries in planning MAPS and iNDCs. This shows the value of MRV systems and the value ascribed to MRV systems by LECB countries. It should also be recognised that MRV systems provide benefit beyond international reporting, as they produce valuable information that can inform broader responses to climate change and indeed broader sustainable development objectives. The case study on the Philippines illustrates how countries are linking MRV systems to achieving broader sustainable development objectives (see Annex 4).

FIGURE 3: MRV SYSTEM USAGE BY LECB PARTNER COUNTRIES



3 Governance

Most MRV systems in LECB countries (82 per cent of survey respondents) are not being implemented (and designed) by a single agency - only Colombia, Malaysia and Moldova indicated the system would be managed by one agency. This requires additional coordination and capacity building efforts, but can also be advantageous. National level systems in particular require technical agencies (such as ministries of agriculture, energy, industry, etc.) to provide data and technical assistance. Project/firm level MRV systems may also require, and can benefit from data from other agencies to both supplement direct measurements and for quality assurance / quality control (QA/QC) purposes. The availability of this data though can often be complicated by existing political or organisational dynamics.

Locating a national level MRV system entirely within one agency/ministry should be a deliberate design consideration. It requires building and maintaining technical expertise and systems in this agency/ministry. By comparison, a major advantage of a decentralised approach is that existing expertise in other agencies/departments/ministries can be utilized in the form of knowledge of the sector and networks/relationships. This approach can make it easier to identify and rectify errors in data, particularly in the short term.

The provision of confidential private sector data for MRV systems is often particularly complicated. There are a variety of tools to manage this legitimate concern. For example, data provided for the MRV system can be aggregated to such a degree that individual private sector actors are not identifiable. A decentralised approach can also assist with allaying possible concerns about privacy, as private sector actors may feel more comfortable providing data to an agency that they routinely deal with and have established relationships (e.g., an industry department for cement sector data) rather than to another third party department (e.g., an environment department). The agency would collect all the data, but only provide aggregated data for the MRV system.

With regards to data availability, usability, and quality of reporting, there can be value in formalising arrangements between agencies. For example, a memorandum of understanding could stipulate that certain data be provided at certain times in a certain format. Arrangements of this sort should reflect cultural and organisational norms. For example, if a good working relationship exists between two agencies it is probably not necessary to formally agree on data-sharing and working arrangements.

The optimal arrangement is usually to establish an overarching governance arrangement in the form of legislation, regulation or some form of executive order. Such arrangements can provide formal obligations to government agencies but also industry or industry groups to supply data; however, policy reform could add an extra layer of complexity and required political will. Only Ecuador, Indonesia, Mexico, and the Philippines indicated that they have such arrangements in place at this time.

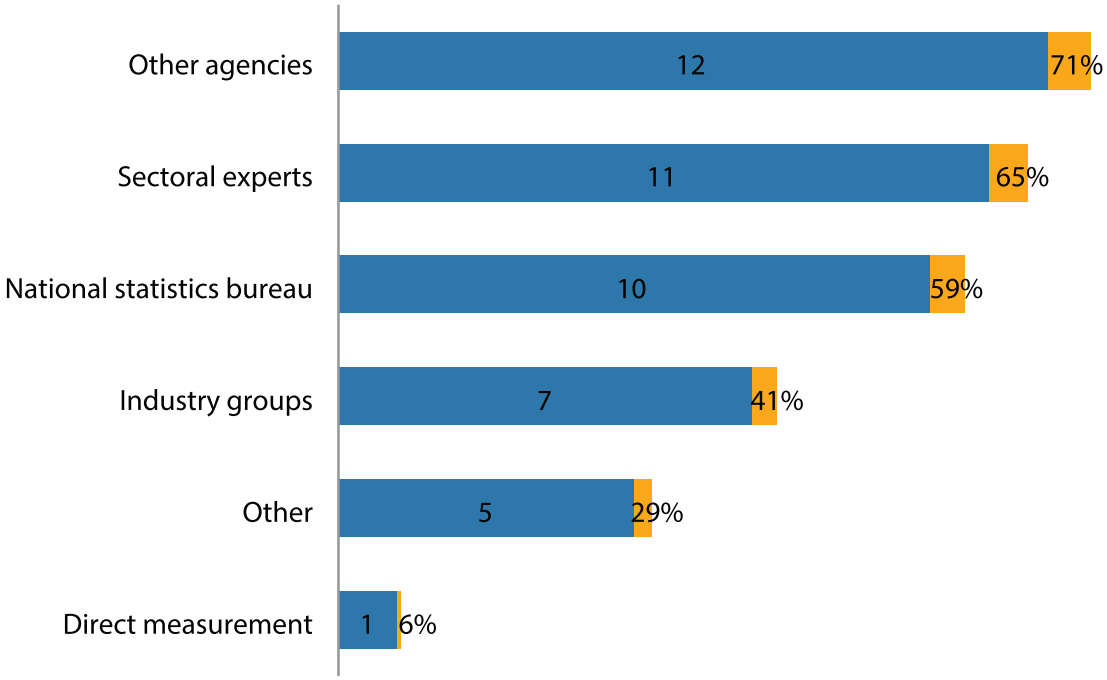
4 Data Collection and Emission Calculations

4.1 EXISTING DATA

MRV systems work best when a range of data is captured – this information can help fill information gaps from any new data collection processes, but importantly also provide the data necessary to assist in QA/QC. A further potential reason to utilize existing data sources is that they can limit costs as collection of new data would not be needed and the data may have already been subject to some QA/QC processes. QA/QC system considerations are discussed in greater detail in Section 5.

LECB countries are deploying a wide range of existing data sources, but there are further opportunities to utilise existing sources. For example, only about 60-70 per cent of countries are using data from national statistics bureaus, other agencies, and/or sector experts, as presented in Figure 4. Noting the earlier point about accessing such data, all countries should be utilising these data sources, where possible. Industry groups can also provide valuable data and LECB countries could consider opportunities to better utilise data from these groups. Only 41 per cent of countries indicated they use data from industry groups.

FIGURE 4: MRV SYSTEM DATA SOURCES IN LECB PARTNER COUNTRIES



4.2 NEW DATA

LECB countries are collecting new data as part of their MRV systems. The collection of new data can be a critical component of MRV systems. However, new data collection can be time consuming and expensive and can also require the establishment of additional data maintenance and archiving resources. It is therefore vital that data collection is well targeted.

Several LECB countries are piggybacking on existing data collection processes to accumulate relevant data. This helps to reduce upfront data collection costs, reduce the additional burden from data maintenance and archiving, and raise the level of coordination between initiatives. In addition, this approach helps to leverage where agencies or sector experts have established relationships with industry.

4.3 EMISSIONS CALCULATIONS AND METHODOLOGY

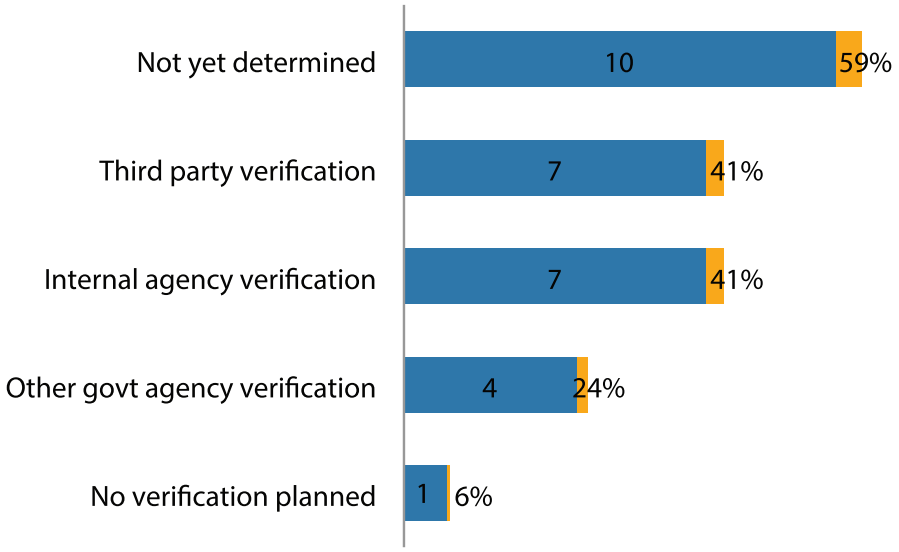
A range of information systems is being used to capture activity data and undertake emissions calculations. A significant proportion of countries (47 per cent) that responded to the LECB questionnaire are using IPCC Excel spreadsheet templates. The same percentage is also using country-specific Excel spreadsheets to undertake emissions calculations. Interestingly, almost a quarter of countries are planning to use an Access database and/or online system for collecting data and undertaking emissions calculations.

5 MRV System Support Tools

5.1. QUALITY ASSURANCE/QUALITY CONTROL

The majority of LECB countries that responded to the survey (76 per cent) indicated that they have not yet determined their QA/QC processes for MRV systems (Figure 5). The fact that so few countries have yet to consider such a fundamental element as QA/QC is an area that merits further consideration. Without QA/QC processes, there is a significant risk that the data being generated will not be of sufficient quality for its intended uses. Volume 1 of the 2006 IPCC Guidelines provides informative and accessible guidance on QA/QC processes. The Guidelines are drafted for the purpose of providing good practice guidance to national GHG inventory compilers, but the advice is equally relevant to NAMA MRV systems. Only Ghana indicated they use the IPCC Guidelines for QA/QC.

FIGURE 5: QA/QC SYSTEM STATUS FOR MRV SYSTEMS



QA/QC approaches need not necessarily be complicated. For example, there are a number of basic quality control checks that can be undertaken, such as confirming formulas for emissions calculations are correct, checking for outliers in data sets, checking current data sets against historical data sets or similar external data, and recording assumptions and other estimation parameters. Only Moldova and Thailand indicated that they are currently undertaking 'basic QA/QC checks'. It should be a goal that all LECB countries include basic QA/QC checks in their MRV systems. As with other areas of MRV systems, the objective is not to start with the perfect QA/QC processes, but rather to start with what is feasible and continuously improve. Countries can start out with basic checks, but work towards developing comprehensive QA/QC processes and plans.

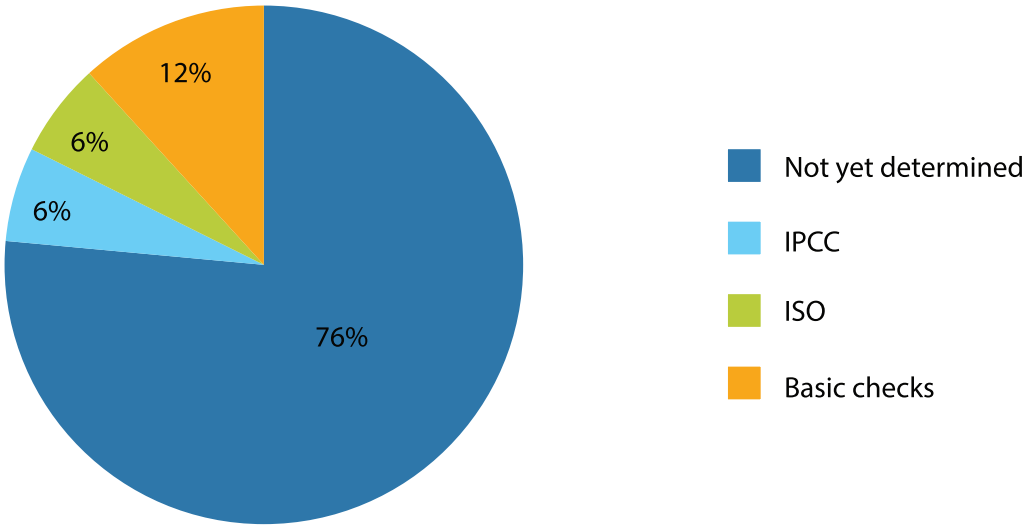
As with other areas of MRV, it is important to think strategically, but implementation can be incremental. It is likely that if countries are thinking about QA/QC they will identify small opportunities to apply techniques. For example, when countries are thinking about QA/QC processes they are more likely to recognise the value of simple techniques such as verifying emission calculation formulas, recording the officials who have entered and checked data, referencing data sources, etc. The opposite is true as well and can lead to missed opportunities.

QA/QC techniques are also a potentially valuable source for improving MRV systems. They provide a structured way to identify areas where data may be weaker and requires improvement. Quality assurances procedures help ensure that external expertise is utilized in the form of external reviews and audits. These processes again provide an important resource for identifying areas for improvement.

5.2. VERIFICATION

Verification is foundational for effective MRV systems. The majority of LECB countries (59 per cent) indicated in the survey that they have not yet determined their verification processes (Figure 6). The fact that so few countries have yet to consider such a fundamental element of MRV such as verification is an area that merits further consideration. As with QA/QC, the limited consideration of verification is likely driven by a lack of understanding of what verification involves, the sorts of actions that developing countries can start with, and/or the perception that a verification strategy should be developed at a later stage of NAMA or inventory development. This suggests further training in this area could be beneficial to LECB countries.

FIGURE 6: VERIFICATION PROCESSES IN MRV SYSTEMS



A positive indication from the survey was that 41 per cent of countries responding have identified opportunities within their own agency for verification. Technical staff not involved in the MRV system implementation can provide an excellent resource for undertaking verification and thereby maximize existing resources. This shows a good understanding in those countries planning verification of how it can be implemented. It also provides a useful example for those countries yet to consider how verification will be incorporated into their system design.

6 Lessons Learned

The countries selected for case studies work at different scopes and emphasise different elements as they develop their MRV systems, but despite this there are a number of common practical ways of working that are being successful applied. These practices or ways of thinking about MRV are presented below as eight lessons learned.

6.1 EXECUTIVE LEVEL GOVERNANCE FRAMEWORKS ARE A VALUABLE ALTERNATIVE TO LEGISLATION/REGULATION

An important component of an effective MRV system is a strong governance framework. Legislation and/or regulation provide the most comprehensive framework, but establishment requires broad political support and for that support to be available at the time the system is being developed. A valuable alternative can be to establish governance structures based on non-legislative, executive-level orders (presidential, ministerial or technical). These orders potentially do not have the full powers of legislation/regulation, such as a strong, enforceable compliance system. However, they are simpler and faster to establish and can be implemented with less political capital. Both Lebanon and the Philippines have implemented or are implementing such arrangements.

Lebanon has developed two executive-level orders for its MRV system. Ministerial Decision 99/1 provides the Ministry of Environment with powers to collect data from commercial, industrial and institutional entities. A second, more powerful order, the Decree on Environmental Compliance of Establishments, has been developed to subsume the Ministerial Decision and provide the Ministry with a stronger mandate to collect data. These orders are not backed by formal compliance mechanisms, and so to help facilitate participation, the reporting tool has been designed to also provide reporting entities with information that potentially has value for their operations (see section 6.4). The reporting process has also been designed to significantly reduce administrative burden.

Similarly, the Climate Change Commission in the Philippines has developed an executive order that will establish the framework for the national MRV system. The President issued the order in November 2014. The executive order is seen to provide a clear signal to agencies of the Government's intentions and provides increased credibility to the MRV system. The executive order will provide the overarching framework under which the Commission's work on MRV can be undertaken. Specifically, it will provide for the establishment of a national GHG inventory system, outline the high-level roles and responsibilities of agencies reporting GHG emissions in support of this system, and provide for the establishment of a national database to underpin the system.

6.2 AUGMENTING EXISTING DATA COLLECTION PROCESS CAN PROVIDE A VALUABLE MEANS TO COLLECT NEW ACTIVITY DATA

The ability to collect and maintain a comprehensive activity data set is a critical component of an effective MRV system. In collecting data for MRV systems (of all scopes and scales) there is value in commencing by augmenting existing processes. This has the advantage of not overburdening stakeholders that possess this data. It is also more sustainable if it is assumed that resources for data collection, maintenance, QA/

QC, data archiving and reporting also accompany these existing processes. Establishing entirely new data collection likely necessitates relatively significant costs and time resources to develop and train for these additional functions. Both Lebanon and the Philippines are augmenting existing data collection processes for their MRV systems.

Lebanon is currently piloting a process to collect new data by piggybacking off the process the Ministry of Industry uses to certify import/export businesses. These entities will be asked additional questions on things like their fuel consumption (for energy and transport purposes), type and quantity of industrial production, etc. While this is basic information, it is considered to provide sufficient data to undertake simple GHG emissions calculations at the business level. In making these changes, a key design consideration was to avoid overly burdening business. Importantly, the additional information will also be used by the Ministry of Industry to better calculate a number of its key indicators. These multiple benefits are important to gain buy-in from other agencies.

In the Philippines, the Environmental Management Bureau is augmenting its self-monitoring reports to include specific questions on GHG emissions. These reports are submitted quarterly by industry and currently cover water, municipal waste, toxic waste, and environmental impacts.

6.3 EXISTING DATA SOURCES ARE A VALUABLE RESOURCE FOR BOTH NATIONAL AND NAMA LEVEL MRV SYSTEMS

The effective use of a wide range of existing data sources is an important element of a successful MRV system (whether national, sectoral or at the NAMA-level). A wide range of existing sources should be considered, including national statistics agencies, government departments/agencies, industry groups, and sector experts. These data may be in aggregated form, and so are particularly useful for national level MRV systems, but they are also valuable for NAMA MRV systems as a means to supplement new, more detailed NAMA-specific data. These data also provide a valuable means to undertake QA/QC and verification of new activity data. Costa Rica and the Philippines in particular are taking steps to utilise existing data sources.

A focus of the Philippines effort to develop a national MRV system has been to utilise existing data sources. To do this a comprehensive review has been undertaken of all potentially relevant activity data. Various processes have been set up to assess what information is currently available, from which sources, and in what form. One of the first tasks conducted was to undertake a gap analysis. This was a consultative process and involved all the relevant agencies. The agencies identified a number of areas where valuable data already exists, as well as other areas that need strengthening. This is being followed up with a more detailed process that includes the classification of data as primary or secondary sources, and categorising the types of information available.

Costa Rica's NAMA MRV system is being designed to access an extensive data set being developed by the Ministry of Agriculture as part of its industry development programme. In fact, Costa Rica is taking the process one step further by integrating the NAMA MRV system with the Ministry's programme. This provides the NAMA with a wealth of existing data to either use as a primary source or for QA/QC and verification purposes. A further advantage of this approach is that it helps to gain buy-in and support from the Ministry. It also enables the NAMA to utilise the Ministry's existing framework for collecting and processing relevant data, including access to technical staff and other necessary resources such as laptop computers and motor vehicles.

Costa Rica is also looking to utilise extensive existing data sets collected by the livestock sector's industry groups. These groups have a wide range of regional and national level data collected over a number of years and maintained electronically. The data has been acquired from a number of sources, including through

ad-hoc questionnaires to members, the group's cattle auction facilities, and information provided by large commercial abattoirs. A further opportunity is the possibility of collaborating with the livestock industry groups to augment their ad-hoc process for updating member's details.

6.4 COLLECTING ACTIVITY DATA FROM INDUSTRY IS EASIER AND MORE EFFECTIVE WHEN THEY SEE VALUE AND BUY INTO THE PROCESS

The ability to acquire data directly from business/industry is important for both national and NAMA MRV systems. Business/industry can be reluctant to provide information for a variety of reasons, such as: they may be asked for the same information from different sources; it may be complicated and time consuming to provide the data; confidentiality is a concern; and no legislation/regulation exists requiring they provide the data. Addressing these issues is an important part of designing effective data collection processes.

Lebanon is working to establish buy-in from business/industry for its national level MRV system. One technique that the Ministry of Environment is applying is to develop a data-reporting tool that collects activity data needed for the GHG inventory, but also provides businesses with a calculator for company-level GHG emissions. This is achieved by an Excel spreadsheet where reporting entities provide information on indicators such as energy consumption in kWh, fuel consumption (gas/diesel oil/LPG), heavy fuel oil (for energy use), raw materials used for industrial processes, etc. The entity's GHG emissions are automatically calculated by applying IPCC default emission factors. The functionality to calculate GHG emissions provides businesses with a useful tool to identify cost reductions and efficiencies and compare their performance against competitors.

Industry support is particularly important for NAMA MRV systems where activity data supplied directly by businesses is the primary source. Costa Rica is addressing this challenge by framing their livestock NAMA in a way that makes economic benefit (productivity) one of the primary objectives. The view in Costa Rica is that by delivering productivity benefits the NAMA will also lead to reductions in GHG emissions. The focus on economic benefits is seen as a pragmatic response to engage individual, often small-scale livestock farmers. These farmers will be vital to collecting activity data and it is felt that the NAMA will need to deliver economic benefits to ensure their continued interest and participation.

Recognising the importance of effectively capturing data, Lebanon has commenced a process to ask business/industry their views. Business/industry will be surveyed on the mechanisms they prefer to use to provide data, for example, whether they prefer existing approaches such as the process of providing annual reports to ministries, or the use of online mechanisms. Their views are also being sought on whether a more centralised data collection process across government would be beneficial. A pilot phase of the survey was launched in late-October 2014.

6.5 COLLECTING ACTIVITY DATA FROM GOVERNMENT INSTITUTIONS IS EASIER AND MORE EFFECTIVE WHEN THEY SEE VALUE AND BUY INTO THE PROCESS

The ability to acquire data directly from government institutions is important for both national and NAMA MRV systems. Like business/industry, government institutions can be reluctant to provide information for a variety of reasons, including: when they see the data as belonging to them; when they are concerned about confidentiality; and when they are not required by legislation/regulation to provide the data. Addressing these issues is an important part of designing effective data collection processes.

The Philippines has focused on accessing existing data and gaining buy-in from relevant government institutions. The decentralised approach adopted makes this particularly important, as other government institutions will be required to collect, submit/process, QA/QC and verify data for their sector. Engagement with these other agencies is being undertaken at three different levels: technical, senior executive, and ministerial. The engagement comprises workshops, training sessions, etc., and includes involving agencies in key decision-making bodies such as 'The Database Keepers Committee', which is responsible for overseeing the design, build and implementation of the database system that underpins the national MRV system.

6.6 ADOPTING A SYSTEMS-BASED APPROACH INCLUDING BUSINESS PROCESS DESIGN, GOVERNANCE, AND IT DESIGN IS IMPORTANT FOR EFFECTIVE MRV

MRV can be best thought of as a system, which includes elements like business process design, governance mechanisms, and information technology (IT) support systems. Data collection, emission factor assessment and development, and emissions calculations are of central importance, but a systems approach helps to make MRV more sustainable and improves transparency, accuracy, comparability, completeness, and consistency.

In Lebanon, ministries recently agreed upon a process to share data across their IT platforms. The Memorandum of Understanding signed enables the Ministry of Environment to directly access relevant activity data from the Ministry of Industry's existing database. This agreement provides the Ministry of Environment with certainty about the type of data, the format, and the time it can be accessed. For the Ministry of Industry, it provides an efficient and consistent means to meet the data provision request. Business processes such as these become increasingly important the greater the range of agencies and data that are collected for the MRV system. The degree to which such arrangements are formalised will depend on a range of factors, such as existing government norms and protocols, organisational relationships and cultural considerations.

The Philippines is developing a new IT support system for its national MRV system. The database is being designed to assist in best utilising the broad range of data currently collected by government departments and institutions. IT systems of this type have the potential to significantly reduce the amount of manual data entry, provide standardised reporting (including to the UNFCCC), assist in effectively archiving data, and may be able to perform automated QA/QC and verification processes.

The Philippines IT support system is being designed in close collaboration with the broad range of potential system users. These agencies have been involved in determining business process design elements such as what data will be made available, when it will be collected, and in what form. Interestingly, this process has also had the effect of making agencies much more aware of the data they have (and could collect) and how it is stored and archived. In the Philippines, some agencies are still collecting and storing data in paper form, so the transition to a full IT support system may take some time.

An integral part of MRV system design in the Philippines has been to agree upon business process design elements with other agencies. The overarching MRV system design that was selected is a decentralised model, with a central co-ordinating agency that houses the database system, but with technical agencies like the Department of Energy and the Philippines Statistics Authority responsible for collecting, entering, maintaining data, as well as undertaking QA/QC functions. The process of agreeing upon this approach helps develop a more complete product, but also helps establish formal and informal networks and assists in gaining buy-in and support. The choice of MRV system design (e.g. decentralised, partially centralised, centralised, etc.) should reflect national circumstances, but business process thinking is universally important.

6.7 IT IS NOT NECESSARY TO IMMEDIATELY LOOK TO INTEGRATE DIFFERENT LEVELS OF MRV SYSTEMS, BUT THERE IS VALUE IN HAVING THE SYSTEMS INFORM EACH OTHER

A fundamental principle of MRV system development is to best utilise existing data. How this is put into practice can be complicated when multiple MRV systems are being developed simultaneously (with each system operating at quite different levels of detail). The reason that this can problematic is that the goals of national level MRV systems and NAMA level systems are quite different. For example, national-level emissions estimates do not require the same fine level of detail that a NAMA-level MRV system needs. Whereas NAMA level MRV systems do not need data from such a wide geographical area.

It is not just LECB countries that are facing the question of how or whether to integrate multiple MRV systems. Many developed countries also grappling with how to integrate data with different levels of detail. Developed countries may for example have data from offset programs or emissions trading schemes in addition to the data they collect as part of their national GHG inventory. Particularly for developing countries, rather than seeking to immediately integrate data, a more reasonable goal could be to have the different systems inform each other. For example, MRV systems operating at different levels can be used for QA/QC or verification purposes.

Chile is not integrating new activity data from their NAMA MRV systems into their national GHG inventory, although this is a long-term goal. Chile has an established inventory system that collects data from a range of existing sources, including the national statistics agency and other government agencies. This includes a continuous improvement process. The new MRV systems being built for Chile's various NAMAs are therefore able to focus on collecting the activity data required for the NAMA. Over time there will likely be opportunities for Chile to utilise activity data or emissions factors from NAMA MRV systems into the inventory.

6.8 INCREASING COMPARABILITY AND CONSISTENCY ACROSS NAMA MRV SYSTEMS IS POSSIBLE WITHOUT COMPROMISING NAMA DEVELOPMENT

Chile is developing a national NAMA MRV framework to inform MRV system design across the broad range of NAMAs currently being developed. This innovative response to MRV system development evolved as a result of a perceived need to ensure consistency and comparability across NAMAs. It also evolved as a direct response to a perceived lack of international guidance on NAMA MRV systems. The MRV framework is intended to provide NAMA proponents with guidance that is sufficiently detailed so practitioners can use it as a tool, but also to have enough flexibility to enable the development of MRV systems to address the specific NAMA needs. Processes are being developed that proponents can follow, such as how to select indicators, determine baselines and targets for indicators, and develop and approve MRV plans. Another important element of the MRV framework is the development of templates for NAMA proponents, such as for MRV plans and a national NAMA progress report template. It is understood that the Framework is already generating considerable interest amongst NAMA proponents in Chile.

7 Conclusion and Recommendations

LECB countries are undertaking a range of excellent work as they establish MRV systems. Most countries are now at the planning/design stage and are developing systems with different scales and scopes, utilising a range of different guidance, and incorporating to a greater or less degree fundamental technical elements. Although countries are making good progress, the survey results suggest that there are several fundamental areas of system design that could be better incorporated into LECB countries' MRV systems.

One broad area where such support would be valuable is guidance on the practical use of the range of tools that the IPCC provides for estimating GHG emissions and removals. This includes how the use of the IPCC Guidelines, various guidance and IPCC emissions calculations templates could be applied in the design of an MRV system.

LECB countries are also generally in need of technical assistance on QA/QC and verification, including practical tools. Incorporating QA/QC and verification into MRV systems is a good example of where countries should be encouraged to think strategically for the longer-term, but to implement incrementally. Such an approach helps ensure that simple opportunities to incorporate QA/QC and/or verification approaches into MRV systems are not missed, but also recognises specific national circumstances and capabilities. The IPCC training suggested above could target QA/QC and verification in addition to other technical areas that countries identify.

To supplement formal training opportunities, the LECB Programme could consider facilitating informal networks of technical experts related to MRV in LECB countries. These national experts could share amongst themselves how they are approaching aspects of systems design such as QA/QC and verification. Small groups could meet either in person or virtually in sessions facilitated by a leading MRV expert.

In addition, it is recommended that the LECB Programme facilitate formal opportunities for MRV system information sharing such as mutual peer reviews. Such a review would provide a country with a different technical perspective. A similar initiative has been underway in Asia for the last 12 years, where technical experts come together annually for workshops on GHG inventories[3]. The initiative includes the opportunity for countries to undertake a mutual 'review' of a sector of their inventory. The UNFCCC provides formal processes, but such a system could provide countries with an obligation-free opportunity to incorporate improvements suggested by a peer. Reviews of this type assist not just the country being reviewed, but also afford the experts undertaking the review an opportunity to learn more about how other countries undertake MRV.

3 The Workshop on GHG Inventories in Asia (WGIA) is an annual event funded by the Government of Japan. For further information see - http://www-gio.nies.go.jp/wgia/wgiaindex-e.html

Annex 1. Case Study on Measurement, Reporting and Verification in Chile

ABSTRACT

This paper outlines work being undertaken on measurement, reporting and verification (MRV) in Chile under the Low Emission Capacity Building Programme (LECB Programme). The paper considers the MRV of greenhouse gas (GHG) emissions, as well as socio-economic and environmental indicators. It does not address MRV of support. The paper focuses on work being undertaken in Chile to develop a national NAMA MRV framework and to develop the NAMA MRV system for the self-supply renewable energy (SSRE) NAMA.

The paper is structured around three substantive sections. The first section outlines the political and organisational context for MRV in Chile. The second describes progress on the first of the two major MRV initiatives being undertaken in Chile – a national NAMA MRV framework. In this section the relationship to the GHG inventory, guidance used to develop the framework, and various design elements are examined and key potential areas for further consideration are identified. The third outlines work on the second major initiative - the MRV system for the SSRE NAMA. This section focuses on system design considerations, use of the existing online platform, data collection and the emissions factors used.

1. POLITICAL AND ORGANISATION CONTEXT

The 2008 National Climate Change Action Plan (NCCAP) frames Chile's response to climate change. The NCCAP sets out six broad lines of action, including identifying mitigation as a way to improve quality of economic growth, reduce overall GHG emissions and decrease adaptation costs[4].

As part of the Copenhagen Accord, in 2009 Chile pledged to take NAMAs to achieve a 20 per cent deviation from business as usual emissions growth trajectory by 2020, projected from the year 2007[5]. The pledge was premised on receiving a relevant level of international support. Energy efficiency, renewable energy and land use, land-use change, and forestry (LULUCF) measures were identified by Chile as the main focus of its NAMAs.

The promotion of renewable energy was also included as one of the six pillars of the Government's National Energy Strategy (2012) and in the National Energy Agenda (2014). Major drivers for the promotion of renewable energy supply in Chile are high energy prices and a dependence on imported fossil fuels. Addressing these issues is part of the Government's broader development objectives. There has been active support by government agencies for programmes to promote renewable energy, including through the SSRE NAMA, which was developed by the Ministry of Energy, the Centre for Renewable Energy (CER), and

4 The Second National Communication submitted by Chile in 2011.

5 http://unfccc.int/files/meetings/cop_15/copenhagen_accord/application/pdf/chilecphaccord_app2.pdf

the Production Development Corporation (CORFO) with support from Germany and the UK through several initiatives. The CER is further developing the SSRE NAMA.

The Office of Climate Change (the Office) within the Ministry of Environment is responsible for preparing the national GHG inventory and for national oversight of NAMA development. Individual NAMAs and their associated MRV systems are being designed by technical agencies such as the CER. The LECB Programme is working with the Office to support the NAMA MRV framework and the national GHG inventory. The LECB Programme is also providing assistance to develop a voluntary carbon management system and Low Emission Development Strategy in Chile.

2. NATIONAL NAMA MRV FRAMEWORK

Chile is establishing a national NAMA MRV framework (the Framework) to provide guidance to the broad range of proponents currently developing NAMAs in Chile. The Framework is also intended to assist in developing standardised institutional arrangements for existing MRV systems. The establishment of a national NAMA MRV framework is an innovative approach. If successful, it could provide a valuable model for other countries where multiple NAMAs are being developed. The practical guidance outlined in the Framework could also potentially provide a useful additional reference for individual NAMA proponents designing MRV systems outside of Chile.

Work to develop the Framework commenced in May 2014, so the Framework is still in the early stages of development. The case study presents the situation in October 2014. The Office advises that the Framework will be finalised by early 2015.

2.1 Systems design and guidance applied

Significant efforts are being undertaken in Chile across a range of public and private organisations to develop NAMAs. There are currently five NAMAs at various stages of development that are registered in the UNFCCC NAMA registry. There are a further nine NAMAs that are actively being considered. These NAMAs cover numerous sectors. The most advanced - the SSRE NAMA - obtained funding from the NAMA Facility[6] for implementation. The other NAMAs currently at the development phase relate to: forestry, organic waste, clean production agreements, and sustainable urban transport in the Santiago metro area.

The Office advises that the decision to commence work on a national NAMA MRV framework was informed by a desire to ensure consistency and comparability across the broad range of NAMAs being developed. It is understood that there is also a view that international guidance is currently insufficient to assist NAMA developers in designing and implementing their MRV systems. The Office advises that a guiding principle for the Framework is that it provides necessary guidance, but is sufficiently flexible to enable the development of MRV systems that address the specific needs of the NAMA. In this way the Office is creating an enabling environment for NAMA MRV systems to develop, rather than to be overly prescriptive.

6 The NAMA Facility is a joint initiative of Germany's Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety and the United Kingdom's Department of Energy and Climate Change. It was set up to support developing countries and emerging economies that show leadership in tackling climate change and want to implement ambitious climate protection measures (NAMAs). For more information see: http://www.nama-facility.org/news.html

2.1.1 Alignment with GHG inventory

Chile has at this stage decided not to integrate activity data collected under NAMA MRV systems into their national GHG inventory. This is an important design choice. Chile has an established national inventory that collects data from a range of existing sources, including the national statistics agency and other government agencies. The Office advises that the focus of NAMA MRV systems should be collecting detailed activity data to meet the specific purposes of the NAMA.

Recognising this design choice, there could still be opportunities for data from the national GHG inventory to provide a valuable quality assurance/quality control (QA/QC) tool for NAMA MRV systems. Over time there may be increasing opportunities to utilise activity data or emissions factors from NAMA MRV systems into the GHG inventory. The Office advises that over the long term it will look to integrate national GHG inventory and NAMA MRV systems.

2.1.2 Guidelines informing systems design

It is understood that while the IPCC's Guidelines for National Greenhouse Gas Inventories[7] are not directly being referenced in the Framework, the principles that underpin the guidelines such as transparency, accuracy, comparability, completeness, and consistency are implicit in the design of the Framework. There may be value in making this reference more explicit to increase recognition of the role of that the IPCC Guidelines could play domestically with NAMA developers, and potentially provide increased international credibility for the Framework.

The Framework utilises the causal chain analysis set out in the draft Policy and Actions Standard 2014, which is being developed under the banner of the Greenhouse Gas Protocol[8]. The draft Framework provides guidance on how to apply the causal chain analysis to inform the selection of indicators for the MRV system. It is understood that several NAMA developers are already looking at applying the causal chain analysis to assist in identifying indicators.

2.1.3 Integrating baselines and target setting

The draft Framework integrates the process of setting baselines and targets into the NAMA MRV process. This is a different approach to that adopted internationally for national GHG inventories where targets are set independently of the national GHG inventory. For an inventory, indicators are identified and evaluated to measure actual GHG emissions and removals. These indicators are then measured and re-measured to determine any change. In this way the national GHG inventory is used to determine the baseline against which the target is formulated, and progress toward the target is measured annually by actual GHG emissions and removals.

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7 The IPCC's Task Force on National Greenhouse Gas Inventories has produced a series of guidelines and guidance for national GHG inventory compliers including: the Revised1996 IPCC Guidelines for National Inventory Greenhouse Gas Inventories; the 2003 Good Practice Guidance for Land Use, Land-Use Change, and Forestry: and the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.

8 The Greenhouse Gas Protocol is a partnership between the World Resource Institute (WRI) and the World Business Council for Sustainable Development (WSCSD). The Greenhouse Gas Protocol is currently developing two new standards to cover 'mitigation accounting'. The Policy and Actions Standard is one of these standards. See http://www.ghgprotocol.org/mitigation-accounting

A similar approach has been adopted for developing countries as part of the MRV framework for REDD+ (reducing emissions from deforestation and forest degradation). Under REDD+, separate processes have been established for establishing baselines/targets and for MRV. The framework for REDD+ reference levels or reference emission levels, which are projections of emissions/removals, was developed through a separate process to the development of national forest monitoring systems and the specific MRV approach established for REDD+.

From a practical perspective, emissions calculations used for national GHG inventories are developed and can evolve to identify and measure those variables responsible for changes in emissions and removals. Importantly this includes being able to track changes in emissions and removals resulting from policy or programmes implemented by government. This logic provides valuable guidance for NAMA MRV systems where indicators should be selected to ensure that the combination of activity data and emissions factors adopted can capture the effects of the policy/programme levers that governments apply through the NAMA.

An important element of the approach adopted in the Framework is the establishment of a step-wise and iterative approach to the development of indicators, targets and policies. This enables NAMAs to be refined to ensure that they are meeting their objective. For example, if preliminary calculations under a NAMA (activity data multiplied by emissions factor) suggest that the initial policy target cannot be met, the policy can be redesigned or the target reduced. There is clearly therefore value in such an approach. However, it may be that this method is suited only where NAMAs are developed by a more 'top down' national approach, rather than at an agency/departmental level. The iterative approach applied in the Framework may be redundant if applied to agency/department level NAMAs, as targets and indicators may have already been fixed by broader government priorities and therefore are not able to be adjusted during the NAMA development process.

2.1.4 Integrating MRV into NAMA design

The issue of when to integrate MRV into NAMA design is an important design consideration. An advantage of the iterative approach set out in the Framework is that MRV is considered at an early stage in the NAMA development process, and there is flexibility to adjust the MRV system on the basis of potentially changing broader objectives of the NAMA. One of the risks of leaving MRV system design until late in the NAMA development process is that it might turn out to be not practical to implement the proposed MRV system to effectively measure the NAMA. For example, it may not be feasible (practically or financially) to collect the activity data that is required as part of the emissions calculation that underpins the NAMA. The LECB Programme officials in Chile don't consider this to be an issue in Chile.

2.1.5 MRV for non-GHG indicators

The Framework is being primarily designed to measure GHG emissions and emissions reductions, but the principles that underpin the Framework are equally applicable to non-GHG indicators. This is a fact that is underlined throughout the Framework.

2.2 QA/QC and verification

The application of QA/QC techniques is essential to an effective MRV system. It is an area that is often not fully developed in NAMA MRV systems.

The Framework provides for the establishment of an MRV plan and includes a template for the plan. This is a useful step as part of a QA/QC system. The Framework provides that the MRV plan is prepared by the NAMA developer and then validated and approved by the Ministry of Environment. Under the Framework, the

MRV plan is a valuable verification tool as it provides a reference point against which a verifier can assess whether the MRV system does what it was established to do as specified in the Plan.

There may be benefit in making more explicit how QA/QC is built into the Framework. One simple way to signal the importance of QA/QC could be to have a section or sub-section dedicated to the subject. QA/QC is best designed and implemented when it is integrated throughout the MRV system, but a dedicated section could potentially highlight to NAMA developers the importance of incorporating QA/QC techniques. For example, there may be opportunities to make NAMA proponents aware of simple quality control techniques such as checking emissions calculations formulas, using checks for inconsistency, standardizing processes, or using existing data as a quality control check for any new activity data that is being collected.

Another area where many NAMA MRV systems could be further developed is verification. It is understood that many NAMA developers are waiting for further international guidance on how to implement verification into NAMA MRV systems. This could be one reason why verification is not specifically addressed in the Framework. That said, drawing on the work of the International Panel on Climate Change's (IPCC) Task Force on National Greenhouse Gas Inventories (NGGI) there are some basic verification techniques that could be valuable for NAMA MRV systems[9]. Whilst the Guidelines are designed for national GHG inventory compilation, they provide an important reference for NAMA MRV systems. The Framework could, for example, include a process where the MRV system is assessed either by a data/statistical expert working elsewhere in the department or another government department. In addition to meeting broad verification objectives, this process could generate some valuable insight – an external perspective can often identify areas not obvious to someone dedicated to the system development.

3. MRV FOR THE SSRE NAMA

3.1 Systems design considerations

The most advanced NAMA being developed in Chile is the SSRE NAMA. The Centre for Renewable Energy (CER) developed the NAMA MRV system, which is based around an online platform that the CER uses to record a range of data for both self-supply and grid-connected renewable energy projects. The NAMA only relates to self-supply renewable energy projects. The CER is currently considering how to augment the platform to incorporate a range of additional indicators (including non-GHG metrics) and develop key additional functionality such as QA/QC and verification.

The online platform creates an excellent base for a NAMA MRV system. Interestingly, the primary driver for initially developing the system was to track and monitor renewable energy projects, rather than being a custom-made system for GHG emissions. The system was designed to enable step-by-step monitoring of progress and a complete database of projects. The system has proven to be a successful tool for tracking projects. The collection and recording of data for GHG emissions was not part of the core functionality under the initial project. That said the activity data collected by the CER in combination with the emissions factors applied are sufficient to enable CER to estimate the GHG emissions reductions associated with the self-supply projects.

9 The NGGI has produced a series of guidelines and guidance for national GHG inventory compliers including: the Revised1996 IPCC Guidelines for National Inventory Greenhouse Gas Inventories; the 2003 Good Practice Guidance for Land Use, Land-Use Change, and Forestry: and the 2006 IPCC Guidelines for National Greenhouse Gas Inventories.

The MRV system for the NAMA currently comprises the online platform and basic archiving and reporting functions. Important associated functions such as QA/QC, verification, uncertainty analysis and emission reporting functions have not yet been development. While the NAMA utilises an online platform to collect data and undertake emissions calculations, the MRV system is currently only operational within the CER. A programme of work is currently underway to further develop the MRV system for the NAMA.

3.2 Utilising existing systems

A range of data are collected and recorded via the online platform for self-supply projects. For example, data is collected on: the renewable energy source and technology, installed capacity, state of the tender if it is needed, whether further finance is required, and a number of other indicators.

In addition to tracking projects, a key requirement of the online platform is to inform government policy-making on renewable energy, including guiding investment decisions. The tool provides policy-makers with maps illustrating where projects are located, by renewable energy source, and generation capacity at each project site. The tool also provides decision-makers with valuable information on renewable energy generation (and emission reduction) potential. To do this the system calculates on a project-by-project and aggregate basis the potential emission reductions compared against the baseline scenario. This involves comparing the actual energy source multiplied by usage with the proposed renewable energy technology multiplied by usage. It also provides decision makers with information on estimated costs of generation to aid in investment decisions. Almost 300 self-supply projects are currently included in the system.

3.3 Data collection

Data is currently entered into the MRV platform by staff in the CER. Data is gathered from a range of sources, in particular from other government agencies that promote renewable energy programmes through a range of means including subsidies. For example, the Ministry of Agriculture manages a programme that encourages renewable energy generation to support irrigation projects. Government agencies provide data (usually in the form of Excel spreadsheets) to the CER from their internal systems. Agency data is supplemented by data gathered by the CER from other public sources.

The data entry process is currently undertaken completely within the CER via a manual data entry process. This is time consuming and creates the potential for human data entry errors; particularly given a QA/QC system is yet to be developed. It is understood that CER is examining options to enable a broader group of users to enter data into the system. This could include other government agencies and potentially also project proponents.

3.4 Planned improvements

The CER is currently considering options to augment the online platform. The CER advises that it currently has sufficient information for GHG emissions calculations, but is considering adding new functionality to collect additional information such as on non-GHG indicators like job created, improvements in air quality, etc.

The CER advises that a range of stakeholders will be included in this process, in particular the private sector, which it sees as critical to shaping the range of indicators included in the NAMA MRV system. This will be the first such consultation with stakeholders. As the online platform was initially intended for internal agency purposes a consultation process with the private and public sector stakeholders was not undertaken.

A further possible augmentation to the system could be to enable a broader group of stakeholders to input data. This could include other agencies and potentially NAMA proponents. The consultation process could include canvassing views on the value of such an amendment.

3.5 Emissions factors

The online platform uses electricity system emission factors developed by the Ministry of Energy for the two main grid electricity systems in Chile – SIC and SING. These emissions factors were developed in accordance with the IPCC 2006 Guidelines for national GHG inventories. Emissions factors were developed for the two other grid systems – Aysén and Magallanes – using the methodology adopted by the Ministry of Energy. The online platform also uses fuel emissions factors for the fuel sources replaced by the SSRE NAMA. The Ministry of Energy developed the emissions factors for each of the grid systems using the IPCC 2006 Guidelines. The sources, calculation and assumptions for each emissions factor are detailed in a set of user manuals that are available via the online platform.

A study was commissioned by the LECB Programme to define country specific factors for different fuel types. The Office is currently discussing the outcomes of this work with the Ministry of Energy.

4. CONCLUSIONS

Chile is focusing on delivering a national NAMA MRV framework (the Framework) to inform MRV system design across the broad range of NAMAs currently being developed domestically.

Chile's innovative response to MRV system development evolved as a result of a perceived need to ensure consistency and comparability across NAMAs and to provide NAMA proponents with additional, detailed guidance on MRV system design. Importantly, the Framework is intended to provide practical guidance, but be sufficiently flexible to enable the development of MRV systems that address the specific needs of the NAMA. It is understood that the Framework is already generating considerable interest amongst NAMA proponents in Chile.

Two areas where additional practical guidance could be particularly valuable are quality assurance/quality control (QA/QC) and verification. It will be important that the framework highlights the importance of QA/QC and verification to NAMA proponents, and identifies concrete options for how these foundation elements of an MRV system can be integrated into NAMA from their inception.

Chile's self-supply renewable energy NAMA provides a useful example of how MRV systems can be built off existing platforms, but also how MRV is more than just a data collection and emissions calculation tool. Chile's Centre for Renewable Energy (CER) is currently investigating modifying its online platform to make the system available to a broader range of users, to incorporate a range of additional indicators (including non-GHG metrics), and develop key additional functionality such as QA/QC and verification.

Annex 2. Case Study on Measurement, Reporting and Verification in Costa Rica

ABSTRACT

This paper outlines work being undertaken on measurement, reporting and verification (MRV) in Costa Rica under the UNDP Low Emission Capacity Building Programme (LECB Programme). The paper considers the MRV of greenhouse gas emissions, as well as socio-economic and environmental indicators. It does not address the MRV of financial support. The paper focuses on the NAMA MRV system being established for a livestock NAMA, as that is the current focus of the LECB Programme.

The paper is structured around five substantive sections. The first section outlines the political and organisational context in Costa Rica. The second describes the major system design considerations, including the primary focus on economic benefits to farmers. The third outlines the practices that are incentivised under the NAMA, which are based around the concept of rotational grazing. The fourth describes data collection processes, both direct measurement and making use of other available sources. The choice of indicators, field-testing process, and assessment of indicators under the direct measurement process are examined in detail. The use of existing and new national and local data sources under the NAMA is also considered. The fifth describes the use of emissions factors for the national greenhouse gas inventory and NAMA and the relationship between the two.

1. POLITICAL AND ORGANISATIONAL CONTEXT

In 2007, Costa Rica launched an international undertaking to become carbon neutral by 2021 (the 200-year anniversary of independence). Costa Rica's new president recently reinforced this commitment at the UN Secretary General's Climate Summit in September 2014. This undertaking can be seen to frame the Government's domestic response to climate change.

The Government of Costa Rica is working to develop a domestic voluntary carbon market to support its international pledge. Companies participating in the programme undertake a process to assess their emissions profile. The market then provides a mechanism whereby companies, if necessary, can purchase emission reductions and/or sequestration in order that they be judged to be carbon neutral. To date thirteen companies have been certified. Another major initiative, which was established in the 1990s, is the national fund for financing forests (FONAFIFO). This initiative provides direct payments to owners of small natural and plantation forests to protect these forests and the ecosystem services they provide. FONAFIFO is funded from a tax on fuel of 3.5 per cent. The Government of Costa Rica, the World Bank and the private sector also provide financial support. It has resulted in the doubling of forest cover from 26 per cent of total land area in 1984 to 52 per cent in 2014[10].

10 SINAC, 2013 - http://www.sinac.go.cr/Paginas/Inicio.aspx

The Ministry of Environment and Energy (MINAE) is the government department with primary responsibility for climate change in Costa Rica. MINAE is focused on developing a range of mitigation measures (in the form of NAMAs) to support the Government's international pledge. The UNEP DTU is currently working with MINAE and the Ministry of Agriculture to develop an overarching low carbon development strategy. In the meantime a more ad-hoc approach is being taken where individual departments are developing NAMAs in areas where they identify mitigation opportunities.

The livestock NAMA is the second NAMA to be developed for the agriculture sector. A coffee NAMA has been in development for the last three years. In December 2013 it was approved for implementation under the NAMA Facility[11]. The Ministry of Agriculture (MAG), under the umbrella of the MINAE, has undertaken work on both NAMAs. The focus on beef and dairy cattle livestock for the NAMA fits well from both an economic and mitigation perspective. The production of beef and dairy cattle in Costa Rica accounts for 30.6 per cent of Costa Rica's total emissions[12]. Beef and dairy cattle in Costa Rica are farmed in a diverse range of soil types, climatic zones and altitudes. Cattle are grazed in open pastures with minimal supplements provided, in particular for the beef sector.

The LECB Programme commenced on 1 March 2013. The primary focus of work in the first year was to build capacity and understanding in government departments and with other stakeholders of the objective of the NAMA concept. MAG is currently rolling out a pilot phase of the livestock NAMA across 100 farms nationwide. The LECB Programme is supporting a sub-component of this pilot programme in twenty farms.

2. SYSTEM DESIGN CONSIDERATIONS

The livestock NAMA is still in development. The activities being promoted under the NAMA and the MRV of the impact of these activities are currently being piloted for six months in 100 farms.

A key defining feature of the livestock NAMA in Costa Rica is the focus on delivering both economic and mitigation benefits. The focus on economics is seen as a practical response to what has been identified as the primary implementation challenge: without active and sustained engagement by the private sector (the farmers and the industry groups) it will be difficult if not impossible to implement the NAMA. It is understood that key actors in MAG and the National Chamber of Meat Producers (CORFOGA) are planning to address this challenge by promoting practices that lead to both productivity and mitigation improvements under the banner of rotational grazing.

The focus on economics is also a process related response. The NAMA is piggybacking off an existing MAG project to improve livestock productivity in beef cattle. By piggybacking off this existing process the NAMA gains buy-in from MAG, but it also importantly enables the NAMA to utilise an existing framework for collecting and processing relevant data. This includes the necessary technical staff, but also technologies (such as electronic ear tagging) and other necessary resources such as motor vehicles.

11 The NAMA Facility is a joint initiative of Germany's Federal Ministry for the Environment, Nature Conservation, Building and Nuclear Safety and the United Kingdom's Department of Energy and Climate Change. It was set up to support developing countries and emerging economies that show leadership in tackling climate change and want to implement ambitious climate protection measures (NAMAs). For more information see: http://www.nama-facility.org/news.html

12 Costa Rica's Second National Communication to the UNFCCC Secretariat (October 2009).

The MAG livestock productivity project also addressed soil erosion resulting from certain grazing practices and other adaptation related areas. These elements have been included in the livestock NAMA. This holistic approach to farming systems, which focuses on promoting actions that improve productivity, mitigation and adaptive capacities fit well with what is broadly described as climate-smart agriculture (CSA). CSA is a major area of global focus for the agriculture sector, as evidenced by the recent establishment of the Global Alliance on Climate-Smart Agriculture at the UN Secretary General's Climate Summit in September 2014.

The NAMA pilot project is being run in the Brunca region of Costa Rica. This region has a strong livestock industry with farmers willing to test advanced farm management practices. The Brunca region is also home to a very strong livestock industry group - the Livestock Association of the Brunca Region (ACGUS) – which provides members with a range of technical and financial services and support. ACGUS also owns and manages the local stockyard and auction house.

A major emphasis in the development of the NAMA to date has been engaging with stakeholder groups such as ACGUS, in particular in the private sector. CORFOGA, including its regional offices, has been involved from an early stage of the work. In addition, the National Chamber of Milk Producers (CNPL) and the largest milk production cooperative in Costa Rica (Dos Pinos) have been consulted.

Taking into account these system design considerations, project-specific design components of the MRV system such as indicators, target project activities, emission factors, and quality assurance/quality control (QA/QC) are discussed in Sections 3 and 4.

3. PRACTICES INCENTIVISED UNDER THE NAMA

An initial set of practices for use in the pilot project was developed using existing information and relying on expert judgement. It is expected that this list of practices may change at the conclusion of the initial phase of the pilot programme.

The practices were agreed by a group of stakeholders comprising technical staff from CNPL, CORFOGA, Institute of Innovation and Technology Transfer in Agriculture (INTA), LECB, the Tropical Agriculture Research and Higher Education Sector (CATIE), the International Centre for Tropical Agriculture (CIAT) and MAG. The practices selected for inclusion in the NAMA are based around the concept of rotational grazing. The specific list of activities covered is: better fertilizer use; improved pastures; rotational grazing; and use of live fences. CORFOGA advises that these practices were made deliberately broad, so as to provide the farmers with flexibility to emphasise the aspects they see as working best for them. The ultimate aim of the practices is to develop precision livestock locally and adapted to local conditions.

The practices were selected from a range of actions currently promoted by MAG. Selection criteria were developed to assess the relative effectiveness of these practices for the NAMA and these criteria were then ranked. The highest priority was accorded to a hybrid criterion that included productivity, profitability and emission reductions. UNDP officials in Costa Rica advise that the rationale behind this hybrid criterion is that reducing inputs to processes (fertilizer, feed, etc.) will both increase productivity and reduce emissions. The criterion ranked second in importance was the availability of the technology and whether it was proven at the farm level. Other criteria included were an ability to produce measurable results in the short term, acceptance of the practise by farmers (social and economic acceptance), and increasing resilience to the effects of climate change.

The pilot project is expected to provide a more complete understanding of the practices being promoted and their relative benefits. UNDP advises that this could help in the development of a marginal abatement cost curve (MACC) or similar analysis that could inform which practices to prioritize under the NAMA.

4. DATA COLLECTION

4.1 Direct measurement

An extensive on-farm direct measurement process is being developed for the NAMA.

4.1.1 Choice of indicators

An initial set of indicators on which data will be collected has been developed for the pilot project. UNDP officials in Costa Rica note that the list of indicators is deliberately more comprehensive than will be applied for the next phase of the project. They see the pilot phase as a chance to test ideas and build understanding. The same stakeholder group that established the NAMA practices agreed to the indicators selected.

Some indicators require collecting data on a daily basis, such as the volume of milk produced per cow and per farm. Other indicators will be measured every six months, annually, or only when needed (such as when they purchase new equipment). Data will be collected in paper form with the farmers working with technical experts from CORFOGA and MAG who are based in the region. A representative from CORFOGA and MAG will work on the pilot project. The LECB Programme will also hire an expert to lead and manage the NAMA process in the Brunca region. The data collection process is divided up into two parts – less technical, more frequent measurements that the farmers complete themselves and additional measurements collected by the farmer and the technical staff. Much of the responsibility for data collection will fall to the farmer.

The technical experts will be responsible for compiling the information collected into Excel spreadsheets. The volumes of data that will be gathered during the pilot phase and beyond necessitate the establishment of processes to store and archive the data. This decision should include consideration of how to build in quality control techniques. At this stage no quality control techniques have as yet been identified.

Data collection by the technical experts is likely to be time consuming. The farms, although all contained within one region, are spread over a large geographic area and the roads into the farms are often rocky, steep and difficult to access. This impacts on the technical expert resources required for collection purposes. For the pilot project this is not likely to be a factor, but it could be a design consideration when the pilot programme is scaled up.

4.1.2 Field test

A sub-set of three farms in the LECB pilot is currently collecting measurements to test the practicality of the indicators, including the impacts on farmers' time. UNDP officials in Costa Rica advise that the list of indicators could be revised before an updated indicator set is provided to the wider group of 100 pilot farms. Most beef cattle farmers in particular currently collect almost no data, so it will require a cultural shift to engage in the daily collection of data as will be required for the NAMA. This additional imposition on farmers' time suggests that they will be looking to see results in the short-term to justify the effort involved.

4.1.3 Assessment of indicators

It is planned that data will be collected against an extensive range of indicators. It will be important that the indicators selected capture any improvements that farmers are creating. It is suggested that further work could be undertaken to demonstrate how the indicators align with measuring progress under the NAMA practices. It will also be important to ensure that the data collected aligns with work being undertaken to develop Costa Rica's country-specific emissions factors. This is important so that the emissions calculations are able to reflect the emissions reductions arising from the NAMA activities. A risk is that you have good, specific activity data and a country specific emissions factor, but the two cannot be used to produce an emissions calculation.

4.2 Existing or external data

Existing data sources such as national bureaus of statistics can be used to fill gaps in direct measurement and as part of a comprehensive QA/QC process.

4.2.1 Utilising existing national data sources

The National Institute of Meteorology (IMN) currently prepares the greenhouse gas inventory for the agriculture sector, with the support of INTA. While the information used for the inventory is primarily aggregate, national level data, it may provide useful information for quality control purposes.

IMN collects national and regional data on rainfall and temperature. This information could be useful to determine whether climatic conditions are having an impact on the indicators that are being measured under the NAMA.

4.2.2 Utilising existing local data sources

Industry groups can be a useful data source for the pilot and national NAMA phases.

The regional members association of CORFOGA in the Brunca region collect a range of data that could be used for the NAMA MRV system. For example, ACGUS collects information on the sex, weight and price for all animals sold through their cattle auction facility. They have a time series of approximately five years for this data that is stored electronically. ACGUS advises that this information could be provided for the NAMA MRV system. Data is also collected on the health of animals auctioned. A random selection of thirty animals for each auction is tested for brucellosis and tuberculosis. This data is also stored electronically by ACGUS. In addition, ACGUS is working with several universities and research institutions in Costa Rica. These could provide a further source of data for the MRV system.

For the pilot phase of the NAMA, this data could be supplemented through ACGUS's existing membership. ACGUS has a database with basic information about its members. This information is updated on an ad-hoc basis via a survey. ACGUS informally indicated it could possibly ask members some further questions in the next survey for use in the NAMA MRV system. Examples of the type of information that could be collected is the farm use (cattle, dairy, dual purpose), size of farms in hectares, and number of cattle.

CORFOGA advises that it collates regional level data such as that collected by ACGUS. In addition to collecting regional data from cattle auctions, CORFOGA also collects data from the larger abattoirs operating across Costa Rica.

4.2.3 Utilising new local and national data sets

The MAG programme on which the NAMA is piggybacking will provide a comprehensive data set that could be used for quality control purposes for the NAMA MRV system. As part of this programme, MAG will electronically tag all animals. The electronic tags will record information such as gender, breed, lineage, date of birth, chain of ownership from birth to death, name of the owner and location of the farm, and the weight of the cattle. It will also include basic information on the health of the cattle, such as whether it has been tested for brucellosis and tuberculosis.

5. EMISSIONS FACTORS

Research to develop a country-specific emission factor for beef cattle has been underway in Costa Rica for several years. The NAMA will leverage off this research.

5.1 National GHG inventory emissions calculations

INTA advises that it has used an IPCC tier 2 approach for methane emissions from beef and dairy cattle for Costa Rica's most recent national GHG inventory. The estimate was developed using survey information collected by CORFOGA from which a modelled time series of cattle populations was derived (disaggregating by sex and breed).

5.2 Emissions factor development

INTA is continuing its work to develop country-specific emissions factors for beef and dairy cattle. INTA advises that the focus of this work is on developing emissions factors for the different kind of forage, including native grass and brachiaria brizantha. This involves a detailed research programme being run in collaboration with the National Technical University (UTN). The research involves directly measuring methane emissions from cattle using the SF6 tracer technique and gas chromatography.

The work was only commenced after preliminary analysis suggested that the IPCC default emissions factor might not be a good approximation for the conditions in Costa Rica. This is an important first step, as much time and energy can be invested developing country specific emissions factors where IPCC defaults already provide a good estimate. Another important consideration is whether the emission source is a key category[13]. As noted above, methane emissions from beef cattle is a significant contributor to total emissions.

Initial research undertaken at Costa Rica's National University of Technology (UTN) indicates that as suspected the IPCC default does not provide a good approximation for methane emissions for beef and dairy cattle in Costa Rica. The IPCC factor is less well suited to the environmental and climatic conditions in Costa Rica. Further work is required, but the intention is for the research to culminate in a peer-reviewed journal article and for the emissions factor to be used for both the livestock NAMA and the national GHG inventory.

The LECB Programme recently funded an expert from the University of Florida to undertake a peer review of the research being undertaken at UNTN. The findings were positive. LECB Programme officials in Costa Rica advise the peer review concluded the study should enable Costa Rica to have a better understanding of emissions from livestock in tropical conditions based on different diets.

13 As per the IPCC Guidelines for national inventory compilation

5.2.1 Emissions factors for the NAMA

The primary practice improvement under the NAMA is rotational grazing. UNDP officials in Costa Rica have not yet assessed how the change in practice and the activity data being collected under the NAMA would then utilise the emissions factor work being undertaken measuring emissions from cattle eating native grasses and brachiaria brizantha. As noted above, it is important to ensure that the detailed activity data and country specific emissions factors can be used to measure emissions reductions resulting from the NAMA practice (rotational grazing).

6. CONCLUSIONS

Costa Rica is focusing on establishing a NAMA MRV system for its livestock NAMA. UNDP officials in Costa Rica are working closely with the Ministry of Agriculture and a range of other stakeholders to pilot a data collection process that should provide a valuable and comprehensive set of activity data. It is intended that the NAMA MRV system will combine these data with country specific emissions factors that are being developed as part of an ongoing program for the national GHG inventory.

A defining feature of the NAMA being developed in Costa Rica is the focus on delivering economic benefits as well as GHG emission reductions. The delivery of these economic benefits through productivity improvements is in some ways the primary driver of the NAMA.

The view in Costa Rica is that by delivering productivity benefits, the NAMA will also lead to reductions in GHG emissions. The focus on economic benefits can be seen as a pragmatic decision in order to best engage individual, often small-scale livestock farmers. These farmers will be vital to collecting activity data and it is felt that the NAMA will need to deliver economic benefits to ensure their continued interest and participation. An economic focus is also helping to engage a range of institutional stakeholders, including the Ministry of Agriculture and a range of industry groups, and create synergies with existing work. Focusing on productivity improvements provides a valuable tool to engage industry, but it remains important that the NAMA MRV system is able to calculate accurately, cost effectively, and reliably the emissions and changes in emissions associated with the practices being encouraged under the NAMA. This requires collecting activity data and emissions factors that, when combined, demonstrate the effect of the practices being implemented under the NAMA.

Costa Rica, like a number of other LECB countries, is seeking to piggyback off existing processes to collect activity data under its NAMA MRV system. This has several important benefits including reducing costs of data collection and potentially dovetailing with existing systems to process, maintain and archive data. For example, the NAMA is linked to a livestock productivity programme being established by the Ministry of Agriculture.

Engagement with industry is a further defining feature of the NAMA MRV system being built in Costa Rica. This offers potential to again piggyback existing data collection processes and provide access to vital data. For example, the LECB Programme is looking to utilise the wide range of data collected at a regional and national level by industry groups. These industry groups have valuable data that has been collected over an extended time series and maintained electronically. This can provide an important resource for the NAMA MRV system to assist in filling gaps in the new data collection processes but also provide a means to undertake quality assurance and quality control (QA/QC) checks. The engagement with industry is also important to build and maintain the support and trust of the many small-scale farmers that will ultimately participate under the NAMA.

Annex 3. Case Study on Measurement, Reporting and Verification in Lebanon

ABSTRACT

This paper outlines elements of work being undertaken on measurement, reporting and verification (MRV) in Lebanon under the Low Emission Capacity Building Programme (LECB Programme). The paper considers the MRV of greenhouse gas (GHG) emissions, as well as socio-economic and environmental indicators. It does not address MRV of support. The paper focuses on the range of data collection processes being deployed in Lebanon to collect activity data necessary for GHG emissions calculations.

The paper is structured around four substantive sections. The first section outlines the context for MRV system development in Lebanon. The second describes work to augment existing processes to collect GHG activity data. The third outlines a number of new initiatives to collect activity data, two of which are being implemented through non-legislative executive type orders. The fourth examines arrangements for sharing data and quality assurance/quality control (QA/QC) procedures.

1. MRV CONTEXT

Lebanon has submitted two National Communications and associated national GHG inventories to the Secretariat of the United Nations Framework Convention on Climate Change (UNFCCC). The first was submitted in 1999 (with a 1994 inventory base year) and the second in 2011 (with a 2000 inventory base year). Lebanon is currently preparing its third National Communication and its first Biennial Update Report (BUR). The BUR will include information on existing and planned mitigation actions as well as information on MRV and institutional arrangements for the GHG inventory. LECB Programme officials in Lebanon cite the lack of institutional memory from compiling previous inventories, the need to establish institutional arrangements for sharing data between agencies, and greater involvement from the private sector as the major challenges facing the government on MRV.

The LECB Programme in Lebanon, which was launched in March 2013, is currently focused on designing a national-level MRV system that will provide more sustainable and structured data collection, maintenance, archiving, and reporting processes. The LECB Programme is also prioritising and developing NAMAs in a range of sectors.

2 AUGMENTING EXISTING PROCESSES

2.1 Industrial Certification Programme

The LECB Programme is currently piloting a process to collect new GHG activity data by piggybacking off an existing process. The Ministry of Industry is responsible for certifying businesses to import and export products. Businesses apply annually to the Ministry to register and to renew their 'industrial certificate'. The application involves responding to certain basic questions about the business' operations.

The pilot process involves adding several questions to this application, such as fuel use and consumption for energy and transport purposes, type and quantity of industrial production, lubricant use, wastewater production, etc. While this is basic information, Programme officials in Lebanon suggest it provides sufficient data at the business level to undertake simple GHG emissions calculations. To encourage participation, it is important that businesses not see the reporting process as being overly onerous. Thus, businesses are required to fill out a short form of one or two pages only. The practice of adding to existing formal processes as being piloted assists to mainstream the collection of information relevant to GHG emissions calculations. This is a potentially significant development for a national MRV system.

Importantly, the additional information that is being collected will assist the Ministry of Industry to better calculate a number of indicators they use. This dual purpose is essential to gain buy in and support from the Ministry.

The LECB Programme has employed staff to assist the Ministry of Industry to input the additional information collected from the expanded industrial certification process into their database. As a result, the Ministry of Industry's database will contain much of the information required by the Ministry of the Environment for GHG emissions calculations.

3. NEW DATA COLLECTION PROCESSES

3.1 Ministerial Decision 99/1

The Ministry of Environment is also pursuing measures to directly collect activity data for emissions calculations. The LECB Programme provided support to the development of Ministerial Decision 99/1 (April 2013), which provides for direct reporting of GHG emissions to the Ministry by commercial, institutional and industrial enterprises. While Ministerial Decisions do not have the same power as a decree or a law, they still provide the Ministry with a valuable mechanism for collecting necessary data. Therefore, the Ministry needs to rely on methods other than formal compliance measures to facilitate participation. This increases the importance of developing associated processes that businesses value and can buy into and support.

Under the LECB Programme, one means by which the Ministry is seeking this buy-in is through applying a tool that enables complying entities to generate information that can be useful to their business. An Excel spreadsheet has been developed where reporting entities provide information on activity data used for calculation of GHG inventories. This data includes kWh of electricity used, private generator specifications, gas/diesel oil consumption, liquid petroleum gas and heavy fuel oil consumption (for energy use), gasoline and diesel (for transport) consumption, and raw materials used for industrial processes as well as quantity of industrial production. The entity's GHG emissions are then calculated by applying IPCC default emission factors. The functionality to calculate GHG emissions (carbon footprint) at a firm level provides businesses with a useful external metric against which to compare against other businesses, and to measure their performance over time and identify cost reduction potential or gained efficiency. The Ministry issues certificates of reporting to entities meeting the reporting requirements to acknowledge their cooperation. There has been a five-fold increase in the number of entities reporting under Ministerial Decision 99/1 in 2014 compared to 2013.

The Ministry uses the information collected through the process in several ways. It is used to assist in verifying aggregate data for use in the national GHG inventory. It is also used to estimate energy consumption by the residential sector. The new data should enable the Ministry to separately report energy consumption for manufacturing industries and construction (MIC) and residential, as encouraged under the IPCC guidelines. In addition, partner institutions like the Lebanese Petroleum Authority (LPA), the Ministry of Energy and

Water (MoEW), Electricite du Liban (EDL), and others are interested in this breaking down of energy consumption (which has never been calculated) to better plan national policies (i.e., tariff applications, allocation of natural gas use, quantification of each sectors' needs). Importantly, the Ministerial Decision also establishes a mechanism to provide the necessary continuous flow of information for GHG emissions reporting by replacing the existing more ad hoc and sector specific processes.

The Decision stipulates that entities should have the submitted data certified by an auditor or accountant prior to it being provided to the Ministry. This is an interesting and important component of the process and something that other countries could consider as part of a broader quality assurance process for new data collection processes. In addition, this data is then subject to internal quality control assessment by Ministry officials who review the completeness of the activity data and the assess whether the conversion of the activity data to GHG emissions is correct. This is another simple but important quality control process. Once the data has been cleared, the Ministry then issues the certificate of reporting. The list of certified companies is shared with the Central Administration of Statistics, the Ministry of Economy and Trade, and the Ministry of Industry. As a way to address potential confidentiality concerns, the data provided by reporting entities is not shared with these other government agencies.

Programme officials in Lebanon advise that entities have traditionally been reluctant to provide information directly to the Ministry of Environment. If this attitude prevails it could impact on the effectiveness of the Ministerial Decision. A further complication is that the process of collecting, maintaining and archiving data on a regular basis requires dedicated resources. Ideally this would be in the form of permanent staff and functions. The LECB Programme is providing the resources currently dedicated to implementing the Decision to the Ministry. However, it is not clear that the Ministry can provide these resources on an ongoing basis in the future.

3.2 Environmental Compliance Decree

The Ministry of Environment is also implementing another process that could provide valuable activity data - the Decree on Environmental Compliance of Establishments (8471-2012). The Decree comes into force in 2015. The Decree defines the responsibilities of the private and public sectors in complying with national emissions standards. It stipulates regular environmental audits, the establishment of associated environmental action plans, and reporting to the Ministry of Environment. The Decree also provides for the Ministry to undertake periodic reviews to evaluate ongoing compliance. A Decree is higher in the legislative ranking than a Ministerial Decision. The plan is that the Ministerial Decision be subsumed under the Decree and provide particular support for the audit processes. This also provides the Ministry with another important tool to assist in and/or unify the data collection. A certificate of compliance will be issued to entities complying with the requirements of the Decree.

3.3 Nationwide survey on commercial, industrial and institutional sectors

The Ministry of Environment has also launched a nationwide survey to collect activity data and information on mitigation action from the commercial, industrial and institutional sectors. The survey is intended to augment existing data sources. It is also intended to assist with verification of existing aggregate data used in the GHG inventory and to complete work to assess possible and existing mitigation actions. This will assist the Ministry to: identify high emission sources where significant mitigation actions could be planned; assess mitigation actions that are taking place (especially those from private initiatives which are not being documented); and calculate the quantity of GHG reduced by those mitigation actions. The survey targets around 180 industries and 250 commercial and institutional entities. The final results from the survey are expected by early-2015.

3.4 Processes/mechanisms for collecting data

The LECB Programme is also assisting the Ministry of Environment to assess the best mechanisms for collecting data from commercial, industrial, and institutional entities. Views will be sought by the same entities polled under the nationwide survey on activity data collection (see 3.3) on the mechanisms they prefer for providing data to Government. Entities will be surveyed on whether existing approaches such as providing annual reports to ministries or online mechanisms are preferred. In addition, views will be sought on whether a more centralised data collection process across government would be beneficial. A pilot phase was launched in late-October 2014.

4 SYSTEMS DESIGN CONSIDERATION

4.1 Arrangements to better use and share data

An important component of effective national MRV systems is the establishment of arrangements for sharing data between agencies. As noted above, this has been identified as an area for improvement in Lebanon.

The LECB Programme has assisted in facilitating a process between the Ministries of Environment and Industry to determine how they can better share data, including whether and how Environment could periodically access Industry's database. A Memorandum of Understanding was recently successfully finalised between the Ministries.

4.2 Quality assurance and quality control

New data brings with it additional challenges for not just the collection, but also the maintenance and archiving of data. This is particularly the case where new mechanisms/processes are established. A time series with consistent assumptions that is regularly collected is a vital quality of robust GHG activity data and lends itself to long-term sustainability of the MRV systems.

It is important therefore that MRV system design include fundamental elements of QA/QC and verification. The Ministry of Environment currently conducts a range of quality control procedures for GHG activity data and emissions calculations for information used in the national GHG inventory. This includes checking formulae, checking for outlier numbers, comparing against industry average, comparing bottom up data collected to aggregated data available at national level, and undertaking expert consultations to validate data. These processes are undertaken manually. In addition, expert judgement (experts in departments and academics) is deployed to quality control activity data and emissions estimates. The need to apply sound QA/QC techniques, such as those currently employed, will only increase as the quantity of data increases through the new collection processes being established and as the Ministry begins to better access data from other sources. Automating QA/QC processes will also become increasingly important.

5. CONCLUSIONS

Lebanon is focusing on establishing a national-level MRV system. The Ministry of Environment is actively working to address weaknesses it has identified in data collection processes in its existing MRV systems. A number of new approaches are being employed to collect new GHG activity data and better utilise existing data.

Lebanon is making use of formal executive-level orders to collect data from commercial, industrial and institutional entities. Ministerial Decision 99/1 and the Decree on Environmental Compliance of Establishments do not have the full power of law, but they are faster to develop and implement and provide vital tools to request and collect GHG activity data. In recognition that the orders are not backed by a formal compliance regime, the LECB Programme and Ministry of Environment are working to develop tools that minimise the administrative burden on reporting entities and that are structured so as to provide the relevant commercial, industrial and institutional entities with information that they can also potentially usefully apply as part of their operations. This pragmatic approach provides valuable insight for other countries.

The LECB Programme is also working with the Ministries of Environment and Industry to augment existing data collection processes with a small number of supplementary questions to elicit important GHG activity data. As with the executive-level orders, the focus has been on minimising the administrative burden on reporting entities and creating tools that potentially have some added value for these entities. An attempt is also planned to engage the Ministry of Finance and try to incorporate the GHG activity data collection as part of the industrial/commercial tax declaration forms.

The Ministry of Environment currently employs a range of quality assurance/quality control (QA/QC) procedures in its national GHG inventory. Importantly, as it develops new data collection processes, it is identifying practical opportunities to build in new QA/QC procedures. These will be increasingly important as the volume of data increases from the new data collection processes and as the Ministry of Environment better accesses data from other sources. This pragmatic approach that recognises the importance of QA/QC and incrementally implements practical measures provides a useful example for other developing countries developing MRV systems. It will be important that the arrangements being implemented are practically and financially sustainable.

Annex 4. Case Study on Measurement, Reporting and Verification in Philippines

ABSTRACT

This paper outlines work being undertaken on measurement, reporting and verification (MRV) in the Philippines under the UNDP Low Emission Capacity Building (LECB) Programme (the Programme). The paper considers the MRV of greenhouse gas (GHG) emissions, as well as socio-economic and environmental indicators. It does not address MRV of financial support. The paper focuses on the Philippines' priority area of developing a national MRV system; however, work is also planned for an MRV system for NAMAs and the Programme's broader work includes NAMA development and Low Emission Development Strategies.

The paper is structured around five substantive sections. The first section outlines the political context for MRV in the Philippines. The second section describes progress on the first of the two major initiatives to date for the national MRV system – an executive governance arrangement. The third section describes work on the second major initiative – the national MRV database system, with a focus on capacity building, consultation, coordination, and data assessment. The fourth section examines potential key areas for further consideration as the national MRV database system is established, including system design, build and sustainability. The fifth section of the paper briefly considers two other areas of work – data collection and emissions factors.

1. CONTEXT

The focus of the Philippines response to climate change has been, and continues to be, on adaptation. The Climate Change Commission (the Commission) emphasizes that the Philippines views mitigation actions as a function of adaptation to the impacts of climate change. Reflecting this prioritization, a database system and associated monitoring and evaluation system have already been established to track adaptation actions. The Commission advises that the Philippines' approach to addressing both adaptation and mitigation is to integrate responses to climate change into broader policy making. The need to ensure consistency with broader economic development objectives is a further defining factor of the Philippines response to climate change. The work of the LECB Programme on MRV, NAMAs, and 'sectoral mitigation road maps', which is implemented through the Commission, is consistent with these philosophies.

The Commission's MRV work is currently focused on the establishment of a national MRV database system. The system will initially capture GHG emissions. However, by adopting a national scale, and through the Commission's stated intention to collect data on a broader range of socio-economic and environmental indicators, the system should evolve to increasingly support the Government's broad sustainable development objectives. The narrower initial focus reflects a pragmatic decision to ensure that the scope of the work is manageable.

The MRV programme is being built from a low data and knowledge base. The first and second National Communications and the associated GHG inventories were developed to meet the objective of complying with international reporting requirements as defined under the United Nations Framework Convention on Climate Change. While the inventories meet this objective, they are not sufficiently detailed to guide broader climate change policy as is now desired. As a result, the process for creating a national MRV system essentially requires starting over with collection of new data and building in-house experience and expertise. The Commission has emphasised that addressing this situation is a key driver for their current approach.

2. POLITICAL FRAMEWORK – CURRENT WORK

An important component of an effective MRV system is a strong governance framework and/or a legislative/regulatory mandate. These tools secure the necessary support and buy-in of relevant agencies and institutions.

The first major area of the Commission's work on a national MRV system is the development of an Executive Order on Climate Change – "Institutionalising the Philippine Greenhouse Gas Inventory System" (the Order), which will be issued by the President. While it does not have the same authority as legislation/regulation or a Presidential decree, an Order provides a clear signal to agencies of the Government's intentions and increases credibility of the initiative. Now at the final approval stage, the Order will provide the overarching framework under which the Commission's work on MRV can be undertaken. Specifically, it will provide for the establishment of a national GHG inventory system, outline the high-level roles and responsibilities of agencies reporting GHG emissions in support of this system, and provide for the establishment of a national database to underpin the system.

The Order will be elaborated through a set of Implementing Rules and Regulations. These will detail the roles, duties and responsibilities of relevant agencies and organisations. The Commission advises that it will then further elaborate these rules into a comprehensive manual that will provide practical guidance on detailed matters such as how to conduct quality assurance/quality control (QA/QC), archiving of data, and procedures and formats for transferring data.

3. NATIONAL DATABASE SYSTEM – CURRENT WORK

The second major area of the Commission's work on MRV is the development of a national MRV database system. The mandate for the National Integrated Climate Change Database and Information Exchange System (NICCDIES) is specified under the draft Order. The NICCDIES is intended to support the three central elements of the Philippines mitigation strategy: a national GHG inventory system; development of mitigation actions (or NAMAS); and MRV of support. The Commission has focused on building capacity and planning for the development of the NICCDIES.

There is a strong technical rationale for prioritising the development of a national MRV database system. While data quality and depth is variable across the various agencies, several key institutions have data of sufficient quality based on interviews with local experts. It would appear that the Bureau of Agricultural Statistics (BAS) in particular has excellent data, a good time series, and thorough QA/QC procedures. Additionally, the recent decision to combine the four statistical agencies as part of the Philippines Statistics Authority could be beneficial if, as expected, such a professional approach is replicated throughout the new agency.

The Department of Energy (DoE) and the Forest Management Bureau (FMB) also appear to have good activity data. DoE collects data on the country's energy balance that they then use to project future demand

and supply. The DoE also collects data on household energy consumption. The FMB, which is the primary source of forest statistics, recently completed work to stratify forest types at a national level and is working on developing associated emissions factors. The product of this work is a REDD+ reference emission level. The Commission advised that while GHG emission data is not specifically being collected, many other agencies are collecting data that would be valuable for emissions calculations – they may just not be aware of it. An important component of the NICCDIES will be utilising this data.

3.1 Capacity Building, Consultation and Coordination

A primary element of the NICCDIES work has been on planning, capacity building and developing understanding of the importance of a national MRV system in other agencies. The Commission has engaged in this task at the technical level (through workshops, training sessions etc.), through the senior executives of the Commission, and through the Secretary of Environment and Natural Resources. In addition, the President of the Philippines has included climate change as one of five primary organisational groups in his Cabinet. This high-level engagement has facilitated engagement in the Commission's work, including the development of the NICCDIES.

As a result, there appears to be increasing recognition of the importance of a national MRV system and the role it will play. The BAS, for example, is proactively preparing for their new responsibilities and has independently organized and funded workshops on the use of Colorado State University's Agriculture and Land Use (ALU) National GHG inventory software, so as to be better prepared. Whilst some agencies such as BAS actively engage with their new responsibilities, it is important to recognize that a possible issue exists with the ability of other agencies to absorb potentially significant new functions without funds being specifically allocated.

The Commission has established an inter-agency committee entitled the Database Keepers Committee to assist in building buy-in and to coordinate development of the NICCDIES. The Database Keepers Committee has representatives from all relevant agencies and includes senior technical, policy and IT staff. Importantly, the Database Keepers Committee is a decision-making body with overarching responsibility for the development of the NICCDIES, and it acts as the secretariat. Its functions include: defining the scope of the NICCDIES; considering and agreeing the system design, overseeing the design of guidelines on data sharing protocols, and overseeing the implementation of the NICCDIES. The functioning of the Database Keepers Committee will be established under a memorandum of understanding between the member organisations.

The Commission is also actively coordinating donor engagement and three key initiatives that are actively engaging in MRV activities in the Philippines: the LECB Programme is assisting with the development of the overarching NICCDIES system as well as data for the agriculture, industrial processes, transport, and waste sectors. On the sector specific work, the Programme is focusing on structural elements such as analysis of the data management platforms and organisational structures; USAID is working in a similar fashion to LECB on the energy and forestry sectors through its Enhancing Capacity-LEDS programme; GIZ is providing broad capacity building support spanning the whole of MRV through its Information Matters project, funded by the government of Germany. The central role that the Commission plays in response to climate change means that it is well placed to coordinate the work for all donor programmes. This approach has strong benefits in tailoring donor programmes to country needs and avoiding duplication of effort.

3.2 Data assessment

A second element of work on NICCDIES has been assessing data availability and quality. The Commission has undertaken various processes to assess what information is currently available, from which sources,

and in which forms. One of the first tasks conducted was to undertake a gap analysis (funded by USAID). This was a consultative process and involved all the relevant agencies. The agencies identified a number of areas where good data already exists, as well as other areas that need strengthening.

The Commission is now conducting a more detailed follow-up survey of government agencies. This includes the classification of data as primary or secondary sources, and categorising the types of information available such as data, maps, tables, etc. The survey findings will be incorporated into the NICCDIES system design. As with the gap analysis, the relevant agencies are an essential part of this process.

4. NATIONAL DATABASE SYSTEM - AREAS OF FUTURE WORK/ CONSIDERATION

4.1 Design considerations

The Commission advises that the NICCDIES system will be structured on a decentralised model. This would see the Commission nominally house the system, but with agencies wholly responsible for collecting and 'entering' data into the system. The detail on how agencies would enter data is to be determined, but the Commission has indicated that this could be through automatic extraction from existing databases, where available. The Commission is still identifying its primary functions beyond housing the NICCDIES system, e.g. QA/QC, report generation, etc.

An alternative model that could be applied, and is used in countries such as Australia, is a centralised model where the Commission or some other agency would be wholly responsible for entering data, performing emissions calculations, QA/QC, etc. A hybrid of these two approaches is also possible. Under such an approach, agencies with greater capacity would be responsible for entering activity data, determining relevant emissions factors and undertaking QA/QC, with the Commission or another agency responsible for undertaking these functions for agencies with fewer resources or less capacity.

As noted above, in developing the NICCDIES, the Commission has initially prioritised assessing data and capacity building. It has decided to defer consideration of systems design and choice of IT platform until it has a good picture of available data, methods and governance structures. This is a prudent, particularly given the limited activity data and experience with emissions calculations within agencies besides the Commission. It does mean though that systems development will progress more slowly.

There are broadly two fundamental elements that will need to be considered as part of the systems design. First, whether the NICCDIES will capture activity data, emissions estimates, or both? In a decentralised model, essentially this is a question of what functions to decentralise to agencies. It could be that this decision varies depending on the capacity of individual agencies. The BAS is already adopting the ALU system to undertake emissions calculations. This involves the BAS extracting relevant information from its existing databases. Other agencies are using IPCC spreadsheets to undertake emissions calculations, and a third group of agencies are not currently undertaking any emissions calculations.

A second fundamental design consideration is whether to build IT infrastructure that integrates any existing system/databases or whether an entirely new IT system would be built. This latter question in particular will involve specialist IT knowledge and advice.

Existing systems, particularly those for emissions calculations, are often developed on an ad-hoc basis by individuals or teams responding to short term needs. These systems may not be suitable over the medium

term for integration into a broader MRV IT system, as amongst other things these systems may struggle to deal with increasing volumes of data. Some agencies are also still predominantly relying on hard copy (paper) processes and archiving. These agencies would then also require the establishment of computerised systems that would be linked to the national MRV system.

The Commission advises that the NICCDIES system should be introduced economy-wide, rather than phased in on a sector-by-sector basis. There are advantages and disadvantages with this approach. From a practical level, a phased roll out provides the opportunity to test the system first with a smaller number of users but in a working environment. Any adjustments or improvements can be incorporated prior to operationalization. Given the systematic approach being taken elsewhere, there is probably a good case for a phased introduction.

4.2 Systems build

The development of IT systems requires a significant investment in both time and resources. Careful consideration should be given prior to adopting this approach to ensure it matches the country's needs and capabilities. The Philippines approach suggests such consideration has been given. In addition, it is important that specialist IT expertise is deployed for project planning and development of systems requirements, and systems build. This helps ensure, amongst other things, that the development specifications and timeframes are realistic.

The Commission has advised that work is currently being undertaken on a terms of reference to develop the system requirements, to build the IT system, and to conduct training on the use of the system.

4.3 Systems approach

A key factor in developing a database system is to address supplementary areas such as governance (internal and external), business processes, and future funding arrangements. A systems approach also includes consideration of elements such as QA/QC, verification, data archiving, and reporting tools and functions.

The Commission has adopted a systems approach to the development of NICCDIES. Importantly, as elsewhere, they are developing the national database system in a highly consultative manner. A four-day meeting is being planned as a forum for all agencies to discuss and agree on the broader systems approach, priorities and implementation schedule. The Commission advised that these decisions and supplementary material to support them will be comprehensively documented in a 'user manual' to be distributed to all relevant agencies. The agencies under the Philippines Statistics Authority have good experience in this area and their expertise and experience will be an important resource.

4.4 System Sustainability

A key factor in systems development, particularly where donor assistance is provided, is ensuring sustainability so work can continue once the donor funding ends.

The Commission has been working to ensure the sustainability of the NICCDIES system and more broadly the Philippines' response to climate change. An important element of this is financial sustainability. The Commission developed a joint memo with the Department of Budget and Management that requires agencies to allocate funds to addressing climate change. The Commission of Audit has recognized this requirement in the most recent Budget cycle and requested those non-compliant organisations to adjust their budgets to include a climate change component. Importantly, the financial sustainability of climate change work is also recognised at Ministerial level.

The Commission's focus on building capacity and understanding in relevant agencies should also help contribute to system sustainability. Systems sustainability also includes making data collection and emissions calculations routine. Annual or biennial inventories enable the building and maintaining of institutional capability – human resources, systems and data. This is critical, particularly for non-automated QA/QC functions. Over the long run this is likely to lead to better inventories and lower costs per inventory cycle. Importantly, it also helps facilitate a continuous improvement cycle where small incremental changes are implemented slowly but routinely.

5. FURTHER AREAS OF WORK

5.1 Data collection

The collection of activity data for emissions calculations is fundamental to any national MRV system.

The Commission has chosen not to specifically focus on improving the quality of activity data at this time, but rather to build a national database system and increase institutional understanding and capacity. The quality of data across relevant agencies is mixed, as are QA/QC processes, data maintenance, data storage/archiving, and reporting. Currently there are no specific systems or processes for collecting GHG inventory data. This is not surprising and is in fact common in developing countries. The use of other relevant data is reasonable and appropriate. A perceived need for specific GHG activity data should not be seen as an impediment for a national MRV system and compiling a national GHG inventory. In fact, waiting for the collection of such data can be counterproductive and lead to perverse outcomes if that slows or stops the establishment of a functioning national MRV system.

It is usual for data to be of varying quality and depth across all sectors. For example, the BAS has excellent data; with time series stretching back to the 1970s in some sub-sectors. Countries will, and should, choose to focus on those areas that are the greatest source of emissions and have the greatest overall mitigation potential.

In collecting activity data for GHG inventories, it is sensible to commence by augmenting existing processes. This has the advantage of not overburdening key data providers but is also more sustainable if you assume that resources for data collection, maintenance, QA/QC, data archiving and reporting also accompany these existing processes. Establishing entirely new data collection processes? This will also likely necessitate the establishment of these additional functions.

The Environmental Management Bureau is adopting this approach with its self-monitoring reports, where it is now adding specific questions on GHG emissions. These reports are submitted quarterly by industry and currently cover water, municipal waste, toxic waste, and environmental impacts. The EMB currently has a legislated role to collect these data, although there is no associated compliance mechanism. A new Administrative Order that provides a basis to request additional information will assist the EMB in this task.

When establishing national MRV systems it can be best to start by collecting national level data, rather than aggregating finer level regional, local government area, or facility level data. This may not always be possible where agencies are set up to aggregate data collected at this lower level. The EMB is an organisation with this structure - it has assigned responsibility for collecting data to teams within regional offices. These regional offices are in turn working with Local Government Units (LGUs) and individual companies. An advantage of collecting less aggregated data is that it is a better tool for evaluating progress of mitigation actions. A disadvantage is that it can increase uncertainty.

It will be important to decide how to sequence data collection. A useful first step could be to identify some high-level national indicators that could be used for the purposes of compiling the national inventory. The Commission is already contemplating such an approach. For example, it is investigating the use of DoE data to calculate GHG emissions from transport as an interim measure while the Department of Transport and Communications develop their data collection processes.

Collecting data directly from industry requires building trust and confidence of industry. One way that this can be achieved is through the establishment of a sound systems approach that includes good governance, data sharing protocols, and data security procedures. It can also be useful to demonstrate how the collection and provision of data can be useful to industry – essentially what's in it for them. Notwithstanding this, unless the provision of data is compulsory it will always be difficult to get the sort of participation that is necessary to have a sufficiently complete data set. That is why high-level support from government and associated legislation and regulations are usually necessary. This though should not prohibit efforts to voluntarily collect data. Industry groups can be a valuable source of data and again this can be an excellent interim or even permanent step.

5.2 Emissions Factors

The Commission advises that in the short term it will continue to use IPCC default emission factors for emissions calculations. For the last inventory, all but one of the emission factors (methane emissions from rice cultivation) were IPCC defaults. Since this time, studies have been undertaken on what emissions factors should be used and developed. The Commission advises that it is investigating hosting a conference where all relevant agencies can come together to address this question. A key category analysis14 will be important to informing any decisions on emissions factor development. The last key category analysis undertaken was prior to the last inventory. It is understood that the USAID EC-LEDS programme is considering future support for emissions factors for the energy and forestry sectors. The EMB advised that it is also investigating establishing a country-specific emissions factor for municipal solid waste.

6. CONCLUSIONS

The Philippines is focusing on national level MRV as its first priority. Excellent progress has been made on the two major initiatives - the development of an overarching governance framework and a national database system (the NICCDIES).

The Climate Change Commission is taking a methodical and consultative approach to building the national MRV system. Significant time and energy has been invested in developing capacity and gaining buy-in from relevant agencies. The decentralised database system will be operated by these agencies, so their understanding, expertise and support is critical.

The NICCDIES system will utilise existing data primarily from government agencies and the new combined Philippines Statistics Authority. These data are likely to be sufficient for the purposes of a national MRV system, but the Commission recognises that further detailed data will need to be collected over time to best evaluate mitigation actions.

14 Key category analysis is a process set out in the IPCC guidance to national GHG inventory compilers as a means to focus their work on emissions sources with the greatest impact for the country – for more see Chapter 4 of the 2006 IPCC Guidelines - http://www.ipcc-nggip.iges.or.jp/public/2006gl/pdf/1_Volume1/V1_4_Ch4_MethodChoice.pdf

The development of the database system will involve significant time and resources. This may mean that the collection of new data is a secondary priority in the short-term. The development of detailed specifications for the database in consultation with agencies will be critical, as will the selection of a specialised IT firm and the allocation of project management resources in the Commission.

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Retractable bollards can be used to signal priority areas on streets for smaller vehicles, cyclists and pedestrians. Eugene Nekrasov/Getty images Plus

Ever-larger cars and trucks are causing a safety crisis on US streets – here's how communities can fight back

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Deadly traffic incidents have declined in most developed countries in recent years. But in the U.S. they're becoming more common. Deaths in motor vehicle crashes rose more than 33% from 2011 to 2021. Since 2010, pedestrian deaths nationwide have climbed a shocking 77%, compared with a 25% increase in all other types of traffic fatalities.

Pedestrian traffic deaths are rising sharply

From 2011 through 2021, annual U.S. pedestrian traffic fatalities increased by 77%, from 4,302 to an estimated 7,624. In 2021 pedestrians represented nearly 18% of all traffic deaths.

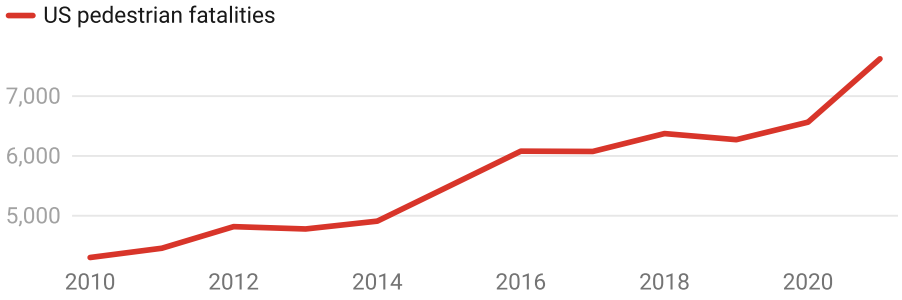


Chart: The Conversation, CC BY-ND • Source: Governors Highway Safety Association • Get the data • Download image • Created with Datawrapper

Light trucks injure pedestrians more severely than passenger cars in crashes, and the size of cars and trucks sold in the U.S. continues to swell. Some current models, such as the Toyota Rav4, are one-third larger than they were 15 years ago.

Based on my experience researching urban planning and street design for the past three decades, I know that U.S. cities are primarily vehicle-centered rather than human-centered. Rules established in the 1920s govern how people use vehicles in public streets, and other governmental controls tell manufacturers how big those vehicles can be.

Today, these sets of rules have created public spaces where it is safer to be inside a vehicle than outside.

The U.S. has not moved as quickly as other countries to prioritize the safety of people outside of cars, especially as cars have grown larger and heavier. As a consequence, Americans are paying the price in lives lost, skyrocketing public health costs and reduced mobility.

Large SUVs and trucks increase the risk of ‘frontover’ accidents, in which drivers strike someone in the vehicle’s large front blind zone.

Larger, heavier and deadlier

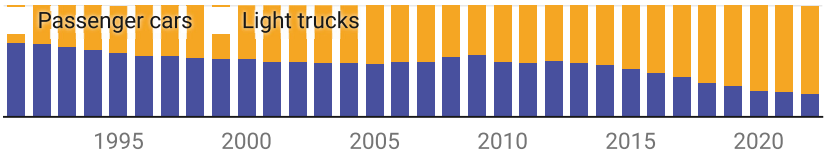
Data clearly shows that since 2008, cars and trucks sold in the U.S. have been continually getting bigger. The Department of Transportation’s corporate average fuel economy standards have constrained overall gasoline consumption but have also led to an increase in vehicle size.

That’s because these standards have two sets of rules: one for cars and a looser set for light trucks. As a result, automakers have built more sport utility vehicles and light trucks, as well as cars designed to meet light truck standards, like the Subaru Outback. For almost a decade, they have increasingly moved away from producing small cars and sedans.

Modern auto showrooms are dominated by sport utility vehicles, minivans and pickup trucks. According to 2022 data from the U.S. Environmental Protection Agency, three-quarters of new vehicles produced in the U.S. are light trucks.

Most new vehicle sales and leases in the US are light trucks

Light trucks, including vans, minivans, sport utility vehicles and pickup trucks, have increased their share of the new vehicle market from 33% in 1990 to 78% in 2022.

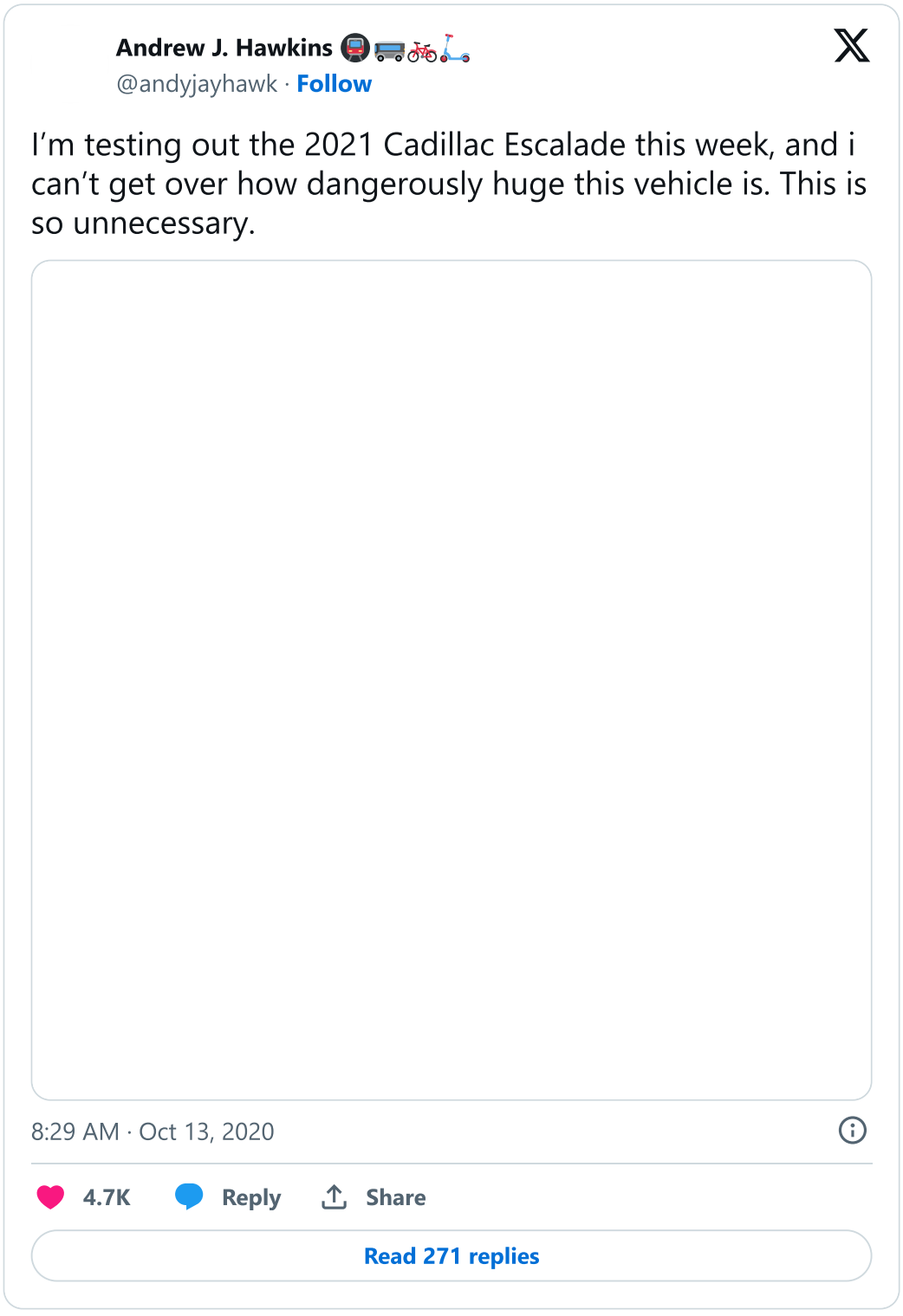


New car sales and leases in millions

Chart: The Conversation, CC BY-ND • Source: USDOT • Get the data • Download image • Created with Datawrapper

Those large vehicles create severe safety hazards on neighborhood city streets for children or adults who might be walking or cycling. Because these vehicles are taller, they are more likely to strike people at higher points and produce head or neck injuries rather than leg injuries. Their larger frames worsen visibility for drivers, especially when a vehicle is turning.

As a result, transport agencies, journalists and public safety advocates are increasingly identifying large vehicles as a significant impediment to creating communities with safer streets.



A slow federal response

Until now, the U.S. has not enacted regulations that require car manufacturers to consider the safety of anyone outside of cars. Now, however, the National Highway Traffic Safety Administration is proposing to add information to its crash test ratings measuring how well cars protect pedestrians in crashes. For example, bumpers and hoods could be redesigned to bend more easily and absorb more energy if a vehicle strikes a person.

But as currently proposed, pedestrian safety would not be factored into the overall five-star safety rating. A vehicle could receive a failing grade for protecting pedestrians yet still earn a five-star safety rating overall.

People deserve to safely travel on public streets and in parking lots. In my view, the quickest and most effective way to tackle car bloat is to transform social expectations for the shape and size of vehicles. Several European cities show how this kind of shift can happen.



A time for local action

Amsterdam and Copenhagen are widely viewed as models for using public space in ways that prioritize people – but they weren't always that way. Starting in the 1970s, grassroots movements in both cities pressed officials to reduce the dominance of cars and make streets safer for the public. These movements initially were slow to catch on but gained support over time.

Today, similar initiatives are moving forward in cities across France and Germany. Even traditionally car-centric European cities, such as Brussels and Ghent, are increasingly adopting human-focused policies by designating where cars, especially large cars, can and cannot travel.

As a visiting professor in the Netherlands, a Fulbright scholar to Italy and a lecturer across Germany and Poland, I have seen the benefits of these initiatives close at hand. I've also learned that it will require public action to create support for such changes in the U.S.

The goal is to modify the design of neighborhood streets and parking areas in ways that prioritize pedestrians, bicycles and new forms of personal transport like microcars. Federal survey data shows that nearly half of trips that Americans drive are shorter than four miles (6.5 kilometers). Ideally, people can be discouraged from using large passenger vehicles for most of this type of travel.

The 38,000 residents of Peachtree City, Ga., can drive registered golf carts on an alternative network of car-free paths around their community.

What communities can do

Streets and roads are local public spaces. Therefore, local officials and citizens have important roles to play in mitigating escalating car size in their community.

Some policymakers are proposing to rein in large vehicles through tax policies, such as weight-based registration fees. But measures like this won't avert the emerging safety crisis in the near term. Rather, I believe this kind of broad cultural shift requires collective action, starting at the local level with street design reform.

In my view, communities seeking to discourage the predominance of oversize vehicles and encourage use of smaller, lighter and slower vehicles could consider taking such steps as:

- Creating prioritized parking spaces closer to stores for all forms of mobility that are narrow or less than 8 feet (2.5 meters) long.

- Using posts or bollards, which can be removable, to limit vehicle access to commercial areas and neighborhoods where pedestrians, bikes and smaller cars get priority.

- Radically narrowing travel lanes on streets to force traffic to slow down and free up space for wider sidewalks and bike lanes.

- Limiting or ending vehicle access to streets near schools and economically vibrant commercial districts, either permanently or at high-use times of day.

How would such steps make people safer? Ask communities around Boston, which have cut several accident-prone four-lane roads down to two lanes each, reducing traffic speeds and crashes and creating more green space. Or those in the Atlanta suburb of Peachtree City, which has used parking lots and street space to augment a network of more than 100 miles (160 kilometers) of paved paths for walkers, bikers and registered golf carts.

Repurposing space in streets and parking areas requires city governments and residents to emphasize the public right of way and view street space as a place to devise solutions. There is ample evidence that doing so will make U.S. communities safer.

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Original Article | Published: 08 May 2021

Urban Gardens and Soil Compaction: a Land Use Alternative for Runoff Decrease

Carina Júlia Pensa Corrêa, Kelly Cristina Tonello & Ernest Nnadi

Environmental Processes **8**, 1213–1230 (2021)

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Abstract

After several landscape transformations caused by human activities, finding a suitable environment becomes increasingly challenging in urbanized regions. The predominance of non-permeable areas results in a low level of water infiltration. Notwithstanding, even green areas can have high runoff rates, since soil compaction has a decisive influence on the water movement. In places that have a natural predisposition to overflow, these problems are more significant. This study aimed to investigate causes of flooding, highlight the benefits of urban gardening and to propose urban gardening as an

alternative to soil improvement in the Corujas Watershed, São Paulo, Brazil. The evaluation was based on: (a) the physical characteristics of the watershed, provided by morphometric analysis and land-use analysis; and (b) the soil compaction rates of an urban garden compared to a riparian forest and a grass area. The morphometric results indicated that the watershed has a significant flood tendency, and the land use map demonstrated that 29.55 % of the soil has some permeability. Nevertheless, this permeability currently varies according to soil management and cover. The grass area presented the highest compaction rates, the riparian forest a medium rate, and Corujas Garden the lowest rate. The garden also has green infrastructures and good management practices, which have led to the appearance and perpetuation of diffuse springs. These results showed that the urban garden activities could improve the physical characteristics of the soil and optimize water infiltration. Subsequent studies will investigate whether this characteristic also applies to other gardens located in different urban watersheds.

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Data Availability

The datasets generated during and/or analysed during the current study are available from the corresponding author on reasonable request.

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Ethics declarations

Conflicts of Interest/Competing Interests

The authors declare that they have no conflict of interest.

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Highlights

• The influence of the morphometric features in the urban drainage was evidenced.

• A relationship between land use and soil compaction was found.

• Urban garden showed lower soil compaction rates compared to other permeable areas.

• Urban riparian forest presented unexpected rates of soil compaction.

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Stormwater regulation **Community gardens**

Watershed management

Improve Soil Health To Help Reduce Compaction and Runoff on the Farm



By Meri Lillia Mullins, Biome Makers (https://www.growingproduce.com/author/meri-lillia-mullins-biome-makers/)

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(mailto:?subject=Improve+Soil+Health-out this site https%3A%2F%2Fwww.growin soil-health-to-help-reduce-compaction-and-runoff-on-the-farm%2F)

Healthy soil supports sustainable and productive agriculture. Two key factors that affect soil health are compaction and runoff, which can be caused or exacerbated by certain agricultural practices, such as tillage and overgrazing. Such practices can lead to various issues detrimental to soil health and ecosystem services, including reduced crop yields, increased erosion, water logging, polluted waterways, and biodiversity loss.

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Soil compaction occurs when soil particles are squeezed together, reducing the pore spaces between them. This can happen naturally due to the weight of the soil above, but it is often caused by human activities, such as heavy machinery or excessive tillage. When soil is compacted, its ability to store and transmit air, water, and nutrients is reduced, which can negatively impact plant growth and soil health.

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Soil compaction can reduce crop yields by causing the development of shallow, deformed roots, making it difficult for crops to access w
nutrients. Compaction also can reduce the diversity of plant species that can grow in the area, as some plants are more tolerant of com
others.

Additionally, compacted soil can increase erosion and runoff, as water cannot infiltrate the soil and is instead directed to nearby strea
This can lead to the loss of fertile topsoil and increased sediment and nutrient pollution in waterways.

How Does Soil Health Impact Compaction?

Soil health plays a critical role in preventing soil compaction. Healthy soil has a location relevant quantity of organic matter, and bala
and community functionality ratios, which can help to prevent compaction from occurring in the first place.

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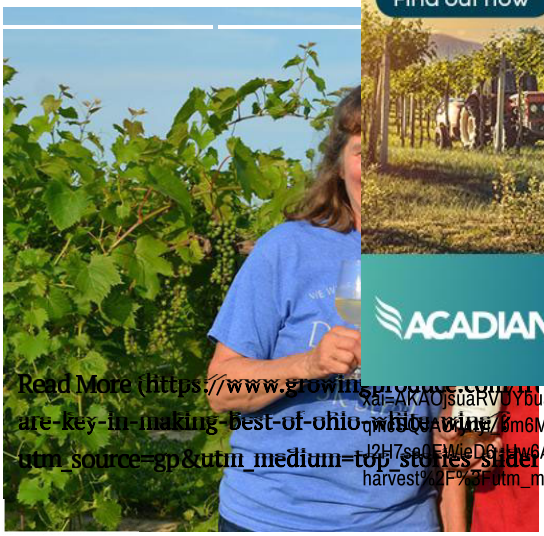

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Organic matter, such as plant residues, manure, or compost, is a key factor in preventing soil compaction. The presence of organic matter in the soil binds soil particles together in stable aggregates that provide the pore spaces for air and water to move through the soil, which can help prevent compaction.

Soil structure also plays a key role in preventing compaction. Soil with good structure has a mix of pore sizes, including larger **macropores (https://www.sciencedirect.com/topics/earth-and-planetary-sciences/macropore)** and smaller **micropores (https://www.sciencedirect.com/topics/engineering/micropore)**. Macropores provide space for air and water movement, while micropores help to store water and nutrients.

Soil biology is another important factor in preventing compaction. Soil organisms, such as earthworms, fungi, and bacteria, help to build and maintain soil structure by decomposing organic matter and creating stable soil aggregates. They also help to improve soil aeration and water-holding capacity.

How Does Soil Health Impact Runoff?

Soil health can significantly impact the frequency and severity of runoff events. Soil structure, with a good mix of pore sizes and stable aggregates, is a key factor in reducing runoff. Good soil structure is better able to absorb and store water, which can help reduce runoff and lead to increased water infiltration into the soil.

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Organic matter is another important factor in reducing runoff. Organic matter increases water-holding capacity, which can help to red
volume.

Vegetation also is a critical component in reducing runoff. Plants help to intercept rainfall, reduce erosion, and increase water infiltrat
also create pore spaces in the soil, which can improve soil structure and water-holding capacity, while decreasing water logging.

Steps to Take to Improve Soil Health

To improve soil health and prevent soil compaction and runoff, farmers can take various measures. Good farmland management pract
reducing tillage and the use of heavy machinery, implementing crop rotation, and increasing vegetation cover, can help prevent soil c
reduce runoff.

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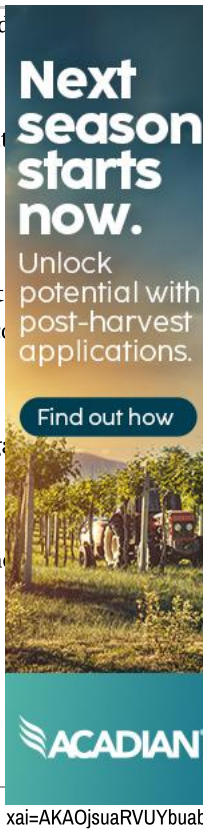
In addition, practices such as **cover cropping (https://www.growingproduce.com/tag/cover-crops/)**, composting, and making other org
amendments, can help improve soil structure, thereby decreasing the risk of compaction and runoff.

By promoting healthy soil ecosystems and reducing the negative impacts of compaction and runoff, farmers can help protect the plan
their agriculture more sustainable, too.



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*Meri Lillia Mullins is a Technical Account Lead at **Biome Makers (https://biomemakers.com/)**, supporting growers and ag input manufacturers in seeing the soil system through a biological lens. Through utilizing Biome Makers' soil data insights, Meri guides her clients through understanding how management practices and ag inputs influence soil functionality. **See all author stories here. (https://www.growingproduce.com/author/meri-lillia-mullins-biome-makers/)***

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From the Daily Journal archives

Protecting homes from climate change disasters

By Kevin Mullin
Jun 27, 2023



Kevin Mullin

Atmospheric rivers and devastating flooding pummeled our communities earlier this year and caused millions of dollars in damage. And our cities and state are not alone; in fact, 1 in 3 homes in the United States are at high risk of natural disasters. That's why the first bill I introduced in Congress would help low-income homeowners weatherize their properties to make them more resilient to climate-driven natural disasters like wildfires, torrential storms and extreme heat.

The Weatherization Resilience and Adaptation Program Act would create a grant program to provide direct assistance to low-income property owners, affordable housing providers, and owners of mobile homes to help protect their homes against the most devastating effects of climate change. The WRAP Act would help homeowners pay for things like double-pane windows or heat resistant roofing,

artificial berms and dunes to add flood protection, and the addition of defensible spaces around homes to shield them from wildfires. These solutions can help protect our most vulnerable communities before disaster ever strikes.

Some California homeowners who can afford to make upgrades and improvements have already done so after experiencing years of devastating wildfires and the storms this past winter. But many of our neighbors who simply can't afford to spend thousands of dollars on such projects are left behind. As a nation, we are facing a crushing housing crisis — and climate change is only making the problem worse. Across the country, nearly a third of owner-occupied units are households making less than $50,000. In my district alone, there are tens of thousands of low-income homeowners and many more tenants living in affordable housing. As an increasing number of climate-driven disasters strike, families already struggling to make ends meet cannot afford unexpected expenses or damage and are put at risk of losing their home. This is especially true for households of color who typically live in more disaster-prone areas.

The Biden administration recently announced a nearly $1 billion investment through the Inflation Reduction Act that will assist the owners of federally subsidized affordable housing buildings in becoming more resilient to climate disasters. I fully support this important initial investment. But we can do more, including by helping individual property owners and the owners of other types of low-income housing who are left out of the Inflation Reduction Act program. The WRAP Act would build on the administration's historic action to protect our communities from the most severe effects of climate change.

The WRAP Act has been endorsed by Earthjustice, the Natural Resources Defense Council, and more than a dozen of my Democratic colleagues, including members from not only California, but also Louisiana, Michigan, Ohio, Pennsylvania and Texas. Climate change does not affect us on a partisan basis. It affects communities across the country. The truth is that climate-driven disasters don't care if you live in a red or blue states. They don't care if you are rich or poor. We are all impacted, and we need to work together to prepare for and shield against the most devastating consequences of climate change.

Kevin Mullin represents District 15 in the U.S. House of Representatives. The district includes the Bayside of San Mateo County from Daly City to East Palo Alto and the southeast side of San Francisco.

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Redlining's Legacy of Inequality: $212,000 Less Home Equity, Low Homeownership Rates For Black Families

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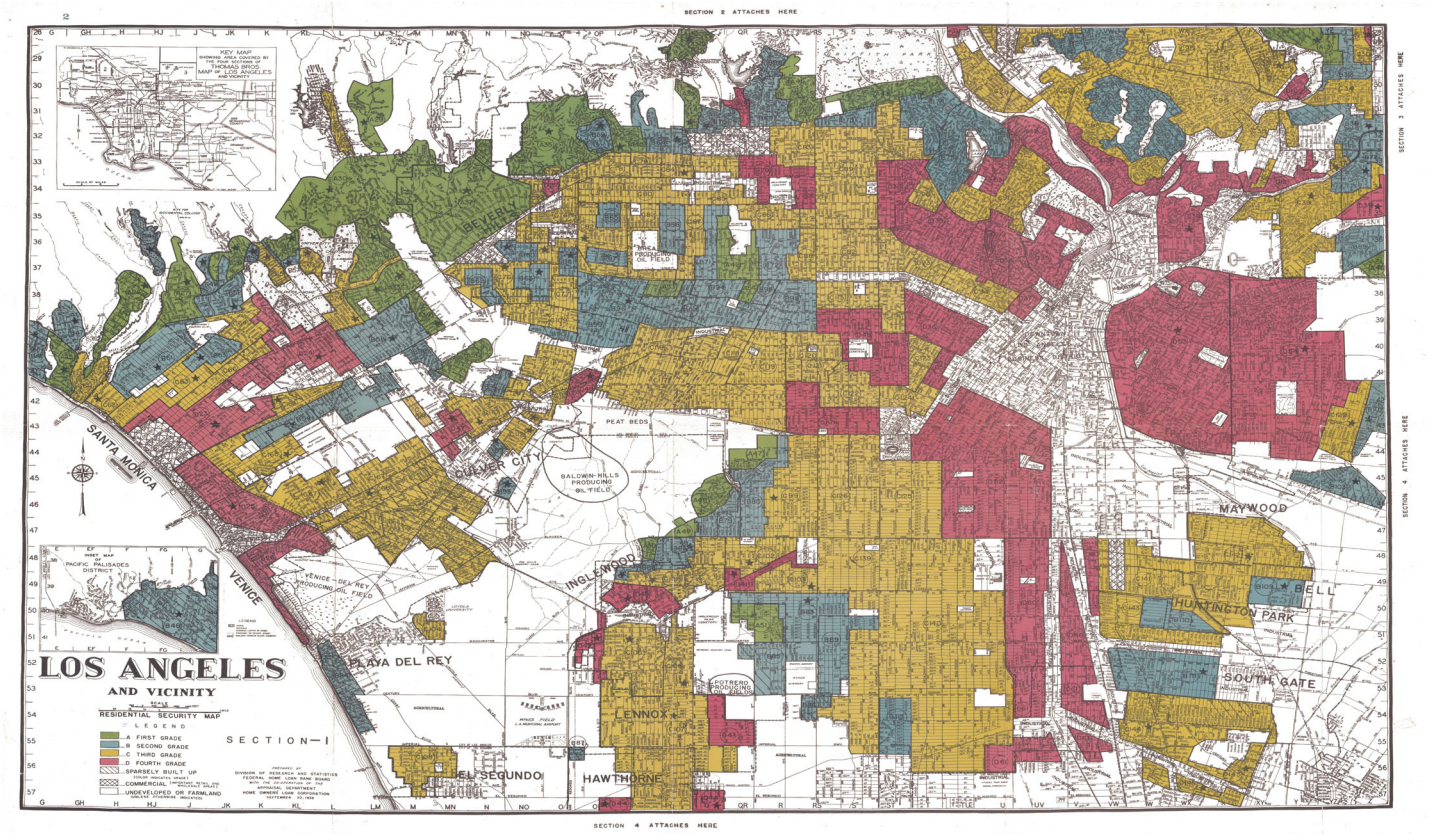
The racist 1930s-era housing policy that effectively blocked Black families from obtaining loans continues to widen the wealth gap. Homeowners in redlined neighborhoods have earned 52% less in home equity than those in greenlined areas over the last 40 years.

Redlining, the racist housing policy that was outlawed in the 1960s, remains a major factor in today's wealth gap between Black and white families across the country. The typical homeowner in a neighborhood that was redlined for mortgage lending by the federal government has gained 52% less—or $212,023 less—in personal wealth generated by property value increases than one in a greenlined neighborhood over the last 40 years. Black homeowners are nearly five times more likely to own in a formerly redlined neighborhood than in a greenlined neighborhood, resulting in diminished home equity and overall economic inequality for Black families.

"It's a tale of two cities in Chicago. It goes back to redlining, when Black residents lived in certain neighborhoods and white people lived in others, and the difference in home value and segregation between those places have been exacerbated by policy, education, wage inequality and so many other issues," said Chicago Redfin agent Brittani Walker. "I hear the systemic problems every day when I talk to clients. Homebuyers have boundaries they've set for themselves, or a friend of a friend has set for them. They don't want to buy in certain neighborhoods, especially on the South Side in formerly redlined areas, because those places don't get the culture, the restaurants, the fun events, they don't even get healthy food at grocery stores. And that contributes to why home prices don't go up in those neighborhoods."

"Redlining" refers to the 1930s-era practice in which the Home Owners' Loan Corporation assigned grades to, and color coded, residential neighborhoods to indicate their "mortgage security." Neighborhoods that received the highest grade of "A"—colored green on the maps—were considered "best." Those that received the lowest grade of "D," colored red, were considered "hazardous." Urban areas with a large share of Black families were most likely to be redlined, while neighborhoods made up mostly of white families were most likely to be deemed "best" and colored green. In redlined neighborhoods, it was virtually impossible to get a loan. Type B neighborhoods, those deemed "still desirable" were colored blue and Type C neighborhoods, considered "definitely declining," were colored yellow.

Here's an example of a redlined map of Los Angeles:



In 1896, the U.S. Supreme Court decision Plessy v. Ferguson upheld the constitutionality of racial segregation. As a result, segregation across the country continued with minimal legal challenge until the U.S. Supreme Court's 1954 decision Brown v. Board of Education. Accordingly, when the Home Owners' Loan Corporation enacted the practice of redlining in the 1930s, many U.S. cities were racially segregated and it was not uncommon for neighborhoods to consist predominantly of Black families or predominantly of white families.

While redlining prevented both Black and white families from obtaining loans for homes in Type D neighborhoods, the bigger impact was on Black families, who were blocked from buying homes in the neighborhoods where they already lived.

The nationwide protests against police brutality and systemic racism are now highlighting questions of how to use housing policy, among the key drivers of systemic racism in this country, as one way to tackle it. The next step is for voters, policymakers, communities and the real estate industry—Redfin included—to cooperate on solutions. Some policies proposed over the last few years include reparations for the Black community and down-payment assistance for first-time homebuyers in formerly redlined areas.

How Redlining Contributed to a Racial Wealth Gap

The Fair Housing Act of 1968 made it unlawful to refuse to rent, sell, or provide financing for a dwelling based on race, religion and national origin, and the 1977 Community Reinvestment Act further outlawed redlining. Today, U.S. residents—particularly Black families—still feel the impact. Lack of access to credit, discrimination against minorities buying homes in Type A neighborhoods, and being prevented from buying homes in their own neighborhoods led to significantly lower homeownership rates for Black families than white families. The national homeownership rate is lower for Black families than white families—44.0% versus 73.7%.

"The expanding homeownership gap between Black and white families can in part be traced back to diminished home equity due to redlining, as it's one major reason why Black families today have less money than white families to purchase homes either as first-time or move-up homebuyers," said Redfin chief economist Daryl Fairweather. "It's important to note that other factors play a role in lower homeownership rates for Black families, too. For instance, employment discrimination has prevented Black workers from earning equitable income."

In Type A Neighborhoods, the Homeownership Gap Between Black and White Families Expands

In the 41 metros included in this analysis, Black individuals who are homeowners are 4.7 times as likely to own in a former Type D than a Type A neighborhood, while white individuals are just 1.5 times more likely to own in a redlined area. And even though redlining was outlawed half a century ago, the homeownership rate for Black families has dropped in every neighborhood type over the last 40 years.

Since 1980, the homeownership rate for Black families in Type A, or "best," neighborhoods dropped from 50.4% to just 44.0%, while the rate for white families rose 4.1 percentage points to 71% in 2017, the most recent data that was available at the time of the analysis for this report. That makes for a 27 percentage-point homeownership gap between Black and white families in "best" neighborhoods, up from a 16.5 percentage-point gap 40 years ago. The gap has widened in all neighborhood types except those that were formerly redlined, where Black and white families both have relatively low homeownership rates (29.8% and 45.6%, respectively).

Black homeowners were hit harder during the 2008 housing bust, with 7.9% of Black families with mortgages losing their homes to foreclosure between 2007 and 2009 versus 4.5% of white families, and it's likely that the subsequent tightening of credit has been an exacerbating factor in the homeownership gap.

Homeownership Rates by Race and Redlining Category: National

Overall homeownership rate		
	1980	2017
Type A / Best	65.5%	66.0%
Type B / Still Desirable	56.2%	55.0%
Type C / Definitely Declining	50.0%	47.4%
Type D / Hazardous	46.3%	38.5%
Homeownership rate for white families		
	1980	2017
Type A / Best	66.9%	71.0%
Type B / Still Desirable	58.3%	61.1%
Type C / Definitely Declining	53.6%	54.4%
Type D / Hazardous	46.3%	45.6%
Homeownership rate for Black families		
	1980	2017
Type A / Best	50.4%	44.0%
Type B / Still Desirable	49.0%	43.7%
Type C / Definitely Declining	39.9%	35.9%
Type D / Hazardous	30.8%	29.8%
Homeownership rate: Percentage point difference between white and Black families		
	1980	2017
Type A / Best	16.5 pts.	27.0 pts.
Type B / Still Desirable	9.3 pts.	17.4 pts.
Type C / Definitely Declining	13.7 pts.	18.5 pts.
Type D / Hazardous	15.5 pts.	15.8 pts.

In some areas, the difference is more pronounced. The homeownership rate for Type A areas in Atlantic City, NJ is just 14.8% for Black families, versus 75.3% for white families. That's a bigger gap than any other metro. It's followed by Fresno, CA, where the Type A homeownership rate for Black families is just 2.5% compared to 62.6% for white families, and Greensboro, NC (9.3% versus 67.7%).

The homeownership gap for “best” neighborhoods is smallest in Oakland, where Black families have an 84.1% homeownership rate versus 85.9% for white families. It’s followed by Miami (42.7% versus 56.8%).

Below is a table with three of the 41 metros included in this analysis (the first three alphabetically), with homeownership rates by race and redlining category in 1980 and 2017. Click here for the full table, which includes all 41 metro areas.

Homeownership Rates by Race and Redlining Category: Metro Areas

	1980				2017			
Metro Area and Redlining Category	Overall Homeownership Rate	Rate for White Families	Rate for Black Families	Percentage Point Difference Between White and Black Families	Overall Homeownership Rate	Rate for White Families	Rate for Black Families	Percentage Point Difference Between White and Black Families
Akron, OH								
Type A / Best	74.1%	74.7%	69.4%	5.3%	70.2%	76.4%	50.5%	25.9%
Type B / Still Desirable	67.5%	69.7%	56.2%	13.5%	58.1%	64.9%	36.7%	28.2%
Type C / Definitely Declining	64.0%	66.1%	41.7%	24.4%	57.3%	65.0%	25.3%	39.7%
Type D / Hazardous	63.7%	69.0%	48.6%	20.4%	50.7%	59.1%	31.9%	27.2%
Atlanta, GA								
Type A / Best	67.0%	67.6%	44.7%	22.9%	64.2%	67.8%	25.3%	42.5%
Type B / Still Desirable	50.5%	50.7%	51.2%	-0.5%	56.4%	64.3%	33.4%	30.9%
Type C / Definitely Declining	43.2%	43.3%	43.6%	-0.3%	46.3%	58.4%	33.0%	25.4%
Type D / Hazardous	30.1%	43.6%	22.2%	21.4%	33.9%	50.2%	22.7%	27.5%
Atlantic City, NJ								
Type A / Best	54.4%	54.6%	20.0%	34.6%	73.5%	75.3%	14.8%	60.5%
Still Desirable	62.4%	62.7%	34.8%	27.9%	66.4%	73.1%	23.7%	49.4%
Type C / Definitely Declining	62.0%	66.8%	41.5%	25.3%	54.9%	64.8%	35.0%	29.8%
Type D / Hazardous	41.1%	59.3%	34.9%	24.4%	39.0%	55.9%	25.3%	30.6%
Here’s the full table								

Redlined vs. Greenlined: Identical Homes but Very Dissimilar Equity

“More than half a century after it was abolished, redlining continues to dictate the racial makeup of neighborhoods and Black families still feel the socioeconomic effects of such a racist housing policy,” Fairweather said. “Black families who were unable to secure housing loans in the neighborhoods where they lived have missed out on one of the major ways to build wealth in this country. And even families who were able to buy homes in their neighborhood after redlining ended haven’t earned nearly as much home equity as people who bought homes in neighborhoods that were considered more valuable.”

“That has had a lingering effect on their children and grandchildren, who don’t have the same economic opportunities as their white counterparts,” Fairweather continued. “Not only are Black parents less likely to have the resources to pay for higher education and help with other expenses, but studies show that children of homeowners are about 7.5% more likely to become homeowners than children of renters.”

In a former Type D—or redlined—neighborhood, the typical homeowner has earned $196,050 in home equity since 1980, versus $408,073 for Type A neighborhoods. Homeowners in former Type B, “still desirable,” and Type C, “definitely declining,” neighborhoods have also missed out on sizable home equity compared to those in Type A neighborhoods. In C neighborhoods, the typical homeowner has earned $218,976 worth of home equity since 1980; in B areas the median gain is $299,439.

While the median home equity in redlined neighborhoods has seen a bigger percentage increase since 1980 than those in greenlined neighborhoods—292% versus 204%—it’s largely because equity in redlined neighborhoods started out so low.
Here’s a look at national home equity gain for all four redlining categories, from the five-year period spanning 1975-1980 to 2019*.

	Median Home Equity* in 1975-1980 (in today’s dollars)	Median Home Equity in 2019	Home Equity Growth (dollars)	Home Equity Growth (percentage)	Total Home Equity Growth (dollars)	Total Homes Sold 1975-1980
Type A / Best	$200,122	$608,195	$408,073	204%	$18.9 billion	32,845
Type B / Still Desirable	$129,195	$428,634	$299,439	232%	$47.6 billion	101,436
Type C / Definitely Declining	$93,732	$312,707	$218,976	234%	$62.1 billion	160,964
Type D / Hazardous	$67,100	$263,150	$196,050	292%	$22.5 billion	61,922

**We measured median home equity in the period from 1975-1980, the furthest back in time data is available, by subtracting the loan amount from the sale price for homes in the 41 metros we included in this analysis. Because a standard 30-year mortgage would have been paid off by 2010, median home equity in 2019 is equal to total home value.*

Lack of Equity in Redlined Areas Pervades Across the U.S., With One Exception

Overall, 2017 homeownership rates are lowest for both white and Black families in former D neighborhoods, where redlining prevented homebuyers from obtaining loans. And home equity in former A neighborhoods outstrips former D neighborhoods in 40 of the 41 metros in this analysis.

The starkest example of the imbalance is in Warren, MI (a Detroit suburb), where in 2019 the typical homeowner in a former A area had 1,309% more home equity than one in a redlined area—$634,000 versus $45,000. It’s followed by Jacksonville, FL (836% more; $571,000 versus $61,000) and Memphis (663% more; $412,000 versus $54,000).
Philadelphia is the only exception: The median home equity for the greenlined neighborhoods is 40% less than it is in redlined neighborhoods: $160,000 versus $268,000.
“Philadelphia is currently grieving over the deaths of George Floyd, Ahmaud Arbery, Tony McDade and Breonna Taylor and some neighborhoods such as Center City, and parts of West

Philadelphia and Kensington have experienced damage despite otherwise peaceful protests,” said local Redfin agent Mason Gallik. “This may change some dynamics of the real estate market while neighborhoods recover. But as of a few months ago, some of the formerly redlined neighborhoods were among the most desirable areas in the city, like parts of Fairmount and Northern Liberties. Those neighborhoods have two things a lot of the former ‘best’ neighborhoods do not have: vacant land and proximity to downtown, both of which are valuable to

modern homebuyers. Vacant lots in formerly redlined neighborhoods also allow for newly built homes, which tend to sell for more than older homes."

Home Equity In 2019 For "Best" and "Hazardous" Neighborhoods By Metro Area				
Metro Area	Median Home Equity For "Best" Neighborhoods	Median Home Equity For "Hazardous" Neighborhoods	Dollar Difference Between Home Equity In "Hazardous" And "Best" Neighborhoods	Percent Difference In Home Equity Between "Hazardous" And "Best" Neighborhoods
Warren, MI	$634,000	$45,000	$589,000	1,309%
Jacksonville, FL	$571,000	$61,000	$510,000	836%
Memphis, TN	$412,000	$54,000	$358,000	663%
Birmingham, AL	$862,000	$131,000	$731,000	558%
Atlantic City, NJ	$900,000	$143,000	$757,000	529%
Tampa, FL	$832,000	$151,000	$681,000	451%
Oklahoma City, OK	$246,000	$45,000	$201,000	447%
Greensboro, NC	$341,000	$69,000	$272,000	394%
Virginia Beach, VA	$226,000	$49,000	$177,000	361%
Columbus, OH	$424,000	$100,000	$324,000	324%
Richmond, VA	$648,000	$156,000	$492,000	315%
Charlotte, NC	$926,000	$232,000	$694,000	299%
Trenton, NJ	$152,000	$41,000	$111,000	271%
Atlanta, GA	$1,052,000	$326,000	$726,000	223%
Phoenix, AZ	$511,000	$165,000	$346,000	210%
Tacoma, WA	$656,000	$218,000	$438,000	201%
Pittsburgh, PA	$380,000	$133,000	$247,000	186%
Dayton, OH	$278,000	$103,000	$175,000	170%
Akron, OH	$166,000	$62,000	$104,000	168%
New Orleans, LA	$515,000	$196,000	$319,000	163%
Cleveland, OH	$308,000	$123,000	$185,000	150%
Nashville, TN	$648,000	$281,000	$367,000	131%
Miami, FL	$688,000	$302,000	$386,000	128%
San Diego, CA	$1,058,000	$471,000	$587,000	125%
Camden, NJ	$202,000	$92,000	$110,000	120%
Seattle, WA	$1,212,000	$562,000	$650,000	116%

Newark, NJ	$699,000	$338,000	$361,000	107%
Chicago, IL	$462,000	$230,000	$232,000	101%
Denver, CO	$756,000	$390,000	$366,000	94%
Montgomery County, PA	$450,000	$234,000	$216,000	92%
Los Angeles, CA	$1,111,000	$587,000	$524,000	89%
Boston, MA	$1,039,000	$578,000	$461,000	80%
Fresno, CA	$282,000	$158,000	$124,000	78%
Oakland, CA	$1,300,000	$752,000	$548,000	73%
Milwaukee, WI	$251,000	$154,000	$97,000	63%
Baltimore, MD	$335,000	$208,000	$127,000	61%
San Jose, CA	$1,329,000	$854,000	$475,000	56%
Sacramento, CA	$778,000	$522,000	$256,000	49%
New York, NY	$666,000	$502,000	$164,000	33%
Philadelphia, PA	$160,000	$268,000	-$108,000	-40%

New York and San Jose both have relatively smaller gaps in home equity gains between former A and D neighborhoods. That's likely because both are job centers with high wages and in-demand housing, and in each home prices have risen substantially in almost every neighborhood.

But rising home values throughout all redlining categories in New York and San Jose doesn't mean Black Americans there have benefited. The Black homeownership rate in both areas is lower than the national average of 44%: just 32.4% in New York and 31.4% in San Jose.

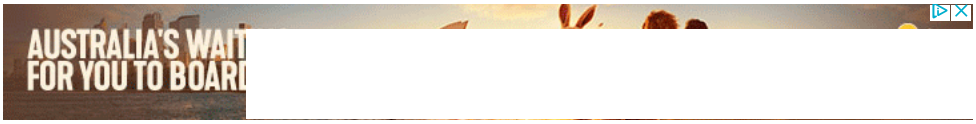
"Relatively low homeownership rates for Black families means landlords are the ones reaping the benefits of increasing home equity in formerly redlined neighborhoods," Fairweather said. "Black families are mostly renters in those neighborhoods, which means rising home values leads to increased rent payments and possibly being pushed to less desirable, albeit more affordable, parts of town."

Methodology

For the home equity analysis, we measured median home equity in the period from 1975-1980, the furthest back in time data is available, by subtracting the loan amount from the sale price for homes in the 41 metros we included in this analysis. County records were not available for several metro areas and in some there were too few records. Thus, to be included, metros must have had at least 1,000 home sales between 1975 and 1980. Because a standard 30-year mortgage would have been paid off by 2010, median home equity in 2019 is equal to total home value. The national home equity figures are the averages of the medians of the 41 metros included in this analysis.

We obtained redlining map shapefiles from the Mapping Inequality website for 41 metro areas across the U.S. that were "redlined" by the Home Owners' Loan Corporation. There were 357,167 home sales from 1975-1980 that fell inside of the redlining map boundaries. For the purposes of this analysis, we assumed the homes are still owned by the person who owned them in 1975-1980 to calculate equity gained. The 1975-1980 home equity values are adjusted for inflation and expressed in terms of today's dollars using the consumer price index.

For the analysis of homeownership rates, the data on the number of occupied units (by race) comes from the 1980 decennial census as well as the 2013-2017 5-year American Community Survey, the most recent data that was available at the time of analysis for this report. We used GIS tools to match and aggregate the census tract level data by each redlined category. The homeownership rate represents the percentage of families belonging to a particular racial group that owned versus rented in 1980 and 2017. A homeownership rate refers to the share of homes that are owned by their occupants.





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As a data journalist at Redfin, Dana Anderson writes about the numbers behind real estate trends. Redfin is a full-service real estate brokerage that uses modern technology to make clients smarter and faster. For more information about working with a Redfin real estate agent to buy or sell a home, visit our Why Redfin page.

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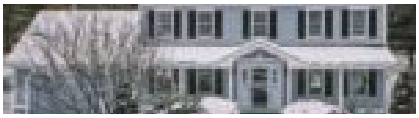

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Research, Humanities, Politics & society

How American racism is rooted in residential segregation

By Ivan Natividad



A new UC Berkeley report shows America's cities continue to be segregated, causing negative outcomes and disparities for people of color. Detroit, shown above, is statistically the most segregated city in the nation. (Flickr photo by Mike Boening)

June 21, 2021

The disproportionate use of police brutality against people of color in America. Higher COVID-19 death rates of Black and Latinx people in the health care system. Lower percentages of homeownership and loans approved in Black communities. Society often labels these disparities as racism or prejudice against individuals with specific racial identities.

But new research from UC Berkeley's Othering and Belonging Institute shows that these inequities are symptoms of a much more racially systemic problem — residential segregation.

"It's the racial identity of the neighborhood you live in, and whether it is segregated or not, that really correlates with these negative outcomes," said Stephen Menendian , the institute's director of research. "And these outcomes have gotten worse over time. If you measure what the average neighborhood looks like for a particular racial group, you actually see that we are as segregated today as we were in 1940."



Stephen Menendian is the assistant director and director of research at UC Berkeley's Othering and Belonging Institute. (Photo courtesy og Othering and Belonging Institute)

Released today, the report provides an annotated bibliography of local histories of segregation from 60 American cities and an interactive mapping tool that illustrates the level of segregation for every city, region and neighborhood.

The research found that 81% of metropolitan regions were more segregated in 2019 than in 1990. That lack of integration has led to a disproportionate distribution of resources in segregated communities of color compared to segregated white communities, said Menendian, and a neighborhood poverty rate three times higher in those communities of color.

According to the report, Black and Latinx children raised in integrated neighborhoods earn nearly $1,000 more annually as adults and $4,000 to $5,000 more when raised in white neighborhoods, compared to those raised in segregated communities of color. Moreover, household incomes and home values in white neighborhoods are twice as high as those in segregated communities of color.

On Tuesday, Menendian will delve deeper into the impact of residential segregation in America during a livestreamed forum with other leading race and housing scholars and advocates from across the country.

The Roots of Structural Racism: Segregation in the US



Menendian recently spoke with Berkeley News *about the ways residential segregation has changed over time, and how a lack of integration has led to a "very sick" American society.*

Berkeley News **: Why are America's neighborhoods more segregated now than 30 years ago?**

Menendian: We're more segregated today because we are more diverse, and our communities are highly balkanized across the spaces we occupy.

Even as we've desegregated workspaces, desegregated play areas, desegregated mainstream culture and, to some extent, we've desegregated schools, there are still racially identifiable neighborhoods in cities across the country. And it causes a lot of inequality.

But segregation actually looks a lot different today. While 20th century segregation was also residential — Black urban areas versus white suburban areas — in the 21st century we're seeing segregation as more regional today. We're also seeing white suburbs and Black suburbs.

A city like Ferguson, Missouri, in 1970 was 90% white. But by 2010, it's 66% Black. Segregation now is more mobile and more regional than it was in the 20th century. It's much more multiracial. It's not binary. And it's about the community you live in, not the neighborhood within the city you live in.

What hasn't changed is that these segregated communities of color are still poorly resourced. White communities have these high pockets of private wealth and resources, while non-white areas have very anemic low levels of wealth where residents are extremely underpaid, under-resourced, and have disinvested public goods and infrastructure.



Research shows higher rates of police brutality in segregated communities of color. Here, protesters in Ferguson gathered following the 2014 killing of Michael Brown Jr., an 18-year-old Black man, who was fatally shot by a Ferguson police officer. (Photo by Jamelle Bouie via Wiki Commons)

What other racial disparities correlate with this lack of integration?

When you think about disproportional use of police brutality, or COVID-19 health outcomes and unemployment in communities of color, society often labels these disparities as racism in these individual institutions. But all these outcomes are really connected to residential segregation. This is what makes it systemic and not institutional racism.

For example, police are most brutal in either highly segregated Black communities, where they're targeting Black people. Or they are hyper-policing in neighborhoods that are white, so Black people driving through those white neighborhoods are more likely to be pulled over. Segregation is the force behind it all.

> ***It's not the individual race of the person. It's the race of the community that actually correlates these outcomes."***

If you live in a neighborhood that has good jobs, access to a healthy environment, access to green spaces and good schools, all of those things aren't correlated with race, per se. It's correlated with racial segregation that still exists today.

It's not the individual race of the person. It's the race of the community that actually correlates these outcomes, and that's what our research shows.

White people living in highly segregated communities of color do just as bad, or almost as bad, as the people of color living in those neighborhoods. And people of color living in highly segregated white neighborhoods do much better than their counterparts in highly segregated communities of color.

It's really what we mean by structural racism. That is to say, structural racism is not about an individual that's being discriminated against. It's about the environment we live in, and the forces that shape our lives.

What we really find is that it's structural racism that is at the core, and the taproot of structural racism is racial residential segregation, because it is a mechanism that sorts people into different kinds of environments — high opportunity environments versus low opportunity environments.

I think there are some things that help. The American Rescue Plan is giving a lot of money to cities. But I don't think our public's ability to raise funds is even close to meeting the scale of need.

So, it doesn't seem to be getting any better. We're in a kind of dystopian future.

Are we at a moment of crisis at this point?

I think we've been in crisis since at least the late 1960s. The Kerner Commission warned us that we were creating two segregated societies that would continue to be unequal. What they predicted actually happened. And none of the recommendations the Kerner Commission provided came to be.

We did everything wrong.

We disinvested in our society. We pulled up the carpet, and we didn't integrate. While we did actually integrate some of the schools, by the 1990s the federal courts were out of that business, and schools have been resegregating ever since.



Research also shows Latinx children are likely to enter elementary schools with fewer white peers than a generation ago. Here, a class studies at the Bruce-Guadalupe Community School in Milwaukee, a charter school that is 97% Latino. (AP photo by Ivan Moreno)

Everything seems to me to be on the wrong track, and we've been on the wrong track for a long time. So, what we have are these eruptions, these symptoms — police brutality, health outcomes and so forth — and it's like if your body is sick, and you're getting boils all over your body. That's sort of what we've been through.

We're just very sick, and we've been sick for a while.

What can we do to turn things around?

Integrate and invest. We need to resurface the reality that racial segregation is really the core cause of racial inequality. You can't zero out racial inequality in a highly segregated society. You can't have balkanization and then have equality. It's totally antithetical.

What we seem to be doing is we tear down statues or rename buildings instead of doing what we need to do, which is to massively invest — in public goods, childcare, public transit, community colleges and so forth — for a more integrated future. I just don't see how we can break all these cycles when, if you're born poor and Black or Hispanic in the United States, there's a track for you that is very hard to break out of.

So, we shouldn't be focusing, in my opinion, on these symptoms as much as we should be focusing on the root causes of structural racism.

And I just think we spend way too much time talking about symbols and performative gestures. If we're really serious about getting rid of racial inequality, then we have to shift our focus. And so this report and discussion on Tuesday is a push in that direction.

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February 17th, 2022

Daly City, City Council
333 90th St
Daly City, CA 94015

RE: Proposed Sites for RHNA Requirements

Dear members of the City Council,

We send a sincere thank you to staff for providing the proposed sites to meet the 2023 – 2030 RHNA requirements for Daly City as required for the Housing Element at the City Council meeting on Feb 14, 2022.

The Draft Site List (attached) included in Michael Van Lonkhuysen's presentation provides the unit potential and density per acre for each of the identified site addresses. Serramonte del Rey at 64 units per acre is far below the median, at 195 units per acre, and the high at 477 at units per acre. If the density at Serramonte Del Rey was doubled then the footprint would be reduced by half and the project would still achieve the same unit potential. This would allow for nine acres of green space. The garden and trees could be preserved as a county park for Daly City. The park could be co-managed by the Association of Ramaytush Ohlone as recommended by the California Natural Resources Agency.

We urge the City to use its authority over public health, safety and welfare to fill essential needs in Daly City for more public park lands. This can be realized by requiring the doubling of density at the current unit potential. This minor change to the Serramonte Del Rey plan will mitigate air quality, traffic, and decreased open space problems that will result from current design.

Serramonte Del Rey is a 90% market rate housing project. Please include at least 59% affordable housing including very low-income and low-income and moderate housing as allocated by RHNA (see attachment). For a nearby example, the Balboa Reservoir project by City College in San Francisco is a similarly scaled development (17 acres) with 1100 units that includes 50% affordable housing with 25% green space, a community garden and multiple parks including a 2-acre central park. 100 units will be for teachers. Of the 450 permanently affordable housing at least 18 percent of the affordable housing on site will be for low-income individuals who earn up to 55 percent of the Area Median Income, according to the RFQ. Another 15 percent of the units are for moderate-income individuals who earn up to 120 percent of AMI, and only the last 17 percent for "middle" income households that earn up to 150 percent of AMI. In addition, the

Balboa site will provide care for 100 children on site, 50% of whom will be from affordable units.

Thank you for increasing density as part of your effort to meet your RHNA allocation thereby reducing the footprint and for considering additional affordable housing.

Sincerely,



Gladwyn d'Souza
Chair, Conservation Committee
Sierra Club Loma Prieta Chapter



Sabrina Brennan
Chair, Equity Committee
Sierra Club Loma Prieta Chapter

Regional Housing Need Allocation ("RHNA") – City of Daly City 2023 to 2031

City of Daly City
Regional Housing Need Allocation ("RHNA") 2023 to 2031

	Dwelling Unit Allocation	Percent of Total	Annual Construction Requirement
Very Low	1336	28%	167
Low	769	16%	96
Moderate	762	16%	95
Above Moderate	1971	41%	246
	4838	100%	605

Draft Site List

Site Address	Site Size	Unit Potential	Density (du/ac)
699 Serramonte Boulevard	18.1	1150	64
Midway Village Redevelopment	15	555	37
525 Serramonte Boulevard	4	323	81
1 Carter Street	12.5	262	21
99 Southgate Avenue	1.93	214	111
2321 Geneva Avenue	0.48	194	404
10 Park Plaza Drive	1.95	179	92
6401 Mission Street	0.35	167	477
699 Serramonte Boulevard	3.9	122	31
0 Carter Street	18	117	7
1050 St. Francis Boulevard	2.49	87	35
493 Eastmoor Avenue	0.37	72	195
305 Eastmoor Avenue	2.38	56	24
1698 Bryant Street	1.38	48	35
6098 Mission Street	0.25	36	144
Geneva/Rio Verde NE Corner	0.38	20	53
89 Second Avenue	0.46	20	43
51 Oriente Street	0.57	20	35
169 First Avenue	1	20	20
0 Martin Street	1.84	16	9
141 Third Avenue	0.71	15	21
130 Station Avenue	0.23	10	43
55 Calgary Street	0.34	8	24
Rio Verde Street	0.4	7	18
2665 geneva Avenue	1	7	7
Lisbon Street	0.27	4	15
717 Templeton Avenue	0.36	4	11
Edgeworth Avenue	0.17	3	18
	Total	**3,736**	

Regional Housing Need Allocation ("RHNA") - San Mateo County Cities 2023 to 2031

Jurisdiction	VERY LOW INCOME (<50% of Area Median Income)	LOW INCOME (50-80% of Area Median Income)	MODERATE INCOME (80-120% of Area Median Income)	ABOVE MODERATE INCOME (>120% of Area Median Income)	TOTAL
SAN MATEO COUNTY					
Atherton	94	54	56	144	348
Belmont	488	281	283	733	1,785
Brisbane	317	183	303	785	1,588
Burlingame	863	497	529	1,368	3,257
Colma	44	25	37	96	202
Daly City	1,336	769	762	1,971	4,838
East Palo Alto	165	95	159	410	829
Foster City	520	299	300	777	1,896
Half Moon Bay	181	104	54	141	480
Hillsborough	155	89	87	223	554
Menlo Park	740	426	496	1,284	2,946
Millbrae	575	331	361	932	2,199
Pacifica	538	310	291	753	1,892
Portola Valley	73	42	39	99	253
Redwood City	1,115	643	789	2,041	4,588
San Bruno	704	405	573	1,483	3,165
San Carlos	739	425	438	1,133	2,735
San Mateo	1,777	1,023	1,175	3,040	7,015
South San Francisco	871	502	720	1,863	3,956
Unincorporated San Mateo	811	468	433	1,121	2,833
Woodside	90	52	52	134	328

Politics & society, Research

Why Bay Area neighborhoods are still racially segregated

By Ivan Natividad

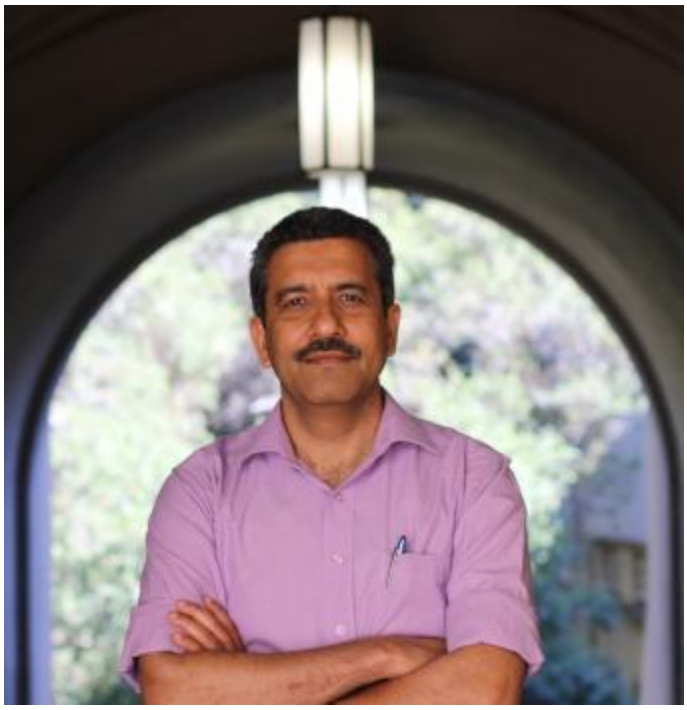


Piedmont, California is zoned for 100% single-family housing and is known as a segregated white community in the Bay Area, consisting of nearly 75% white residents. (Photo courtesy of Wikimedia/Sam Pullara)

September 10, 2020

When Congress passed the Civil Rights Act of 1968, Jim Crow laws that enforced racial segregation in the United States became illegal. But according to new research from UC Berkeley's Othering and Belonging Institute , those divisive practices still exist in the Bay Area through zoning laws that create restrictive neighborhoods segregated by race.

The study is the fifth and final installment of the institute's " Racial Segregation in the San Francisco Bay Area " series. Researchers mapped jurisdictions and produced a set of maps of 67 cities across six Bay Area counties that show the correlation between segregated neighborhoods and areas zoned for single-family homes.



Samir Gambhir works as a geographic information systems (GIS) researcher and manager of the Equity Metrics program at UC Berkeley's Othering and Belonging Institute. (UC Berkeley photo)

The findings were clear: As the proportion of single-family zoning increases in a city, so does its white population, while Black and Latinx populations decrease.

"White communities prefer to stay far away and segregated from other communities, and single-family zoning has been a key driver in perpetuating that segregation in the Bay Area," said report co-author Samir Gambhir, who has worked as a researcher and manager of Othering and Belonging's equity metrics program since 2013. "It is zoning as a means to put stricter controls on where people want to live, about how their property is appreciating, and how they would like to access different public goods."

The research also shows that major cities throughout the Bay Area have a majority of housing zoned only for single-family structures, including San Francisco at 51% and Oakland with 65%. Piedmont is residentially zoned 100% single-family housing.

Gambhir spoke with Berkeley News *about what can be done to battle segregation in Bay Area communities, and how his research relates to the broader efforts for racial justice.*

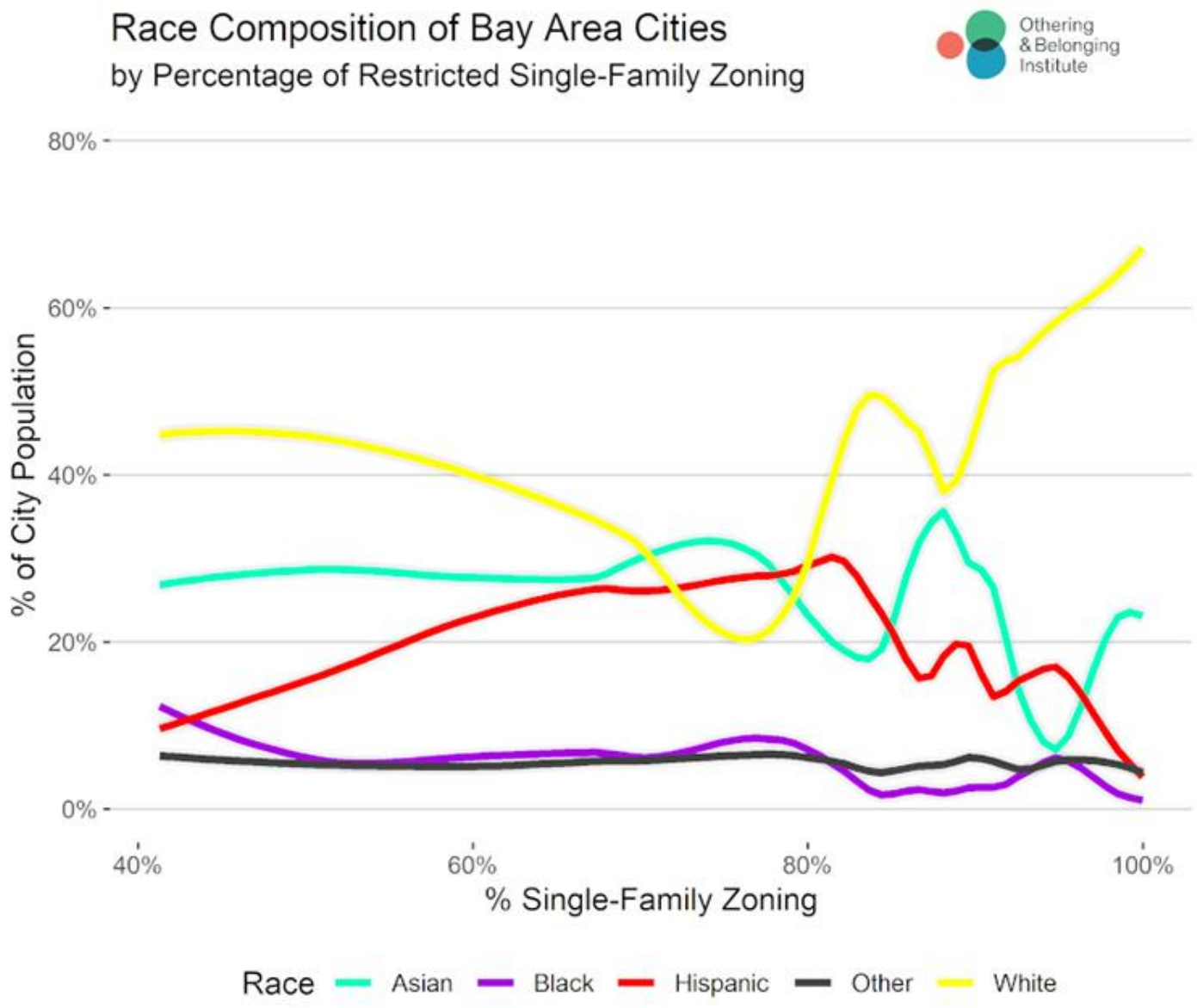
Berkeley News **: How is the Bay Area segregated, and what is the impact of that segregation?**

Samir Gambhir: If you look at the racial distribution in the Bay Area, it is around 40% white, 26% Asian, 24% Latino and 6% Black. It seems like a very diverse community.

But if you look at our research, you'll see that there are pockets of segregation across different counties. There are communities which are highly dominated by Black, Latino or Asian people. White people have the most segregated communities. They seem to want to have their own communities to keep away from people of color.

This analysis clearly brings out how segregated the entire Bay Area is. That segregation impacts economic outcomes: a racial segregation that leads to economic segregation.

There is an uneven distribution of private and public resources in terms of what white neighborhoods get versus Black neighborhoods. Children from segregated areas also go to segregated schools. There is an unequal distribution of wages, access to health care, access to healthy food, employment issues and the list goes on.



(Courtesy of UC Berkeley Othering and Belonging Institute)

Those unequal outcomes manifest just by the fact that the community is segregated. All of this is impacting the life outcomes of residents in these communities.

And historically, the situation has not changed much. The Bay Area is still almost as segregated as it was in the 1960s.

That's why we embarked on this study to not just research the impact of segregation, but the harms and what we can do to ameliorate that segregation.

How do current housing zoning laws perpetuate this segregation?

I think housing choice is highly structured and racialized. White communities identify anything associated with Black communities as a negative. Crime or schools, or anything. White communities prefer to stay far away and segregated from other communities.

Majority single-family zoning communities are primarily white with rich community resources such as good schools, less pollution and better funded public amenities such as police. Single-family zoning is one of many mechanisms of perpetuating segregation by keeping low-income folks and people of color out of their communities.



Berkeley News is examining race justice in America in a new series of stories.

Whether it's good schools, a safe neighborhood, these are some of the basic needs.

In the 1970s, local jurisdictions actually used it as a planning tool. It is zoning as a means to put stricter controls on where people want to live, about how their property is appreciating and how they would like to access different public goods.

We are planning to release a detailed report which deals extensively with single-family zoning in the Bay Area. It analyzes the relationship between singe-family zoning, racial segregation and socio-economic outcomes.

So how can we combat this segregation in a community like the Bay Area?

We have looked into mobility strategies to help promote integration. Providing resources that allow people to move from high poverty, racially segregated neighborhoods, to more integrated neighborhoods.

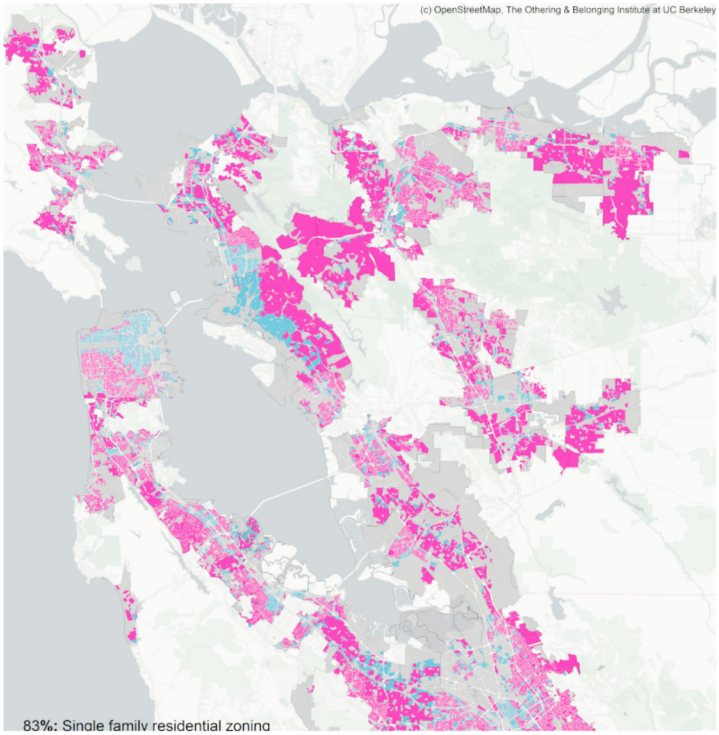
Improving the low-income housing tax credit would also help increase access to, and the creation of, affordable and multi-unit housing in the Bay Area. Even then, that housing should be located in areas which are high-opportunity where those residents can access all those amenities that high-opportunity areas have.

We are currently working on a project for California Department of Housing and Community Development and the Tax Credit Allocation Committee where we presented a model to them to identify high-opportunity areas within the state to assist them in developing policy to incentivize construction of large family Low-Income Housing Tax Credit housing.

There are also policy areas that focus on rent control, rent stabilization and other policies which are really effective in addressing the issue of the gentrification as well.

What we provide in the report is a structure of policies that are out there that will certainly promote integration. But there has to be political will to make sure that those policies are applied.

Protests against racial injustice and police brutality in Black communities are occurring throughout the country, and in the Bay Area. How does neighborhood segregation fit into this dialogue?



(Courtesy of UC Berkeley Othering and Belonging Institute)

At the Othering and Belonging Institute, we try to talk about these things in a broad framework of humanity. How do we treat our fellow human beings?

Othering certainly is a mechanism by which we are trying to segregate people: 'us' versus 'them.'

So, it's important that people look at this research through the lens of 'othering and belonging,' and see that if you have a more integrated community, we are actually lifting up everybody.

We are lifting up the entire society. We are all living together.

If people look at our work through that lens while looking into specifics of all the different issues related to systemic racism and disadvantage, I think it would make a lot of sense.

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Planning and Policymaking for Transit-Oriented Development, Transit, and Active Transport in California Cities

2020 | Barbour, Elisa; Grover, Salvador; Lamoureaux, Yulia; Chaudhary, Gyanendra; Handy, Susan

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Abstract

This report provides research findings from the first year of a two-year research project on patterns of local policymaking in California to support transit-oriented development (TOD), transit, and active transport. The project aims to assess motivations, perceived obstacles, and priorities for development near transit, in relation to patterns of local policy adoption, from the perspective of city planners in the state's four largest regions: the San Francisco Bay, Los Angeles, San Diego, and Sacramento metropolitan areas. This first-stage report discusses research and policy context that informed the methodology, findings from the analysis of results from an online survey of city planning directors administered in the spring of 2019, and findings from two case studies of TOD policymaking in urban central cities, namely Los Angeles and Sacramento. A sampling methodology for conducting further case studies of TOD policymaking during the upcoming second phase of the project is also described, based on findings from the first year of the research.

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THE BACKBONE OF A MULTIMODAL LIFESTYLE

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Who Rides Public Transportation

JANUARY 2017

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This publication is dedicated to John Neff, the author of the first APTA Passenger Characteristics Report in 2007, and the developer of the methods that were adapted for this current publication.

Top Line Results

KEY DEMOGRAPHICS

Age **-** Of all transit riders, 79% fall into the most economically active age range from 25 to 54. The balance are divided between those younger than 25 (14%) and those in the age range generally thought of as the retirement years, 65 or older.

Ethnicity **-** The single largest group of riders consists of white or Caucasian riders (40%). Communities of color make up a majority of riders (60%), with African-American riders comprising the largest single group (24%) within communities of color. However, there are considerable variations in these characteristics among urban areas of differing sizes.

Household size **-** Transit riders come from a wide mix of household sizes. A two-person household is more common (31%) than other household size. However, single person households are also very common, with 26% of riders reporting households of that size. The balance consists of households of three persons (18%) and households of four or more persons (25%).

Employment **-** Of all riders, 71% are employed, while 7% are students. Thus more than three-fourths of transit riders (78%) are either currently employed or preparing for employment. The balance includes 7% retired persons, 6% unemployed, 3% homemakers. Another 6% were classified as "Other" in the reports.

Workers in the Household **-** Most transit user households (77%) include one or more working persons. This consists of 43% with one working person and another 34% with two or more working persons.

Income **-** According to the Census Bureau, a total of 13% of U.S. households have household incomes of less than $15,000, but among transit using households, the comparable figure is 21%. On the other hand, at the top level of the income spectrum ($100,000 or more), the percent of all U.S. households (23%) and transit-using households (21%), is very similar.

Education **-** More than half (51%) of transit riders hold a bachelor's degree or some level of graduate education. Relatively few (8%) have less than a high school education. One percent (1%) were classified as "Other" in the reports. The balance, 40%, completed high school or some college.

Gender **-** Most transit riders in the United States are women (55%).

Vehicle Availability **-** Among all riders, 54% indicated there is a vehicle available to them on an ongoing basis, while 46% said there was no vehicle available.

Driver's License **-** Almost two-thirds of transit users, 65%, have a driver's license, an indication that they have some flexibility in travel mode even if a vehicle is not immediately available for a given trip.

Language **-** Among all transit users, 85% speak English as their primary language, while 12% speak Spanish and 3% speak other languages.



KEY TRAVEL CHARACTERISTICS

Trip Purpose **-** A total of 87% of public transportation trips involve direct economic impact on the local economy. This includes getting to or from work (49%) or shopping (21%) and recreational spending in the local economy (17%). Since we know that 71% of the riders are employed, clearly the fact that 49% of riders' trip purposes were getting to or from work means that many employed riders happened to be making trips for other purposes when surveyed. One indicator of these other uses of transit is an increase in trips for shopping since the 2007 study, when only 8.6% of trips were for shopping. Shopping trips increased to 21% in the current study.

Reasons for Using Public Transit **-** When asked to describe in their own words their reasons for using public transit, a total of 60% of the reasons given involve either a preference for using transit for the economy of it (16%) or just a preference for intangible benefits such as convenience (44%). The most frequent response (44% of reasons given) was that they simply prefer transit for a variety of intangible reasons, including that they find it more convenient than driving, that they save time, or help the environment or they simply say that they "prefer it" without elaborating. In addition to these reasons, other motives cited involve a preference for transit based on cost savings (16%). In particular, they mention saving on gasoline and parking costs. Finally, 40% say they have no real alternative because they lack money or lack a vehicle, or that transit is the only transportation available to them.

Frequency of Using Public Transit **-** More riders use public transit five days a week (50%) than any other usage pattern. In addition, another 13% use it six or seven days a week. Studies tend to find that among the five day riders, commuting is the primary trip purpose, but it is among the primary trip purposes for many others as well.

Access Mode **-** More than two-thirds of transit users (69%) walk to their stop or station. Another 11% drive to their stop, while 10% indicate that they use another form of transit. The balance are either dropped off (6%) or use another mode.

Egress Mode **-** On alighting from their transit vehicles, most transit passengers walk to their destination (76%). Another 16% transfer to another transit vehicle, while 4% drive, 3% get a ride, and 1% could not be classified except as "other."

Alternate Mode **-** Riders were asked what alternative mode they might use if transit service were not available. The most frequent responses were that they would not make the trip (22%) or that they would use other transit options (20%). The balance, 57%, say they would find a means of travel other than public transportation. More (17%) would drive than any other non-transit mode. However, a total of 16% would either car/vanpool, get a ride or take a taxi.

Fare Media Used **-** Most transit riders, 86%, use a pass medium of some type to pay their fares. The use of cash, once the common fare medium, has diminished to only 11% of the ridership nationally.

Transfer Rate **-** Annually, half of the trips made (50%) require a transfer during those trips, and half do not.

Duration of Using Transit **-** Most riders (a total of 53%) are long-term riders in that they have used transit for five or more years. This includes 29% who have used transit for five or six years and 24% who have used it for seven or more years.

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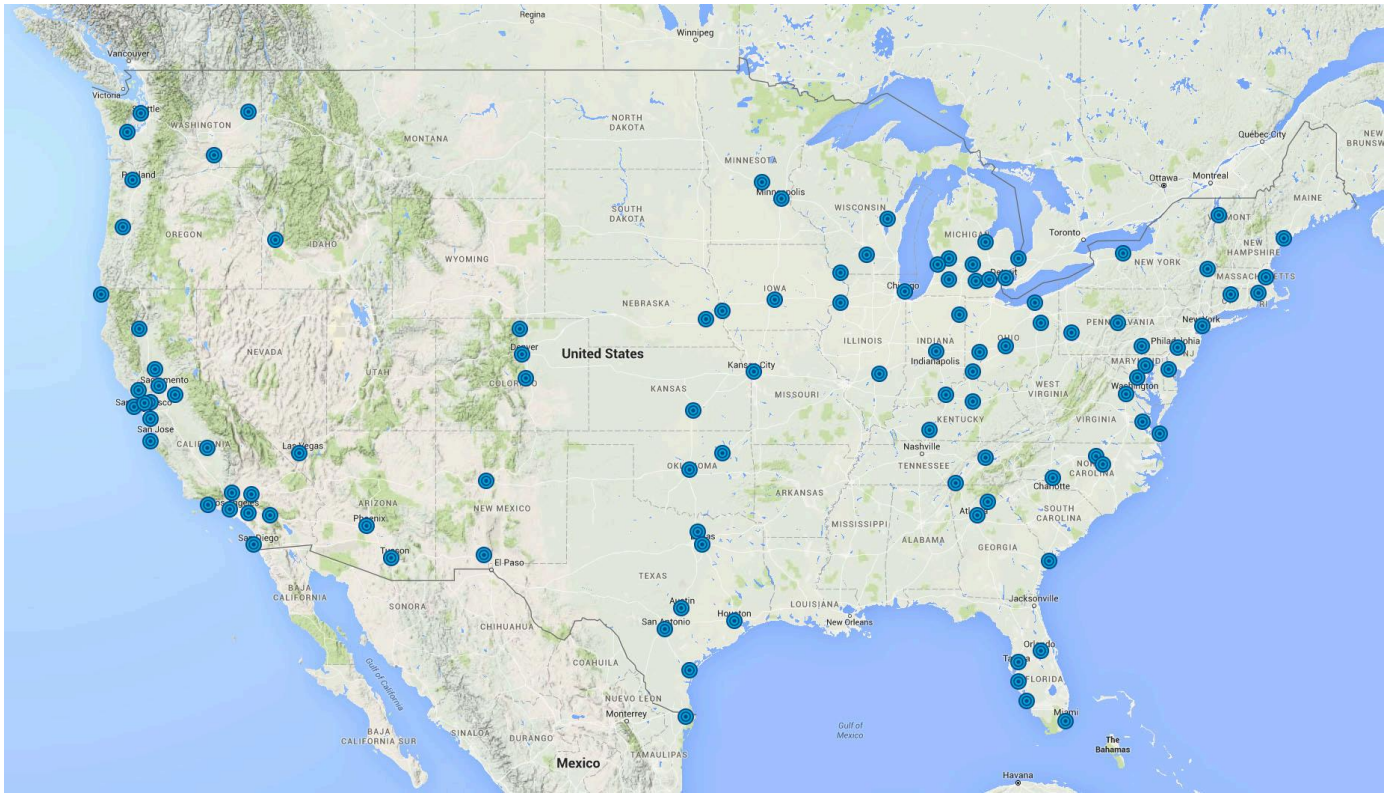
Introduction and Executive Summary

This summary of passenger characteristics of domestic United States public transit users was compiled from two hundred eleven separate passenger survey reports representing the services of one hundred sixty-three transit systems throughout the United States. The summary is based on a compilation of written reports, not a reanalysis of raw data. The surveys included were conducted during the eight years from 2008 through 2015.

Some transit systems provided APTA with more than one report when their studies treated components of their systems such as different modes separately. Other reports prepared for Metropolitan Planning organizations (MPO's) contain data for several system operators within a single

Figure 1 *Map of Locations Providing Studies for this Report*



(Map courtesy of Zachary Kincade, RLS + Associates)



report. Such reports were divided by system and mode for inclusion in this summation. The 211 reports are based on a total of 695,748 respondent questionnaires. The systems reporting carry a total of 8,335,610,590 trips annually. These amount to 77% of the 10.6 billion transit trips made in the United States in 2015.

Key Elements in the Structure of this Report:

The methodology is described in full beginning on page 74. This introduction will present the reader with only a few key aspects of the report.

Results represent ridership, not individual persons.

It is important to understand that the results are based on trips taken by transit, not on individual persons. One person can, after all, make many or only a few transit trips in a given time frame. The results characterize the characteristics of the people making transit trips during a year's time. Since some people use transit often and others only a few times in a given time period, the former will be more likely than the latter to be sampled in a passenger survey. Thus they have a greater impact on the final result.

To take a simple, completely hypothetical example: If a transit system had 100 riders, 50 women and 50 men, the individual riders as a group would obviously be 50% female and 50% male. But if the women all used transit for ten trips a week and the men used it for only five trips a week, the surveys would capture responses from the women at that 2:1 ratio because the surveyors would encounter women riders at twice the rate as they encountered men. The ratio of trips in the example would be 10 female to 5 male, or 67% female and 37% male. We would correctly conclude that the ridership was 67% female, however, if survey techniques were able to observe riders as individuals, only 50% of the individual people using the transit service would be female.

Questions and responses included in the surveys meet local needs and are not uniform.

Because the surveys serve local needs, they differ from study to study in terms of whether a specific question was asked at all, the specific wording of questions, and the response ranges. Thus the effective number of respondents and riders represented vary from item to item. For this reason, four statistics are provided with each topic.

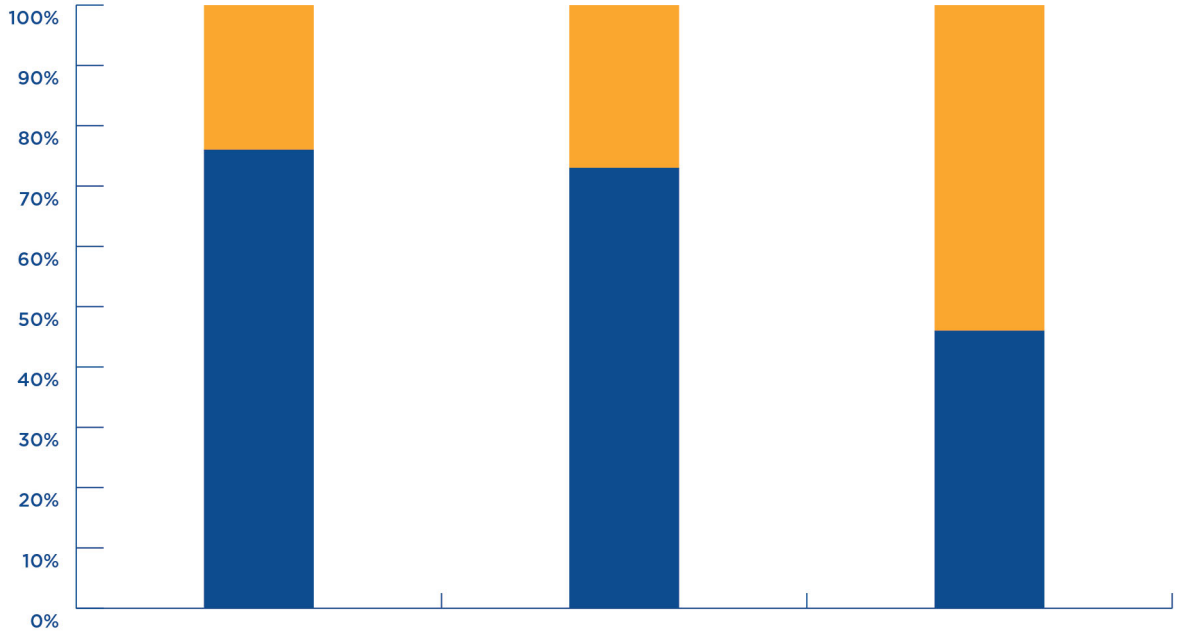
1. Number of studies included in the tables and charts about the topic.
2. Number of respondents surveyed in those studies.
3. Average number of respondents per survey.
4. Number of unlinked trips by the transit system in the year of the survey[i].

Rounding

Throughout the report, charts and tables include rounding, and thus may sum to 99% or 101% in a few cases. This is not an error and should be ignored.

Figure 2

The Sampled Reports - Transit Mode



	Percent of Surveys	Percent of Questionnaires Completed	Percent of Unlinked Passenger Trips
Bus	76%	73%	46%
Rail	24%	27%	54%

Distribution of the Sample

The map in Figure 1 (page 10) illustrates the breadth of the geographic coverage of the surveys included in this report. The distribution between bus and rail modes and the distribution among three tiers of city sizes is shown in the following four tables and charts.

It is important for the reader to understand the effect of weighting the results of the compiled surveys. Surveys typically involve random sampling of riders. The survey sample sizes are dictated by research needs, and are not proportional to the ridership of the systems. For example, a system carrying five million trips a year may have a survey sample of similar size to a system carrying twenty million trips per year. That is simply the way survey sampling works. In order to combine studies such as these in a meaningful way, we have to have proportionality among the studies and we cannot rely on the count of survey questionnaires to provide it. Instead we must weight the results. The only reasonable way to accomplish proper proportional weighting is to weight by the ridership numbers.

Profile of the Sample: Transit Mode

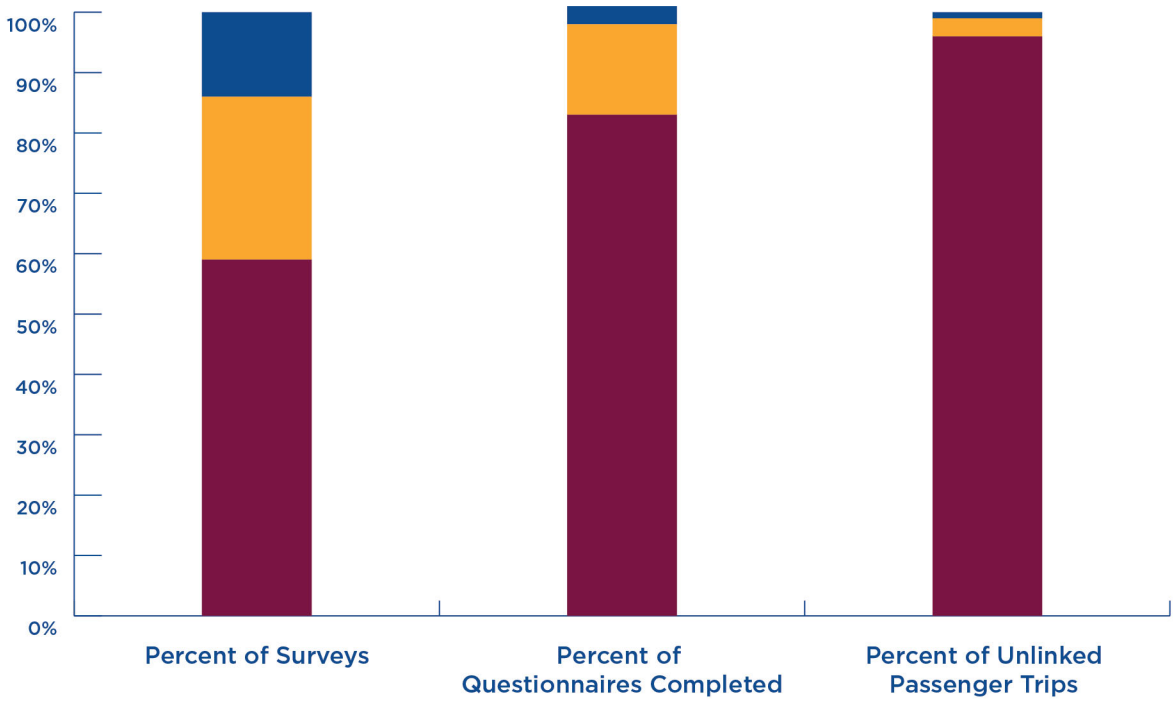
Surveys of rail modes account for only about one fourth (24%) of the surveys included in the study and 27% of the questionnaires completed in the course of those studies. However, because of their heavy ridership, they account for 54% of the passenger trips.

Table 1 - Profile of the Sample by Transit Mode - Rail and Bus

TRANSIT MODE	NUMBER OF SURVEYS	NUMBER OF QUESTIONNAIRES COMPLETED	UNLINKED PASSENGER TRIPS
Rail	*50*	*189,055*	*4,574,243,003*
Bus	*161*	*506,693*	*3,875,638,085*
Totals:	*211*	*695,748*	*8,449,881,088*

Figure 3

The Sampled Reports - Urban Population



	Percent of Surveys	Percent of Questionnaires Completed	Percent of Unlinked Passenger Trips
< 200,000	14%	3%	1%
200,000 to 999,999	27%	15%	3%
1,000,000 and Over	59%	83%	96%

Profile of the Sample: Size of Urban Area

Most of the surveys included in this study (125 surveys or 59%) are from urban areas of one million or more residents. More importantly, they account for 96% of the passenger trips nationally.

Large communities, especially those that provide both bus and rail service, especially heavy rail, tend to have very large ridership. Thus, when the results are presented as percentages of national ridership totals, the urban areas with populations of one million or more, which carry 96% of the trips included in this study, will tend to dominate the results, washing out differences among communities of differing sizes. Thus, although the reports from bus systems included in the report are very robust and are more numerous, when the charts and tables examine national ridership as a whole, the weighting procedure tends to (rightly) emphasize larger urban areas.

This effect is especially pronounced in the data on ethnicity. For this reason, all results are presented in charts which first provide a national overview, then a view broken down by transit mode (rail or bus), and then by size of the urban area from which the survey data came. In this way, readers interested in the differences between the larger and smaller communities can easily see differences hidden in the overall national statistics.

Table 2 - Profile of the Sample of Surveys by Urbanized Area

POPULATION OF URBANIZED AREA	NUMBER OF SURVEYS	NUMBER OF QUESTIONNAIRES COMPLETED	UNLINKED PASSENGER TRIPS
Less than 200,000	*30*	*18,110*	*47,092,036*
200,000 to 999,999	*56*	*103,413*	*268,258,249*
1,000,000 or more	*125*	*574,225*	*8,134,530,803*
Totals:	*211*	*695,748*	*8,449,881,088*

Part 1:

DEMOGRAPHICS

Personal and Household Social Characteristics

Age of Transit Riders

Transit passengers are primarily people in the most economically active years of their lives, from 25 to 64. They account for a total of 79% of transit passengers. Those 65 or older account for only 7%.

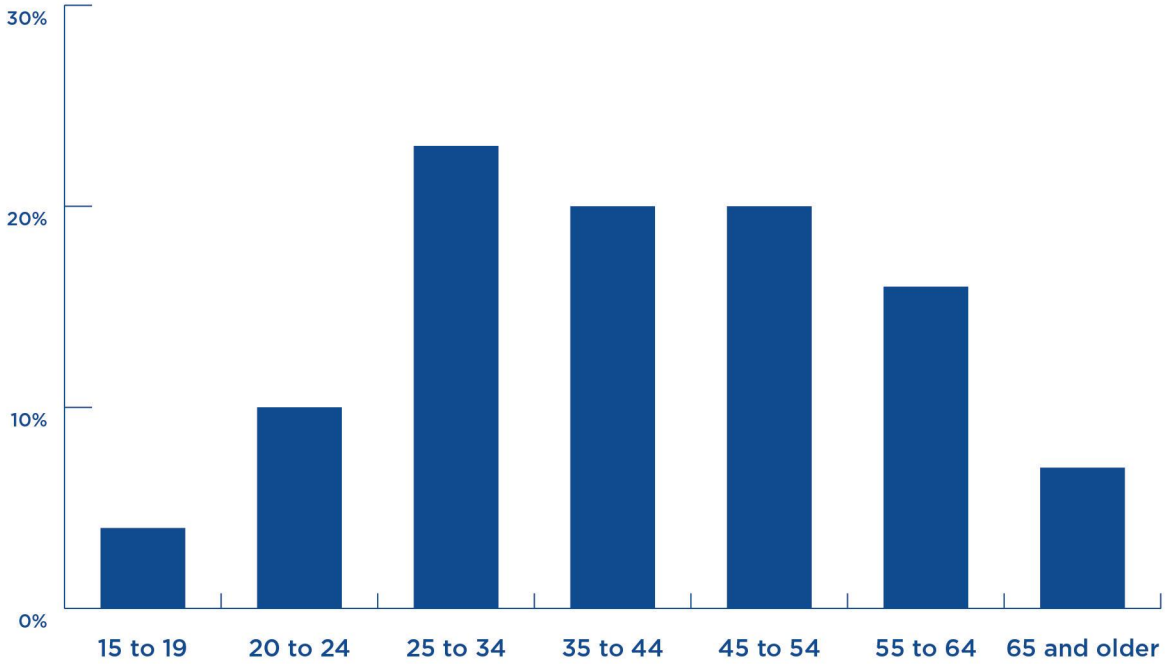
Those younger than 25 account for 14% of riders, and most of these riders are probably students[ii].

An onboard rider survey asks only those riders who appear to be of a minimum age to complete a questionnaire. This obviously causes the omission of young children from the age profile, and thus clearly, but for good reason, understates their numbers.

Furthermore, the minimum age considered appropriate for participation varies slightly

Figure 4

Age - All Transit Users



	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
All Transit Users	4%	10%	23%	20%	20%	16%	7%



among survey consultants. Typical age limits vary from twelve to sixteen. The judgment regarding who meets that criterion also undoubtedly varies among the personnel actually administering the surveys. For these reasons, not only very young children, but also preteen and early teen children at the margins of those ages are also likely to be underrepresented. The effect on the results of underrepresenting young children is minimal because the vast majority of riders are adults.

Age of the US Population Compared to Ridership

Table 3 compares the age distribution of riders to that of the general United States population. The latter data are drawn from the American Community Survey (ACS). To make the comparison, it is necessary to drop the category "Under 14" from both the general population data and the transit rider survey data because unlike the ACS, the transit surveys do not have reliable information on that youngest age group.

Limiting both the population and the ridership to the lower age limit of fifteen, we can see that transit users are more likely (63%) than the general population (50%) to fall into the age range from 25 to 54. They are also less likely (7%) than the general population (17%) to be 65 or older.

Table 3 - Population & Riders 15 And Older

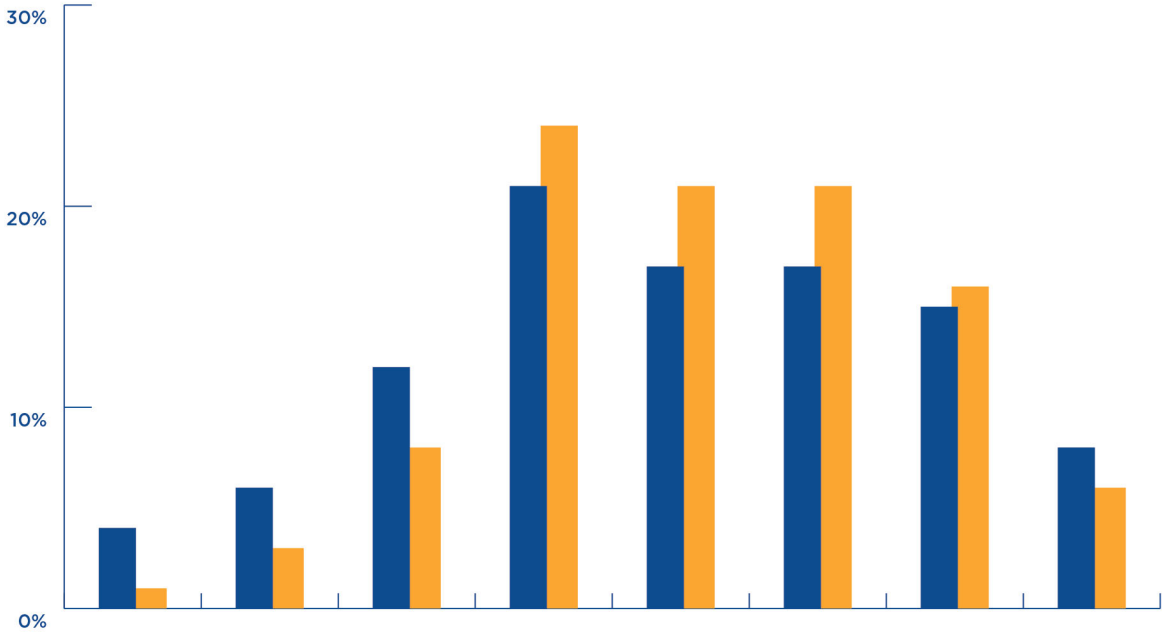
Age	*U.S. Population*	*Transit Users*
15 to 19	*9%*	*4%*
20 to 24	*9%*	*10%*
25 to 34	*17%*	*23%*
35 to 44	*16%*	*20%*
45 to 54	*17%*	*20%*
55 to 64	*15%*	*16%*
65 and older	*17%*	*7%*

# of reports: ***195***
Average # of riders surveyed per study: ***3,352***
 # respondents: ***653,642***
Annual ridership of systems responding: ***8,144,397,645***

Source: American Community Survey, Five year estimates, 2014

Figure 5

Age - Transit Mode



	14 and under	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
Bus	4%	6%	12%	21%	17%	17%	15%	8%
Rail	1%	3%	8%	24%	21%	21%	16%	6%

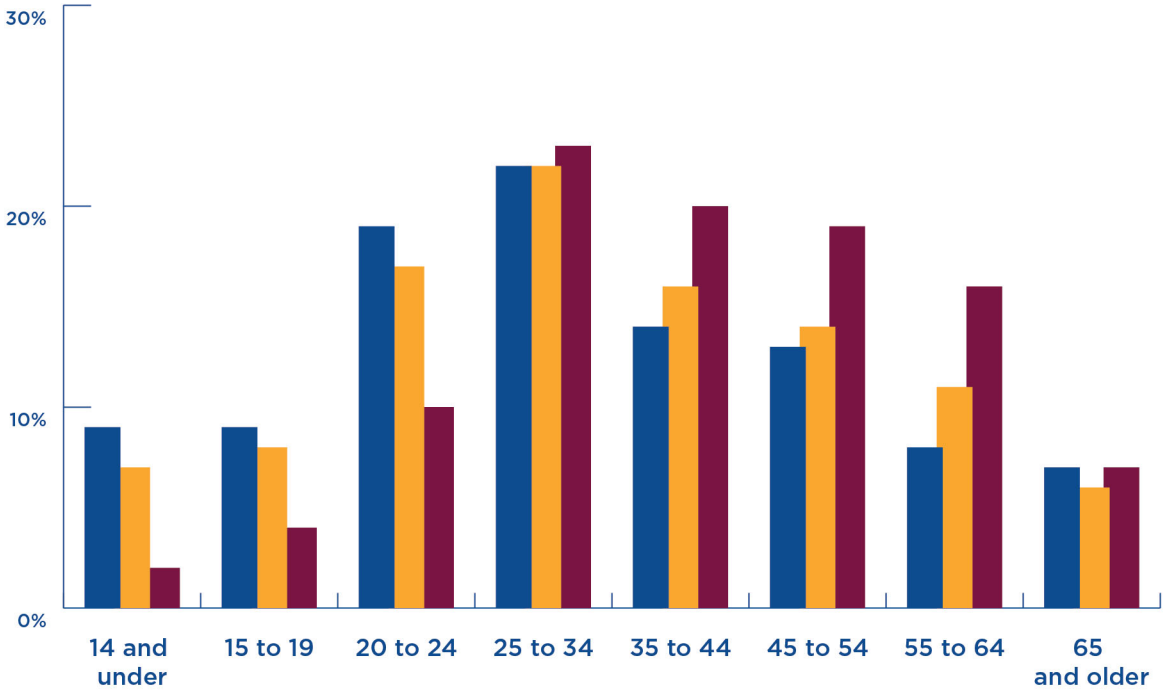
Age of Bus & Rail Riders

There are general similarities in the age distributions of bus and rail riders, but bus riders tend to be somewhat younger than rail riders. For example, while 22% of bus riders are under the age of 25, only 12% of rail riders surveyed are that young. Conversely, while 82% of rail riders are in the age range from 25 to 64, fewer bus riders (70%) fall in that age range.



Figure 6

Age - Urban Population



	14 and under	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and older
< 200,000	9%	9%	19%	22%	14%	13%	8%	7%
200,000 to 999,999	7%	8%	17%	22%	16%	14%	11%	6%
1,000,000 and Over	2%	4%	10%	23%	20%	19%	16%	7%

Age by Urban Population

For cities in each of the three size-strata, the percent of riders in the range from 25 to 34 is essentially the same, 22% or 23%. Above and below that age range, however, there are significant differences in the age composition of the bus and rail riders. Essentially, the smaller the city, the more likely riders are to be younger than 35, and conversely, the larger the city, more likely riders are to be in the age 35 to 64.

Age is related to employment characteristics. For example, riders in the small and mid-size cities are several times more likely to be students than are those in the largest cities (see Figure 16, Page 31). Conversely, riders in the largest cities are much more likely to be employed.

While in the largest cities, a total of only 16% of the ridership is under the age of 25, in the smallest cities the comparable total is 37%. The mid-size cities, at 32%, fall between those figures. However, in the largest cities, 55% are between 35 and 64, while in the smallest cities, 35% are in that age range. Again, mid-size cities fall in between, at 41%.

Ethnicity & Race

Table 4 - Ethnic Composition of Riders and of the Population of the United States

Ethnicity	U.S.	Transit
White/Caucasian	63%	40%
Black/African American	12%	24%
Hispanic (of any race)	17%	19%
Asian/Asian American	5%	7%
Pacific Islander	<1%	2%
Multi-ethnic	<1%	1%
Native American	1%	1%
Other	<1%	6%

# of reports: ***168***
Average # of riders surveyed per study: ***3,563***
 # respondents: ***598,662***
Annual ridership:
7,841,207,954

The single largest group of riders consists of White/Caucasian riders (40%). However, when combined, communities of color make up a majority of riders (60%), with Black/African-American riders comprising the largest single group (24%) within communities of color[iii].



Figure 7

Ethnicity - All Transit Users

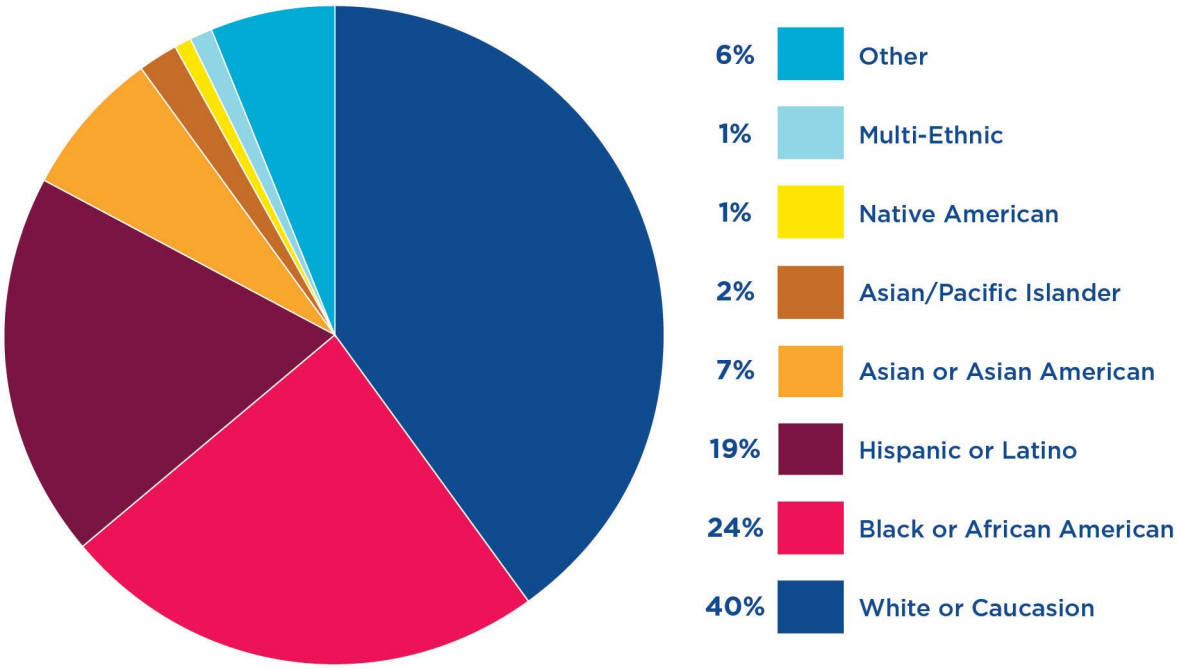
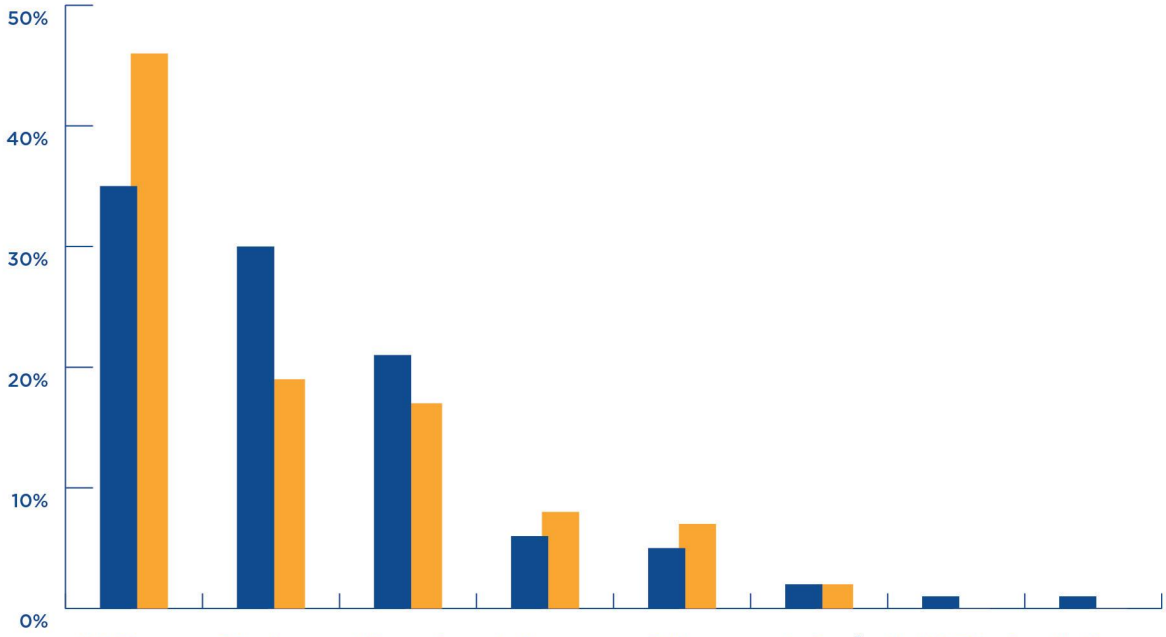


Figure 8

Ethnicity - Transit Mode



	White or Caucasion	Black or African American	Hispanic Total	Asian or Asian American	Other	Asian/ Pacific Islander	Multi-Ethnic	Native American
Bus	35%	30%	21%	6%	5%	2%	1%	1%
Rail	46%	19%	17%	8%	7%	2%	0%	0%

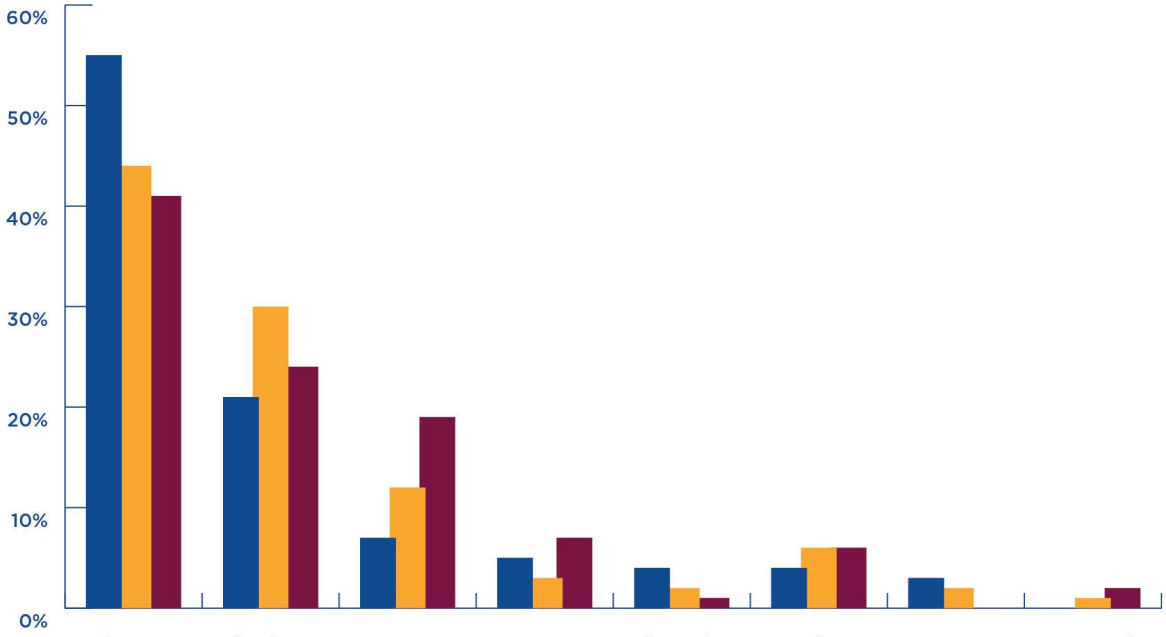
Ethnic/Racial Characteristics Among Bus and Rail Riders

Bus and rail riders differ somewhat in their racial/ethnic characteristics. Rail riders are more likely to identify as White/ Caucasian (46%) than as Black/ African American (19%). However, bus riders are split nearly equally between Caucasian (34%) and African American (31%).

Of all bus riders, 21%, and of all rail riders, 17%, identified themselves as Hispanic/Latino[iv]. More rail riders (9%) than bus riders (6%) identified themselves as Asian/ Asian American, but that difference is marginal.

Figure 9

Ethnicity - Urban Population



	White or Caucasion	Black or African American	Hispanic Total	Asian or Asian American	Multi-Ethnic	Other	Native American	Asian/ Pacific Islander
< 200,000	50%	26%	9%	5%	1%	3%	3%	4%
200,000 to 999,999	43%	22%	15%	2%	10%	2%	1%	6%
1,000,000 and Over	40%	25%	19%	7%	2%	0%	1%	6%

Ethnic/Racial Characteristics and Urban Population

The ethnic makeup of ridership varies with the size of the urban area served. Compared to the smaller cities, the largest cities have ridership less likely to identify as White/Caucasian and more likely to identify as Hispanic/Latino. For example, in cities of under two hundred thousand, 50% identify as White/Caucasian and 9% and as Hispanic/Latino. But, in cities of one million or more, 40% identify as White/Caucasian, and 19% as Hispanic/Latino.

The percentage of riders identifying themselves as Black or African American differs with the size of the urban area in the narrower range of 22% to 26%, with the highest proportion appearing in the smallest cities of less than two hundred thousand.

Household Size

Table 5 - Household Size - U.S. Population, and Transit Riders

NUMBER IN HOUSEHOLD	% OF U.S. POPULATION*	% OF TRANSIT RIDERS
1	28%	26%
2	34%	31%
3	16%	18%
4 or more	23%	25%

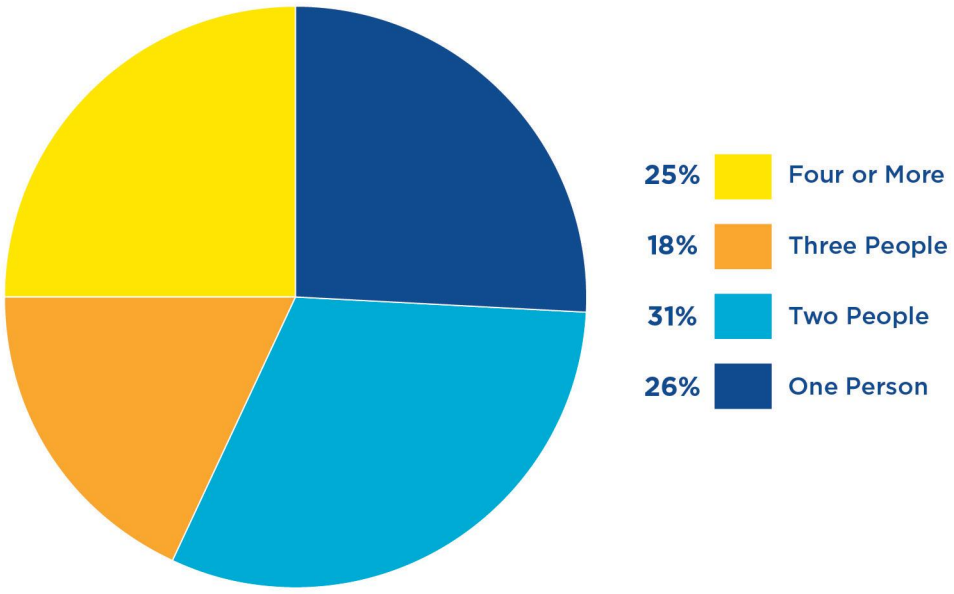
*American Community Survey, 5 year estimates, 2010-2014

Number of Reports: **77 surveys**
Riders Surveyed: **335,236**
Average # of riders surveyed per study: **3,747**
Annual ridership:
5,110,472,210

In terms of household size, transit riders look very much like the general United States population. Roughly one-fourth (26%) of riders live alone as do 28% of the general population. Almost one third (31%) of transit riders, and just over one third (34%) of the general population, live in two person households. The balance of transit riders live in households of three persons (18%) or four or more persons (25%). The latter compare to 16% and 23% respectively for the general population.

Figure 10

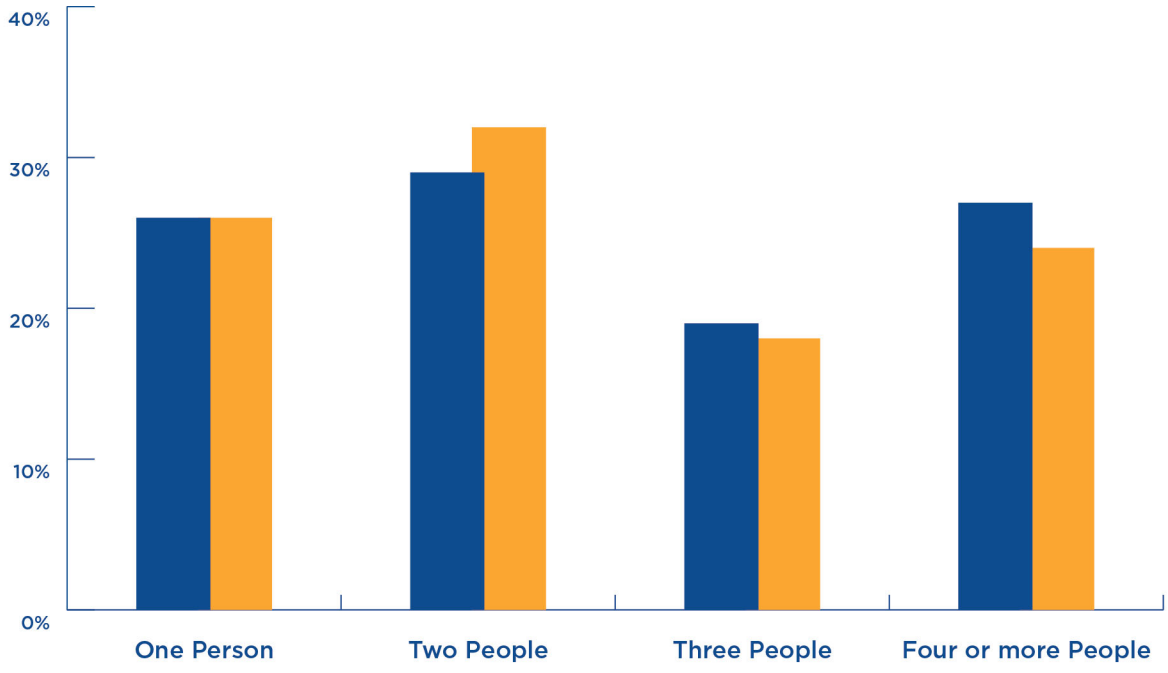
Household Size - All Transit Users




To North Hollywood
To Union Station

Figure 11

Household Size - Transit Mode



	One Person	Two People	Three People	Four or more People
Bus	26%	29%	19%	27%
Rail	26%	32%	18%	24%

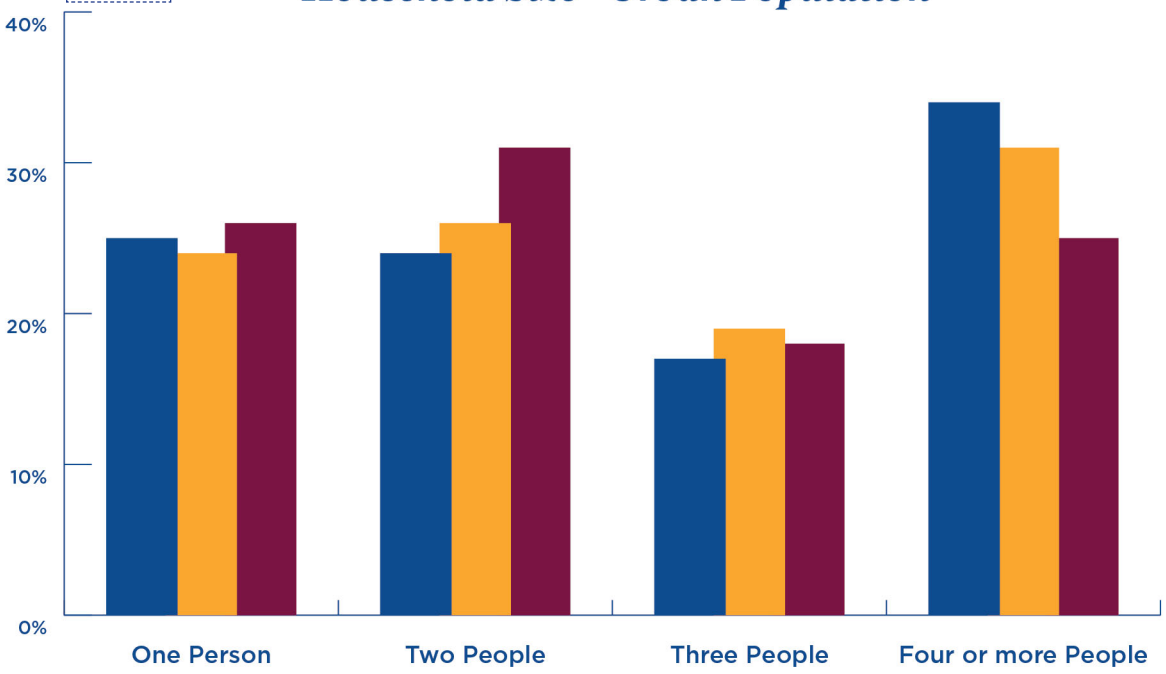
Household Size Characteristics of Bus and Rail Riders

Bus and rail riders do not differ greatly in their relative household sizes. Compared to rail riders, bus riders appear to be only very slightly more likely to reside in households of four or more persons (27% v 24%) and slightly less likely to live in households of only two persons (29% v 32%).



Figure 12

Household Size - Urban Population



	One Person	Two People	Three People	Four or more People
< 200,000	25%	24%	17%	34%
200,000 to 999,999	24%	26%	19%	31%
1,000,000 and Over	26%	31%	18%	25%

Household Size Characteristics of Riders in Urban Areas of Varied Size

Riders living in cities of less than two hundred thousand are more likely (34%) than those in urban areas of more than one million (25%) to reside in households of four or more persons. Conversely, riders in cities of more than one million are more likely (31%) than those in cities of less than two hundred thousand population (24%) to reside in two-person households.

Employment

Most transit riders (71%) are employed full or part time. Many (7%) are students. Retirees make up 7% of the ridership and homemakers 3%. Riders listing themselves as unemployed comprise 6% of the ridership, and those shown as "Other" in the various reports, also 6%.

National Unemployment Rates During the Period Covered by Reports in this Study

The transit passenger studies included in this report cover the period 2008–2015, a period of considerable change in employment levels. In order to put the unemployment figure in perspective, figure 14 provides national unemployment figures from the Bureau of Labor Statistics (BLS) for the entire adult population during this period. The mean unemployment for that period was 7.6%.

The transit figures (figure 13) represent ridership rather than individual persons, thus emphasizing more frequent riders who are more likely to be employed. Unemployed riders tend to be less frequent riders, thus the percentage of unemployed riders is probably somewhat understated.

Nevertheless, comparing the 6% of ridership unemployment to the national unemployment figure of 7.6% suggests that the percent of unemployed transit riders is reasonably in line with national norms.

Number of Reports: ***110***
Riders Surveyed: ***314,509***
Average Riders Surveyed per Study: ***2,859***
Annual ridership:
5,261,660,423

Figure 13

Employment - All Transit Users

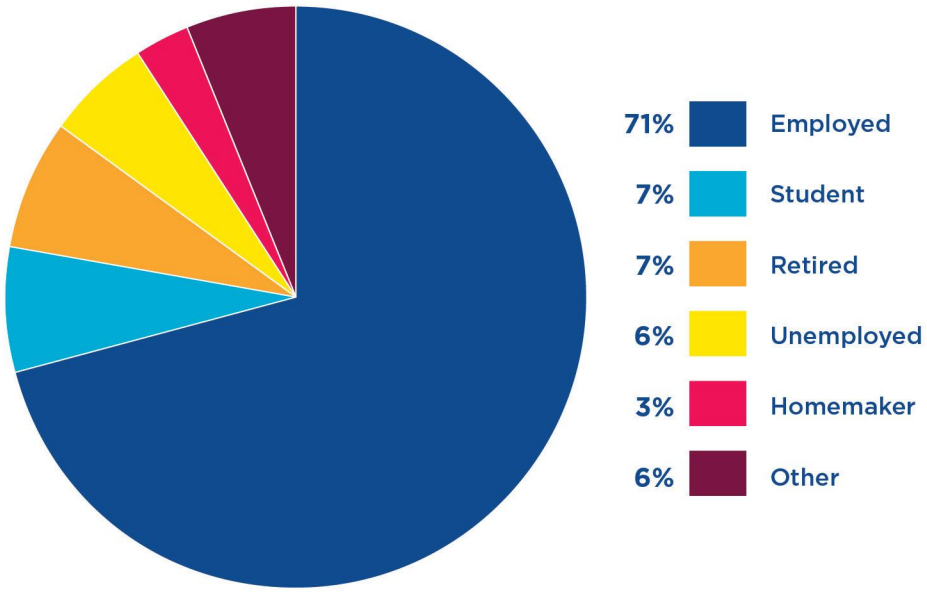


Figure 14

Unemployment Rate for All U.S. Adults 16 and Older, 2008 to 2015

(Source: US Bureau of Labor Statistics, http://data.bls.gov/timeseries/LNS14000000)

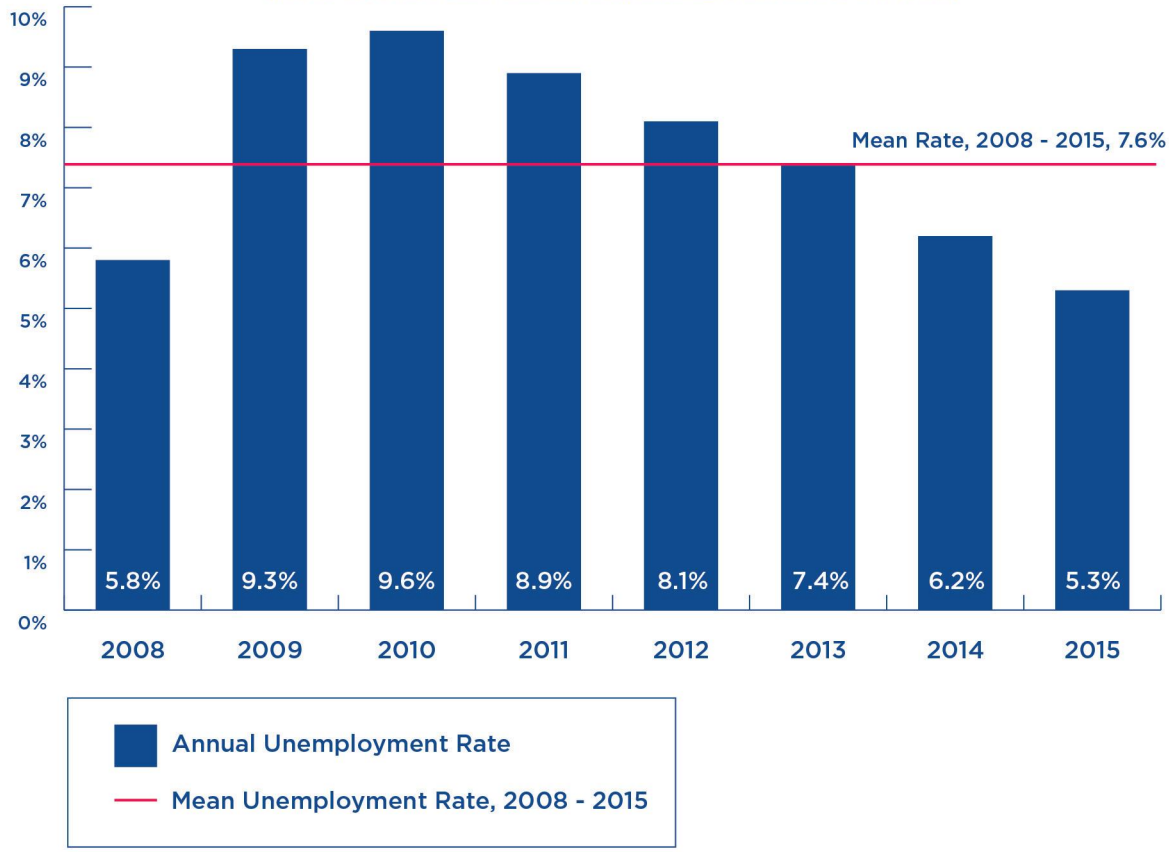
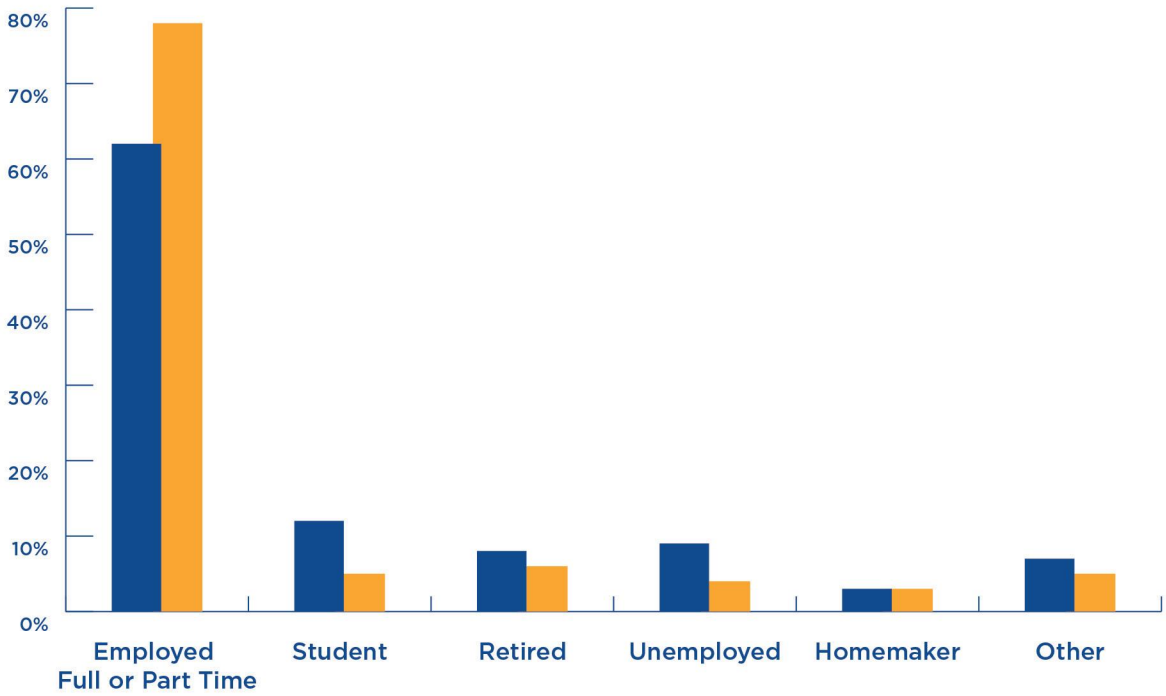


Figure 15

Employment - Transit Mode



	Employed Full or Part Time	Student	Retired	Unemployed	Homemaker	Other
Bus	62%	12%	8%	9%	3%	7%
Rail	78%	5%	6%	4%	3%	5%

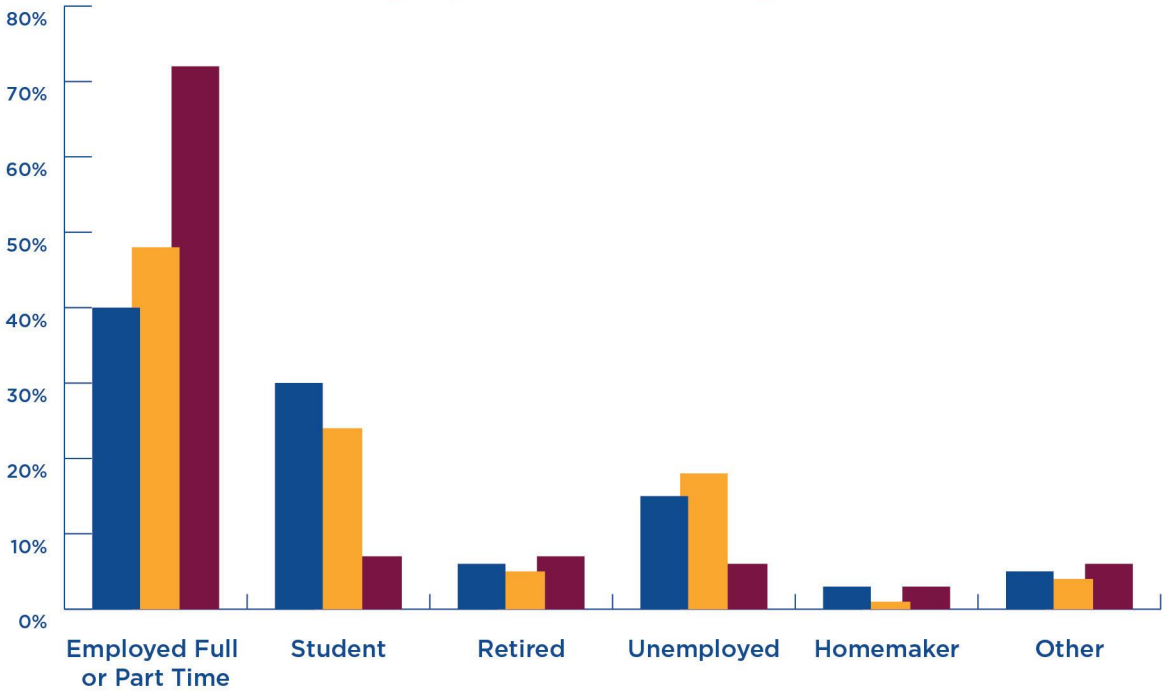
Employment Among Bus and Rail Riders

Rail riders (78%) are more likely than bus riders (62%) to be employed. The difference is accounted for in part by the fact that 7% more bus riders than rail riders are students. They are also more likely (9%) than rail riders (4%) to be unemployed.



Figure 16

Employment - Urban Population



	Employed Full or Part Time	Student	Retired	Unemployed	Homemaker	Other
< 200,000	40%	30%	6%	15%	3%	5%
200,000 to 999,999	48%	24%	5%	18%	1%	4%
1,000,000 and Over	72%	7%	7%	6%	3%	6%

Employment and Urban Population

In the largest urban systems 72% of riders report that they are employed, compared to only 48% in the mid-sized cities, and 40% in the smaller urban areas. The percentage of students and unemployed riders is, conversely, much greater in small and mid-size urban areas than in the largest ones.

Rail service generally operates in large and densely populated urban areas. Rail is also heavily used for commuting. It is thus not surprising to find that the percentage of riders who are employed is higher in the largest urban areas than in smaller communities.

Workers in the Household

A total of 77% of transit user households include one or more working persons, this consists of 43% with one working person and another 34% with two or more working people.

Workers Among Bus and Rail Rider Households

Households of bus and rail transit users are very similar in terms of the number of workers in their households. Slightly more households of bus riders (36%) than rail riders (33%) have two of more workers, but the difference is small.

Workers in the Household and Urban Population

In terms of the number of workers in a household, households of transit riders in mid-size cities are distinctly different from those in the larger or smaller cities. In the mid-size cities, almost half, 47%, indicate that their households include two or more workers. This compares to about one-third in the smaller cities (32%) and the largest cities (34%). Conversely, the mid-size cities also have fewer households with no workers (14%) than the smaller cities (36%) or the largest cities (23%).

Number of Reports: ***31***
Riders Surveyed: ***150,224***
Average Riders Surveyed per Study: ***4,846***
Annual ridership:
3,918,153,848

Figure 17

Workers in the Household - All Transit Users

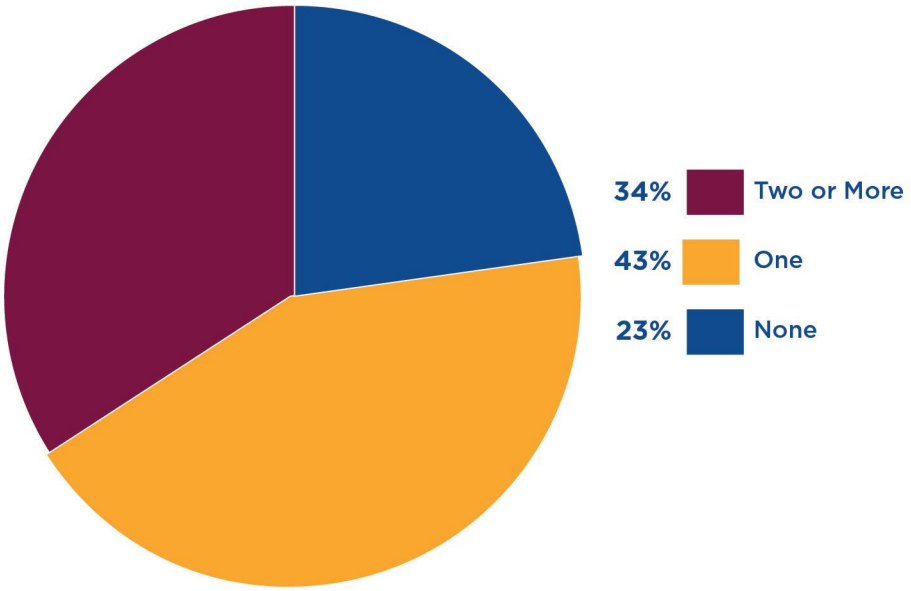
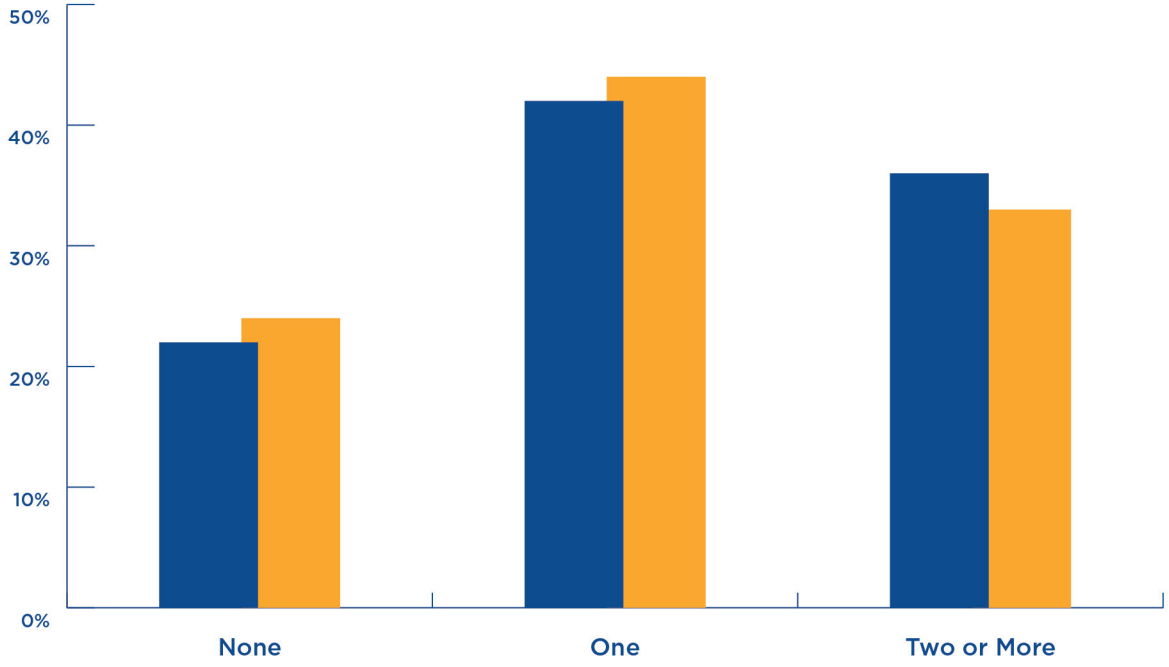


Figure 18

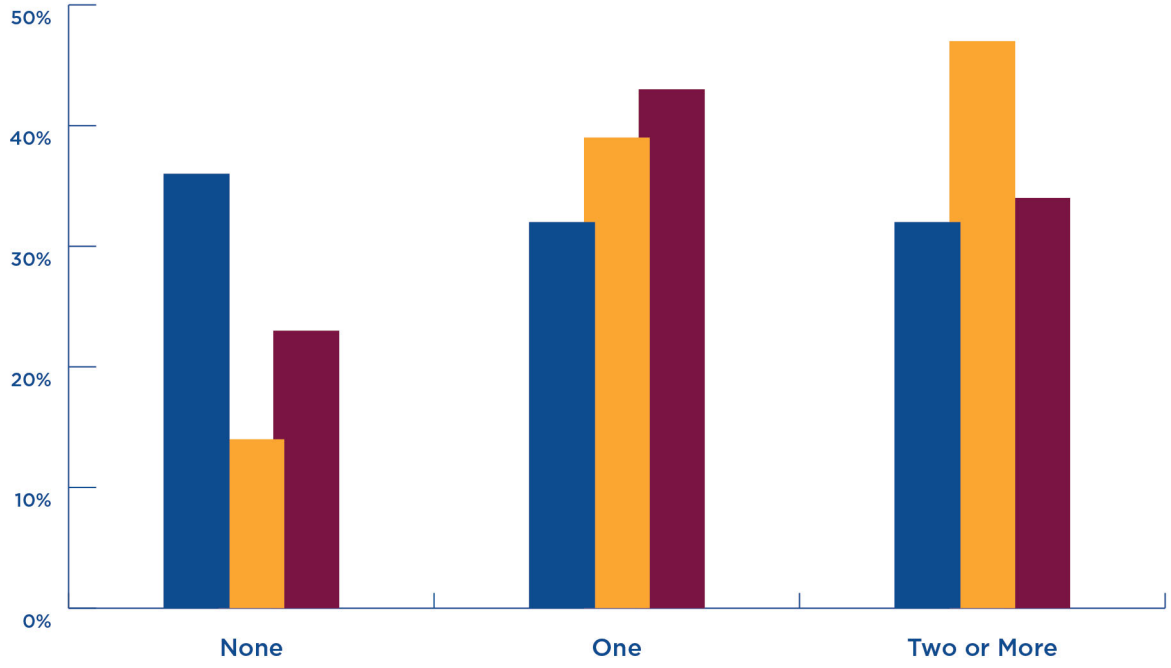
Workers in the Household - Transit Mode



	None	One	Two or More
Bus	22%	42%	36%
Rail	24%	44%	33%

Figure 19

Workers in the Household - Urban Population



	None	One	Two or More
< 200,000	36%	32%	32%
200,000 to 999,999	14%	39%	47%
1,000,000 and Over	23%	43%	34%

Household Income

Table 6 - Income of General U.S. Households and Transit Rider Households

	All U.S. Households	Transit Users
Less than $15,000	13%	21%
$15,000 to $24,999	11%	12%
$25,000 to $49,999	24%	22%
$50,000 to $74,999	18%	15%
$75,000 to $99,999	12%	10%
$100,000 or more	23%	21%

Number of reports: ***188***
Riders surveyed: ***631,419***
Average # of riders surveyed per study: ***3,358***
Annual ridership: ***8,092,931,161***

Source: U.S. Figures from American Factfinder, ACS 5 year estimates in 2014 inflation adjusted dollars. Transit rider incomes were inflation adjusted for 2015 dollars.

A total of 13% of U.S. households have household incomes of less than $15,000, but among transit-using households the comparable figure is 21%. On the other hand, at the top level of the income spectrum ($100,000 or more), the percent of all U.S. households (23%) and transit using households (21%), is very similar. (See Table 6)



Figure 20

Household Income - All Transit Users

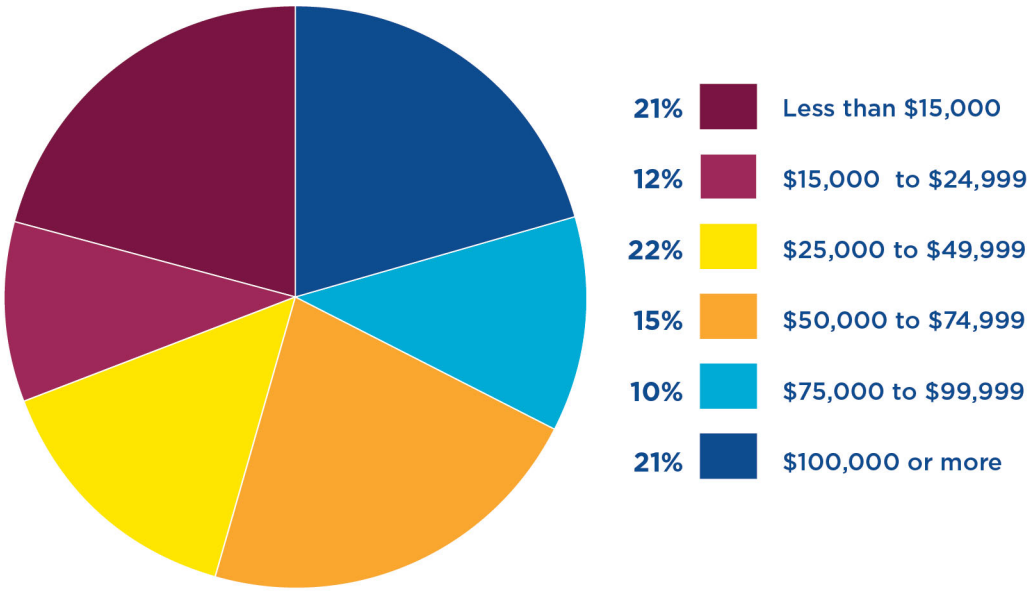
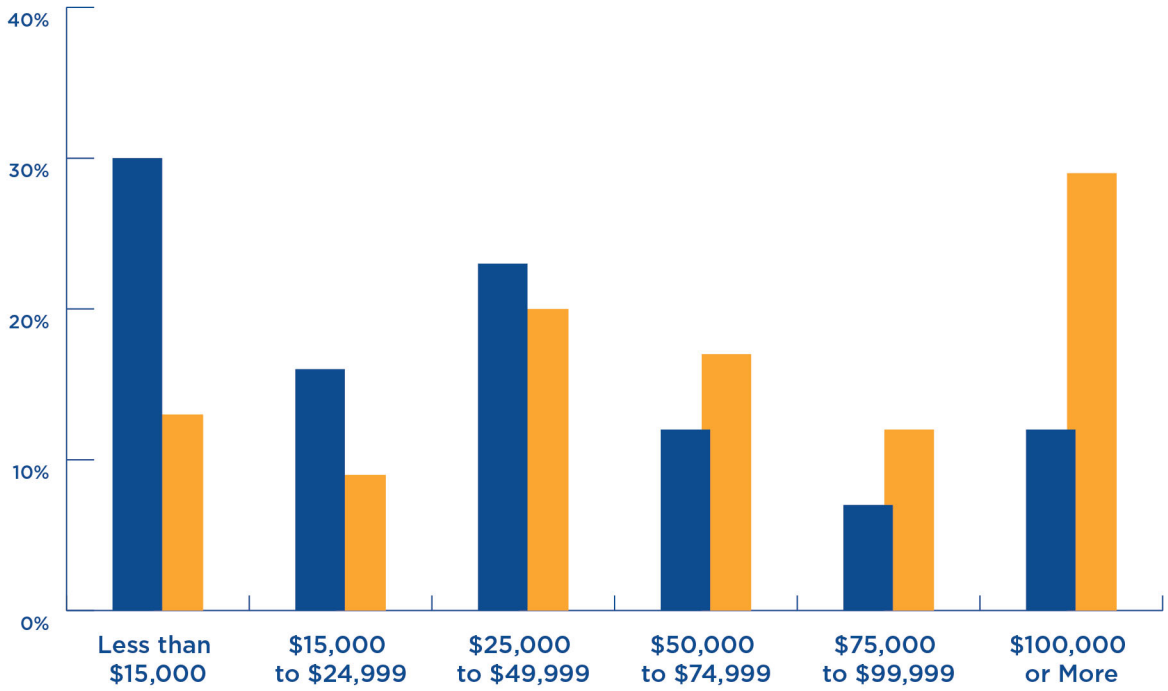


Figure 21

Household Income - Transit Mode



	Less than $15,000	$15,000 to $24,999	$25,000 to $49,999	$50,000 to $74,999	$75,000 to $99,999	$100,000 or More
Bus	30%	16%	23%	12%	7%	12%
Rail	13%	9%	20%	17%	12%	29%

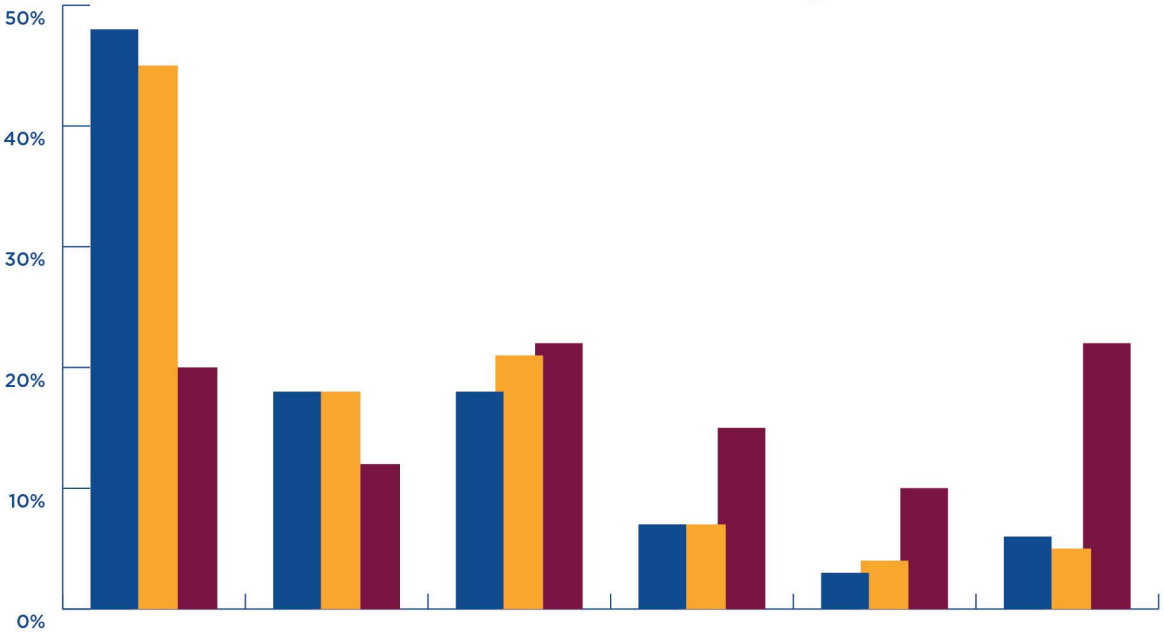
Household Income Among Bus and Rail Riders

The incomes of rail rider households tend to be greater than the incomes of bus rider households. For example, while 30% of bus riders report household incomes of less than $15,000, that is true for only 13% of rail riders. Conversely, while only 12% of bus riders report household incomes of $100,000 or more, 29% of rail riders report such incomes.



Figure 22

Household Income - Urban Population



	Less than $15000	$15000 to $24999	$25000 to $49999	$50000 to $74999	$75000 to $99999	$100,000 or more
< 200,000	48%	18%	18%	7%	3%	6%
200,000 to 999,999	45%	18%	21%	7%	4%	5%
1,000,000 and Over	20%	12%	22%	15%	10%	22%

Income and Urban Population

Household incomes vary widely among transit users in cities of different sizes. Riders in the largest cities tend to have higher incomes than riders in small and mid-size cities. For example, in the smallest cities, 48% of riders report incomes of less than $15,000, while the comparable figure for mid-size cities is 45%. By contrast, in the largest cities only 20% report having incomes that low. While the transit users in small and mid-size cities have an income distribution that is very skewed to the low end of the national income distribution, the incomes of rider households in the largest cities follow a pattern very much like that of the general population nationally.

Education

Table 7 - Educational Attainment

Level of Education Attained	U.S. Population 18 or Older	All Transit Users
Less than High School	14%	8%
High School Graduate	28%	16%
Some College/Assoc. Degree	31%	24%
Bachelor's Degree or higher	27%	51%

Number of reports: ***34***
Riders surveyed: ***108,330***
Average # of riders surveyed per study: ***3,186***
Annual ridership: ***1,398,206,467***

**** 1% "Other" are omitted***

Source for U.S. Population Figures:
ACS Five Year Estimates, 2014



More than half (51%) of transit riders hold a bachelor's or degree or more education. Relatively few (8%) have less than a high school education. One percent (1%) were classified as "Other" in the reports. The balance, 40%, completed high school or some college.

Comparing the educational attainment of transit riders with the general population is challenging because data on educational attainment among the general public is limited to those 18 and older, while transit surveys typically include some riders younger than 18". Obviously, a rider who is, for example, 16 when surveyed, is unlikely to have completed high school. Nevertheless, because the percentage of riders in the category younger than 18 is small, an approximate comparison can be made if we simply ignore that difference.

Transit riders are more likely (51%) than the general population (27%) to have a bachelor's degree or more education. We shall see in Figure 24 that this difference is based primarily on the educational level of rail riders.

Figure 23

Education - All Transit Users

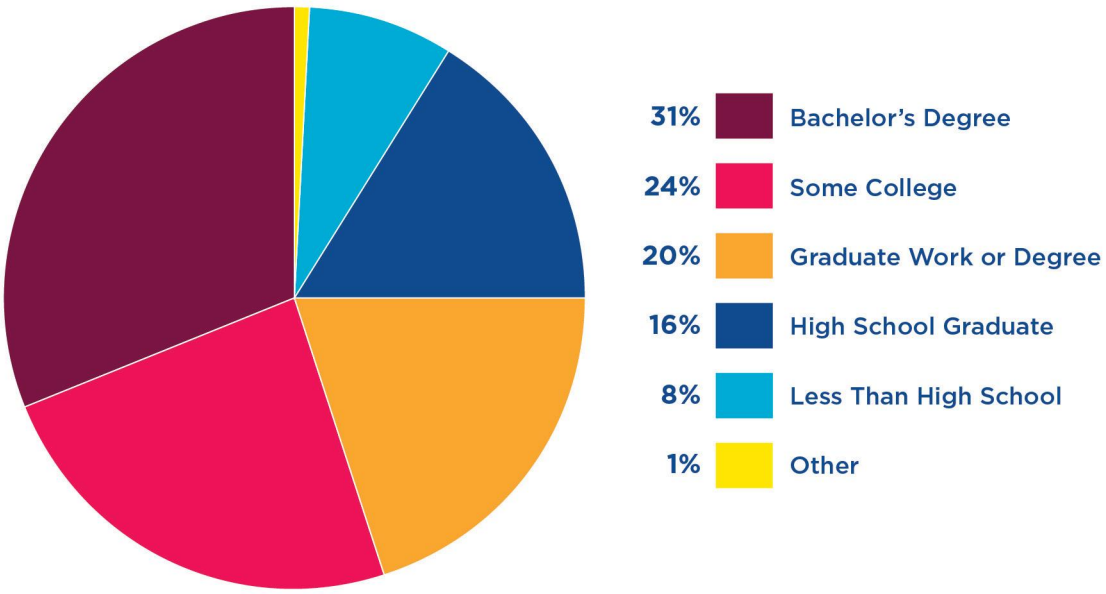
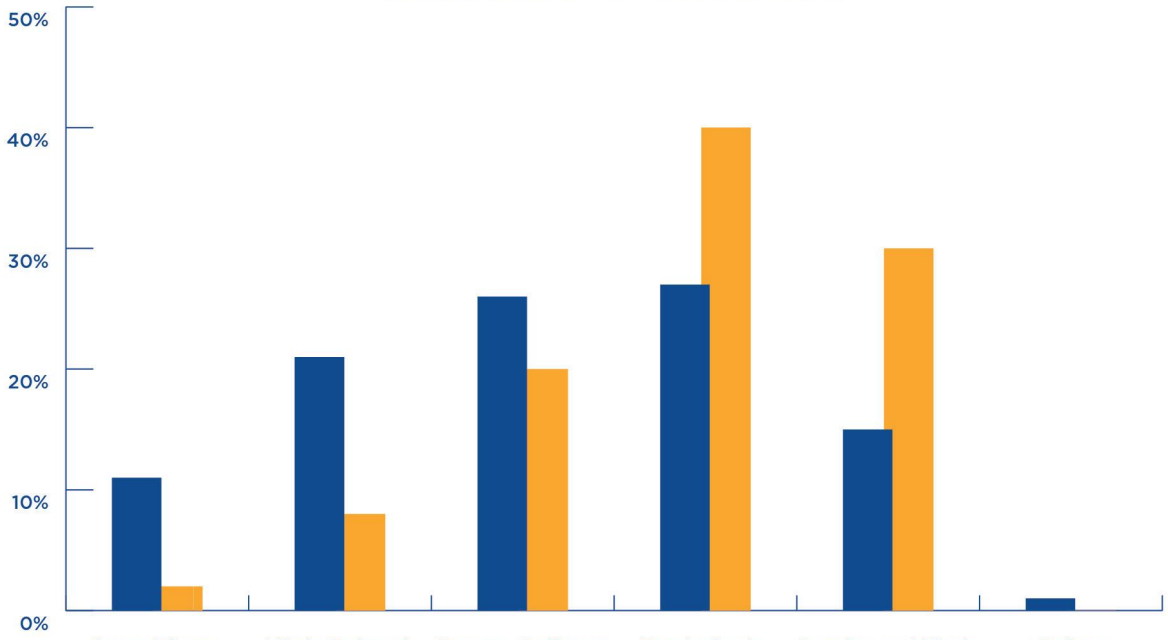


Figure 24

Education - Transit Mode



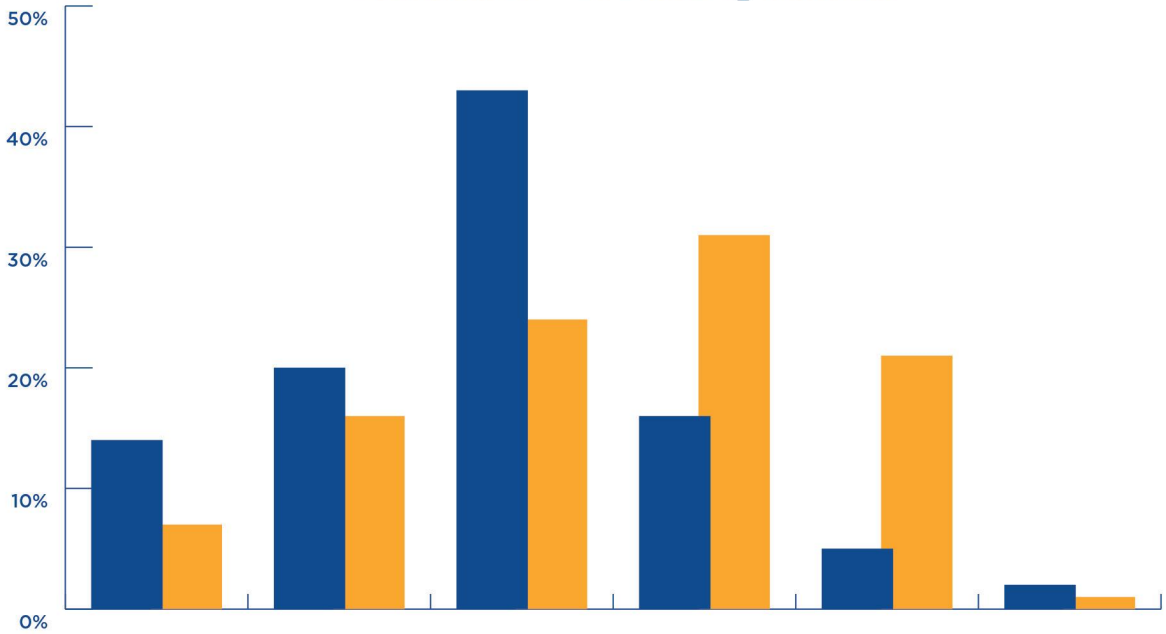
	Less Than High School	High School Graduate	Some College	Bachelor's Degree	Graduate Work or Degree	Other
Bus	11%	21%	26%	27%	15%	1%
Rail	2%	8%	20%	40%	30%	0%

Education Among Bus and Rail Riders

Not surprisingly, given the known relationship between income and education, the level of education among rail riders is greater than that of bus riders. Among rail riders, for example, 70% have completed a bachelor's degree (40%) or have also done graduate level studies or hold a graduate degree (30%). The comparable percentage of bachelor's degree or graduate work or degree among bus riders is 42%. While much lower than the 70% among rail riders, this is still very substantial, given the fact that nationally, 27% of adults have this level of education.

Figure 25

Education - Urban Population



	Less Than High School	High School Graduate	Some College	Bachelor's Degree	Graduate Work or Degree	Other
Less than 1,000,000	14%	20%	43%	16%	5%	2%
1,000,000 or more	7%	16%	24%	31%	21%	1%

Education and Urban Population

In Figure 25, the data from the smallest urban centers have been merged with those from the mid-size areas to create a category of cities of less than one million. The reason for combining these categories is that too few of the surveys in the smallest cities asked about education level to draw conclusions about them.

Higher levels of education are associated with larger population centers. While a total of more than half (52%) of the transit users in the largest cities completed college or some graduate work, that was true of fewer (21%) of those living in cities of less than one million.

Gender

Most transit riders in the United States are women (55%). This is true for both bus and rail users, though the bus riders may be slightly more likely than rail riders to be female. The difference of 1% is not meaningful in the context of this study.

Gender of Riders and Urban Population

The gender difference is greatest in the largest cities where it is 45% male to 55% female.

Number of Reports: ***163***
Riders Surveyed: ***571,344***
Average Riders Surveyed per Study: ***3,505***
Annual ridership:
7,440,834,684

Figure 26 **Gender - All Transit Users**

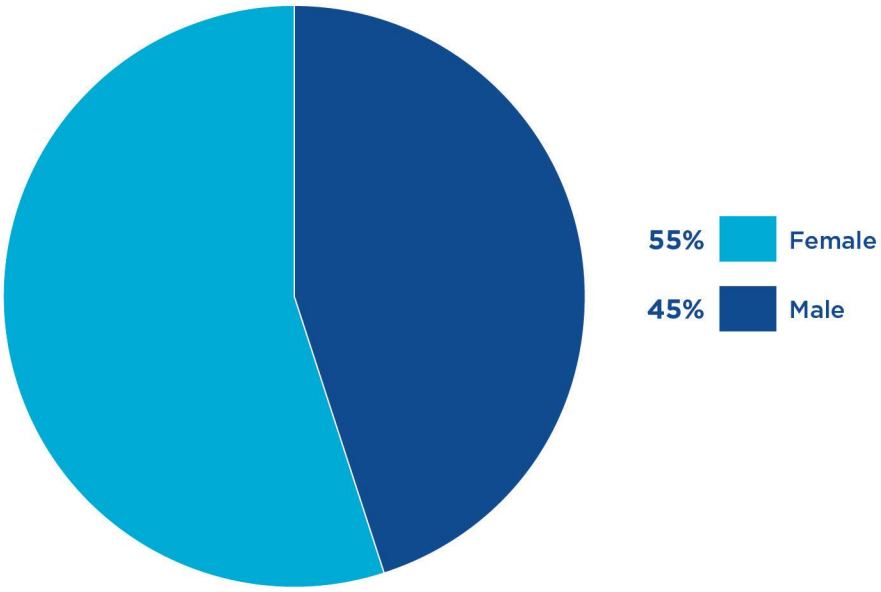
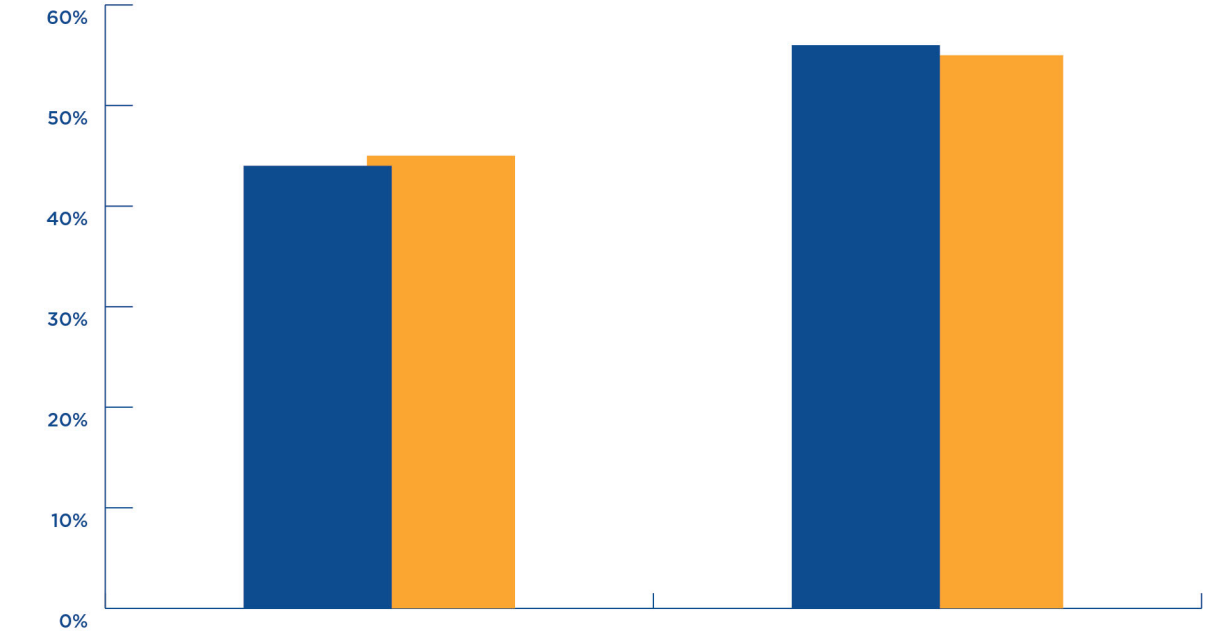


Figure 27

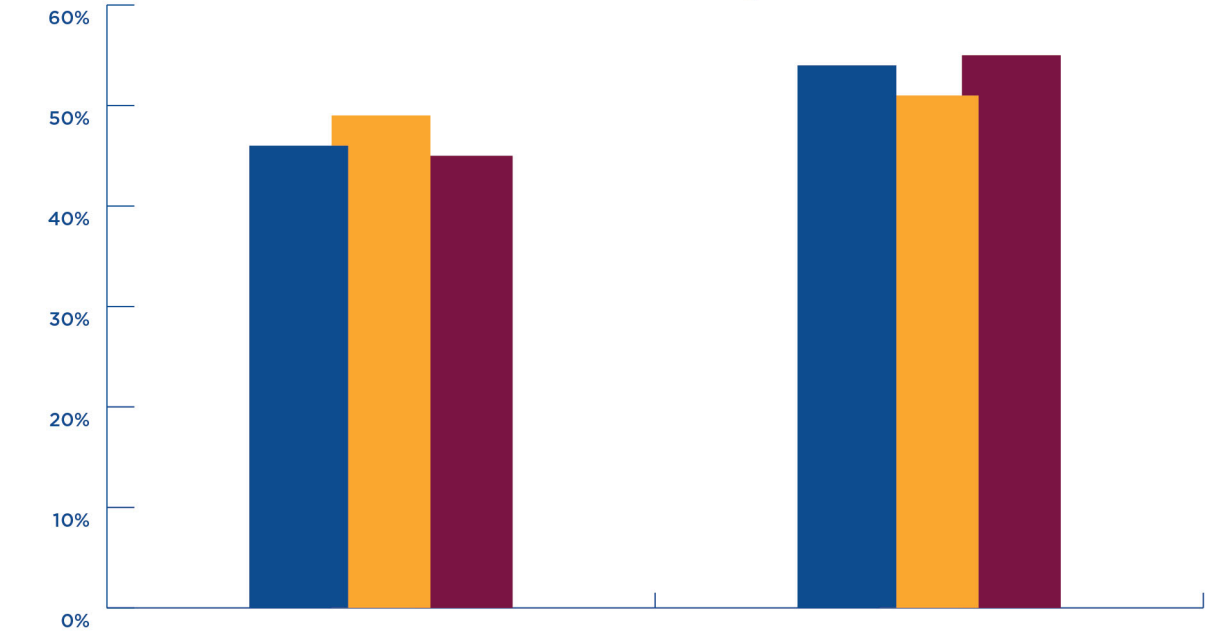
Gender - Transit Mode



	Male	Female
Bus	44%	56%
Rail	45%	55%

Figure 28

Gender - Urban Population



	Male	Female
< 200,000	46%	54%
200,000 to 999,999	49%	51%
1,000,000 and Over	45%	55%

Vehicle Availability

Vehicle Availability for the Current Trip Specifically and on an Ongoing Basis for the Household

Many of the surveys (a total of 67) included in the study asked whether a vehicle had been available for the current trip during which they were surveyed. In other surveys (a total of 124), the question was asked differently and was more general, having to do with ongoing household availability of one or more vehicles, which may or may not have been available for the current trip.

Because of the two quite different approaches to this question, current trip as opposed to ongoing, the results are presented here in both ways separately, first as availability for the current trip and then for ongoing general availability. Some studies (a total of 35) asked the question both ways and thus are included in both charts below.

Current trip - Among all riders, 61% said there was no vehicle available to them for the current trip, while 39% said a vehicle was available.

Ongoing basis - When asked how many vehicles, if any, were available on an ongoing basis for the household to use in general, most respondents (54%) who were asked this question indicated that they had one or more vehicles, and only 46% said they had none. Most of those with a vehicle had only one (36%), but some had two (14%) and a few had three or more (4%).

Defining dependence on public transportation depends on which of these definitions is used. Given the different percentages for availability for the current trip (39%) as opposed to ongoing basis (54%) it is apparent that many of the riders for whom a vehicle was unavailable for their current trip nevertheless had availability on an ongoing basis, and cannot be considered transit-dependent.



Vehicle Availability for This Trip Among Bus and Rail Riders

Bus transit users are somewhat less likely (32%) than rail users (50%) to have a vehicle available for the trip they were on when surveyed.

Vehicles for Ongoing Use of the Household, Among Bus and Rail Riders

Bus and rail transit users are not substantially different in terms of having one or more vehicles available to the household on an ongoing basis.

Vehicle Availability for This Trip and Urban Population

Riders in the smallest cities are least likely (25%) to have had a vehicle available for the trip they were on when surveyed. Transit users in the mid-size (36%) to large cities (39%) tend to be more affluent, and thus more likely to have a vehicle.

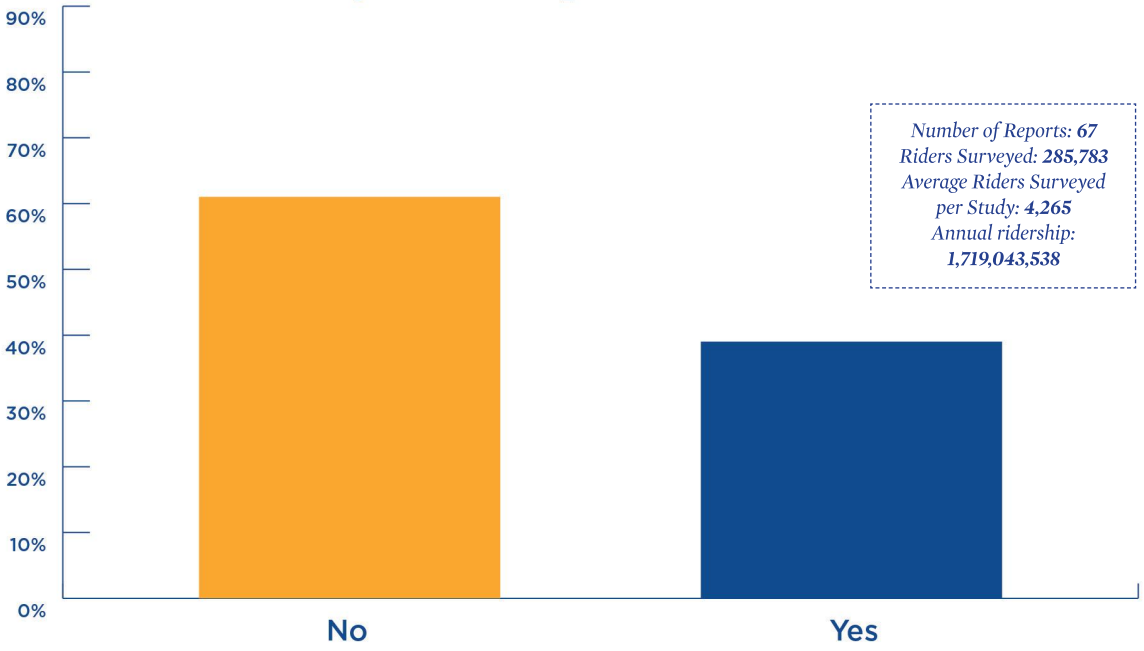
Vehicles for Ongoing Use of the Household, and Urban Population

Riders in the smallest cities are more likely (60%) to lack possession of one or more vehicles for their household's use. Transit users in the mid-size (50%) to large cities (46%) tend to be more affluent, and thus, more likely to have vehicles.

Conversely, transit users in the largest cities are more likely to reside in households with one (36%), two (14%) or three or more vehicles (4%), for a total of 54% compared to a total of 50% for mid-size cities, and 40% for the smallest cities.

Figure 29

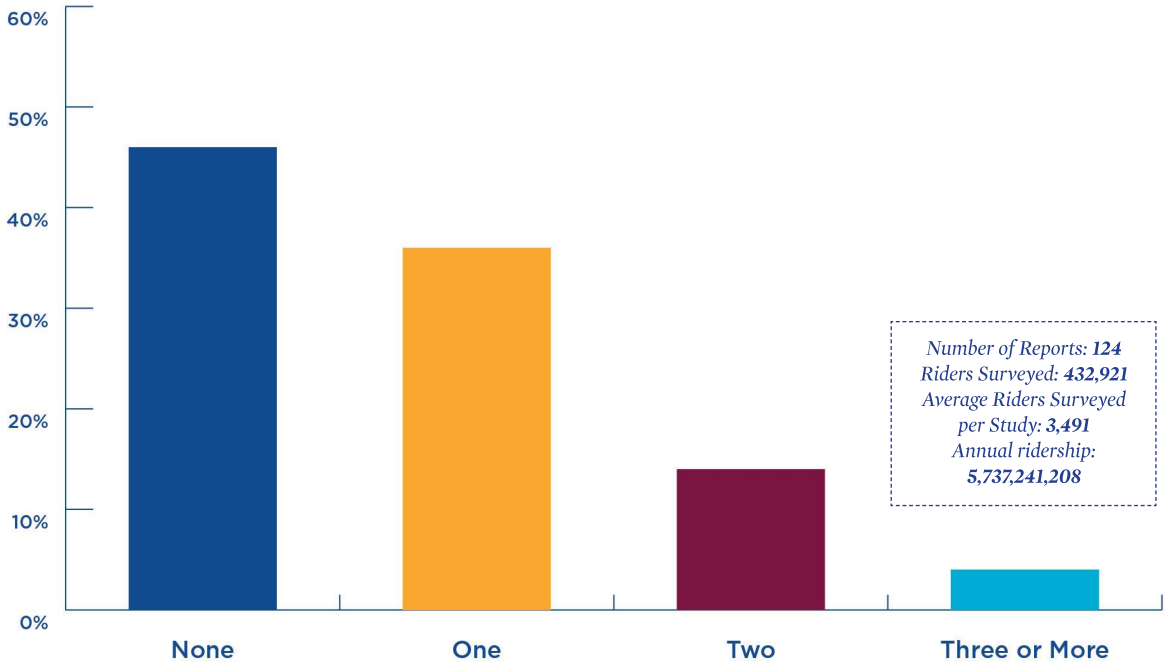
Was a Vehicle Available for You to Use for This Trip? - All Transit Users



	No	Yes
All Transit Users	61%	39%

Figure 30

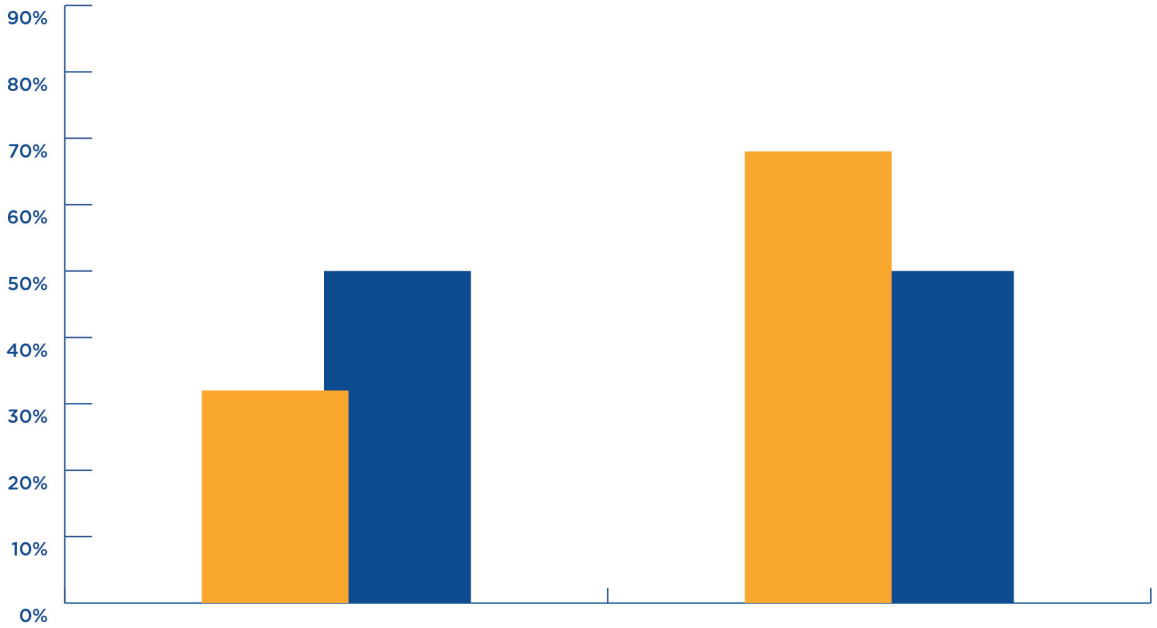
Vehicles Available for Use by Your Household on an Ongoing Basis - All Transit Users



	None	One	Two	Three or More
All Transit Users	46%	36%	14%	4%

Figure 31

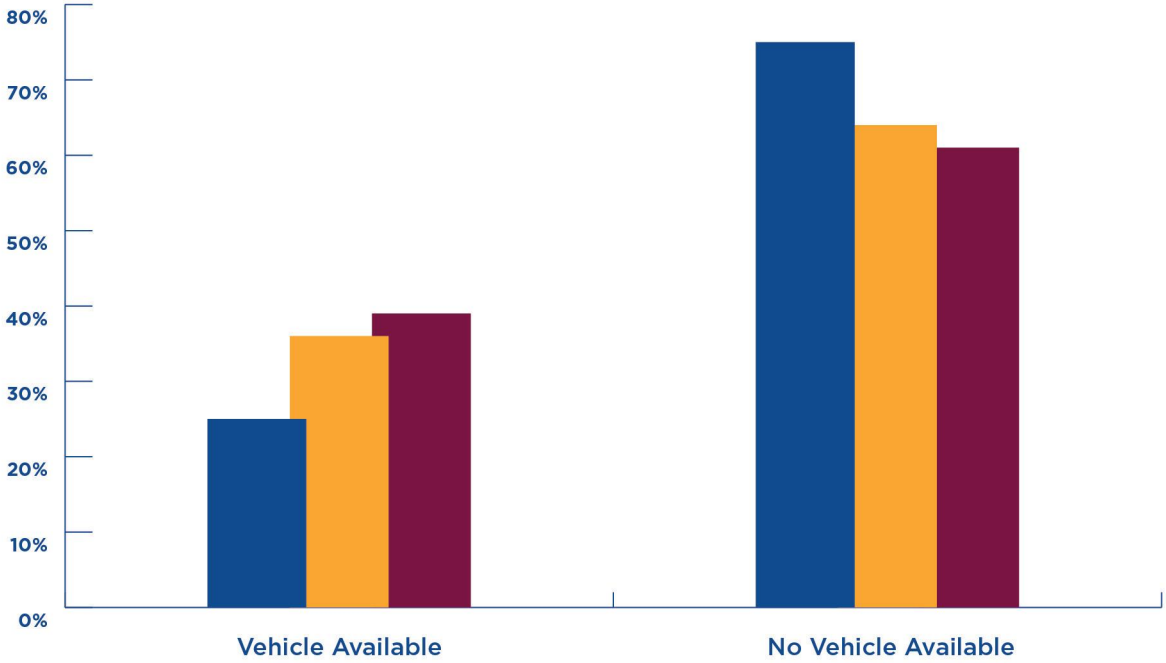
Vehicle Availability - Transit Mode



	No Vehicle	Vehicle
Bus	68%	32%
Rail	50%	50%

Figure 32

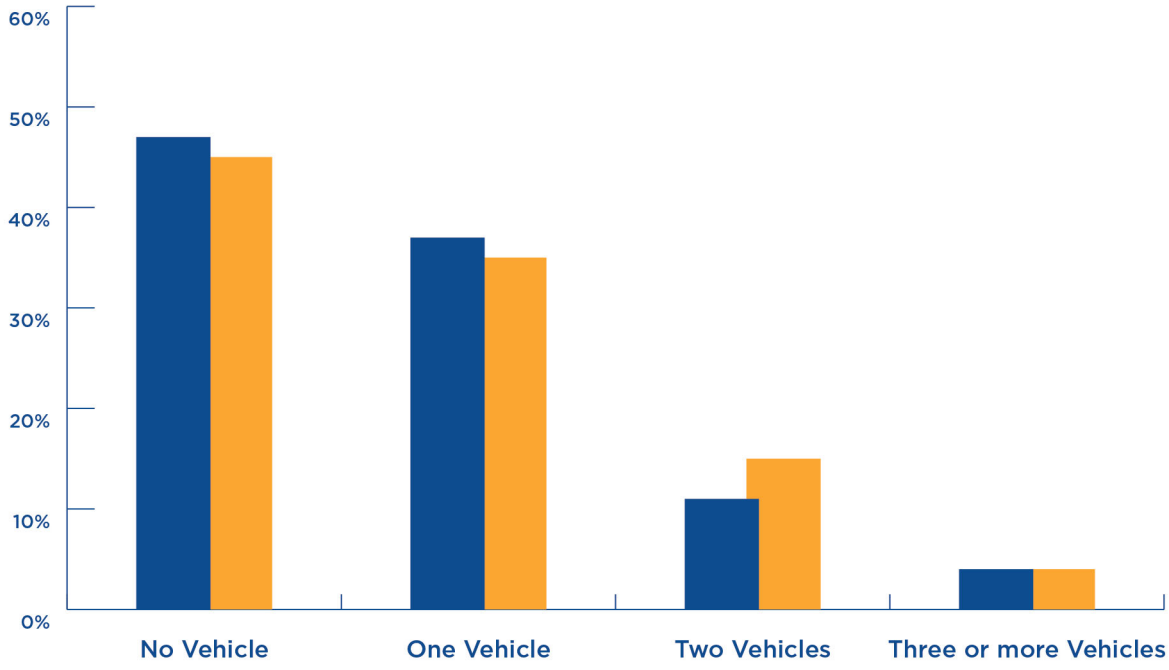
Vehicle Available for This Trip - Urban Population



	Vehicle Available	No Vehicle Available
< 200,000	75%	25%
200,000 to 999,999	64%	36%
1,000,000 and Over	61%	39%

Figure 33

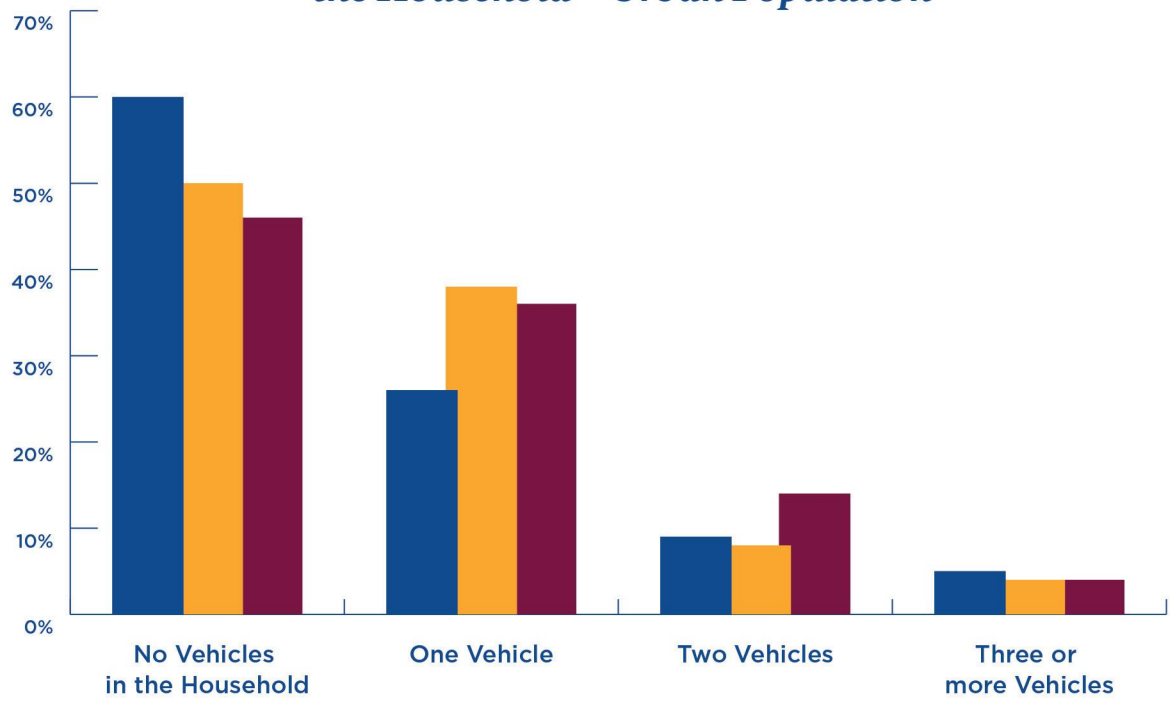
Number of Vehicles Owned/Leased by the Household - Transit Mode



	No Vehicle	One Vehicle	Two Vehicles	Three or more Vehicles
Bus	47%	37%	11%	4%
Rail	45%	35%	15%	4%

Figure 34

Number of Vehicles Owned/Leased by the Household - Urban Population



	No Vehicles in the Household	One Vehicle	Two Vehicles	Three or more Vehicles
< 200,000	60%	26%	9%	5%
200,000 to 999,999	50%	38%	8%	4%
1,000,000 and Over	46%	36%	14%	4%

Driver's Licenses

Of all transit riders, 65% have a driver's license. Of all transit riders, 43% have a vehicle available to them. Many transit riders have rather limited incomes, and find it difficult to own and maintain a vehicle. Other riders choose to be without a vehicle for various reasons – dislike of driving in traffic, the cost of vehicle ownership, and environmental concerns are often cited. According to various studies, the tendency of persons 16 to 44 years of age to have a driver's license has declined in recent years[vi]. The greater tendency of young people to use transit may be a factor contributing to the lower percentage of young adults who feel they need a license.

Driver's Licenses Among Bus and Rail Riders

More rail riders (69%) than bus riders (56%) are licensed to drive. Like the somewhat greater availability of a vehicle to rail riders, this difference is probably related to the fact that rail riders have higher household incomes.

Driver's Licenses and Urban Population

In each set of city sizes, license holders are a strong majority. They are slightly more so in the largest cities where those with a license comprise 65% of the transit users compared to 58% and 59% in the mid-size and smaller cities, respectively.

Number of Reports: ***93***
Riders Surveyed: ***311,151***
Average Riders Surveyed per Study: ***3,345***
Annual ridership:
4,668,019,788

Figure 35 **Drivers License - All Transit Users**

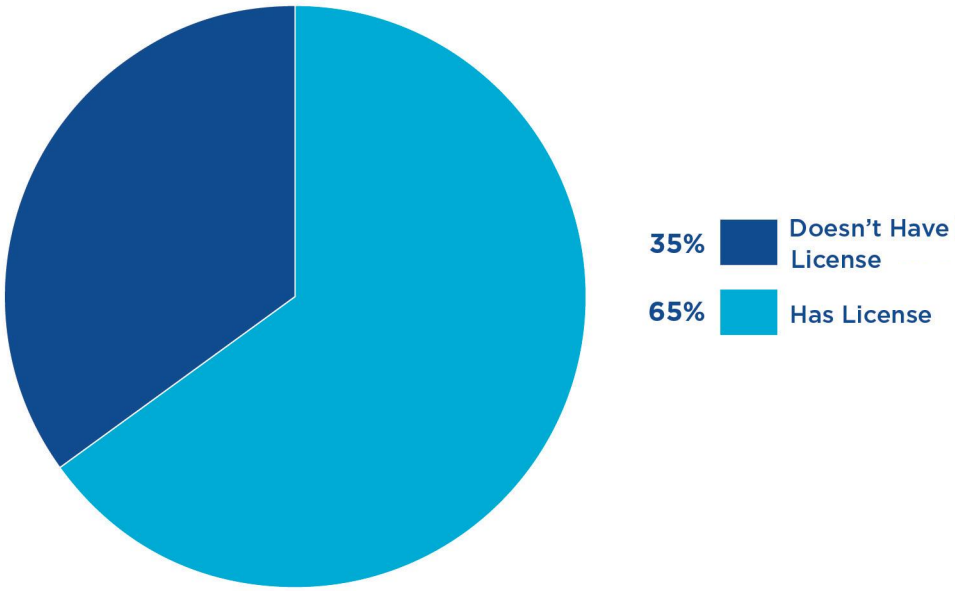
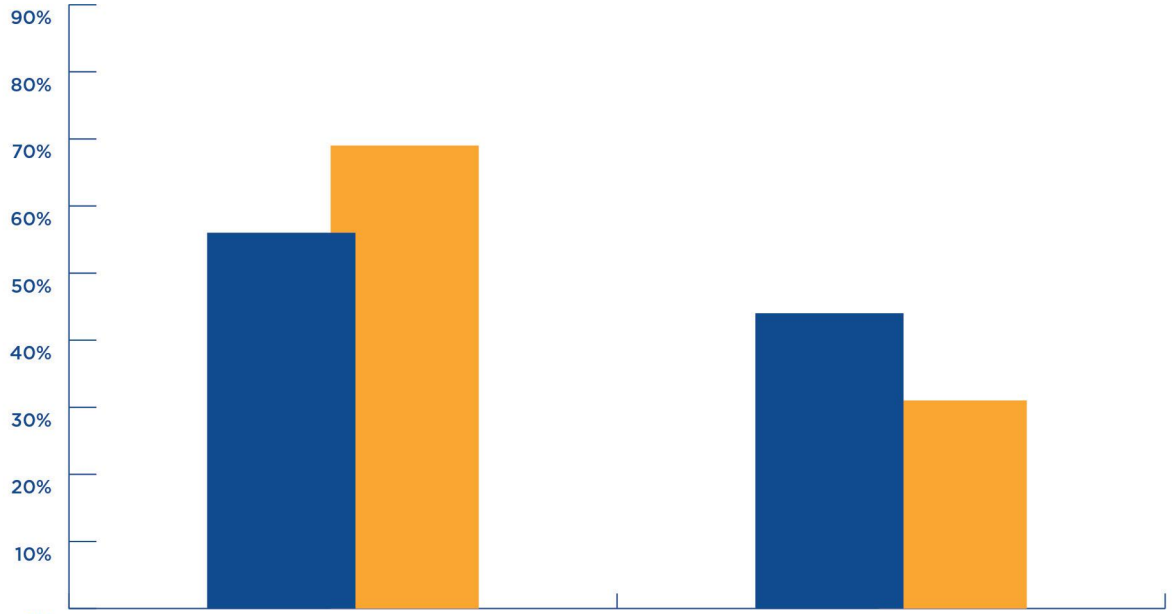


Figure 36

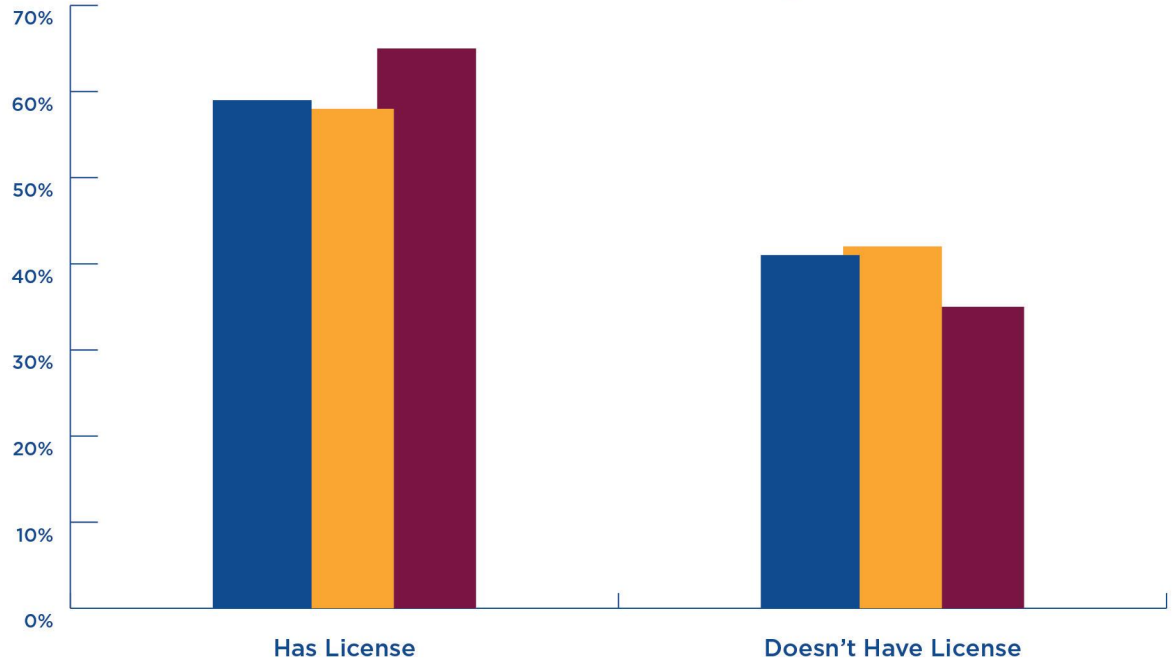
Drivers License- Transit Mode



	Has License	Doesn't Have License
Bus	56%	44%
Rail	69%	31%

Figure 37

Drivers License - Urban Population



	Has License	Doesn't Have License
< 200,000	59%	41%
200,000 to 999,999	58%	42%
1,000,000 and Over	65%	35%

Primary Language

Among all transit users, 85% speak English as their primary language, while 12% speak Spanish and 3% speak other languages. Some transit users may also speak more than one language, but the surveys typically allow for only a single response such as "...the language most often spoken at home."

The American Community Survey puts the percent of persons eighteen or older in the general population who speak only English at 86%, Spanish speakers at 8% and other languages at 6%. (American Community Survey, Five Year Estimates, 2010-2014). Thus the transit ridership appears similar to the total U.S. adult population in this respect, although among transit users, the prevalence of Spanish speaking persons is somewhat higher and speakers of other languages somewhat lower.

Primary Language Among Bus and Rail Riders

English is the language spoken by the overwhelming majority of both bus and rail riders, 79% and 88%, respectively. Bus riders (17%) are more likely than rail riders (9%) to speak Spanish.

Number of Reports: ***72***
Riders Surveyed: ***282,258***
Average Riders Surveyed per Study: ***3,920***
Annual ridership:
4,818,978,688

Primary Language and Urban Population

There is very little difference in the distribution of primary language among transit users in cities of various sizes. English dominates at all population levels, varying within a range of only 82% to 88%. However, this means that in the largest cities 15% speak a language other than English. And in the mid-size and smaller cities 18% and 12% respectively, speak a language other than English. Given that there are more than ten billion transit trips annually in the United States, these relatively small percentages nevertheless represent hundreds of millions of riders.

Figure 38

Primary Language - All Transit Users

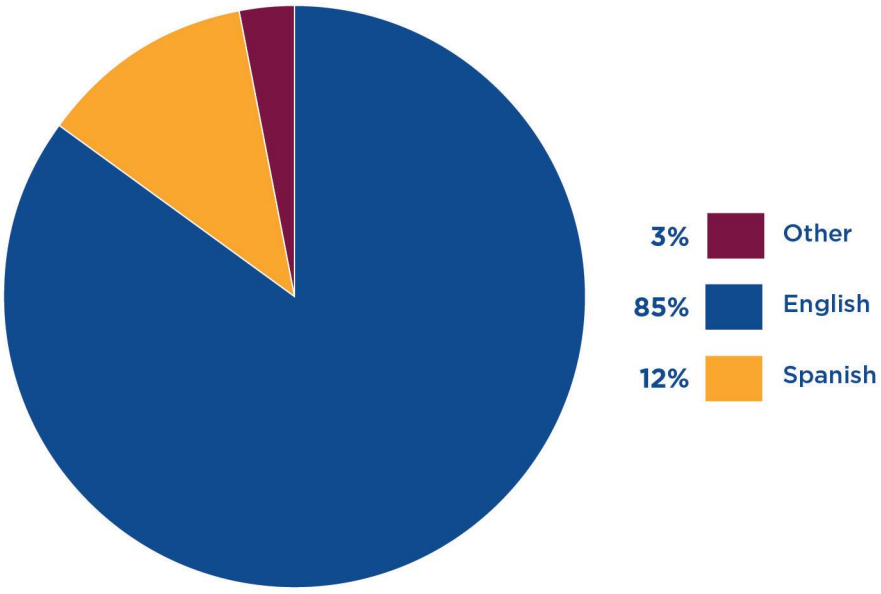
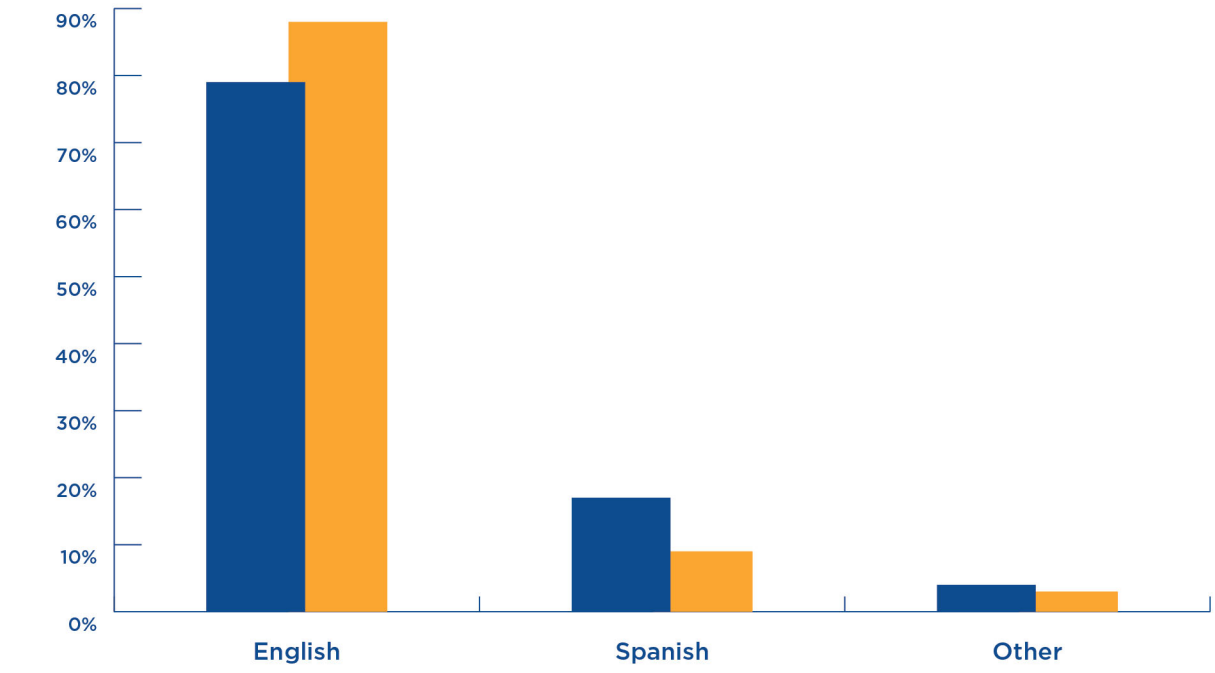


Figure 39

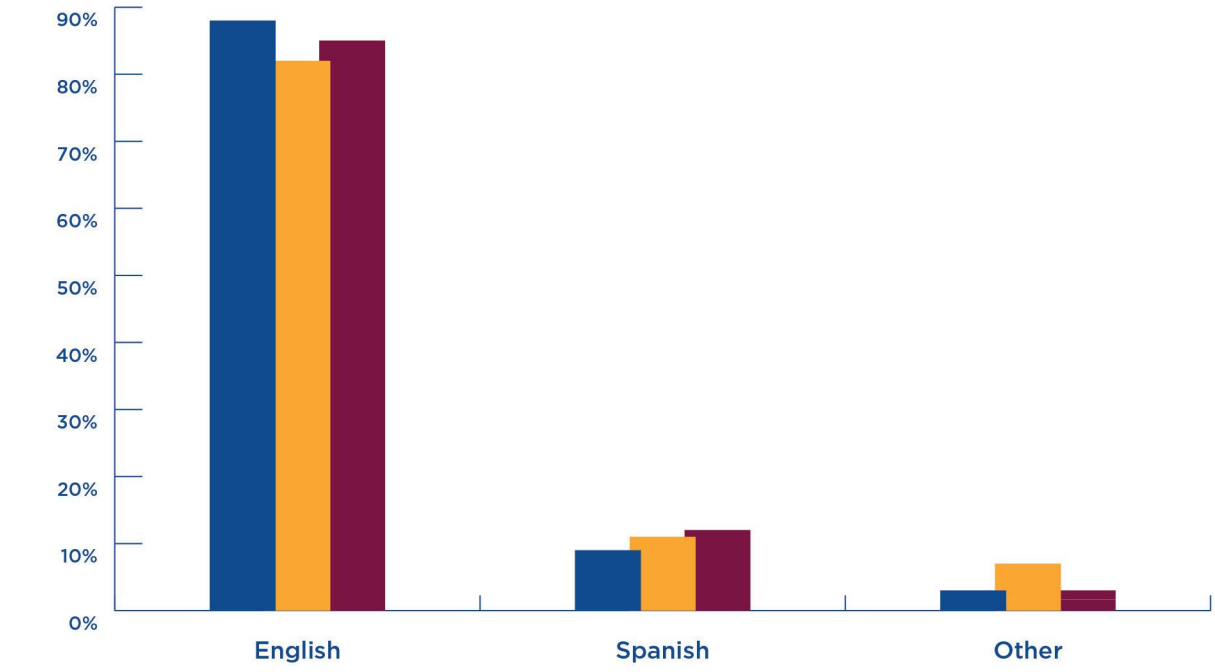
Primary Language - Transit Mode



	English	Spanish	Other
Bus	79%	17%	4%
Rail	88%	9%	3%

Figure 40

Primary Language - Urban Population



	English	Spanish	Other
< 200,000	88%	9%	3%
200,000 to 999,999	82%	11%	7%
1,000,000 and Over	85%	12%	3%

Part 2:

TRAVEL CHARACTERISTICS

How Riders Use Public Transit

Trip Purpose

Trip purpose was asked in various ways among the studies. In some cases, riders were asked the purpose of the trip they were on when surveyed. In other studies, the question involved the "usual" or "most frequent" trip, or "...the main purpose of your transit trip today." In other surveys, riders were asked where they were coming from and going to with response options such as work, school, shopping, and so forth, and purpose was inferred from those responses.



A total of 87% of the trip purposes involve direct economic impact on the local economy. This includes getting to or from work (49%) or shopping (21%) and recreational spending in the local economy (17%). Since we know that 71% of the riders are employed, clearly many of the employed riders happened to be making trips for other purposes the time they were surveyed. This is one indication of the multiple uses for which riders utilize public transit. Another 6% indicated they were going to or from school or college. A few (1%) were making trips for social visits or church attendance, while 2% were traveling for personal business and 2% for medicaldental visits. A tiny segment, .03%, indicated they were going to or from a visit to a social services office or program.

Number of Reports: ***170***
Riders Surveyed: ***563,774***
Average Riders Surveyed per Study: ***3,316***
Annual ridership:
6,755,298,896

Figure 41

Trip Purpose - All Transit Users

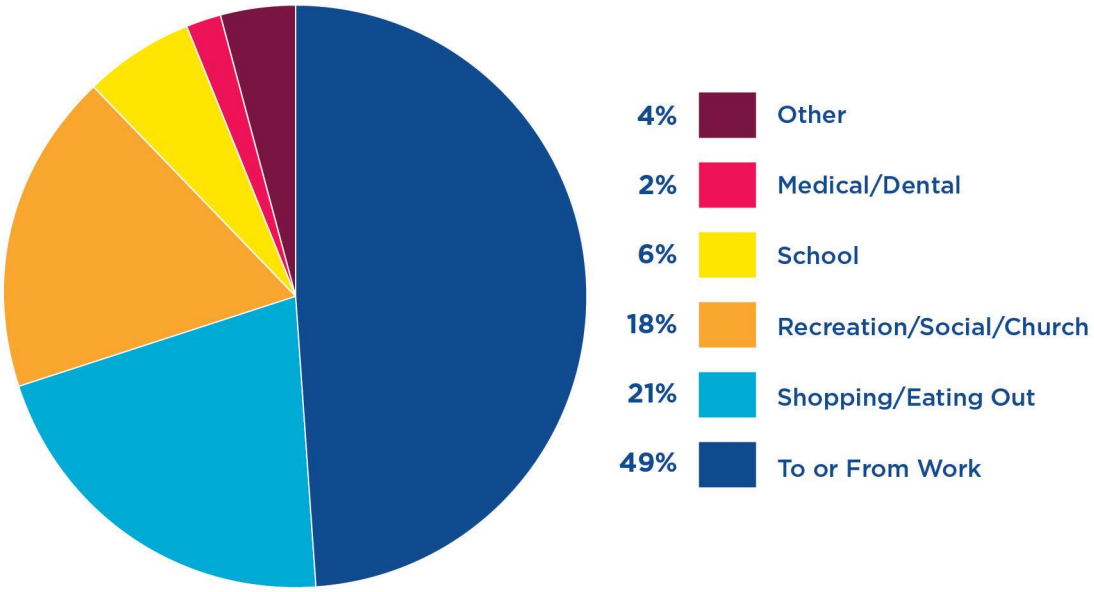
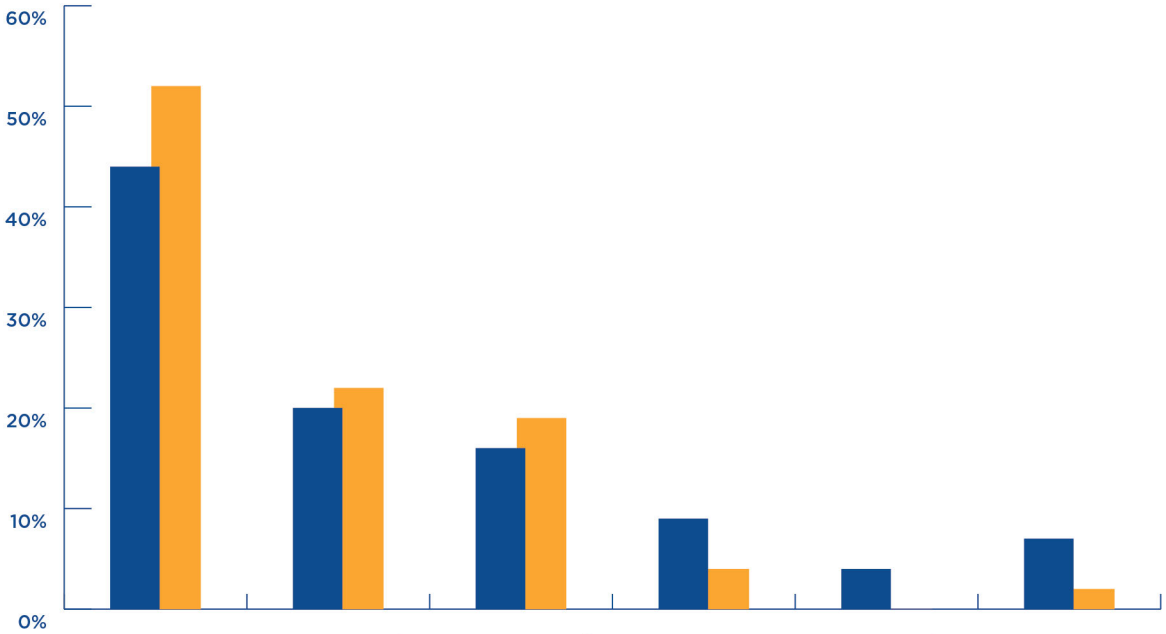


Figure 42

Trip Purpose - Transit Mode



	To or From Work	Shopping/ Eating out	Recreation/ Social/ Church	School	Medical/ Dental	Other
Bus	44%	20%	16%	9%	4%	7%
Rail	52%	22%	19%	4%	0%	2%

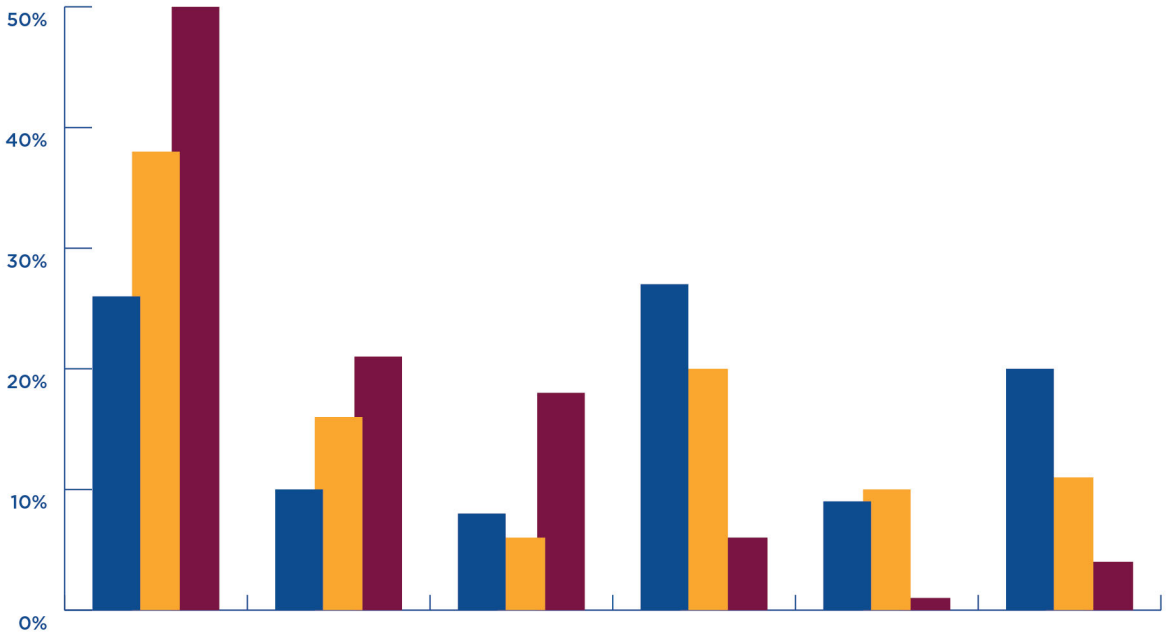
Trip Purpose Among Bus and Rail Riders

Given that rail riders are more likely than bus riders to be employed and to have higher incomes (see Figure 15 and Figure 21), it is not surprising that more rail than bus riders (52% to 44%) indicate that their trip purpose was getting to or from work. Rail riders are also more likely to say they are traveling for theater, concerts, sports events or similar recreational activity.

Bus riders, on the other hand are more likely than rail riders (9% v. 4%) to be making trips to or from school, or medical or dental appointments (4% v. .4%). They are also more likely to be traveling for a variety of miscellaneous reasons which generally include errands such as business appointments, picking a car up from a service appointment, interaction with social services, and the like.

Figure 43

Trip Purpose - Urban Population



	To or From Work	Shopping/ Eating Out	Recreation/ Social/ Church	School	Medical/ Dental	Other
< 200,000	26%	10%	8%	27%	9%	20%
200,000 to 999,999	38%	16%	6%	20%	10%	11%
1,000,000 and Over	50%	21%	18%	6%	1%	4%

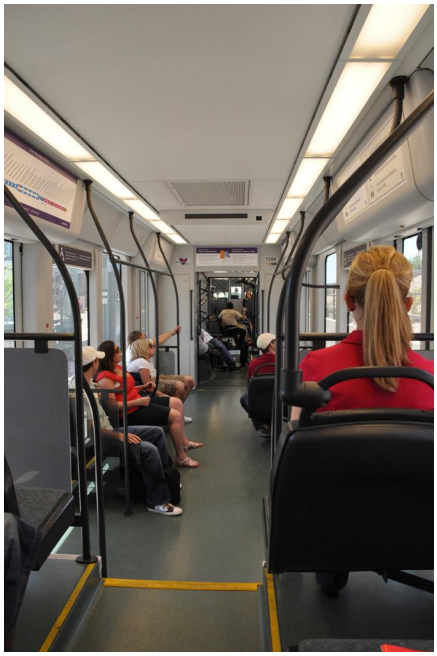
Trip Purposes Among Urban Areas of Varied Size

Work trips are much more frequent among transit users in the largest cities (50%) than in the mid-size (38%) or smaller cities (26%). Similarly, the large city transit users are more likely to cite shopping as the primary trip purpose (21%) than are their counterparts in mid-size (16%) or smaller cities (10%). The large city transit riders are also much more likely than others to be making a trip for recreational or social purposes (17% compared to 2% and 7% for mid-size and small cities). On the other hand, travel related to school or for personal business and medical dental visits is much more common among riders in the mid-size and smaller cities than in the largest ones.

Reason for Using Public Transit

Respondents in forty-nine of the studies were asked their motivations for using public transit. This refers to their motives for using transit, as opposed to the purpose of a specific trip.

In most of the surveys, respondents were asked the single main reason for using transit, but in some surveys they were allowed multiple responses. In those studies, a respondent could give more than one answer such as "...the train is more convenient and I save on parking." In order to maximize the number of studies that could be included in the analysis of the reasons for using public transit, the two approaches had to be reconciled. This was done by including all responses in the computation of the percentages. If a given report included multiple responses, all were used. If it included only the single most important reason, that one response was used.



Percentages were computed on the basis of all responses not all individuals. Technically, then, Figure 40 is a chart of percentages of all of the "reasons mentioned" by riders rather than a table showing the percent of riders mentioning a particular reason. However, the pattern of multiple answers closely parallels the patterns of single answers, and it is reasonable to assume that had only single answers been accepted by all of the survey projects, the results would be approximately the same.

The reasons riders give for using public transit can be broken into three general categories, reasons of simple preference not involving money, reasons of preference for the economy of using transit, and reasons of need. The largest single category is preference for intangible aspects of travel by public transit (44%) such as convenience, saving time, saving the environment, and avoiding traffic. Neither need nor economy is involved – they simply prefer to use public transit.

In addition to those who simply prefer to use public transit, many riders (16%) offer reasons for preferring public transit that have to do with economy, including saving money on parking and gas, and, for a few, taking advantage of an employer transit subsidy. Finally, a substantial number of responses involve a lack of alternatives, including having "no car," "no money," or "...only transportation available." These responses total 40%.

Number of Reports: ***49***
Riders Surveyed: ***140,899***
Average Riders Surveyed per Study: ***2,875***
Annual ridership:
842,366,329

Figure 44

Reason for Using Transit - All Transit Users

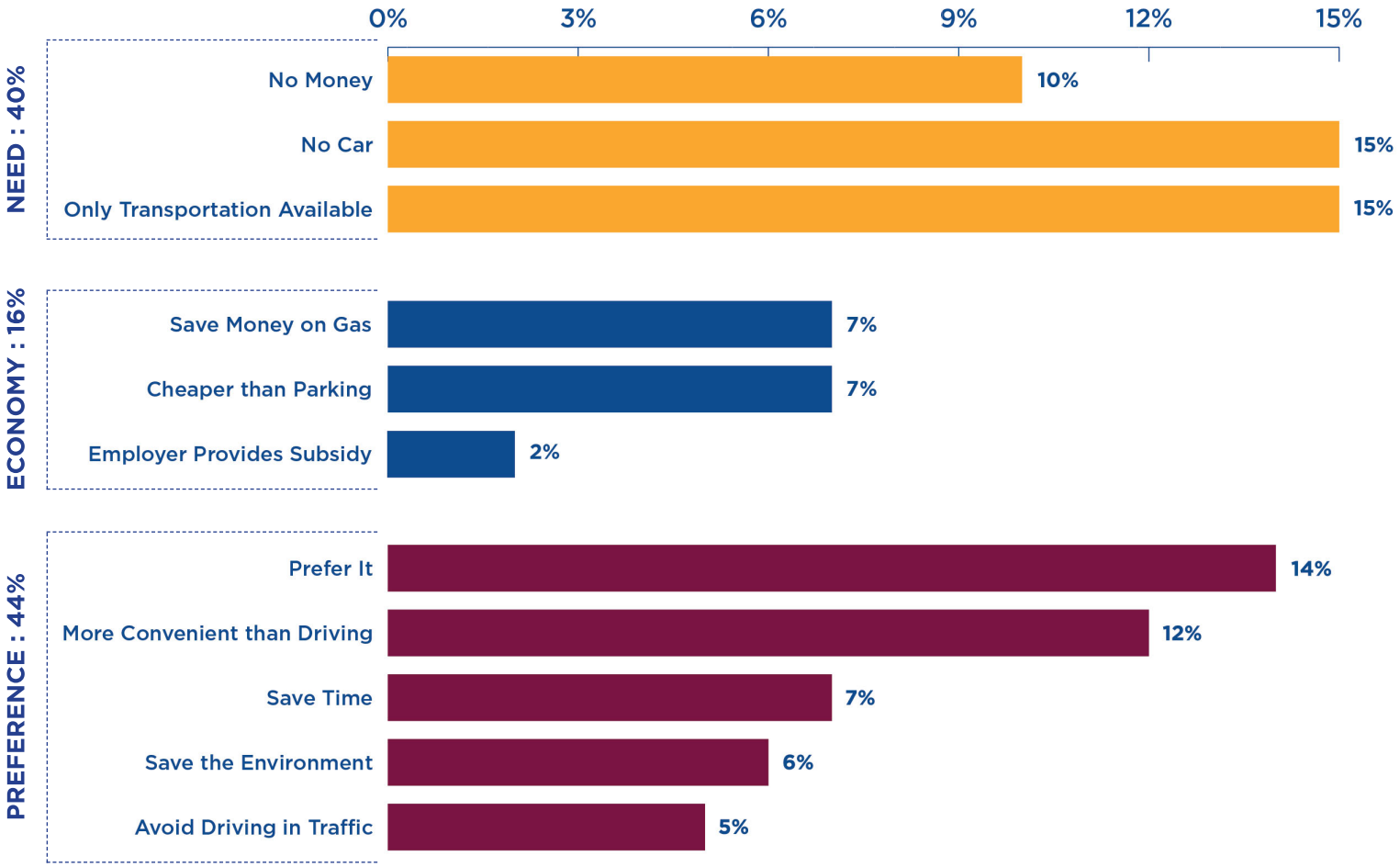
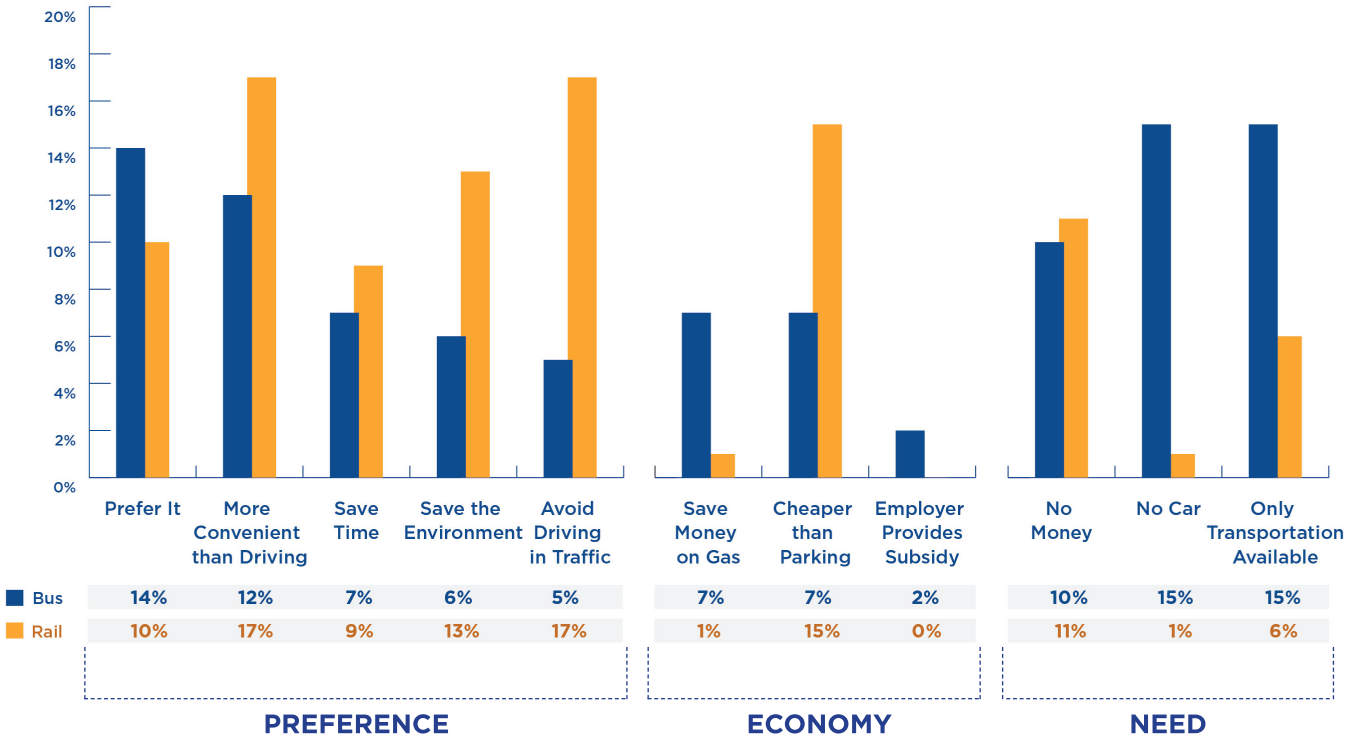


Figure 45

Reason for Using Transit - Transit Mode



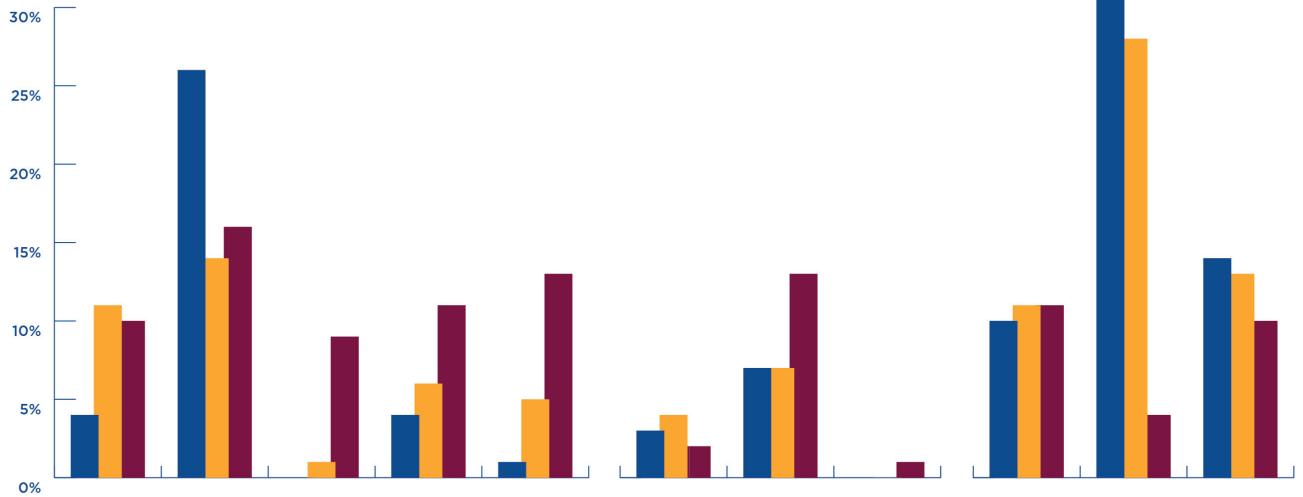
Reasons Given by Bus and Rail Riders for Using Transit

The reasons riders give for choosing to use transit vary substantially between bus and rail modes. For example, because they as a group tend to have higher incomes, rail riders are much less likely to state a need-based reason for using public transit than are bus riders. Rail riders tend to give reasons of preference – convenience, avoiding traffic, helping the environment, and preferring to save on parking costs (which may mean they have a vehicle as a transportation option or that they choose not to have a vehicle because of parking costs). Parking costs are important to them because areas with rail service tend to be high density urban areas where parking is costly. On the other hand, some of the reasons given by rail riders are focused on the necessity of using transit, including the reason of having no money (11%) and lacking a transportation alternative (6%).

Bus riders also frequently say they simply prefer to use the bus, or that it is more convenient than driving. Of the reasons given by bus riders, 14% are simple preference, and 12% convenience compared to driving. However, they are also more likely to offer reasons focused on need. For example, of the reasons given by bus riders, 15% involve having no car and another 15% having no transportation alternative, and 10% having no money. Like rail riders, 16% of the reasons given by bus riders focus on the economy of using public transit. But bus riders' reasons split between saving on gasoline and parking (7% each) while rail riders focus on saving on parking (15%).

Figure 46

Stated Reason for Using Transit



	Prefer It	More Convenient than Driving	Save Time	Save the Environment	Avoid Driving in Traffic	Save Money on Gas	Cheaper than Parking	Employer Provides Subsidy	No Money	No Car	Only Transportation Available
< 200,000	4%	26%	0%	4%	1%	3%	7%	0%	10%	32%	14%
200,000 to 999,999	11%	14%	1%	6%	5%	4%	7%	0%	11%	28%	13%
1,000,000 or	10%	16%	9%	11%	13%	2%	13%	1%	11%	4%	10%
	PREFERENCE					ECONOMY			NEED		

Reasons Given for Using Transit by Riders in Urban Areas of Varied Size

Riders in the smallest cities (42%) and mid-size cities (39%), where riders tend to have lower household incomes, are much more likely than those in the largest cities (15%) to cite needs, specifically lack of a car or funds or a lack of an alternative mode, as reasons to use transit. Compared to riders from the smallest cities, those from the largest cities are more likely to say they ride because they prefer to use transit for its convenience (16%), avoiding traffic (13%), aiding the environment (11%), saving time (9%) or just because they prefer it (10%), and they save money on parking (13%).

Among riders in the smallest urban areas, one reason given – that using transit is more convenient - is notable because the percent citing is so much greater (26%) than cite it in the mid-size (14%) or largest (16%) cities. One reason for this may be that a substantial number of the transit systems in the small communities are located in cities with proportionally large college student populations who may consider using transit to be a convenience.

Days per Week Using Transit

More riders use public transit five days a week (50%) than any other usage pattern. In addition, another 13% use it six or seven days a week. Studies tend to find that among the five day riders, commuting is the primary trip purpose, but it is among the primary trip purposes for many others as well. Although those using transit more or less than five days may also be commuters, their purposes are usually more diverse.

Frequency of Using Transit Among Bus and Rail Riders

Both bus (47%) and rail (55%) riders are more likely to use transit five days a week than to use it more often or less often. Rail riders are more likely than bus riders to use it five days, presumably because more of them are commuting to or from work. Bus riders are more than twice as likely as rail riders (15% to 7%) to use transit six or seven days a week, and conversely, they are less likely to use transit less than one day a week.

Frequency of Using Transit and Urban Population

Transit users in the largest cities are considerably more likely (51%) to use transit five days a week than riders in mid-size cities (40%) or small cities (30%). Conversely, riders in the mid-size and small communities are more likely (23% and 25%, respectively) to use transit six or seven days a week.

Number of Reports: ***147***
Riders Surveyed: ***560,628***
Average Riders Surveyed per Study: ***3,813***
Annual ridership:
3,340,635,488

Figure 47

Days Using Transit Each Week - All Transit Users

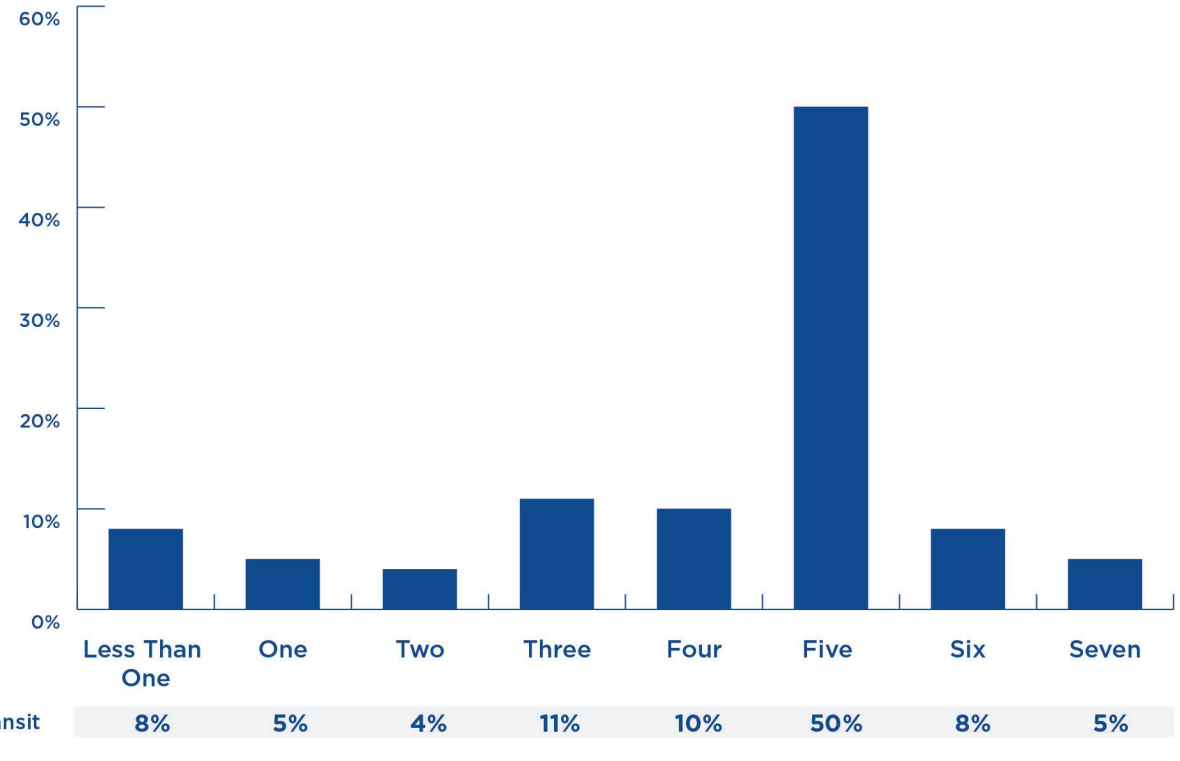
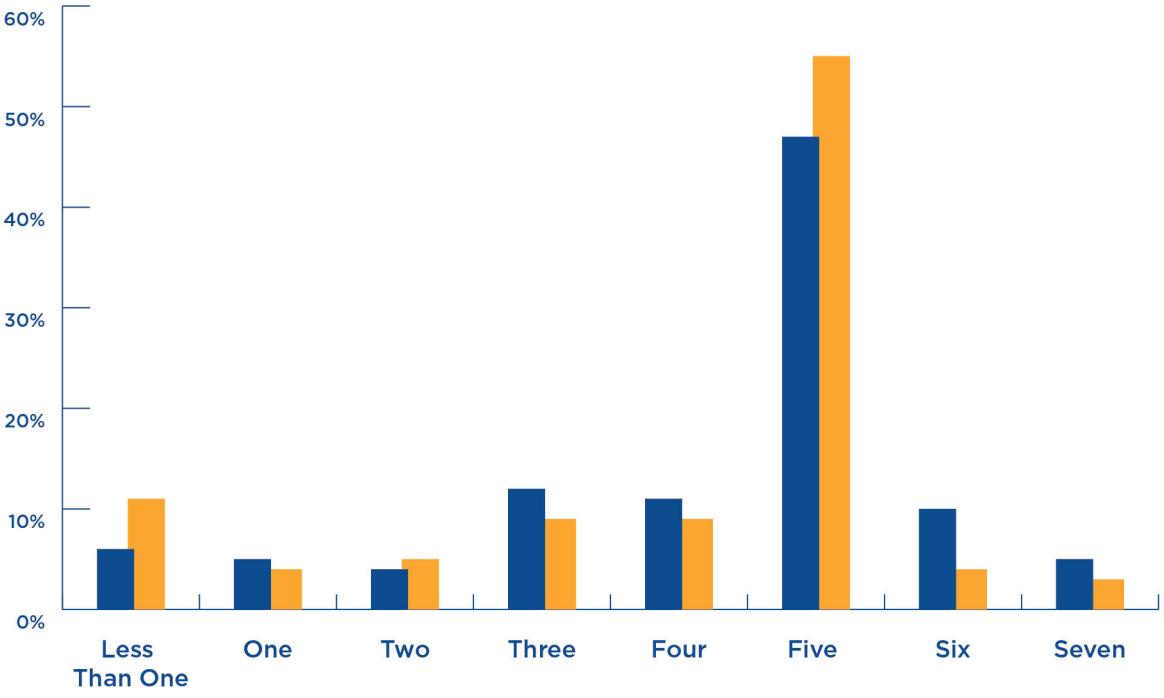


Figure 48

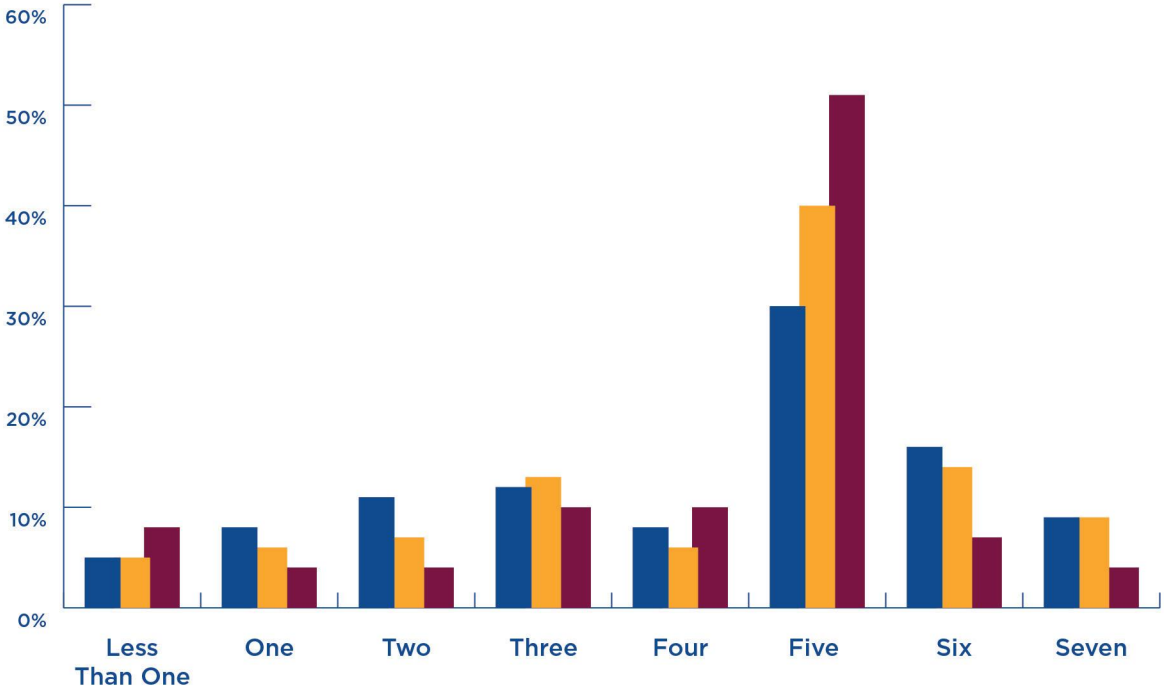
Days Using Transit Each Week - Transit Mode



	Less Than One	One	Two	Three	Four	Five	Six	Seven
Bus	6%	5%	4%	12%	11%	47%	10%	5%
Rail	11%	4%	5%	9%	9%	55%	4%	3%

Figure 49

Days Using Transit Each Week - Urban Population



	Less Than One	One	Two	Three	Four	Five	Six	Seven
< 200,000	5%	8%	11%	12%	8%	30%	16%	9%
200,000 to 999,999	5%	6%	7%	13%	6%	40%	14%	9%
1,000,000 and Over	8%	4%	4%	10%	10%	51%	7%	4%

Access Mode

More than two-thirds of transit users (69%) walk to their stop or station. Another 11% drive to their stop, while 10% indicate that they use another form of transit. The balance are either dropped off (6%) or use another mode.

Access Mode Among Bus and Rail Riders

While most rail as well as bus passengers walk to their station or stop (55% and 81%, respectively), rail passengers are much more likely than bus passengers to drive to their station or stop (21% to 3%), or to be dropped off (8% to 4%).

Access Mode and Urban Population

Given that rail service is associated with larger cities, the relationship between urban size and access mode is not surprising. The smaller the city, the greater the proportion of passengers who walk to their stop. In the smallest cities, 90% walk, while in the mid-size cities, 79% walk, and in the largest cities, 68% walk. Conversely, the larger the city, the more likely passengers are to drive or take another transit mode to the first stop on the system being studied. In cities of one million or more, 11% drive to their boarding point, while in the smallest cities, only 1% do so.

Number of Reports: ***130***
Riders Surveyed: ***553,335***
Average Riders Surveyed per Study: ***4,256***
Annual ridership:
3,481,730,346

Figure 50

Access Mode - All Transit Users

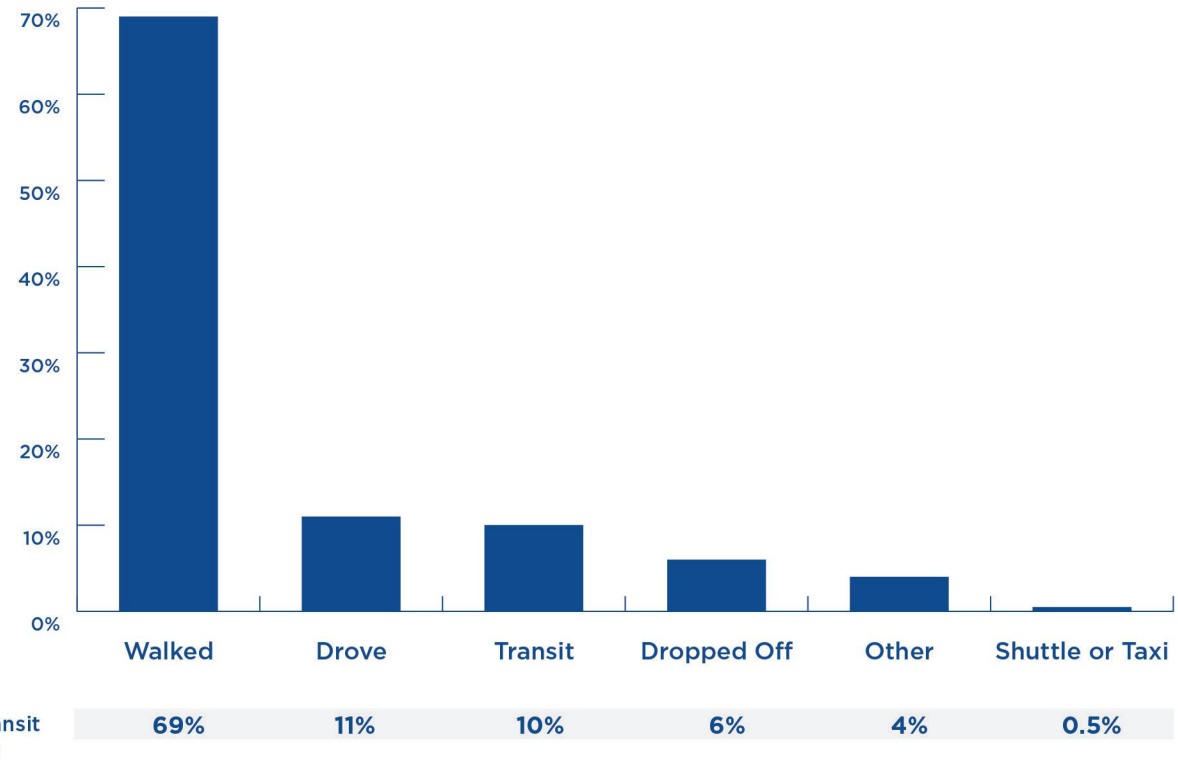
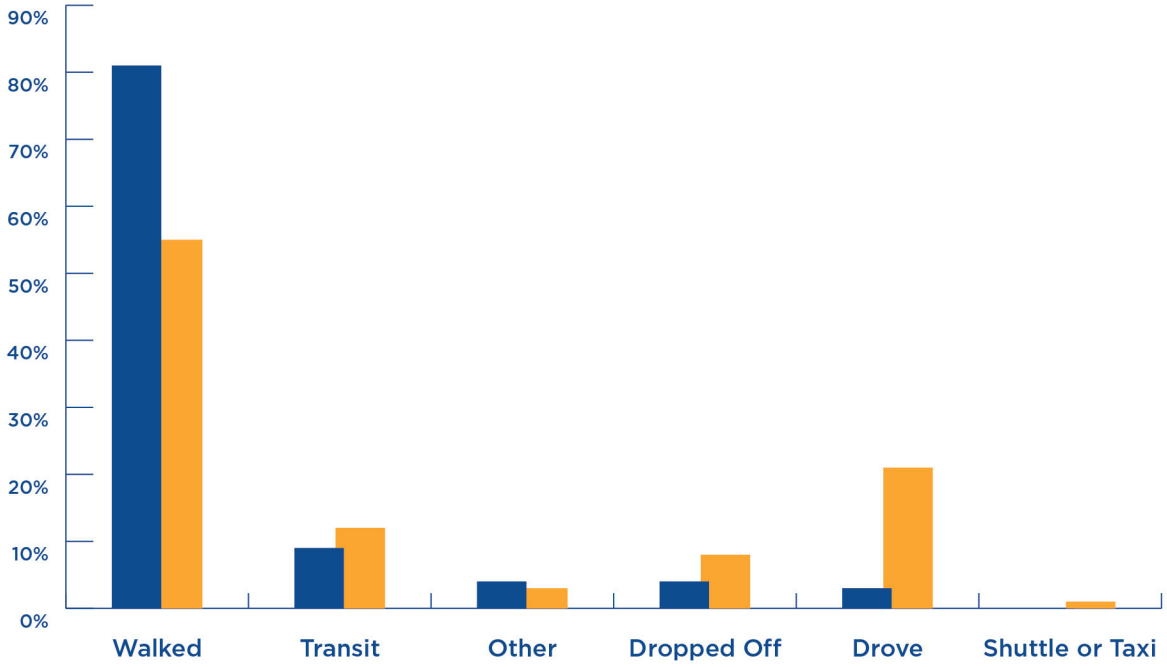


Figure 51

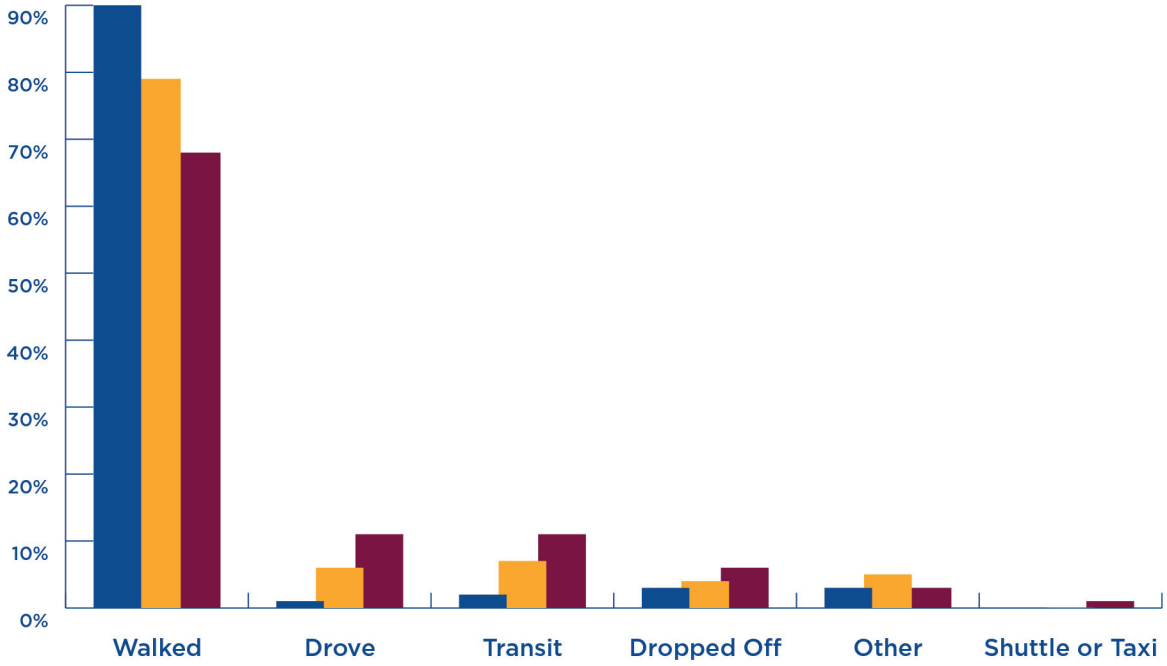
Access Mode - Transit Mode



	Walked	Transit	Other	Dropped Off	Drove	Shuttle or Taxi
Bus	81%	9%	4%	4%	3%	0%
Rail	55%	12%	3%	8%	21%	1%

Figure 52

Access Mode - Urban Population



	Walked	Drove	Transit	Dropped Off	Other	Shuttle or Taxi
< 200,000	90%	1%	2%	3%	3%	0%
200,000 to 999,999	79%	6%	7%	4%	5%	0%
1,000,000 and Over	68%	11%	11%	6%	3%	1%

Egress Mode

On alighting from their transit vehicles, most transit passengers walk to their destination (76%). Another 16% transfer to another transit vehicle, while 4% drive, 3% get a ride, and 1% could not be classified except as "other."

Number of Reports: ***97***
Riders Surveyed: ***422,078***
Average Riders Surveyed per Study: ***4,351***
Annual ridership:
2,781,848,045

Egress Mode Among Bus and Rail Riders

Most bus and rail passengers walk to their destination upon alighting. This is true of 80% of bus passengers and 72% of rail passengers. Although the overwhelming majority of rail passengers walk to their destination, they are somewhat less likely than bus passengers to do so, and somewhat more likely to transfer to another form of transit (19% v. 13%) or to drive (6% v. 4%).

Egress Mode and Urban Population

Regardless of the size of the city, more than three-fourths of the transit riders walk to their destinations from their transit vehicles. However, the larger the urban area, the more likely the passengers are to get a ride. In the smallest cities, only 7% get a ride, but in the largest cities, 16% say they get a ride from the transit stop to their eventual destination.

Figure 53

Egress Mode - All Transit Users

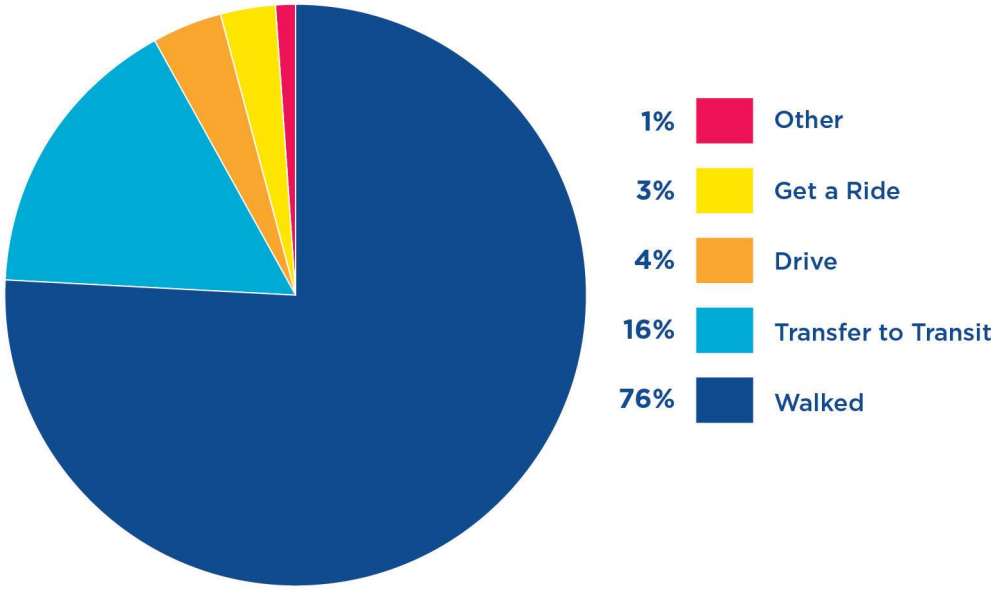
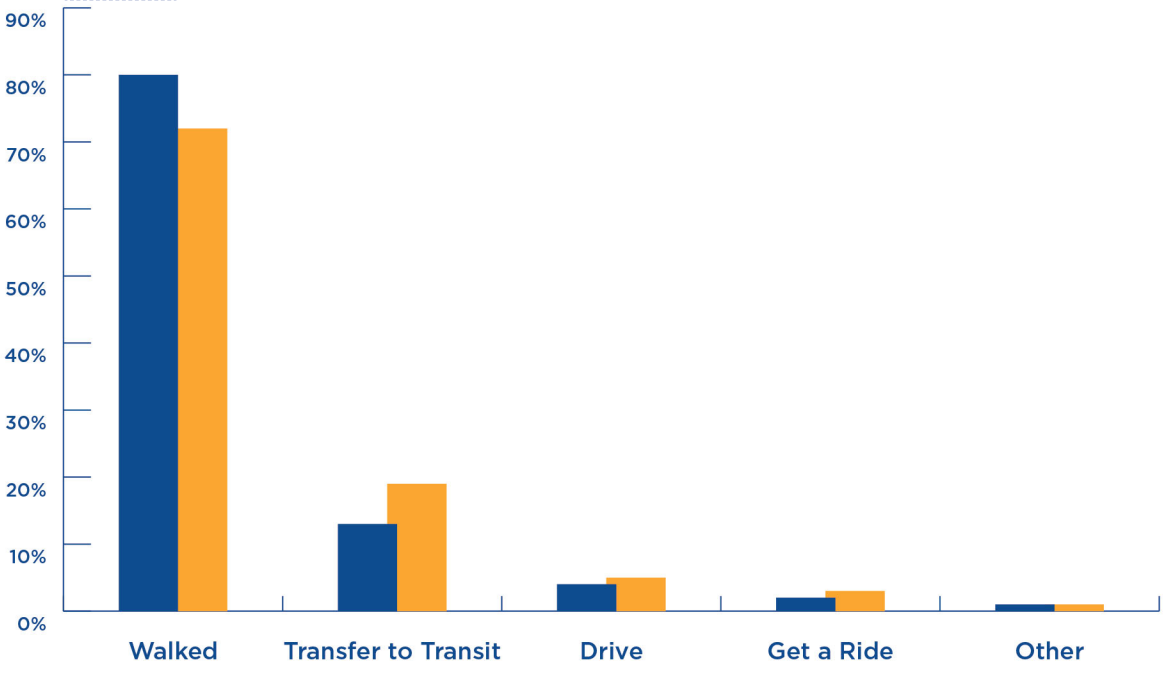


Figure 54

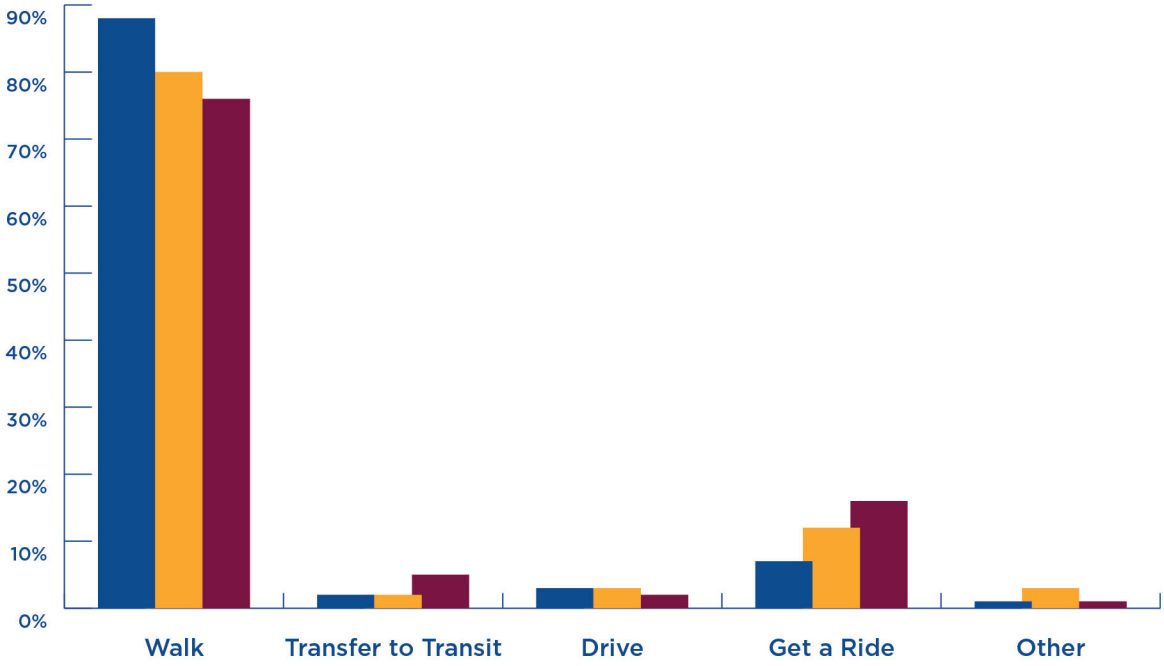
Egress Mode - Transit Mode



	Walked	Transfer to Transit	Drive	Get a Ride	Other
Bus	80%	13%	4%	2%	1%
Rail	72%	19%	6%	3%	1%

Figure 55

Egress Mode - Urban Population



	Walk	Transfer to Transit	Drive	Get a Ride	Other
< 200,000	88%	2%	3%	7%	1%
200,000 to 999,999	80%	2%	3%	12%	3%
1,000,000 and Over	76%	5%	2%	16%	1%

Alternate Mode

Riders were asked what alternative mode they might use if transit service were not available. The largest responses were that they would not make the trip (22%) or that they would use other transit services (20%). The balance, 57%, say they would find another means of travel.

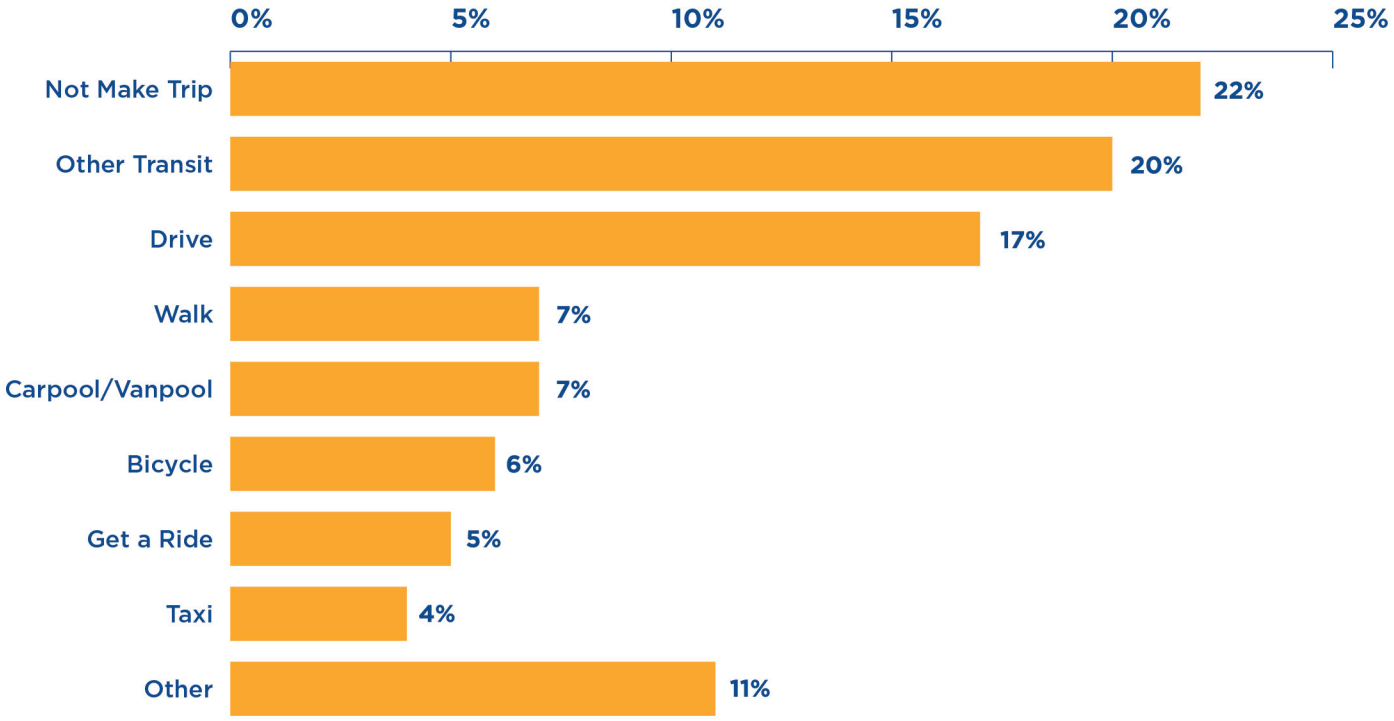
Of the latter group, 17% would drive. A total of 16% would either car/vanpool, get a ride or take a taxi. (The car-sharing services Uber and Lyft arrived too late in the 2008-2015 period covered in this report to be included as a category.) Others would walk (7%) or bicycle (6%). Another 11% were classified in the various reports as "Other".

Number of Reports: ***69***
Riders Surveyed: ***233,925***
Average Riders Surveyed per Study: ***3,390***
Annual ridership:
1,649,063,495



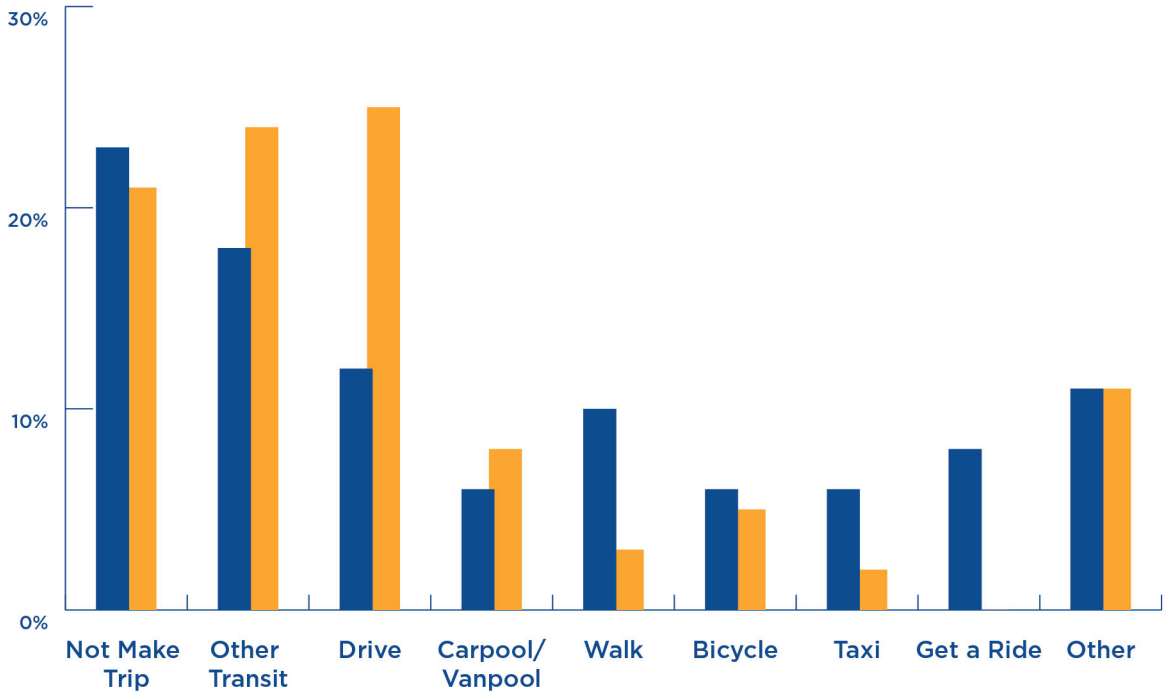
Figure 56

Alternate Mode - All Transit Users



Alternate Mode if Current Mode Were Not Available

Figure 57



	Not Make Trip	Other Transit	Drive	Carpool/ Vanpool	Walk	Bicycle	Taxi	Get a Ride	Other
Bus	23%	18%	12%	6%	10%	6%	6%	8%	11%
Rail	21%	24%	25%	8%	3%	5%	2%	0%	11%

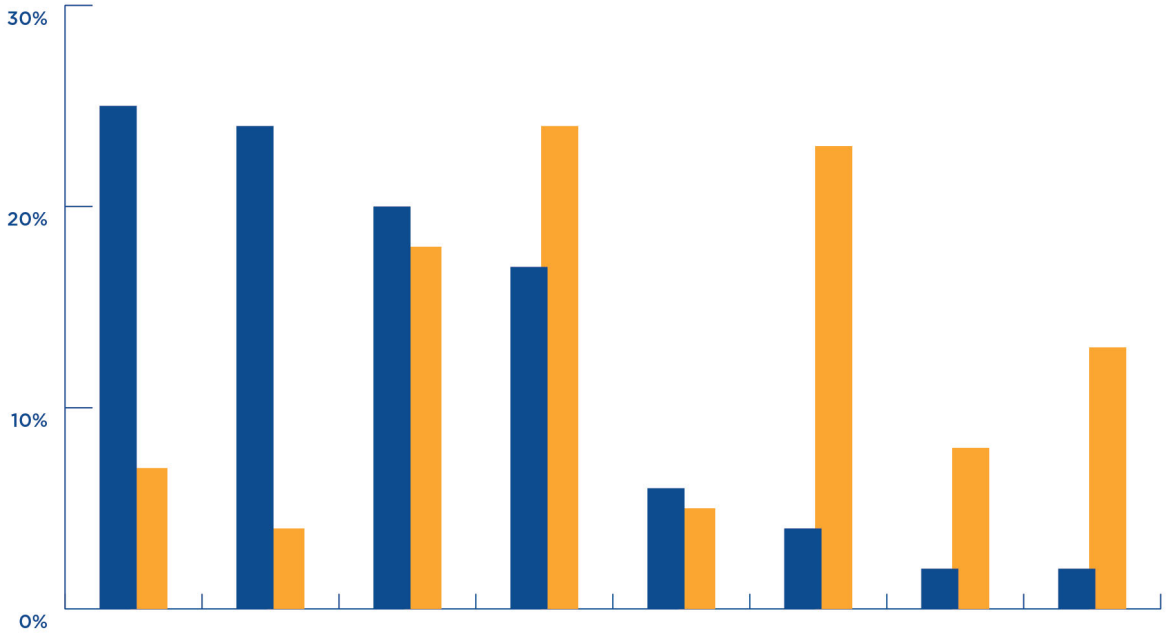
Alternate Mode Among Bus and Rail Riders

Bus and rail riders differ in their view of what they would do in the absence of the mode they normally use. Twice as many rail riders (25%) as bus riders (12%) say they would drive, and 24% of rail riders say they would use another form of transit compared to 18% of bus riders. On the other hand, more than three times as many bus riders (10%) as rail riders (3%) say they would walk and three times as many bus riders (6%) as rail riders (2%) said they would take a taxi. And while none of the rail riders said they would get a ride, 8% of the bus riders said they would do so.



Figure 58

Alternate Mode - Urban Population



	Walk or Bicycle	Get a Ride	Drive	Not Make Trip	Taxi	Another Transit Option	Carpool/ Vanpool	Other
< 1,000,000	25%	24%	20%	17%	6%	4%	2%	2%
1,000,000 or more	7%	4%	18%	24%	5%	23%	8%	13%

Alternate Mode and Urban Population

Too few reports in the smallest cities included a question about alternative modes to make cities of under 200,000 a separate category in Figure 58 as is done in most other charts. Therefore, the small and mid-size cities are combined here.

The alternative modes are shown here in descending order of percentages in the urban areas of less than one million.

Notice that:

- The tendency to walk or get a ride is far greater in the smaller urban areas.
- The option of driving is very similar regardless of urban size.
- The use of another transit option is much greater in the larger urban centers, as could be expected.
- Car and vanpooling is also greater in the larger urban areas.

Fare Media

Most transit riders, 86%, use a pass medium of some type to pay their fares. The use of cash, once the common fare medium, has diminished to only 11% of the ridership nationally.

A few riders travel free. Free fare is sometimes a benefit extended to people over a given age. In other cases certain kinds of bus trips – some circulators, certain shuttles, some school trips, etc. -- are free for all riders. The "Other" category (3%) includes categories that were not clearly labeled as pass, cash, or free. For example, "Discounted fare" was included in that category.

Fare Media Among Bus and Rail Riders

While three-fourths of bus riders (75%), use a pass to pay their fare, many more rail riders (93%) use a pass of some type. Conversely, more bus riders (21%) than rail riders (4%) use cash.

Number of Reports: ***130***
Riders Surveyed: ***482,275***
Average Riders Surveyed per Study: ***3,709***
Annual ridership:
5,916,500,367

Urban Population and Differences in Use of Fare Media

In urban areas of less than two hundred thousand, only 38% use a pass and 38% use cash, but in the mid-size cities, the ratio is 56% to 32% and in the largest cities is 87% to 10%. Given the fact that rail passengers are more likely than bus passengers to use pass media to pay their fares, and the fact that the larger cities are more likely to have rail service of various kinds, it is not surprising to find a strong positive relationship between the use of pass media and urban size.

Figure 59

Fare Medium - All Transit Users

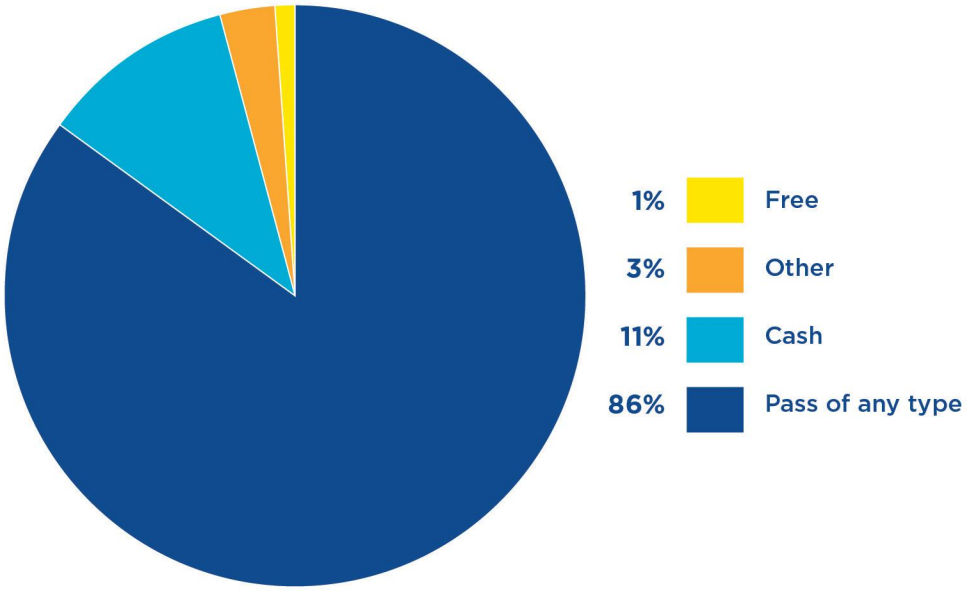
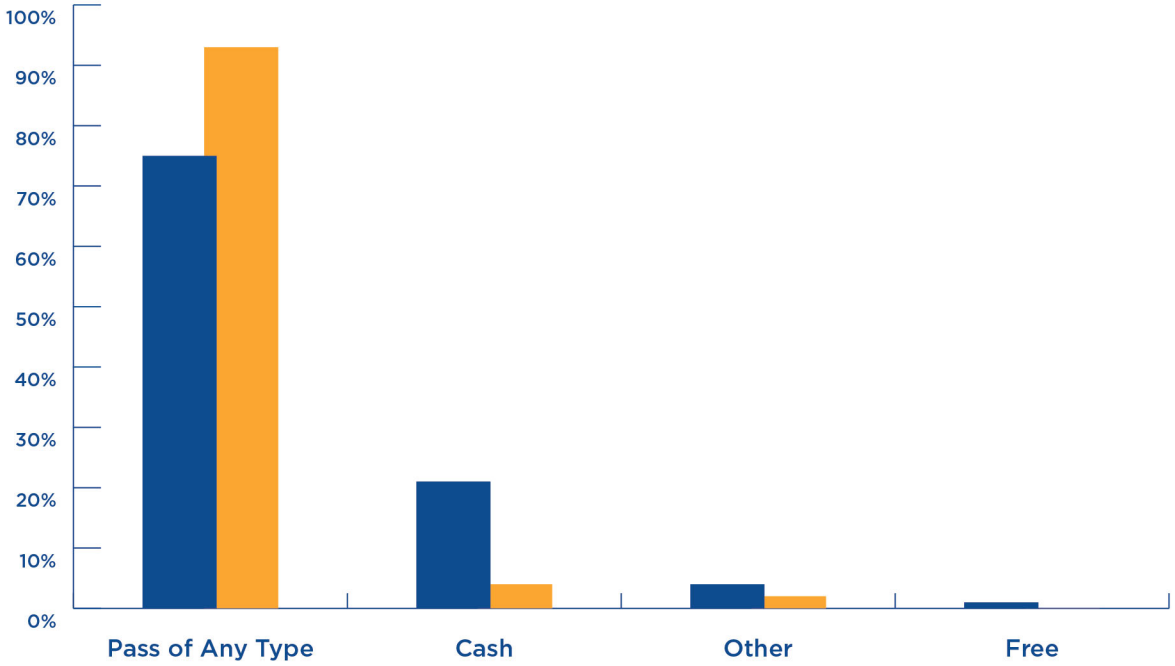


Figure 60

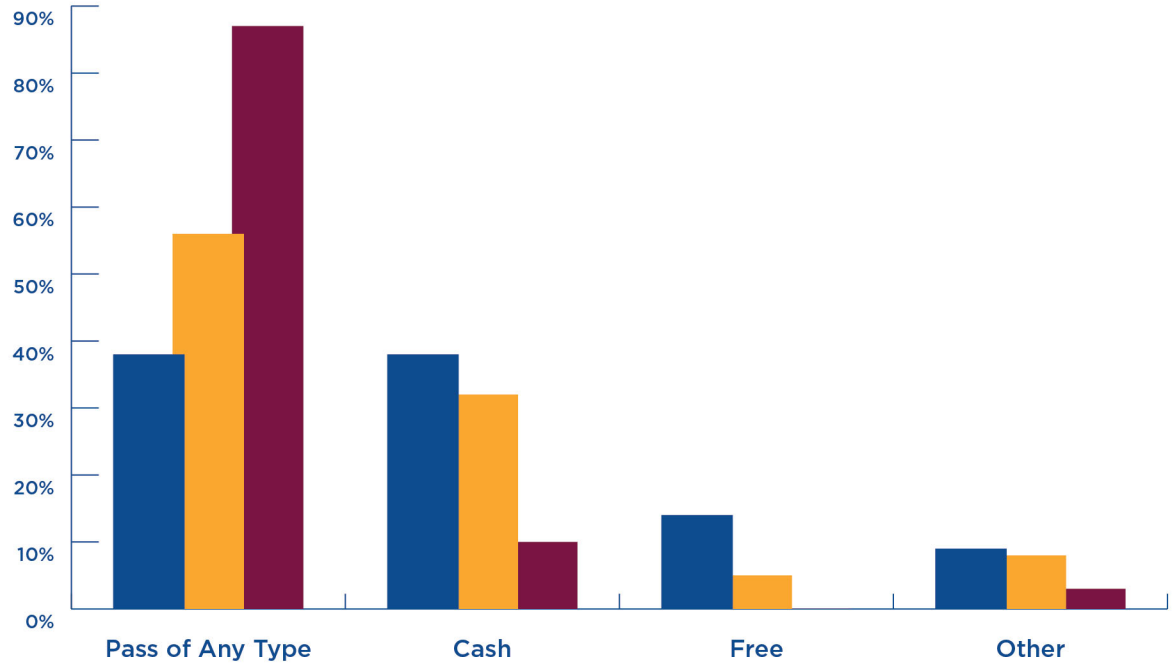
Fare Medium - Transit Mode



	Pass of Any Type	Cash	Other	Free
Bus	75%	21%	4%	1%
Rail	93%	4%	2%	0%

Figure 61

Fare Medium - Urban Population



	Pass of Any Type	Cash	Free	Other
< 200,000	38%	38%	14%	9%
200,000 to 999,999	56%	32%	5%	8%
1,000,000 and Over	87%	10%	0%	3%

Transfers

Annually, half of the trips made require a transfer during those trips, and half do not. Transfers are widely used to increase the geographic coverage of public transportation. In general, the question about transferring was asked with regard to the rider's "usual trip," or "...trip made most frequently" or the trip that the rider was making when surveyed.

Transfer Rate Differences Between Bus and Rail Riders

The tendency to make a transfer varies in only minor ways between bus and rail modes. Rail riders are slightly less likely to say they transfer, but the difference is minor, 48% for rail riders and 51% for bus riders.

Number of Reports: ***109***
Riders Surveyed: ***364,307***
Average Riders Surveyed per Study: ***3,342***
Annual ridership:
2,300,101,652

Transfer Rate Differences Among Urban Areas of Different Sizes

Transfer tendencies vary somewhat between the smaller and the larger cities. In the smaller cities, 46% say they transfer. However, in the mid-size and large cities, the transfer rate is somewhat higher, 52% in the mid-size, and 50% in the largest cities. Presumably this is because their systems would tend to be more complex and require multiple routes to cover a single one-way trip.

Figure 62 **Transfers - All Transit Users**

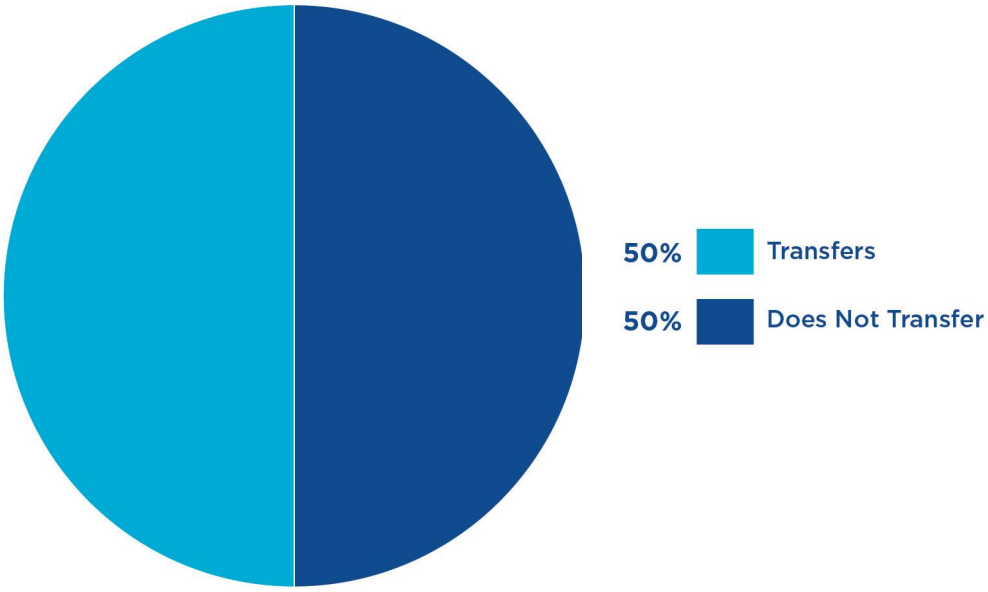
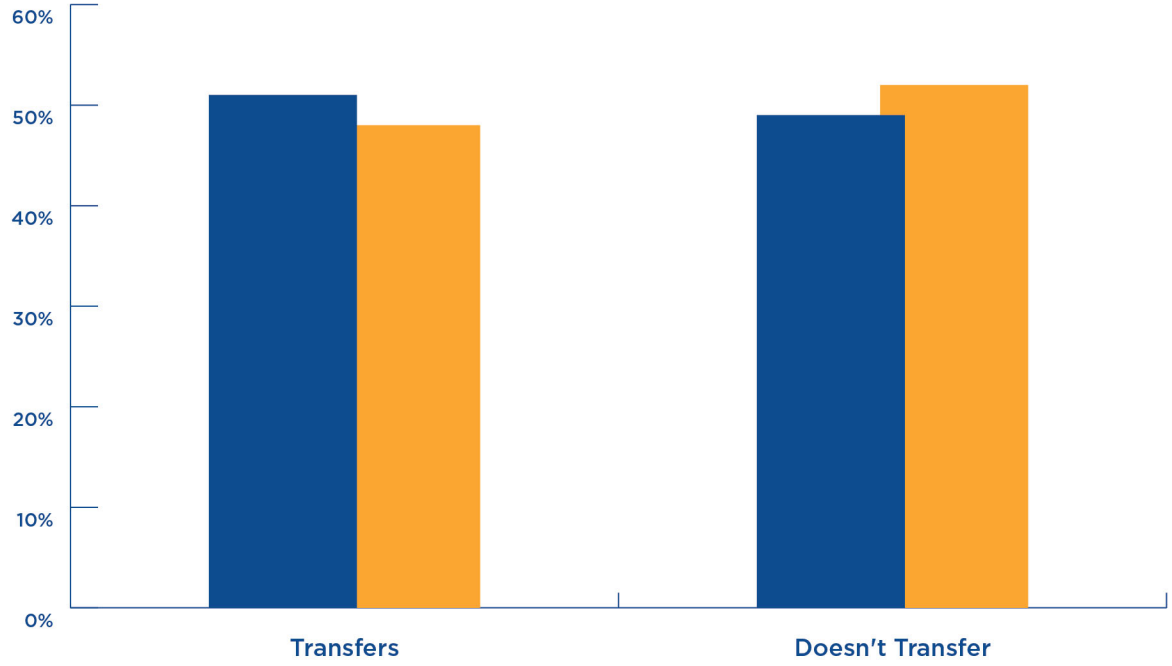


Figure 63

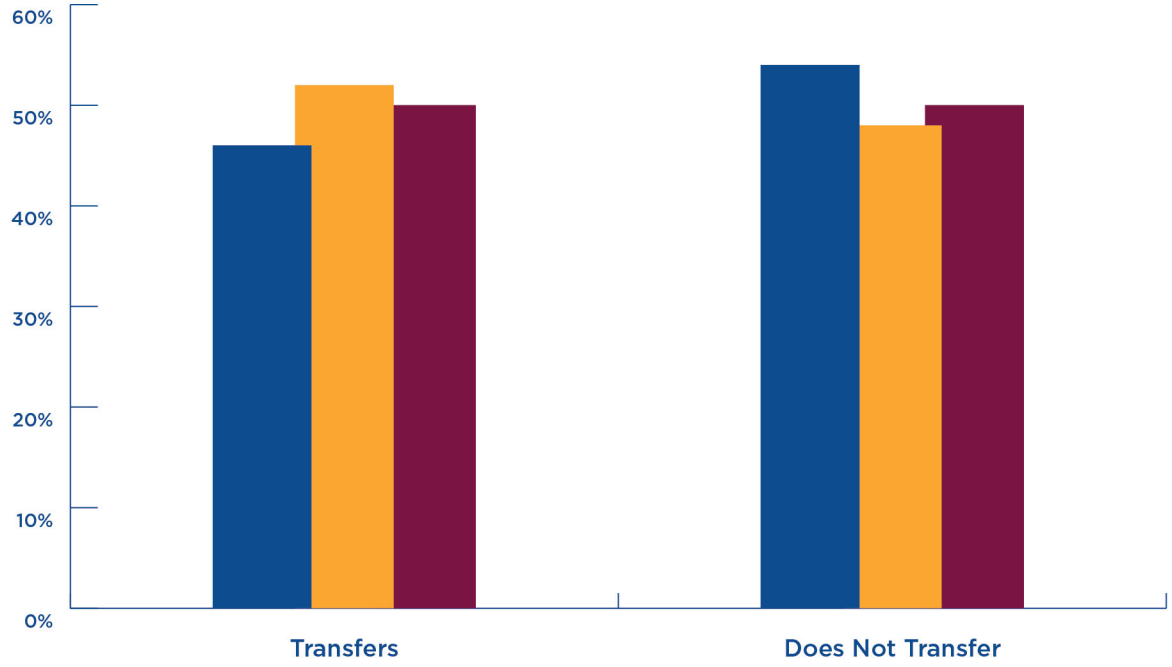
Transfers - Transit Mode



	Transfers	Doesn't Transfer
Bus	51%	49%
Rail	48%	52%

Figure 64

Transferring - Urban Population



	Transfers	Does Not Transfer
< 200,000	46%	54%
200,000 to 999,999	52%	48%
1,000,000 and Over	50%	50%

Duration of Using Transit

Number of Reports: ***80***
Riders Surveyed: ***344,828***
Average Riders Surveyed per Study: ***4,310***
Annual ridership:
2,403,631,615

Most riders (a total of 53%) are long-term riders in that they have used transit for five or more years. This includes 29% who have used transit for five or six years and 24% who have used it for seven or more years.

A substantial proportion of transit ridership turns over in roughly a two-year period. Of all riders, 15% say they have been using transit for less than one year, and another 14% for one to two years, for a total of 29% new riders in the space of only two years. Another 18% have used transit for three to four years. Since ridership nationally in the 2008 – 2015 period increased, but not at this pace, it is evident that new riders are being attracted, but most are not being retained. This suggests that while using transit is, for many people, a long term practice, for many others, it is a shorter-term practice probably related to student years or first jobs.

Duration of Using Transit Among Bus and Rail Riders

Rail riders are more likely (31%) than bus riders (20%) to be long-term riders who have used transit for seven years or more. Bus riders, conversely, are more likely to have used transit for fewer than five years.

Duration of Using Transit – Differences Among Urban Areas of Varied Size

Transit users in the largest cities are much more likely than those in mid-size and smaller cities to have used public transportation for five or more years. In the largest cities, this percentage is 55%, while in mid-size cities, it is 26% and in small cities it is only 19%.

Figure 65

Duration Using Transit - All Transit Users

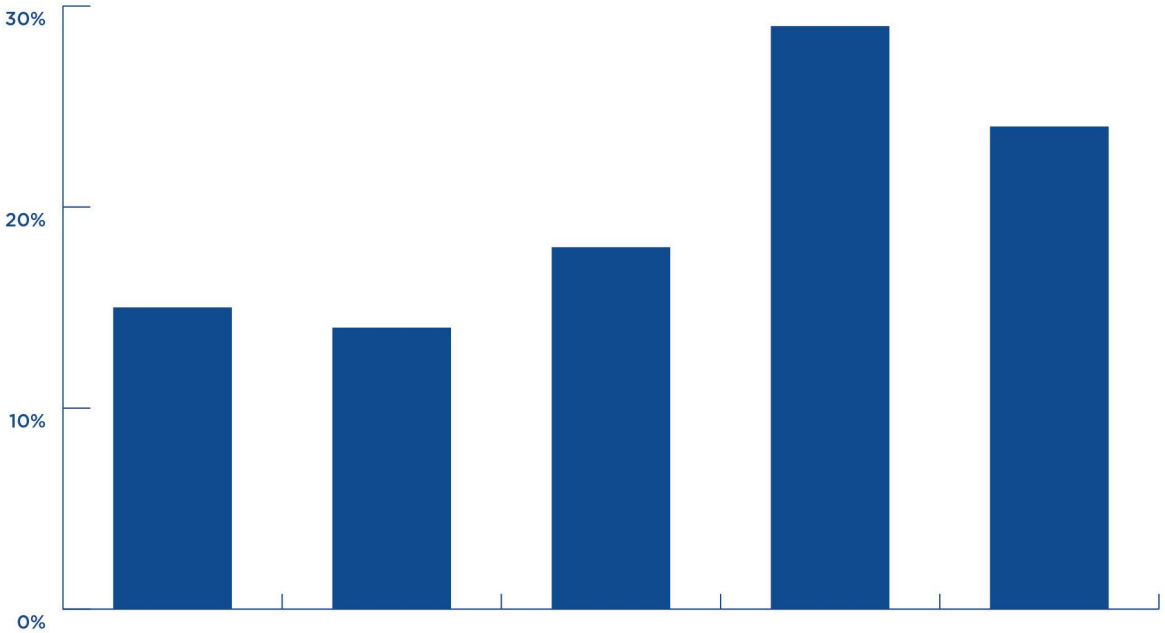
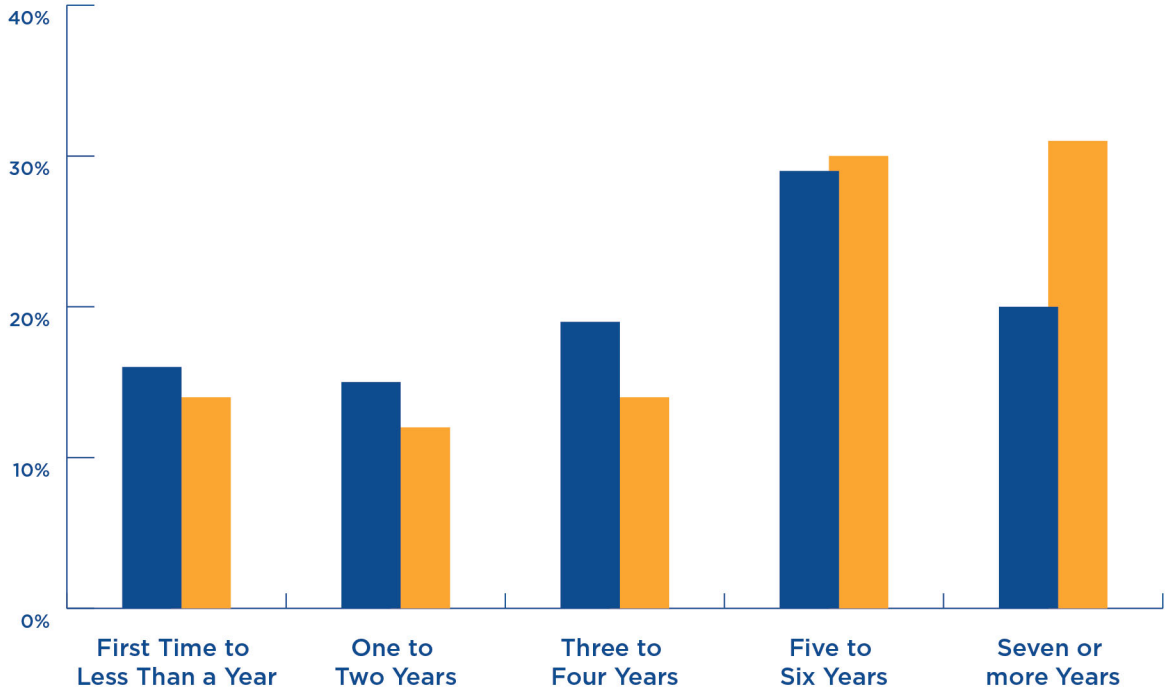


Figure 66

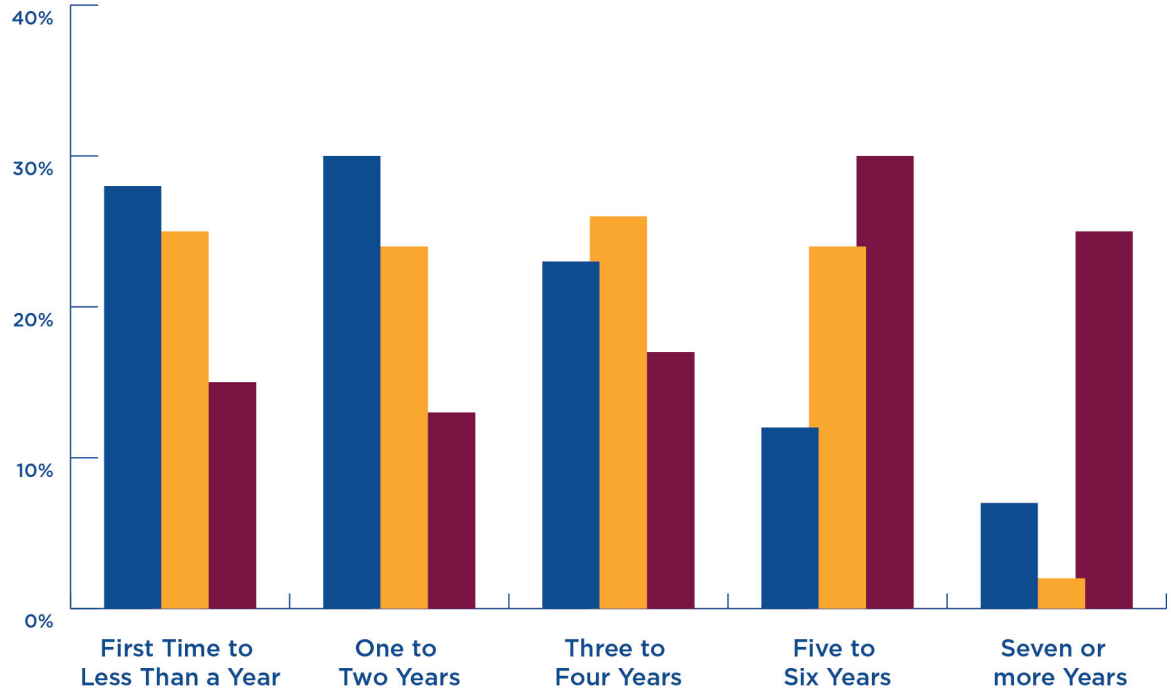
Duration Using Transit - Transit Mode



	First Time to Less Than a Year	One to Two Years	Three to Four Years	Five to Six Years	Seven or more Years
Bus	16%	15%	19%	29%	20%
Rail	14%	12%	14%	30%	31%

Figure 67

Duration Using Transit - Urban Population



	First Time to Less Than a Year	One to Two Years	Three to Four Years	Five to Six Years	Seven or more Years
< 200,000	28%	30%	23%	12%	7%
200,000 to 999,999	25%	24%	26%	24%	2%
1,000,000 and Over	15%	13%	17%	30%	25%

Methodology

DATA SOURCE

The data included in this report is drawn from 211 written reports provided to APTA for this study by transit agencies or regional planning organizations on whose behalf they were completed. The data were collected primarily by APTA. Letters were sent to virtually all transit systems in the United States requesting copies of the most recent passenger survey reports. In addition, APTA staff located various reports on transit agency websites.

It is important to understand that the charts in this report were created by aggregating findings presented in charts and tables in the written reports. They were not based on an analysis of raw survey data. The results were aggregated using a combination of the Microsoft Office programs Excel and Access 2016. Using a database approach to aggregation of the results makes it possible to write efficient queries to parse the data as needed. The database would make it possible to update the results with much less effort in the future if APTA determined that updates were desirable.

SYSTEM TYPES

This report, like the earlier APTA Passenger Characteristics report published in 2007, categorizes the results by mode, referring to them in this study as "Rail" and "Bus." The "Bus" category includes any rubber wheeled vehicle whether standard city motor bus, commuter bus, Bus Rapid Transit (BRT) or trolley bus. The latter two modes are in many ways closer to a fixed guideway such as light rail, so that the categorization is somewhat arbitrary. But this is consistent with the 2007 approach. And it is reasonable in that much of what is called "BRT service" in practice has only some aspects of BRT (e.g., off-board ticketing and more pleasant shelters) and does not run on a separate fixed guideway free from normal traffic. In addition, trolley buses, although tied to an overhead power source, have additional flexibility somewhat more like a motorbus than a light rail vehicle.

The "Rail" category includes any steel wheeled vehicle operating on tracks whether a commuter train, subway or "El" train, light rail, or streetcar. It may seem odd, but this "Rail" category also includes a small number of reports on ferry boat passengers. Again this categorization is somewhat arbitrary, but it is consistent with the 2007 approach, and surveys of ferry passengers are too few in number to be treated as a separate category. Although worth including, the relatively small number of studies and respondents means that they have very small impact on the total percentages. But why "rail" and not "bus?" Because a ferry operates on a fixed route and not in street traffic, more like a separated guideway rail vehicle than like a motor bus.

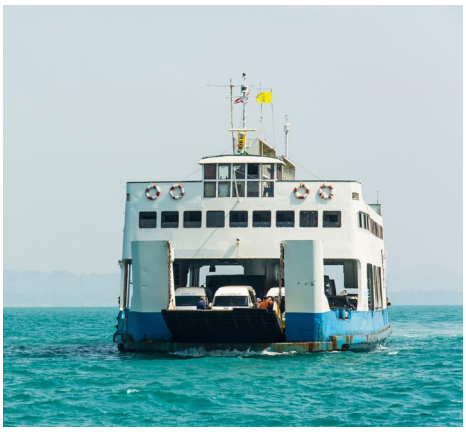


Table 8 - Transit Mode, Number of Reports, Ridership, and Questionnaires Included

Mode	Number of Surveys by System and Mode	Unlinked Passenger Trips on Reporting System-Modes	Number of Questionnaires Completed
Commuter Railroad	16	279,695,442	46,512
Heavy Rail	12	3,633,230,651	68,533
Light Rail	17	344,834,095	58,080
Combined rail modes	3	196,810,063	8,960
Ferry	3	5,780,862	6,970
Rail Modes Subtotal	50	4,460,351,113	189,055
Commuter Bus	1	4,200,634	131
Motor Bus	160	3,871,058,843	506,562
Roadway Modes Subtotal	162	3,875,259,477	506,693
Total	**211**	**8,335,610,590**	**695,748**

PROFILE OF THE DATA

Ridership During the Period Included in the Report

The surveys were conducted during the eight-year period 2008-2015. This was an economically tumultuous period that began with the Great Recession and encompassed a gradual recovery. The data begins in 2008 as transit ridership nationally hit a new peak (see Figure 68). However, 2008 was also the beginning of the economic crash and a corresponding decline in ridership. During the period included in the study, however, ridership had recovered to pre-recession highs by 2015.

The survey data includes a total of 211 reports on systems that carried a total of more than eight billion unlinked passenger trips. Almost 700,000 individual questionnaires were completed.

Handling Variation in Response Categories

Among the challenges of using non-standard written reports as a data source is that the questions and the response categories used in the various surveys are not consistent. For example, some surveys ask for a rider's age as a raw number. Others ask where the rider falls within certain age ranges. However, the age ranges frequently are in differing sets. For example, in one study a set of age ranges used as a response category in a given survey may be structured like this: (1) Less than 20, (2) 20 to 29, (3) 30 to 39 (etc.). In another survey the categories might be structured differently, as for example: (1) 15 to 24, (2) 25 to 35, (3) 36 to 45 (etc.). These differences have to be reconciled without access to the raw data for reanalysis.

The same thing is true of income ranges in the response categories, which differ among surveys in ways similar to the overlapping response categories used for age.

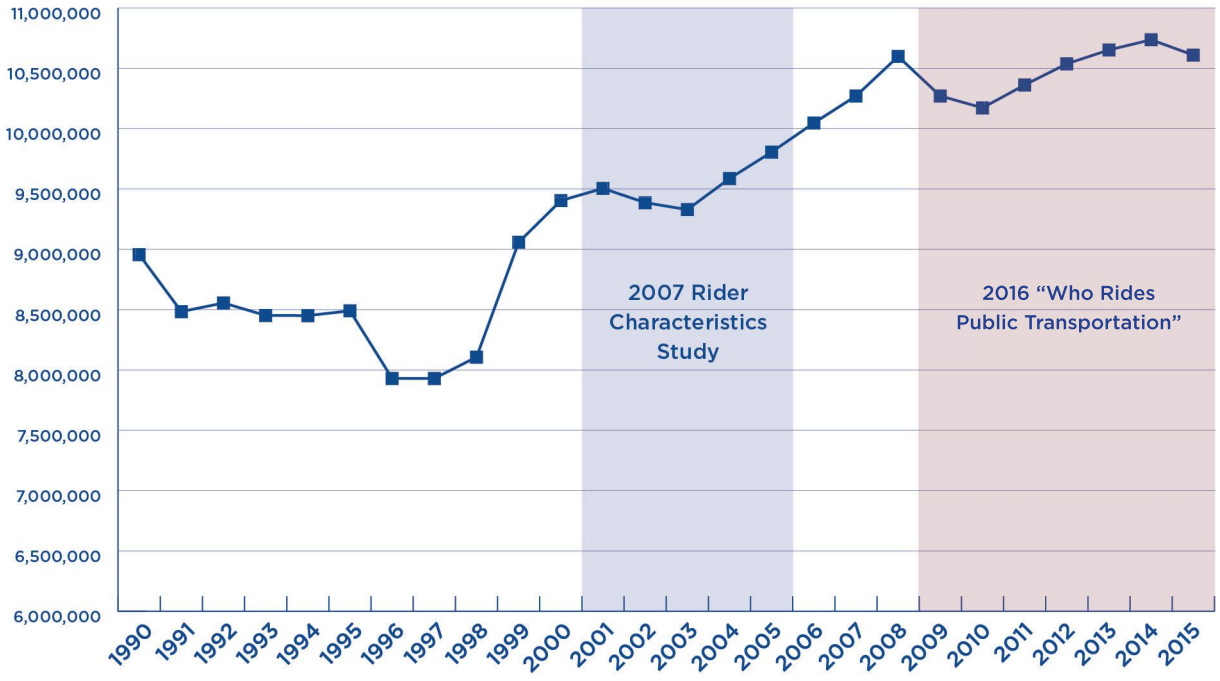
These kinds of differences are handled by entering the ranges given and converting the results into a progression from one range to another. Thus, for example, a range of fifteen to twenty-four would be converted to individual years using the assumption that the individual years of age were equally distributed through the ten-year range. This means that if, for example, 20% of the riders in a survey fell within that ten-year age span, they would be recorded as 2% age 15, 2% age 16, 2% age 17, and so forth. This enables us to combine disparate ways of recording riders' ages.

The same approach was taken with income to deal with the varied categories. In addition, income was inflation-adjusted to 2015 values using the Consumer Price Index.

Figure 68

Total Public Transit Ridership in the United States (000s)

(Source: APTA, Ridership by Mode and Quarter, 1990 to present)



The Results Represent Unlinked Rider-trips, Not Individuals

Ridership is a figure that refers to the number of unlinked passenger trips made in a given transit system. It does not refer to the number of individual persons in the population who use public transportation. An unlinked trip is a transit trip that does not involve a change of vehicle. The APTA glossary of transit terms describes it this way:

> *"Unlinked Passenger Trips represent the number of times passengers board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination and regardless of whether they pay a fare, use a pass or transfer, ride for free, or pay in some other way. Also called boardings."*

To take an example, in this report, Figure 26 (page 42), reports that 55% of transit riders are female. However, this means that 55% of unlinked transit trips are taken by women, not that 55% of individual persons who ride transit are women. Regular transit users who make 10 trips times a week have 10 times as great a chance of having their characteristics surveyed as occasional users who ride half that often. Onboard surveys reflect that disproportion.

To take a simple, completely hypothetical example: If a transit system had 100 riders, 50 women and 50 men, the individual riders as a group would obviously be 50% female and 50% male. But if the women all used transit for ten trips a week and the men used it for only five trips a week, the surveys would capture responses from the women at that ratio of 2:1 because the surveyors would encounter women riders at twice the rate as they encountered men. The ratio of trips would be 10 female to 5 male, or 67% female and 37% male. We would correctly conclude that the ridership was 67% female. Think of it this way: the figures in this report describe the characteristics of the people you would typically encounter on a bus or rail vehicle.

Weighting

The data are also expanded and weighted according to the number of trips carried by the systems under study during the year of the survey as reported in the Federal Transit Administration's (FTA) National Transit Database (NTD). This weighting corrects for size differentials among the systems. If that were not done, the results would assume equality of size among the transit systems included in the report.

If the data were not weighted, the rider characteristics measured by a survey of riders in a small city

Table 9 - Years the Surveys Included in the Report Were Conducted

When was Survey Conducted?	Number of Surveys	Unlinked Passenger Trips	Number of Questionnaires Completed
2008-2009	35	4,192,650,564	129,606
2010-2011	40	359,645,006	81,882
2012-2013	62	1,462,185,997	227,605
2014-2015	74	2,435,020,463	256,655
Totals	**211**	**8,449,502,030**	**695,748**

system that carries five-hundred thousand trips per year would have the same "weight" in this report as a survey of riders on a system that carries thirty million trips per year, an obvious distortion of reality. Weighting in this manner, then, is essential to creating a realistic picture of the total ridership in the United States.

Not All Questions Were Asked in Every Survey

All of the surveys included in this study were local, and served unique local purposes. There is no existing national standard set of questions or standard response categories. Depending on the priorities for a given study, certain questions were asked and others were not. Some studies were conducted for specific planning purposes, others for marketing, others for a combination of the two, and some just to track changes in customer satisfaction. Some were intended for one or more of these purposes and for Title VI compliance. Thus there is considerable variation in what is included in a given survey. Thus the total sample size (i.e. the number of studies and thus the number of respondents included) varies among the characteristics included in this report. For this reason as each variable is discussed and charted in this report, the number of studies on which it is based is noted along with the ridership associated with the systems included in those studies and the average and total number of respondents in the surveys.

Data Collection

All but one of the surveys included in this report were conducted by an onboard methodology. Most of the onboard surveys were self-administered surveys using paper questionnaires although one major onboard survey in a large urban area was conducted by interviewers using tablet computers. One major survey, however, was a household survey conducted by telephone. It is the survey of a major northeastern metropolitan transit system too significant to omit from the study without serious distortion of the results. That system is sufficiently complex that it was considered more feasible to conduct a telephone survey and carefully weight the data to represent the ridership according to frequency of use. The survey was conducted in an extremely rigorous manner, appropriately weighted, and can be considered representative of the ridership.

End Notes

[i] Unlinked Transit Passenger Trip is a trip on one transit vehicle regardless of the type of fare paid or transfer presented. A person riding only one vehicle from origin to destination takes ONE unlinked passenger trip; a person who transfers to a second vehicle takes TWO unlinked passenger trips; a person who transfers to a third vehicle takes THREE unlinked passenger trips. APTA estimates that the number of people riding transit on an average weekday is 45% of the number of unlinked transit passenger trips.

[ii] Onboard passenger surveys differ substantially in terms of the lower age limit included in the data. Because respondents are expected to be able to provide answers to questions such as household income, and because survey staff persons are adults, it is considered by many researchers that to survey anyone below a certain age, generally between 13 and 18, is to risk both response validity and the appropriateness of the adult/child interview situation.

Appropriateness of the surveyor/respondent relationship is especially important when origin-destination questions are asked. The percent of riders in the youngest category provided in the results of most studies is quite small. However, the actual percentage of riders who fall into a hypothetical "youngest rider" category is not known for several reasons. First, most reports do not clearly state the lower age limit or the percent of children that were riding but were younger than the minimum age acceptable in the survey. Second, many systems do not include "school trippers" in the survey samples, thus systematically undercounting younger riders using transit for school trips. (A "school tripper" is a transit trip timed to the start or end of a school day.) Third, most computations of age characteristics are based on actual survey responses, not including counts of those who are on board but too young to survey. Unless separate logs are maintained that report the number of children who are riding but are not surveyed because of age, there is no way to accurately assess the actual proportion of young riders. In any event it is clear that the proportion of riders in the youngest category is not only understated but also indeterminate.

From log forms maintained in some studies, however, it is clear that the underestimate has little impact on the overall age distribution. When the rate of those not surveyed due to an age constraint is reported, it is most often 4%. This, of course, excludes school trippers that might increase that slightly. The reader should treat the youngest percent in this report as potentially understated by a small percentage that would not seriously affect the overall age distribution of the more adult riders.

[iii] In terms of the ethnicity of transit users, it should be noted that no reports were received for this project from the states of Hawaii or Alaska. Inclusion of such reports would not have fundamentally altered the rank order of percentages shown, but they would have increased the percentages of Pacific Islanders and Native American/ Native Alaskan rider populations slightly.

[iv] It has become standard practice for survey best-practices including the Census, to treat all racial and ethnic groups as non-exclusive. Exclusive racial categories make no sense. This is especially true in the case a cultural difference that is often treated as a racial difference, specifically Latino/Hispanic identity. However, most (not all) passenger survey reports have continued to conflate race and ethnicity, and have continued to treat racial categories as mutually exclusive. Consequently, for reporting here, there is, unfortunately, no alternative but to treat them in the manner shown in the tables.

[v] Measures of educational attainment of the general public are challenging to interpret because the categories differ among surveys, and because the dividing lines between "some college" and completed degree are unclear in some studies. Results are available in surveys such as the American Community Survey (ACS) of the Bureau of the Census or the General Social Survey (GSS) of the National Opinion Research Center. The ACS is accessible here: http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_14_5YR_S1501&src=pt

Raw data from the GSS are available here: http://gss.norc.org/Get-The-Data

[vi] See Michael Sivak and Brandon Schoettle, "Recent Decreases in the Proportion of Persons with a Driver's License across All Age Groups," January 16. Abstract available at: http://www.umich.edu/~umtriswt/PDF/UMTRI-2016-4_Abstract_English.pdf. All age groups declined in the tendency to have a license, but younger people declined more than older people. From the abstract: "This study examined changes in the United States from 1983 to 2014 in the percentage of persons with a driver's license as a function of age. Also included are the data for 2008 and 2011. The data came from the Federal Highway Administration. The following are the three main findings: For 16- through 44-year-olds, there was a continuous decrease in the percentage of persons with a driver's license for the years examined. For example, the percentages for 20- to 24-year-olds in 1983, 2008, 2011, and 2014 were 91.8%, 82.0%, 79.7%, and 76.7%, respectively. For 45 through 69-year-olds, there was an increase in the percentage of persons with a driver's license from 1983 to 2008, followed by a continuous decrease from 2008 to 2014. For example, the percentages for 60 to 64-year-olds in 1983, 2008, 2011, and 2014 were 83.8%, 95.9%, 92.7%, and 92.1%, respectively. For those 70 years and older, there was an increase in the percentage of persons with a driver's license from 1983 to 2008, followed by an increase from 2008 to 2011, and a decrease from 2011 to 2014. The percentages for 1983, 2008, 2011, and 2014 were 55.0%, 78.4%, 79.2%, and 79.0%, respectively."

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From the Daily Journal archives

SamTrans finalizes service cuts

By Mark Aspillera
Sep 10, 2009



Alex Shamis/Daily Journal The SamTrans board cut six routes and increased several fares by unanimous vote yesterday.

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LOCAL NEWS

Bay Area transit operators facing huge budget shortfall as potential fiscal cliff looms



ming obstacle ahead of them: a massive budget shortfall, and a

pects operators to face a cumulative shortfall of between $2.5

Bay Area transit operators moving through the pandemic, but

ng back.

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"We are approaching Sacramento in the near-term as state funding, being the ideal kind of approach and solution, but we are working closely with operators to think about not only could we put a regional measure on the ballot, but what are some other options that are on the table?" said MTC Director of Legislation & Public Affairs Rebecca Long.

Ridership across all transit operators is at 55% of pre-pandemic levels, according to the MTC.



"It's not like everyone is on the same trajectory. Some systems that are much more serving the commute would we anticipate have a different outcome than those that are much more serving local service and have recovered as much as 80% of their pre-covid ridership," said Long. "Different operators are facing different forecasts. Some were not as reliant on fare revenue in the past, they were getting most of their revenue through sales taxes for example, or other types of subsidies."

Long attributes much of the slow ridership return to many companies continuing some version of remote work.

"We've seen a seismic shift in how the private sector and even the public sector approach work and where it can occur," she said. "There is a real structural challenge that we're looking at."

If a robust recovery doesn't happen and revenues remain low, the worst-case scenario could result in across the board reductions in transit service. Operators that traditionally have served the commute, such as BART and Caltrain, would likely be most affected, says Long.



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here's no robust recovery which would be keeping ridership service across the board," she said. "Service would not resemble

what it does today."

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Service reduction is the worst-case scenario, and still likely a ways away, says Long.

"We are optimistic that the legislature will work with us in partnership to find a way to avoid the devastating cuts that would occur if we do not find additional funding," she said. "I wouldn't want folks to panic. I think, as I've said, the real severity of the fiscal cliff is essentially two years from now."

More from CBS News

California fast food workers to get $20 minimum wage under new deal between labor and the industry



BART runs final regularly-scheduled "legacy" train as new schedule begins



Ethics commission that pursued former Gov. Cuomo ruled unconstitutional



California fast food workers to get $20 minimum wage under new deal between labor and the industry



In: Caltrain BART

Max Darrow

Max Darrow is an Emmy award winning reporter/MMJ for KPIX 5. He joined the KPIX 5 news team in July 2021.

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First published on February 10, 2023 / 7:13 PM

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BAY AREA

Bay Area transit agencies hopeful revised budget can avert 'fiscal cliff'

by: Rob Nesbitt
Posted: Jun 12, 2023 / 05:00 PM PDT
Updated: Jun 12, 2023 / 05:20 PM PDT

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SAN FRANCISCO (KRON) — At the height of the pandemic, public transit agencies were able to operate on COVID relief funds. Now, that money is running out and transit companies are nearing what they call a fiscal cliff.

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When California Gov. Gavin Newsom announced his state budget, it slashed $2 billion in transit infrastructure money. According to State Sen. Scott Wiener (D-CA) those cuts will impact the Bay Area's commute.

Westfield pulling out of downtown San Francisco ›

Weiner says that BART has warned of the possibility of no weekend trains, ending service after 9 p.m. and even cutting an entire line. The state senator also tweeted Monday saying Muni has warned of phasing out 15-20 bus lines.

"Would be debilitating for the Bay Area, in terms of people's ability to get around," Weiner said. "A lot of people don't have cars. They rely on these transit systems to get to work, to school, the senior center, the doctor or the grocery store."

According to Wiener, the California Senate and Assembly released their budget Sunday night, restoring the $2 billion in cuts to transit and providing a $1.1 billion bailout over a three-year period to fund transit operations.

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"This budget proposal doesn't solve the entire problem, we have still work to do in the next few years," Weiner said. "But this is a big step and will help send a big message that we're committed long-term to viable public transportation."

He expects the money will solve about 50% of the fiscal cliff in the Bay Area. The legislature has until Thursday to pass a budget and the governor then has 12 days to act on it.

VIDEO: Owner reunites with French bulldog weeks after being stolen in Oakland ›

BART and Muni have warned that their fiscal cliff will be reached by 2025. San Francisco Municipal Transit Agency says the funding will help Bay Area Transit survive but that there's still more to do.

"This funding covers about half of our need and buys us time to stabilize while we continue working to close the remaining budget gap. It is a crucial acknowledgement of how important Muni is to a thriving San Francisco," read an SFMTA statement in part.

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During the pandemic, transit agencies lost about 95% of riders. They’re slowly rebounding, but ridership has yet to return to pre-pandemic levels.

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VACUUMS / 7 Hours Ago

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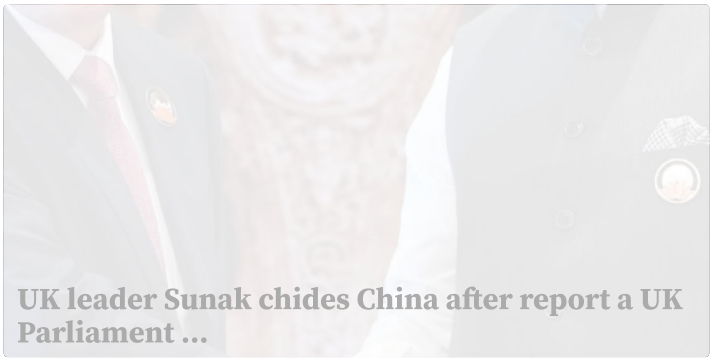

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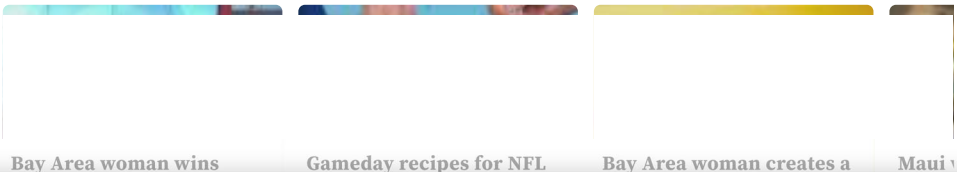

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Mon, Sep 11 @10:00am

Flower Piano

San Francisco Botanical Garden

Mon, Sep 11 @7:00pm

Danville Heritage Resource Commission

Town of Danville

Tue, Sep 12 @12:00am

Rare, Historical, Curious: Selections from the Collection

California Historical Society

Tue, Sep 12 @7:00pm

Comedy Soup at NIDO's Backyard

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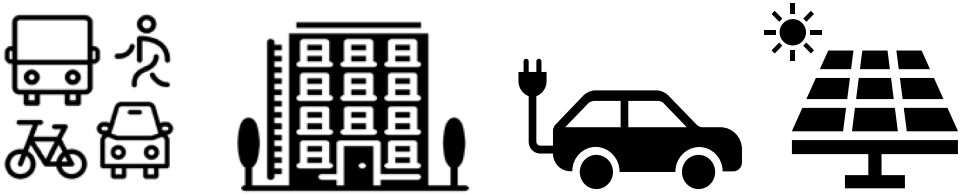


GHG Reduction Strategies

C/CAG Board of Directors Annual Forum
April 8, 2021

C/CAG
City/County Association of Governments
of San Mateo County

Agenda

1. GHG and VMT Overview
   - Legislation and Regulation
   - Reducing VMT and GHG
   - C/CAG Current Programs and Projects
   - Efforts of other Regional Agencies
   - Market "Drivers"
2. Potential Opportunities for C/CAG
3. Discussion – Feedback – Polling (20 minutes)



Greenhouse Gas Emissions (GHG)

We are experiencing climate change crisis in unprecedented ways and it is negatively affecting the health and safety of the communities we serve.

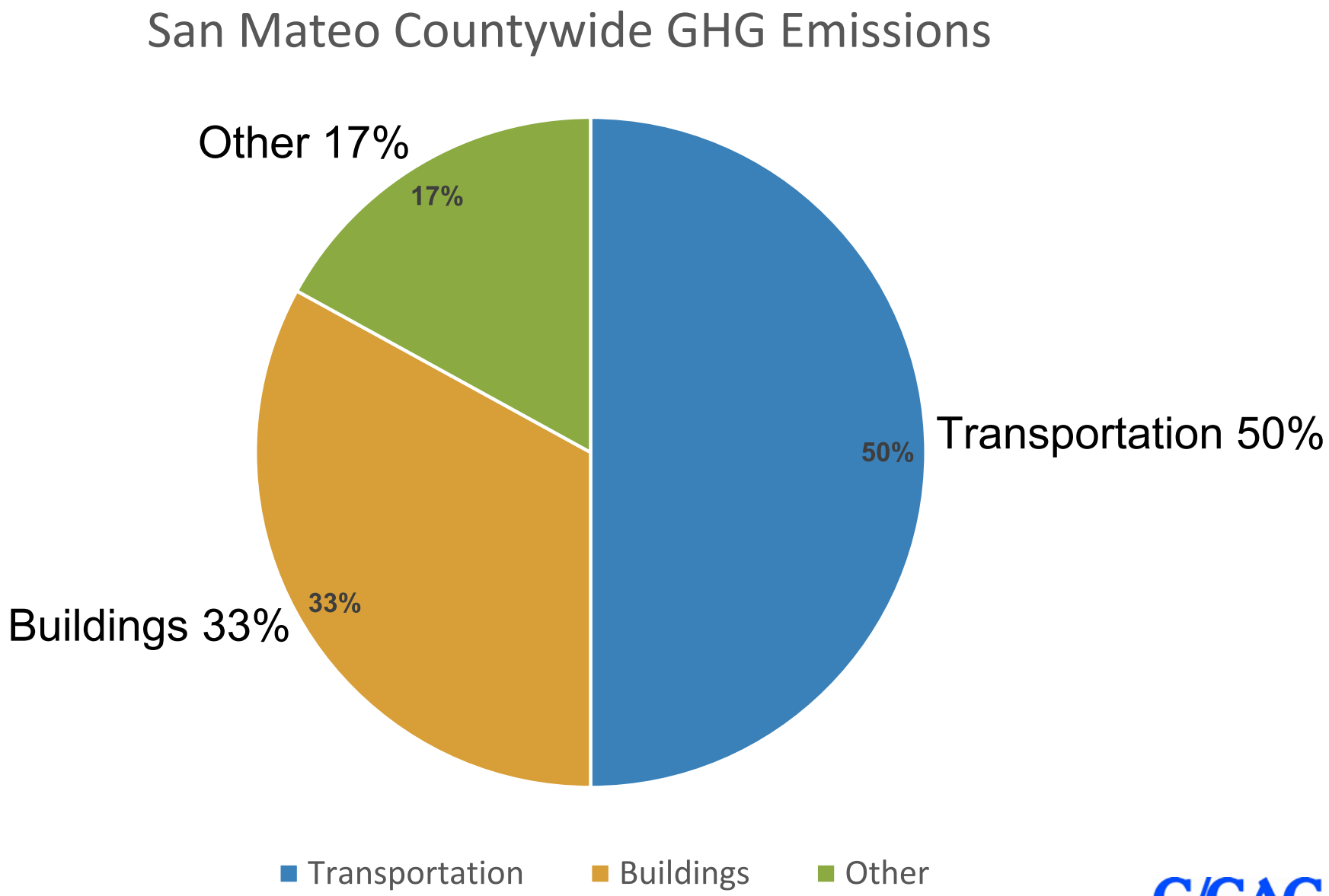
The negative manifestations of the climate change include:

1. Severe weather volatility
2. Increased temperatures
3. Water insecurity
4. Rising sea levels
5. Catastrophic wildfires





GHG & VMT Overview



Legislation and Regulation

State Law and Exec Orders require GHG reductions

By 2035 all new passenger/light vehicles - zero emission - EO N-79-20

Emissions 40% below by 2030 - SB 32 (2016)

Other GHG Reduction – Bills and Executive Orders

- Emissions to 1990 GHG levels by 2020 - AB 32 (2006)
- Regional GHG target - SB 375 (2008)
- Change in Traffic Analysis - SB 743 (2013)
- Carbon Neutrality by 2045 - EO B-55-18
- MTC Plan Bay Area- GHG reduction goals



C/CAG City/County Association of Governments of San Mateo County

Reducing GHG & VMT

1. Reduce Vehicle Miles Traveled (# of and length trips)
   - More compact development
   - Mode shift
   - Carpools
   - Bicycle and pedestrian
   - Transit including shuttles



2. Electrification and Hydrogen
   - Electric vehicles and Charging Stations
   - Electric Bikes
   - Alternative Fuel heavy vehicles

3. Other
   - Urban Greening – Trees - Sequestration
   - Buildings- Phasing out natural gas

C/CAG's Current Programs and Projects

- Supporting carpools, shuttles, and senior transit
- Investing in bicycle and pedestrian facilities
- Supporting Highway 101/Express Lane (roadway pricing/ high-occupancy vehicles)
- Funding Energy Watch & RICAPS
- Land use planning: Updating the TDM policy
- VMT Model to assist in implementation of SB 743
- Funding 21-Elements – Supporting Home for All.



Efforts of other Regional Agencies

BAAQMD

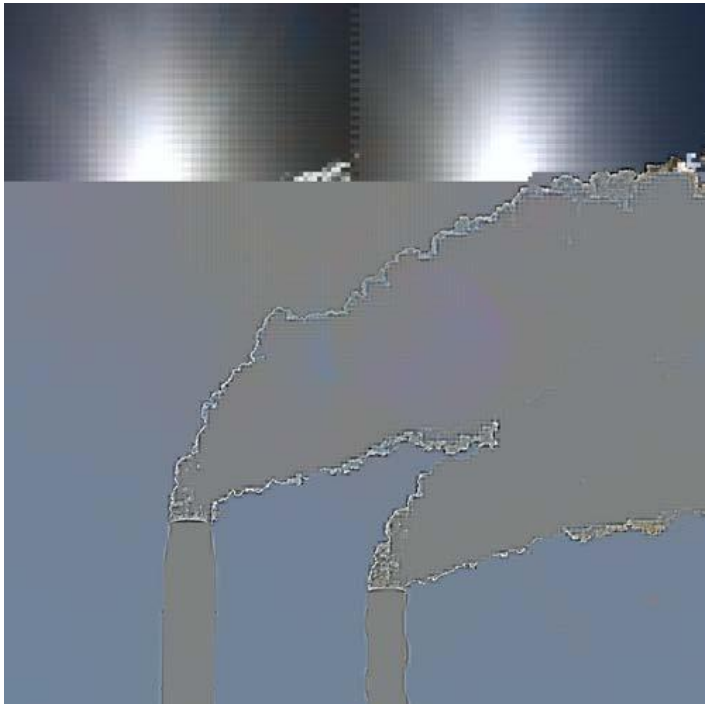
- Permitting
- Health Protection
- Planning and Resources
- Grants

Peninsula Clean Energy

- Cleaner Energy
- Building and Vehicle Electrification
- Resiliency for vulnerable customers

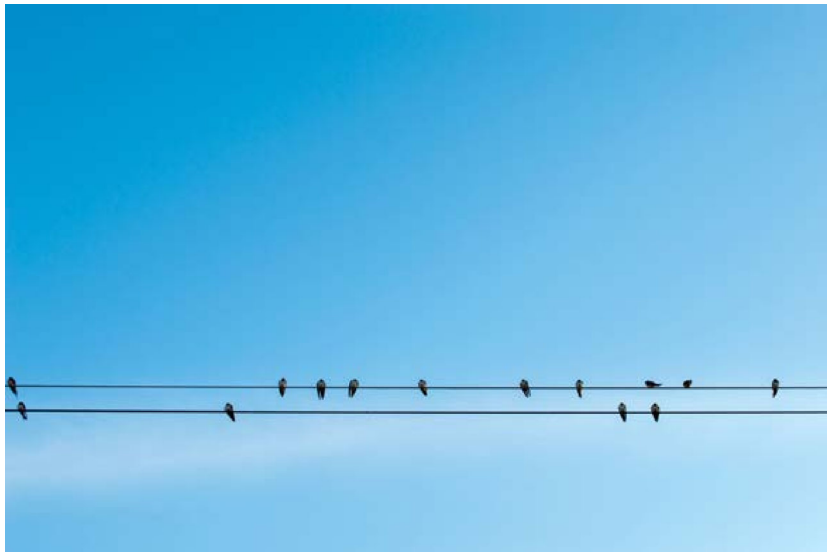
Local Cites and County Efforts

- Climate Action Plans
- EV Infrastructure
- Fleet Transition
- Retiring Methane (natural) gas systems



Market "Drivers"

- GM - All electric passenger by 2035
- Ford - All electric in Europe by 2030
- Volvo - All electric in by 2030
- Fed Ex - All electric by 2040
- UPS - Investing in EV van companies
- Proterra – Electric Busses
- US Military – Hydrogen, Solar, Battery
- Green Tech – Solar, Battery, Hydrogen, HVAC



Context/Timing

- Focus on transportation, mode shift, and electrification; with more limited role in reducing GHG from buildings.
- Future work dependent on securing additional funding.
- Partnerships are critical to success: PCE, County Office of Sustainability, others.
- Many of these items are rapidly evolving and will require flexibility and multiple iterative strategies.
- **All options will include an Equity element or framework.**
- **There might be significant State and Federal funding for GHG reducing transportation**

Potential Opportunities for C/CAG

	TOPIC AREA	OPTIONS FOR ENGAGEMENT	EQUITY COMPONENT	PARTNERS
a	GHG Mitigation Program (Applied for $660k Caltrans Planning Grant)	Prepare a C/CAG GHG Mitigation Program and templates to assist Cities • Bike/ped • Electric vehicles and bikes • Urban greening	Identifies geographic areas to target or income thresholds and potential linkages with affordable housing projects.	• PCE • Caltrans • Count OOS • Member Agencies

Potential Opportunities for C/CAG

	TOPIC AREA	OPTIONS FOR ENGAGEMENT	EQUITY COMPONENT	PARTNERS
b	Electric Vehicles Charging Infrastructure	Feasibility Plan for implementing Gov Exec Order N-79-20; role for C/CAG; identify estimated charging stations; opportunities for funding; policy issues	Identify environmental justice and equity geographies to target investments, and Countywide eligibility for households	• PCE • Member Agencies



Potential Opportunities for C/CAG

	TOPIC AREA	OPTIONS FOR ENGAGEMENT	EQUITY COMPONENT	PARTNERS
c	E-Bikes & Bicycle Infrastructure	Feasibility Plan to expand E-Bike use for individual owners Best Practices regarding planning/design for storage/public charging; equity concerns	Identify environmental ju stice and equity geographies to target investments, and Countywide eligibility for households	• PCE • Member Agencies



Potential Opportunities for C/CAG

	TOPIC AREA	OPTIONS FOR ENGAGEMENT	EQUITY COMPONENT	PARTNERS
d	Heavy Fleet Alternative Fuels	Feasibility Study identifying steps to transition heavy fleet in San Mateo County to alternative fuels.	TBD	• PCE • Fleet Owners



Discussion

Questions, Comments, Omissions?

Summary

a) CCAG GHG Mitigation Program (Caltrans Planning Grant)
b) Electric Vehicles Charging Infrastructure (Feasibility Study to Implement Governors order requiring new passenger vehicles to be zero emission)
c) E-Bikes & Infrastructure (Feasibility Study to expand use of E bikes and identify best practices)
d) Heavy Fleet Alternative Fuels (Roadmap for long term heavy fleet conversion to alternative fuels)

Feedback - Polling

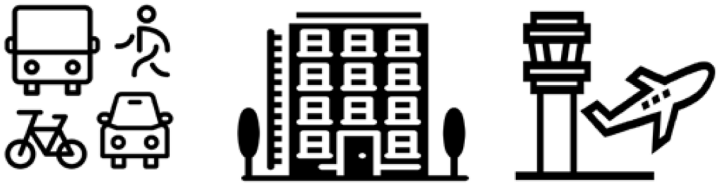
Google Poll Questions

1. Are we headed in the right direction with options for GHG reduction?
2. What is your relative ranking of the options?

a) CCAG GHG Mitigation Program (Caltrans Planning Grant)
b) Electric Vehicles Charging Infrastructure
c) E-Bikes & Infrastructure
d) Heavy Fleet Alternative Fuels

3. Are there other high impact GHG solutions that CCAG should investigate? (OPEN ENDED)

QUESTIONS?



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C/CAG
City/County Association of Governments of San Mateo County

A new RMI report explores how to reduce plastic packaging demand and reduce emissions. Learn more >>

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By Brian Yudkin, Duncan Kay, Jane Marsh, Jackson Tomchek

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As the United States grapples with meaningful action on climate change, much emphasis has been placed on the transportation sector, and with good reason. Transportation accounts for 29 percent of the country's greenhouse gas emissions, the most of any sector. A majority of these emissions, unsurprisingly, come from passenger vehicles. Americans' reliance on personal vehicles helps rack up a staggering three trillion vehicle miles traveled (VMT) each year, totaling over 14,000 miles for each licensed driver.

This is not merely personal preference; many residents have little choice but to drive in order to reach everyday destinations such as offices, grocery stores, retail centers, and schools on account of sprawling land use patterns.

Beyond the climate consequences resulting from transportation emissions, this high baseline of driving has given rise to a range of societal ills in American cities. These include inequitable access to destinations, disconnected communities, and the nearly universal frustration of congestion. Our highway system has served to **segregate populations**, heightening long-standing injustices, while high costs of living and **limited housing options** continue to facilitate sprawl away from city centers.

As citizens contend with long commutes and frequent traffic jams in their daily trips, VMT figures continue to rise and place additional strain on the transportation system. To

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compound all of these issues, the nation's infrastructure has been in a state of general disrepair for decades.



The Need to Reduce VMT

To avoid perpetuating the unsustainable "business-as-usual" approach to transportation in this country, elected officials and transportation professionals must start seriously considering strategies that can reduce the amount of driving that takes place to begin with. RMI analysis indicates that the United States must reduce VMT by 20 percent before the end of the decade to limit warming to 1.5°C—and this remains true even under ambitious EV adoption scenarios.

General

General Energy

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Trucking

US Policy

Accomplishing this and other lofty climate goals requires elevating the importance of land use and transportation policies to help reduce overall vehicle travel. This is an especially timely consideration as Congress continues a pivotal deliberation over the future of the nation's infrastructure.

Significantly reducing VMT on a national scale will be no small feat, considering the sprawl that has been deeply baked into our cities and highways over the past century and our shared cultural norms surrounding driving. Admittedly, individual citizens often have little agency to combat this car-dominated model of transportation.

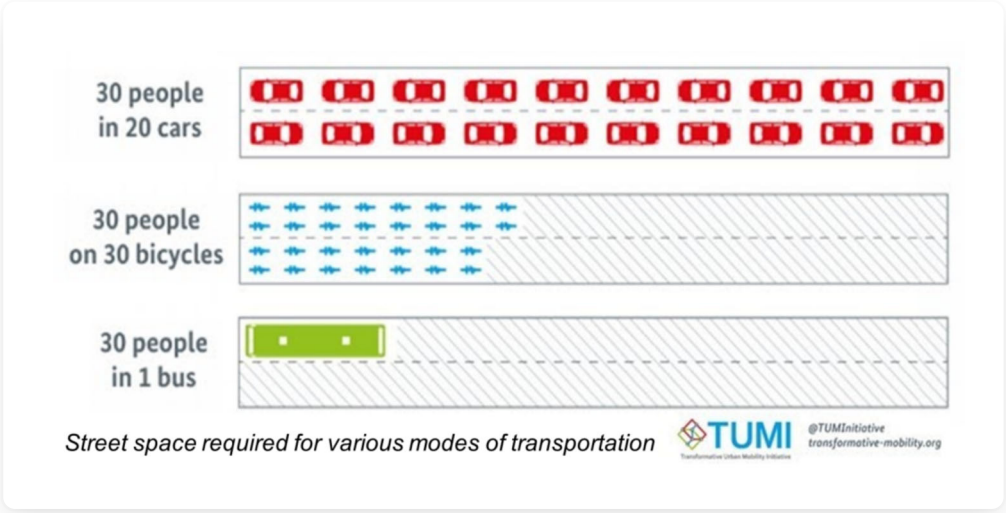
Fortunately, at the systemic level, policymakers and city planners do have a number of powerful tools in their arsenal to combat high VMT figures, should they choose to prioritize the issue. Several key interventions, from reforming harmful land use practices to implementing novel policy incentives in the transportation space, demonstrate potential to deliver impact quickly in this decisive decade for climate action.

Interventions to Reduce VMT

In many ways, solving the issue of high VMT begins with land use. Many vehicle trips originate from the simple fact that where people live rarely coincides with where they work, shop, and recreate. **Smart growth development strategies**

can help remedy this disconnect by co-locating residential density with popular destinations. **Infill development** and **transit-oriented development** (TOD) promote more compact, walkable urban communities available for everyone's use. They can also prevent new projects from being pushed to the urban fringe, where it's difficult to reach key destinations without driving.

Relaxing restrictive city rules can also promote the kind of vibrant communities that claim top dollar for commercial and residential properties. This does not jeopardize anybody's right to live in a single-family detached home, for those who prefer to do so; rather, it provides alternatives that can bolster "missing middle" and multifamily housing in American cities. Smart growth alone could bring down VMT by an estimated 5 to 20 percent while helping to improve convenience, access, and equity.



Street space required for various modes of transportation

A variety of **pricing signals** in transportation policy may also incentivize behavioral change that reduces overall driving. **Congestion pricing** and **parking pricing** schemes can persuade drivers to consider alternative forms of transit and alleviate rush hour traffic jams. **Pay-as-you-drive** (PAYD) policies could introduce scalable registration, insurance, or road usage charges based on mileage driven.

Such policies do raise equity considerations that must be considered prior to implementation. However, it's important to reiterate the inequity of the present system. Transportation investments overwhelmingly favor the personal vehicle over public transit and other non-drivers despite the oversized environmental and social costs associated with driving.

Further, because the federal government uses tax dollars to fund transportation, non-drivers are essentially subsidizing drivers. In most cases, thoughtful reforms would improve upon the status quo. Pricing signals could reasonably reduce VMT by 5 to 15 percent, depending on their design.

Somewhere in between land use and transportation policy lies the matter of reforming roadways themselves. **Stopping highway expansions** can help curb increases in VMT. Research demonstrates that highway lane buildouts, historically exploited to combat congestion, actually tend to increase driving through "induced demand" and lose their

decongestion benefits in a matter of months to several years. Planned highway expansions in Colorado, for example, would increase statewide VMT by as much as 3 percent by 2030.

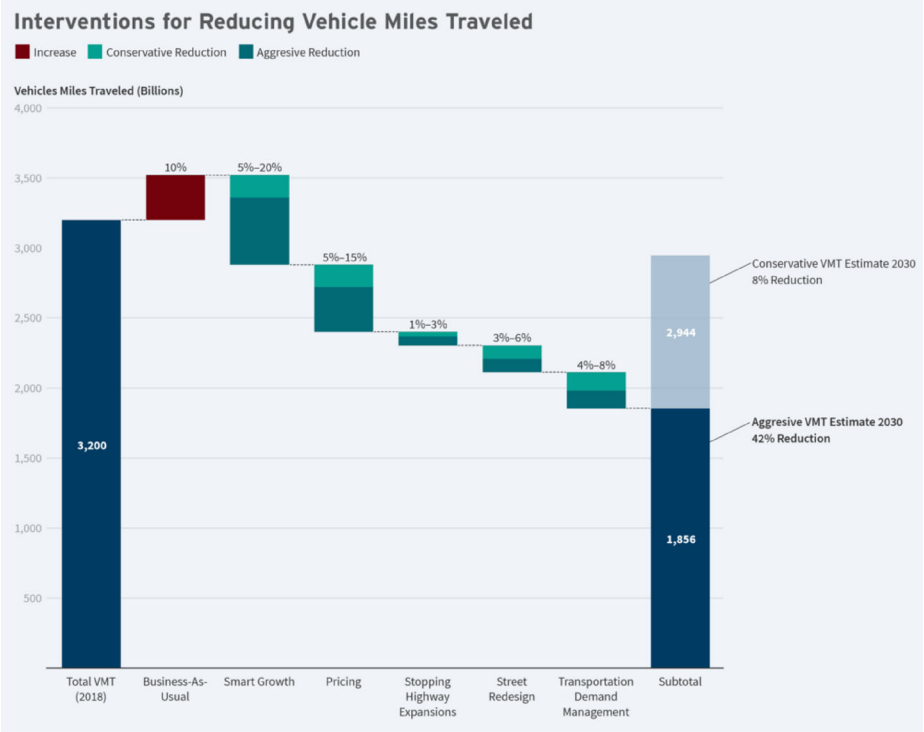
Street redesign emphasizes the reallocation of road space away from private vehicles to develop "complete streets" that promote safe bus, bike, and foot traffic. Relatedly, improving the connectivity of roadways (a gridded network, like most downtowns have) can allow for more efficient travel routes than meandering roadways and cul-de-sacs. Enhancing street space allocation and road connectivity could yield 3 to 6 percent reductions in VMT.

A Path Forward on Reducing Driving

While each of these interventions might help reduce VMT independently, their benefits will compound if integrated together under a comprehensive **transportation demand management** (TDM) plan. Broadly, TDM aims to provide travelers with more effective, reliable alternatives to driving, including many of the aforementioned strategies.

Additionally, it can involve a variety of measures from direct investments in public transportation to employer-driven measures like carpooling initiatives and hybrid work models. Seattle has been particularly successful with its integrated

TDM plan, with 75 percent of people traveling in non-single occupancy vehicles despite population growth.



How various interventions might combine to achieve a 20% reduction in VMT

Implementing effective land use and transportation measures is often easier said than done, of course, as a range of barriers impede their feasibility. Some of the more rigid obstacles exist in the form of exclusionary zoning codes, minimum lot sizes/setbacks, parking requirements, and other restrictive measures that tend to facilitate sprawl.

Several less tangible, but equally problematic, barriers include the contentious political climate, opposition to development from neighborhood coalitions, and special interest groups that benefit from the existing system.

Overcoming these obstacles will require concerted leadership and coordination among stakeholders across the nexus of land use and transportation, but the consequences of continuing with business as usual are too dire to not correct our course.

At present, the United States possesses the means, if not the momentum, to cut back on overinflated transportation emissions through land use and transportation reform. As states and localities plan for sustainability in the coming decades, greater emphasis must be placed on strategies that can reduce vehicle miles traveled. While the personal vehicle is not going to disappear overnight, thoughtful interventions can afford people the option to eschew driving as it becomes easier to walk, bike, or ride public transit to more of their everyday destinations.

By shifting the scales of convenience toward modes of transportation other than driving, we can simultaneously meet the demands of the climate crisis and improve quality of life.

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The authors of this blog are CU Boulder graduate students working with the Urban Transformation team on a capstone project. Later this year, the CU Boulder capstone team and RMI will be releasing additional thought leadership on a series of potential land use and policy reform interventions to help reduce driving in the United States.

Acknowledgment: We thank Ben Holland of the Urban Transformation team for his contributions to this article.

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BICYCLE INFRASTRUCTURE

San Mateo's Highway 101/92 Interchange Eyed for Expansion

11:31 AM PST on November 15, 2016

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By **Andrew Boone**

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us-101-92-flyover-ramp-from-fashion-

San Mateo County's transportation agencies are fo
environmental studies of new lanes, ramps, and ov
massive interchange at Highways 101 and 92 in the city of San Mateo. Building

on four previous studies stretching back to 2001, a new $500,000 study completed in June analyzed 25 different traffic expansion projects to remedy the interchanges “deficiencies” in carrying huge traffic volumes.

“Here's a list of four short-term projects for $14 million, or we could start making investments in longer-term solutions,” explained county Transportation Authority (SMCTA) Director Joe Hurley to the agency’s Board of Directors last Thursday. “Based on how you want to package them, you could go with a $146 million project or you could go as high as a $353 million project.”

The “solutions” identified as winners by SMCTA include widening the existing partial cloverleaf on-ramps to two lanes, building new “direct connector” overpass ramps or adding new Highway 101 frontage roads and on-ramps [PDF]. The potential of the proposed traffic expansions to fix safety hazards that motorists currently face in navigating the interchange was also evaluated.

“I think it's important to point out that these dollar amounts far exceed the capacity that Measure A has to even come close [t
meeting. SMCTA plans to continue allocating a ge
Measure A sales tax revenues to highway projects
having failed to reduce traffic congestion so far.

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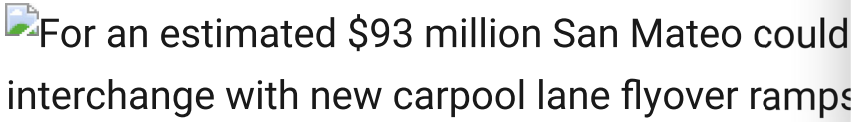

For an estimated $93 million San Mateo could expand the 101/92 interchange with new carpool lane flyover ramps.
Image: SMCTA, C/CAG

“These worked great many years ago when the traffic volume wasn't so heavy,” said Hurley of the three adjacent interchanges along Highway 92 located within a span of just one mile (Highway 101, Delaware Street, El Camino Real). “When you continue to load the system, it starts to break down.”

But loading the system with even more traffic is exactly what the SMCTA-funded reconstruction of the interchange at Highway 92 and El Camino Real (one mile to the west) will do when finished by 2018. With widened off-ramps and two new intersections, that expanded interchange will carry more vehicles per hour, thus funneling more traffic into the Highway 101/92 interchange.

More traffic going into more lanes for hundreds of millions of dollars rather than investing in potential transit solutions is sadly still business as usual in San Mateo County. SMCTA even disqualifies highway projects for funding that include safety components such as pedestrian bridges, arguing that Complete Streets requirements don’t apply to projects funded by its

As state and regional funds for highways dry up ar
to escalate, the Transportation Authority is finding
won’t buy as many highway expansions as the age
SMCTA created a ten-year Highway Capital Improv
assess the total “need” for traffic expansions on hi

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The agency estimates it will be able to build about half of the $1.3 billion worth of highway projects listed [PDF] in the CIP using Measure A and other funding sources by the time the tax measure expires in 2033. This figure doesn't include the planned expansion of Highway 101 with Express Lanes that would cost several hundred million dollars more.

The City of San Mateo has not yet decided to seek funding for any of the options analyzed in the June 2016 study. SMCTA distributes highway funds every two or three years using a competitive grant process, most recently spending $108 million on eight projects in October 2015.

Andrew Boone

Andrew Boone covers the Livable Streets Movements for Streetsblog in San Mateo and Santa Clara counties. Andrew's claim to fame is once having bicycled more than 12,000 miles of smiles in one year. nauboone@gmail.com

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ORDINANCE NO. 1423

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY
REPEALING AND REPLACING CHAPTER 17.47 RE: INCLUSIONARY HOUSING

The City Council of the City of Daly City, DOES ORDAIN as follows:

SECTION 1. Chapter 17.47 of Title 17 of the Daly City Municipal Code is hereby repealed in its entirety.

SECTION 2. Chapter 17.47 of Title 17 of the Daly City Municipal Code is hereby added to read as follows:

Chapter 17.47

INCLUSIONARY HOUSING

Section 17.47.010 Purpose

A. The purpose of this chapter is to enhance the public welfare by establishing policies that require the development of housing affordable to households of low- and moderate-incomes, meet the City's regional share of housing needs, and implement the goals and objectives of the City's general plan and housing element.

B. The adoption of a City-wide inclusionary housing program will also assist in alleviating the use of available residential land solely for the benefit of households that are able to afford market-rate housing because such market-rate development will be required to contribute to the provision of affordable housing for the entire Daly City community.

C. The City Council desires to provide incentives in this chapter for Inclusionary Units to be located on the same site as market-rate residential development to provide for integration of low- and moderate-income households with households in market-rate neighborhoods and to disperse Inclusionary Units throughout the City where new residential development occurs.

D. The City Council desires to provide and maintain affordable housing opportunities in the community through an inclusionary housing program for both ownership and rental housing.

Section 17.47.020. Findings

The City Council finds and determines:

A. Lack of access to affordable housing has a direct impact upon the health, safety and welfare of the residents of the City. The City will not be able to contribute to the attainment of state housing goals or retain a healthy environment without additional affordable housing. The housing affordability problem has an impact

upon a broad range of income groups, and no single housing program will be sufficient to meet the housing need.

B. A lack of new affordable units will have a substantial negative impact on the environment and economic climate because:

1. Housing will have to be built elsewhere, far from employment centers and therefore commutes will increase, causing increased traffic and transit demand and consequent noise and air pollution; and

2. City businesses will find it more difficult to attract and retain the workers they need. Affordable housing policies contribute to a healthy job and housing balance by providing more affordable housing close to employment centers.

C. The California Legislature has required each local government agency to develop a comprehensive, long-term general plan establishing policies for future development. As specified in the Government Code (at Sections 65300, 65302(c), and 65583(c)), the plan must:

1. "Encourage the development of a variety of types of housing for all income levels, including multifamily rental housing;"

2. "[A]ssist in the development of adequate housing to meet the needs of low- and moderate-income households;" and

3. "Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action."

D. The citizens of the City seek a well-planned, aesthetically pleasing and balanced community, with housing affordable to low- and moderate-income households. Affordable housing should be available throughout the City, and not restricted to a few neighborhoods and areas.

E. Federal and state funds for the construction of new affordable housing are insufficient to fully address the problem of affordable housing within the City. Nor has the private housing market provided adequate housing opportunities affordable to low- and moderate-income households.

F. The City is aware that there may be times when affordable housing requirements make market-rate housing more expensive. In weighing all the factors, including the significant need for affordable housing, the City has made the decision that the community's interests are best served by the adoption of the inclusionary housing ordinance.

Section 17.47.030. Definitions

As used in this chapter, the following terms shall have the following meanings:

"Affordable Housing Plan" means a plan containing all of the information specified in and submitted in compliance with Section ___ of this chapter and describing the manner in which Inclusionary Units will be provided in conformity with this chapter and the Inclusionary Housing Guidelines.

"Affordable Housing Project" means a Residential Development that is subject to a deed restriction with a term of at least 55 years that restricts all of the residential units other than manager's units for occupancy by, or sale to, low-, very low-, or moderate-income households at Affordable Rents or Affordable Sales Prices.

"Affordable Rent" means a monthly rent plus Utility Allowance that does not exceed one-twelfth ($1/12^{th}$) of thirty percent (30%) of seventy percent (70%) of Area Median Income for a household of the Assumed Household Size for the dwelling unit.

"Affordable Sales Price" means a sales price that results in a monthly housing cost (including mortgage payments, mortgage insurance, (if any), homeowners' insurance, property taxes, homeowners' association costs, assessments (if any), and a Utility Allowance, that does not exceed one-twelfth ($1/12^{th}$) of thirty percent (30%) of one hundred ten percent (110%) of Area Median Income for households of the Assumed Household Size for the dwelling unit.

"Alternative In Lieu Fee" means the in-lieu fee that is paid when the Developer elects to pay a fee as an alternative to building an Inclusionary Unit.

"Area Median Income" means the annual median income for San Mateo County, adjusted for household size, as published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision, or as established by the City of Daly City in the event that such median income figures are no longer published in the California Code of Regulations.

"Assumed Household Size" means, for the purpose of establishing Affordable Sales Prices and Affordable Rent, a household with a total number of members equal to the number of bedrooms in the dwelling unit, plus one, consistent with Section 50052.5(h) of the California Health and Safety Code and subject to applicable federal rules (if any). For example, the Assumed Household Size for a 3-bedroom home is a 4-person household.

"City" means the City of Daly City, City Manager of the City of Daly City or his or her designee.

"City Council" means the elected legislative body of the City of Daly City.

"Condominium conversion" means the conversion of the ownership of the units in a rental project from a single ownership to an ownership in which the dwelling units may be sold individually. Such condominium conversions may include, but are not limited to, the conversion of existing multiple unit Residential Development projects to any of the following, all as defined Civil Code Section 1351; (a) a community apartment project; (b) a condominium project; and (c) a stock cooperative.

"Density bonus units" means dwelling units approved in a Residential Development pursuant to California Government Code Section 65915 et seq. that are in excess of the maximum residential density otherwise permitted by the Daly City general plan or zoning ordinance.

"Developer" means any person, firm, partnership, association, joint venture, corporation, or any entity or combination of entities, that seeks City approvals for all or part of a residential or commercial development.

"First approval" means the first of the following approvals to occur with respect to a Residential Development: development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, annexation, planned development permit, tentative map, parcel map, conditional use permit, special use permit, or building permit.

"For-sale" means and refers to any dwelling unit, including a condominium, stock cooperative, community apartment, or attached or detached single family home, for which a parcel or tentative and final map is required for the lawful subdivision of the parcel upon which the dwelling unit is located or for the creation of the unit in accordance with the Subdivision Map Act (California Government Code Section 66410 et seq.), or any Residential Development including such for-sale dwelling units.

"For-Sale Project" means a Residential Development, or portion thereof, that includes the creation of one or more dwelling units that may be sold individually, including a condominium, stock cooperative, community apartment, or attached or detached single-family home, and also includes a residential Condominium Conversion and the creation of dwelling units that may be sold individually, but are initially rented rather than sold.

“Impact Fee” means a fee that may be due for Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018. The impact fee, based on a 2014 Nexus Study, was required for Rental Projects and was an alternative for For-sale projects pursuant to the former affordable housing ordinance.

"Inclusionary Housing Agreement" means a written agreement between a developer and the City as provided by Section 17.47.130.

"Inclusionary Housing Guidelines" means the written administrative guidelines detailing procedures and guidelines to ensure the orderly and efficient administration of the requirements of this chapter.

"Inclusionary Unit" means a dwelling unit that pursuant to this chapter is required to be offered at Affordable Rent or Affordable Sales Price to Low-Income Households or Moderate-Income Households, and that is subject to a deed restriction as required by this chapter.

“Low-income household" means a household whose annual income does not exceed the qualifying limits set for "lower income households" in Section 50079.5 of the California Health and Safety Code.

"Market-Rate Unit" means a dwelling unit in a Residential Development that is not an Inclusionary Unit.

“Moderate-income household" means a household whose income does not exceed the qualifying limits set for "persons and families of low or moderate income" in Section 50093(b) of the California Health and Safety Code.

"Planning permit" means a tentative map, parcel map, conditional use permit, site development permit, planned development permit, development agreement, or special use permit, or any discretionary permit excluding general plan amendments, zoning and rezoning, annexation, specific plans, and area development policies.

"Rental Project" means a Residential Development, or portion thereof, that creates dwelling units that cannot be sold individually.

"Rental" means and refers to a dwelling unit that is not a for-sale dwelling unit, and does not include any dwelling unit, whether offered for rental or sale, that may be sold as a result of the lawful subdivision of the parcel upon which the dwelling unit is located or creation of the

unit in accordance with the Subdivision Map Act (California Government Code Section 66410 et seq.), or any Residential Development including such rental dwelling units.

"Required In Lieu Fee" means the in lieu fee required to be paid for residential developments below the threshold for providing Inclusionary Units. This threshold is fifteen (15) units for for-sale projects, and twenty (20) units for rental projects.

"Residential Development" means any project that requires a building permit for which an application must be submitted to the City, and that would create five or more new additional, or modified dwelling units by: (i) the construction or alteration of structures, (ii) the conversion of a use to residential from any other use, or (iii) the conversion to for-sale residential use from rental residential use.

"Utility Allowance" means an allowance for utilities reflecting the figures for the applicable unit type in the most recent utility allowance schedule published by the San Mateo County Housing Department.

"Utilities" means garbage collection, sewer, water, electricity, gas and other heating, cooling, cooking and refrigeration fuels.

Section 17.47.040 Operative Date of Chapter.

The provisions of this chapter shall be operative on July 1, 2018.

Section 17.47.050 Applicability.

The provisions of this chapter shall apply to all Residential Developments, except for any Residential Development that is exempt under Section 17.47.060 of this chapter.

Section 17.47.060 Exemptions.

The requirements of this chapter do not apply to:

A. The reconstruction of any structures that have been destroyed by fire, flood, earthquake or other act of nature provided that the reconstruction of the site does not increase the number of residential units by five or more units.

B. Projects that are not Residential Developments as defined in Section 17.47.030.

C. Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018. For such Residential Developments, the affordable housing requirements set forth in the approved Planning Permits or Affordable Housing Plan shall apply; provided however, upon the expiration of any Planning Permit, the Residential Development shall be subject to the requirements of this chapter, and shall not proceed until such time as an Affordable Housing Plan is approved in conjunction with any other required Planning Permit or amendment thereto for the Residential Project. Developers of Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018, who are subject to payment of an Impact Fee shall be required to pay the Impact Fee in effect as of the date of the City's approval of the Planning Permit or Affordable

Housing Plan for the Residential Development; provided however, if the In Impact Fee is not paid within twelve (12) months from February 1, 2019, then the Impact Fee shall be payable in the amount that is in effect on the date of issuance of building permits for the Residential Development.

Residential Developments for which neither a Planning Permit nor an Affordable Housing Plan has been approved prior to July 1, 2018 are subject to the requirements of this chapter.

Section 17.47.070 Affordable Housing Requirements

Residential developments with fewer than 20 rental units or 15 ownership units will pay the Required in Lieu Fees established in the City's Affordable Housing Fee schedule.

A. Except as otherwise permitted by this chapter, all new Residential Developments not subject to the Required In Lieu Fees above shall include Inclusionary Units. Calculations of the number of Inclusionary Units required by this section shall be based on the number of dwelling units in the Residential Development excluding any Density Bonus Units.

B. On-site inclusionary requirement. Unless otherwise exempted or excepted from this chapter, Residential Developments shall include Inclusionary Units on the same site as the Residential Development as follows:

1. For-Sale Projects: twenty percent (20%) of the dwelling units in the Residential Development shall be sold at an Affordable Sales Price to households whose annual income does not exceed Moderate Income.

2. Rental Projects: ten percent (10%) of the dwelling units in the Residential Development shall be made available for rent at an Affordable Rent to households whose annual income does not exceed Low Income.

3. In the event tenure-type is not known at the time of entitlement, developers shall submit an Affordable Housing Plan that describes how they will comply with affordable housing requirements under both rental and ownership scenarios.

C. Fractional units. In computing the total number of Inclusionary Units required in a Residential Development, fractions of one-half (1/2) or greater shall be rounded up to the next highest whole number, and fractions of less than one-half (1/2) shall be rounded down to the next lowest whole number.

D. Residential Development with both for-sale and rental units. When a Residential Development includes both for-sale and rental dwelling units, the provisions of this chapter that apply to for-sale Residential Developments shall apply to that portion of the development that consists of for-sale dwelling units, and the provisions of this chapter that apply to rental Residential Developments shall apply to that portion of the development that consists of rental dwelling units.

Section 17.47.080 On-Site Inclusionary Housing Incentives.

A. The Developer of a Residential Development that will provide all required Inclusionary Units on the same site as the Market-Rate Units may, at the Developer's option, submit a written request for a density bonus, waivers, incentives, or concessions pursuant to California Government Code Section 65915 *et seq*. and Chapter 17.52 of this Code if the Residential Development includes on-site affordable dwelling units that meet the thresholds for density bonus pursuant to California Government Code Section 65915 *et seq*..

B. Affordable Housing Plan. Any requests for waivers, concessions or incentives shall be included in the proposed Affordable Housing Plan submitted at the time of application for the First Approval, and any incentives authorized by the City pursuant to Chapter 17.52 of this Code shall be included in the Affordable Housing Plan, if approved by the City, for the Residential Development.

Section 17.47.090 Timing of Construction of Inclusionary Units

A. All required Inclusionary Units shall be constructed and made available for occupancy prior to or concurrently with the Market-Rate Units in the Residential Development. To implement this requirement, [the City will not issue building permits for more than a proportional number of the Market-Rate Units within a Residential Development until it has issued building permits for the proportional number of Inclusionary Units to be included in the development. In addition, the City will not approve final inspections or certificates of occupancy for more than a proportional number of the Market-Rate Units within a Residential Development until it has approved final inspections or certificates of occupancy for a proportional number of the Inclusionary Units within the development.]

B. For phased developments, the City will not issue building permits for more than a proportional number of the Market-Rate Units within a construction phase in a Residential Development until it has issued building permits for the proportional number of Inclusionary Units to be included in that construction phase. In addition, the City will not approve final inspections or certificates of occupancy for more than a proportional number of the Market-Rate Units within a construction phase until it has approved final inspections or certificates of occupancy for a proportional number of the Inclusionary Units within that construction phase.

Section 17.47.100 Development and Design Standards for Inclusionary Units

A. Single-family detached Inclusionary Units shall be dispersed throughout the Residential Development. Townhouse, row-house, and multifamily Inclusionary Units shall be located so as not to create a geographic concentration of Inclusionary Units within the Residential Development.

B. The quality of design and overall quality of construction of the Inclusionary Units shall be consistent with the design of all Market-Rate Units in the Residential Development and meet all site, design, and construction standards included in

Title 15 (Buildings and Construction), Title 16 (Subdivisions), and Title 17 (Zoning) of this code, including but not limited to compliance with all design guidelines included in applicable specific plans or otherwise adopted by the City Council, and the Inclusionary Housing Guidelines. Inclusionary Units shall have functionally equivalent parking when parking is provided to the Market-Rate Units.

D. The Inclusionary Units shall have the same amenities as the Market-Rate Units, including the same access to and enjoyment of common open space and facilities in the Residential Development.

E. The Inclusionary Units shall have the same proportion of unit types as the Market-Rate Units in the Residential Development.

F. The Inclusionary Units shall have a comparable square footage and the same bedroom count and bedroom count ratio as the Market-Rate Units.

Section 17.47.110 Minimum Requirements

The requirements of this chapter are minimum requirements and shall not preclude a Residential Development from including additional affordable units or affordable units with lower rents or sales prices than required by this chapter.

Section 17.47.110 Compliance Alternatives

A. Alternative In-Lieu Fees. In lieu of constructing the on-site Inclusionary Units required by this chapter, a developer may elect to pay an Alternative In Lieu fee in accordance with this Section.

1. Alternative In Lieu Fees shall be payable in full at the time of issuance of building permits for the Residential Development or applicable phase thereof. No application for a rezoning, tentative map, parcel map, conditional use permit, design review, or building permit shall be approved, nor shall any Residential Development be constructed, or condominium conversion approved without compliance with this section. For phased developments, payments may be made for each phase of the Residential Development prior to issuance of a building permit for that phase.

2. Rental Residential Developments. The Alternative In Lieu Fee for rental Residential Developments shall be equal to the total livable square footage of the development multiplied by the Alternative in lieu fee established in the City's Affordable Housing Fee schedule an amount equal to the approximate per unit cost that the City would incur to subsidize the development of an equal number of rental Inclusionary Units such that they could be offered for rent at Affordable Rent.

3. Fractional Units. In calculating the amount of the Alternative In Lieu Fee, any fractional unit obligation will be rounded up to the nearest whole number.

4. The amount of Alternative In Lieu Fees shall be established by resolution of the City Council and may include without limitation estimated costs of (1) administration, (2) construction, (3) land, (4) financing, (5) professional fees (including without limitation architecture, engineering, and other costs), and (6) indirect costs.

5. The City shall not issue building permits for any Market-Rate Unit in the Residential Development prior to the payment in full of all applicable Alternative In Lieu Fees.

6. All Alternative In Lieu Fees collected under this section shall be deposited in the City's affordable housing trust fund established pursuant to Section 17.47.150 of this chapter.

B. Combination of Fees and Units. If the Residential Development consists of more than fifty (50) rental units, a developer may elect to provide a combination of on-site inclusionary units and payment of Required In Lieu Fees.

1. The number of on-site inclusionary units provided must be at least half of the required number of inclusionary units, or at least five percent of the total units in the project.

2. The Required In Lieu Fees shall be paid for the remaining balance of required on-site inclusionary units.

Section 17.47.120 Continuing Affordability and Initial Occupancy

A. The Inclusionary Housing Guidelines shall include standard documents, in a form approved by the City Attorney, to ensure the continued affordability of the Inclusionary Units approved for each Residential Development. The documents may include, without limitation, Inclusionary Housing Agreements, regulatory agreements, deeds of trust, resale restrictions, rights of first refusal, options to purchase, and/or other documents that shall be recorded against the Residential Development and the Inclusionary Units.

B. Unless otherwise specified by the chapter, all Inclusionary Units shall be subject to recorded restrictions that require the units to remain affordable to the targeted income group for no less than fifty-five (55) years.

C. Any household that occupies an Inclusionary Unit must occupy that unit as its principal residence, unless otherwise approved in writing by the City for rental to a third party for a limited period of time due to household hardship, as specified in the Inclusionary Housing Guidelines.

D. No household may begin occupancy of an Inclusionary Unit until the household has been determined to be eligible to occupy that unit. Rental Inclusionary Units shall continue to be rented to income eligible households at an Affordable Rent for the entire term of the inclusionary housing restriction. The Inclusionary Housing Guidelines shall establish standards for determining household income,

minimum and maximum occupancy, affordable housing cost, provisions for continued monitoring of tenant eligibility, and other eligibility criteria.

E. Officials, employees, or consultants of the City, and members of boards and commissions thereof, shall comply with all applicable laws, regulations, and policies relating to conflicts of interest as to their eligibility to develop, construct, sell, rent, lease, occupy, or purchase an Inclusionary Unit. The Inclusionary Housing Guidelines may include conflict of interest provisions relating to the administration of this chapter and the eligibility of persons to occupy Inclusionary Units.

Section 17.47.130 Affordable Housing Plan and Inclusionary Housing Agreement

A. An Affordable Housing Plan shall be submitted as part of the application for First Approval of any Residential Development. No application for a First Approval for a Residential Development may be deemed complete unless an Affordable Housing Plan is submitted in conformance with the provisions of this chapter. Approval of an Affordable Housing Plan is a condition of any tentative map, parcel map or building permit for any development for which this chapter applies. This section does not apply to projects where the requirements of the chapter are satisfied by payment of a fee under Section ___.

B. For each construction phase, the Affordable Housing Plan shall specify, at the same level of detail as the application for the Residential Development, at least all of the following information:

1. Whether the development is for sale or rental and the type of structure (attached; semi-attached, detached);

2. How the inclusionary housing requirement will be satisfied pursuant to this chapter;

3. For all Inclusionary Units- the number of units, unit type, tenure, number of bedrooms and baths, approximate location/floor plan, size and design, construction and completion schedule;

4. Phasing of Inclusionary Units in relation to Market-Rate units in compliance with Section 17.47.090;

5. Marketing plan, including the manner in which Inclusionary Units will be offered to the public in a nondiscriminatory and equitable manner;

6. Specific methods to be used to verify household incomes, and to maintain the affordability of the Inclusionary Units;

7. A reliable financing mechanism for the ongoing administration and monitoring of rental Inclusionary Units;

8. Any other information that is reasonably necessary to evaluate the compliance of the Affordable Housing Plan with the requirements of this chapter and the Inclusionary Housing Guidelines.

C. Upon submittal, the City shall determine if the Affordable Housing Plan is complete and conforms to the provisions of this chapter and the Inclusionary Housing Guidelines. If the Affordable Housing Plan is incomplete or not in compliance, it will be returned to the developer with a list of deficiencies or the information required. Any decision deeming the Affordable Housing Plan to be out of conformity with this chapter may be appealed to the City Council in accordance with procedures for notice and hearing contained in Title __ of the Municipal Code.

D. The Affordable Housing Plan shall be reviewed as part of the First Approval of any Residential Development. The Affordable Housing Plan shall be approved if it conforms to the provisions of this chapter and the Inclusionary Housing Guidelines. A condition shall be attached to the First Approval of any Residential Development to require recordation of the Inclusionary Housing Agreement described in subsection G. of this section prior to the approval of any final or parcel map or building permit for the Residential Development.

E. A request for a minor modification of an approved Affordable Housing Plan may be granted if the modification is substantially in compliance with the original Affordable Housing Plan and conditions of approval. Other modifications to the Affordable Housing Plan shall be processed in the same manner as the original plan.

In the event the tenure type of a development changes, a revised Affordable Housing Plan, compliant with the requirements described in this Ordinance for the new tenure type must be approved by the City.

F. Following the first approval of a Residential Development, the City shall prepare an Inclusionary Housing Agreement providing for implementation of the Affordable Housing Plan and consistent with the Inclusionary Housing Guidelines. Prior to the approval of any final or parcel map or issuance of any building permit for a Residential Development subject to this chapter, the Inclusionary Housing Agreement shall be executed by the City and the applicant and recorded against the entire Residential Development property to ensure that the agreement will be enforceable against any successor in interest. The Inclusionary Housing Agreement will include, without limitation (i) a description of the development, including whether the affordable units will be rented or owner-occupied; (ii) the number, size and location of the Inclusionary Units; (iii) incentives provided by the City (if any), including the nature and amount of any local public funding; (iv) provisions and/or documents for resale restrictions, deeds of trust, rights of first refusal or rental restrictions; (v) provisions for monitoring the ongoing affordability of the units, and the process for qualifying prospective resident households for income eligibility; and (vi) any additional obligations relevant to the compliance with this chapter. The Inclusionary Housing Agreement shall not be amended without the prior written consent of the City and shall not be amended prior to any necessary amendments to applicable planning permits.

G. The City Council, by resolution, may establish fees for the ongoing administration and monitoring of the Inclusionary Units, which fees may be updated periodically, as required.

Section 17.47.140 For-Sale Units

For-Sale Inclusionary Units shall be subject to the following requirements.

A. Initial Sale. For-Sale Inclusionary Units must be initially sold at an Affordable Sales Price to households whose income is no greater than Moderate-Income and shall be subject to recorded resale restrictions.

B. Transfer. Upon any transfer of a For-Sale Inclusionary Unit prior to the expiration of the fifty-five (55) year affordability period, renewed restrictions will be entered into with a fifty-five (55) year renewal term.

C. Resale. The maximum sales price permitted upon resale of an Inclusionary Unit designated for owner-occupancy shall be the greater of:

1. The sum of the original purchase price the owner paid for the home plus the depreciated value of any capital improvements purchased and installed by the owner and approved in writing by the City prior to their installation pursuant to the City's capital improvements policy described in the Below Market-Rate Ownership Unit Program Guidelines and Information Manual; or

2. The current Affordable Sales Price for the unit based on current Area Median Income limits plus the depreciated value of any capital improvements purchased and installed by the owner and approved in writing by the City prior to their installation pursuant to the City's capital improvements policy described in the Below Market-Rate Ownership Unit Program Guidelines and Information Manual.

D. Maintenance of Unit. The owner of the Inclusionary Unit will be responsible for compliance with housing maintenance standards as described in the Inclusionary Housing Guidelines.

E. Changes in Title. Subject to reasonable procedures that the City may require, title to the Inclusionary Unit may be transferred pursuant to the Below Market-Rate Ownership Unit Program Guidelines and/or Inclusionary Housing Guidelines. F. Annual Certifications. The owner of the affordable unit shall certify annually that the owner occupies the unit as the owner’s primary residence.

F. Failure of an owner to comply with the requirements of this section shall be a violation of this chapter, and the City shall be permitted to seek enforcement against an owner in violation pursuant to Section 17.47.180, in addition to any other remedy available to it under law or equity.

Section 17.47.150 Affordable Housing Trust Fund

A. Unless otherwise required by law, all in lieu fees, fees, promissory note repayments, shared appreciation payments, and other funds collected under this chapter shall be deposited into a separate account to be designated as the City of Daly City affordable housing trust fund. The City may elect to deposit funds from other sources into the fund.

B. The moneys in the affordable housing trust fund and all earnings from investment of the moneys in the affordable housing trust fund shall be expended exclusively to provide housing affordable to extremely low-income, very low-income, lower income, and moderate-income households in the City of Daly City and administration and compliance monitoring of the inclusionary housing program.

Section 17.47.160 Compliance Monitoring

The Inclusionary Housing Guidelines and each Inclusionary Housing Agreement shall include provisions for the monitoring by the City of each Inclusionary Unit for compliance with the provisions of this chapter, the Inclusionary Housing Guidelines, and the applicable Inclusionary Housing Agreement. Such provisions shall require annual compliance reports to be submitted to the City by the owner, and the City shall conduct periodic on-site audits to ensure compliance with all applicable laws, policies, and agreements. The City Council may adopt fees for the costs of monitoring and compliance by the City, which shall be deposited into the affordable housing trust fund for that purpose.

Section 17.47.170 Waiver

A. Notwithstanding any other provision of this chapter, the requirements of this chapter may be waived, adjusted, or reduced if an applicant shows, based on substantial evidence, that applying the requirements of this chapter would take property in violation of the United States or California Constitutions.

B. Any request for a waiver, adjustment, or reduction under this section shall be submitted to the City concurrently with the Affordable Housing Plan required by Section ___ of this chapter. The request for a waiver, adjustment, or reduction shall set forth in detail the factual and legal basis for the claim.

C. The request for a waiver, adjustment, or reduction shall be reviewed and considered in the same manner and at the same time as the Affordable Housing Plan and is subject to the appeal process for Affordable Housing Plans in Section 17.47.130.

D. In making a determination on an application for waiver, adjustment, or reduction, the applicant shall bear the burden of presenting substantial evidence to support the claim. The City may assume each of the following when applicable:

1. That the applicant will provide the most economical Inclusionary Units feasible, meeting the requirements of this chapter and the Inclusionary Housing Guidelines.

2. That the applicant is likely to obtain housing subsidies when such funds are reasonably available.

E. The waiver, adjustment or reduction may be approved only to the extent necessary to avoid an unconstitutional result, after adoption of written findings, based on substantial evidence, supporting the determinations required by this section.

Section 17.47.180 Implementation and Enforcement

A. The City shall adopt guidelines to assist in the implementation and administration of all aspects of this chapter.

B. The City shall evaluate the effectiveness of the ordinance codified in this chapter one (1) year after the operative date of this chapter.

C. The City Attorney shall be authorized to enforce the provisions of this chapter and all Inclusionary Housing Agreements, regulatory agreements, covenants, resale restrictions, promissory notes, deed of trust, and other requirements placed on Inclusionary Units by civil action and any other proceedings or methods permitted by law.

D. Failure of any official or agency to fulfill the requirements of this chapter shall not excuse any applicant or owner from the requirements of this chapter. No permit, license, map, or other approval or entitlement for a Residential Development shall be issued, including without limitation a final inspection or certificate of occupancy, until all applicable requirements of this chapter have been satisfied.

E. The remedies provided for herein shall be cumulative and not exclusive and shall not preclude the City from any other remedy or relief to which it otherwise would be entitled under law or equity.

SECTION 3: Severability. If any provision of this Ordinance is held by any court or by any Federal or State agency of competent jurisdiction, to be invalid as conflicting with any Federal or State law, rule or regulation now or hereafter in effect, or is held by such court or agency to be modified in any way in order to conform to the requirements of any such law, rule or regulation, such provision shall be considered a separate, distinct, and independent part of this Ordinance, and such holding shall not affect the validity and enforceability of all other provisions hereof. In the event that such law, rule or regulation is subsequently repealed, rescinded, amended or otherwise changed, so that the provision thereof which had previously been held invalid or modified is no longer in conflict with such law, rule or regulation, said provision shall thereupon return to full force and effect and shall thereafter be binding.

SECTION 4: Environmental Determination. The City Council of the City of Daly City finds and determines that the implementation of measures described in this Chapter is in furtherance police powers of the City of Daly City, and that these purposes are exempt from the provisions of the California Environmental Quality Act (CEQA); Chapter 3 (commencing with Section 21100) of Division 13 of the Public Resources Code, as provided in categorical exemption within CEQA's categorical exemption for activities involving regulation of activities.

SECTION 5: Publication/Summary Pursuant to the provisions of Government Code Section 36933, a summary of this ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post it in the City Clerk's office a certified copy of this ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall (1) publish the summary and (2) post in the City Clerk's office a certified copy of the full text of this ordinance along with the names of those City Council members voting for and against this ordinance or otherwise voting. This ordinance shall become effective thirty (30) days from and after its adoption.

Introduced this 26th day of November 2018.

Passed and adopted as an Ordinance of the City of Daly City at a regular meeting of the City Council of the City of Daly City held on the 10th day of December 2018, by the following vote:

AYES, Councilmembers Daus-Magbual, DiGiovanni, Manalo, Sylvester, Buenaventura

NOES, Councilmembers None

Absent, Councilmembers: None

K. Annette Hipona
CITY CLERK OF THE CITY OF DALY CITY

APPROVED:

RAYMOND A. BUENAVENTURA
MAYOR OF THE CITY OF DALY CITY

AB-491 Housing: affordable and market rate units. (2021-2022)

SHARE THIS:

Date Published: 09/29/2021 10:00 AM

Assembly Bill No. 491

CHAPTER 345

An act to add Section 17929 to the Health and Safety Code, relating to housing.

[Approved by Governor September 28, 2021. Filed with Secretary of State September 28, 2021.]

LEGISLATIVE COUNSEL'S DIGEST

AB 491, Ward. Housing: affordable and market rate units.

The State Housing Law, among other things, requires the Department of Housing and Community Development to adopt, amend, or repeal rules and regulations for the protection of the health, safety, and general welfare of the occupant and the public relating to specified residential structures, as provided, which apply throughout the state. Existing law requires the housing or building department of every city or county, or the health department if there is no building department, to enforce within its jurisdiction the provisions of the State Housing Law, building standards, and the other rules and regulations adopted by the department pertaining to the maintenance, sanitation, ventilation, use, or occupancy of apartment houses, hotels, or dwellings. A violation of the State Housing Law, or of the building standards or rules and regulations adopted pursuant to that law, is a misdemeanor.

This bill would require that a mixed-income multifamily structure provide the same access to the common entrances, common areas, and amenities of the structure to occupants of the affordable housing units in the structure as is provided to occupants of the market-rate housing units. The bill would also prohibit a mixed-income multifamily structure from isolating the affordable housing units within the structure to a specific floor or an area on a specific floor. The bill would define various terms for these purposes.

The bill would state that these additions do not constitute a change in, but are declaratory of, existing law.

By adding to the duties of local officials with respect to enforcement of the State Housing Law, the violation of which is a crime, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.

With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 17929 is added to the Health and Safety Code, to read:

17929. (a) (1) For a mixed-income multifamily structure, both of the following shall apply:

(A) The occupants of the affordable housing units within the mixed-income multifamily structure shall have the same access to the common entrances to that structure as the occupants of the market-rate housing units.

(B) The occupants of the affordable housing units within the mixed-income multifamily structure shall have the same access to the common areas and amenities of that structure as the occupants of the market-rate housing units.

(2) A mixed-income multifamily structure shall not isolate the affordable housing units within that structure to a specific floor or an area on a specific floor.

(b) For purposes of this section:

(1) "Affordable housing unit" means any residential dwelling unit that is restricted by deed or other recorded document as affordable housing for persons and families of low or moderate income, as that term is defined in Section 50093.

(2) "Common entrance" means any area used by the occupants of a mixed-income multifamily structure for ingress to or egress from that structure.

(3) "Market-rate housing unit" means any residential dwelling unit that is not an affordable housing unit or a unit occupied by on-site property management staff.

(4) "Mixed-income multifamily structure" means any residential structure with five or more residential dwelling units that includes both affordable housing units and market-rate housing units.

(c) This section is declaratory of existing law. Nothing in this section shall be construed to limit the application of existing law, including, but not limited to, Article 2 (commencing with Section 12955) of Chapter 6 of Part 2.8 of Division 3 of Title 2 of the Government Code, Section 65008 of the Government Code, or Subchapter 7 (commencing with Section 12005) of Chapter 5 of Division 4.1 of Title 2 of the California Code of Regulations.

SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution for certain costs that may be incurred by a local agency or school district because, in that regard, this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

However, if the Commission on State Mandates determines that this act contains other costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

AFFIRMATIVELY FURTHERING FAIR HOUSING (AFFH)

The Fair Housing Act requires HUD and its recipients of federal financial assistance to do more than simply not discriminate; they must take meaningful actions to overcome patterns of segregation and foster inclusive communities.

AFFH NOTICE OF PROPOSED RULEMAKING

On February 9, 2023, HUD published in the Federal Register a Notice of Proposed Rulemaking (NPRM) entitled "Affirmatively Furthering Fair Housing" (https://www.federalregister.gov/public-inspection/2023-00625/affirmatively-furthering-fair-housing). The proposed rule would faithfully implement the Fair Housing Act's statutory mandate to affirmatively further fair housing (AFFH), which directs HUD to ensure that the agency and its program participants proactively take meaningful actions to overcome patterns of segregation, promote fair housing choice, eliminate disparities in opportunities, and foster inclusive communities free from discrimination. The public comment period ended on April 24, 2023. HUD will take the upcoming months to review public comments

before making revisions and finalizing the rule. The public can check this webpage or at regulations.gov for the final version.

- Please read Secretary Fudge's op-ed (https://amp.cnn.com/cnn/2023/01/19/opinions/fair-housing-combat-discrimination-fudge/index.html), President Biden's Statement (https://www.whitehouse.gov/briefing-room/statements-releases/2023/01/19/statement-from-president-joseph-r-biden-on-the-department-of-housing-and-urban-developments-new-proposed-rule-on-affirmatively-furthering-fair-housing/), HUD's Press Release (/press/press_releases_media_advisories/HUD_No_23_013), AFFH NPRM Fact Sheet and Frequently Asked Questions (/sites/dfiles/FHEO/documents/AFFH%20Fact%20Sheet.pdf), and the Quick Reference Guide (/sites/dfiles/FHEO/documents/AFFH%20Quick%20Reference%20Guide.pd to learn more about the proposed rule.

The AFFH Interim Final Rule remains in effect during proposed rulemaking.

AFFH NPRM Briefing

HUD recorded a virtual briefing about the AFFH Notice of Proposed Rulemaking (NPRM). This comprehensive briefing covers the main components of the proposed rule and presents supplementary information that focuses on planning by Community Planning and Development program participants, planning by Public and Indian Housing program participants, and engagement by residents and community members.

Please use the links below to view the recorded briefing in English and Spanish:

- Notice of Proposed Rulemaking: Affirmatively Furthering Fair Housing Briefing (https://www.youtube.com/watch?v=ePoCc58MsmM) (English)
- Notice of Proposed Rulemaking: Affirmatively Furthering Fair Housing Briefing (https://www.youtube.com/watch?v=NnzFNqQKXxA) (Spanish)

American Sign Language interpretation is available.

What is AFFH?

Who must comply?

How does HUD implement the AFFH Mandate?

Why is AFFH part of the Fair Housing Act?

What is the legacy of the AFFH Mandate?

Resources

WHAT IS AFFH?

Title VIII of the Civil Rights Act of 1968, known as the Fair Housing Act (https://www.govinfo.gov/content/pkg/USCODE-2016-title42/html/USCODE-2016-title42-chap45-subchapI.htm), requires HUD and recipients of federal funds from HUD to affirmatively further the policies and purposes of the Fair Housing Act, also known as "affirmatively further fair housing" or "AFFH." The obligation to affirmatively further fair housing requires recipients of HUD funds to take meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics, which are:

Race

Color

National origin

Religion

Sex (including gender identity and sexual orientation)

Familial status

Disability

Generally, in administering programs and activities relating to housing and community development, the federal government, HUD, and its recipients must:

- Determine who lacks access to opportunity and address any inequity among protected class groups
- Promote integration and reduce segregation
- Transform racially or ethnically concentrated areas of poverty into areas of opportunity

WHO MUST COMPLY?

In general, the AFFH mandate applies to HUD and its grantees, as well as all executive agencies and departments of the federal government, and relates to the administration of any program or activity relating to housing and urban development.

HOW DOES HUD IMPLEMENT THE AFFH MANDATE?

On February 9, 2023, HUD published in the Federal Register a Notice of Proposed Rulemaking (NPRM) entitled "Affirmatively Furthering Fair Housing" (https://www.federalregister.gov/public-inspection/2023-00625/affirmatively-furthering-fair-housing). During proposed rulemaking, the AFFH Interim Final Rule (IFR) remains in effect.

For decades, HUD has required recipients of federal financial assistance such as States, local governments, insular areas, and PHAs (program participants) to engage in fair housing planning. Such planning has previously consisted of the Analysis of Impediments to Fair Housing Choice and the Assessment of Fair Housing and was done in connection with other types of planning required by program requirements, such as the consolidated plan, annual action plan, and PHA plan.

HUD implements the AFFH mandate in other ways, such as through its collection of certifications from program participants, provisions regarding program design in its notices of funding opportunity (NOFOs), affirmative fair housing marketing and advertising requirements, and enforcement of site and neighborhood standards.

HUD's 2021 Interim Final Rule, "Restoring Affirmatively Furthering Fair Housing Definitions and Certifications," (https://public-inspection.federalregister.gov/2021-12114.pdf) requires program participants to submit certifications that they will affirmatively further fair housing in connection with their consolidated plans, annual action plans, and PHA plans. In order to support these certifications, the IFR creates a voluntary fair housing planning process for which HUD will provide technical assistance and support.

The IFR also rescinded the 2020 Preserving Communities and Neighborhood Choice rule, which caused program participants to certify "compliance" with a regulatory definition that is not a reasonable construction of the Fair Housing Act's mandate to affirmatively further fair

housing. With the IFR, HUD put itself and its program participants back in a position to take meaningful steps towards improved fair housing outcomes.

The IFR does not require program participants to undertake any specific type of fair housing planning to support their certifications, and commits HUD to providing technical assistance to those that wish to undertake Assessments of Fair Housing (AFHs), Analyses of Impediments to Fair Housing Choice (AIs), or other forms of fair housing planning. HUD is currently providing resources to assist program participants.

Contacting HUD with questions about the AFFH Interim Final Rule (IFR) or TA support: Should HUD program participants have any questions about the AFFH IFR or TA support, they can contact the FHEO Policy Legislative Initiatives division at: AFFH@hud.gov (mailto:AFFH@hud.gov).

Learn more about HUD's proposed rule to further implement AFFH.

WHY IS AFFH PART OF THE FAIR HOUSING ACT?

For much of the late 19th and early 20th century, government at all levels throughout the United States, along with private developers, and mortgage lending institutions, played an active role in creating segregated living patterns and inequalities of opportunity. The federal government used the power of the military to remove Native Americans from their homelands, restricted federally insured mortgages on the basis of race and used "slum clearance" and "urban renewal" programs to demolish neighborhoods for infrastructure projects that largely benefitted white Americans at a significant cost to and

perpetuated the segregation of Black communities, Indigenous communities, and other communities of color. Private housing developers also used racially restrictive covenants that perpetuated segregation and restricted access to homeownership and other housing opportunities for communities of color, among many other forms of discrimination.

In 1967, following the "Long, Hot Summer of 1967," which consisted of over 150 race-related riots, President Lyndon B. Johnson established the National Advisory Commission on Civil Disorders, also known as the Kerner Commission. The Commission was tasked with investigating the causes of the riots that occurred in cities like Los Angeles, Detroit, Chicago, Newark, Milwaukee, and New York City. The final report of the Commission, issued in 1968, pointed to a lack of economic opportunity, failed government programs, police brutality, and racism, among other causes. The Commission's Report (/sites/dfiles/FHEO/documents/kerner_commission_full_report.pdf) is famously known for its declaration that "Our nation is moving toward two societies, one black, one white—separate and unequal."

In 1968, when Congress enacted the Fair Housing Act, one of the Act's co-sponsors, Senator Walter F. Mondale, explained that "the purpose that the proposed law was designed to replace the ghettos by 'truly integrated and balanced living patterns.'" Congress intended that HUD do more than simply not discriminate itself and intended for HUD to use its grant programs to assist in ending discrimination and segregation, to the point where the supply of genuinely open housing increases. As such, since 1968, the federal government recognized its role in creating segregated living patterns that

continue to have negative impacts on health, education, and the economy and its responsibility to undo the effects of policies, practices, and procedures that result in a lack of equity.

WHAT IS THE LEGACY OF THE AFFH MANDATE?

As recently as 2015, the U.S. Supreme Court (https://www.justice.gov/sites/default/files/crt/legacy/2015/06/25/tdhcainclusivec reaffirmed one purpose of the Fair Housing Act when it explained that "much progress remains to be made in our Nation's continuing struggle against racial isolation…The Court acknowledges the Fair Housing Act's continuing role in Moving the Nation toward a more integrated society."

HUD and the federal government continue to work toward achieving the integrated and more balanced living patterns envisioned by the Fair Housing Act in 1968. In 2021, the White House issued a Memorandum to the Secretary of Housing and Urban Development (https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/26/memorandum-on-redressing-our-nations-and-the-federal-governments-history-of-discriminatory-housing-practices-and-policies/), which declared that the affirmatively furthering fair housing provision in the Fair Housing Act, "…is not only a mandate to refrain from discrimination but a mandate to take actions that undo historic patterns of segregation and other types of discrimination and that afford access to long-denied opportunities." The White House, in 2021, also issued a number of Executive Orders that implicate HUD's responsibility for implementing the AFFH mandate, including Executive Order 13895 (https://www.federalregister.gov/documents/2021/01/25/2021-

01753/advancing-racial-equity-and-support-for-underserved-communities-through-the-federal-government), "Advancing Racial Equity for Underserved Communities Through the Federal Government" and Executive Order 13988 (https://www.federalregister.gov/documents/2021/01/25/2021-01761/preventing-and-combating-discrimination-on-the-basis-of-gender-identity-or-sexual-orientation), "Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation."

RESOURCES

HUD is providing resources to assist communities undertaking fair housing planning. These resources are intended to serve as guidance for program participants, and need not be submitted to HUD. These resources are for guidance purposes only and are not mandatory.

Fair Housing Planning Toolkit (/program_offices/fair_housing_equal_opp/fhp_toolkit)

This Fair Housing Planning Toolkit is a "How-To Guide" for HUD Program Participants. The modules in this Toolkit guide a Program Participant through undertaking Fair Housing Planning.

Please note: This Toolkit will be periodically updated by the Office of Fair Housing and Equal Opportunity (FHEO) as new information and resources become available.

Assessment Tool for Local Governments [PDF] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Local-Governments-2017-01.pdf) [Word] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Local-Governments-2017-01.docx)

The Assessment Tool for Local Governments may be used by local governments and any collaborating program participants that choose to conduct an Assessment of Fair Housing (AFH).

Assessment Tool for Public Housing Agencies [PDF] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Public-Housing-Agencies-2017-01.pdf) [Word] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Public-Housing-Agencies-2017-01.docx)

The Assessment Tool for Public Housing Agencies may be used by PHAs and any collaborating PHAs that choose to conduct an Assessment of Fair Housing.

Assessment Tool for States and Insular Areas [PDF] (/sites/dfiles/FHEO/documents/AFH-Assessment-Tool-for-States-and-Insular-Areas-2016-09.pdf)

The Assessment Tool for States and Insular Areas was not finalized by HUD in connection with the 2015 AFFH Rule; however, HUD is making the latest version of that document available to assist States and insular areas in conducting fair housing planning.

AFFH Rule Guidebook [PDF] (/sites/dfiles/FHEO/documents/AFFH-Rule-Guidebook.pdf)

The AFFH Rule Guidebook provides guidance regarding ways communities could affirmatively further fair housing, as well as how to use the Assessment Tools and the AFFH Data and Mapping Tool issued in connection with HUD's 2015 AFFH Rule.

AFFH Data and Mapping Tool (AFFH-T) (https://egis.hud.gov/affht/)
HUD will continue to update the

information provided relating to the AFFH-T

This publicly available, interactive tool provides access to HUD-provided data. Additional resources for using the AFFH-T include:

AFFH-T User Guide [PDF] (/sites/dfiles/FHEO/documents/AFFHT_4_0_User_Guide_Final_2017.pdf which explains how to use the AFFH-T.

AFFH-T Data Documentation, which explains the data methodology in the AFFH-T.

Data Documentation - AFFHT0001 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0001-September-2017.pdf)

Data Documentation - AFFHT0002 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0002-September-2017.pdf)

Data Documentation - AFFHT0003a (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0003a-September-2017.pdf)

Data Documentation - AFFHT0004 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0004-November-2017.pdf)

Data Documentation - AFFHT0005 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0005.pdf)

Data Documentation - AFFHT0006 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0006-July-2020.pdf)

AFFH-T Known Issues, which is a document that describes issues known to persist in the AFFH-T.

AFFH-T Known Issues - July 2017 (/sites/dfiles/FHEO/documents/AFFH-T-Known-Issues.pdf)

AFFH-T Known Issues - September 2017 (/sites/dfiles/FHEO/documents/AFFH-T-Known-Issues-September-2017.pdf)

AFFH-T Known Issues - December 2017 (/sites/dfiles/FHEO/documents/AFFH-T-Known-Issues-December-2017.pdf)

AFFH-T Raw Data are files that contain the raw data included in the AFFH-T.

AFFHT0001 Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-July-2016.zip)

AFFHT0002 Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-AFFHT0002.zip)

AFFHT0003 Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-AFFHT0003.zip)

AFFHT0003a Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-AFFHT0003a-September-2017.zip)

AFFHT0004 Raw Data (/sites/dfiles/FHEO/documents/AFFHT0004a-AFFH-Raw-Data-Feb2018_0.zip)

AFFHT0005 Raw Data

AFFHT0006 Raw Data (/sites/dfiles/FHEO/documents/AFFHT0006-AFFH-Raw-Data-July2020_0.zip)

Fact Sheets

The following fact sheets were issued in connection with HUD's 2015 AFFH Rule and may be useful to program participants and their communities as they engage in fair housing planning.

- **AFFH Fact Sheet: The Duty to Affirmatively Further Fair Housing (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet.pdf)**
- **AFFH Fact Sheet: The Fair Housing Planning Process under the AFFH Rule (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-The-Fair-Housing-Planning-Process-Under-the-AFFH-Rule.pdf)**
- **AFFH Fact Sheet: Community Participation and AFFH – Guidance for Consolidated Plan Program Participants (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-Community-Participation-and-AFFH-Guidance-for-Consolidated-Plan-Program-Participants.pdf)**
- **AFFH Fact Sheet: Community Participation and AFFH – Guidance for Public Housing Agencies (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-Community-Participation-and-AFFH-Guidance-for-Public-Housing-Agencies.pdf)**
- **AFFH Fact Sheet: Transitioning to the New AFFH Process – Guidance for Consolidated Plan Program Participants (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-Transitioning-to-the-New-AFFH-Process-Consolidated-Plan-Program-Participants.pdf)**

- **AFFH Fact Sheet: How Program Participants Can Collaborate on Their AFH Submissions (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-How-Program-Participants-Can-Collaborate-on-Their-AFH-Submissions.pdf)**
- **Guidance on HUD's Review of Assessments of Fair Housing (AFHs) (/sites/dfiles/FHEO/documents/Guidance-on-HUDs-Review-of-Assessments-of-Fair-Housing-AFH.pdf)**
- **AFFH Fact Sheet: Interim Final Rule (/sites/dfiles/FHEO/documents/10_6_21_AFFH_IFR_Fact_Sheet.pdf)**

Fair Housing Planning Guide – Volume 1 (/sites/dfiles/FHEO/documents/Fair-Housing -Planning-Guide.pdf)

Published in March 1996, the Fair Housing Planning Guide provides guidance on how to conduct an Analysis of Impediments to Fair Housing Choice.

Fair Housing Planning Guide – Volume 2 (/sites/dfiles/FHEO/documents/Fair-Housing-Planning-Guide_Vol_2_May_1996.pdf)

Originally published in May 1996, the second volume of the Fair Housing Planning guide provides guidance on grantee activities undertaken in connection with an Analysis of Impediments to Fair Housing Choice and how to affirmatively further fair housing.

Frequently Asked Questions

The **FAQs (/sites/dfiles/FHEO/documents/Frequently_Asked_Questions_7_14-21.pdf)** provide answers to frequently asked questions about the AFFH Interim Final Rule.

Videos

The Restoring Affirmatively Furthering Fair Housing Definitions and Certifications: Interim Final Rule Training (https://www.youtube.com/watch?v=pXzN0Mo3b3c)

Introduction to the AFFH-T Mapping Tool (https://youtu.be/JEYUnvBOqvI)

FHEO Technical Assistance (TA) Related to Affirmatively Furthering Fair Housing (https://youtu.be/JAlPI_Ztkp8)

Fair Housing Planning using the Analysis of Impediments AI to Fair Housing Choice (https://youtu.be/K69BFEZTDas)

Fair Housing Planning using the Assessment of Fair Housing AFH (https://youtu.be/hPBV_zPeIFI)

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EDUCATION CODE - EDC

TITLE 1 GENERAL EDUCATION CODE PROVISIONS [1. - 32527] *(Title 1 enacted by Stats. 1976, Ch. 1010.)*

DIVISION 1 GENERAL EDUCATION CODE PROVISIONS [1. - 32527] *(Division 1 enacted by Stats. 1976, Ch. 1010.)*

PART 10.5. SCHOOL FACILITIES [17210 - 17661] *(Part 10.5 repealed (by Sec. 4) and added by Stats. 1996, Ch. 277, Sec. 3.)*

CHAPTER 4. Property: Sale,Lease, Exchange [17385 - 17561] *(Chapter 4 added by Stats. 1996, Ch. 277, Sec. 3.)*

ARTICLE 4. Sale or Lease of Real Property [17455 - 17484] *(Article 4 added by Stats. 1996, Ch. 277, Sec. 3.)*

17455. The governing board of any school district may sell any real property belonging to the school district or may lease for a term not exceeding 99 years, any real property, together with any personal property located thereon, belonging to the school district which is not or will not be needed by the district for school classroom buildings at the time of delivery of title or possession. The sale or lease may be made without first taking a vote of the electors of the district, and shall be made in the manner provided by this article.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17456. Notwithstanding Section 17455, the sale by the governing board of a school district of any real property belonging to the school district or the lease by that governing board, for a term not exceeding 99 years, of any real property, together with any personal property located thereon, belonging to the school district shall not be subject to any other provision of this chapter, to Article 5 (commencing with Section 17485), or to Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code, if all of the following conditions are met:

(a) The property is sold or leased to another local governmental agency, or to a nonprofit corporation that is organized for the purpose of assisting one or more local governmental agencies in obtaining financing.

(b) (1) In the case of the sale of school district property pursuant to this section, the school district, as part of that same sale transaction, simultaneously repurchases the same property that is the subject of the transaction.

(2) In the case of the lease of school district property pursuant to this section, the school district, as part of that same lease transaction, simultaneously leases back, for a term that is not substantially less than the term of that lease, the same property that is the subject of the transaction.

(c) (1) The financing proceeds obtained by the school district pursuant to the transaction described in this section are expended solely for capital outlay purposes, including the acquisition of real property for intended use as a schoolsite and the construction, reconstruction, and renovation of school facilities.

(2) For purposes of this section, the construction, reconstruction, or renovation of rental housing facilities for school district employees constitutes a permissible capital outlay expenditure of the financing proceeds obtained by the school district.

(Amended by Stats. 2017, Ch. 717, Sec. 2. (AB 1157) Effective January 1, 2018.)

17457. Notwithstanding any other provision of this part, in connection with a sale, sale back, lease, or leaseback of school district property, no proceeds obtained by the school district from the sale of the sale back or leaseback agreement, or interests therein, or a debt instrument payable from payments under the sale back or leaseback agreement shall be used for general operating purposes of the school district.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17457.5. (a) Notwithstanding Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code, the governing board of a school district seeking to sell or lease real property designed to provide direct instruction or instructional support it deems to be surplus property shall first offer that property for sale or lease to any charter school that, at the time of the offer, has projections of at least 80 units of in-district average daily attendance for the following fiscal year, and has submitted a written request to the school district to be notified of surplus property offered for sale or lease by the school district, pursuant to the following conditions:

(1) The real property sold or leased shall be used by the charter school exclusively to provide direct instruction or instructional support.

(2) If the charter school purchased real property pursuant to this section and fails to comply with paragraph (1), or otherwise desires to dispose of the real property, all of the following shall apply:

(A) The charter school shall immediately offer that real property for sale to the school district that previously owned the property. The charter school shall comply, in that regard, with all requirements under this section that would otherwise apply to a school district.

(B) If the school district does not desire to purchase that real property from the charter school, the school district shall furnish a list of charter schools that have requested notification of surplus property pursuant to subdivision (a). The charter school that owns the real property shall offer that real property for sale to the charter schools on this list and comply with all requirements under this section that would otherwise apply to a school district. In the event the charter school selling property receives more than one offer, the charter school may determine to which charter school it will sell the property. The charter school purchasing the real property shall comply with all provisions of this section.

(C) If that real property remains unsold pursuant to subparagraph (A) or (B), the charter school selling the real property shall offer that property for sale pursuant to Article 5 (commencing with Section 17485). The charter school shall comply with all requirements under that article that would otherwise apply to a school district, except that a sale price computed under subdivision (a) of Section 17491 shall be based upon the cost of acquisition incurred by the school district that sold the property pursuant to this subdivision, rather than that incurred by the charter school.

(D) If all or part of the real property remains unsold pursuant to subparagraph (C), the charter school selling that real property shall dispose of the remaining property pursuant to subdivisions (c), (d), (e), and (f) of Section 17464. References in Section 17464 to a school district shall mean the charter school selling the real property.

(3) In the event, alternatively, of a lease of real property pursuant to this subdivision, the failure by the charter school to comply with paragraph (1) shall constitute a breach of the lease, entitling the school district to immediate possession of the real property, in addition to any damages to which the school district may be entitled under the lease agreement.

(4) The school district, and each of the entities authorized to receive offers of sale pursuant to this article or Article 5 (commencing with Section 17485), has standing to enforce the conditions set forth in this subdivision, and shall be entitled to the payment of reasonable attorney's fees incurred as a prevailing party in any action or proceeding brought to enforce any of those conditions.

(b) A school district seeking to sell or lease real property designed to provide direct instruction or instructional support it deems to be surplus property shall provide a written offer to any charter school that, at the time of the offer, has projections of at least 80 units of in-district average daily attendance for the following fiscal year, and has submitted a written request to the school district to be notified of surplus property offered for sale or lease by the school district. A charter school desiring to purchase or lease the property shall, within 60 days after a written offer is received, notify the school district of its intent to purchase or lease the property. In the event more than one charter school notifies the school district of their intent to purchase or lease the property, the governing board of the school district may determine to which charter school to sell or lease the property.

(c) The price at which property described in this section is sold pursuant to this section shall not exceed the school district's cost of acquisition, adjusted by a factor equivalent to the percentage increase or decrease in the cost of living from the date of purchase to the year in which the offer of sale is made, plus the cost of any school facilities construction undertaken on the property by the school district since its acquisition of the land, adjusted by a factor

equivalent to the increase or decrease in the statewide cost index for class B construction, as annually determined by the State Allocation Board pursuant to Section 17072.10, from the year the improvement is completed to the year in which the sale is made. In the event a statewide cost index for class B construction is not available, the school district shall use a factor equal to the average statewide cost index for class B construction for the preceding 10 calendar years. In no event shall the price be less than 25 percent of the fair market value of the property described in this section or less than the amount necessary to retire the share of local bonded indebtedness plus the amount of the original cost of the approved state aid applications on the property. The percentage of annual increase or decrease in the cost of living shall be the amount shown for January 1 of the applicable year by the then current Bureau of Labor Statistics Consumers Price Index for the area in which the schoolsite is located.

(d) Land that is leased pursuant to this section shall be leased at an annual rate of not more than 5 percent of the maximum sales price determined pursuant to subdivision (c), adjusted annually by a factor equivalent to the percentage increase or decrease in the cost of living for the immediately preceding year. The percentage of annual increase or decrease in the cost of living shall be the amount shown for January 1 of the applicable year by the then current Bureau of Labor Statistics Consumers Price Index for the area in which the schoolsite is located.

(e) The sale or lease of the real property of a school district, as authorized under subdivision (a), shall not occur until the school district advisory committee has held hearings pursuant to subdivision (c) of Section 17390.

(f) This section shall only apply to real property identified by a school district as surplus property after July 1, 2012. A school district selling or leasing surplus property is not required to offer that property to a charter school pursuant to this section on or after July 1, 2016.

(g) The construction of a school building, as defined in Section 17368, located on real property purchased by a charter school pursuant to this section shall comply with the design and construction requirements pursuant to Article 3 (commencing with Section 17280) and Article 6 (commencing with Section 17365). The reconstruction or alteration of, or an addition to, a school building, as defined in Section 17368, located on real property purchased by a charter school pursuant to this section is required to comply with the design and construction requirements pursuant to Article 3 (commencing with Section 17280) and Article 6 (commencing with Section 17365) only if the building complied with those sections on the date the real property was purchased by the charter school.

(h) A charter school selling real property obtained pursuant to this section shall use the proceeds only for capital outlay, maintenance, and other facility-related costs.

(Amended by Stats. 2013, Ch. 48, Sec. 21. (AB 86) Effective July 1, 2013.)

17458. (a) Notwithstanding Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code, the governing board of a school district complying with Section 101238.2 of Title 22 of the California Code of Regulations and seeking to sell or lease real property it deems to be surplus property and for which a charter school has not accepted an offer to purchase or lease pursuant to Section 17457.5, may first offer that property for sale or lease to a contracting agency, as defined in Section 8208, pursuant to the following conditions:

(1) The real property sold or leased shall be used by the contracting agency, or by a successor in interest to the contracting agency, exclusively for the delivery of child care and development services, as defined in Section 8208, for a period of not less than five years from the date upon which the real property is made available to that agency, or successor in interest, pursuant to the sale, or, in the event of a lease, until the real property is returned to the possession of the school district, whichever occurs earlier.

(2) In the event that the contracting agency, or any successor in interest, fails to comply with the condition set forth in paragraph (1), that agency, or successor in interest, that purchased the real property, is required immediately to offer that real property for sale pursuant to this article and Article 5 (commencing with Section 17485) and to sell the property pursuant to those provisions. The agency, or its successor in interest, shall comply, in that regard, with all requirements under those provisions that would otherwise apply to a school district, except that a sale price computed under subdivision (a) of Section 17491 shall be based upon the cost of acquisition incurred by the school district that sold the property pursuant to this subdivision, rather than that incurred by the contracting agency or its successor in interest. In the event, alternatively, of a lease of real property pursuant to this subdivision, the failure by the contracting agency, or any successor in interest, to comply with paragraph (1) shall constitute a breach of the lease, entitling the school district to immediate possession of the real property, in addition to any damages to which the school district may be entitled under the lease agreement.

(3) The school district, and each of the entities authorized to receive offers of sale pursuant to this article or Article 5 (commencing with Section 17485), has standing to enforce the conditions set forth in this subdivision,

and shall be entitled to the payment of reasonable attorneys' fees incurred as a prevailing party in any action or proceeding brought to enforce any of those conditions.

(b) No sale or lease of the real property of a school district, as authorized under subdivision (a), may occur until the school district advisory committee has held hearings pursuant to subdivision (c) of Section 17390.

(c) This section is in addition to, and shall not limit the requirements of, Article 5 (commencing with Section 17485), but this section may be used with regard to property that the governing board of a school district may retain under Section 17490.

(Amended by Stats. 2012, Ch. 38, Sec. 37.5. (SB 1016) Effective June 27, 2012.)

17459. The sale of real property pursuant to this article shall be subject to the provisions of Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17460. (a) Notwithstanding subdivision (c) of this section or Sections 17456, 17457, and 42133, the West Contra Costa Unified School District, formerly known as the Richmond Unified School District, may enter into an agreement to lease any real property pursuant to Section 17456 and may use the financing proceeds from the agreement to terminate the Lease-Purchase Agreement, dated May 1, 1988, between the Richmond Unified School District Financing Corporation and the Richmond Unified School District. However, any property that has been leased, rented, sold, or otherwise utilized pursuant to Section 41470 may not be leased pursuant to this section.

(b) The West Contra Costa Unified School District shall notify the Controller at the time the district enters into a lease agreement pursuant to subdivision (a). That notice shall set forth a schedule of the rental payments payable under the lease agreement and shall include the name and address of the trustee to whom the right to receive the rental payments has been assigned.

(c) Upon written notification by the trustee that the school district has not made one or more of the rental payments required by the terms of the lease, the Controller shall pay to the trustee from Section A of the State School Fund the defaulted rental payment. That payment by the Controller shall not exceed the amount of any apportionment entitlement of the district to moneys in Section A of the State School Fund, less any payments required in that fiscal year to repay any state loans made to the district. The Controller shall withhold the amount of any payment made under this subdivision, including reimbursement of the Controller's administrative costs as determined under a schedule approved by the California Debt Advisory Commission, from subsequent apportionments to the West Contra Costa Unified School District from Section A of the State School Fund.

(d) Nothing in this section shall be construed to obligate the state to make any payment to, or on behalf of, the West Contra Costa Unified School District from Section A of the State School Fund in any amount, pursuant to any particular allocation formula, or to make any other payment to, or on behalf of, the district, including, but not limited to, any payment of those rental payments.

(e) Any apportionments made by the Controller pursuant to subdivision (c) shall be deemed to be an allocation to the West Contra Costa Unified School District for purposes of subdivision (b) of Section 8 of Article XVI of the California Constitution, and for purposes of Chapter 2 (commencing with Section 41200) of Part 24.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17461. (a) The governing board of any school district that has, by majority vote, established a standard rate or rates for the lease pursuant to this article of its real property may, by majority vote, delegate to the officer or employee as the governing board may designate, the power to enter into any lease, for and on behalf of the district, of any real property of the school district, with respect to which real property either the district has received only one sealed proposal that conforms with the existing standard rate or rates, from a responsible bidder, and no oral bid that would meet the requirements of Section 17473, or the lease is to be entered into pursuant to Section 17480.

(b) The governing board of any school district may, by majority vote, delegate to such officer or employee as the governing board may designate, the power to enter into any lease, permit, or agreement for the use by the district of buildings or other facilities if the use is to be granted to the district without charge.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17462. (a) The funds derived from the sale of surplus property shall be used for capital outlay or for costs of maintenance of school district property that the governing board of the school district determines will not recur within a five-year period. Proceeds from a lease of school district property with an option to purchase may be

deposited into a restricted fund for the routine repair of district facilities, as defined by the State Allocation Board, for up to a five-year period. In addition, the proceeds from the sale or lease with option to purchase may be deposited in the general fund of the district if the school district governing board and the State Allocation Board have determined that the district has no anticipated need for additional sites or building construction for the ten-year period following the sale or lease with option to purchase, and the district has no major deferred maintenance requirements. Proceeds from the sale or lease with option to purchase of school district property shall be used for one-time expenditures, and may not be used for ongoing expenditures including, but not limited to, salaries and other general operating expenses.

(b) The proceeds may also be deposited into a special reserve fund for capital outlay, for costs of maintenance of school district property that the governing board determines will not recur within a five-year period, or for the future maintenance and renovation of schoolsites if the district governing board and the State Allocation Board have determined that the district has no anticipated need for schoolsites or building construction or major deferred maintenance projects for a ten-year period following the sale or lease with option to purchase. Proceeds deposited in the special reserve fund shall not be available for general operating expenses as provided in Section 42842.

(c) The State Allocation Board, in consultation with the department, shall adopt regulations that govern the use of proceeds pursuant to this section for one-time expenditures and define ongoing expenditures for purposes of subdivision (a).

(d) Notwithstanding a determination by the State Allocation Board pursuant to subdivision (a) that a school district has no anticipated need for additional sites or building construction for the ten-year period following the sale or lease with option to purchase of surplus school property, the district may apply for new construction or modernization funding pursuant to this chapter if both of the following conditions are satisfied:

(1) Five years have elapsed since the date upon which the sale or lease with option to purchase was executed.

(2) The State Allocation Board determines that the district has demonstrated enrollment growth or a need for additional sites or building construction that the district could not have easily anticipated at the time the board made its original determination that the district had no anticipated need for the ten-year period following the sale or lease with option to purchase.

(Amended by Stats. 2006, Ch. 810, Sec. 1. Effective January 1, 2007.)

17462.3. (a) The State Allocation Board may establish a program that requires a school district, county office of education, or charter school that sells real property that was purchased with or modernized with, or on which improvements were constructed that were funded with, any moneys from a state school facilities funding program, to return to the State Allocation Board the moneys the school district, county office of education, or charter school received from the state school facilities funding program for the purchase, modernization, or construction if all of the following conditions are met:

(1) The real property is not sold to a charter school pursuant to Section 17457.5, a school district, a county office of education, or an agency that will use the property exclusively for the delivery of child care and development services pursuant to Section 17458.

(2) The proceeds from the sale of the real property are not used for capital outlay.

(3) The real property was purchased, or the improvements were constructed or modernized on the real property, within 10 years before the real property is sold.

(b) The moneys to be returned to the State Allocation Board under this section are those received within 10 years before the real property is sold.

(c) If a portion of the real property is sold, a proportionate amount of funds received from a state school facilities funding program shall be returned to the State Allocation Board under this section based on the percentage of the real property sold.

(Amended by Stats. 2014, Ch. 262, Sec. 1. (AB 1664) Effective January 1, 2015.)

17462.7. The board shall reduce an apportionment of hardship assistance awarded to a school district pursuant to Article 8 (commencing with Section 17075.10) by an amount equal to the amount of any proceeds from the sale of surplus property used for a one-time expenditure of the school district pursuant to Section 17462.5 for five years following the expenditure.

(Added by Stats. 2003, Ch. 891, Sec. 2. Effective January 1, 2004.)

17463. Notwithstanding Section 17462, a school district having an average daily attendance of less than 10,001 in any fiscal year may deposit any and all interest earned on the funds derived from the sale in that fiscal year of surplus property into the general fund of the school district for any general fund purpose, subject to the following conditions:

(a) Before that deposit, the school district shall submit to the State Allocation Board a capital outlay plan for the school district for a period of five years following that sale, together with a declaration of the finding by the governing board of the school district that the school facilities needs of the school district can be met over that five-year period without funding or other assistance from any state school facilities funding program. No later than the date upon which that initial five-year period concludes, the school district shall submit to the State Allocation Board a capital outlay plan for the school district for the subsequent five-year period.

(b) Before the decision to place that interest money into the school district's general fund, the governing board of the school district shall consider the extent to which it is necessary or appropriate to expend that money to meet the school district's needs relative to capital outlay, facilities, modernization, and deferred maintenance. In addition, as to any interest money deposited into the school district's general fund pursuant to this section, the governing board of the school district shall consider the extent to which it is necessary or appropriate to expend the money to meet the school district's needs relative to ongoing maintenance before expending that money for any other purpose.

(c) A school district that deposits interest into its general fund pursuant to the authority set forth in this section shall not be eligible during the 10-year period described in subdivision (a) for funding or other assistance under Chapter 12 (commencing with Section 17000) or Chapter 14 (commencing with Section 17085) of Part 10, or any other state school facilities funding program.

(d) If a school district seeks state funding pursuant to Chapter 12 (commencing with Section 17000) of Part 10, Chapter 14 (commencing with Section 17085) of Part 10, or any other state school facilities funding program, on or after the expiration of the 10-year period specified in subdivision (c), any state funding received by the school district from the program shall be reduced by any remaining funds derived from the sale of that surplus property by the school district and any unencumbered interest earned on those funds.

(Amended by Stats. 2015, Ch. 386, Sec. 11. (SB 436) Effective January 1, 2016.)

17463.5. (a) For purposes of this section, "designated school district" means the Inglewood Unified School District, the Oakland Unified School District, the South Monterey County Joint Union High School District, and the Vallejo City Unified School District.

(b) (1) Notwithstanding Sections 17456, 17457, 17462, 17462.7, and 17463, or any other law, until the emergency apportionment loan is repaid, a designated school district with an outstanding emergency apportionment loan pursuant to Article 2 (commencing with Section 41320) of Chapter 3 of Part 24 of Division 3 of Title 2, as of July 1, 2018, may sell or lease surplus real property, together with any personal property located on the real property, owned by the designated school district and use the proceeds from the sale or lease to service, reduce, or retire the debt on the emergency apportionment loan, or for capital improvements of the facilities of the designated school district pursuant to subdivisions (a) and (b) of Section 17462.

(2) The sale or lease of surplus real property pursuant to this subdivision shall be sold or leased pursuant to Section 17458, 17464, or 17489, as applicable.

(c) Notwithstanding any other law, a designated school district that uses the proceeds from the sale or lease of surplus real property pursuant to subdivision (b) shall not be eligible for financial hardship assistance pursuant to Article 8 (commencing with Section 17075.10) of Chapter 12.5 of Part 10.

(d) Nothing in this section shall be construed as modifying the responsibility of a designated school district to accommodate pupils in accordance with Section 47614.

(e) Nothing in this section shall exclude the designated school districts with outstanding emergency apportionment loans, pursuant to Article 2 (commencing with Section 41320) of Chapter 3 of Part 24 of Division 3 of Title 2, as of July 1, 2018, except as provided in subdivision (c), from participating in or benefitting from any program authorized pursuant to Chapter 12 (commencing with Section 17000), Chapter 12.5 (commencing with Section 17070.10), or Chapter 14 (commencing with Section 17085) of Part 10, or any other state school facilities funding program.

(f) Notwithstanding any other law, this section shall not be subject to waiver by the state board pursuant to Section 33050 or by the Superintendent.

(Added by Stats. 2018, Ch. 426, Sec. 5. (AB 1840) Effective September 17, 2018.)

17463.7. (a) Notwithstanding any other law, a school district may deposit the proceeds from the sale or lease of surplus real property, together with any personal property located on the property, purchased with nonstate funds, into the general fund of the school district and may use the proceeds for any one-time general fund purpose. If the purchase of the property was made using the proceeds of a local general obligation bond or revenue derived from developer fees, the amount of the proceeds of the transaction that may be deposited into the general fund of the school district may not exceed the percentage computed by the difference between the purchase price of the property and the proceeds from the transaction, divided by the amount of the proceeds of the transaction. For purposes of this section, proceeds of the transaction means either of the following, as appropriate:

(1) The amount realized from the sale of property after reasonable expenses related to the sale.

(2) For a transaction that does not result in a lump-sum payment of the proceeds of the transaction, the proceeds of the transaction shall be calculated as the net present value of the future cashflow generated by the transaction.

(b) The State Allocation Board shall reduce an apportionment of hardship assistance awarded to the particular school district pursuant to Article 8 (commencing with Section 17075.10) of Chapter 12.5 of Part 10, except an apportionment of hardship assistance awarded pursuant to paragraph (2) of subdivision (b) of Section 17075.10, by an amount equal to the amount of the sale of surplus real property used for a one-time expenditure of the school district pursuant to this section.

(c) Before a school district exercises the authority granted pursuant to this section, the governing board of the school district shall first submit to the State Allocation Board documents certifying both of the following:

(1) The sale of real property pursuant to this section does not violate the provisions of a local bond act.

(2) The real property is not suitable to meet projected school construction needs for the next 10 years.

(d) Before the school district exercises the authority granted pursuant to this section, the governing board of the school district shall adopt a plan at a public meeting for expending one-time resources pursuant to this section. The plan shall identify the source and the intended use of the surplus property proceeds and describe the reasons why the expenditure will not result in ongoing fiscal obligations for the school district.

(e) (1) Except for the sale or lease of surplus real property that has previously operated, or was constructed to be operated, as an early childhood education facility or a school for elementary and secondary instruction, the governing board of a school district shall not be required to appoint a school district advisory committee pursuant to Article 1.5 (commencing with Section 17387).

(2) It is the intent of the Legislature to allow a school district to meet the requirements to offer surplus properties set forth in the Education and Government Codes by making an offer simultaneously to all applicable entities.

(f) The Office of Public School Construction shall submit an interim and a final report to the State Allocation Board and the budget, education policy, and fiscal committees of the Legislature that identifies the school districts that have exercised the authority granted by this section, the amount of proceeds involved, and the purposes for which those proceeds were used. The interim report shall be submitted by June 1, 2022, and the final report shall be submitted by January 1, 2026.

(g) For any transaction for the sale or lease of surplus property a school district initiates pursuant to this section before June 30, 2024, the proceeds from the sale or lease transaction that are received after June 30, 2024, shall be considered proceeds that can be deposited in accordance with this section.

(h) Subdivisions (a) to (e), inclusive, shall become inoperative on July 1, 2024, subdivision (f) shall become inoperative on January 15, 2026, and this section as of January 1, 2027, is repealed.

(Amended by Stats. 2021, Ch. 124, Sec. 17. (AB 938) Effective January 1, 2022. Repealed as of January 1, 2027, by its own provisions.)

17464. Except as provided for in Article 2 (commencing with Section 17230) of Chapter 1, the sale or lease with an option to purchase of real property by a school district shall be in accordance with the following priorities and procedures:

(a) First, the property shall be offered for sale or lease pursuant to Section 17457.5 to any interested charter school for purposes of providing direct instruction or instructional support.

(b) Second, the property shall be offered for park or recreational purposes pursuant to Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code, in any instance in which that article is applicable.

(c) Third, the property shall be offered for sale or lease with an option to purchase, at fair market value in both of the following ways:

(1) In writing, to the Director of General Services, the Regents of the University of California, the Trustees of the California State University, the county and city in which the property is situated, to any public housing authority in the county in which the property is situated, and to any entity referenced in paragraph (2) that has submitted a written request to the school district to be directly notified of the offer for sale or lease with an option to purchase the real property by the school district.

(2) By public notice to any public district, public authority, public agency, public corporation, or any other political subdivision in this state, to the federal government, and to nonprofit charitable corporations existing on December 31, 1979, and organized pursuant to Part 3 (commencing with Section 10200) of Division 2 of Title 1 of the Corporations Code then in effect or organized on or after January 1, 1980, as a public benefit corporation under Part 2 (commencing with Section 5110) of Division 2 of Title 1 of the Corporations Code. Public notice shall consist of at least publishing its intention to dispose of the real property in a newspaper of general circulation within the school district, or if there is no newspaper of general circulation in the school district, then in any newspaper of general circulation that is regularly circulated in the school district. The notice shall specify that the property is being made available to all public districts, public authorities, public agencies, and other political subdivisions or public corporations in this state, and to other nonprofit charitable or nonprofit public benefit corporations.

(d) Publication of notice pursuant to this section shall be once each week for three successive weeks. Three publications in a newspaper regularly published once a week or more often, with at least five days intervening between the respective publication dates not counting the publication dates, are sufficient. The written notice required by paragraph (1) of subdivision (c) shall be mailed no later than the date of the second published notice.

(e) The entity desiring to purchase or lease the property shall, within 60 days after the third publication of notice, notify the school district of its intent to purchase or lease the property. If the entity desiring to purchase or lease the property and the school district are unable to arrive at a mutually satisfactory price or lease payment during the 60-day period, the property may be disposed of as otherwise provided in this section. In the event the school district receives offers from more than one entity pursuant to this subdivision, the school district governing board may determine which of these offers to accept.

(f) Fourth, the property may be disposed of in any other manner authorized by law.

(g) This section shall become operative January 1, 1988.

(Amended by Stats. 2012, Ch. 38, Sec. 37.7. (SB 1016) Effective June 27, 2012.)

17465. (a) As used in this section, the terms "district," "special education local plan area," and "county office" have the same meaning as prescribed by Part 30 (commencing with Section 56000).

(b) The governing board of a school district that adopts a resolution of intent to lease vacant classrooms shall first offer to lease the classrooms for special education programs that are provided by either other districts that comprise part of the special education local plan area in which the leasing district is included or by the county office having jurisdiction over the leasing district, to the pupils of the leasing district, in whole or in part.

(c) Upon adoption of the resolution, the governing board shall notify, in writing, other districts or the county office, as specified in subdivision (b), of its intent to lease vacant classrooms. The notice shall describe the vacant classrooms, shall specify that the lease shall not exceed a term of 99 years and that the lease payment and other terms of the lease are subject to negotiation, and shall state that the offer to lease is valid for no more than 60 days after receipt thereof.

(d) Notwithstanding Section 17466, the governing board may include in its resolution a time for a public meeting of the governing board to be held at its regular place of meeting at which sealed proposals to lease will be received and considered, and, notwithstanding Section 17469, may post copies of the resolution and publish notice of the adoption of the resolution. However, the governing board shall not act on any proposal prior to the first of the following conditions occurring:

(1) Receipt from the county superintendent or the public education agency, as appropriate, of its intent to lease the classrooms or of its intent not to do so.

(2) Expiration of the 60-day period prescribed by subdivision (c).

(e) An entity desiring to lease the vacant classrooms shall, within 60 days from receipt of the notification, inform the governing board, in writing, of its intent to lease or not to lease the classrooms.

(f) (1) The lease payments and other terms of the lease for vacant classrooms leased to other districts or to the county office, as specified in subdivision (b), shall be negotiated by the entity desiring to lease the vacant classrooms and the governing board. Any entity eligible to lease vacant classrooms pursuant to this section and any governing board may negotiate lease payments prior to the availability of the vacant classrooms.

(2) The lease payments shall not exceed the district's actual costs for maintenance, operation, and custodial services for the leased classrooms.

(3) If more than one governing board offers to lease classrooms, the entity desiring to lease such classrooms may elect to negotiate either individually with each district, or jointly, with some or all of such districts. If the entity elects joint negotiations, the lease payments shall not exceed the participating districts' average actual costs for maintenance, operation, and custodial services for the leased classrooms.

(g) If the governing board and the entity desiring to lease the classrooms are unable to complete negotiations for the lease and arrive at a mutually satisfactory lease within the same 60-day period that the entity has to inform the governing board of its intent to lease or not lease, the governing board may lease the classrooms in accordance with the provisions of this article.

(h) If vacant classrooms are available in both operating and nonoperating schools, the governing board, prior to adopting a resolution of intent to lease, shall consider which school would provide the environment least restrictive to the needs of handicapped pupils or individuals with exceptional needs, as appropriate, for whom the county superintendent or public education agency provides special education programs.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17466. Before ordering the sale or lease of any property the governing board, in a regular open meeting, by a two-thirds vote of all its members, shall adopt a resolution, declaring its intention to sell or lease the property, as the case may be. The resolution shall describe the property proposed to be sold or leased in such manner as to identify it and shall specify the minimum price or rental and the terms upon which it will be sold or leased and the commission, or rate thereof, if any, which the board will pay to a licensed real estate broker out of the minimum price or rental. The resolution shall fix a time not less than three weeks thereafter for a public meeting of the governing board to be held at its regular place of meeting, at which sealed proposals to purchase or lease will be received and considered.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17467. (a) In lieu of the declaration of intention to lease real property provided in Section 17466, the governing board of any school district having an average daily attendance of 250,000 or more as shown by the annual report of the county superintendent of schools for the preceding year may publish a notice three times in a period of not less than 15 days in a newspaper of general circulation published in the district. The notice shall describe the property proposed to be leased in a manner as to identify it and shall specify the minimum rental and terms upon which it will be leased. The notice shall fix a time not less than 15 days thereafter for a public meeting of the governing board to be held at its regular place of meeting at which the proposal to lease will be received and considered.

(b) The governing board by majority vote may adopt a ruling delegating to an officer or employee of the school district as the governing board may designate, authority to perform the duties prescribed in this section.

(c) Bids received under this section shall be received, accepted, or rejected in accordance with the provisions of this article.

(Amended by Stats. 2022, Ch. 920, Sec. 2. (SB 913) Effective January 1, 2023.)

17468. If, in the discretion of the board, it is advisable to offer to pay a commission to a licensed real estate broker who is instrumental in obtaining any proposal, the commission shall be specified in the resolution. No commission shall be paid unless there is contained in or with the sealed proposal or stated in or with the oral bid, which is finally accepted, the name of the licensed real estate broker to whom it is to be paid, and the amount or rate thereof. Any commission shall, however, be paid only out of money received by the board from the sale or rental of the real property.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17469. Notice of the adoption of the resolution and of the time and place of holding the meeting shall be given by posting copies of the resolution signed by the board or by a majority thereof in three public places in the district, not less than 15 days before the date of the meeting, and by publishing the notice not less than once a week for three successive weeks before the meeting in a newspaper of general circulation published in the county in which the district or any part thereof is situated, if any such newspaper is published therein.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17470. (a) The governing board of a school district that intends to sell real property pursuant to this article shall take reasonable steps to ensure that the former owner from whom the district acquired the property receives notice of the public meeting prescribed by Section 17466, in writing, by certified mail, at least 60 days prior to the meeting.

(b) The governing board of a school district shall not be required to accord the former owner the right to purchase the property at the tentatively accepted highest bid price nor to offer to sell the property to the former owner at the tentatively accepted highest bid price.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17471. Whenever it is proposed to lease real property and the governing board unanimously determines in the resolution that in its opinion, the monthly rental value of the property does not exceed the sum of fifty dollars ($50), the resolution need not be posted and may, before the date of the meeting, be published in two successive issues of a weekly newspaper or in five successive issues of a daily newspaper. The newspaper in which the notice is published shall be one published in the district and having a general circulation there; or if there is no newspaper, then one having a general circulation in the district; or if there is no newspaper, then in one having a general circulation in a county in which the district or any part thereof is situated.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17472. At the time and place fixed in the resolution for the meeting of the governing body, all sealed proposals which have been received shall, in public session, be opened, examined, and declared by the board. Of the proposals submitted which conform to all terms and conditions specified in the resolution of intention to sell or to lease and which are made by responsible bidders, the proposal which is the highest, after deducting therefrom the commission, if any, to be paid a licensed real estate broker in connection therewith, shall be finally accepted, unless a higher oral bid is accepted or the board rejects all bids.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17473. Before accepting any written proposal, the board shall call for oral bids. If, upon the call for oral bidding, any responsible person offers to purchase the property or to lease the property, as the case may be, upon the terms and conditions specified in the resolution, for a price or rental exceeding by at least 5 percent, the highest written proposal, after deducting the commission, if any, to be paid a licensed real estate broker in connection therewith, then the oral bid which is the highest after deducting any commission to be paid a licensed real estate broker, in connection therewith, which is made by a responsible person, shall be finally accepted. Final acceptance shall not be made, however, until the oral bid is reduced to writing and signed by the offeror.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17474. In the event of a sale on a higher oral bid to a purchaser procured by a licensed real estate broker, other than the broker who submitted the highest written proposal, and who is qualified as provided in Section 17468 of this code, the board shall allow a commission on the full amount for which the sale is confirmed. One-half of the commission on the amount of the highest written proposal shall be paid to the broker who submitted it, and the balance of the commission on the purchase price to the broker who procured the purchaser to whom the sale was confirmed.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17475. The final acceptance by the governing body may be made either at the same session or at any adjourned session of the same meeting held within the 10 days next following.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17476. The governing body may at the session, if it deems such action to be for the best public interest, reject any and all bids, either written or oral, and withdraw the property from sale or lease.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17477. (a) (1) If the governing board has complied with the provisions of this article, and no proposals are submitted or the proposals submitted do not conform with all terms and conditions specified in the resolution of intent to lease, the governing board may within one year thereafter, or one year after the passage of 30 days from the rejection of a public entity's nonconforming proposal, as appropriate, lease such real property, together with any personal property located thereon, to any lessee, at a price not less than fair market value in accordance with any terms and conditions agreed upon by the governing board and the lessee, except that the term of a lease shall not exceed three years. Sections 17461, 17464, and 17466 to 17469, inclusive, and Sections 17471 to 17473, inclusive, shall not apply to the lease.

(2) The governing board may by majority vote delegate an officer or employee of the district, or any other third person, to secure a lessee and to negotiate the terms and conditions of the lease. However, the lease shall not be executed unless the governing board by majority vote, at a public meeting, approves the lease.

(3) If a public entity has submitted a nonconforming proposal, the governing board shall not take any action pursuant to this subdivision until 30 days after the rejection of the proposal.

(b) Subdivision (a) shall not apply if a public entity has submitted a proposal that does not conform with all the terms and conditions specified in the resolution of intent to lease, and if the public entity requests, in writing, within 30 days from the rejection of its proposal, that the governing board lease the real property, subject to the resolution of intent, in accordance with this article.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17478. Any resolution of acceptance of any bid made by the governing body authorizes and directs the president of the governing body, or other presiding officer, or the members thereof, to execute a deed or lease and to deliver it upon performance and compliance by the purchaser or lessee of all the terms or conditions of his or her contract to be performed concurrently therewith.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17479. Nothing in Sections 17455 to 17542, inclusive, shall prevent the governing board of any school district from acquiring, leasing or subleasing property pursuant to Section 1261 of the Military and Veterans Code.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17480. The governing board of any school district may, without complying with any other provision of this article, let in the name of the district any buildings, grounds, or space therein, together with any personal property located thereon, not needed for school classroom buildings upon any terms and conditions as may be agreed upon by the governing board of the district and the lessee thereof for a period not exceeding 30 separate or consecutive calendar days or portions thereof in each fiscal year.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17481. In addition to any other authority to lease real property, the governing board of a school district, by a two-thirds vote of its members, may lease, for a term not exceeding three months, school district property having a residence thereon, which cannot be developed for district purposes because of the unavailability of funds. The lease shall be upon any terms and conditions that the parties thereto may agree and may be entered into without complying with any provisions in this code except as provided in this section.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17482. The governing board of a school district may, with the approval of the county board of supervisors, sell or lease any building of the district together with the site upon which the building is located, without complying with any other provisions of this article, provided that the county board of supervisors finds that all of the following conditions exist:

(a) The sale or lease is to be made to an incorporated nonprofit tax-exempt community or civic organization with a membership comprised predominantly of persons residing in the community in which the building and site are situated.

(b) The building is not suitable for school purposes.

(c) The building has an historic value and its preservation and utilization for the benefit of the community will best be ensured by sale or lease to an organization specified in subdivision (a).

(d) The sale or lease is to be executed for a consideration to enure to the school district reflecting the fair market value of the property, or its fair rental value, as the case may be, except that the sale may be executed for a consideration that is less than the fair market value of the property if all of the following conditions exist:

(1) More than 50 percent of the buildings on the site have been designated as historically significant by the State Historical Resources Commission.

(2) For a period of 25 years, commencing with the date that possession of the property is transferred, the building or buildings designated pursuant to paragraph (1) shall be used and maintained for public benefit as an historical resource, and the site shall otherwise be available for public access and use, including, but not limited to, park and recreational uses. Any violation of this condition shall result in the automatic reversion of title to the property so transferred, without remuneration, to the transferor school district. The condition set forth in this paragraph does not prohibit any use of the site that is necessary or appropriate to its use and maintenance for historical purposes.

(3) The consideration paid is equal to or greater than the sum of the actual cost of the acquisition of the property by the school district and the actual cost of any capital improvements made to the property.

(e) Adequate provision has been made in connection with the sale or lease transaction to protect the district against all civil liabilities which might arise in connection with any use of the building and site.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17483. The failure to comply with the provisions of this article shall not invalidate the transfer or conveyance of real property to a purchaser or encumbrancer for value.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17484. The governing board of any school district, constituting the governing body of an elementary district, a high school district, or any two of those districts, may sell any building, structure, or other fixture, belonging to one of its respective districts to another district governed by it, for an amount to be fixed by the governing body, without advertisement for or receipt of bids or compliance with any other provisions of this code.

Whenever any property is sold under this section it shall be removed from the premises of the district selling it within 60 days from the date of the sale.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

ORDINANCE NO. 1423

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF DALY CITY
REPEALING AND REPLACING CHAPTER 17.47 RE: INCLUSIONARY HOUSING

The City Council of the City of Daly City, DOES ORDAIN as follows:

SECTION 1. Chapter 17.47 of Title 17 of the Daly City Municipal Code is hereby repealed in its entirety.

SECTION 2. Chapter 17.47 of Title 17 of the Daly City Municipal Code is hereby added to read as follows:

Chapter 17.47

INCLUSIONARY HOUSING

Section 17.47.010 Purpose

A. The purpose of this chapter is to enhance the public welfare by establishing policies that require the development of housing affordable to households of low- and moderate-incomes, meet the City's regional share of housing needs, and implement the goals and objectives of the City's general plan and housing element.

B. The adoption of a City-wide inclusionary housing program will also assist in alleviating the use of available residential land solely for the benefit of households that are able to afford market-rate housing because such market-rate development will be required to contribute to the provision of affordable housing for the entire Daly City community.

C. The City Council desires to provide incentives in this chapter for Inclusionary Units to be located on the same site as market-rate residential development to provide for integration of low- and moderate-income households with households in market-rate neighborhoods and to disperse Inclusionary Units throughout the City where new residential development occurs.

D. The City Council desires to provide and maintain affordable housing opportunities in the community through an inclusionary housing program for both ownership and rental housing.

Section 17.47.020. Findings

The City Council finds and determines:

A. Lack of access to affordable housing has a direct impact upon the health, safety and welfare of the residents of the City. The City will not be able to contribute to the attainment of state housing goals or retain a healthy environment without additional affordable housing. The housing affordability problem has an impact

upon a broad range of income groups, and no single housing program will be sufficient to meet the housing need.

B. A lack of new affordable units will have a substantial negative impact on the environment and economic climate because:

1. Housing will have to be built elsewhere, far from employment centers and therefore commutes will increase, causing increased traffic and transit demand and consequent noise and air pollution; and

2. City businesses will find it more difficult to attract and retain the workers they need. Affordable housing policies contribute to a healthy job and housing balance by providing more affordable housing close to employment centers.

C. The California Legislature has required each local government agency to develop a comprehensive, long-term general plan establishing policies for future development. As specified in the Government Code (at Sections 65300, 65302(c), and 65583(c)), the plan must:

1. "Encourage the development of a variety of types of housing for all income levels, including multifamily rental housing;"

2. "[A]ssist in the development of adequate housing to meet the needs of low- and moderate-income households;" and

3. "Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action."

D. The citizens of the City seek a well-planned, aesthetically pleasing and balanced community, with housing affordable to low- and moderate-income households. Affordable housing should be available throughout the City, and not restricted to a few neighborhoods and areas.

E. Federal and state funds for the construction of new affordable housing are insufficient to fully address the problem of affordable housing within the City. Nor has the private housing market provided adequate housing opportunities affordable to low- and moderate-income households.

F. The City is aware that there may be times when affordable housing requirements make market-rate housing more expensive. In weighing all the factors, including the significant need for affordable housing, the City has made the decision that the community's interests are best served by the adoption of the inclusionary housing ordinance.

Section 17.47.030. Definitions

As used in this chapter, the following terms shall have the following meanings:

"Affordable Housing Plan" means a plan containing all of the information specified in and submitted in compliance with Section ___ of this chapter and describing the manner in which Inclusionary Units will be provided in conformity with this chapter and the Inclusionary Housing Guidelines.

"Affordable Housing Project" means a Residential Development that is subject to a deed restriction with a term of at least 55 years that restricts all of the residential units other than manager's units for occupancy by, or sale to, low-, very low-, or moderate-income households at Affordable Rents or Affordable Sales Prices.

"Affordable Rent" means a monthly rent plus Utility Allowance that does not exceed one-twelfth ($1/12^{th}$) of thirty percent (30%) of seventy percent (70%) of Area Median Income for a household of the Assumed Household Size for the dwelling unit.

"Affordable Sales Price" means a sales price that results in a monthly housing cost (including mortgage payments, mortgage insurance, (if any), homeowners' insurance, property taxes, homeowners' association costs, assessments (if any), and a Utility Allowance, that does not exceed one-twelfth ($1/12^{th}$) of thirty percent (30%) of one hundred ten percent (110%) of Area Median Income for households of the Assumed Household Size for the dwelling unit.

"Alternative In Lieu Fee" means the in-lieu fee that is paid when the Developer elects to pay a fee as an alternative to building an Inclusionary Unit.

"Area Median Income" means the annual median income for San Mateo County, adjusted for household size, as published periodically in the California Code of Regulations, Title 25, Section 6932, or its successor provision, or as established by the City of Daly City in the event that such median income figures are no longer published in the California Code of Regulations.

"Assumed Household Size" means, for the purpose of establishing Affordable Sales Prices and Affordable Rent, a household with a total number of members equal to the number of bedrooms in the dwelling unit, plus one, consistent with Section 50052.5(h) of the California Health and Safety Code and subject to applicable federal rules (if any). For example, the Assumed Household Size for a 3-bedroom home is a 4-person household.

"City" means the City of Daly City, City Manager of the City of Daly City or his or her designee.

"City Council" means the elected legislative body of the City of Daly City.

"Condominium conversion" means the conversion of the ownership of the units in a rental project from a single ownership to an ownership in which the dwelling units may be sold individually. Such condominium conversions may include, but are not limited to, the conversion of existing multiple unit Residential Development projects to any of the following, all as defined Civil Code Section 1351; (a) a community apartment project; (b) a condominium project; and (c) a stock cooperative.

"Density bonus units" means dwelling units approved in a Residential Development pursuant to California Government Code Section 65915 et seq. that are in excess of the maximum residential density otherwise permitted by the Daly City general plan or zoning ordinance.

"Developer" means any person, firm, partnership, association, joint venture, corporation, or any entity or combination of entities, that seeks City approvals for all or part of a residential or commercial development.

"First approval" means the first of the following approvals to occur with respect to a Residential Development: development agreement, general plan amendment, specific or area plan adoption or amendment, zoning, rezoning, pre-zoning, annexation, planned development permit, tentative map, parcel map, conditional use permit, special use permit, or building permit.

"For-sale" means and refers to any dwelling unit, including a condominium, stock cooperative, community apartment, or attached or detached single family home, for which a parcel or tentative and final map is required for the lawful subdivision of the parcel upon which the dwelling unit is located or for the creation of the unit in accordance with the Subdivision Map Act (California Government Code Section 66410 et seq.), or any Residential Development including such for-sale dwelling units.

"For-Sale Project" means a Residential Development, or portion thereof, that includes the creation of one or more dwelling units that may be sold individually, including a condominium, stock cooperative, community apartment, or attached or detached single-family home, and also includes a residential Condominium Conversion and the creation of dwelling units that may be sold individually, but are initially rented rather than sold.

“Impact Fee” means a fee that may be due for Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018. The impact fee, based on a 2014 Nexus Study, was required for Rental Projects and was an alternative for For-sale projects pursuant to the former affordable housing ordinance.

"Inclusionary Housing Agreement" means a written agreement between a developer and the City as provided by Section 17.47.130.

"Inclusionary Housing Guidelines" means the written administrative guidelines detailing procedures and guidelines to ensure the orderly and efficient administration of the requirements of this chapter.

"Inclusionary Unit" means a dwelling unit that pursuant to this chapter is required to be offered at Affordable Rent or Affordable Sales Price to Low-Income Households or Moderate-Income Households, and that is subject to a deed restriction as required by this chapter.

“Low-income household" means a household whose annual income does not exceed the qualifying limits set for "lower income households" in Section 50079.5 of the California Health and Safety Code.

"Market-Rate Unit" means a dwelling unit in a Residential Development that is not an Inclusionary Unit.

“Moderate-income household" means a household whose income does not exceed the qualifying limits set for "persons and families of low or moderate income" in Section 50093(b) of the California Health and Safety Code.

"Planning permit" means a tentative map, parcel map, conditional use permit, site development permit, planned development permit, development agreement, or special use permit, or any discretionary permit excluding general plan amendments, zoning and rezoning, annexation, specific plans, and area development policies.

"Rental Project" means a Residential Development, or portion thereof, that creates dwelling units that cannot be sold individually.

"Rental" means and refers to a dwelling unit that is not a for-sale dwelling unit, and does not include any dwelling unit, whether offered for rental or sale, that may be sold as a result of the lawful subdivision of the parcel upon which the dwelling unit is located or creation of the

unit in accordance with the Subdivision Map Act (California Government Code Section 66410 et seq.), or any Residential Development including such rental dwelling units.

"Required In Lieu Fee" means the in lieu fee required to be paid for residential developments below the threshold for providing Inclusionary Units. This threshold is fifteen (15) units for for-sale projects, and twenty (20) units for rental projects.

"Residential Development" means any project that requires a building permit for which an application must be submitted to the City, and that would create five or more new additional, or modified dwelling units by: (i) the construction or alteration of structures, (ii) the conversion of a use to residential from any other use, or (iii) the conversion to for-sale residential use from rental residential use.

"Utility Allowance" means an allowance for utilities reflecting the figures for the applicable unit type in the most recent utility allowance schedule published by the San Mateo County Housing Department.

"Utilities" means garbage collection, sewer, water, electricity, gas and other heating, cooling, cooking and refrigeration fuels.

Section 17.47.040 Operative Date of Chapter.

The provisions of this chapter shall be operative on July 1, 2018.

Section 17.47.050 Applicability.

The provisions of this chapter shall apply to all Residential Developments, except for any Residential Development that is exempt under Section 17.47.060 of this chapter.

Section 17.47.060 Exemptions.

The requirements of this chapter do not apply to:

A. The reconstruction of any structures that have been destroyed by fire, flood, earthquake or other act of nature provided that the reconstruction of the site does not increase the number of residential units by five or more units.

B. Projects that are not Residential Developments as defined in Section 17.47.030.

C. Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018. For such Residential Developments, the affordable housing requirements set forth in the approved Planning Permits or Affordable Housing Plan shall apply; provided however, upon the expiration of any Planning Permit, the Residential Development shall be subject to the requirements of this chapter, and shall not proceed until such time as an Affordable Housing Plan is approved in conjunction with any other required Planning Permit or amendment thereto for the Residential Project. Developers of Residential Developments for which a Planning Permit or an Affordable Housing Plan has been approved by the City prior to July 1, 2018, who are subject to payment of an Impact Fee shall be required to pay the Impact Fee in effect as of the date of the City's approval of the Planning Permit or Affordable

Housing Plan for the Residential Development; provided however, if the In Impact Fee is not paid within twelve (12) months from February 1, 2019, then the Impact Fee shall be payable in the amount that is in effect on the date of issuance of building permits for the Residential Development.

Residential Developments for which neither a Planning Permit nor an Affordable Housing Plan has been approved prior to July 1, 2018 are subject to the requirements of this chapter.

Section 17.47.070 Affordable Housing Requirements

Residential developments with fewer than 20 rental units or 15 ownership units will pay the Required in Lieu Fees established in the City's Affordable Housing Fee schedule.

A. Except as otherwise permitted by this chapter, all new Residential Developments not subject to the Required In Lieu Fees above shall include Inclusionary Units. Calculations of the number of Inclusionary Units required by this section shall be based on the number of dwelling units in the Residential Development excluding any Density Bonus Units.

B. On-site inclusionary requirement. Unless otherwise exempted or excepted from this chapter, Residential Developments shall include Inclusionary Units on the same site as the Residential Development as follows:

1. For-Sale Projects: twenty percent (20%) of the dwelling units in the Residential Development shall be sold at an Affordable Sales Price to households whose annual income does not exceed Moderate Income.

2. Rental Projects: ten percent (10%) of the dwelling units in the Residential Development shall be made available for rent at an Affordable Rent to households whose annual income does not exceed Low Income.

3. In the event tenure-type is not known at the time of entitlement, developers shall submit an Affordable Housing Plan that describes how they will comply with affordable housing requirements under both rental and ownership scenarios.

C. Fractional units. In computing the total number of Inclusionary Units required in a Residential Development, fractions of one-half (1/2) or greater shall be rounded up to the next highest whole number, and fractions of less than one-half (1/2) shall be rounded down to the next lowest whole number.

D. Residential Development with both for-sale and rental units. When a Residential Development includes both for-sale and rental dwelling units, the provisions of this chapter that apply to for-sale Residential Developments shall apply to that portion of the development that consists of for-sale dwelling units, and the provisions of this chapter that apply to rental Residential Developments shall apply to that portion of the development that consists of rental dwelling units.

Section 17.47.080 On-Site Inclusionary Housing Incentives.

A. The Developer of a Residential Development that will provide all required Inclusionary Units on the same site as the Market-Rate Units may, at the Developer's option, submit a written request for a density bonus, waivers, incentives, or concessions pursuant to California Government Code Section 65915 *et seq*. and Chapter 17.52 of this Code if the Residential Development includes on-site affordable dwelling units that meet the thresholds for density bonus pursuant to California Government Code Section 65915 *et seq*..

B. Affordable Housing Plan. Any requests for waivers, concessions or incentives shall be included in the proposed Affordable Housing Plan submitted at the time of application for the First Approval, and any incentives authorized by the City pursuant to Chapter 17.52 of this Code shall be included in the Affordable Housing Plan, if approved by the City, for the Residential Development.

Section 17.47.090 Timing of Construction of Inclusionary Units

A. All required Inclusionary Units shall be constructed and made available for occupancy prior to or concurrently with the Market-Rate Units in the Residential Development. To implement this requirement, [the City will not issue building permits for more than a proportional number of the Market-Rate Units within a Residential Development until it has issued building permits for the proportional number of Inclusionary Units to be included in the development. In addition, the City will not approve final inspections or certificates of occupancy for more than a proportional number of the Market-Rate Units within a Residential Development until it has approved final inspections or certificates of occupancy for a proportional number of the Inclusionary Units within the development.]

B. For phased developments, the City will not issue building permits for more than a proportional number of the Market-Rate Units within a construction phase in a Residential Development until it has issued building permits for the proportional number of Inclusionary Units to be included in that construction phase. In addition, the City will not approve final inspections or certificates of occupancy for more than a proportional number of the Market-Rate Units within a construction phase until it has approved final inspections or certificates of occupancy for a proportional number of the Inclusionary Units within that construction phase.

Section 17.47.100 Development and Design Standards for Inclusionary Units

A. Single-family detached Inclusionary Units shall be dispersed throughout the Residential Development. Townhouse, row-house, and multifamily Inclusionary Units shall be located so as not to create a geographic concentration of Inclusionary Units within the Residential Development.

B. The quality of design and overall quality of construction of the Inclusionary Units shall be consistent with the design of all Market-Rate Units in the Residential Development and meet all site, design, and construction standards included in

Title 15 (Buildings and Construction), Title 16 (Subdivisions), and Title 17 (Zoning) of this code, including but not limited to compliance with all design guidelines included in applicable specific plans or otherwise adopted by the City Council, and the Inclusionary Housing Guidelines. Inclusionary Units shall have functionally equivalent parking when parking is provided to the Market-Rate Units.

D. The Inclusionary Units shall have the same amenities as the Market-Rate Units, including the same access to and enjoyment of common open space and facilities in the Residential Development.

E. The Inclusionary Units shall have the same proportion of unit types as the Market-Rate Units in the Residential Development.

F. The Inclusionary Units shall have a comparable square footage and the same bedroom count and bedroom count ratio as the Market-Rate Units.

Section 17.47.110 Minimum Requirements

The requirements of this chapter are minimum requirements and shall not preclude a Residential Development from including additional affordable units or affordable units with lower rents or sales prices than required by this chapter.

Section 17.47.110 Compliance Alternatives

A. Alternative In-Lieu Fees. In lieu of constructing the on-site Inclusionary Units required by this chapter, a developer may elect to pay an Alternative In Lieu fee in accordance with this Section.

1. Alternative In Lieu Fees shall be payable in full at the time of issuance of building permits for the Residential Development or applicable phase thereof. No application for a rezoning, tentative map, parcel map, conditional use permit, design review, or building permit shall be approved, nor shall any Residential Development be constructed, or condominium conversion approved without compliance with this section. For phased developments, payments may be made for each phase of the Residential Development prior to issuance of a building permit for that phase.

2. Rental Residential Developments. The Alternative In Lieu Fee for rental Residential Developments shall be equal to the total livable square footage of the development multiplied by the Alternative in lieu fee established in the City's Affordable Housing Fee schedule an amount equal to the approximate per unit cost that the City would incur to subsidize the development of an equal number of rental Inclusionary Units such that they could be offered for rent at Affordable Rent.

3. Fractional Units. In calculating the amount of the Alternative In Lieu Fee, any fractional unit obligation will be rounded up to the nearest whole number.

4. The amount of Alternative In Lieu Fees shall be established by resolution of the City Council and may include without limitation estimated costs of (1) administration, (2) construction, (3) land, (4) financing, (5) professional fees (including without limitation architecture, engineering, and other costs), and (6) indirect costs.

5. The City shall not issue building permits for any Market-Rate Unit in the Residential Development prior to the payment in full of all applicable Alternative In Lieu Fees.

6. All Alternative In Lieu Fees collected under this section shall be deposited in the City's affordable housing trust fund established pursuant to Section 17.47.150 of this chapter.

B. Combination of Fees and Units. If the Residential Development consists of more than fifty (50) rental units, a developer may elect to provide a combination of on-site inclusionary units and payment of Required In Lieu Fees.

1. The number of on-site inclusionary units provided must be at least half of the required number of inclusionary units, or at least five percent of the total units in the project.

2. The Required In Lieu Fees shall be paid for the remaining balance of required on-site inclusionary units.

Section 17.47.120 Continuing Affordability and Initial Occupancy

A. The Inclusionary Housing Guidelines shall include standard documents, in a form approved by the City Attorney, to ensure the continued affordability of the Inclusionary Units approved for each Residential Development. The documents may include, without limitation, Inclusionary Housing Agreements, regulatory agreements, deeds of trust, resale restrictions, rights of first refusal, options to purchase, and/or other documents that shall be recorded against the Residential Development and the Inclusionary Units.

B. Unless otherwise specified by the chapter, all Inclusionary Units shall be subject to recorded restrictions that require the units to remain affordable to the targeted income group for no less than fifty-five (55) years.

C. Any household that occupies an Inclusionary Unit must occupy that unit as its principal residence, unless otherwise approved in writing by the City for rental to a third party for a limited period of time due to household hardship, as specified in the Inclusionary Housing Guidelines.

D. No household may begin occupancy of an Inclusionary Unit until the household has been determined to be eligible to occupy that unit. Rental Inclusionary Units shall continue to be rented to income eligible households at an Affordable Rent for the entire term of the inclusionary housing restriction. The Inclusionary Housing Guidelines shall establish standards for determining household income,

minimum and maximum occupancy, affordable housing cost, provisions for continued monitoring of tenant eligibility, and other eligibility criteria.

E. Officials, employees, or consultants of the City, and members of boards and commissions thereof, shall comply with all applicable laws, regulations, and policies relating to conflicts of interest as to their eligibility to develop, construct, sell, rent, lease, occupy, or purchase an Inclusionary Unit. The Inclusionary Housing Guidelines may include conflict of interest provisions relating to the administration of this chapter and the eligibility of persons to occupy Inclusionary Units.

Section 17.47.130 Affordable Housing Plan and Inclusionary Housing Agreement

A. An Affordable Housing Plan shall be submitted as part of the application for First Approval of any Residential Development. No application for a First Approval for a Residential Development may be deemed complete unless an Affordable Housing Plan is submitted in conformance with the provisions of this chapter. Approval of an Affordable Housing Plan is a condition of any tentative map, parcel map or building permit for any development for which this chapter applies. This section does not apply to projects where the requirements of the chapter are satisfied by payment of a fee under Section ___.

B. For each construction phase, the Affordable Housing Plan shall specify, at the same level of detail as the application for the Residential Development, at least all of the following information:

1. Whether the development is for sale or rental and the type of structure (attached; semi-attached, detached);

2. How the inclusionary housing requirement will be satisfied pursuant to this chapter;

3. For all Inclusionary Units- the number of units, unit type, tenure, number of bedrooms and baths, approximate location/floor plan, size and design, construction and completion schedule;

4. Phasing of Inclusionary Units in relation to Market-Rate units in compliance with Section 17.47.090;

5. Marketing plan, including the manner in which Inclusionary Units will be offered to the public in a nondiscriminatory and equitable manner;

6. Specific methods to be used to verify household incomes, and to maintain the affordability of the Inclusionary Units;

7. A reliable financing mechanism for the ongoing administration and monitoring of rental Inclusionary Units;

8. Any other information that is reasonably necessary to evaluate the compliance of the Affordable Housing Plan with the requirements of this chapter and the Inclusionary Housing Guidelines.

C. Upon submittal, the City shall determine if the Affordable Housing Plan is complete and conforms to the provisions of this chapter and the Inclusionary Housing Guidelines. If the Affordable Housing Plan is incomplete or not in compliance, it will be returned to the developer with a list of deficiencies or the information required. Any decision deeming the Affordable Housing Plan to be out of conformity with this chapter may be appealed to the City Council in accordance with procedures for notice and hearing contained in Title __ of the Municipal Code.

D. The Affordable Housing Plan shall be reviewed as part of the First Approval of any Residential Development. The Affordable Housing Plan shall be approved if it conforms to the provisions of this chapter and the Inclusionary Housing Guidelines. A condition shall be attached to the First Approval of any Residential Development to require recordation of the Inclusionary Housing Agreement described in subsection G. of this section prior to the approval of any final or parcel map or building permit for the Residential Development.

E. A request for a minor modification of an approved Affordable Housing Plan may be granted if the modification is substantially in compliance with the original Affordable Housing Plan and conditions of approval. Other modifications to the Affordable Housing Plan shall be processed in the same manner as the original plan.

In the event the tenure type of a development changes, a revised Affordable Housing Plan, compliant with the requirements described in this Ordinance for the new tenure type must be approved by the City.

F. Following the first approval of a Residential Development, the City shall prepare an Inclusionary Housing Agreement providing for implementation of the Affordable Housing Plan and consistent with the Inclusionary Housing Guidelines. Prior to the approval of any final or parcel map or issuance of any building permit for a Residential Development subject to this chapter, the Inclusionary Housing Agreement shall be executed by the City and the applicant and recorded against the entire Residential Development property to ensure that the agreement will be enforceable against any successor in interest. The Inclusionary Housing Agreement will include, without limitation (i) a description of the development, including whether the affordable units will be rented or owner-occupied; (ii) the number, size and location of the Inclusionary Units; (iii) incentives provided by the City (if any), including the nature and amount of any local public funding; (iv) provisions and/or documents for resale restrictions, deeds of trust, rights of first refusal or rental restrictions; (v) provisions for monitoring the ongoing affordability of the units, and the process for qualifying prospective resident households for income eligibility; and (vi) any additional obligations relevant to the compliance with this chapter. The Inclusionary Housing Agreement shall not be amended without the prior written consent of the City and shall not be amended prior to any necessary amendments to applicable planning permits.

G. The City Council, by resolution, may establish fees for the ongoing administration and monitoring of the Inclusionary Units, which fees may be updated periodically, as required.

Section 17.47.140 For-Sale Units

For-Sale Inclusionary Units shall be subject to the following requirements.

A. Initial Sale. For-Sale Inclusionary Units must be initially sold at an Affordable Sales Price to households whose income is no greater than Moderate-Income and shall be subject to recorded resale restrictions.

B. Transfer. Upon any transfer of a For-Sale Inclusionary Unit prior to the expiration of the fifty-five (55) year affordability period, renewed restrictions will be entered into with a fifty-five (55) year renewal term.

C. Resale. The maximum sales price permitted upon resale of an Inclusionary Unit designated for owner-occupancy shall be the greater of:

1. The sum of the original purchase price the owner paid for the home plus the depreciated value of any capital improvements purchased and installed by the owner and approved in writing by the City prior to their installation pursuant to the City's capital improvements policy described in the Below Market-Rate Ownership Unit Program Guidelines and Information Manual; or

2. The current Affordable Sales Price for the unit based on current Area Median Income limits plus the depreciated value of any capital improvements purchased and installed by the owner and approved in writing by the City prior to their installation pursuant to the City's capital improvements policy described in the Below Market-Rate Ownership Unit Program Guidelines and Information Manual.

D. Maintenance of Unit. The owner of the Inclusionary Unit will be responsible for compliance with housing maintenance standards as described in the Inclusionary Housing Guidelines.

E. Changes in Title. Subject to reasonable procedures that the City may require, title to the Inclusionary Unit may be transferred pursuant to the Below Market-Rate Ownership Unit Program Guidelines and/or Inclusionary Housing Guidelines. F. Annual Certifications. The owner of the affordable unit shall certify annually that the owner occupies the unit as the owner’s primary residence.

F. Failure of an owner to comply with the requirements of this section shall be a violation of this chapter, and the City shall be permitted to seek enforcement against an owner in violation pursuant to Section 17.47.180, in addition to any other remedy available to it under law or equity.

Section 17.47.150 Affordable Housing Trust Fund

A. Unless otherwise required by law, all in lieu fees, fees, promissory note repayments, shared appreciation payments, and other funds collected under this chapter shall be deposited into a separate account to be designated as the City of Daly City affordable housing trust fund. The City may elect to deposit funds from other sources into the fund.

B. The moneys in the affordable housing trust fund and all earnings from investment of the moneys in the affordable housing trust fund shall be expended exclusively to provide housing affordable to extremely low-income, very low-income, lower income, and moderate-income households in the City of Daly City and administration and compliance monitoring of the inclusionary housing program.

Section 17.47.160 Compliance Monitoring

The Inclusionary Housing Guidelines and each Inclusionary Housing Agreement shall include provisions for the monitoring by the City of each Inclusionary Unit for compliance with the provisions of this chapter, the Inclusionary Housing Guidelines, and the applicable Inclusionary Housing Agreement. Such provisions shall require annual compliance reports to be submitted to the City by the owner, and the City shall conduct periodic on-site audits to ensure compliance with all applicable laws, policies, and agreements. The City Council may adopt fees for the costs of monitoring and compliance by the City, which shall be deposited into the affordable housing trust fund for that purpose.

Section 17.47.170 Waiver

A. Notwithstanding any other provision of this chapter, the requirements of this chapter may be waived, adjusted, or reduced if an applicant shows, based on substantial evidence, that applying the requirements of this chapter would take property in violation of the United States or California Constitutions.

B. Any request for a waiver, adjustment, or reduction under this section shall be submitted to the City concurrently with the Affordable Housing Plan required by Section ___ of this chapter. The request for a waiver, adjustment, or reduction shall set forth in detail the factual and legal basis for the claim.

C. The request for a waiver, adjustment, or reduction shall be reviewed and considered in the same manner and at the same time as the Affordable Housing Plan and is subject to the appeal process for Affordable Housing Plans in Section 17.47.130.

D. In making a determination on an application for waiver, adjustment, or reduction, the applicant shall bear the burden of presenting substantial evidence to support the claim. The City may assume each of the following when applicable:

1. That the applicant will provide the most economical Inclusionary Units feasible, meeting the requirements of this chapter and the Inclusionary Housing Guidelines.

2. That the applicant is likely to obtain housing subsidies when such funds are reasonably available.

E. The waiver, adjustment or reduction may be approved only to the extent necessary to avoid an unconstitutional result, after adoption of written findings, based on substantial evidence, supporting the determinations required by this section.

Section 17.47.180 Implementation and Enforcement

A. The City shall adopt guidelines to assist in the implementation and administration of all aspects of this chapter.

B. The City shall evaluate the effectiveness of the ordinance codified in this chapter one (1) year after the operative date of this chapter.

C. The City Attorney shall be authorized to enforce the provisions of this chapter and all Inclusionary Housing Agreements, regulatory agreements, covenants, resale restrictions, promissory notes, deed of trust, and other requirements placed on Inclusionary Units by civil action and any other proceedings or methods permitted by law.

D. Failure of any official or agency to fulfill the requirements of this chapter shall not excuse any applicant or owner from the requirements of this chapter. No permit, license, map, or other approval or entitlement for a Residential Development shall be issued, including without limitation a final inspection or certificate of occupancy, until all applicable requirements of this chapter have been satisfied.

E. The remedies provided for herein shall be cumulative and not exclusive and shall not preclude the City from any other remedy or relief to which it otherwise would be entitled under law or equity.

SECTION 3: Severability. If any provision of this Ordinance is held by any court or by any Federal or State agency of competent jurisdiction, to be invalid as conflicting with any Federal or State law, rule or regulation now or hereafter in effect, or is held by such court or agency to be modified in any way in order to conform to the requirements of any such law, rule or regulation, such provision shall be considered a separate, distinct, and independent part of this Ordinance, and such holding shall not affect the validity and enforceability of all other provisions hereof. In the event that such law, rule or regulation is subsequently repealed, rescinded, amended or otherwise changed, so that the provision thereof which had previously been held invalid or modified is no longer in conflict with such law, rule or regulation, said provision shall thereupon return to full force and effect and shall thereafter be binding.

SECTION 4: Environmental Determination. The City Council of the City of Daly City finds and determines that the implementation of measures described in this Chapter is in furtherance police powers of the City of Daly City, and that these purposes are exempt from the provisions of the California Environmental Quality Act (CEQA); Chapter 3 (commencing with Section 21100) of Division 13 of the Public Resources Code, as provided in categorical exemption within CEQA's categorical exemption for activities involving regulation of activities.

SECTION 5: Publication/Summary Pursuant to the provisions of Government Code Section 36933, a summary of this ordinance shall be prepared by the City Attorney. At least five (5) days prior to the Council meeting at which this ordinance is scheduled to be adopted, the City Clerk shall (1) publish the summary, and (2) post it in the City Clerk's office a certified copy of this ordinance. Within fifteen (15) days after the adoption of this ordinance, the City Clerk shall (1) publish the summary and (2) post in the City Clerk's office a certified copy of the full text of this ordinance along with the names of those City Council members voting for and against this ordinance or otherwise voting. This ordinance shall become effective thirty (30) days from and after its adoption.

Introduced this 26th day of November 2018.

Passed and adopted as an Ordinance of the City of Daly City at a regular meeting of the City Council of the City of Daly City held on the 10th day of December 2018, by the following vote:

AYES, Councilmembers Daus-Magbual, DiGiovanni, Manalo, Sylvester, Buenaventura

NOES, Councilmembers None

Absent, Councilmembers: None

K. Annette Hipona
CITY CLERK OF THE CITY OF DALY CITY

APPROVED:

RAYMOND A. BUENAVENTURA
MAYOR OF THE CITY OF DALY CITY

JEFFERSON UNION HIGH SCHOOL DISTRICT

REPORT FROM THE DISTRICT'S

REAL PROPERTY ADVISORY COMMITTEE

OCTOBER 4, 2021

Executive Summary

The Jefferson Union High School District Board of Trustees ("Board") convened a Surplus Property Advisory Committee ("7-11 Committee" or "Committee") that met on August 23, August 30, September 13, September 20, and October 4, 2021. The Committee found that the Jefferson Union High School District ("District") has sufficient space at Jefferson High School, Oceana High School, Terra Nova High School, Thornton High School, and Westmoor High School to house District students beginning in the 2021-22 school year and beyond.

The Committee concluded that current enrollment data and future projections clearly support a recommendation to the Board to declare the Serramonte Del Rey site surplus to the District's educational needs. The 7-11 Committee is also recommending that acceptable uses of the Serramonte Del Rey site include housing, open space, and retail, as well as spaces that foster educational opportunities, community engagement (e.g., garden, farmer's market, food trucks), and recognize diversity in the community (e.g., cultural activities, honor native peoples).

Purpose of the Committee

On February 23, 2021, the Board took action to authorize the formation of a 7-11 Committee and on August 17, 2021 the Board adopted a resolution establishing the committee and appointing its members. Both action items outlined that the purpose of the committee would be to consider and make a recommendation as to whether the Serramonte Del Rey site should be declared surplus and to recommend possible acceptable uses of the site based on the Board's desire to pursue potential land leases.

Committee Membership

Seven Committee members were appointed by the Board at its August 17, 2021 meeting.

As required by Education Code 17390, the membership of the 7-11 Committee was representative of all the following categories: (a) the ethnic, age group, and socioeconomic composition of the District; (b) the business community, such as store owners, managers, or supervisors; (c) landowners or renters, with preference to be given to representatives of neighborhood associations; (d) teachers; (e) administrators; (f) parents of students; and (g) persons with expertise in environmental impact, legal contracts, building codes, and land use planning, including, but not limited to knowledge of the zoning and other land use restriction of the cities or cities and counties in which surplus space and real property is located.

Member	Affiliate	Criteria
Adam Kubey	Certificated Employee, JUHSD	a, d
Rebecca Lugtu	Business Owner	a, b
Victoria Magbilang	Parent, Resident	a, c, f
Dennie Marenco	Thornton High School Principal	a, e
Ben Schaefer	Business Owner, Architect	a, b, g
Chris Tung	Parent	a, f
Jose Villalobos	Certificated Employee, JUHSD, Resident	a, c, d

Ben Schaefer served as chair of the committee and Jose Villalobos served as vice chair. Associate Superintendent Tina Van Raaphorst attended all meetings and provided the Committee with enrollment trends data, budget information, and other information relevant to the Committee's work. Gina Beltramo, Deputy County Counsel, provided the committee with an overview of the Brown Act and the role of the 7-11 Committee at the first meeting. Representatives from District consultants Brookwood Group provided the Committee with information about the proposed uses of the Serramonte Del Rey site.

Charge to the Committee

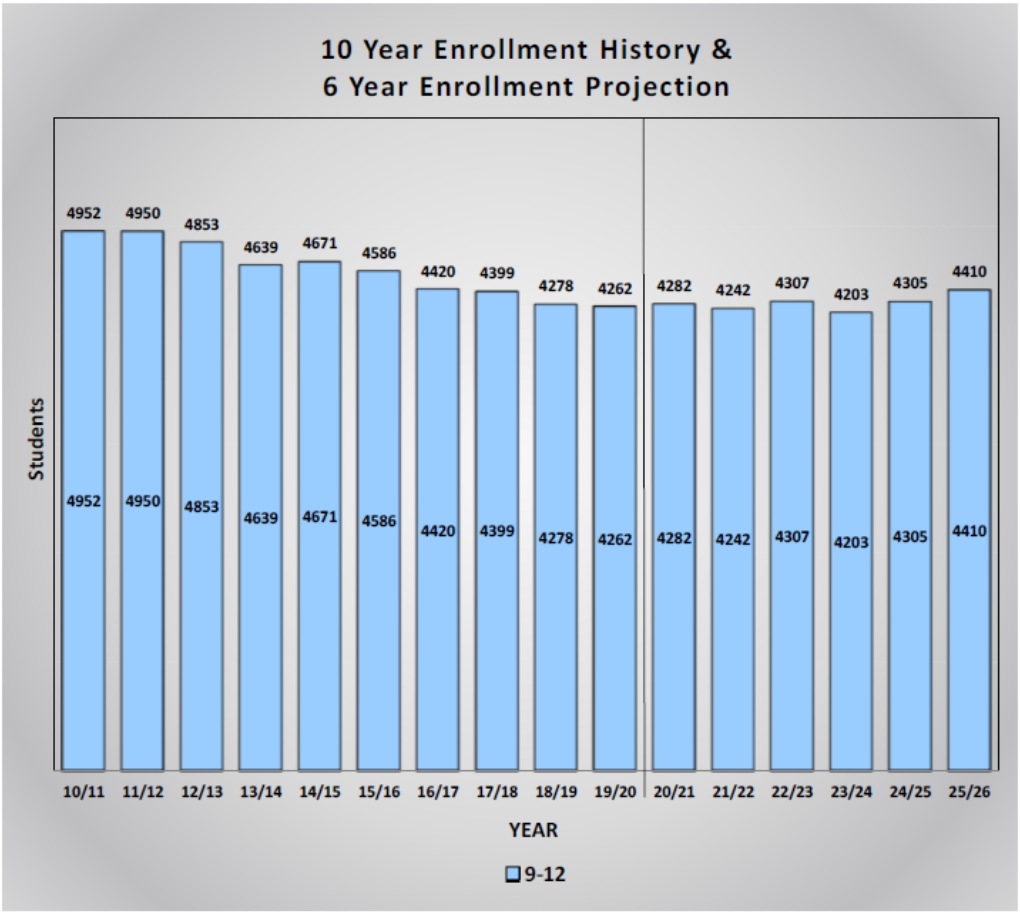
In accordance with the California Education Code, the committee was charged with the following duties:

1. Review projected enrollment figures to determine the amount of surplus space and real property.
2. Establish a priority list of uses of the surplus real property that will be acceptable to the community.
3. Circulate throughout the attendance area the priority list of surplus property and provide for a public hearing for community input to the committee regarding the acceptable uses for the surplus property. One such use could include the sale or lease of the surplus property for childcare development purposes pursuant to Education Code Section 17458.
4. Make a final determination on the "limits of tolerance" related to the uses of the surplus property.
5. Forward a report to the Governing Board recommending uses of surplus property.

At its second meeting the Committee reviewed District enrollment data and projections. Below is a chart prepared by School Works demographers demonstrating the yearly District enrollment and the projections for the future, as well as a link to the full demographic report.

Jefferson Union High School District
Demographic Study
2019/20

10 Year Enrollment History and 6 Year Enrollment Projections



The Jefferson Union High School District has declined over the past ten (10) years from an enrollment of 4,952 in 2010/11 to the current enrollment of 4,262. This chart provides a summary of the last ten (10) years of historic enrollment and projected enrollment for the next six (6) years. The color blue represents the historic and projected enrollment for the high school grades 9-12. The entire District enrollment is shown at the top of each bar.

SchoolWorks
Facility Problem Solvers

Given that the enrollment projections for 2021-22 at Jefferson, Oceana, Terra Nova, Thornton, and Westmoor High Schools all show additional capacity available at the sites, and taking into account the District enrollment trends, the 7-11 Committee concludes that the data justifies the recommendation to declare the Serramonte Del Rey site surplus.

The Committee also identified other considerations for the Board. The site is not currently providing much opportunity to the community in terms of K-12 education, however it has been used for other community purposes, including a garden, continuing adult education, COVID-19 testing, local organization events, and ceremonial and cultural events. The Committee encourages the Board to consider looking for opportunities that allow the community to continue to be served in these ways. The Committee also encourages the Board to consider ways to preserve or reproduce elements and/or purposes of the current garden in any future plans for the property.

A public hearing was held at the September 13 meeting. The notice for the public hearing was posted at all school sites, multiple community sites, on the District website, and sent out in the District newsletter. Additionally, notices for all 7-11 Committee meetings were emailed to community members who participated in past meetings about Serramonte Del Rey and/or asked to be notified about meetings on the topic. Four members of the public made comments during the meeting. In summary, the community members expressed:

- A desire to maintain the current garden to be used by the community as is
- Concern about housing density in Daly City
- Concern the amount of affordable housing being proposed is not sufficient
- Loss of land for indigenous use/ceremony/engagement
- Advocacy for a cultural/community center for native peoples
- Loss of agricultural capacity and education
- A desire for public access to green space
- Concern about traffic patterns and where residents will park

At the third and fourth meetings, the Committee discussed acceptable uses and unacceptable uses for the Serramonte Del Rey site. At the fifth meeting, a draft version of the report was discussed publicly. The Committee agreed to recommend to the Board the following acceptable uses of the site:

Acceptable Uses
Housing (consider increasing allotment of affordable housing above city's minimum requirements)
Open/public space, including meeting public needs for accessing these facilities (restrooms, ADA, etc.)
Community garden, including promoting gardening education and youth learning
Community engagement
Retail (focus on small, local businesses)
Educational opportunities not related to the District (e.g., pre-school)

Opportunities to recognize diversity in the community (e.g., cultural activities, honor native peoples)
Reinvesting in the community (e.g., jobs for residents, organizations which partner with the community)

Committee members also agreed to recommend the following unacceptable uses of the Serramonte Del Rey site:

Unacceptable Uses
Any use that will cause pollution or harm the environment
Organizations that are contrary to the values of the school district
Any use that would hinder common modes of transport used by community members (pedestrian, bicycle, vehicular, public transit)
Non-integrated parking (e.g., large open parking lots)

Based on the agreed upon acceptable and unacceptable uses of the Serramonte Del Rey site, the 7-11 Committee recommends that the greatest priority for use of the Serramonte Del Rey site be:

- Housing, including affordable units
- Public open space and semi-private open space for new residents
- Neighborhood-serving retail
- Community space (community garden, community center, parks/playgrounds, etc.)
- Educational opportunities (e.g. preschool)

Attachments:

1. 7-11 Committee meeting minutes from August 23, 2021
2. 7-11 Committee meeting minutes from August 30, 2021
3. 7-11 Committee meeting minutes from September 13, 2021
4. 7-11 Committee meeting minutes from September 20, 2021
5. 7-11 Committee meeting minutes from October 4, 2021 (unapproved)

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
FIRST MEETING MONDAY, AUGUST 23, 2021 – 6:00-7:30 PM

1. **CALL TO ORDER AND ROLL CALL**

   Minutes:

   Called to order at 6:05 p.m.

   All Committee Members present except Rebecca Lugtu who joined at 6:15 p.m.

2. **ASSOCIATE SUPERINTENDENT WELCOME**

   Minutes:

   Informational item, no action taken.

   Associate Superintendent Van Raaphorst welcomed the Committee Members and each member introduced themselves.

3. **PUBLIC COMMENT EXPLANATION**

   Minutes:

   Informational item, no action taken.

   Associate Superintendent Van Raaphorst reviewed the public comment process as outlined on the meeting agenda

4. **APPROVAL OF AGENDA**

   The 7-11 District Advisory Committee reserves the right to change the order in which agenda items are discussed and/or acted upon at this meeting. Subject to further action by the Committee, the agenda for this meeting is to be approved as presented. Items may be added to this agenda for discussion or action only as permitted by the Brown Act.

   Minutes:

   Motion passed with a motion by Mr. Kubey and a second by Mr. Schaefer

   VOTE: Yes Adam Kubey
   Yes Rebecca Lugtu
   Yes Victoria Magbilang
   Yes Dennie Marenco
   Yes Ben Schaefer
   Yes Chris Tung
   Yes Jose Villalobos

5. **NON-AGENDA PUBLIC COMMENT**

   Minutes:

   Public comment given by Sabrina Brennan, Dianne Lee, Eddy Holeman. No action taken.

6. **DISTRICT LEGAL COUNSEL**
   a. District Legal Counsel to Explain Purpose and Regulations Regarding the 7-11 Committee

District Legal Counsel will explain the following to the Committee:

- Purpose and Regulations regarding the 7-11 Committee
- Committee composition requirements
- Role of the committee
- Overview of the Brown Act

Minutes:

Informational item, no action taken.

Deputy County Counsel, Gina Beltramo, provided the committee with information about the purpose, regulations, and role of the committee and reviewed the key components of the Brown Act.

Public comment given by Sabrina Brennan, Eddy Holeman, Dianne Lee, Debbie Santiago.

7. DISCUSSION/ACTION

a. Committee Chairperson Selection
b. Committee Vice Chairperson Selection

Minutes:

Public comment given by Sabrina Brennan.

Motion was made by Mr. Tung and seconded by Ms. Magbilang to approve the slate of Mr. Schaefer as Chairperson and Mr. Kubey as Vice Chairperson.

Motion to amend the previous motion by Mr. Kubey and seconded by Ms. Magbilang.

VOTE: Yes Adam Kubey
Yes Rebecca Lugtu
Yes Victoria Magbilang
Yes Dennie Marenco
Yes Ben Schaefer
Yes Chris Tung
Yes Jose Villalobos

Motion was made by Mr. Kubey and seconded by Mr. Tung to approve the slate of Mr. Schaefer as Chairperson and Mr. Villalobos as Vice Chairperson.

VOTE: Yes Adam Kubey
Yes Rebecca Lugtu
Yes Victoria Magbilang
Yes Dennie Marenco
Yes Ben Schaefer
Yes Chris Tung
Yes Jose Villalobos

8. STAFF REPORT

a. JUHSD Facilities Consideration Process and Overview
District staff will present to the Committee the meeting the overview of property considerations to help the 7-11 District Advisory Committee in their role of advising the

Board of Trustees regarding the use or disposition of school buildings, space, or property that is not needed for school purposes (Education Code Section 17388). Specifically,

- Purpose of development
- Method of site selection
- Current site uses
- Brief overview of proposed uses

Minutes:

Informational item, no action taken.

Associate Superintendent Van Raaphorst provided an overview of the proposed project and let the committee know that a future committee meeting will be devoted to a deeper exploration of this topic.

Public comment given by Eddy Holeman, Sabrina Brennan, Dianne Lee.

9. FUTURE MEETINGS

Minutes:

Discussion item, no action taken.

Committee discussed future meeting format, dates, and topics as follows:

Date	Topic
8/30/21	Demographics, site capacities
9/13/21	Full plan discussion and community input
9/20/21	Develop report
10/4/21	Review and approval of report

Public comment given by Sabrina Brennan, John Tu.

10. ADJOURNMENT

Minutes:

Passed with a motion by Mr. Kubey and a second by Mr. Tung. All approved. Adjourned at 7:45 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
SECOND MEETING TUESDAY, AUGUST 30, 2021 – 6:00-7:30 PM

1. CALL TO ORDER AND ROLL CALL

Minutes:

Chairperson Schaefer called the meeting order at 6:05.
All Committee members were present except Rebecca Lugtu.

2. NON-AGENDA PUBLIC COMMENT

Minutes:

Public comment was given by Eddy (no last name given) and Sabrina Brennan.

No action taken.

3. APPROVAL OF CONSENT AGENDA ITEMS

a. Review and Approval of Order of Agenda
b. Approval of the Minutes of the 7-11 Committee Meeting of August 23, 2021

Minutes:

Motion to approve the consent agenda passed with a motion by Ms. Magnilang and a second by Mr. Tung.

VOTE:

YES Adam Kubey
YES Victoria Magbilang
YES Dennie Marenco
YES Ben Schaefer
YES Chris Tung
YES Jose Villalobos

4. **DISTRICT LEGAL COUNSEL**

Minutes:

Deputy County Counsel Gina J. Beltramo provided the committee with an overview of the topics that will need to be covered in the committee's report to the JUHSD Board of Education.

Public Comment was given by Eddy (no last name given) and Sabrina Brennan.

Informational item, no action taken.

5. STAFF REPORT/DISCUSSION

Minutes:

Associate Superintendent Van Raaphorst provided the committee with a report about projected school enrollment and need, school site capacities, district funding, current uses of Serramonte Del Rey including the Garden and Head Start, and the relocation of JUHSD programs such as District offices and the Adult School.

Public Comment was given by Sabrina Brennan, John Tu, and Eddy (no last name given).

Informational item, no action taken.

6. FUTURE MEETINGS

Minutes:

The next meeting (Sept. 13, 2021) will involve a discussion of the Serramonte Del Rey development proposal.

Public Comment was given by Sabrina Brennan and Maryam Dadar.

Discussion item, no action taken.

7. ADJOURNMENT

Minutes:

Motion to adjourn the meeting passed with a motion by Mr. Villalobos and a second by Mr. Kubey. All approved. Adjourned at 8:00 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
THIRD MEETING MONDAY, SEPT. 13, 2021 – 6:00 PM

1. CALL TO ORDER AND ROLL CALL

Minutes:

Chairperson Schaefer called the meeting order at 6:00.

All Committee members were present.

2. NON-AGENDA PUBLIC COMMENT

Minutes:

None.

No action taken.

3. APPROVAL OF CONSENT AGENDA ITEMS

a. Review and Approval of Order of Agenda

b. Approval of the Minutes of the 7-11 Committee Meeting of August 30, 2021

Minutes:

Motion to approve the consent agenda passed with a motion by Dr. Morenco and a second by Mr. Tung.

VOTE:

YES	**Adam Kubey**
YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Jose Villalobos**
YES	**Rebecca Lugtu**

4. PROPOSED USES OVERVIEW

Minutes:

Associate Superintendent Tina Van Raaphorst and Brookwood Advisors consultants Alan Katz, Chris White, and Bruce Fukuji provided details about the proposed uses of Serramonte Del Rey. The presentation included current land uses on the site and in the neighborhood, history of the site, proposed housing and amenities, pedestrian and bicycle safety measures, and descriptions of the project phases.

Public Comment was given by John Tu, Debbie Santiago, and Diane Lee.

Informational item, no action taken.

5. PUBLIC HEARING

Minutes:

The committee invited public input on the potential uses for the surplus property.

No public comment was given.

Informational item, no action taken.

6. STAFF REPORT

Minutes:

Associate Superintendent Van Raaphorst and District staff members Ed Lopez and Danielle Messer provided the committee with additional information about school enrollment and current uses of Serramonte Del Rey, specifically the community garden and site tenants.

Public comment was given by Dianne Lee, Debbie Santiago, and Sabrina Brennan.

Informational item, no action taken.

7. FUTURE MEETINGS

Minutes:

The next meeting (Sept. 20, 2021) will involve a discussion of drafting the 7-11 report.

Public Comment was given by Sabrina Brennan.

Discussion item, no action taken.

8. ADJOURNMENT

Minutes:

Motion to adjourn the meeting passed with a motion by Vice Chair Villalobos and a second by Mr. Kubey. All approved. Adjourned at 8:15 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
FOURTH MEETING MONDAY, SEPT. 20, 2021 – 6:00 PM

1. **CALL TO ORDER AND ROLL CALL**

Minutes:

Chairperson Schaefer called the meeting order at 6:02 p.m.

All Committee members were present except Mr. Kubey.

2. **NON-AGENDA PUBLIC COMMENT**

Minutes:

None.

No action taken.

3. **APPROVAL OF CONSENT AGENDA ITEMS**
    a. Review and Approval of Order of Agenda
    b. Approval of the Minutes of the 7-11 Committee Meeting of September 13, 2021

Minutes:

Motion to approve the consent agenda passed with a motion by Dr. Marenco and a second by Mr. Villalobos.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Jose Villalobos**
YES	**Rebecca Lugtu**

4. **PREPARATION OF 7-11 DISTRICT ADVISORY COMMITTEE REPORT TO THE JUHSD BOARD OF EDUCATION**

Minutes:

Associate Superintendent Tina Van Raaphorst provided a 7-11 report template for the Committee to review and discuss. Ms. Van Raaphorst gave an overview of the format and content of the report template. The Committee discussed ideas for content to include and began drafting the report.

Public Comment was given by Debbie Santiago and Eddy (no last name given).

Informational item, no action taken.

5. **FUTURE MEETINGS**

Minutes:

The next meeting is scheduled for October 4, 2021. The topic to be discussed will be finalizing the report and sending it to the District Board. The October 4 meeting will be in-person at the District offices.

Discussion item, no action taken.

6. **ADJOURNMENT**

Minutes:

Motion to adjourn the meeting passed with a motion by Vice Chair Villalobos and a second by Dr. Marenco. All approved. Adjourned at 7:45 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
SERRAMONTE DEL REY - 699 SERRAMONTE BLVD. ROOM 200, DALY CITY, CA 94015
FIFTH MEETING MONDAY, OCT. 4, 2021 – 6:00 PM

1. **CALL TO ORDER AND ROLL CALL**

Minutes:

Chairperson Schaefer called the meeting order at 6:00 p.m.

All Committee members were present except Vice Chair Jose Villalobos.

2. **NON-AGENDA PUBLIC COMMENT**

Minutes:

Public Comment was given by Sabrina Brennan and Erick Campbell.

No action taken.

3. **APPROVAL OF CONSENT AGENDA ITEMS**
    a. Review and Approval of Order of Agenda
    b. Approval of the Minutes of the 7-11 Committee Meeting of September 20, 2021

Minutes:

Motion to approve the agenda passed with a motion by Adam Kubey and a second by Victoria Magbilang.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Rebecca Lugtu**
YES	**Adam Kubey**

Motion to approve the September 20, 2021 Minutes passed with a motion by Chris Tung and a second by Adam Kubey.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Rebecca Lugtu**
YES	**Adam Kubey**

Public Comment was given by Sabrina Brennan.

4. **REVIEW AND APPROVAL OF 7-11 DISTRICT ADVISORY COMMITTEE REPORT TO THE JUHSD BOARD OF EDUCATION**

Minutes:

Associate Superintendent Tina Van Raaphorst presented the report drafted by the Committee at their last meeting (Sept. 20, 2021) for discussion.

Public Comment was given by Sabrina Brennan.

Motion to approve the 7/11 District Advisory Committee Report to the JUHSD Board of Education passed with a motion by Adam Kubey and a second by Chris Tung.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Rebecca Lugtu**
YES	**Adam Kubey**

5. **ADJOURNMENT**

Minutes:

Motion to adjourn the meeting passed with a motion by Victoria Magbilang and a second by Rebecca Lugtu. All approved. Adjourned at 6:50 p.m.

REDFIN | News

Redlining's Legacy of Inequality: $212,000 Less Home Equity, Low Homeownership Rates For Black Families

Published on June 11, 2020 by Dana Anderson
Updated on October 15th, 2020

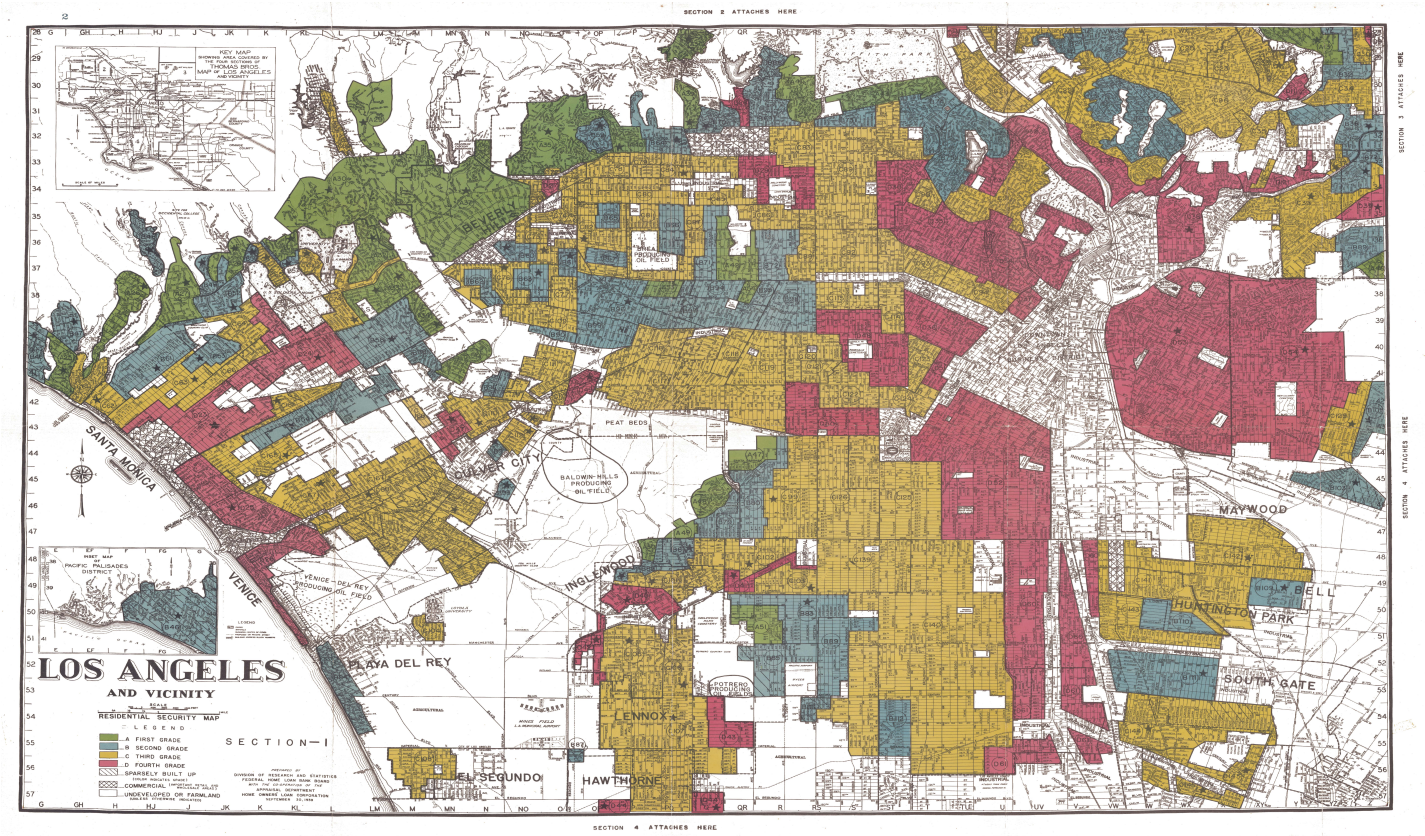
The racist 1930s-era housing policy that effectively blocked Black families from obtaining loans continues to widen the wealth gap. Homeowners in redlined neighborhoods have earned 52% less in home equity than those in greenlined areas over the last 40 years.

Redlining, the racist housing policy that was outlawed in the 1960s, remains a major factor in today's wealth gap between Black and white families across the country. The typical homeowner in a neighborhood that was redlined for mortgage lending by the federal government has gained 52% less—or $212,023 less—in personal wealth generated by property value increases than one in a greenlined neighborhood over the last 40 years. Black homeowners are nearly five times more likely to own in a formerly redlined neighborhood than in a greenlined neighborhood, resulting in diminished home equity and overall economic inequality for Black families.

"It's a tale of two cities in Chicago. It goes back to redlining, when Black residents lived in certain neighborhoods and white people lived in others, and the difference in home value and segregation between those places have been exacerbated by policy, education, wage inequality and so many other issues," said Chicago Redfin agent Brittani Walker. "I hear the systemic problems every day when I talk to clients. Homebuyers have boundaries they've set for themselves, or a friend of a friend has set for them. They don't want to buy in certain neighborhoods, especially on the South Side in formerly redlined areas, because those places don't get the culture, the restaurants, the fun events, they don't even get healthy food at grocery stores. And that contributes to why home prices don't go up in those neighborhoods."

"Redlining" refers to the 1930s-era practice in which the Home Owners' Loan Corporation assigned grades to, and color coded, residential neighborhoods to indicate their "mortgage security." Neighborhoods that received the highest grade of "A"—colored green on the maps—were considered "best." Those that received the lowest grade of "D," colored red, were considered "hazardous." Urban areas with a large share of Black families were most likely to be redlined, while neighborhoods made up mostly of white families were most likely to be deemed "best" and colored green. In redlined neighborhoods, it was virtually impossible to get a loan. Type B neighborhoods, those deemed "still desirable" were colored blue and Type C neighborhoods, considered "definitely declining," were colored yellow.

Here's an example of a redlined map of Los Angeles:



In 1896, the U.S. Supreme Court decision Plessy v. Ferguson upheld the constitutionality of racial segregation. As a result, segregation across the country continued with minimal legal challenge until the U.S. Supreme Court's 1954 decision Brown v. Board of Education. Accordingly, when the Home Owners' Loan Corporation enacted the practice of redlining in the 1930s, many U.S. cities were racially segregated and it was not uncommon for neighborhoods to consist predominantly of Black families or predominantly of white families.

While redlining prevented both Black and white families from obtaining loans for homes in Type D neighborhoods, the bigger impact was on Black families, who were blocked from buying homes in the neighborhoods where they already lived.

The nationwide protests against police brutality and systemic racism are now highlighting questions of how to use housing policy, among the key drivers of systemic racism in this country, as one way to tackle it. The next step is for voters, policymakers, communities and the real estate industry—Redfin included—to cooperate on solutions. Some policies proposed over the last few years include reparations for the Black community and down-payment assistance for first-time homebuyers in formerly redlined areas.

How Redlining Contributed to a Racial Wealth Gap

The Fair Housing Act of 1968 made it unlawful to refuse to rent, sell, or provide financing for a dwelling based on race, religion and national origin, and the 1977 Community Reinvestment Act further outlawed redlining. Today, U.S. residents—particularly Black families—still feel the impact. Lack of access to credit, discrimination against minorities buying homes in Type A neighborhoods, and being prevented from buying homes in their own neighborhoods led to significantly lower homeownership rates for Black families than white families. The national homeownership rate is lower for Black families than white families—44.0% versus 73.7%.

"The expanding homeownership gap between Black and white families can in part be traced back to diminished home equity due to redlining, as it's one major reason why Black families today have less money than white families to purchase homes either as first-time or move-up homebuyers," said Redfin chief economist Daryl Fairweather. "It's important to note that other factors play a role in lower homeownership rates for Black families, too. For instance, employment discrimination has prevented Black workers from earning equitable income."

In Type A Neighborhoods, the Homeownership Gap Between Black and White Families Expands

In the 41 metros included in this analysis, Black individuals who are homeowners are 4.7 times as likely to own in a former Type D than a Type A neighborhood, while white individuals are just 1.5 times more likely to own in a redlined area. And even though redlining was outlawed half a century ago, the homeownership rate for Black families has dropped in every neighborhood type over the last 40 years.

Since 1980, the homeownership rate for Black families in Type A, or "best," neighborhoods dropped from 50.4% to just 44.0%, while the rate for white families rose 4.1 percentage points to 71% in 2017, the most recent data that was available at the time of the analysis for this report. That makes for a 27 percentage-point homeownership gap between Black and white families in "best" neighborhoods, up from a 16.5 percentage-point gap 40 years ago. The gap has widened in all neighborhood types except those that were formerly redlined, where Black and white families both have relatively low homeownership rates (29.8% and 45.6%, respectively).

Black homeowners were hit harder during the 2008 housing bust, with 7.9% of Black families with mortgages losing their homes to foreclosure between 2007 and 2009 versus 4.5% of white families, and it's likely that the subsequent tightening of credit has been an exacerbating factor in the homeownership gap.

Homeownership Rates by Race and Redlining Category: National

Overall homeownership rate		
	1980	2017
Type A / Best	65.5%	66.0%
Type B / Still Desirable	56.2%	55.0%
Type C / Definitely Declining	50.0%	47.4%
Type D / Hazardous	46.3%	38.5%
Homeownership rate for white families		
	1980	2017
Type A / Best	66.9%	71.0%
Type B / Still Desirable	58.3%	61.1%
Type C / Definitely Declining	53.6%	54.4%
Type D / Hazardous	46.3%	45.6%
Homeownership rate for Black families		
	1980	2017
Type A / Best	50.4%	44.0%
Type B / Still Desirable	49.0%	43.7%
Type C / Definitely Declining	39.9%	35.9%
Type D / Hazardous	30.8%	29.8%
Homeownership rate: Percentage point difference between white and Black families		
	1980	2017
Type A / Best	16.5 pts.	27.0 pts.
Type B / Still Desirable	9.3 pts.	17.4 pts.
Type C / Definitely Declining	13.7 pts.	18.5 pts.
Type D / Hazardous	15.5 pts.	15.8 pts.

In some areas, the difference is more pronounced. The homeownership rate for Type A areas in Atlantic City, NJ is just 14.8% for Black families, versus 75.3% for white families. That's a bigger gap than any other metro. It's followed by Fresno, CA, where the Type A homeownership rate for Black families is just 2.5% compared to 62.6% for white families, and Greensboro, NC (9.3% versus 67.7%).

The homeownership gap for "best" neighborhoods is smallest in Oakland, where Black families have an 84.1% homeownership rate versus 85.9% for white families. It's followed by Miami (42.7% versus 56.8%).

Below is a table with three of the 41 metros included in this analysis (the first three alphabetically), with homeownership rates by race and redlining category in 1980 and 2017. Click here for the full table, which includes all 41 metro areas.

Homeownership Rates by Race and Redlining Category: Metro Areas								
	1980				2017			
Metro Area and Redlining Category	Overall Homeownership Rate	Rate for White Families	Rate for Black Families	Percentage Point Difference Between White and Black Families	Overall Homeownership Rate	Rate for White Families	Rate for Black Families	Percentage Point Difference Between White and Black Families
Akron, OH								
Type A / Best	74.1%	74.7%	69.4%	5.3%	70.2%	76.4%	50.5%	25.9%
Type B / Still Desirable	67.5%	69.7%	56.2%	13.5%	58.1%	64.9%	36.7%	28.2%
Type C / Definitely Declining	64.0%	66.1%	41.7%	24.4%	57.3%	65.0%	25.3%	39.7%
Type D / Hazardous	63.7%	69.0%	48.6%	20.4%	50.7%	59.1%	31.9%	27.2%
Atlanta, GA								
Type A / Best	67.0%	67.6%	44.7%	22.9%	64.2%	67.8%	25.3%	42.5%
Type B / Still Desirable	50.5%	50.7%	51.2%	-0.5%	56.4%	64.3%	33.4%	30.9%
Type C / Definitely Declining	43.2%	43.3%	43.6%	-0.3%	46.3%	58.4%	33.0%	25.4%
Type D / Hazardous	30.1%	43.6%	22.2%	21.4%	33.9%	50.2%	22.7%	27.5%
Atlantic City, NJ								
Type A / Best	54.4%	54.6%	20.0%	34.6%	73.5%	75.3%	14.8%	60.5%
Still Desirable	62.4%	62.7%	34.8%	27.9%	66.4%	73.1%	23.7%	49.4%
Type C / Definitely Declining	62.0%	66.8%	41.5%	25.3%	54.9%	64.8%	35.0%	29.8%
Type D / Hazardous	41.1%	59.3%	34.9%	24.4%	39.0%	55.9%	25.3%	30.6%
Here's the full table								

Redlined vs. Greenlined: Identical Homes but Very Dissimilar Equity

"More than half a century after it was abolished, redlining continues to dictate the racial makeup of neighborhoods and Black families still feel the socioeconomic effects of such a racist housing policy," Fairweather said. "Black families who were unable to secure housing loans in the neighborhoods where they lived have missed out on one of the major ways to build wealth in this country. And even families who were able to buy homes in their neighborhood after redlining ended haven't earned nearly as much home equity as people who bought homes in neighborhoods that were considered more valuable."

"That has had a lingering effect on their children and grandchildren, who don't have the same economic opportunities as their white counterparts," Fairweather continued. "Not only are Black parents less likely to have the resources to pay for higher education and help with other expenses, but studies show that children of homeowners are about 7.5% more likely to become homeowners than children of renters."

In a former Type D—or redlined—neighborhood, the typical homeowner has earned $196,050 in home equity since 1980, versus $408,073 for Type A neighborhoods. Homeowners in former Type B, "still desirable," and Type C, "definitely declining," neighborhoods have also missed out on sizable home equity compared to those in Type A neighborhoods. In C neighborhoods, the typical homeowner has earned $218,976 worth of home equity since 1980; in B areas the median gain is $299,439.

While the median home equity in redlined neighborhoods has seen a bigger percentage increase since 1980 than those in greenlined neighborhoods—292% versus 204%—it's largely because equity in redlined neighborhoods started out so low.
Here's a look at national home equity gain for all four redlining categories, from the five-year period spanning 1975-1980 to 2019*.

	Median Home Equity* in 1975-1980 (in today's dollars)	Median Home Equity in 2019	Home Equity Growth (dollars)	Home Equity Growth (percentage)	Total Home Equity Growth (dollars)	Total Homes Sold 1975-1980
Type A / Best	$200,122	$608,195	$408,073	204%	$18.9 billion	32,845
Type B / Still Desirable	$129,195	$428,634	$299,439	232%	$47.6 billion	101,436
Type C / Definitely Declining	$93,732	$312,707	$218,976	234%	$62.1 billion	160,964
Type D / Hazardous	$67,100	$263,150	$196,050	292%	$22.5 billion	61,922

**We measured median home equity in the period from 1975-1980, the furthest back in time data is available, by subtracting the loan amount from the sale price for homes in the 41 metros we included in this analysis. Because a standard 30-year mortgage would have been paid off by 2010, median home equity in 2019 is equal to total home value.*

Lack of Equity in Redlined Areas Pervades Across the U.S., With One Exception

Overall, 2017 homeownership rates are lowest for both white and Black families in former D neighborhoods, where redlining prevented homebuyers from obtaining loans. And home equity in former A neighborhoods outstrips former D neighborhoods in 40 of the 41 metros in this analysis.

The starkest example of the imbalance is in Warren, MI (a Detroit suburb), where in 2019 the typical homeowner in a former A area had 1,309% more home equity than one in a redlined area—$634,000 versus $45,000. It's followed by Jacksonville, FL (836% more; $571,000 versus $61,000) and Memphis (663% more; $412,000 versus $54,000).
Philadelphia is the only exception: The median home equity for the greenlined neighborhoods is 40% less than it is in redlined neighborhoods: $160,000 versus $268,000.
"Philadelphia is currently grieving over the deaths of George Floyd, Ahmaud Arbery, Tony McDade and Breonna Taylor and some neighborhoods such as Center City, and parts of West

Philadelphia and Kensington have experienced damage despite otherwise peaceful protests," said local Redfin agent Mason Gallik. "This may change some dynamics of the real estate market while neighborhoods recover. But as of a few months ago, some of the formerly redlined neighborhoods were among the most desirable areas in the city, like parts of Fairmount and Northern Liberties. Those neighborhoods have two things a lot of the former 'best' neighborhoods do not have: vacant land and proximity to downtown, both of which are valuable to

modern homebuyers. Vacant lots in formerly redlined neighborhoods also allow for newly built homes, which tend to sell for more than older homes."

Home Equity In 2019 For "Best" and "Hazardous" Neighborhoods By Metro Area				
Metro Area	Median Home Equity For "Best" Neighborhoods	Median Home Equity For "Hazardous" Neighborhoods	Dollar Difference Between Home Equity In "Hazardous" And "Best" Neighborhoods	Percent Difference In Home Equity Between "Hazardous" And "Best" Neighborhoods
Warren, MI	$634,000	$45,000	$589,000	1,309%
Jacksonville, FL	$571,000	$61,000	$510,000	836%
Memphis, TN	$412,000	$54,000	$358,000	663%
Birmingham, AL	$862,000	$131,000	$731,000	558%
Atlantic City, NJ	$900,000	$143,000	$757,000	529%
Tampa, FL	$832,000	$151,000	$681,000	451%
Oklahoma City, OK	$246,000	$45,000	$201,000	447%
Greensboro, NC	$341,000	$69,000	$272,000	394%
Virginia Beach, VA	$226,000	$49,000	$177,000	361%
Columbus, OH	$424,000	$100,000	$324,000	324%
Richmond, VA	$648,000	$156,000	$492,000	315%
Charlotte, NC	$926,000	$232,000	$694,000	299%
Trenton, NJ	$152,000	$41,000	$111,000	271%
Atlanta, GA	$1,052,000	$326,000	$726,000	223%
Phoenix, AZ	$511,000	$165,000	$346,000	210%
Tacoma, WA	$656,000	$218,000	$438,000	201%
Pittsburgh, PA	$380,000	$133,000	$247,000	186%
Dayton, OH	$278,000	$103,000	$175,000	170%
Akron, OH	$166,000	$62,000	$104,000	168%
New Orleans, LA	$515,000	$196,000	$319,000	163%
Cleveland, OH	$308,000	$123,000	$185,000	150%
Nashville, TN	$648,000	$281,000	$367,000	131%
Miami, FL	$688,000	$302,000	$386,000	128%
San Diego, CA	$1,058,000	$471,000	$587,000	125%
Camden, NJ	$202,000	$92,000	$110,000	120%
Seattle, WA	$1,212,000	$562,000	$650,000	116%

Newark, NJ	$699,000	$338,000	$361,000	107%
Chicago, IL	$462,000	$230,000	$232,000	101%
Denver, CO	$756,000	$390,000	$366,000	94%
Montgomery County, PA	$450,000	$234,000	$216,000	92%
Los Angeles, CA	$1,111,000	$587,000	$524,000	89%
Boston, MA	$1,039,000	$578,000	$461,000	80%
Fresno, CA	$282,000	$158,000	$124,000	78%
Oakland, CA	$1,300,000	$752,000	$548,000	73%
Milwaukee, WI	$251,000	$154,000	$97,000	63%
Baltimore, MD	$335,000	$208,000	$127,000	61%
San Jose, CA	$1,329,000	$854,000	$475,000	56%
Sacramento, CA	$778,000	$522,000	$256,000	49%
New York, NY	$666,000	$502,000	$164,000	33%
Philadelphia, PA	$160,000	$268,000	-$108,000	-40%

New York and San Jose both have relatively smaller gaps in home equity gains between former A and D neighborhoods. That's likely because both are job centers with high wages and in-demand housing, and in each home prices have risen substantially in almost every neighborhood.

But rising home values throughout all redlining categories in New York and San Jose doesn't mean Black Americans there have benefited. The Black homeownership rate in both areas is lower than the national average of 44%: just 32.4% in New York and 31.4% in San Jose.

"Relatively low homeownership rates for Black families means landlords are the ones reaping the benefits of increasing home equity in formerly redlined neighborhoods," Fairweather said. "Black families are mostly renters in those neighborhoods, which means rising home values leads to increased rent payments and possibly being pushed to less desirable, albeit more affordable, parts of town."

Methodology

For the home equity analysis, we measured median home equity in the period from 1975-1980, the furthest back in time data is available, by subtracting the loan amount from the sale price for homes in the 41 metros we included in this analysis. County records were not available for several metro areas and in some there were too few records. Thus, to be included, metros must have had at least 1,000 home sales between 1975 and 1980. Because a standard 30-year mortgage would have been paid off by 2010, median home equity in 2019 is equal to total home value. The national home equity figures are the averages of the medians of the 41 metros included in this analysis.

We obtained redlining map shapefiles from the Mapping Inequality website for 41 metro areas across the U.S. that were "redlined" by the Home Owners' Loan Corporation. There were 357,167 home sales from 1975-1980 that fell inside of the redlining map boundaries. For the purposes of this analysis, we assumed the homes are still owned by the person who owned them in 1975-1980 to calculate equity gained. The 1975-1980 home equity values are adjusted for inflation and expressed in terms of today's dollars using the consumer price index.

For the analysis of homeownership rates, the data on the number of occupied units (by race) comes from the 1980 decennial census as well as the 2013-2017 5-year American Community Survey, the most recent data that was available at the time of analysis for this report. We used GIS tools to match and aggregate the census tract level data by each redlined category. The homeownership rate represents the percentage of families belonging to a particular racial group that owned versus rented in 1980 and 2017. A homeownership rate refers to the share of homes that are owned by their occupants.



Dana Anderson

As a data journalist at Redfin, Dana Anderson writes about the numbers behind real estate trends. Redfin is a full-service real estate brokerage that uses modern technology to make clients smarter and faster. For more information about working with a Redfin real estate agent to buy or sell a home, visit our Why Redfin page.

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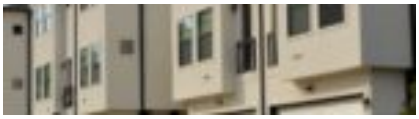

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How American racism is rooted in residential segregation

By Ivan Natividad



A new UC Berkeley report shows America's cities continue to be segregated, causing negative outcomes and disparities for people of color. Detroit, shown above, is statistically the most segregated city in the nation. (Flickr photo by Mike Boening)

June 21, 2021

The disproportionate use of police brutality against people of color in America. Higher COVID-19 death rates of Black and Latinx people in the health care system. Lower percentages of homeownership and loans approved in Black communities. Society often labels these disparities as racism or prejudice against individuals with specific racial identities.

But new research from UC Berkeley's Othering and Belonging Institute shows that these inequities are symptoms of a much more racially systemic problem — residential segregation.

"It's the racial identity of the neighborhood you live in, and whether it is segregated or not, that really correlates with these negative outcomes," said Stephen Menendian , the institute's director of research. "And these outcomes have gotten worse over time. If you measure what the average neighborhood looks like for a particular racial group, you actually see that we are as segregated today as we were in 1940."

Released today, the report provides an annotated bibliography of local histories of segregation from 60 American cities and an interactive mapping tool that illustrates the level of segregation for every city, region and neighborhood.

The research found that 81% of metropolitan regions were more segregated in 2019 than in 1990. That lack of integration has led to a disproportionate distribution of resources in segregated communities of color compared to segregated white communities, said Menendian, and a neighborhood poverty rate three times higher in those



Stephen Menendian is the assistant director and director of research at UC Berkeley's Othering and Belonging Institute. (Photo courtesy og Othering and Belonging Institute)

communities of color.

According to the report, Black and Latinx children raised in integrated neighborhoods earn nearly $1,000 more annually as adults and $4,000 to $5,000 more when raised in white neighborhoods, compared to those raised in segregated communities of color. Moreover, household incomes and home values in white neighborhoods are twice as high as those in segregated communities of color.

On Tuesday, Menendian will delve deeper into the impact of residential segregation in America during a livestreamed forum with other leading race and housing scholars and advocates from across the country.

Menendian recently spoke with Berkeley News *about the ways residential segregation has changed over time, and how a lack of integration has led to a "very sick" American society.*

Berkeley News : Why are America's neighborhoods more segregated now than 30 years ago?

Menendian: We're more segregated today because we are more diverse, and our communities are highly balkanized across the spaces we occupy.

Even as we've desegregated workspaces, desegregated play areas, desegregated mainstream culture and, to some extent, we've desegregated schools, there are still racially identifiable neighborhoods in cities across the country. And it causes a lot of inequality.

But segregation actually looks a lot different today. While 20th century segregation was also residential — Black urban areas versus white suburban areas — in the 21st century we're seeing segregation as more regional today. We're also seeing white suburbs and Black suburbs.

A city like Ferguson, Missouri, in 1970 was 90% white. But by 2010, it's 66% Black. Segregation now is more mobile and more regional than it was in the 20th century. It's much more multiracial. It's not binary. And it's about the community you live in, not the neighborhood within the city you live in.

What hasn't changed is that these segregated communities of color are still poorly resourced. White communities have these high pockets of private wealth and resources, while non-white areas have very anemic low levels of wealth where residents are extremely underpaid, under-resourced, and have disinvested public goods and infrastructure.



Research shows higher rates of police brutality in segregated communities of color. Here, protesters in Ferguson gathered following the 2014 killing of Michael Brown Jr., an 18-year-old Black man, who was fatally shot by a Ferguson police officer. (Photo by Jamelle Bouie via Wiki Commons)

What other racial disparities correlate with this lack of integration?

When you think about disproportional use of police brutality, or COVID-19 health outcomes and unemployment in communities of color, society often labels these disparities as racism in these individual institutions. But all these outcomes are really connected to residential segregation. This is what makes it systemic and not institutional racism.

For example, police are most brutal in either highly segregated Black communities, where they're targeting Black people. Or they are hyper-policing in neighborhoods that are white, so Black people driving through those white neighborhoods are more likely to be pulled over. Segregation is the force behind it all.

> ***"It's not the individual race of the person. It's the race of the community that actually correlates these outcomes."***

If you live in a neighborhood that has good jobs, access to a healthy environment, access to green spaces and good schools, all of those things aren't correlated with race, per se. It's correlated with racial segregation that still exists today.

It's not the individual race of the person. It's the race of the community that actually correlates these outcomes, and that's what our research shows.

White people living in highly segregated communities of color do just as bad, or almost as bad, as the people of color living in those neighborhoods. And people of color living in highly segregated white neighborhoods do much better than their counterparts in highly segregated communities of color.

It's really what we mean by structural racism. That is to say, structural racism is not about an individual that's being discriminated against. It's about the environment we live in, and the forces that shape our lives.

What we really find is that it's structural racism that is at the core, and the taproot of structural racism is racial residential segregation, because it is a mechanism that sorts people into different kinds of environments — high opportunity environments versus low opportunity environments.

I think there are some things that help. The American Rescue Plan is giving a lot of money to cities. But I don't think our public's ability to raise funds is even close to meeting the scale of need.

So, it doesn't seem to be getting any better. We're in a kind of dystopian future.

Are we at a moment of crisis at this point?

I think we've been in crisis since at least the late 1960s. The Kerner Commission warned us that we were creating two segregated societies that would continue to be unequal. What they predicted actually happened. And none of the recommendations the Kerner Commission provided came to be.

We did everything wrong.

We disinvested in our society. We pulled up the carpet, and we didn't integrate. While we did actually integrate some of the schools, by the 1990s the federal courts were out of that business, and schools have been resegregating ever since.



Research also shows Latinx children are likely to enter elementary schools with fewer white peers than a generation ago. Here, a class studies at the Bruce-Guadalupe Community School in Milwaukee, a charter school that is 97% Latino. (AP photo by Ivan Moreno)

Everything seems to me to be on the wrong track, and we've been on the wrong track for a long time. So, what we have are these eruptions, these symptoms — police brutality, health outcomes and so forth — and it's like if your body is sick, and you're getting boils all over your body. That's sort of what we've been through.

We're just very sick, and we've been sick for a while.

What can we do to turn things around?

Integrate and invest. We need to resurface the reality that racial segregation is really the core cause of racial inequality. You can't zero out racial inequality in a highly segregated society. You can't have balkanization and then have equality. It's totally antithetical.

What we seem to be doing is we tear down statues or rename buildings instead of doing what we need to do, which is to massively invest — in public goods, childcare, public transit, community colleges and so forth — for a more integrated future. I just don't see how we can break all these cycles when, if you're born poor and Black or Hispanic in the United States, there's a track for you that is very hard to break out of.

So, we shouldn't be focusing, in my opinion, on these symptoms as much as we should be focusing on the root causes of structural racism.

And I just think we spend way too much time talking about symbols and performative gestures. If we're really serious about getting rid of racial inequality, then we have to shift our focus. And so this report and discussion on Tuesday is a push in that direction.

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Politics & society, Research

Why Bay Area neighborhoods are still racially segregated

By Ivan Natividad



Piedmont, California is zoned for 100% single-family housing and is known as a segregated white community in the Bay Area, consisting of nearly 75% white residents. (Photo courtesy of Wikimedia/Sam Pullara)

September 10, 2020

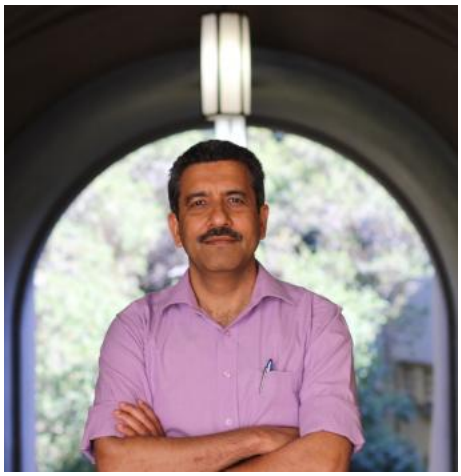
When Congress passed the Civil Rights Act of 1968, Jim Crow laws that enforced racial segregation in the United States became illegal. But according to new research from UC Berkeley's Othering and Belonging Institute , those divisive practices still exist in the Bay Area through zoning laws that create restrictive neighborhoods segregated by race.

The study is the fifth and final installment of the institute's " Racial Segregation in the San Francisco Bay Area " series. Researchers mapped jurisdictions and produced a set of maps of 67 cities across six Bay Area counties that show the correlation between segregated neighborhoods and areas zoned for single-family homes.

The findings were clear: As the proportion of single-family zoning increases in a city, so does its white population, while Black and Latinx populations decrease.

"White communities prefer to stay far away and segregated from other communities, and single-family zoning has been a key driver in perpetuating that segregation in the Bay Area," said report co-author Samir Gambhir, who has worked as a researcher and manager of Othering and Belonging's equity metrics program since 2013. "It is zoning as a means to put stricter controls on where people want to live, about how their property is appreciating, and how they would like to access different public goods."

The research also shows that major cities throughout the Bay Area have a majority of housing zoned only for single-family structures, including San Francisco at 51% and Oakland with 65%. Piedmont is residentially zoned 100% single-family housing.



Samir Gambhir works as a geographic information systems (GIS) researcher and manager of the Equity Metrics program at UC Berkeley's Othering and Belonging Institute. (UC Berkeley photo)

Gambhir spoke with Berkeley News *about what can be done to battle segregation in Bay Area communities, and how his research relates to the broader efforts for racial justice.*

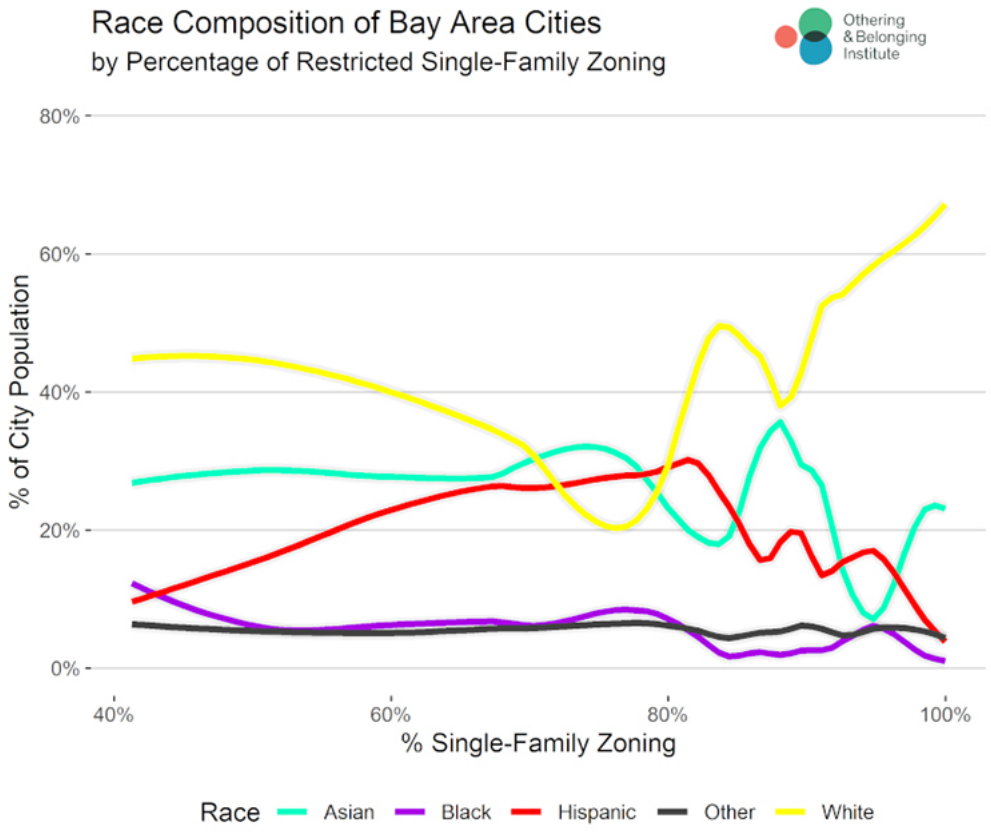
Berkeley News **: How is the Bay Area segregated, and what is the impact of that segregation?**

Samir Gambhir: If you look at the racial distribution in the Bay Area, it is around 40% white, 26% Asian, 24% Latino and 6% Black. It seems like a very diverse community.

But if you look at our research, you'll see that there are pockets of segregation across different counties. There are communities which are highly dominated by Black, Latino or Asian people. White people have the most segregated communities. They seem to want to have their own communities to keep away from people of color.

This analysis clearly brings out how segregated the entire Bay Area is. That segregation impacts economic outcomes: a racial segregation that leads to economic segregation.

There is an uneven distribution of private and public resources in terms of what white neighborhoods get versus Black neighborhoods. Children from segregated areas also go to segregated schools. There is an unequal distribution of wages, access to health care, access to healthy food, employment issues and the list goes on.



(Courtesy of UC Berkeley Othering and Belonging Institute)

Those unequal outcomes manifest just by the fact that the community is segregated. All of this is impacting the life outcomes of residents in these communities.

And historically, the situation has not changed much. The Bay Area is still almost as segregated as it was in the 1960s.

That's why we embarked on this study to not just research the impact of segregation, but the harms and what we can do to ameliorate that segregation.

How do current housing zoning laws perpetuate this segregation?

I think housing choice is highly structured and racialized. White communities identify anything associated with Black communities as a negative. Crime or schools, or anything. White communities prefer to stay far away and segregated from other communities.

Majority single-family zoning communities are primarily white with rich community resources such as good schools, less pollution and better funded public amenities such as police. Single-family zoning is one of many mechanisms of perpetuating segregation by keeping low-income folks and people of color out of their communities.



Berkeley News is examining race justice in America in a new series of stories.

Whether it's good schools, a safe neighborhood, these are some of the basic needs.

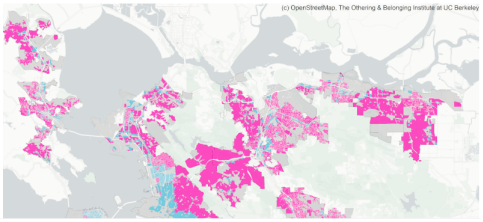
In the 1970s, local jurisdictions actually used it as a planning tool. It is zoning as a means to put stricter controls on where people want to live, about how their property is appreciating and how they would like to access different public goods.

We are planning to release a detailed report which deals extensively with single-family zoning in the Bay Area. It analyzes the relationship between singe-family zoning, racial segregation and socio-economic outcomes.

So how can we combat this segregation in a community like the Bay Area?

We have looked into mobility strategies to help promote integration. Providing resources that allow people to move from high poverty, racially segregated neighborhoods, to more integrated neighborhoods.

Improving the low-income housing tax credit would also help increase access to, and the creation of, affordable and multi-unit housing in the Bay Area. Even then, that housing should be located in areas which are high-opportunity where those residents can access all those amenities that high-opportunity areas have.



(Courtesy of UC Berkeley Othering and Belonging Institute)

We are currently working on a project for California Department of Housing and Community Development and the Tax Credit Allocation Committee where we presented a model to them to identify high-opportunity areas within the state to assist them in developing policy to incentivize construction of large family Low-Income Housing Tax Credit housing.

There are also policy areas that focus on rent control, rent stabilization and other policies which are really effective in addressing the issue of the gentrification as well.

What we provide in the report is a structure of policies that are out there that will certainly promote integration. But there has to be political will to make sure that those policies are applied.

Protests against racial injustice and police brutality in Black communities are occurring throughout the country, and in the Bay Area. How does neighborhood segregation fit into this dialogue?

At the Othering and Belonging Institute, we try to talk about these things in a broad framework of humanity. How do we treat our fellow human beings?

Othering certainly is a mechanism by which we are trying to segregate people: 'us' versus 'them.'

So, it's important that people look at this research through the lens of 'othering and belonging,' and see that if you have a more integrated community, we are actually lifting up everybody.

We are lifting up the entire society. We are all living together.

If people look at our work through that lens while looking into specifics of all the different issues related to systemic racism and disadvantage, I think it would make a lot of sense.

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Ethnic and Racial Minorities & Socioeconomic Status

Socioeconomic status (SES) encompasses not just income but also educational attainment, financial security, and subjective perceptions of social status and social class. Socioeconomic status can encompass quality of life attributes as well as the opportunities and privileges afforded to people within society. Poverty, specifically, is not a single factor but rather is characterized by multiple physical and psychosocial stressors. Further, SES is a consistent and reliable predictor of a vast array of outcomes across the life span, including physical and psychological health. Thus, SES is relevant to all realms of behavioral and social science, including research, practice, education and advocacy.

SES Affects our Society

SES affects overall human functioning, including our physical and mental health. Low SES and its correlates, such as lower educational achievement, poverty and poor health, ultimately affect our society. Inequities in health distribution, resource distribution, and quality of life are increasing in the United States and globally. Society benefits from an increased focus on the foundations of socioeconomic inequities and efforts to reduce the deep gaps in socioeconomic status in the United States and abroad.

The relationship between SES, race and ethnicity is intimately intertwined. Research has shown that race and ethnicity in terms of stratification often determine a person's socioeconomic status (U.S. Census Bureau, 2009). Furthermore, communities are often segregated by SES, race, and ethnicity. These communities commonly share characteristics: low economic development; poor health conditions; and low levels of educational attainment; Low SES has consistently been implicated as a risk factor for many of these problems that plague communities. Research indicates that there are large health disparities based on social status that are pervasive and persistent. These health disparities reflect the inequalities that exist in our society. It is important to understand how various social statuses intersect, because race and socioeconomic status affect health exclusively as well as mutually (Williams & Mohammed, 2013).

SES Impacts the Lives of Many Ethnic and Racial Minorities

Discrimination and Marginalization

Discrimination and marginalization can serve as a hindrance to upward mobility for ethnic and racial minorities seeking to escape poverty.

In the United States, 39 percent of African-American children and adolescents and 33 percent of Latino children and adolescents are living in poverty, which is more than double the 14 percent poverty rate for non-Latino, White, and Asian children and adolescents (Kids Count Data Center, Children in Poverty 2014).

Minority racial groups are more likely to experience multidimensional poverty than their White counterparts (Reeves, Rodrigue, & Kneebone, 2016).

American Indian/Alaska Native, Hispanic, Pacific Islander and Native Hawaiian families are more likely than Caucasian and Asian families to live in poverty (U.S. Census Bureau, 2014).

Although the income of Asian American families often falls markedly above other minorities, these families often have four to five family members working (Le, 2008). African-Americans (53 percent) and Latinos (43 percent) are more

likely to receive high-cost mortgages than Caucasians (18 percent; Logan, 2008).

African American unemployment rates are typically double that of Caucasian Americans. African-American men working full-time earn only 72 percent of the average earnings of comparable Caucasian men and 85 percent of the earnings of Caucasian women (Rodgers, 2008).

Education

Despite dramatic changes, large gaps remain when minority education attainment and outcomes are compared to white Americans.

African-Americans and Latinos are more likely to attend high-poverty schools than Asian-Americans and Caucasians (National Center for Education Statistics, 2007).

From 2000 to 2013 the dropout rate between racial groups narrowed significantly. However, high school dropout rates among Latinos remain the highest, followed by African-Americans and then Whites (National Center for Education Statistics, 2015).

In addition to socioeconomic realities that may deprive students of valuable resources, high-achieving African American students may be exposed to less rigorous curriculums, attend schools with fewer resources, and have teachers who expect less of them academically than they expect of similarly situated Caucasian students (Azzam, 2008).

12.4 percent of African-American college graduates between the ages of 22 and 27 were unemployed in 2013, which is more than double the rate of unemployment among all college graduates in the same age range (5.6 percent; J. Jones & Schmitt, 2014).

Physical Health

Institutional discrimination creates barriers to health care access. Even when stigmatized groups can access care, cultural racism reduces the quality of care they receive (Williams & Mohammed, 2013).

Racial and ethnic minorities have worse overall health than that of White Americans. Health disparities may stem from economic determinants, education, geography and neighborhood, environment, lower quality care, inadequate access to care, inability to navigate the system, provider ignorance or bias, and stress (Bahls, 2011).

Socioeconomic status and race/ethnicity have been associated with avoidable procedures, avoidable hospitalizations, and untreated disease (Fiscella, Franks, Gold, & Clancy, 2008).

At each level of income or education, African-Americans have worse outcomes than Whites. This could be due to adverse health effects of more concentrated disadvantage or a range of experiences related to racial bias (Braveman, Cubbin, Egerter, Williams, & Pamuk, 2010).

Low birth weight, which is related to a number of negative child health outcomes, has been associated with lower SES and ethnic/minority status (Fiscella et al., 2008).

There are substantial racial differences in insurance coverage. In the preretirement years, Hispanics and American Indians are much less likely than Whites, African-Americans, and Asians to have any health insurance (Williams, Mohammed, Leavell, & Collins, 2010).

Psychological Health

Socioeconomic deprivation and racial discrimination have been implicated in higher psychological distress.

Wealth partially explains racial and ethnic differences in depression. Negative net worth, zero net worth and not owning a home in young adulthood are significantly associated with depressive symptoms, independent of the other socioeconomic indicators (Mossakowski, 2008).

Hispanics and African-Americans report a lower risk of having a psychiatric disorder compared with their white counterparts, but those who become ill tend to have more persistent disorders (McGuire & Miranda, 2008).

Research on post-traumatic stress disorder (PTSD) indicates that African-Americans, Hispanics, Asians, American Indians, and Native Hawaiians have higher rates of PTSD than Whites, which are not accounted for by SES and their history of psychiatric disorders (Carter, 2007).

American Indians are at heightened risk for PTSD and alcohol dependence (McGuire & Miranda, 2008).

Perceived discrimination has been shown to contribute to mental health disorders among racial/ethnic groups such as Asian Americans and African Americans (Jang, Chiriboga, Kim, & Rhew, 2010; Mezuk et al., 2010).

Compared with Whites, African-Americans are more frequently diagnosed with schizophrenia, a low-prevalence but serious condition (McGuire & Miranda, 2008).

Get Involved

Consider SES in your education, practice and research efforts.

Stay up to date on legislation and policies that explore and work to eliminate socioeconomic disparities. Visit the Government Relations webpage (https://www.apaservices.org/advocacy) for more details.

Visit APA's Office on Socioeconomic Status (OSES) website (/pi/ses) .

Visit APA's Aging website (/pi/aging) .

Visit APA's Office on Ethnic Minority Affairs website (/pi/oema) .

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NAACP San Mateo Branch 1068 | **Housing Committee**

Thursday, October 6, 2022

Rod Daus-Magbual, Mayor
City of Daly City Council
333 90th St
Daly City, CA 94015
citycouncil@dalycity.org

Re: **Serramonte Del Rey: NAACP San Mateo Supports 60% Low-Income Units and Mixed Income Throughout All Residential Buildings**

Dear Mayor Daus-Magbual and Councilmembers,

We are following up on the letter we emailed the City Council on June 10, 2022. To-date, there hasn't been a response to our request for a resolution prohibiting the segregation of low-income families solely within separate buildings in a multi-building development. Please direct Interim City Manager Thomas Piccollotti to contact us. A resolution is necessary and timely because it applies to the proposed Serramonte Del Rey project.

Approving a project that has all of its BMR units 'clustered' in separate buildings within a multi-building complex is a recipe for racial discrimination. It is inconsistent with Daly City's Inclusionary Housing Ordinance 1423, and with the intent of AB 491 the 'Affordable and Market Rate Units' law signed by Governor Newsom on Sept. 28, 2021. By rejecting the isolation of BMR units the City will demonstrate its commitment to 'Affirmatively Furthering Fair Housing' (AFFH).

Please note that the draft Precise Plan for Serramonte Del Rey states the following:

> *"**Diversity of Housing.** Affordable and market rate rental housing is mixed-throughout the site. 122 units of affordable housing for JUHSD Faculty and Staff, which includes very-low, low, and moderate-income rental dwelling units, are at the corner of Serramonte Boulevard and Entry Drive.* [JUHSD staff housing is an entirely separate project, construction is complete and tenants currently occupy the building.] *A second affordable housing development is planned along East Drive, at the southeast corner of the Plan Area. The balance of affordable housing is spread throughout the three other residential development sites."*

As proposed, Serramonte Del Rey is a 90% market rate housing project located on public property. Public land is a tremendously valuable and limited resource. Any transfer of public land for non-public uses, in this case private market-rate housing, carries with it a responsibility to create tangible offsetting benefits to the public. With this in mind we believe **the City should require a minimum of 60% of Serramonte Del Rey apartment units be designated as affordable** in the very low-income, low-income, and moderate-income range in proportion to the City's 6th Cycle RHNA allocations (Exhibit A). Additionally, affordable units should be maintained as affordable **in perpetuity**.

More broadly, we request the following amendments to Section 17.47.070 of the City's Inclusionary Housing Ordinance with the goal of significantly increasing the volume of affordable housing:

Residential Development on Private Land: The City's current requirement of 20% of for-sale development and 10% of rental development is insufficient given the current housing situation. We advocate increasing the percentage of affordable units in the very low-income, low-income, and moderate-income range to 33% in both for-sale and rental developments, in proportion to the City's 6th Cycle RHNA allocations.

Residential Development on Public Land: The current Inclusionary Housing Ordinance doesn't make a distinction between developments on private land vs. public land and this is an important distinction that must be recognized. Please update the Ordinance to include a **minimum 60% BMR requirement, in perpetuity**, that includes very low-income, low-income, and moderate-income units in proportion to the City's 6th Cycle RHNA allocations.

Our Committee isn't opposed to JUHSD's plans for creating a new neighborhood on the Serramonte Del Rey site. However, we strongly believe that a project that involves the planning of an entire new neighborhood, from scratch, on public land must be absolutely leading edge in terms of affirmatively furthering fair housing, remediation of past environmental injustice, and enhancing livability for the entire surrounding community into the future. This should be demonstrated in terms of number, diversity of type and size, and permanence of BMR units, as well as significant contributions of usable public greenspace, trees, community gardens, playing fields, and other recreational opportunities.

Sincerely,

NAACP San Mateo Branch 1068 | **Housing Committee**
naacphousing@gmail.com
Bill Stewart, Co-chair
Jose Mendez, Co-chair
Ellis A. Schoichet AIA, Co-chair

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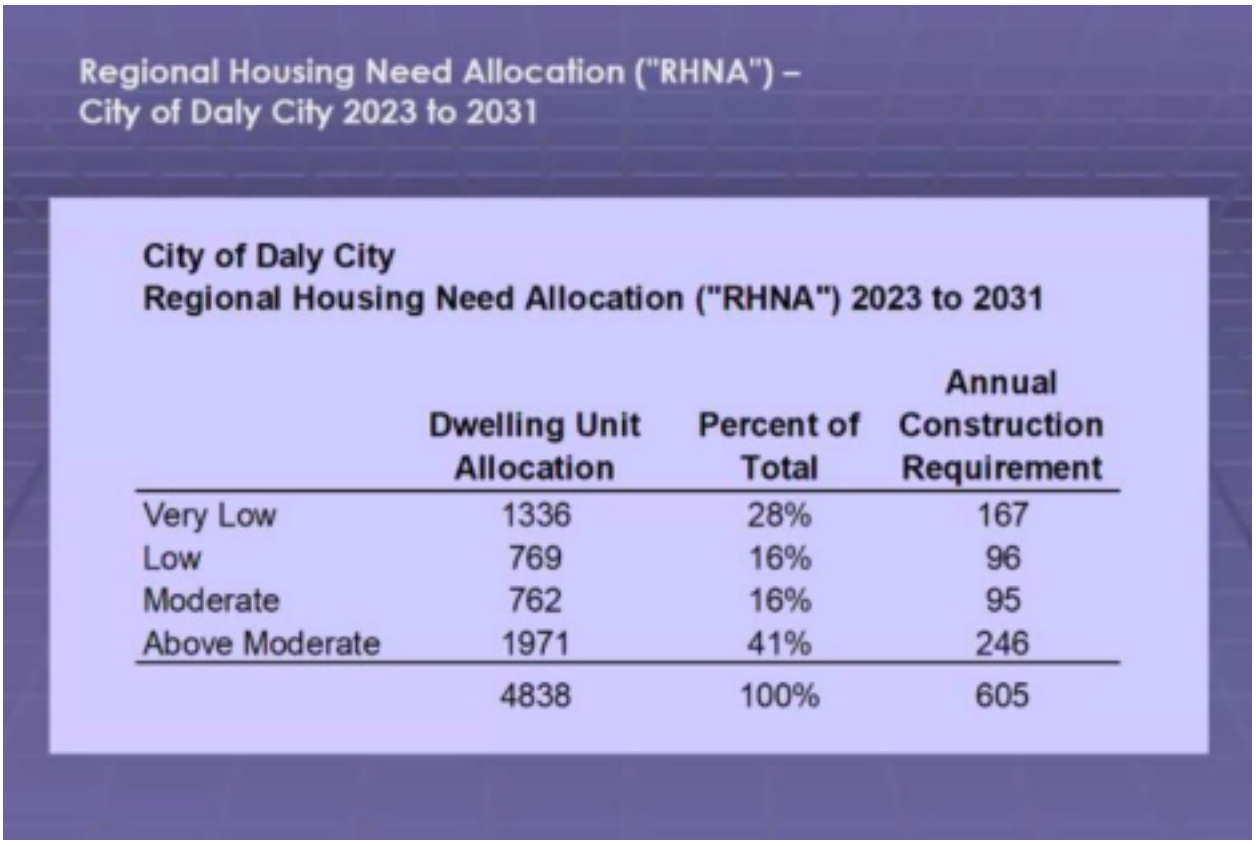
Exhibit A



Regional Housing Need Allocation ("RHNA") –
City of Daly City 2023 to 2031

City of Daly City
Regional Housing Need Allocation ("RHNA") 2023 to 2031

	Dwelling Unit Allocation	Percent of Total	Annual Construction Requirement
Very Low	1336	28%	167
Low	769	16%	96
Moderate	762	16%	95
Above Moderate	1971	41%	246
	4838	100%	605

NAACP San Mateo Branch 1068

June 10, 2022

Rod Daus-Magbual, Mayor
City of Daly City Council
333 90th St
Daly City, CA 94015
citycouncil@dalycity.org

Re: **Serramonte Del Rey—Residential Segregation of Low-Income Families in Daly City**

Dear Mayor Daus-Magbual and Councilmembers,

We oppose the segregation of low-income families.

We respectfully request that City Councilmembers direct the city manager to draft a resolution prohibiting the segregation of low-income families within single buildings of multi-building developments.

We strongly oppose Jefferson Union High School District's (JUHSD) proposal to cluster below market rate (BMR) apartment units within one building at the Serramonte Del Rey apartment complex. As we know from Brown v. Board of Education separate is inherently unequal and this applies to housing as well as education.

Excluding BMR units from market-rate apartment buildings in a massive multi-building apartment complex (Serramonte Del Rey) is Jim Crow era racial discrimination. Quality low-income units should be included in every building throughout the development and the mix of BMR and market rate units should be roughly similar in each building.

We strongly agree with concerns raised at the Jan 10, 2022, Daly City Council meeting by Councilmember Glenn Sylvester regarding the proposed segregation of low-income families: https://youtu.be/_gZBfUKYotY?t=10373

JUHSD Trustee Kalimah Salahuddin missed Councilmember Sylvester's point in her response to his concerns: https://youtu.be/_gZBfUKYotY?t=11449 .

Approving a project that has its BMR units 'clustered' within a single building is a recipe for racial discrimination. **The final proposal should resolve this issue by providing a consistent mix of unit types and steering clear of any type of segregation that would be detrimental to the community**.

We support quality low-income housing that's stable, energy-efficient, free of toxic hazards, located near easy-to-use public transit and includes community gardens and greenspace. We oppose discriminatory policies of any kind.

Sincerely,

NAACP San Mateo Branch 1068 | **Housing Committee**
naacphousing@gmail.com
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CITY OF DALY CITY
2023-2031 HOUSING ELEMENT

Public Review Draft
May 2023

CITY OF
DALY CITY
GATEWAY TO THE PENINSULA



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CITY OF DALY CITY
2023-2031 HOUSING ELEMENT

Public Review Draft
May 2023

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CITY OF DALY CITY

Public Review Draft Housing Element

RHNA 6 (2023-2031 Planning Period)



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CITY OF DALY CITY

Public Review Draft Housing Element

RHNA 6 (2023-2031 Planning Period)



Introduction

From an urban planning perspective, nothing has impacted Daly City more than the construction of housing. Over the years, Daly City has provided new housing opportunities for many thousands of families, many of whom settled in the city at the close of World War II.

Like much of the Bay Area, housing demand has exceeded housing supply in Daly City for many years. While job centers in the Bay Area region have flourished, housing construction has not kept pace with the demand created by a vast influx of households taking advantage of the rich opportunities offered by the region's employers. In bedroom communities like Daly City, these economic forces have led to soaring housing costs, overcrowding, and illegal construction.

Even in the current market downturn, the housing market continues to impact the daily lives of households in Daly City and throughout the region. Steep increases in the cost of for-sale homes at the beginning of the decade have been replaced by scarce credit to construct new housing and a foreclosure crisis not seen since the Great Depression. This climate further challenges the abilities of the State and local governments to ensure equitable access to affordable housing.

What is a Housing Element?

State law requires each city and county to adopt a General Plan containing at least seven elements, including a Housing Element. Unlike the other mandatory General Plan elements, the Housing Element must be updated every eight years, is subject to detailed requirements of State law, and must be reviewed by the California Department of Housing and Community Development (HCD). Housing elements have been mandatory portions of general plans since 1969, reflecting the State recognition that the availability of housing is a matter of statewide importance and that cooperation between government and the private sector is critical to attainment of the State's housing goals. The regulation of the housing supply through planning and zoning powers affects the State's ability to achieve its housing goal of "decent housing and a suitable living environment for every California family" and is critical to the State's long-term economic competitiveness.

This Housing Element provides a comprehensive analysis of the status of housing in Daly City, and sets forth goals, policies, and programs (tasks) to improve the quality of the City's housing stock and increase housing opportunities. Like other parts of this General Plan, the Housing Element has been prepared within the context of urban transformation that will result from an ever-increasing population and mandates from State and regional agencies to build housing near existing transit. The policies contained within the element are intended to provide a framework for evaluating specific housing proposals; establish a

coordinated, realistic course of action for dealing with Daly City's concerns; and be a tool for decision makers when considering the approval of housing construction projects.

Legal Requirements

Housing element law requires local governments like Daly City to adequately plan to meet their existing and projected housing needs, including their share of the regional housing need. Housing Element law is the State's primary market-based strategy to increase housing supply, choice, and affordability. The law recognizes that for the private sector to adequately address housing needs and demand, local governments must adopt land use plans and regulatory schemes that provide opportunities for, and do not unduly constrain, housing development.

The Housing Element process begins with HCD allocating a region's share of the statewide housing need to Councils of Governments (COG) based on California Department of Finance (DOF) population projections and regional population forecasts used in preparing regional transportation plans. In Daly City, the Association of Bay Area Governments (ABAG) serves as the regional COG in the San Francisco Bay Area. In coordination with local governments, ABAG allocates the region's share of the statewide need to the cities and counties in the Bay Area. This allocation, which is discussed further within this document, is called the Regional Housing Need Allocation (RHNA, pronounced "ree-nuh").

As shown in **Table HE-**1, Daly City must plan for 4,838 units during the 2023-2031 planning period.

Table HE 1: Regional Housing Need, 2023–2031

Income Category	Allocation	Percentage
Very Low*	1,336	**27%**
Low	769	**16%**
Moderate	762	**16%**
Above Moderate	1,971	**41%**
Total	**4,838**	**100%**

Source: ABAG 2021

*Note: * It is assumed that 50 percent of the very low- income is allocated to the extremely low-income category.*

Content and Organization

The Housing Element is organized into the following sections and has been structured to comply with state housing element guidelines. The content of the sections is listed below.

Introduction: This section provides information on the State of California's requirements, the purpose of the Housing Element, the organization of the document, and General Plan consistency.

Public Outreach and Engagement: Describes the opportunities the City provided for public participation during preparation of the updated Housing Element.

Review of the 2015 Housing Element: This section contains an evaluation of the prior Housing Element and its accomplishments and analyzes differences between what was projected and what was achieved.

Daly City Housing Needs: This section focuses on demographic information, including population trends, ethnicity, age, household composition, income, employment, housing characteristics, housing needs by income, and housing needs for special segments of the population.

Fair Housing Assessment: Includes an assessment of fair housing that aims to combat discrimination, overcome patterns of segregation, and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.

Housing Sites Inventory: This section describes the City's housing resources as well as the City's existing housing stock and the potential areas for future housing development. This section also discusses opportunities for energy conservation, which can reduce costs to homeowners and infrastructure costs to the City.

Housing Constraints: This section analyzes potential governmental and nongovernmental constraints to housing development in Daly City. This includes the City's planning, zoning, and building standards that directly affect residential development patterns as well as influence housing availability and affordability. Potential nongovernmental constraints include the availability and cost of financing, the price of land, and the materials for building homes, as well as natural conditions that affect the cost of preparing and developing land for housing, and the business decisions of individuals and organizations (some examples are home building, finance, real estate, and rental housing that impact housing cost and availability).

Objectives, Policies, and Tasks: This section sets forth the City's objectives, policies, and tasks that are designed to address the housing needs in Daly City. Based on the findings of all of the previous sections, the objectives, policies, and tasks section identifies actions the City will take to meet local housing goals, quantified objectives, and address the housing needs in Daly City.

General Plan Consistency

State law requires that "the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing within the city.

The Housing Element has been reviewed for consistency with the City's other General Plan elements. The Daly City 2030 General Plan was last adopted in 2013. The policies and actions in this Housing Element are consistent with the policy direction contained in other parts of the General Plan. The City will continue to review and revise the Housing Element, as necessary for consistency, when amendments are made to the General Plan.

Per Assembly Bill (AB) 162 (Government Code Section 65302.g.3), upon the next revision of the Housing Element on or after January 1, 2014, the Safety Element shall be reviewed and updated as necessary to address the risk of fire for land classified as state responsibility areas, as defined in Section 4102 of the Public Resources Code, and land classified as Very High Fire Hazard Severity Zones, as defined in Section 51177. Senate Bill (SB) 379 (Government Code Section 65302.g.4) requires that the Safety Element be reviewed and updated as necessary to address climate change adaptation and applicable resiliency strategies. SB 1035 (Government Code Section 65302.g.6) requires that the Safety Element be reviewed and updated as needed upon each revision of the Housing Element or local hazard mitigation plan, but not less than once every eight years. SB 99 (Government Code Section 65302.g.5) requires that on or after January 1, 2020, the Safety Element includes information to identify residential developments in hazard areas that do not have at least two evacuation routes.

The City plans to review and update the current Safety Element incorporating all State law changes, including applicable laws and any additional requirements and General Plan guidelines from the State of California Governor's Office of Planning and Research (OPR).

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Public Outreach and Engagement

State law requires cities and counties to make a diligent effort to achieve participation from all segments of the community in preparing a Housing Element. Section 65583(c)(6) of the California Government Code specifically requires that "The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the Housing Element, and the program shall describe this effort."

The diligent effort required means that local jurisdictions must do more than issue the customary public notices and conduct standard public hearings prior to adopting a Housing Element. State law requires cities and counties to take active steps to inform, involve, and solicit input from the public, particularly low-income and racial and ethnic households that might otherwise not participate in the process.

Daly City developed a broad and diverse outreach plan designed to reach as many community members who live and work here as possible. To accomplish such a diverse outreach plan, the City partnered with other San Mateo County jurisdictions through the 21 Elements (http://www.21elements.com/) collaboration.

Outreach for All

To ensure that a wide range of residents were able to participate in the outreach process, including renters, workers, young families, youth, people of color, immigrants, refugees, non-English speakers, and people with disabilities, the City completed the following in corporation with 21Elements.

- Ensured foreign language translation and interpretation was included in our meetings and materials.
- Designed a website that was mobile friendly, with accessibility features and in multiple languages. (Lower-income residents, young adults, and people of color are more likely to use their phones to access online information.)
- Formed an Equity Advisory Group consisting of 18 organizations across San Mateo County that provided feedback on outreach and materials, and shared information about the Housing Element update and how to participate in the process with the communities they serve.
- Held meetings in partnership with community organizations (including an introductory meeting in Spanish with English interpretation).

Countywide Outreach Efforts

Website and Social Media

The City helped develop a countywide website available in five languages which was linked to the city webpage detailing our timeline, engagement activities, and resources, videos about the process in several languages, and a social media presence. As of February 2022, the website has been visited more than 17,000 times, with more than 20 percent from mobile devices.

Let's Talk Housing – Webinar Series

As part of outreach and engagement work for the 6th Cycle Housing Element Update, 21 Elements/Let's Talk Housing organized a countywide four-part webinar series to help educate and inform San Mateo County residents and stakeholders on regional and local housing issues.

The four-part series took place on Zoom in fall of 2021, focusing on the following topics and how they intersect with the Bay Area's housing challenges and opportunities:

- Why Affordability Matters
- Housing and Racial Equity
- Housing in a Climate of Change
- Putting it All Together for a Better Future

The series included speaker presentations, audience Q&A, breakout sessions for connection, and debrief discussions. The sessions were advertised and offered in English, Spanish, Mandarin, and Cantonese, though participation in non-English channels was limited. The meetings were well attended and attendees represented a range of age groups and races.

Key Themes of the Webinars:

- Housing affordability is a public health issue: Where we live impacts our health, economic equity, environmental and racial justice.
- The Three S's: Supply, Stability, and Subsidy: Increase housing supply, protect renters and vulnerable households by providing stability, fill the gaps with subsidies.
- Implement strategies to promote climate-ready housing.
- In addition to the webinar series, Let's Talk Housing also sponsored four "listening sessions" with City and County staff and key stakeholders, that convened more than 30 groups. These stakeholders represented organizations that focused on:
    - Building market-rate or affordable housing
    - Addressing fair housing issues
    - Advocating for affordable housing
    - Providing housing services.

Community Meetings

The City participated in several meetings and webinars in partnership with 21 Elements, including:

- **Introduction to the Housing Element** – A Housing Element overview with breakout discussion rooms that was part of a series of introductory meetings.
- **All About RHNA Webinar** – An in-depth dive into sites methodology.
- **Stakeholder Listening Sessions** – Four meetings where jurisdictions could listen to and interact with stakeholder groups arranged by topic. More than 30 groups participated.
- **Creating an Affordable Future Webinars** – A four-part series to help educate community members about local housing issues.

Daly City Residents Feedback

Although few residents attended, meaningful conversation at these community meetings were achieved. The participants reflected on how much they valued the city's racial diversity and the ways that the city's relatively affordable housing allows multiple generations to live nearby. At the same time, some community members were concerned about disappearing affordability and challenges to young families

in buying new homes. Conversation included ideas on how to increase participation, which included working with the Filipino community, and doing direct outreach to elders, including people who use the Serramonte Mall as a community hub.

Stakeholder Listening Session Series

Daly City joined 21 Elements for a facilitated series of listening sessions held between September and November 2021 to hear from various stakeholders who operate countywide or across multiple jurisdictions. The four sessions convened more than 30 groups, including fair housing organizations, housing advocates, builders/developers (affordable and market-rate), and service providers, to provide observations on housing needs and input for policy consideration. Key themes and stakeholder groups included the following.

Fair Housing: Concern for the end of the eviction moratorium, the importance of transit-oriented affordable housing and anti-displacement policies, and the need for education around accessibility regulations and tenant protections. Eight stakeholder groups provided this feedback, including the following:

- Center for Independence of Individuals with Disabilities (CID)
- Community Legal Services of East Palo Alto (CLSEPA)
- Housing Equality Law Project
- Legal Aid for San Mateo County
- Project Sentinel
- Housing Choices
- Public Interest Law Project
- Root Policy Research

Housing Advocates: Concern for rent increases and the need for ongoing outreach to underserved and diverse communities, workforce housing, deeply affordable and dense infill, and tenant protections for the most vulnerable. Six stakeholder groups provided this feedback, including the following:

- Housing Leadership Council
- Faith in Action
- Greenbelt Alliance
- San Mateo County Central Labor Council
- Peninsula for Everyone
- San Mateo County Association of Realtors

Builders and Developers: Local funding, tax credit availability, and concern that appropriate sites limit affordable housing while sites, construction costs, and City processes limit market-rate housing. Twelve stakeholder groups provided this feedback, including the following:

- Affirmed Housing (Affordable)
- BRIDGE Housing (Affordable)

- The Core Companies (Affordable, Market Rate)
- Eden Housing (Affordable)
- Greystar (Market Rate)
- Habitat for Humanity (Affordable)
- HIP Housing (Affordable)
- Mercy Housing (Affordable)
- MidPen Housing (Affordable)
- Sand Hill Property Company (Affordable, Market Rate)
- Sares | Regis (Market Rate)
- Summerhill Apartment Communities (Market Rate)

Service Providers: More affordable housing and vouchers or subsidies for market-rate housing are needed, along with on-site services and housing near transit, and jurisdictions should work with providers and people experiencing issues before creating programs. Ten stakeholder groups provided this feedback, including the following:

- Abode Services
- Daly City Partnership
- El Concilio
- HIP Housing
- LifeMoves
- Mental Health Association of San Mateo County
- National Alliance on Mental Illness
- Ombudsman of San Mateo County
- Samaritan House San Mateo
- Youth Leadership Institute

Equity Advisory Group

In alignment with community outreach best practices, it was important to include the guidance of and foster partnerships with community organizations to help ensure everyone's voices were heard during the Housing Element update. In response, an Equity Advisory Group (EAG) was formed consisting of 15 organizations or leaders across the county that are advancing equity and affordable housing. A stipend of $1,500 was originally provided for meeting four to five times over 12 months to advise on Housing Element outreach and helping get the word out to the communities they work with.

After meeting twice in 2021, it was decided the best use of the EAG moving forward would be to provide more focused support in 2022 based on jurisdiction need and organization expertise. To date, EAG members have facilitated and hosted community meetings in partnership with 21 Elements, collected community housing stories to put a face to housing needs, advised on messaging, and amplified events and activities to their communities. The EAG continue to work collaboratively with jurisdictions and

deepen partnerships, as well as connect community members to the Housing Element update process. All participating organizations are featured on the Let's Talk Housing website (https://www.letstalkhousing.org/orgs) and include the following:

- Ayudando Lations A Soñar (ALAS)
- Community Legal Services
- El Comite de Vecinos del Lado Oeste (El Comite)
- EPACANDO
- Faith in Action
- Housing Choices
- Housing Leadership Council
- Menlo Together
- Nuestra Casa
- One San Mateo
- Peninsula for Everyone
- Puente de la Costa Sur
- San Mateo County Health
- Youth Leadership Institute
- Youth United for Community Action

Affirmatively Furthering Fair Housing Survey

Through the 21 Elements process, an Affirmatively Furthering Fair Housing Survey was conducted that focused on housing issues. While the survey results are not specific to Daly City, they identify important conditions, issues, and needs that impact residents countywide. The survey findings were considered when drafting the fair housing assessment section of the Housing Element.

Countywide Key Takeaways

Below is a summary of key takeaways that emerged throughout the outreach process.

- **Housing is personal**: People often have differing views on housing because it is a very personal issue tied to feelings of safety, belonging, and identity. Often the comments reflected people's current housing situation. Those with safe, stable housing that they can afford were more concerned with change. Those without were more interested in bolder policies and more housing generally. Many people shared meaningful stories of being priced out of their communities or of their children not being able to live in the community where they grew up.
- **The price of housing is a major concern:** Many voiced concerns about the high cost to rent or buy a home today, either for themselves, friends, or family. It is an issue that touches a lot of lives.
- **More housing is needed:** Generally, people believe we need more housing, particularly affordable housing. However, there are diverging views on how to accomplish this, where housing should go, and what it should look like.

- **Single-family neighborhoods are polarizing:** While some people voiced their interest in upzoning single-family neighborhoods or eliminating them altogether, other homeowners want to protect them and in turn, the investment they have made.
- **Affordable housing is a top concern:** Many felt that more needs to be done to promote affordable housing. They also felt that developers should be eligible for incentives and opportunities that make them more competitive.
- **The process is too complicated**: There was significant concern that the development process was too slow and there was too much uncertainty.
- **Better information resources**: People wanted to know how to find affordable housing in their communities and navigate the process of applying for it.
- **Issues are connected**: Transportation, climate change, access to living wage jobs, and education opportunities are all tied to housing and quality of life. These issues are not siloed in people's lives and there is a desire to address them in interconnected ways.
- **Equity is on people's minds:** People want to talk about housing inequities and, even more so, discuss how to solve them. There was interest in ways to create new opportunities for housing and asset building for all that also address past exclusions.
- **Regional input matters but there's more to figure out:** It was valuable to build a broader sense of community and share resources at the countywide level. However, it was challenging to engage nonresident community members on jurisdiction-specific input.
- **Diversity in participation was a challenge:** Despite partnering with organizations to engage with the hardest to reach communities and providing multilingual outreach, achieving diversity in participation was challenging. In the wake of COVID-19, organizations already operating on limited resources were focused on supporting immediate needs, while the added stresses of life coupled with the digital divide added additional barriers for many.

Housing Element Workshops

The Planning Division held two community workshops on May 19 and June 2, 2022, to provide an overview of the City's 6th Cycle Housing Element and update residents on new State Housing laws that could affect the Housing Element update, e.g., SB9, AFFH, etc. Both meetings were identical in terms of their presentations by City staff, outlining the purpose and objectives of having a Housing Element, an overview of the City's Regional Housing Need Allocation and potential ways for meeting housing construction targets, and the process for updating the Element. Both meetings were held by video conference with notice distributed to approximately 240 community members, community organizations, and housing advocacy groups.

Staff estimates that approximately 10 members of the public attended the meetings, primarily the meeting on June 2. Concerns expressed by residents primarily focused around the desire for existing residents of the Midway Village housing redevelopment project (45 Midway Drive) to be provided preferential access to for-sale townhomes that will be under construction in a later project phase and the City's strategy to meet the City's Regional Housing Need Allocation. A resident also inquired as to how the City could incentivize development under SB 9 and SB 10. He suggested the City could provide low-interest rate loans to homeowners for the purpose of constructing accessory dwelling units. There was overall support for increased residential density in the City provided greater community benefits were incorporated into more-dense development.

Public Comments

The City will consider and incorporate public comments throughout the drafting of the Housing Element.

Noticing of the Draft Housing Element

Per California Government Code Section 65585, the draft Housing Element was made available for public comment for 30 days, from May 12 to June 11, 2023. Public comment was received, and an additional 10 business days was allowed to consider and incorporate public comments into the draft revision before submitting to HCD on June 26, 2023. The draft was made available on the City's website and was noticed to residents through the same methods as the Planning Commission and City Council meetings. Additional direct noticing was sent to local housing advocate groups.

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Review of the 2015 Housing Element

Per California Government Code Section 65588, each local government shall review its housing element as frequently as appropriate to evaluate all of the following: (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal; (2) the effectiveness of the housing element in attainment of the community's housing goals and objectives; (3) the progress of the city, county, or city and county in implementation of the housing element; (4) the effectiveness of the housing element goals, policies, and related actions to meet the community's needs, pursuant to paragraph (7) of subdivision (a) of Section 65583.

Progress Toward Meeting the 2015-2022 Regional Housing Needs Allocation

Each jurisdiction in California is responsible for accommodating its share of the region's housing needs. The process of determining each jurisdiction's share of housing needs is called the Regional Housing Needs Assessment (RHNA). The RHNA projection period for the previous Housing Element was from January 1, 2014, to October 31, 2022. The Housing Element planning period had a slightly different timeframe of January 31, 2015, to January 31, 2023.

The City of Daly City was assigned an RHNA of 1,350 units, divided into four income categories:

- Very Low-Income (less than 50 percent of the Area Median Income)
- Low-Income (50 to 80 percent of the Area Median Income)
- Moderate-Income (81 to 120 percent of the Area Median Income)
- Above Moderate-Income (greater than 120 percent of the Area Median Income)

Table HE-2 summarizes the City's accomplishments in meeting the RHNA during the previous RHNA projection period. Daly City met its RHNA obligation in all categories except very low income, and still was able to meet 50 percent of that requirement.

Table HE 2: Units Permitted During 5th Cycle RHNA Projection Period

Income Category	2015–2023 RHNA	2015	2016	2017	2018	2019	2020	2021	2022	Total Building Permits Issued	Percent Accom-plished
Very Low	400	38		21				147		206	52%
Low	188	15	7	183			18		6	218	100%+
Moderate	221	14	17	18	37	34	43	33	23	225	100%+
Above Moderate	541	89	140	17	22	81	215	46	81	691	100%+
Total	**1,350**	**156**	**164**	**256**	**96**	**152**	**280**	**226**	**110**	**1440**	**100%+**

Source: City of Daly City, 2023.

Efforts to Address Special Housing Needs

California Government Code Section 65588 requires that local governments review the effectiveness of the housing element goals, policies, and related actions to meet the community's special housing needs. As shown in **Table HE-3**, *Implementation of 2004 Housing Element Objectives and Policies (2015-2023)*, the City worked diligently to continuously promote housing for special-needs groups in a variety of ways. Some of the accomplishments are highlighted below:

- The City granted parking reductions for projects to help facilitate the development of affordable housing, which includes the 206-unit Brunswick apartments (AMG and Associates), 3001 Geneva Avenue townhouses (Habitat for Humanity), 45 Midway Drive – Midway Village (Mid-Peninsula Housing/County of San Mateo), and 493 Eastmoor Avenue (CORE). To increase affordable options into the local housing stock, the City permitted 360 accessory dwelling units (ADUs). Of these units, 96 were lower-income units.
- Through the Successor Agency, the City provided $2,420,000 for the Sweeney Lane Apartments on 6800 Mission Street. Additionally, the City provided $1,494,997 in HOME funds. Of the 51 affordable units, 6 units are for extremely low-income households, 45 are for lower-income households.
- To help increase homeownership opportunities for large families, the City provided $809,000 in City Housing Trust Funds to Habitat for Humanity Greater San Francisco for the Geneva Habitat Townhomes. The three-bedroom units were all allocated for lower-income households.
- During the planning period the City provided $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant-based rental assistance (TBRA) to households affected by COVID-19.
- To ensure housing for lower-income households (60 percent AMI or lower), the City awarded $2,917,380 in Permanent Local Housing Allocation (PLHA) funds for a proposed 72-unit affordable housing development known as 493 Eastmoor project. The City has conditionally allocated an additional $2,328,307 in HOME and HOME-ARP funds for this project. As of 2023, the project has been entitled but is still working to secure more funding.
- During the planning period, about 238 households were assisted through home repair programs. This included households assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of the 238 households assisted, 152 were special-needs groups (seniors/disabilities).
- The Daly City Partnership/Community Service Center received the following funds for COVID-19 relief activities, including $1,126,638 for rental assistance, $750,000 for emergency rental assistance, $120,00 for mental health services, $95,000 for food distribution. Mission Asset Fund received $820,000 for immigrant relief cash assistance.
- To help fund fair housing education and outreach during the COVID-19 pandemic, Legal Aid Society of San Mateo County received $100,000 in Community Development Block Grant (CDBG)-CV funds to provide eviction assistance, education, and outreach services in Daly City.

Progress Towards Meeting Housing Element Programs

Table HE-3 summarizes the programs from the 2015-2023 Housing Element. To the degree that such programs are recommended to be continued in the current Housing Element, these programs are reorganized and presented in the Housing Objectives, Policies, and Tasks section.

Table HE 3: Implementation of 2004 Housing Element Objectives and Policies (2015-2023)

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Housing Supply				
Policy HE-1: Maintain, and, where possible, create larger housing development sites throughout the City.				
Task 1.1	Increase the minimum property sizes in all commercial zones and R-3 Multiple-Family Residential zone and restrict the ability of existing sites within this zone to subdivide below the established minimum lot size. The minimum parcel shall be established at the time of the Zoning Ordinance update and shall be such that it promotes the construction of mixed-use and/or higher density multifamily development, as determined by the respective zone to which it applies.	Timeframe: 2015.	The City issued a request for proposal (RFP) for this effort in March 2022. PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 3.1, 3.2, 3.2, 6.1, 8.1, and 31.1. New Task 1.1
Task 1.2	Incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers and shall be commensurate with the size of the parcels being merged and/or created.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1. New Task 1.2
Policy HE-2: Support infill housing in existing neighborhoods by offering streamlined planning and environmental reviews.				
Task 2.1	Develop a Permit Streamlining Program that identifies specific ways to reduce the processing times of projects that increase the supply of housing. These projects shall include minor subdivisions involving the creation of four or fewer parcels and the construction of duplexes in the R-1/A Single Family/Duplex Residential Zone. The Program shall identify criteria for inclusion in the Zoning Ordinance that establish which project characteristics will qualify a project for	Timeframe: 2015.	No progress has been made on this program.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	streamlining and what method of streamlining will be utilized.			
Task 2.2	Continue to exempt infill housing development proposals from the California Environmental Quality Act (CEQA) if the proposal meets all of the requirements of CEQA Guidelines Section 15332.	Timeframe: ongoing.	During the 5th planning period, approximately 15 proposals qualified and were exempted from the CEQA Guidelines Section 15332.	Part of the City's process. Delete.
Task 2.3	Amend the automatic expiration for all discretionary land use approvals (including design review approval) from one year to two years, and amend the expiration provision to indicate that an applicant need only apply for a building permit within the specified two-year timeframe.	Timeframe: 2015.	The Planning Division was unable to complete this program, during the 5th planning period but expects to complete this task in 6th planning cycle. The City Council has however granted 18-time extensions to residential development projects in the planning period and has on occasion granted multiple extensions simultaneously to facilitate project viability.	Continue New Task 2.1
Policy HE-3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.				
Task 3.1	Within one year, of the Housing Element adoption, the City shall establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development, including, but not limited to the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue (approximately 65 acres), and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The City shall, as a part of this task, explore increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.2, 3.2, 6.1, 8.1, and 31.1. New Task 1.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 3.2	Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task HE 3.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to update will be form based code. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.3, 6.1, 8.1, and 31.1. New Task 1.3
Task 3.3	Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components and parking available to both uses.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to this update will be form based code. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 6.1, 8.1, and 31.1. New Task 1.1
Task 3.4	For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently-funded HOA/POA amenities (e.g., van pools or car sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus "park-n-rides", etc.)	Timeframe: 2015.	The City has continued to allow parking reductions for projects. These include the 206-unit Brunswick apartments, 3001 Geneva Avenue townhouses, 45 Midway Drive, and 493 Eastmoor Avenue, each of which are completely affordable. Additionally, the City has granted numerous reductions for parking to facilitate residential development in general, such as the 323-unit Serramonte Views project, a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	New Task 3.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 3.5	Amend the parking regulations to remove differentiation between single-family, multiple-family, and condominium uses for the purpose of parking regulations, and establish such regulations based on total bedroom count. This requirement shall also apply to residential additions and the provision of additional bedrooms within any existing dwelling.	Timeframe: 2015.	This task was completed in 2015.	Completed. Delete.
Task 3.6	Clarify that no parking reduction incentive (other than incentives allowed for senior affordable units) shall result in less than one parking space per unit. Any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households shall be however exempt from the minimum parking requirement identified by this task and instead a be subject to providing at least 0.5 parking spaces per unit.	Timeframe: 2015.	The City has defaulted to state law and will remove this program since it contradicts state law.	Delete.
Policy HE-4: Assure that standards for new housing construction comply with appropriate aircraft noise abatement requirements				
Task 4.1	All new housing development within the 65dB CNEL aircraft contour, as shown on the most recent FAA accepted San Francisco International Airport Noise Exposure Map, shall be constructed to achieve an interior noise level of 45 dB CNEL or less based on aircraft noise events.	Timeframe: 2015.	The City continued to all new housing development within the 65dB CNEL aircraft contour.	Continue and combine with Tasks 4.2 and 4.3. New Task 4.1
Task 4.2	For all development proposals with the 65dB CNEL noise contour, the City shall require a noise study that identifies the proposed project's compliance with requirement of Task 4.1 above. If the project qualifies for review under the California Environmental Quality Act (CEQA), the City shall incorporate the noise study and any mitigation measures into the CEQA document and shall adopt findings that the project, as conditioned, complies with the interior noise level requirement.	Timeframe: ongoing.	As projects come forward, the City continued to incorporate noise studies and mitigation measures into the CEQA document.	Continue and combine with Tasks 4.1 and 4.3. New Task 4.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 4.3	The City shall incorporate compliance with this policy into adopted CEQA compliance guidelines. The guidelines shall identify detailed compliance requirements, such as the methods of acceptable noise mitigation (insulation, windows, etc.).	Timeframe: 2015.	As projects come forward, the City continued to incorporate noise studies and mitigation measures into the CEQA document.	Continue and combine with Tasks 4.1 and 4.2. New Task 4.1
Housing Affordability				
Policy HE-5A: Allow the construction of additional second units throughout the City. (Note: Rename second units as accessory dwelling units)				
Task 5.1	Align the maximum neighborhood density applicable to second units to be consistent with the maximum neighborhood density allowed by the General Plan.	Timeframe: 2017.	The task was completed in 2015.	Completed
Task 5.2	Eliminate the required parking for small second units where the second unit is no larger than 400 square feet, the size of the home in which the unit is proposed is no greater than 1,600 square feet including the garage, and the existing home provides two legal, i.e., full-sized, parking spaces.	Timeframe: 2015.	The City defaults to state law and plans to make Accessory Dwelling Units to (ADU) amendments to ensure compliance with state law in Summer 2023. The City has not required parking for any ADU constructed in the City since January 2018.	Continue.
Task 5.3	Eliminate the requirement for owner-occupancy for second units where the applicant for a non-owner occupied second unit can demonstrate that the entire property is subject to professional property management by means of a written contract supplied to the City.	Timeframe: 2015.	The City defaults to state law and will amend this program to ensure compliance with Government Code 65852.2 (D)(xii)(6). The City has not required owner occupancy for any ADU constructed in the City since January 2020.	Continue and modify. New Task 5.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 5.4	Continue to offer same-day, express plan check permitting for all second units.	Timeframe: ongoing.	The City continued to ensure ADUs were permitted in the city. Between 2015 and 2022, the City permitted 365 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Delete.
Task 5.5	Monitor second unit construction and rental activity on an annual basis and report this information in the City's General Plan Annual Report.	Timeframe: ongoing.	The City continued to ensure ADUs were permitted in the city. Between 2015 and 2022, the City permitted 365 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Continue
Policy HE-5B: Reduce or eliminate the impacts of new construction to residents displaced by such construction.				
Task 5.6	The City shall evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and adjust as necessary.	Timeframe: 2017.	Although no progress has been made, no displacement has occurred. The City will look into how to address the minimal displacement concerns in the 6th Housing Element.	Continue and modify. New Task 5.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Vacant and Underutilized Sites				
Policy HE-6: Assure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation.				
Task 6.1	Remove the use permit requirement for mixed-use projects located in the (future) C-MU Commercial Mixed Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by-right," without requirement for discretionary approvals.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 3.3, 8.1, and 31.1. New Task 1.3
Task 6.2	Amend the BART Station Area Specific Plan to redesignate the 8.7-acre Samtrans park-and-ride lot at 3501 Junipero Serra Boulevard (APNs 008-131-010 through 040 and 008-132-010 and 020) to the Specific Plan's High Density Residential designation. Simultaneously, amend the BART Station Area Specific Plan regulations to require at least 30 dwelling units per acre for new development and amend the development regulations provided within the Plan to comply with the balance of policies provided in this Housing Element.	Timeframe: 2015.	This effort was not completed as written. However, 7.1 acres of land were rezoned to zones that allow at least 30 dwelling units per acre, and an additional 147 units of lower-income housing is proposed on a site that was not part of the 5th Cycle Sites Inventory. The City did not have an unaccommodated need. See Table HE-42.	Delete.
Task 6.3	Amend the General Plan designation and Zoning Ordinance for the 1.15-acre property located on Brunswick Street across from Chelsea Court (APN 003-210-260) from Commercial Mixed-Use and C-2 Heavy Commercial, respectively, to Residential High Density and R-3 Multiple Family Residential District, respectively.	Timeframe: 2015.	This is the site of Brunswick Street Apartments. A 206-unit affordable senior housing complex that was constructed during the planning period. This project exceeded the Residential High-Density unit allowance.	Completed
Task 6.4	Work with Caltrans to ensure that access from Hickey Boulevard is achievable so as to allow residential development of the 2.49-acre housing	Timeframe: 2015.	During the planning period, the City worked with Caltrans; however, the property was not developed.	Completed

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	site located at 1050 St. Francis Boulevard. The maximum density at this site shall continue to reflect the permitted General Plan Medium Density designation currently attributable to the site, i.e., 35 dwelling units per acre.			
Task 6.5	Amend the Zoning Ordinance to require that, if after adopting the General Plan Land Use Map and Zoning Map, the City redesignates and/or rezones any site(s) included on the Potential Housing Sites Inventory List to a non-residential use or a residential use of less intensity than has been identified on the Potential Housing Sites Inventory List, the City shall replace the redesignated/rezoned site(s) with another site(s). The new site(s) shall allow the same or greater development intensity as the rezoned site(s) and shall be physically capable to providing the development intensity of rezoned sites(s) in terms of environmental restraints, infrastructure capacity, and similar constraints. The Ordinance shall specify that this requirement shall apply only to sites that are necessary to satisfy the City's Regional Housing Need Allocation (RHNA), but that any replacement site shall continue to satisfy the City's RHNA by income category.	Timeframe: 2015.	The City continued to maintain an inventory of sites available and appropriate for residential development at all income levels, and sites suitable for redevelopment and/or reuse. In keeping with state "no net loss" provisions (Government Code Section 65863).	Continue and modify New Task 6.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-7: Allow development density on all residentially-zones properties consistent with the General Plan Land Use Map and work with utility providers to ensure that adequate water supplies and sewer capacities are available to allow construction at such density, especially for development that includes housing units affordable to lower-income households.				
Task 7.1	Review and amend the Zoning Ordinance, if necessary, to ensure that residential densities identified on the General Plan Land Use Map can be reasonably constructed given property size, accessibility, and topography. For the purpose of calculating densities, the Ordinance shall be amended to describe a method for calculating residential density that is site specific, meaning that the land area calculated as part of the density prescription shall include the site only and no portion of adjacent right-of-way or adjacent public or private property.	Timeframe: 2015.	The City continued to ensure consistency for proposed projects during the planning period.	Delete.
Task 7.2	Upon adoption of the Housing Element, the City will provide a copy of the adopted Housing Element to each of the City's water and sewer providers, advising each of these agencies of the City's intention to comply with Government Code Section 65589.7, which requires these providers to grant priority service allocation to proposed developments that include housing units affordable to lower-income households.	Timeframe: 2015.	This task was completed in 2015.	Delete. Continue as policy.
Policy HE-8: Avoid rezoning properties that are presently designated or zoned for residential uses for non-residential uses.				
Task 8.1	Amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially-zoned or residentially-designated property to any zone or designation other than residential. To this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be	Timeframe: 2015.	The City hired PlaceWorks in 2022 to create the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed by the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 3.3, 6.1, and 31.1. New Task 1.4

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the Potential Housing Sites Inventory List for which a replacement site has not been identified (see Policy HE-X above).			
Policy HE-9: Expand homeownership opportunities by facilitating condominium construction, while protecting renters from condominium conversions.				
Task 9.1	Encourage a variety of housing types and tenures for all income levels and assure access to housing by all groups of individuals.	Timeframe: Ongoing.	The City continued to ensure a variety of housing types and tenures for all income levels. Between 2018 and 2021, the City constructed 257 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Delete, completed
Task 9.2	Amend the condominium regulations to include specific standards for a relocation program necessitated by condominium conversion that include requirements for the following: 1) an on-site relocation assistance office, 2) the return of all deposits and fees, 3) benefits for voluntary relocation after conversion approval, 4) benefits for forced relocation, 5) first right of refusal for tenants wishing to purchase and 6) rent stabilization during the entire conversion process.	Timeframe: 2015.	During the 5th planning period, no condominium conversion were proposed and the City therefore did not need to relocate residents as a result of condominium conversion.	Delete.
Policy HE-10: Use the financial and other resources available to the City to reduce the cost and increase the amount of affordable housing.				
Task 10.1	When such funds are available, the City shall use and leverage Federal, State and local funds (including Redevelopment Agency set-aside finds), tax credits, tax-exempt bonds, and private sources such as foundations to encourage the production of affordable housing. The City shall	Timeframe: ongoing.	During the 5th planning period, the City provided $1,494,997 in HOME funds and, through the Successor Agency, $2,420,000 for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	strive to leverage such funds, on average, every two years within the planning period.		units are for extremely low-income households, 45 are for lower-income households. Additionally, the City awarded $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are allocated for lower-income households.	
Task 10.2	Offer technical assistance to landowners and prospective developers regarding, for instance, regulatory guidelines, development potential, design solutions, and marketing data.	Timeframe: ongoing.	The City continued to work with landowners and developers as they approached the city.	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1
Task 10.3	Continue to routinely monitor, investigate, and utilize available new funding sources.	Timeframe: ongoing.	From 2014-2016, the City was awarded $743,073 in HOME funds to help fund the 6800 Mission project. From 2017 - 2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period the City provided $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			households at 60% AMI or lower. As of 2023, the project has been entitled but is still working to secure funding.	
Policy HE-11: Continue to require affordable units in all new housing development and in new condominium conversions.				
Task 11.1	Enforce the requirements of the Inclusionary Zoning Ordinance to the extent that Task HE 11.2 below is addressed.	Timeframe: ongoing.	The City continued to enforce the requirements of the inclusionary zoning ordinance.	Continue and combine as applicable. New Task 10.1
Task 11.2	Provide as part of the General Plan Annual Report an analysis of the effectiveness of the Inclusionary Zoning Ordinance in creating long-term affordable renter- and owner-occupied housing units. The analysis shall identify housing developments subject to the Ordinance for which construction has been completed in the previous year, and shall qualitatively and quantitatively describe the extent to which the ordinance impacted the construction cost of market-rate units within these developments.	Timeframe: annual.	The city annually reports on the inclusionary Zoning Ordinance as a part of the the General Plan Annual Report. As shown in Table HE-1, the city had sufficient housing development in all income categories throughout the 5th cycle planning period and therefore has determined that the Inclusionary Zoning Ordinance is not a constraint but rather an important tool to ensure development for all income levels.	Continue and combine as applicable. New Task 10.1
Task 11.3	Amend the Inclusionary Zoning Ordinance and the condominium regulations to clarify that condominium conversions are subject to the Ordinance.	Timeframe: 2015.	The City amended the Inclusionary Ordinance to include condominium conversion regulations in December 2018.	Completed. Delete
Task 11.4	Through staff training, ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers, and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance.	Timeframe: ongoing;	The City prepared brochures to inform purchasers and developers about the City's Inclusionary Ordinance.	Continue and combine as applicable. New Task 10.2
Task 11.5	Adopt disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a	Timeframe: 2015.	This task has not yet been completed. The City plans to complete this task by 2026.	Continue and combine as applicable. New Task 10.3

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	certain size and valuation that could be subject to the City's inclusionary zoning ordinance.			
Policy HE-12: Provide regulatory incentives and streamline the permit process for development projects that contain deed-restricted affordable units.				
Task 12.1	Reduce delays in project approval and issuance of building permits by developing a plan check prioritization system that reduces the time required to complete the plan check review process for affordable housing projects, especially those projects which exceed the City's inclusionary zoning ordinance requirements.	Timeframe: 2015.	The City assists developers with the development process as projects come forward. The City has granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Modify. Combine with 12.4. New Task 11.1
Task 12.2	Continue to offer parking reductions offered in the current Zoning Ordinance that serve as an incentive to developers of low-income elderly housing provided a minimum age for residency of such units is established by the Ordinance (e.g., 62 years of age).	Timeframe: ongoing.	During the planning period, the City granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue New Task 11.1
Task 12.3	Establish regulations that allow parking reductions for all multiple-family housing developments containing low-income units, commensurate to the proportion of the project devoted to such units (currently a project must be 100 percent affordable to qualify for a parking reduction).	Timeframe: 2015.	The City continued to establish regulations that allowed for parking reductions. The City granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters. In addition to help facilitate the development of housing, the City has waived the state 20 unit requirement and had allowed development at 16 units per acre. The City will update code to comply with state law.	Delete.

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 12.4	Continue to offer streamlined environmental review for affordable housing development where authorized by the California Environmental Quality Act (Public Resources Code Sections 21159.20 through 21159.27 – Special Review of Housing Projects).	Timeframe: ongoing.	The City continues to streamline environmental review for affordable housing development.	Modify. Combine with 12.1. New Task 11.1
Policy HE-13: Consider financial incentives to increase the supply of rental housing for all household income groups including extremely low-income households.				
Task 13.1	Give priority expenditure of City housing funds to projects that will provide deed restricted affordable rental housing, especially to development projects that will provide extremely low-income units.	Timeframe: ongoing.	The City provided $1,494,997 in HOME funds for the development of the 6800 Mission project. The project has units for extremely low-income households.	Continue and combine New Task 12.1
Task 13.2	When funds are available, apply for and/or co-sponsor funding opportunities for the construction of rental housing. The City shall strive to make such applications, on average, every two years within the planning period.	Timeframe: ongoing.	The City provided $1,494,997 in HOME funds to help fund the 6800 Mission project. From 2017 -2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period, the City awarded $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting households at 60 percent AMI or	New Task 12.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			lower. As of 2023, the project has been entitled but is still working to secure funding.	
Task 13.3	Give priority expenditure of City housing funds (e.g., HOME, Affordable Housing Trust Fund, etc.) to projects that will occupy sites that have been previously developed.	Timeframe: ongoing.	During the 5th planning period, the City awarded $1,494,997 in HOME funds and, through the Successor Agency, $2,420,000for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6 units are for extremely low-income households, 45 are for lower-income households. Additionally, the City provided $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are allocated for lower-income households. The City provided $1,494,997 in HOME funds to help fund the 6800 Mission project. From 2017 -2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period, the City awarded $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP	Continue and combine New Task 12.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			funds have been conditionally allocated for this project. The proposed projects are targeting households at 60 percent AMI or lower. As of 2023, the project has been entitled but is still working to secure funding.	
Policy HE-14: Assure access to services in Daly City for homeless individuals and families and address the special needs and circumstances of these individuals.				
Policy HE-15: Require adaptability and accessibility of residential units for disabled occupants and ensure that the Zoning Ordinance provides regulations that are sensitive to the needs of disabled occupants.				
Task 15.1	Maintain an active role in expanding accessibility and require all State and local accessibility codes to be met.	Timeframe: ongoing.	The City continued to comply with state law.	Ongoing process. Delete.
Task 15.2	Regularly monitor the implementation of the jurisdiction's ordinances, codes, policies, and procedures to ensure they comply with the "reasonable accommodation" for disabled provisions and all fair housing laws.	Timeframe: ongoing.	The City adopted development regulations for reasonable accommodation in 2014 and has approved 10 reasonable accommodation requests.	Completed. Delete.
Task 15.3	Continue to fund (as funding permits) and support home repair programs that assist residents in paying for various handicapped modifications in and around their homes.	Timeframe: ongoing.	About 238 households were assisted through home repair programs. This includes households assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of these, 152 were special-needs groups (elderly/disabled).	Continue New Task 14.3

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-16: Prevent housing discrimination based on age, race, religion, sex, ethnic background, or familial status, and work to ensure the safety and availability of Employee Housing.				
Task 16.1	The City shall assist in the implementation and enforcement of State and federal fair housing and civil rights laws and shall make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City shall work with the appropriate public interest agencies to vigorously pursue the matter and where discrimination is found, the City shall assist the relevant entity in prosecuting the matter.	Timeframe: ongoing.	The City continued to partner with Project Sentinel to assist with Fair Housing complaints. Project Sentinel provides fair housing services, including investigating housing discrimination, tenant and landlords dispute mediation, and house counseling programs.	Continue New Task 15.1
Task 16.2	The City will continue to contract with Project Sentinel to provide fair housing services to its residents and property owners. Services will include: 1. Distributing educational materials to property owners, apartment managers, and tenants every two years; 2. Making public service announcements (PSAs) via different media (e.g., newspaper ads and public service announcements at local radio and television channels) at least two times a year; 3. Conducting fair housing audits and public presentations with different community groups; 4. Responding to complaints of discrimination (i.e., in-taking, investigation of complaints, and resolution); and 5. Referring services to appropriate agencies.	Timeframe: ongoing.	The City continued to partner with Project Sentinel to assist with Fair Housing complaints. Project Sentinel provides fair housing services, including investigating housing discrimination, tenant and landlords dispute mediation, and house counseling programs.	Continue New Task 15.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 16.3	The City shall, to the extent of its jurisdiction, implement all the provisions of the Employee Housing Act (Government Health and Safety Code Sections 17030-17039) and work with the State Department of Housing and Community Development to do the same.	Timeframe: ongoing.	The City is planning to update the municipal code to ensure compliance with Health and Safety Code Sections 17021.5 and 17021.6.	Continue. New Task 15.4
Policy HE-17: Provide financial assistance to lower income households in emergency situations.				
Task 17.1	Continue to operate and support (as funding permits) the Housing Assistance Program that grants eligible lower income families, seniors, and persons with disabilities money to cover housing related emergencies (e.g., security deposits, temporary difficulty meeting rent payments).	Timeframe: 2015.	The Daly City Partnership/Community Service Center received the following funds for COVID-19 relief-related activities, including: • CDBG-CV for emergency rental assistance: $1,126,638 o HOME for emergency rental assistance: $750,000 o CDBG for mental health services: $120,000 o CDBG for food distribution: $95,000 • Legal Aid Society of San Mateo County received $100,000 in CDBG-CV funds for eviction assistance, education, and outreach services. • Mission Asset Fund received $820,000 in CDBG-CV funds for immigrant relief cash assistance.	Continue. New Task 16.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-18: Support a balanced distribution of quality residential care facilities.				
Task 18.1	Develop location regulations for larger residential care facilities that are not exempt from local zoning restrictions to provide objective standards to persons desiring to establish such facilities, while at the same time dispersing such facilities throughout the City.	Timeframe: 2015.	As a matter of policy the City treats all residential care facilities as residential uses, subject to Fire Department inspections.	Modify. New Task 17.2
Policy HE-19: Address the range of needs and encourage the production of additional housing opportunities for extremely low-income (ELI) households.				
Task 19.1	Provide an exception to the proposed zoning regulation identified in Task HE 3.7, whereby any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households would be exempt from the minimum one parking space per unit rule identified by this task (applies to projects qualifying for transit-proximate parking reductions) and instead be subject to providing at least 0.5 parking spaces per unit.	Timeframe: 2015.	During the planning period, the City granted the 323-unit Serramonte Views a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue and modify New Task 18.1
Task 19.2	Revise the Zoning Ordinance to waive the parking requirements altogether for ELI deed-restricted second units that are transit proximate, as described in Task HE 3.5.	Timeframe: 2015.	During the planning period, the City granted the 323-unit Serramonte Views a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue and modify New Task 18.1
Task 19.3	For any new housing development utilizing public funding or publicly owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for ELI households.	Timeframe: ongoing.	During the 5th planning period, the City provided $1,494,997 in HOME funds and $2,420,000 through the Successor Agency for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6 units are for extremely low-income households and 45 are for lower-income households. Additionally, the City awarded $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are	Continue and modify New Task 18.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			allocated for lower-income households.	
Policy HE-20: Support home sharing programs, such as that operated by HIP Housing, as part of a collection of policies, programs and practices for addressing the housing needs of those at the lowest income levels including seniors, those living with disabilities, those at risk of homelessness and female head of households.				
Housing Maintenance				
Policy HE-21: Encourage voluntary housing rehabilitation and reconstruction.				
Task 21.1	Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multifamily residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.	Timeframe: 2015.	While the City did not amend the Zoning Ordinance, approximately 238 households were assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of the 238 households, 152 were special-needs groups (elderly/disabled). During the planning period, 20 seniors received residential rehab loans.	Continue and modify New Task 20.1
Policy HE-22: Encourage housing reconstruction after fire or other natural disaster.				
Task 22.1	Amend the Zoning Ordinance non-conforming building regulations to allow reconstruction of non-conforming buildings affected by fire or natural disaster subject to the land use regulations in place at the time of the original building construction if present development regulations are determined by the Director of Economic and Community Development to allow fewer total units than were originally permitted. This amendment shall allow such reconstruction provided the total unit count does not increase and the size of each replacement unit is substantially similar to the size of the original unit being replaced. The amendment shall not apply where the General Plan Land Use Map requires a higher minimum density than was provided in the building prior to the fire or natural disaster.	Timeframe: 2015.	While the City did not amend the Zoning Ordinance, the City continued to encourage the development of housing throughout the planning period. The City helped facilitate development through parking reduction and applying for monies such as HOME funds and PLHA funds. For example, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting households at 60% AMI or lower. As of	Continue and modify New Task 21.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			2023, the project has been entitled but is still working to secure funding.	
Policy HE-23: Preserve existing low-income housing units that are at risk of being converted to market-rate housing				
Task 23.1	Monitor existing at-risk low-income housing units to determine if the owners plan to file a notice of interest to prepay the mortgage obligation. The prepayment would terminate the requirement that the units be rented to low-income individuals. The City should maintain an up-to-date list of public and private non-profit housing entities who can and will be able to purchase the at risk units should the necessity arise. The City should also maintain a current list of available financial resources to fund the potential purchase of these units.	Timeframe: ongoing.	During the planning period, no units were at risk of conversion to market rate.	Continue and modify New Task 22.1
Energy Efficiency				
Policy HE-24: Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.				
Task 24.1	Develop enhanced residential energy efficiency standards (Title 24, California Administrative Code) in all new residential construction which exceeds State-mandated requirements by five percent in 2015, ten percent in 2020, and twenty percent in 2030.	Timeframe: ongoing.	Daly City, in accordance with California housing law, establishes certain minimum requirements for residential construction. The City Building Department currently operates under the 2022 California Building Code (CBC), the 1997 Uniform Housing Code, the 2022 California Mechanical Code, the 2022 California Plumbing Code, and the 2022 California Electrical Code.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 24.2	Establish energy and water efficiency upgrade programs that promote energy and water efficiency upgrades in all existing residential buildings. Energy efficiency upgrades promoted as part of this program could include upgrades such as attic insulation, programmable thermostats, heating duct insulation, and water heater insulation. Water efficiency upgrades could include the installation of low-flow shower heads, where feasible, and retrofit of existing toilets to meet low-flush requirements as established by the City. Examples of programs developed as a part of this task could provide financial incentives (e.g., rebates, appliance buy-back, and similar programs) aimed at providing strong incentives to residential building owners to use the programs.	Timeframe: 2015.	Daly City runs the water and sewer services in the city. During the COVID-19 pandemic, the City advertised PG&E's customer protections brochures on the City's website. Additionally, the City advertised Peninsula's Clean Energy services and programs that provide homeowners in San Mateo County and the City of Los Banos interest-free financing and new rebates to install electric water heaters and heating and A/C equipment.	Continue New Task 23.2
Policy HE-25: Mandate the inclusion of green building techniques into most new construction.				
Task 25.1	Adopt amendments to the building code that require all City-funded affordable housing projects reach a Home Energy Rating System (HERS) score above 86 (the minimum Energy Star rating), or equivalent.	Timeframe: 2017.	Daly City, in accordance with California housing law, establishes certain minimum requirements for residential construction. The City Building Department currently operates under the 2022 California Building Code (CBC), the 1997 Uniform Housing Code, the 2022 California Mechanical Code, the 2022 California Plumbing Code, and the 2022 California Electrical Code.	Delete
Policy HE-26: Provide a greater number of street trees throughout Daly City's neighborhoods.				
Task 26.1	Amend the Zoning Ordinance to require street tree planting as part of the construction of any new home and any remodel to any residential structure exceeding 50 percent valuation of the structure being remodeled. The Ordinance shall require uniform street tree spacing within new neighborhoods of one tree per each 25 linear feet	Timeframe: 2015.	The City continued to encourage sustainable building practices on a project-to-project basis.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	of curb, to the maximum extent practical. All new street trees shall receive irrigation.			
Task 26.2	Amend the plan check process to ensure compliance with amended Zoning Ordinance provisions related to street tree planting. At a minimum, applicants and developers shall identify street tree placement on all utility plans submitted for City of public utility review and approval.	Timeframe: initially 2014, now ongoing.	The City continued to encourage sustainable building practices on a project-to-project basis.	Delete
Policy HE-27: Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater National Pollutant Discharge Elimination System (NPDES) permits by incorporating controls that reduce water quality impacts over the life of the project.				
Task 27.1	In locations where high-density residential development is prevalent (e.g., east of Interstate 280), consider the use of the public right of way as an appropriate location for privately maintained stormwater treatment mechanisms.	Timeframe: ongoing.	The City continued to encourage sustainable building practices on a project-to-project basis. The 2020 Water Management Water Plan is available on the City's website.	Delete
Policy HE-28: Revise land use policies to meet or exceed the greenhouse gas reduction goals established in Assembly Bill 32 (reducing California's greenhouse gas emissions to 1990 levels by 2020).				
Task 28.1	Create and adopt a Climate Action Strategy Plan that establishes a greenhouse gas reduction goal, based on the baseline established in the respective Plan.	Timeframe: 2016.	The City created and adopted a Climate Action Strategy Plan in 2015.	Completed. Delete.
Task 28.2	Adopt progressive energy efficiency strategies similar to those adopted by the California Public Utilities Commission: 1. All new residential construction in California will be zero net energy by 2020; 2. All new commercial construction in California will be zero net energy by 2030; 3. Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and 4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.	Timeframe: 2016.	The City created and adopted a Climate Action Strategy Plan in 2015.	Modify New Task 23.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-29(A): Promote alternative sources of energy in all homes.				
Task 29.1	Encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.	Timeframe: 2016.	The City continued to encourage sustainable building practices on a project-to-project basis	Continue and combine with Task 28.2 and 29.2. New Task 23.1
Task 29.2	Develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.	Timeframe: 2016.	The City continued to encourage sustainable building practices on a project-to-project basis.	Continue and combine with Task 28.2 and 29.1. New Task 23.2
Neighborhood Preservation and Character				
Policy HE-29(B): Ensure that additions of habitable space within existing dwellings are completed safely and in a manner consistent with the City's building and zoning regulations				
Policy HE-30: Require property owners to provide relocation assistance to renters displaced where rental units in which they live were constructed or are maintained in violation of the Daly City Municipal Code.				
Task 30.1	Require that property owners who place renters in units that violate the Municipal Code provide relocation assistance when the tenant must vacate the premises due to code enforcement activity. This policy will serve to protect particularly residents living in substandard illegal secondary units.	Timeframe: 2016.	During the 5th planning period, the City did not need to relocate residents as a result of building code violations.	Continue New Task 8.1
Policy HE-31: Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods, the impacts of building height are decreased to the maximum extent feasible without reducing permitted General Plan density				
Task 31.1	Review the Mixed-Use Design Guidelines and Zoning Ordinance to ensure that the guidelines address impacts created by larger mixed-use buildings proposed adjacent to smaller buildings and amend the Guidelines and Ordinance as needed.	Timeframe: 2015.	The City issued an RFP for this effort in March 2022. PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to update will be form based code. The City expects this update to be completed at the end of 2023.	Continue and Combine with Task 1.1, 3.1, 3.2, 3.3, 6.1, and 8.1. New Task 1.3

Daly City Housing Needs

General Demographics

Daly City had 102,875 residents in 2022, according to the most recent Department of Finance estimates, making it the second-largest city in San Mateo County, following the City of San Mateo with a population of 103,779). According to the 2015-2019 American Community Survey (ACS), Daly City's population decreased by 6 percent from 2020 to 2022 (**Table HE-4**). The Association of Bay Area Governments (ABAG) projects that Daly City's growth will increase over the next two decades, bringing the population to almost 120,000 by 2030.[1]

From a historical perspective, the population of Daly City increased greatly since 1930, most significantly in the decades immediately following World War II. Between 1950 and 1970, the City's population quadrupled to almost 67,000 people as the residential subdivisions of Westlake and Serramonte dotted Daly City's landscape west of newly constructed Interstate 280.

Daly City consists of a majority (59 percent) Asian population (**Table HE-5**). Approximately 12 percent of Daly City's residents are white, 3 percent are Black or African American, and 3 percent are mixed race or other. Of the total population, 23 percent identifies as Hispanic/Latinx. Latinx or Hispanic is not a separate racial category on the ACS, so all individuals who identify as Latinx or Hispanic also belong to another racial category as well (e.g.,- black, white, other).

As of 2019, the median age in Daly City was 39.7, which is similar to San Mateo County with a median age of 39.9. Approximately 25 percent of the city's residents are 24 years of age or younger, and 57 percent were between the ages of 25 and 64 (**Table HE-6**). The population 65 and overrepresented 17 percent of the city's population. Daly City, like other cities in San Mateo County, can expect to see a dramatic increase in the number of seniors as the baby boomer population ages.

Table HE 4: Daly City Population Growth

	Number			Percentage Change	
Year	**Daly City**	**County**	**Bay Area**	**Daly City**	**County**
1990	92,088	649,623	6,020,147	--	--
2000	103,625	707,163	6,784,348	13%	9%
2010	101,072	718,451	7,150,739	-2%	2%
2020	109,142	773,244	7,790,537	8%	8%
2022	102,875	744,662	n/a	-6%	-4%
2030 (Projected)	118,000	801,300	n/a	4%	10%
2040 (Projected)	129,700	862,800	n/a	7%	7%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019) and ABAG Projections 2040, Department of Finance E-5 Report, 2022.

[1] Although ABAG provides the most accurate population projects for the area, the projections are based on theoretical models, and often run high.

Table HE 5: Race and Ethnicity

	Daly City	Percentage	County
White	22,708	21%	51%
Black or African American	3,677	3%	2%
American Indian or Alaska Native	464	0%	0%
Asian/API	61,936	58%	29%
Native Hawaiian or Other Pacific Islander	1,441	1%	1%
Some Other Race	11,385	11%	11%
Two or More Races	5,066	5%	6%
Total population	**106,677**	**100%**	**100%**
Hispanic or Latino	24,407	23%	24%
Not Hispanic or Latino	82,270	77%	76%

Source: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 6: Age of Residents

	Daly City	Percentage
Under 5	4,752	4%
Age 5-14	9,048	8%
Age 15-24	13,421	13%
Age 25-34	18,271	17%
Age 35-44	14,718	14%
Age 45-54	13,324	12%
Age 55-64	14,921	14%
Age 65-74	10,068	9%
Age 75-84	5,458	5%
Age 85+	2,696	3%
Total	**106,677**	**100.0%**

Source: ABAG Data Packet, 2021 -- U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Housing Stock Characteristics

Housing Type, Tenure, and Vacancy

According to the 2015-2019 ACS, in 2019, Daly City had 31,796 homes (**Table HE-7**). Most of the households in Daly City (58 percent), the County (60 percent), and the Bay Area (56 percent) own their own homes (**Table HE-8**). A similar trend exists for renter-occupied households where less than half of the households rent in Daly City (42 percent), the County (40 percent), and the Bay Area (44 percent).

Almost half (47 percent) of the homes in Daly City are single-family detached homes, and 15 percent are single-family attached homes (e.g., condos or townhomes). A quarter (25 percent) of the population lives in larger apartment buildings of five units or more, and the remainder (12 percent) live in moderately sized buildings of two to four units. Mobile homes or other make up only 2 percent of the housing stock. See **Table HE-9** for details on building types in the city, county, and state.

Daly City has low vacancy rates (**Table HE-10**). According to 2022 data from the Department of Finance (DOF), the overall vacancy rate was 3.6 percent. When looking at vacancy rate by tenure, the homeowner vacancy rate was 1.0 and the renter vacancy rate was 1.8 percent. A housing market with a vacancy rate under 5 percent is considered to be a tight market. Tight markets can lead to high housing prices and subsequent higher rates of overcrowding.

Table HE 7: Total Housing Units

	Daly City		San Mateo County		Bay Area	
	Number	Percentage Change	Number	Percentage Change	Number	Percentage Change
2000	33,061	-	271,140	-	-	-
2019	31,796	3.98%	263,543	-2.8%	2,731,434	-

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 8: Tenure Type

	Daly City		San Mateo County		Bay Area	
Owner Occupied	18,534	58%	158,543	60%	1,531,955	56%
Renter Occupied	13,262	42%	105,000	40%	1,199,479	44%
Total Occupied Housing Units	**31,796**	**100%**	**263,543**	**100%**	**2,731,434**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 9: Building Type

	Daly City	Percentage	San Mateo County	State
Single-Family Detached	15,907	47%	55%	57%
Single-Family Attached	4,928	15%	9%	7%
2 to 4 units	4,187	12%	7%	8%
5+	8,354	25%	28%	24%
Mobile Home or Other	557	2%	1%	4%
Total	**33,933**	**100%**	**100%**	**100%**

Source: Department of Finance E-5 City/County Population and Housing Estimates, 2022

Table HE 10: Type of Vacancy

	Daly City	San Mateo County	Bay Area
Total Housing Units	32,978	277,773	2,904,094
Total Vacant	1,182	14,230	172,660
Total Vacancy Rate	3.6%	5.1%	5.9%
For rent	298	4,347	41,117
For-sale only	39	1,017	10,057
Rented or sold, not occupied	81	1,649	22,463
For seasonal, recreational, or occasional use	370	3,249	37,301
Other vacant	**394**	**3,968**	**61,256**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Housing Age and Condition

In addition to issues with affordability and overcrowding, housing can have physical problems, such as age or lack of facilities. An indication of the quality of the housing stock is its general age. Typically, housing over 30 years old is likely to have rehabilitation needs that may include plumbing, roof repairs, foundation work, and other repairs.

Nearly 70 percent of Daly City's housing stock was built between 1940 and 1980 (**Table HE-11**). Older housing can be more expensive to maintain and renovate. Almost the entire housing stock (approximately 96 percent) was built over 30 years ago, showing a high likelihood that a majority of the housing stock needs some type of rehabilitation. Only 4 percent of the homes have been built in the last quarter century.

The ACS reports other housing problems, including a lack of plumbing and kitchen facilities. Homes in Daly City have a small number of additional housing problems. Approximately 2 percent of renter units lack complete plumbing facilities while 0.4 percent of owner-occupied units lack complete kitchen facilities (**Table HE-12**).

Daly City's Economic and Community Development Department reports that a small number of houses or apartment buildings need major maintenance or repair. There were approximately 3,901 code enforcement cases opened between September 2019 and 2022. Of those 435 cases were due to unpermitted construction. These violations concerned construction without permits and did not include violations related to substandard housing issues. There were six cases classified as substandard, and 14 cases identified mold as a concern. The City has identified only a handful of units that are vacant and not habitable. The code enforcement department estimates that about 0.5 percent of the housing stock older than 10 years, which equates to about 50 percent of the housing stock, is in need of major rehabilitation with a few units needing replacement.

Table HE 11: Year Structure Built

	Daly City	Percentage
Built 1939 or earlier	2,475	8%
Built in 1940 to 1959	10,195	31%
Built in 1960 to 1979	12,209	37%
Build in 1980 to 1999	6,517	20%
Built in 2000 to 2009	1,128	3%
Built 2010 or Later	454	1%
Total	32,978	100%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 12: Number of Potential Housing Problems

	Owner	Renter
Lacking complete plumbing facilities	0.6%	1.6%
Lacking complete kitchen facilities	0.4%	0.1%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Rehabilitation Program

Residential Rehabilitation Program

The City administers a residential rehabilitation program that offers a variety of grants and loans. Grants are available to replace existing security bars on bedroom windows and exit doors. Seniors are eligible for grants of up to $2,500 for minor home repairs. The program offers low interest rate loans to low-income homeowners for roof replacement, window installation, or exterior painting and offers up to $1,500 for security bar retrofits. The city also offers complete rehab loan of up to $75,000 for homeowners. This loan includes a complete home inspection, termite report, cost estimate, work write-up, assistance with contractor selection, and a final inspection. Loans are also available to rehabilitate rental units.

This program is primarily funded with Community Development Block Grant (CDBG) funds, and as a result, is targeted to low-income households. The City is an entitlement jurisdiction and receives CDBG funds directly from the Department of Housing and Urban Development.

Community Development Block Grant Program (CDBG)

In addition to funding the City's Residential Rehabilitation Program, CDBG funds are used to support and fund several housing and housing-related programs carried out by various nonprofit agencies. More detailed descriptions of the programs administered by the nonprofit agencies can be found in the City's annual HUD Consolidated Plans. CDBG-supported programs serve low to moderate income persons.

Minor Home Repair

The City provides funding for minor home repair and installation of ramps, smoke detectors and/or grab bars. Minor home repair includes repair of windows, doors and plumbing fixtures. The City provides funding to three nonprofit agencies that assist Daly City residents with minor home repairs.

Household Characteristics

Household Size and Type

According to the DOF (Table HE-13), in 2022, Daly City had a relatively large average household size at 3.16, but this size has decreased slightly since 2011 (3.21 persons per household). For comparison, the average persons per household across San Mateo County was 2.7 and 2.81 for the State of California.

Looking at household types, half of all households (50 percent) in Daly City are married-couple family households, with 59 percent owning their own home (**Table HE-14**). Single-headed family households with children made up 23 percent of the population. Of the single-headed family households, 14 percent were female-headed households and 9 percent were male-headed households. Householders living alone made up 18 percent of all households.

Table HE 13: Household Size

		Daly City	San Mateo County	State
2011	Average Household Size	3.21	2.7	2.9
2022	Average Household Size	3.16	2.7	2.81

Source: Department of Finance E-5 City/County Population and Housing Estimates, 2022

Table HE 14: Household Type

Group	Owner Occupied	Percentage	Renter Occupied	Percentage	Total	Percentage
Married-Couple Family Households	10,843	59%	4,976	38%	15,819	50%
Householders Living Alone	2,923	16%	2,936	22%	5,859	18%
Female-Headed Family Households	2,525	14%	2,077	16%	4,602	14%
Male-Headed Family Households	1,422	8%	1,545	12%	2,967	9%
Other Non-Family Households	821	4%	1,728	13%	2,549	8%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Overcrowding

Limited affordable housing options can result in households living in overcrowded conditions. The U.S. Census defines an "overcrowded" household as 1.01 or more persons per room, excluding bathrooms, porches, balconies, foyers, halls, and half-rooms. "Severe overcrowding" occurs in households with more than 1.5 persons per room.

Daly City has a larger percentage of overcrowded units compared to the county (**Table HE-15**). About 8 percent of units in the city are overcrowded, and 5 percent are severely overcrowded. These percentages are higher than the county at 5 percent and 3 percent, respectively. The 2015-2019 ACS reports that renters have a much higher rate of overcrowding at 13 percent, and 10 percent are severely overcrowded. The rate of overcrowding for owners (5 percent) is much lower but still high, and 2 percent of owner households are severely overcrowded. Rates of overcrowding are closely linked to instances of overpayment and affordability.

Table HE 15: Number of Overcrowded Units

	Daly City	Percentage	San Mateo County	Percentage	Bay Area	Percentage
Not overcrowded	27,403	86%	242,599	92%	2,543,056	93%
Overcrowded	2,660	8%	12,333	5%	115,696	4%
Severely overcrowded	1,733	5%	8,611	3%	72,682	3%
Total Overcrowded	**4,393**	**14%**	**20,944**	**8%**	**188,378**	**7%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Household Income

Housing choices such as tenure (owning versus renting), housing type, and location are dependent on household income. On the other hand, household size and type often affect the proportion of income that can be spent on housing.

The California Department of Housing and Community Development (HCD) publishes annual tables of official federal and state income limits for determining these maximums for a variety of programs, including most of those on the website.

State statutory limits are based on federal limits set and periodically revised by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 Housing Choice Voucher (HCV) program. HUD's limits are based on surveys of local area median income (AMI).

The AMI for a family of four in San Mateo County in 2022 was $166,000. The commonly used income categories are as follows for a household of four:

- Extremely Low Income: Up to 30 percent of AMI ($0 to $55,900)
- Very Low Income: 31 to 50 percent of AMI ($55,901 to $93,200)
- Low Income: 51 to 80 percent of AMI ($93,201 to $149,100)
- Moderate Income: 81 to 120 percent of AMI ($149,101 to $199,200)
- Above Moderate Income: Above 120 percent of AMI ($199,201 or more)

Table HE-16 shows the maximum annual income level for each income group adjusted for household size for San Mateo County. The maximum annual income data are used to calculate the maximum affordable housing payments for households with different income levels and their eligibility for federal housing assistance.

Table HE 16: HCD 2022 Income Limits by Household, San Mateo County

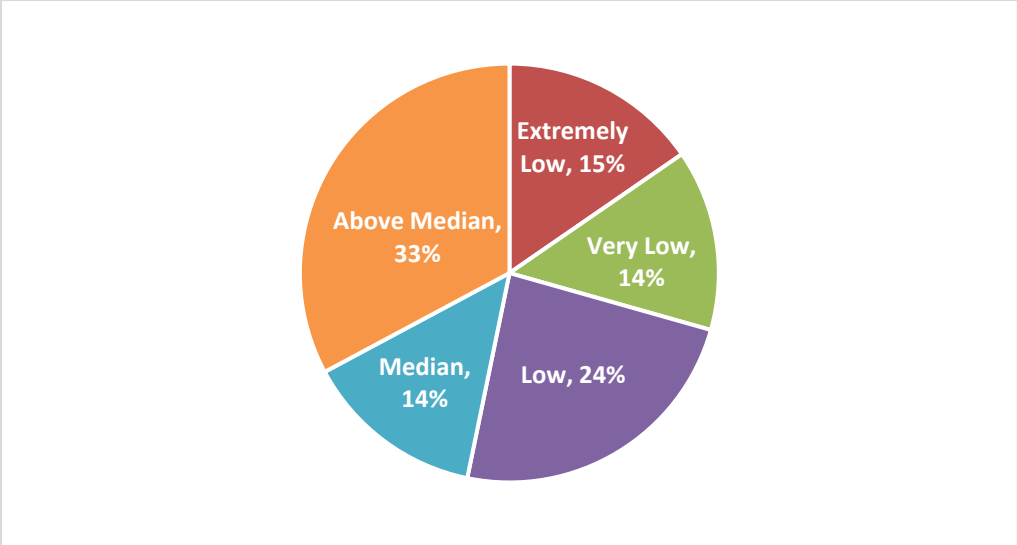
Income Category	1	2	3	4	5
Acutely Low	$17,450	$19,900	$22,400	$24,900	$26,900
Extremely Low	$39,150	$44,750	$50,350	$55,900	$60,400
Very Low	$65,250	$74,600	$83,900	$93,200	$100,700
Low Income	$104,400	$119,300	$134,200	$149,100	$161,050
Median Income	$116,200	$132,800	$149,100	**$166,000***	$179,300
Moderate Income	$139,450	$159,350	$179,300	$199,200	$215,150

** Bolding indicates the AMI for a family of four.*

Source: HCD State Income Limits 2022, San Mateo County

Daly City households have lower incomes than households countywide and in the Bay Area as a whole (**Table HE-17**). For Daly City and San Mateo County, this indicates that over half of households earn less than $166,000. In Daly City, 33 percent of the population earn above the AMI (**Figure HE-1**). At the other end of the spectrum, 53 percent of Daly City households make under $166,000 annually and are considered low-income households. Looking at tenure, (**Table HE-18**), the majority of renters are lower income households, and moderate and above moderate-income households tend to be owner occupied.

Figure HE-1: Household by Income Category



Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Table HE 17: Household Income

Income Category	Daly City		San Mateo County	Bay Area
Extremely Low	4,823	15%	13%	15%
Very Low	4,380	14%	11%	11%
Low	7,465	24%	16%	13%
Median	4,369	14%	10%	9%
Above Median	10,280	33%	49%	52%
Total	**31,317**	**100%**	**100%**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Table HE 18: Households by Income and Tenure

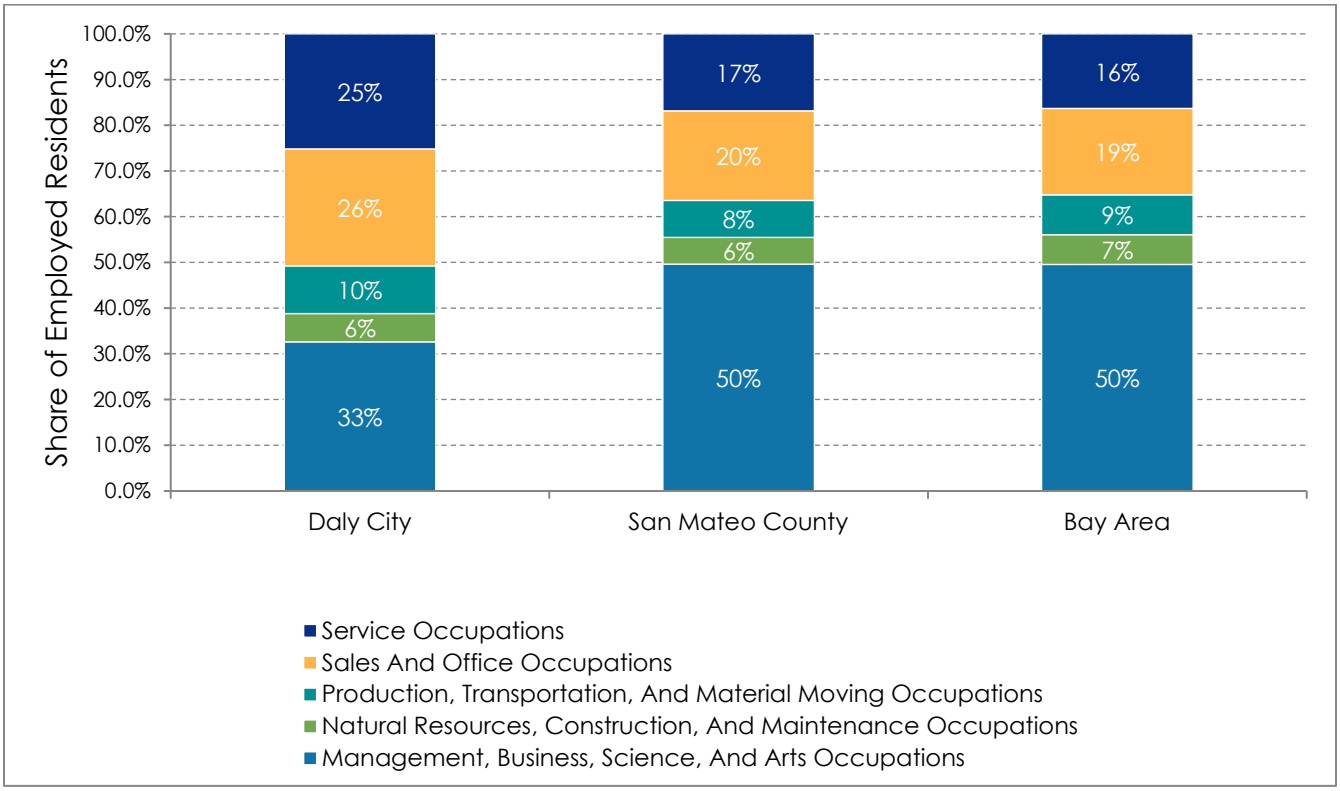
Income Category	Owner	Renter	Total		% Of All Households
Extremely Low	41%	59%	100%	4,823	15%
Very Low	37%	63%	100%	4,380	14%
Low	53%	47%	100%	7,465	24%
Median	63%	37%	100%	4,369	14%
Above Median	72%	28%	100%	10,280	33%

Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release.

Workforce

Daly City is largely a residential community, and thus almost all Daly City residents leave the city to work. **Figure HE-2** shows the occupations for Daly City residents compared to the county and Bay Area. Additionally, **Table HE-19** shows the median earning for these different occupation groups. Management, Business, Science, and arts made up the highest percentage of occupations in Daly City with 33 percent. This same group also had the highest median earnings at $72,499. Assuming a household of four, with two working adults in this field, the household would earn, $144,998, and would fall into the low-income category.

Figure HE-2: Resident Employment by Occupation



Source: ABAG Data Packet, 2021 -- U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 19: Median Earnings by Occupation, Daly City

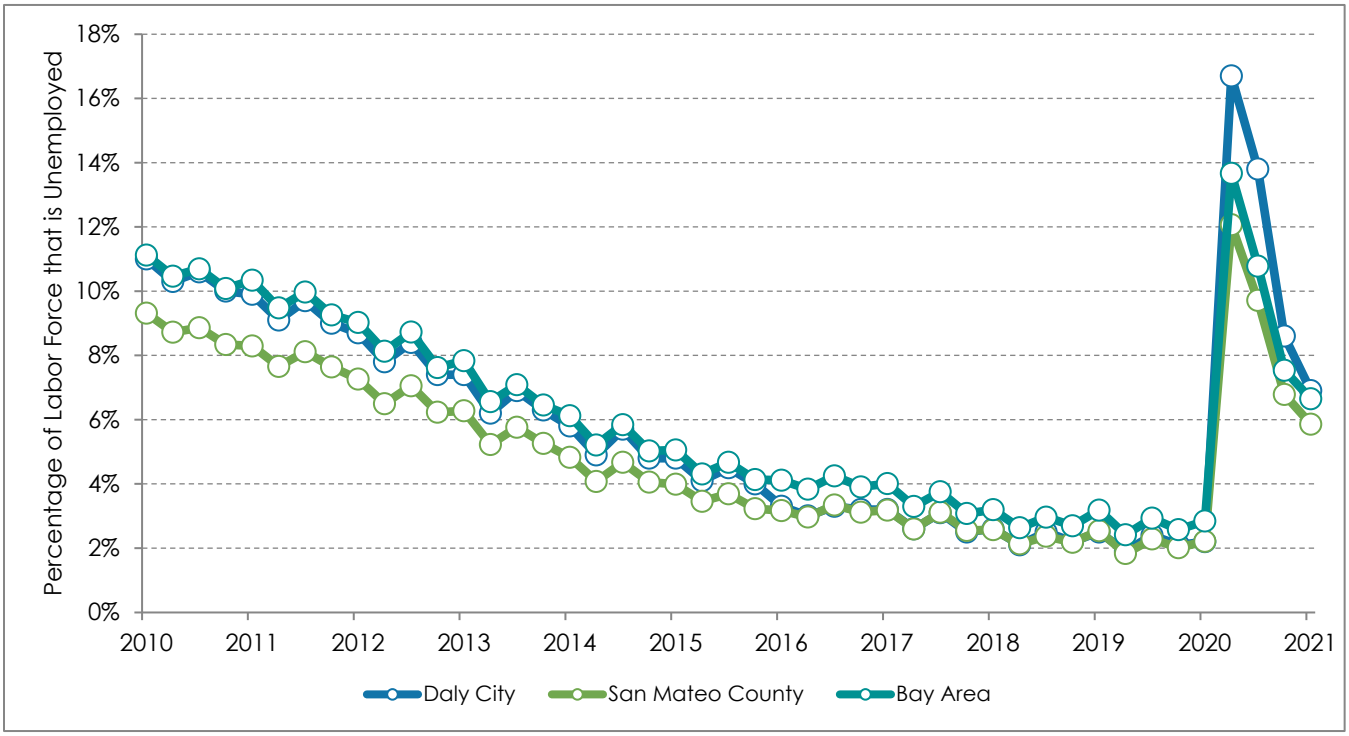
Occupation	Median Earnings	Median Earnings for Male	Median Earnings for Female
Management, business, science, and arts	$72,499	$80,621	$60,856
Service	$32,415	$39,334	$29,549
Sales and office	$34,328	$38,370	$31,868
Natural resources, construction, and maintenance	$47,160	$47,065	$67,000
Production, transportation, and material moving	$47,965	$50,667	$24,304

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Unemployment

According to the Employment Development Department, there were approximately 19,000 persons in the labor force in 2019 in Daly City, 416,000 in San Mateo County, and over 4 million in the Bay Area. Generally, the unemployment rate has decreased in the city similarly to the county and the Bay Area since 2010. However, in 2020, the unemployment rate increased exponentially from 2.2 percent in January 2020 to 16.7 percent in April 2020. This increase can most likely be attributed to the COVID-19 pandemic. As of January 2021, the unemployment rate decreased to 6.9 percent (**Figure HE-3**).

Figure HE-3: Unemployment Rate



Sources: ABAG Data Packet, 2021; California Employment Development Department, Local Area Unemployment Statistics (LAUS), Sub-county areas monthly updates, 2010-2021.

Housing Affordability

Home Prices and Affordability

According to 2020 data from the Zillow Home Value Index, the median home value in Daly City was $1,092,742 (**Table HE-20**). This is similar to the Bay Area overall but slightly lower than San Mateo County. According to Zillow, home prices in Daly City have increased by more than 55 percent since the start of the last Housing Element update in 2014.

As a result of climbing housing prices, a single person making a moderate income or less cannot afford to buy a home in Daly City. Likewise, a family of four making the median income or higher cannot afford a single-family home (**Table HE-21**). Given that half the housing stock in Daly City is single-family homes, and that more than half the population of Daly City is making less than a lower income, there are significant affordability concerns in terms of homeownership, especially if the market continues to rise.

Table HE 20: Median Home Values

	Owner-Occupied Units		
	Daly City	**County**	**Bay Area**
2013	$654,104	$888,354	$680,668
2014	$701,596	$957,191	$747,763
2015	$809,618	$1,110,183	$831,074
2016	$859,164	$1,160,303	$864,199
2017	$956,588	$1,310,332	$962,725
2018	$1,027,657	$1,394,704	$1,023,382
2019	$1,035,330	$1,363,234	$1,000,107
2020	$1,092,742	$1,418,334	$1,077,233

Sources: ABAG Data Packet, 2021; Zillow, Zillow Home Value Index (ZHVI)

Table HE 21: Ability to Pay for For-Sale Housing

	Annual Income	**Maximum Affordable Home Price**	**Median Priced Single-Family Detached Home**
Single Person			
Acutely Low Income	$17,450	$76,592	
Extremely Low Income	$39,150	$171,839	
Very Low Income	$65,250	$286,399	
Low Income	$104,400	$458,238	
Median Income	$116,200	$510,031	
Moderate Income	$139,450	$612,081	
Four Person			$1,092,742
Acutely Low Income	$24,900	$109,292	
Extremely Low Income	$55,900	$245,359	
Very Low Income	$93,200	$409,078	
Low Income	$149,100	$654,438	
Median Income	$161,050	$706,889	
Moderate Income	$199,200	$944,348	

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Notes:

1. Affordable cost 30 percent of gross household income spent on housing.

2. Affordable housing sales price is based on conventional 30-year loans at 6.00-percent interest and a 5-percent down payment.

3. Average value of homes in Daly City

Rents and Affordability

Rents in Daly City are comparable to rents in the county as a whole (**Table HE-22**). According to the 2015-2019 ACS, contract rent in Daly City was $2,116 a month in 2019, approximately a 36 percent increase since 2015. Rental rates in the county were slightly higher at $2,208 per month but lower when looking at the Bay Area at $1,849 per month in 2019. When comparing rents between the city, county, and Bay Area, the majority of rents ranged from $1,500 to $2,500 per month (**Table HE-23**).

In Daly City, a single-person and four-person household earning below the median income cannot afford the average unit (**Table HE-24**).

Table HE 22: Median Contract Rent

	Daly City		San Mateo County		Bay Area	
	Price per Month	Percentage Increase	Price per Month	Percentage Increase	Price per Month	Percentage Increase
2011	$1,399	-	$1,435	-	$1,285	-
2012	$1,411	1%	$1,461	2%	$1,323	3%
2013	$1,456	3%	$1,516	4%	$1,353	2%
2014	$1,493	3%	$1,565	3%	$1,396	3%
2015	$1,580	6%	$1,639	5%	$1,440	3%
2016	$1,680	6%	$1,747	7%	$1,521	6%
2017	$1,799	7%	$1,886	8%	$1,618	6%
2018	$1,949	8%	$2,049	9%	$1,737	7%
2019	$2,116	9%	$2,208	8%	$1,849	6%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 23: Summary of 2019 Rents

	Daly City	San Mateo County	Bay Area
Rent less than $500	1.8%	2.8%	6.1%
Rent $500-$1,000	4.6%	4.5%	10.2%
Rent $1,000-$1,500	13.4%	12.2%	18.9%
Rent $1,500-$2,000	23.7%	22.0%	22.8%
Rent $,2000-$2,500	27.8%	20.9%	17.3%
Rent $2,500-$3,000	16.4%	15.6%	11.7%
Rent $3,000 or more	12.3%	22.1%	13.0%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 24: Ability to Pay for Rental Housing

	Annual Income	Maximum Affordable Monthly Rent	2022 Market Rent	Affordability Gap
Single Person				
Acutely Low Income	$ 17,450	$436	$2,631	-2,195
Extremely Low Income	$ 39,150	$979	$2,631	-1,652
Very Low Income	$ 65,250	$1,631	$2,631	-1,000
Low Income	$104,400	$2,610	$2,631	-21
Median Income	$116,200	$2,905	$2,631	274
Moderate Income	$139,450	$3,486	$2,631	855
Four Person				
Acutely Low Income	$ 26,900	$ 673	$4,111	-3,439
Extremely Low Income	$ 60,400	$1,510	$4,111	-2,601
Very Low Income	$100,700	$2,518	$4,111	-1,594
Low Income	$161,050	$4,026	$4,111	-85
Median Income	$179,300	$4,483	$4,111	372
Moderate Income	$215,150	$5,379	$4,111	1,268

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Overpayment

A household is considered to be overpaying for housing if they spend more than 30 percent of their income on housing costs. Severely overpaying is defined as paying more than 50 percent of monthly household income for housing costs.

The ACS estimated that 6,734, or 20 percent, of all Daly City households, were overpaying for housing in 2019 (**Table HE-25**). Of those, 19 percent were owner-occupied households and 25 percent were renter-occupied households overpaying for housing (**Figure HE-4**).

Overall, renter households had a higher rate of overpayment than owner-occupied households.

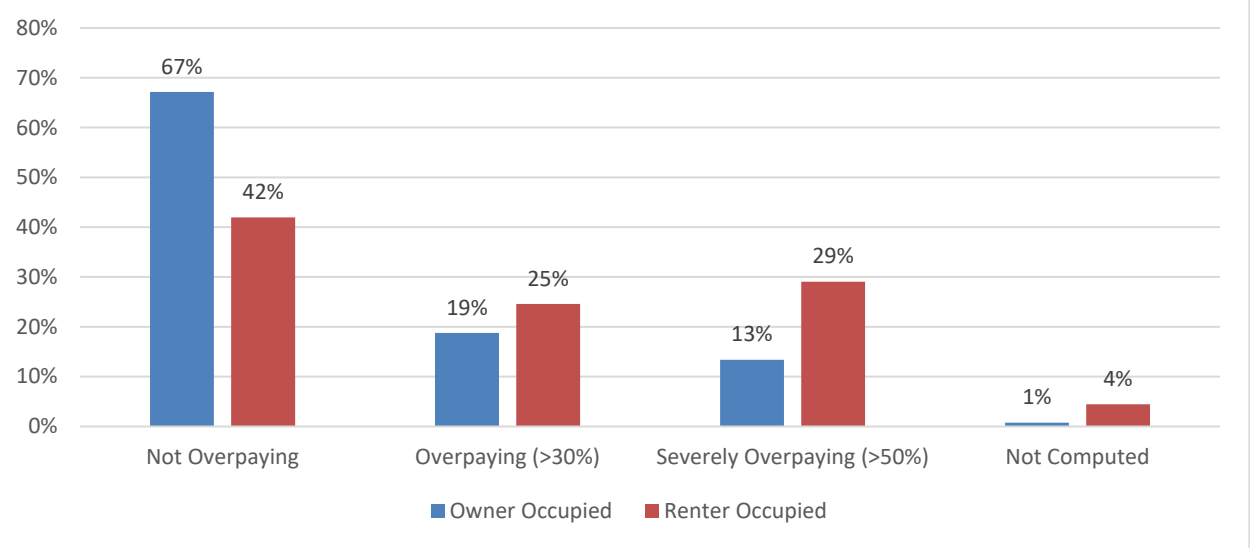
If there is not enough affordable housing in Daly City, lower-income people may choose to live elsewhere and commute into the city to work. Those who do live in Daly City may live in overcrowded units and have extremely limited money to dedicate towards other necessities, such as food, transportation, and medical care. Extremely low-income households paying more than 50 percent of their income towards housing are at greater risk for becoming homeless.

Table HE 25: Households Overpaying for Housing

Tenure	Income Category	Daly City	
Owner-occupied	Not Overpaying	12,445	67%
	Overpaying	3,475	19%
	Severely Overpaying	2,477	13%
	Not Computed	137	1%
	Total	**18,534**	**100%**
Renter-occupied	Not Overpaying	5,563	35%
	Overpaying	3,259	21%
	Severely Overpaying	6,330	40%
	Not Computed	724	5%
	Total	**15,876**	**100%**
Total	Not Overpaying	18,008	52%
	Overpaying	6,734	20%
	Severely Overpaying	8,807	26%
	Not Computed	861	3%
	Total	**34,410**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Figure HE-4: Households Overpaying by Tenure



Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

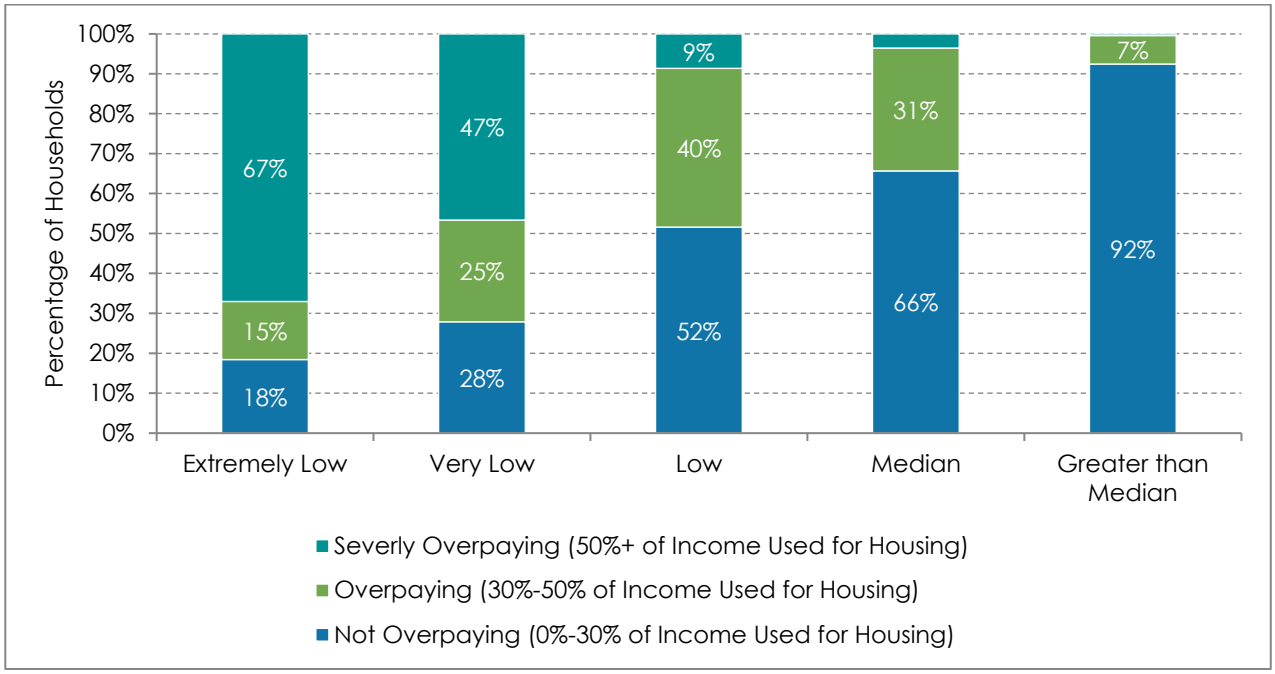
Lower-Income Households Overpaying

Cost burden tends to disproportionately affect lower-income households. **Figure HE-5** shows the relationship between low-income households and the varying degrees of cost burden. Overall, the majority of Daly City's low-income households overpay for housing costs, which include utilities and rent for renting households, and mortgage payments, insurance, real estate taxes, and utilities for home-

[1]

owning households. As shown in **Figure HE-5**, the percentage of cost-burdened households increases as annual income decreases. Daly City's extremely low-income households (earning up to 30 percent AMI, or $24,900 annually) experience the highest rates of cost burden, with 67 percent of households paying over 50 percent of monthly income toward housing costs.

Figure HE-5: Low-Income Households Overpaying



Sources: ABAG Data Packet, 2021; 2013-2017 CHAS.

Inventory of At-Risk Units

As required by California Government Code Section 65583, the Housing Element must analyze the extent to which below-market rate units are at risk of converting to market-rate housing. If there are at-risk units, the element should include programs to encourage preservation of these units or to replace any that are converted to market rate. The units to be considered are any units that were constructed using federal assistance programs, state or local mortgage revenue bonds, redevelopment tax increments, in-lieu fees or an inclusionary housing ordinance, or density bonuses. Housing is considered to be "at risk" if it is eligible to be converted to non-low-income housing due to: (1) the termination of a rental subsidy contract, (2) mortgage prepayment, or (3) the expiration of affordability restrictions. The time period applicable in making this determination is the 10-year period following the last mandated update of the Housing Element, which in the case of Daly City, is 2023 to 2031.

According to California Housing Partnership Corporation (CHPC), as of 2020, there were 673 affordable/assisted units in Daly City. Of those units, 161 units in two projects are at risk of converting to market rate in the next 10 years, by 2031 (**Table HE-26**). However, St Andrews Community that has an expiration of less than ten years is owned by Mercy Housing and is categorized as low risk by CHPC.

This section identifies the low-income units at-risk of converting to market-rate units in Daly City during the next 10 years and evaluates the likelihood of conversion.

Table HE 26: Assisted Units in Daly City

Name	Address	Funding Source	# of Units	# of Affordable Units	Affordable Units Expiration	Expiration 10 years or less
6800 Mission Family Housing	6800 Mission St.	LIHTC	52	51	2069	No
Brunswick Street Apartments	4619 Brunswick St.	LIHTC	206	204	2070	No
Hillcrest Gardens	35 Hillcrest Dr.	HUD	40	39	2047	No
Hillside Terrace	1293 Hillside Blvd.	CalHFA	18	4	2072	No
Midway Village Phase 1	47 Midway Dr.	LIHTC	147	145	2074	No
School House Station & Vista Grande (Site A)	99 School St.	LIHTC	71	69	2067	No
St. Andrew Community*	2070 Sullivan Ave.	HCD; HUD	50	49	2032	Yes*
Villa Fontana Apartments*	50 E. Market St.	HUD	120	112	2024	Yes*
Total			**704**	**673**		
Total At Risk				***161***		

** = Unit at risk of conversion in next 10 years.*

Sources: ABAG Data Packet, 2021; California Housing Partnership, 2022.

Cost Analysis of Preservation and Replacement

The following analysis examines the cost of preserving the at-risk units and the cost of producing replacement rental housing comparable in size and rent levels to the units that might convert to market-rate prices. In addition, this analysis will compare the costs between preservation and replacement.

Acquisition and Preservation Costs. The factors that must be used to determine the cost of preserving low-income housing include property acquisition, rehabilitation, and financing. Actual acquisition costs depend on several variables, such as condition, size, location, existing financing, and availability of financing (governmental and market). Based on the current market for multifamily buildings throughout San Mateo County, prices ranged from $450,000 per unit for a 76-unit complex building in Burlingame to $500,000 per unit for a 12-unit complex in San Mateo. To preserve the 112 affordable units in the Villa Fontana apartments at a comparable per-unit cost, the total cost would likely be between $50,400,000 and $56,000,000. For the 49 affordable units in St Andrews Community, the total cost would likely be between $52,200,000 and $58,000,000. Additionally, if the property needs significant rehabilitation, or financing is difficult to obtain, the overall cost to preserve the affordable units may increase.

Replacement costs. The cost of developing new housing depends on a variety of factors, such as density, size of units, location and related land costs, and type of construction. Land costs in the Bay Area are among the highest in the nation. The cost to replace 112 at-risk units in the Villa Fontana Apartments and 49 units in St Andrews Community has been estimated using 21 Elements Baird+ Driskell San Mateo and Santa Clara Counties Development Counties Development Costs. The per-unit replacement cost is estimated to be $732,500 based on a 10-unit project and $786,500 per unit for a 100-unit project. Consequently, the replacement cost for the 112-unit Villa Fontana Apartments would range from $82

million to $88 million. To replace the 49 affordable units in St Andres Community, the replacement costs would range between $36 million and $38 million.

Rent Subsidy. Housing affordability can also be preserved by seeking alternative means of subsidizing rents such as Tenant Protection Vouchers, which are a subset of the HCV program. Under HCVs, HUD pays the difference between what tenants can pay (defined as 30 percent of household income) and what HUD estimates as the fair-market rent on the unit. Based on HUD's 2022 fair-market rents and income limits, the subsidy needed to preserve a unit at an affordable rent for a four-person, extremely low-income household would be an estimated $1,688 per month for a two-bedroom unit, or $20,256 per year. For 30 years, the subsidy would be approximately $607,680 and subsidizing all 161 units at risk of converting to market rate at extremely low-income rents would cost approximately $97,836,480 for 30 years.

The subsidy needed to preserve a unit at an affordable rent for a very low-income household would be an estimated $681 per month, or $8,166 per year. For 30 years, the subsidy would be about $244,980 for a 4-person household. Subsidizing all 116 units at a very low-income rent for 30 years would cost an estimated $28.4 million.

In San Mateo County, a four-person, low-income household's ability to pay exceeds the fair-market rent for a two-bedroom unit.

Resources for Preservation

The types of resources available to preserve the at-risk low-income housing units in Daly City fall into two categories: (1) entities, such as public agencies or nonprofits, with the interest and capacity to purchase and/or manage at-risk units; and (2) financial resources available to purchase existing units or develop replacement units.

Public and nonprofit agencies. As part of the research for this section, local and regional private, nonprofit housing organizations were contacted. They could not make a commitment to purchase the at-risk units in the future because the need to assume ownership and management of these units is speculative at this stage. They did state, though, that they were interested and would be willing to work with Daly City to preserve the long-term affordability of these units if necessary. The organizations contacted were Mid-Peninsula Housing Coalition, Citizens Housing Corporation, and Mercy Charities Housing.

The California Housing and Community Development Department (HCD) also maintains a list of qualified organizations, including nonprofit housing developers, who are interested in being given first right of refusal on any upcoming sale of federally subsidized at-risk rental units to keep the units affordable.

Public financing and subsidies. As a result of the high cost of purchasing and developing housing, intense competition for available funding, and restrictions on the use of funds, financing for the preservation and/or replacement of at-risk units will likely come from multiple sources. The following funding sources have been identified for use in purchasing at-risk units in Daly City. Because new funding sources may become available in the future, the list below should not be viewed as comprehensive.

1) State Programs

The State provides several financial resources for housing development activities, including the preservation or replacement of at-risk units, through its various agencies. Since many of the State housing programs have a competitive funding cycle, Daly City would, if the situation arose, identify the amount of funding needed to preserve or replace at-risk units and apply to the appropriate programs.

a. **State Housing and Community Development Funds:** HCD offers a variety of loans and grants for housing development. One current program is the Multifamily Housing Program, which awards deferred loans for acquisition, rehabilitation, and new construction. As part of SB2 in 2017, the State established the Permanent Local Housing Allocation (PLHA) program which now provides funds to the city for various housing activities.

b. **CalHFA Funds:** The California Housing Finance Agency (CalHFA) operates several programs targeting both multifamily and single-family housing. CalHFA's multifamily housing development programs offer a range of loans to assist in the acquisition and development of affordable rental units.

c. **Tax Credits:** The California Tax Credit Allocation Committee, under the State Treasurer's Office, implements the federal and state low-income housing tax credit (LIHTC) programs, which are available to eligible acquisition, rehabilitation, and/or new construction projects annually through a competitive application cycle. State tax credits can only be received on approval for federal tax credits. Because of the highly competitive nature of the funding process, projects awarded tax credits are targeted to very low-income renters. Public or private developers are eligible to apply.

2) CDBG Funds

Through the federal Community Development Block Grant (CDBG) program, the City provides grants and loans to a wide range of housing and neighborhood development activities. As an entitlement grantee, Daly City receives CDBG funds directly from HUD each year. The City has received an average of $900,000 to $1 million in annual CDBG funding from HUD which is allocated to various funding categories including housing, capital improvements and public services. CDBG-funded activities include rehabilitation, public services (i.e. homelessness, illiteracy, childcare), plans to develop infant toddler center, economic development – micro enterprise assistance, sidewalk curb ramps, and contracts with local nonprofits for housing rehabilitation.

Over the last four fiscal years, an average of $1.1 million has been allocated annually towards housing activities. The City allocates its annual CDBG fund to the City's Residential Rehabilitation Program, grants, and low interest loans are available to eligible single-family and multifamily property owners. During the planning period, 238 households were assisted through the home repairs programs, of these households, 152 were special-needs groups (seniors/with disabilities). In response to the COVID-19 pandemic, the City received additional CDBG funds (CDBG-CV) which it used to provide emergency rental assistance for low income households affected by the pandemic.

3) HOME Funds

Daly City, as a Participating Jurisdiction, directly receives Home Investment Partnership Program (HOME) funds from HUD. The City receives an annual allocation of $350,000 in HOME funds and is allocated towards affordable housing development.

4) Other HUD Funds

Subject to annual congressional appropriations, HUD will provide most – and in some cases all – of the financial incentives necessary for acquisition or maintenance of federally subsidized at-risk projects with existing owners or other public or private entities like nonprofit organizations. Some HUD funding sources include the following:

- Restructured and/or renewed Section 8 contracts between existing owners and HUD to maintain or extend affordability of at-risk units. Villa Fontana Apartments chose this option by participating in HUD's Mark Up to Market Program and delaying any possibility of an opt out for five years.

- Section 8 Vouchers are available to tenants in at-risk multifamily units whose owners terminate their project-based Section 8 contracts to prevent any displacements. These owners can then voluntarily accept Section 8 tenant-based vouchers or else the tenants can seek out another rental unit since the vouchers are portable. If the tenants move, the vouchers will only pay up to the difference of the HUD rent standard and 30 percent of the tenant's monthly income.

Regional Housing Needs Allocation

The Regional Housing Needs Allocation (RHNA) addresses housing demand across income levels and coordinates housing policy throughout California. Each jurisdiction in the Bay Area (101 cities, 9 counties) is given a share of the anticipated regional housing need. The Bay Area's regional housing need is generally allocated by HCD and finalized though negotiations with ABAG. However, in San Mateo County, jurisdictions formed a sub-regional agreement and divided the countywide need themselves.

According to the RHNA, Daly City will need to ensure there is land available for a total of 4,838 new units between 2023 and 2031 (**Table HE-27**). Approximately 41 percent of those units will be for households making more than moderate income, 16 percent will be for households making moderate income, 16 percent for low-income, and 28 percent for very low-income and extremely low-income households.

Table HE 27: Regional Housing Needs Allocation 2023 - 2031

	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
Atherton	94	54	56	144	348
Belmont	488	281	283	733	1,785
Brisbane	317	183	303	785	1,588
Burlingame	863	497	529	1,368	3,257
Colma	44	25	37	96	202
Daly City	**1,336**	**769**	**762**	**1,971**	**4,838**
East Palo Alto	165	95	159	410	829
Foster City	520	299	300	777	1,896
Half Moon Bay	181	104	54	141	480
Hillsborough	155	89	87	223	554
Menlo Park	740	426	496	1284	2,946
Millbrae	575	331	361	932	2,199
Pacifica	538	310	291	753	1,892
Portola Valley	73	42	39	99	253
Redwood City	1115	643	789	2,041	4,588
San Bruno	704	405	573	1483	3,165
San Carlos	739	425	438	1133	2,735
San Mateo City	1777	1023	1,175	3040	7,015
South San Francisco	871	502	720	1,863	3,956
Woodside	811	468	433	1121	2,833
Unincorporated San Mateo County	90	52	52	134	328
Total	**12,196**	**7,023**	**7,937**	**20,531**	**47,687**

Source: Association of Bay Area Governments, Final 2023-2031 Regional Housing Need Allocation by County

Special Housing Needs

Certain groups have greater difficulty in finding decent, affordable housing because of their special circumstances. Special circumstances may be related to employment and income, family characteristics, disability, and household characteristics.

State Housing Element law states that special-needs groups include the following: senior households, disabled persons, developmentally delayed persons, large households, female-headed households with children, students, homeless persons, and farmworkers. This section provides a discussion of the housing needs facing each group.

Seniors

Seniors face many housing challenges as they age, including a fixed budget, higher medical costs, and greater likelihood of disabilities.

According to the 2015-2019 ACS, approximately 17 percent (18,222 persons) of the City's population were senior residents (65 years or older). Senior-headed households made up approximately 23 percent (7,295 households) of the households in Daly City (**Table HE-28**). The majority of senior households were owner-occupied households (66 percent) and had incomes less than 80 percent AMI. The majority of renter-occupied households (39 percent) had incomes in the extremely low-income category. Overall, 67 percent of seniors were considered low income.

Seniors in Daly City, like seniors in San Mateo County at large, are significantly more likely to be homeowners than renters. Thus, housing concerns for seniors in Daly City might include retrofits to allow seniors to age in place (stay in their current home as they get older). Often, homeownership means greater housing security.

As the large baby boomer population ages, Daly City, like the rest of San Mateo County, is expected to see a growing senior population.

Table HE 28: Senior Households by Income Level and Tenure

	Owner	Percentage	Renter	Percentage	Total	Percentage
Extremely Low (0%-30% of AMI)	1,010	21%	970	39%	**1,980**	**27%**
Very Low (31%-50% of AMI)	825	17%	475	19%	**1,300**	**18%**
Low (51%-80% of AMI)	1,060	22%	510	21%	**1,570**	**22%**
Median (81%-100% of AMI)	545	11%	135	5%	**680**	**9%**
Above Median (>100% of AMI)	1,385	29%	380	15%	**1,765**	**24%**
Total Seniors	**4,825**	**100%**	**2,470**	**100%**	**7,295**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Persons with Disabilities

Persons with disabilities face many challenges when looking for housing. There is a limited supply of handicap-accessible, affordable housing generally, and the supply is especially tight near transit. Being near transit is important because many people with disabilities cannot drive. People with disabilities are also often extremely low income due to the challenge of securing long-term employment, and to higher medical bills. Additionally, because some people with disabilities, particularly developmental disabilities, have lived with their parents, they often do not have rental or credit history. This makes it harder for them to compete for the limited housing that is available. The ACS defines six aspects of disability: hearing, vision, cognitive, ambulatory, self-care, and independent living.

- Hearing difficulty: Deafness or serious difficulty hearing
- Vision difficulty: Blindness or serious difficulty seeing even when wearing glasses
- Cognitive difficulty: Serious difficulty concentrating, remembering, or making decisions due to a physical, mental, or emotional condition
- Ambulatory difficulty: Serious difficulty walking or climbing stairs
- Self-care difficulty: Difficulty dressing or bathing (Activities of Daily Living [ADL])
- Independent living difficulty: Difficulty doing errands alone, such as visiting a doctor's office or shopping due to a physical, mental, or emotional condition

According to the 2015-2019 ACS, 9,680 individuals (19 percent) over age five in the City of Daly City had one or more disability (**Table HE-29**).

In Daly City, more than a third (75 percent) of the senior population has some kind of disability. The most common disabilities among seniors in Daly City are ambulatory disabilities (23 percent of the population) and independent living disabilities (19 percent).

Table HE 29: Type of Disability

Disability Type	Percentage
Vision Disability	1.4%
Hearing Difficulty	2.6%
Cognitive Disability	2.9%
Ambulatory Disability	5.3%
Self-Care Disability	2.4%
Independent Living Disability	4.4%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Developmental Disabilities

California Government Code Section 65583(a)(7)) requires the City to include the needs of those with a developmental disability within the community in its analysis of "special needs groups." According to Section 4512 of the Welfare and Institutions Code, "developmental disability" means a disability that originates before an individual attains 18 years of age; continues, or can be expected to continue, indefinitely; and constitutes a substantial disability for that individual. It includes intellectual disabilities, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions closely related to intellectual disability or requiring similar treatment but does not include other conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled persons require a group living environment where supervision is provided. The most severely affected persons may require an institutional environment where medical aid and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services currently provides community-based services to approximately 360,000 people with developmental disabilities and their families through a statewide system of 21 regional centers, 4 developmental centers, and 2 community-based facilities. The Golden Gate Regional Center is 1 of 21 regional centers in California that provides point-of-entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

According to the Department of Developmental Services, from 2019-2020, the Golden Gate Regional Center served 41 percent of the age group 0 to 17 and 59 percent for ages 18 and over for developmentally disabled residents in Daly City. **Table HE-30** provides an estimate of the number of developmentally disabled residents by age in Daly City.

Many people with developmental disabilities are unable to secure long-term employment. This results in many people relying on Supplemental Security Income (SSI) and many earn 10-20 percent of the AMI.

People with developmental disabilities have various housing needs and housing situations. Almost all (83 percent) of Daly City residents with disabilities live with a parent or legal guardian (**Table HE-31**). An additional 7 percent live in community care facilities, while 10 percent live in Foster/Family Home, Independent/Supportive Living, Intermediate Care Facility, or "Other."

Table HE 30: Age of People with Development Disabilities

Age 18+	397
Age Under 18	272
Total	**669**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 31: Living Arrangements of People with Developmental Disabilities

	Number	
Lives with	**Daly City**	**Percentage**
Home of Parent/Family/Guardian	547	83%
Community Care Facility	49	7%
Foster/Family Home	31	5%
Independent/Supportive Living	9	1%
Intermediate Care Facility	20	3%
All Others	5	1%
Total	**661**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Trends that are affecting the people with developmental disabilities include California's moves to reduce institutionalization, aging family caregivers not being able to continue providing in-house care, and the growing wave of people with autism.

- **Deinstitutionalization** – In 1977, California, passed the Lanterman Developmentally Disabled Services Act, to minimize the institutionalization of developmentally disabled people, help them remain in their communities, and allow them to live their lives as similar to non-disabled people as possible. To accomplish this end, the state has been closing large institutional care facilities, resulting in more people with disabilities being integrated into the community. However, this has increased the demand for community-based independent living options to serve the needs of the developmentally disabled.
- **Aging Baby Boomers Unable to Care for Their Children with Developmental Disabilities** – Almost three quarters of people with developmental disabilities live with a parent or caregiver, and many of these caregivers are baby boomers. As these caregivers age, their ability to continue to care for their developmentally disabled children will decrease to the point where it is no longer possible. This trend is also going to be a factor in the increased need for community-based independent living options for the developmentally disabled. Many service delivery systems and communities are not prepared to meet the increasing need.
- **Increasing Numbers of People with Autism** – There is a large number of people with developmental disabilities that have autism. They have been brought up as independent members of the community and want to remain independent and involved in the community. There is a coming need to supply community-based independent living options for these individuals.

Disability Policy Recommendations

The three major needs for people with disabilities are low cost (subsidized) rents, handicapped accessible homes, and buildings near public transportation. These needs are very similar to the desires of other segments of the population. Policies that promote affordable housing generally are also good for the disabled community. Specific recommendations from the Golden Gate Regional Center include (and the City of Daly City's provision of each):

- Jurisdictions assisting with site identification for low-income developments – the City Housing Manager provides this information
- Policies to promote accessible homes – the City has adopted a Reasonable Accommodation Ordinance
- Inclusionary zoning – the City has adopted an inclusionary zoning law
- Second units – the City has adopted a flexible second ordinance
- Mixed-use zoning – the City allows mixed-use development in a number of zones

Additionally, some people with development disabilities need supportive housing that is affordable and near public transit. In supportive housing, additional services are provided at the home.

Single-Headed Households

Households headed by a single parent can have special needs due to the economic limitation of earning only one income, and the challenges of childcare without a partner. Although gender equality has made strides over the past 50 years, women continue to earn lower incomes than men. Therefore, female-headed households in particular have specific housing needs that must be addressed. Female-headed households can have special needs that include low-cost housing suitable for children and located near

schools and childcare facilities. Innovative, shared-living arrangements, including congregate cooking and childcare, could also be appropriate.

Of total single-headed households, female-headed households make up 8 percent and male single-headed households made-up 4 percent in Daly City. The most vulnerable female-headed households can be those where women are living with children without a partner. According to the 2015-2019 ACS, Daly City has 4,602 such households (**Table HE-32**). Of total households, single-headed households represent 15 percent, of such households, 8 percent are owners and 7 percent are renters. Female-headed households are more likely to be living under the poverty line than other households: 8 percent of female-headed households in Daly City are under the poverty line. An additional approximately 2,967 households are headed by males.

Table HE 32: Single-Headed Family Households

	Female-Headed Family Households		Male-Headed Family Households		Total Single-Headed Family Households out of All households[1]	
Tenure	**Number**	**Percentage**	**Number**	**Percentage**	**Number**	**Percentage**
Owner	2,525	8%	1,422	4%	3,947	21%
Renter	2,077	7%	1,545	5%	3,622	27%
Total Single Headed Households	4,602	15%	2,967	-	7,569	24%
Female Households Below Poverty Level	364	8%	-	-		

1. Totals calculated using 2015-2019 households count of 31,796, of which, 18,534 are owner occupied, and 13,626 are renter occupied.

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Large Households

Large households are defined as households with five or more members living in the same home. Large households are a special-needs group because of the difficulty in finding adequate and affordable housing. Many jurisdictions have few large homes, and often these larger homes are significantly more expensive than smaller ones.

According to the 2015-2019 ACS, large households made up 17 percent of all household in the city in 2019 (**Table HE-33**). Of those large households, 19 percent were renters and 17 percent owned their home. Approximately 51 percent of large family households in Daly City were classified as either very low- or low-income households, while the remaining 49 percent fell into the moderate- or above moderate-income category.

When looking at the available housing stock, a majority of the city's rental housing stock consists of individual single-family homes and apartment buildings for rent with multifamily only comprising 37 percent of the housing stock in Daly City (**Table HE-34**). The City recognizes that lower-income large families are most likely in need of rentals with a greater number of bedrooms. There were approximately 16,881 dwelling units with three or more bedrooms in Daly City, an amount that exceeds the current estimated needs for large families.

Table HE 33: Households of Five or More by Tenure

	Owner	Percentage	Renter	Percentage	Total	Percentage
1-person household	2,923	16%	2,936	22%	5,859	18%
2-person household	5,458	29%	3,261	25%	8,719	27%
3-person household	3,501	19%	2,334	18%	5,835	18%
4-person household	3,571	19%	2,248	17%	5,819	18%
5- or more person household	3,081	17%	2,483	19%	5,564	17%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 34: Housing Units by Bedroom Size

	Owner	Percentage	Renter	Percentage	Total	Percentage
No bedroom	270	1%	1,675	13%	1,945	6%
1 bedroom	537	3%	4,250	32%	4,787	15%
2 bedrooms	4,125	22%	4,058	31%	8,183	26%
3-4 bedrooms	12,654	68%	2,965	22%	15,619	49%
5 or more bedrooms	948	5%	314	2%	1,262	4%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Persons Experiencing Homelessness

Homelessness in San Mateo County

The San Mateo County Continuum of Care announced in October 2022 that to end homelessness they will be focusing on prevention by moving homeless people into permanent housing instead of shelters by increasing the stock of affordable housing and launching a new local voucher program. The voucher program will launch in 2023 and will help fill in the gap between rent paid by formerly homeless individuals and families with extremely low incomes and the actual rent to avoid evictions. Funding for the program will be subject to future approvals by the Board of Supervisors. Additionally, the County began the construction of its first Low-Barrier Navigation Center. The center includes 240 units. On these units, 168 units are 200 square feet and include an in-unit bathroom. Of the 240 units, 72 units are 100 square feet, and the residents of these units will have access to community bathrooms. The total capacity is for 260 residents.

According to a 2022 countywide homeless survey, there are 1,092 homeless people living in San Mateo County (**Table HE-35**). About 84 percent of the homeless population was living in San Mateo County when they became homeless.

The homeless population in San Mateo County are both sheltered, meaning they live in emergency shelters, transitional housing, treatment centers, or other similar institutions; and unsheltered, meaning they live on the street, in encampments, or in a vehicle.

The number of homeless individuals living on the street in San Mateo County has increased since 2013, while the number living in a recreational vehicle (RV) has risen to 26 percent and those living in a car has decreased by 40 percent. The number of people living in an encampment has risen dramatically from 1 percent in 2013 to 16 percent in 2022. The remaining 34 percent are living on the street, safe parking, or "other" place.

The vast majority of homeless people are single adults (who may be living with another adult, but no children). However,109 households (8.7 percent) were families experiencing homelessness. Of the 109 families, 88 (81 percent) were staying in emergency shelters or transitional housing and 14 percent were staying in safe parking programs. Only 5 families (5 percent) were living in vehicles outside of safe parking programs and 1 family (1 percent) was observed living on the street. Most of the unsheltered population were White (62 percent) and male (74 percent). Notably, 22 percent of the unsheltered homeless population has an alcohol and drug problem, while 25 percent of the sheltered population has a similar problem. **Table HE-36** contains demographics of the county's homeless population and **Table HE-37** shows the location where homelessness first occurred. **Table HE-38** lists the county's homeless population by location as of 2022.

Homelessness in Daly City

As of the 2022 San Mateo Homeless Census, 49 unsheltered homeless people lived in Daly City. The number of unsheltered homeless people has declined over the past five years from a high of 66 in 2019.

Table HE 35: Homeless Count

	Daly City	County		
Year	Unsheltered	Unsheltered	Sheltered	Total
2017	17	637	616	1,253
2019	66	901	611	1,512
2022	49	1,092	716	1,808
2017-2022	32	455	100	555
2017-2022	65%	42%	14%	31%

Source: 2022 One Day Homeless Count and Survey

Table HE 36: Demographics of Homeless Population

	County			
	Emergency Shelter	**Transitional Housing**	**Unsheltered**	**Total**
	582	134	1,092	1,808
Demographics by sleeping location				
Age				
Under 18	20%	51%6	3%	12%
18-24 years old	3%	13%	3%	4%
25+ years old	77%	35%	94%	84%
Gender				
Female	41%	52%	25%	32%
Male	59%	47%	74%	67%
Transgender	0%	1%	1%	0%
Not Singularly Female or Male	<1%	0%	0%	0%
Questioning	0%	0%	0%	0%
Ethnicity				
Non-Hispanic/Non-Latin (a) (o)(x)	67%	37%	47%	53%
Hispanic/Latin (a) (o) (x)	33%	63%	53%	47%
Race				
White	59%	60%	62%	61%
Black, African American, or African	19%	12%	20%	19%
Asian, or Asian American	5%	1%	7%	6%
American Indian, Alaska Native, or Indigenous	4%	4%	6%	5%
Native Hawaiian or Pacific Islander	7%	16	0%	3%
Multiple Races	6%	7%	5%	5%
Other Characteristics				
Chronically Homeless	43%	-	42%	39%

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness.

Table HE 37: Location when Homelessness Occurred

	County
Living in San Mateo County when became homeless	84
Other County in California	12%
Other State	3%
Refused	1%

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness

Table HE 38: County Homeless Population Location 2013-2022

	2013	2022	Change
Street	15%	16%	7%
Car/Van	41%	30%	-27%
Safe Parking	11%	16%	45%
Tent/Encampment	1%	16%	1500%
RV	19%	26%	37%
Other	12%	2%	-83%
Total	**2,281**	**1,092**	**-1,189**

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness

Homelessness Assistance

The City provides funding to one agency that operates homeless shelters in the County. LifeMoves (formerly Shelter Network) operates Family Crossroads, a transitional shelter for families located in Daly City. This shelter also provides supportive services to help connect their clients to other services that they may need.

The Daly City Community Service Center, operated by Daly City Partnership, serves as one of the core, or primary entry, social service agencies in the county. The Center's mission is to promote and improve the quality of life for the residents of Daly City, Colma, and Broadmoor through the provision of quality crisis intervention services, either directly or by referral to the appropriate provider. A vital housing-related service through the Center is the distribution of motel vouchers to families and individuals who need temporary emergency shelter. Also, the Center offers a comprehensive needs assessment and is able to provide housing-related information and referrals. The City provides in-kind support for the Center. The Center is located in a City building that is provided to Daly City Partnership rent-free. During COVID, the City provided funding to the Center to fund an emergency rental assistance program.

Farmworkers

Farmworkers are traditionally defined as persons whose primary incomes are earned through seasonal agricultural labor. Farmworkers typically have special housing needs because of their relatively low income and the unstable nature of their job (i.e., having to move throughout the year from one harvest to the next).

According to the California Department of Education, California Longitudinal Pupil Achievement Data System (CALPADS), since 2016, there have not been migrant worker students in Daly City. The 2002-2018 U.S. Census Bureau, Longitudinal Employer-Household Dynamics, Residence Area Characteristics reports that there were 258 job holders in Daly City classified as Agriculture and Natural Resources, making up 0.4 percent of the total job industry. According to the U.S. Department of Agriculture, Census of Farmworkers, hired permanent farmworkers (those working more than 150 days) in San Mateo County has decreased by 56 percent and seasonal (working less than 150 days) have decreased by 57 percent.

The Housing Element, in **Task 13.4**, provides that the City shall, to the extent of its jurisdiction, implement all of the provisions of the Employee Housing Act (Government Health and Safety Code Sections 17030-17039) and work with HCD to do the same.

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Fair Housing Assessment

This Fair Housing Assessment follows the April 2021 State of California Guidance for AFFH. The study was conducted as part of the 21 Elements process, which facilitates the completion of housing elements for all San Mateo County jurisdictions.

The section includes the following

Fair Housing Enforcement and Outreach Capacity reviews lawsuits/enforcement actions/complaints against the jurisdiction; compliance with state fair housing laws and regulations; and jurisdictional capacity to conduct fair housing outreach and education.

Integration and Segregation identifies areas of concentrated segregation, degrees of segregation, and the groups that experience the highest levels of segregation.

Access to Opportunity examines differences in access to education, transportation, economic development, and healthy environments.

Disparate Housing Needs identifies which groups have disproportionate housing needs, including displacement risk.

Other Relevant Factors analyzes the local and regional context that may influence access to fair housing.

Sites Inventory Analysis examines the distribution of sites, unit capacity, and affordability to meet the RHNA with the lens of affirmatively furthering fair housing.

Contributing Factors and Fair Housing Action Plan identifies the primary factors contributing to fair housing challenges and the plan for taking meaningful actions to improve access to housing and economic opportunity.

Fair Housing Enforcement and Outreach Capacity

This section discusses fair housing legal cases and inquiries, fair housing protections and enforcement, and outreach capacity.

Fair housing legal cases and inquiries. California fair housing law extends beyond the protections in the Federal Fair Housing Act (FHA). In addition to the FHA protected classes—race, color, ancestry/national origin, religion, disability, sex, and familial status—California law offers protections for age, sexual orientation, gender identity or expression, genetic information, marital status, military or veteran status, and source of income (including federal housing assistance vouchers).

The California Department of Fair Employment in Housing (DFEH) was established in 1980 and is now the **largest civil rights agency in the United States**. According to its website, the DFEH's mission is "to protect the people of California from unlawful discrimination in employment, housing and public accommodations (businesses) and from hate violence and human trafficking in accordance with the Fair Employment and Housing Act (FEHA), Unruh Civil Rights Act, Disabled Persons Act, and Ralph Civil Rights Act."[2]

DFEH receives, evaluates, and investigates fair housing complaints. It plays a particularly significant role in investigating fair housing complaints against protected classes that are not included in federal legislation and therefore not investigated by HUD. DFEH's website provides detailed instructions for filing a complaint,

[2] https://www.dfeh.ca.gov/aboutdfeh/

the complaint process, appealing a decision, and other frequently asked questions.[3] Fair housing complaints can also be submitted to HUD for investigation.

Additionally, San Mateo County has a number of local enforcement organizations, including Project Sentinel, the Legal Aid Society of San Mateo County, Bay Area Legal Aid, and Community Legal Services of East Palo Alto. These organizations receive funding from the county and local jurisdictions to support fair housing enforcement and outreach and education in the county.

From 2013 to 2021, **135 fair housing complaints in San Mateo County were filed with HUD, and 8.9 percent (8 complaints) were in Daly City (see Table HE-39),** although complaints may include more than one issue. Countywide, most complaints cited disability status as the bias (52.6 percent), followed by familial status (19.6 percent) and race (16.3 percent),. In Daly City, the most common bases for complaints were familial status (87.5 percent) and race and disability (37.5 percent each). The issues associated with these complaints included refusal to rent, refusal to negotiate for a rental, and failure to make reasonable accommodation.

Countywide, 64 cases were closed following a "no cause" determination; 50 were closed following successful conciliation or settlement; 16 complaints were withdrawn by the complainant after resolution; and 5 complaints were withdrawn by the complainant without resolution. The majority of fair housing inquiries in 2020 were submitted by residents of the cities of San Mateo, Redwood City, Daly City, Pacifica, East Palo Alto, and Menlo Park.

Table HE 39: Fair Housing Complaints by Basis

Basis	San Mateo County		Daly City	
	Number	Percentage	Number	Percentage
Disability	71	52.6%	3	37.5%
Race	22	16.3%	3	37.5%
National Origin	21	15.6%	1	12.5%
Familial Status	40	29.6%	7	87.5%
Sex	6	4.4%	0	0
Retaliation	11	8.1%	0	0
Religion	4	3.0%	0	0
Total Cases*	**135**		**8**	

Source: HUD, 2021

**Note: Each case may cite multiple bases of discrimination, so the total number of bases may exceed the total number of cases.*

In addition to formal complaints, 147 inquiries were made during the same time. Of these, 25.9 percent had no valid issues, 39.5 percent of claimants failed to respond to HUD, 17.0 percent had no valid basis, 6.8 percent decided not to pursue further, 4.1 percent had other dispositions, and the remainder of claimants did not file in a timely manner. While the majority of the cases filed during this period did not have cause, that does not necessarily mean there is no discrimination occurring. Therefore, the City has identified **Tasks 15.1 and Task 15.2** to ensure residents and housing providers are aware of fair housing laws, rights, and requirements as well as resources available to residents should they experience

[3] https://www.dfeh.ca.gov/complaintprocess/

discrimination. Further, the City will work with local and regional fair housing providers to facilitate trainings for housing providers to prevent discriminatory actions and behaviors.

The National Fair Housing Alliance (NFHA) reported a "negligible" decrease in the number of complaints filed nationally between 2019 and 2020. The primary bases for complaints nationally were nearly identical to San Mateo County's: disability (55 percent) and race (17 percent). Familial status represented 8 percent of complaints nationally, whereas this basis comprised 14 percent of cases in the county.

NFHA identifies three significant trends in 2020 that are relevant for San Mateo County:

- First, fair lending cases referred to the Department of Justice from federal banking regulators have been declining, indicating that state and local government entities may want to play a larger role in examining fair lending barriers to homeownership.
- Second, NFHA identified a significant increase in the number of complaints of harassment—1,071 complaints in 2020 compared to 761 in 2019.

Finally, NFHA found that 73 percent of all fair housing complaints in 2020 were processed by private fair housing organizations rather than state, local, and federal government agencies—reinforcing the need for local, active fair housing organizations and increased funding for such organizations.[4]

Outreach and capacity. The City's website provides a link to the Regional Assessment of Fair Housing—approved by HUD in November 2017.[5] Housing resources are also available on the City's website, but not specific information about the Fair Housing Act or resources for residents experiencing discrimination in housing.[6] The City has included **Tasks 15.1 and 15.2** to improve the accessibility of fair housing information on the website and in public buildings for residents experiencing housing discrimination. This could include consolidating all applicable fair housing information on one web page by providing contact information for local fair housing organizations and legal assistance as well as general information about the Fair Housing Act and discrimination.

In compliance with Government Code Section 11135 et seq., the City offers translation services by request for all public meetings and offers accessibility accommodations to ensure equal access to all programs and activities operated, administered, or funded with financial assistance from the state, regardless of membership or perceived membership in a protected class.

Compliance with State law. The City of Daly City enforces fair housing and complies with fair housing laws and regulations through a twofold process: review of local policies and codes for compliance with State law, and referral of fair housing complaints to appropriate agencies. The following identify how the City complies with fair housing laws:

- Density Bonus Law (Government Code Section 65915). The City has included **Task 11.5** to amend the density bonus ordinance to allow up to a 50.0 percent increase in project density depending on the proportion of units that are dedicated as affordable, and up to 80.0 percent for projects that are completely affordable, in compliance with State law.

[4] https://nationalfairhousing.org/2021/07/29/annual-fair-housing-report-shows-increase-in-housing-harassment/
[5] https://www.dalycity.org/352/Reports
[6] https://www.dalycity.org/BusinessDirectoryII.aspx?lngBusinessCategoryID=47

- No-Net-Loss (Government Code Section 65863). The City has identified a surplus of sites available to meet the Regional Housing Needs Assessment allocation. In total, the City's surplus unit capacity is 251, consisting of 52 lower-income units, 85 moderate-income units, and 114 above moderate-income units.
- Housing Accountability Act (Government Code Section 65589.5). The City does not condition the approval of housing development projects for very low-, low-, or moderate-income households or emergency shelters unless specified written findings are made.
- Senate Bill 35 (Government Code Section 65913.4). The City will comply with SB 35 by establishing a written policy or procedure, as well as other guidance as appropriate, to streamline the approval process and standards for eligible projects by June 2025 (**Task HE 11.4**).
- Senate Bill 330 (Government Code Section 65589.5). The City complies with SB 330, relying on regulations for processing preliminary application for housing development projects, conducting no more than five hearings for housing projects that comply with objective general plan and development standards, and making a decision on a residential project within 90 days after certification of an environmental impact report or 60 days after adoption of a mitigated negative declaration or an environmental report for an affordable housing project. However, the City has also included **Task HE 11.4** to establish a formal application process compliant with SB 330.
- California Fair Employment and Housing Act and Federal Fair Housing Act. The City provides protections to residents through referrals to legal assistance organizations, such as Legal Aid Society of San Mateo County, and has included **Tasks HE 15.1 and 15.2** to provide information to tenants and landlords about fair housing rights and responsibilities as well as to refer cases to fair housing services providers.
- Review Processes (Government Code Section 65008). The City reviews affordable development projects in the same way as market-rate developments except in cases where affordable housing projects are eligible for preferential treatment, including but not limited to residential sites subject to AB 1397.
- Assembly Bill 686 (Government Code Section 8899.50). The City has completed this Assessment of Fair Housing and identified programs to address identified fair housing issues in Section VII, Contributing Factors and Fair Housing Action Plan.
- Equal Access (Government Code Section 11135 et seq.). The City provides translation services for all public meetings and materials and offers accessibility accommodations to ensure equal access to all programs and activities operated, administered, or funded with financial assistance from the State, regardless of membership or perceived membership in a protected class.

Housing specific policies enacted locally. Daly City identified the following local policies that contribute to the regulatory environment for affordable housing development in the city.

Local policies in place to encourage housing development.

- Reduced parking requirements
- Condominium conversion
- Inclusionary housing ordinance
- In-lieu fees (inclusionary zoning)
- Homeowner repair or rehabilitation programs
- By-right development
- Surplus Public Lands Act
- Acquisition or rehabilitation conversion
- Housing development impact fee
- Home-sharing programs
- Density bonus ordinance

Local barriers to affordable housing development.

- Extremely high land cost/value
- Non-existence of vacant land in general
- Lack of land zoned for multifamily development
- Height limits on multifamily developments
- Difficult parcel consolidation due to multiple (different) property owners
- Minimum lot sizes
- Excessive parking requirements

Local policies that are NOT in place but would provide the best outcomes to addressing housing shortages.

- Rent stabilization
- Parking reduction
- Fee incentives for parcel mergers
- Commercial linkage fees
- Parcel merge / significantly increased minimum lot sizes

Local policies in place to mitigate or prevent displacement of low-income households.

- Condominium conversion regulations
- Inclusionary zoning
- Promoting streamlined processing of ADUs
- Fair housing legal services

According to the California Department of Housing and Community Development AFFH Data Viewer (HCD data viewer), Daly City does not have any public housing buildings. However, the city does have seven census tracts with a moderate share of household units using housing vouchers (5 percent to 15 percent) and one area of the city with substantial (30 percent to 60 percent) housing voucher utilization.

Compared to nearby Brisbane and Pacifica, **Daly City appears to be accommodating to renters with housing vouchers** because the city has a greater share of voucher holders compared to the surrounding communities. The presence of housing voucher users indicates available rental supply to house these residents.

Integration and Segregation

This section discusses integration and segregation of the population by protected classes, including race and ethnicity, disability status, familial status, and income status. The section concludes with an analysis of racially and ethnically concentrated areas of poverty and affluence.

Integration and Segregation

Integration generally means a condition in which there is not a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a particular type of disability when compared to a broader geographic area.

Segregation generally means a condition in which there is a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a type of disability in a particular geographic area when compared to a broader geographic area.

Source: California Department of Housing and Community Development Guidance, 2021, page 31.

Race and ethnicity. Generally, the demographic characteristics of Daly City are consistent with the overall characteristics of San Mateo County. However, Daly City has a much larger proportion of Asian/Asian Pacific Islander (API) residents than San Mateo County (59 percent compared to 30 percent countywide) and a much smaller non-Hispanic White population (12 percent compared to 39 percent countywide). Daly City's populations of Hispanics (23 percent), Other/Multiple Races (3 percent), and Black or African Americans (3 percent) are similar to the county's population distribution.[7] Older residents are less diverse, with 29 percent of the population older than 65 years identifying as White compared to only 18 percent of the population for children less than 18 years old, **which may indicate increasing diversity in Daly City,** and conversely, a declining share of White residents.

Racial and ethnic minority populations generally have higher rates of poverty and lower household incomes compared to the non-Hispanic White population throughout the Bay Area. In Daly City, however, though Black or African American households and other or multiple races have the highest rates of poverty—13.3 and 10.3 percent, respectively—Asian (6.5 percent) and Hispanic (8.2 percent) households have lower rates of poverty than non-Hispanic White (8.4 percent) households.

Geospatially, all of Daly City's census tracts[8] are majority Asian, with varying degrees of concentration. Five of the city's census tracts are predominantly Asian, in which the Asian population is more than 50.0 percent higher than the next most populous racial and/or ethnic group.

Dissimilarity and isolation indices. Segregation is the separation of demographic groups into different geographic locations or communities, resulting in uneven distribution across geographic space. The ABAG MTC AFFH Segregation Report (March 2022) analyzes neighborhood-level segregation in a local jurisdiction as well as segregation between jurisdictions in the Bay Area. Historically, racial segregation stemmed from explicit discrimination against people of color, such as restrictive covenants, redlining, discrimination in mortgage lending, and land use decisions that influenced housing choices. The map of Daly City in **Figure HE-6** offers a visual representation of the spatial distribution of racial groups within the jurisdiction, showing the percent of the population of each census tract that is non-white.

[7] The share of the population that identifies as American Indian or Alaska Native is less than 1 percent.
[8] Majority census tracts show the predominant racial or ethnic group by tract compared to the next most populous.

The Dissimilarity Index, or DI, is a common tool that measures segregation in a community. The DI measures the degree to which two distinct groups are evenly distributed across a geographic area. The DI represents the percentage of a group's population that would have to move for each area in the county to have the same percentage of that group as the county overall. DI values range from 0 to 1—where 0 is perfect integration and 1 is complete segregation. DI values between 0 and 0.39 generally indicate low segregation, values between 0.40 and 0.54 generally indicate moderate segregation, and values between 0.55 and 1 generally indicate a high level of segregation. In Daly City, the DI for People of Color/White is 0.19, indicating a fairly low level of segregation for People of Color. Further, this index score has decreased since 2000 from 0.24. The highest segregation (0.32) is between Latinx and White residents, meaning that 32.0 percent of Latinx residents would need to move to a different neighborhood to create perfect integration between Latinx residents and White residents. However, this index has also decreased from 0.37 in 2000, reflecting ongoing integration in Daly City.

African Americans are the only racial group facing consistently high segregation in San Mateo County, although African American residents in Daly City have what is considered a low segregation index compared to most other jurisdictions in the county and the ABAG region as a whole. Only the jurisdictions of Belmont, Burlingame, Colma, and Foster City have lower segregation values than Daly City. African American/White segregation, as measured by the dissimilarity index, has decreased over time in Daly City, from 0.27 in 2000 to 0.20 in 2020, reflecting increasing integration. In contrast, Hispanic and Asian residents are more segregated (relative to White, non-Hispanic residents) today than in 1990. These groups have also experienced the strongest growth in the county. Residential settlement patterns of these two groups during the past 25 years appear to have influenced segregation.

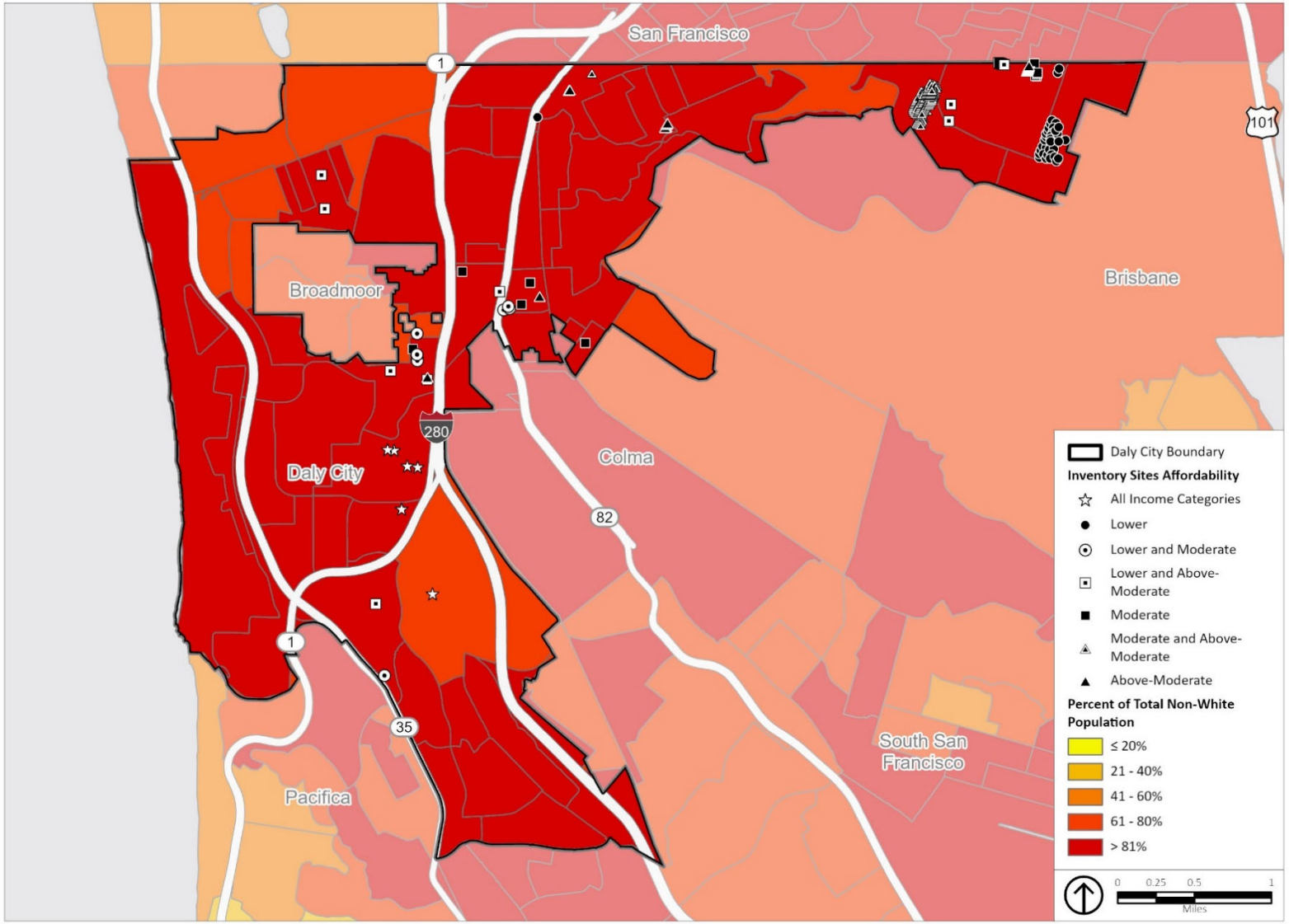
The Isolation Index is interpreted as the probability that a randomly drawn minority resident shares an area with a member of the same minority. It ranges from 0 to 100 and, as with the DI, higher values tend to indicate higher levels of segregation. In Daly City, the most isolated racial group is Asian residents, meaning that the average Asian resident lives in a neighborhood that is predominantly Asian. Other racial groups are less isolated, meaning they may be more likely to encounter other racial groups in their neighborhoods. Among all racial groups in this jurisdiction, the Isolation Index for White residents has changed the most over time, becoming less segregated from other racial groups, from a score of 0.23 in 2000 to 0.14 in 2020. Although the Black/African American population makes up only a small proportion of the city's population, their Isolation Index has also changed significantly over time, from 0.05 in 2000 to 0.03 in 2020, as Asian/Pacific Islander and Latinx populations become more predominant.

In Daly City, 59.0 percent of residents identify as Asian, 23.0 percent as Hispanic or Latinx, 12.0 percent as White non-Hispanic, and 3.0 percent each as Black and Other. In comparison, in San Mateo County as a whole, 30.0 percent of residents identify as Asian, 24.0 percent as Hispanic or Latinx, 2.0 percent as Black, and 39.0 percent as White non-Hispanic. Since 2010, the Asian population in Daly City has increased from 53.0 percent, the White non-Hispanic population has decreased from 18.0 percent, and the Black population has decreased from 5.0 percent. The proportion of Hispanic or Latinx residents in Daly City has remained the same since 2010.

In Daly City, census tracts with the lowest proportions of non-White populations (60.0 to 80.0 percent) are found in the northwest quadrant in the vicinity of Serramonte Center, with the remainder of the city above 80.0 percent non-White. Overall, the distribution of communities of color has not changed significantly over the past decade. The two centrally located census tracts, south of Eastmoor Avenue and north of Cabrillo Highway/Southgate Avenue, have the highest proportion of Asian residents, between 65.9 to 73.9 percent of the population, and also had the highest representation of Asian residents in 2010, from 66.2 to 72.6 percent of the population. Further, census tracts at the southern end of the city have high proportions of Asian residents, above 68.0 percent, with a similar proportion in 2010.

ABAG's assessed measures of segregation above highlighted the concentration of Asian-identifying residents in Daly City, with the proportion of this population increasing over time.

Figure HE-6: Percentage of Population Non-White



Source: ESRI, 2018

Disability status. Persons with disabilities typically have special housing needs due to physical or developmental capabilities, fixed or limited incomes, and higher health costs. Seniors typically experience disabilities at higher rates. **The share of the population living with at least one disability is 9 percent in Daly City** compared to 8 percent in San Mateo County. Five census tracts in the city have a disability rate between 10 percent and 20 percent of the population, and two of these tracts are along the northern edge of the city (**Figure HE-7**). In the Hillcrest neighborhood east of Junipero Serra Boulevard, the disability rate is 12.5 percent. Although only 16.8 percent of the population in the tract are seniors, 60.2 percent of persons with disabilities are elderly, likely supporting the slightly elevated disability rate overall. In the upper Westlake neighborhood, north of John Daly Boulevard, 11.2 percent of the population experience a disability. Seniors comprise 25.1 percent of the population, and 69.7 percent of the population experiencing a disability are seniors.

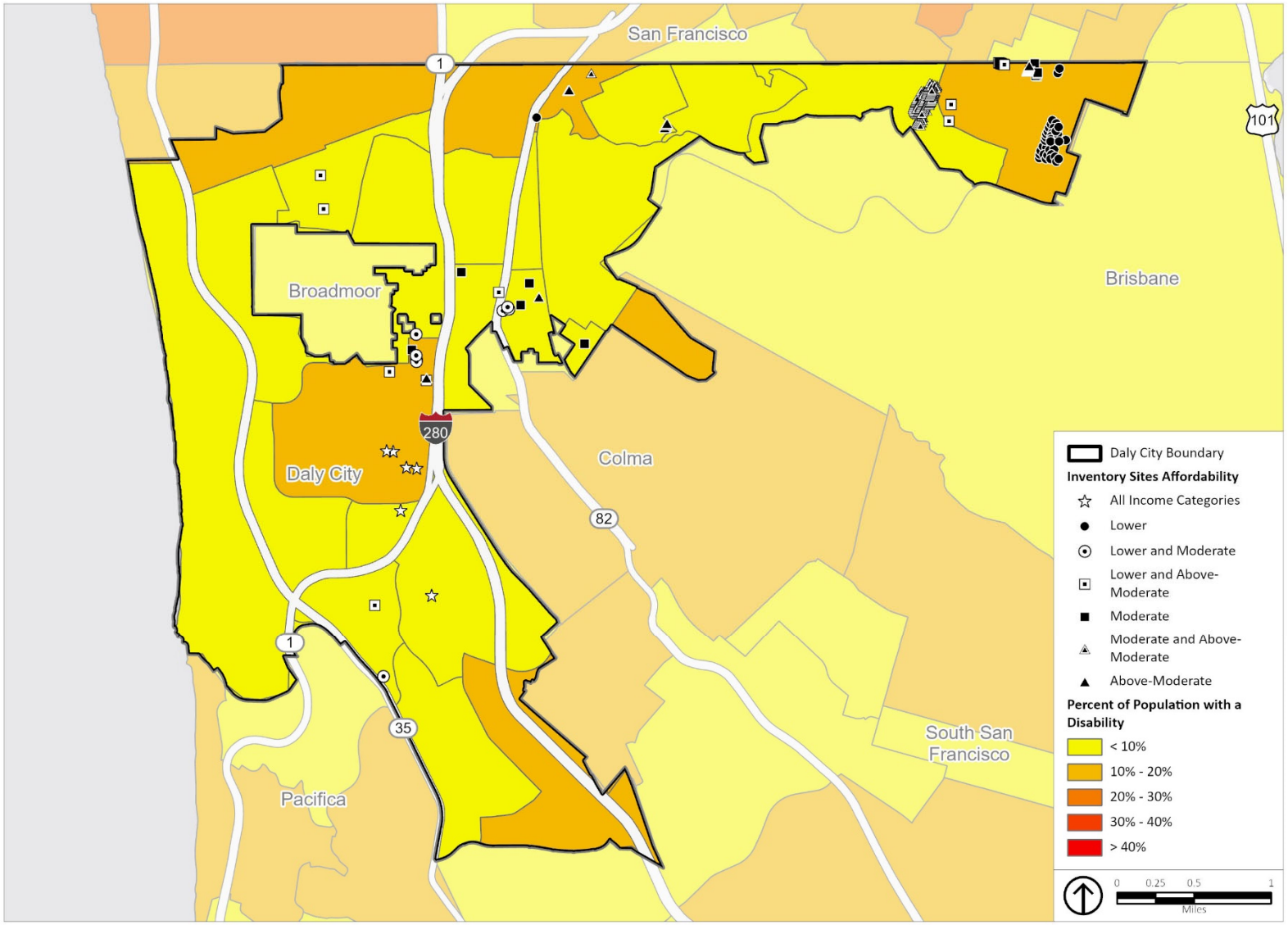
Higher rates of disability (12.5 percent) are found in the central portion of the city in the St. Francis neighborhood. Of the population with a disability in this tract, 77.1 percent are seniors, though seniors comprise only 9.7 percent of the tract population. An affordable age-restricted multifamily complex is in this tract, as are two nursing home facilities and the Seton Medical Center. In the southeastern Gellert Boulevard neighborhood, the rate of disability is 11.2 percent, of whom 34.2 percent are elderly, a lower proportion than in the other three tracts, and a slightly higher share of White non-Hispanic residents than the citywide average. Geographic concentrations of people living with a disability may indicate increased access to services, amenities, and transportation that support this population.

The areas with disability rates over 10 percent have changed over time, shifting from the two upper Westlake neighborhood census tracts in 2010 to the two census tracts north of John Daly Road. Senior populations in the two upper Westlake tracts were 11.8 percent and 17.4 percent in 2010, compared to 6.3 percent and 17.2 percent in 2019. This shift also correlates with a decrease in the proportion of non-White population and a fairly significant increase in median income.

To meet the needs of residents with disabilities throughout the city, there are 12 licensed adult residential care facilities with capacity for 68 residents and 17 elderly assisted living facilities with a combined capacity for 503 residents. The San Mateo Transit District's (SAMTRANS) Redi-Wheels (bay side) and Redicoast (coast side) Paratransit services are also available to residents and visitors in Daly City and throughout the San Mateo service area. Redi-Wheels and Redicoast are available to riders who cannot use conventional accessible bus transit services due to physical, visual, or cognitive disabilities. However, all SAMTRANS buses and light rail services (connections to BART and Caltrain stations) are also accessible for persons using wheelchairs and include announcements of key destinations for persons with visual disabilities. Persons with disabilities may ride all Bay Area public transit systems at a discount if they hold a Regional Transit Connection Discount Card, Medicare card, or Department of Motor Vehicles Disabled Placard Identification Card. There are also multiple private medical transportation providers offering services in Daly City.

The City has included **Task 14.2** to encourage the development of ADUs that are accessible to persons with a disability and has included **Tasks 14.1 and 14.2** to provide reasonable administrative accommodations where needed to ensure the availability of housing to persons with disabilities.

Figure HE-7: Percentage of Population with a Disability



Source: ACS, 2015-2019

Familial Status. Familial status can indicate specific housing needs and preferences. A larger number of nonfamily or single-person households indicates a higher share of seniors living alone, young adults living alone or with roommates, and unmarried partners. Higher shares of nonfamily households indicate an increased need for one- and two-bedroom units.

Daly City's households are mostly made up of 2-person households (27.4 percent) and 3- to 4-person households (36.6 percent). Single-person households and large families (5 or more persons) make up a similar proportion of households in the city, at 18.4 percent and 17.5 percent, respectively. Married-couple households make up a majority of Daly City households (49.8 percent), compared to 18.4 percent of householders living alone, 14.5 percent headed by single females, and 9.3 percent headed by single males. The remainder of households (8.0 percent) consist of other household compositions. Approximately 30.0 percent of all households have at least one child under the age of 18.

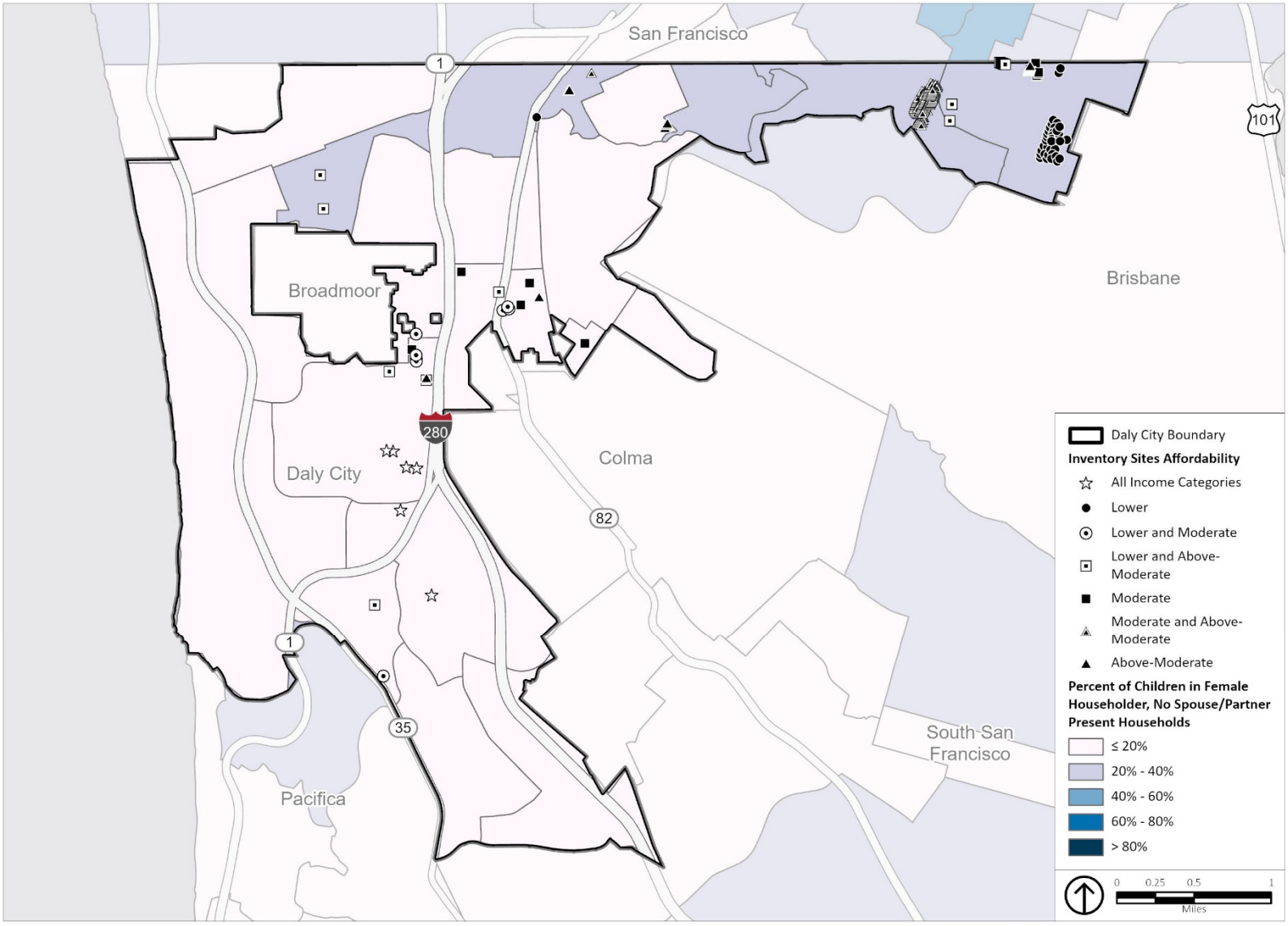
Compared to the county and larger Bay Area, Daly City has a slightly smaller proportion of married-couple households (49.8 percent, compared to 55.2 percent and 51.2 percent, respectively) and a higher proportion of single-parent households (23.8 percent compared to 14.9 percent and 15.2 percent). In addition, Daly City has a lower proportion of single-person households (18.4 percent compared to 22.3 percent in the county and 24.7 percent in the region) and a higher proportion of large-family households (17.5 percent compared to 10.9 percent and 10.8 percent).

While there are no spatial concentrations of single-person households in the city, there are two census tracts in the northern part of the city where the proportion of children in single-parent, female-headed households exceeds 20.0 percent, as shown in **Figure HE-8**. These tracts are in the upper Westlake neighborhood west of Interstate (I-) 280 and the Hillside/Vista Grande neighborhood east of I-280, where two deed-restricted multifamily complexes are located. These neighborhoods are accessible to commercial, service, and recreation amenities as well as the BART/SAMTRANS transfer center transit opportunities.

The majority of married-couple households live in owner-occupied housing (68.5 percent), as do the majority of female-headed family households (54.9 percent), and persons living alone reside in owner- and renter-occupied housing in equal proportions. The number of housing units available by number of bedrooms and tenure is generally consistent with the familial status of the households that live in Daly City. Compared to the county, Daly City's larger proportion of family households and smaller proportion of single-person households is reflected in the number of bedrooms and tenure of the housing stock in the city.

To encourage the development of affordable housing and promote housing mobility for families of all types, the City has included Tasks 1.1 through 1.5 which will create new opportunities for housing development in the C-MU zone and will amend the zoning code such that two commercial zones will permit mixed-use development by-right. As part of Task 3.1, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents. The City will also encourage the development of ADUs through Task 5.1, which can be an affordable housing type for lower-income households.

Figure HE-8: Percentage of Children in Female-Headed Households



Source: ACS, 2015-2019

Household income. The household income distribution by percentage of area median income (AMI) in Daly City differs from the county. The share of households making greater than 100.0 percent AMI is significantly less (32.8 percent) than in the whole county (48.9 percent), and the proportion of households with incomes below 80 percent of the AMI is greater (53.2 percent) than countywide (40.9 percent). As shown in **Figure HE-9, Median Household Income**, the highest median incomes are in the northwest corner, along Skyline Boulevard at the western edge of the city in the Westlake Northwest neighborhood (east of Skyline Boulevard in vicinity of Westridge Avenue), and in the southern portion of the Serramonte neighborhood between Skyline Drive and I-280. Additionally, two census tracts in the northeastern section of the city in the Crocker and Southern Hills neighborhoods have median incomes above $125,000; as do several neighborhoods along the east side of Hillside Boulevard from Brunswick Street to the lower Hillside neighborhoods north and south of East Market Street in the southeastern corner of the city.

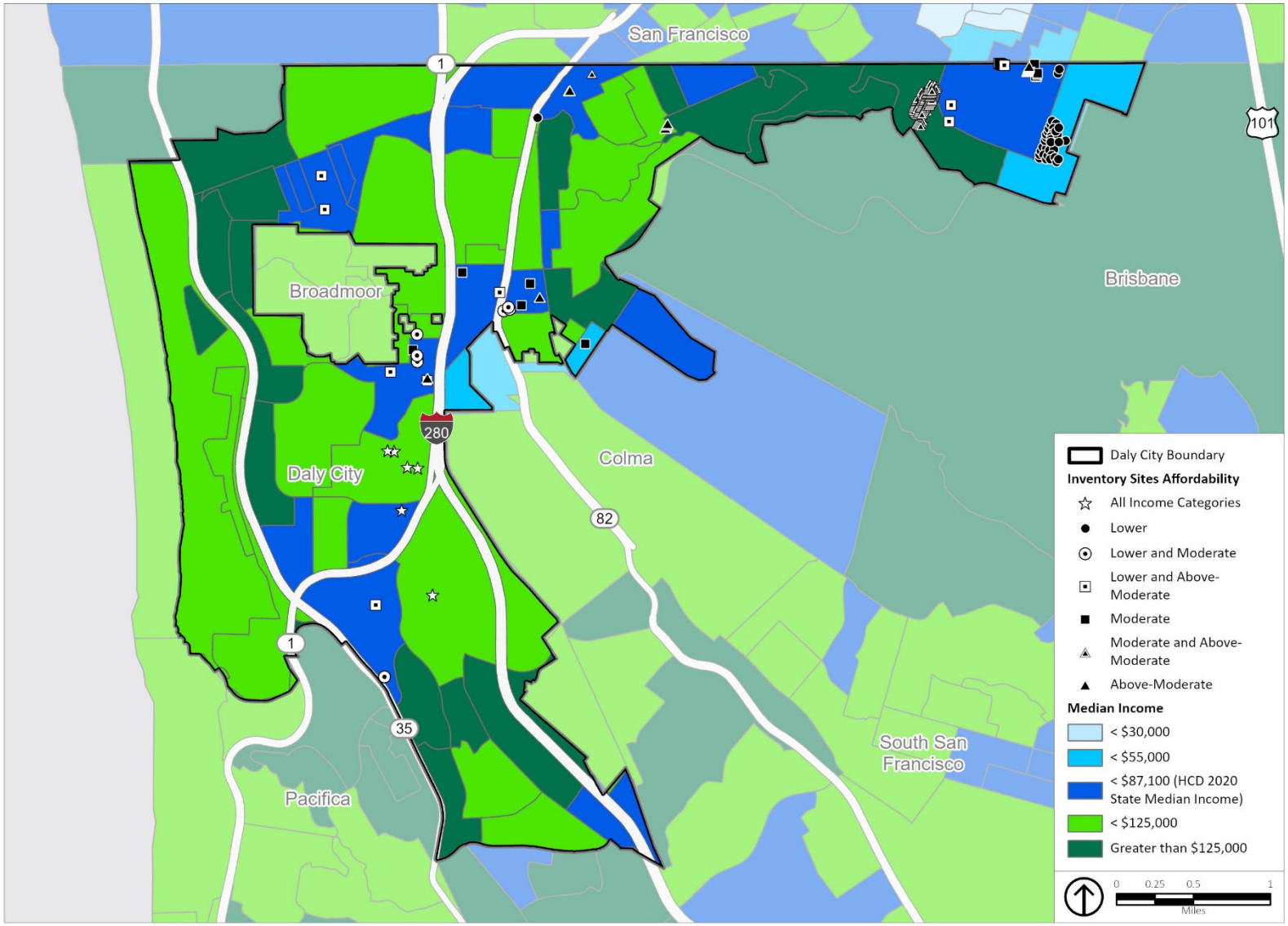
A large proportion of census tracts in the city have median incomes between the state median and $125,000. These are found in the northern portion of the city in the Westlake Park area; the eastern Hillside and Lincoln Park neighborhoods; the Original Daly City neighborhood adjacent to the Lake Merced Golf Course, which includes 51 deed-restricted multifamily units; west of Skyline Boulevard; the two central St. Francis and Serramonte neighborhoods; and the eastern portion of the Broadmoor neighborhood adjacent to I-280. There is also a small neighborhood east of the Colma BART Station and bounded by Market Street to the north, A Street to the south, and Hillside/Chester Streets to the east that has a median income of $109,326 and includes 112 units of deed-restricted multifamily housing.

Conversely, the lowest-income neighborhoods are found in the central area of the city at the convergence of I-280 and State Route (SR-) 82 (Mission Street) on the west side of the Colma BART Station, with a median income of $42,087, and in the Bayshore neighborhood to the east of the Cow Palace, including a 145-unit deed-restricted multifamily complex. The majority of this tract consists of an unincorporated island, within which are three deed-restricted multifamily complexes (providing 209 affordable units), which likely influences the low median income in the tract, because the incorporated city portion of this tract is developed primarily with light industrial and nonresidential uses. The remainder of the city has median incomes between $55,000 and the state median and contains many multifamily and duplex housing complexes. These are found in the Eastmoor neighborhood west of the Colma BART Station; the Franciscan Park neighborhood at the southeast tip of the city; the Plymouth Circle neighborhood at the southern boundary of the city, which is predominantly duplex housing types; the Fairmont neighborhood west of the Serramonte Center commercial area, which includes several higher density apartment complexes; the older neighborhoods north and southwest of Merced Extension Triangle area at the confluence of I-280 and Junipero Serra Boulevard; and the Outer Mission neighborhood at the northern edge of the city. While rents and home prices in Daly City are high throughout the city, higher density products may be marginally more affordable and attractive to households earning slightly lower incomes, thus resulting in a slightly lower median income.

In 2014, the lowest median income in the city was in the Westlake Shopping Center neighborhood ($48,929), which now ranges from $57,275 to $75,021. The central area surrounding the Colma BART Station was also in the lower-income category ($53,505). In 2019, the median income in the area southwest of the Station fell to $46,087 while the areas to the north and east had increased to $69,261 and $109,327, respectively. Additionally, the Fairmont neighborhoods west of Serramonte Center have increased from $53,941 in 2014 to a range in the three block groups between $70,050 to $82,115 in 2019. The remainder of the city has maintained similar median income distribution patterns, although incomes rose in all census tracts between 2014 and 2019. However, it is important to note that the available data in 2014 was at the tract level, and data in 2019 was at the block group level, providing a more specific perspective on income patterns. Considering these changes in data, the relatively small changes in median income in each of these notable neighborhoods do not appear to reflect exclusionary income patterns over time.

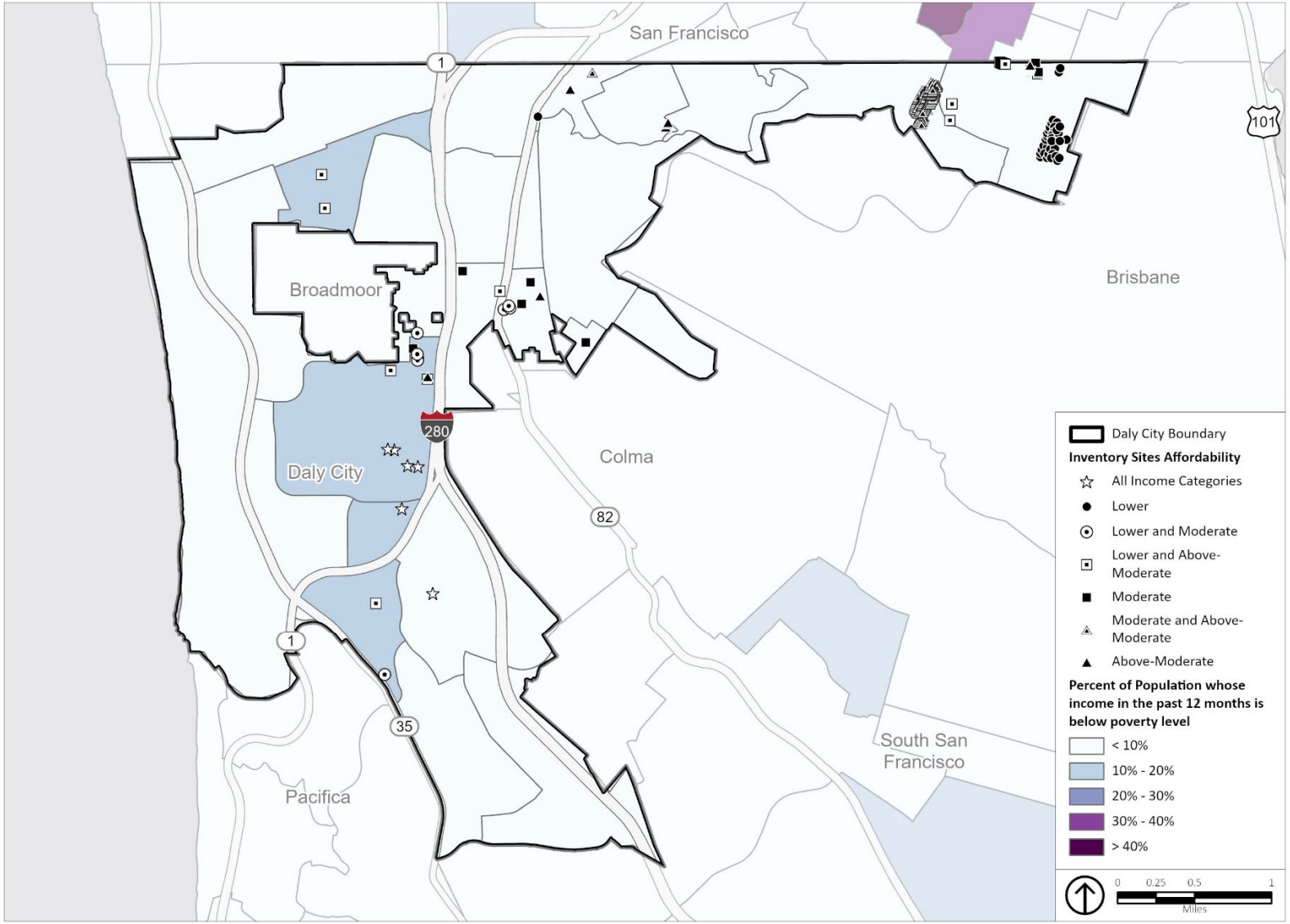
The poverty rate in the city is approximately 7.8 percent, compared to 6.4 percent in San Mateo County. As shown in **Figure HE-10**, Percentage of Population with Incomes Below the Poverty Level, the majority of the city has poverty rates below 10 percent, with a concentration of tracts with rates above 10 percent in the central portion of the city west of I-280. These are primarily residential neighborhoods in the vicinity of larger commercial centers with a mix of higher-density residential products and older single-family neighborhoods. The central Westmoor neighborhood has a poverty rate of 11.4 percent, reflecting a negligible change from 11.5 percent in 2014. The poverty rate in the St. Francis neighborhood west of Serramonte Center (10.4 percent) decreased significantly from 19.5 percent in 2014, with a concurrent increase in median income from $53,924 to $71,196. The highest rate of poverty (19.3 percent) is in the Westlake Shopping Center tract, encompassing several higher density multifamily complexes. In 2014, this area had a poverty rate of 16.4 percent. In contrast to the rising poverty in this tract, the median income in this area has increased by 14.6 percent, as discussed above, although other areas of the city have experienced increases of over 25.0 percent. This increase in poverty rate, reflecting a greater share of extremely low-income households, may suggest growing income discrepancies in this area of the city as the median income increases at a higher rate throughout most of the city and a larger share of higher income households citywide. **Higher poverty rates between 10 percent and 20 percent are concentrated in census tracts west of I-280**.

Figure HE-9: Median Household Income



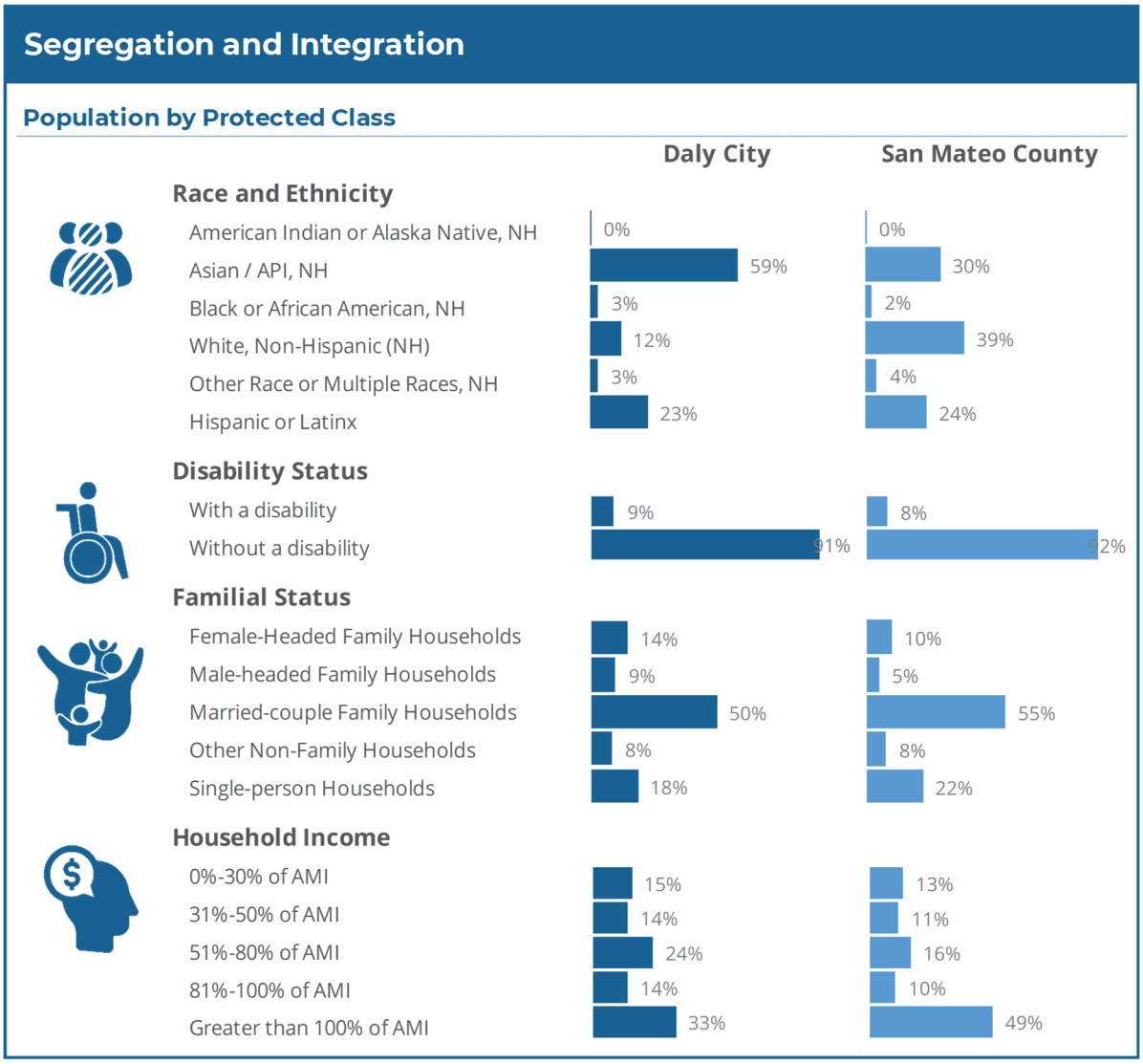
Source: ACS, 2015-2019

Figure HE-10: Percentage of Population with Incomes Below the Poverty Level



Source: ACS, 2015-2019

Figure HE-11: Segregation and Integration by Protected Class



Racially or ethnically concentrated areas of poverty and affluence. A Racially or Ethnically Concentrated Area of Poverty (R/ECAP) and a Racially Concentrated Area of Affluence (RCAA) represent opposing ends of the segregation spectrum—from racially or ethnically segregated areas with high poverty rates to affluent, predominantly White neighborhoods. Historically, HUD has paid particular attention to R/ECAPs as a focus of policy and obligations to AFFH. Recent research out of the University of Minnesota Humphrey School of Public Affairs argues for the inclusion of RCAAs to acknowledge current and past policies that created and perpetuate these areas of high opportunity and exclusion.[9]

It is important to note that R/ECAPs and RCAAs are not areas of focus because of racial and ethnic concentrations alone. This study recognizes that racial and ethnic clusters can be a part of fair housing choice if they occur in a nondiscriminatory market. Rather, R/ECAPs are meant to identify areas where

[9] Goetz, E. G., Damiano, A., and Williams, R. A. (2019). "Racially Concentrated Areas of Affluence: A Preliminary Investigation." *Cityscape: A Journal of Policy Development and Research*, 21(1), 99–124.

residents may have historically faced discrimination and continue to be challenged by limited economic opportunity; conversely, RCAAs are meant to identify areas of particular advantage and exclusion.

R/ECAPs

HCD and HUD's definition of a Racially/Ethnically Concentrated Area of Poverty is:

- A census tract that has a non-White population of 50 percent or more (majority-minority) or, for nonurban areas, 20 percent, AND a poverty rate of 40 percent or more; OR
- A census tract that has a non-White population of 50 percent or more (majority-minority) AND the poverty rate is three times the average tract poverty rate for the county, whichever is lower.

Source: California Department of Housing and Community Development Guidance, 2021.

As described previously, the population throughout Daly City is predominantly non-White. Therefore, for this study, the poverty threshold used to qualify a tract as an R/ECAP was three times the average census tract poverty rate countywide—or 19.1 percent. In addition to R/ECAPs that meet the HUD threshold, this study includes edge or emerging R/ECAPs that hit two-thirds of the HUD-defined threshold for poverty—emerging R/ECAPs in San Mateo County have two times the average tract poverty rate for the county (12.8 percent).

In 2010 there were three census tracts that qualified as R/ECAPs (19.4 percent poverty rate) in the county and 11 that qualified as edge R/ECAPs (13 percent poverty rate). **Two of the 2010 edge R/ECAPs were in Daly City**—which means they are majority minority and have a poverty rate two times higher than the countywide census tract average. One of the tracts is east of the convergence of SR-35 and the Pacific Coast Highway—west of the Serramonte Center. The other edge R/ECAP is in the far eastern part of the city, in the Bayshore neighborhood near the Cow Palace Arena and Event Center.

Neither of these tracts has indicators that meet the edge R/ECAP definition in 2019, but they are areas with higher rates of poverty and may be considered areas of concentrated poverty relative to the city. In 2019 there were two census tracts that qualified as R/ECAPs (19.1 percent poverty rate) in the county and 14 that qualified as edge R/ECAPs (12.8 percent poverty rate). **One of the 2019 R/ECAPs was in Daly City**—which means it is a majority minority tract and has a poverty rate three times higher (19.3 percent) than the countywide census tract average. This tract is near the Westlake Shopping Center—just north of Broadmoor and west of the Lake Merced Golf Club.

The demographic characteristics of this R/ECAP include:

- 52.9 percent of residents report being Asian, and 21.8 percent are of Hispanic origin, compared to 59 percent and 23 percent, respectively, for the city overall; 30 percent and 24 percent for the county; and 27 and 24 percent for the Bay Area. The edge R/ECAP area has a moderate segregation rating for Asian and Hispanic residents based on the HCD segregation index map and a diversity index between the 73rd and 78th percentile.
- The non-White population has increased since 2010, from 75.3 percent to 88.6 percent in 2019, with the greatest increase in the Asian population.
- Persons with disabilities in the edge R/ECAP area are represented at a lower rate (5.4 percent) than in the city overall (9.1 percent).

- 19.3 percent of residents in this area live below the poverty level as of 2019, an increase from 16.4 percent in 2010.
- Median household income is in the very low-income category, with median incomes between $57,275 and $75,021, compared to the San Mateo County median income of $143,100. This census tract is adjacent to the BART-Daly City Station, which also has median incomes in the very low-income category, although higher than the Westlake Shopping Center neighborhood.
- 21.6 percent of households in the tract are married couples, lower than in the majority of the city. Approximately 10.6 percent of adults live alone, and 24.4 percent reside in "nonfamily" households (e.g., living with roommates) and 17.8 percent in other family living arrangements. Between 20.0 and 40.0 percent of children in this tract live in a single-female-headed household.
- 95.0 percent of the housing units in the R/ECAP are rented, compared with 49.6 percent in the city overall.
- Housing development surrounding the shopping center and in the northeastern corner of the tract are multifamily housing types, which make up 93.3 percent of the housing units in the R/ECAP, offering more housing diversity compared to predominantly owner-occupied tracts in the northwestern section of the city. However, because 95 percent of the households are renters, it is likely that the majority of single-family housing units in the R/ECAP have been converted to rental properties. The predominance of high density development and rental tenure may contribute to the area's relative affordability, higher proportion of unmarried-couple household configurations, and lower median incomes.
- The presence of housing units that are occupied by Housing Choice Voucher holders is less than 1 percent in the R/ECAP, lower than or similar to surrounding areas west of I-280.
- The R/ECAP has one of the highest rates of renter cost burden in the city—63.0 percent of renters—and 32.1 percent of owners are cost burdened. This level of cost burden is not unique to this tract, however, with similar rates in the Bayshore, St. Francis, and Westmoor neighborhoods. However, according to the Location Affordability Index, the R/ECAP offers better affordability than many areas of the city, and proximity to the Daly City BART (27.6 percent of commuters use public transit) and Westlake Shopping Center provide access to resources.
- Approximately 14.5 percent of households live in overcrowded conditions, which is similar to other lower-income tracts but higher than immediately surrounding tracts.

Given the above demographics in this census tract, potential edge R/ECAP status appears to be driven in part by the availability of relatively affordable rental units, although almost two-thirds of households overpay for rental housing—with access to the BART transit station, shopping and services, positive educational attainment scores, and an increasing proportion of non-White populations with lower-median incomes in the context of the region.

To increase housing mobility for lower-income households, the City has included **Tasks 1.1 through 1.4** which will create new opportunities for housing development in the C-MU zone. As part of **Task HE 3.1**, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents, and in **Task 18.1** the City will reduce the required parking for projects that include at least 20 percent of units for extremely low-income households. The City will define and permit single-room occupancy units, which can be more affordable to extremely low income households, as part of **Task HE 18.3**. Through **Task HE 1.5**, the City will amend the zoning code such that two commercial zones will permit mixed-use development by-right. The City will also encourage the development of ADUs through **Task HE 5.1**, which can be an affordable housing type for lower-income households.

RCAAs

HCD's definition of a Racially Concentrated Area of Affluence is:

- A census tract that has a percentage of total white population that is 1.25 times higher than the average percentage of total white population in the given COG region, and a median income that was 2 times higher than the COG AMI.

Source: California Department of Housing and Community, 2022.

RCAAs are generally understood to be neighborhoods in which there are both high concentrations of non-Hispanic White households and high household income rates. Similar to the importance of identifying R/ECAP areas, which helps to identify areas that are segregated by race/ethnicity and poverty, it is also necessary to identify racially concentrated areas of wealth to further compare these patterns.

Using 2015-2019 data from the American Community Survey, HCD developed a mapping tool that demonstrates the "location quotient" (LQ) for each California census tract; this quotient represents the percentage of total White population for each census tract compared to that of the average percentage in the council of governments (COG) region. In order to determine the RCAAs, HCD takes the census tracts with a LQ of more than 1.25 and a median income that is 1.5 times higher than the COG region (or 1.5 times the State AMI, whichever is lower). The tracts that meet these criteria are assigned a numeric score of 1, which indicates that they have an accumulation of high incomes and a White population, i.e., a Racially or Ethnically Concentrated Area of Affluence. RCAAs are the inverse of R/ECAPs in that they illustrate where self-segregated and/or exclusive wealthy White neighborhoods are potentially located.

By the definition of RCAAs, there are no racially concentrated areas of affluence in Daly City. However, for this study, the threshold used to qualify as a potential concentration of affluence is a median income two times higher than the COG AMI, or $241,680. There are no census tracts in the city that have median incomes at this level—the highest income in the city is $193,523 in the northwest corner of the city in the vicinity of Thornton State Beach.

Access to Opportunity

This section discusses disparities in access to opportunity among protected classes including access to quality education, employment, transportation, and environment.

Access to Opportunity

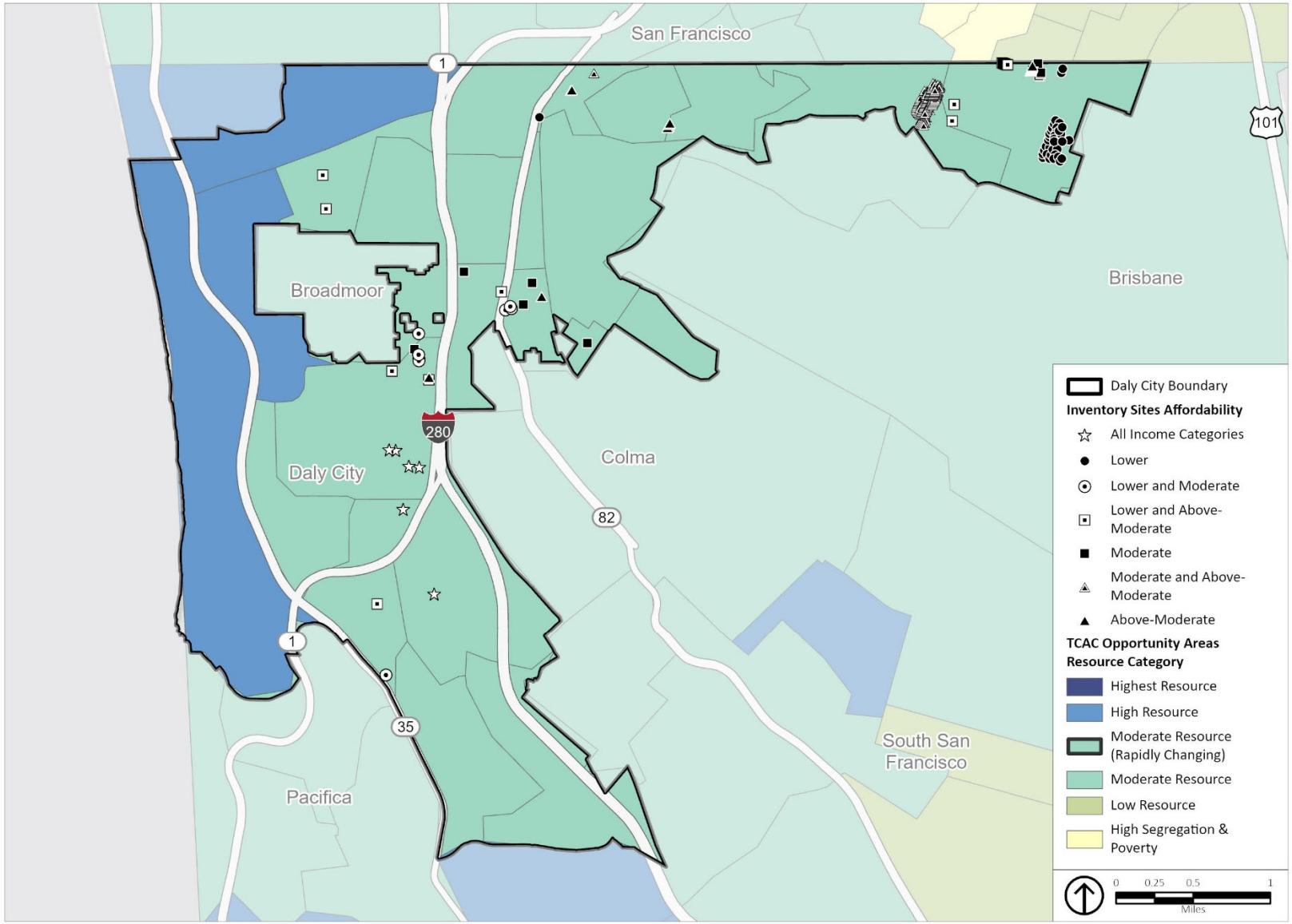
Access to opportunity is a concept to approximate place-based characteristics linked to critical life outcomes. Access to opportunity oftentimes means both improving the quality of life for residents of low-income communities, as well as supporting mobility and access to 'high resource' neighborhoods. This encompasses education, employment, economic development, safe and decent housing, low rates of violent crime, transportation, and other opportunities, including recreation, food and healthy environment (air, water, safe neighborhood, safety from environmental hazards, social services, and cultural institutions).

Source: California Department of Housing and Community Development Guidance, 2021, page 34.

The California Tax Credit Allocation Committee (TCAC) in collaboration with HCD developed a series of opportunity maps that help to identify areas of the community with good or poor access to opportunity for residents. These maps were developed to align funding allocations with the goal of improving outcomes for low-income residents—particularly children.

The opportunity maps highlight areas of highest resource, high resource, moderate resource, moderate resource (rapidly changing), low resource and high segregation and poverty. TCAC provides opportunity maps for access to opportunity in quality education, employment, transportation, and environment. Opportunity scores are presented on a scale from zero to one and the higher the number, the more positive the outcomes. The Opportunity Area designations for Daly City are shown in **Figure HE-12**.

Figure HE-12: TCAC Opportunity Areas



Source: TCAC, 2021

Education. TCAC's education score is based on math proficiency, reading proficiency, high school graduation rates, and the student poverty rate. According to TCAC's educational opportunity map, shown in **Figure HE-13**, most census tracts in Daly City score between the 25th and 75th percentile; opportunity scores are presented on a scale from zero to one and the higher the number, the more positive the outcomes. In Daly City, **census tracts with the best educational outcomes, in the 50th to 75th percentiles, are west of I-280, with two tracts along Cabrillo Highway (Route 1) east of Skyline Boulevard scoring in the 49th percentile.** With the exception of the Bayshore neighborhood at the northeastern corner of the city, which has educational domain outcome scores below the 25th percentile, the remainder of the city has educational opportunity scores between the 25th and 50th percentiles. The Bayshore area also has a high concentration of populations with low- to moderate-income compared to the rest of the city, high rates of children in female-headed households, a 96.9 percent non-White population, and an affordable multifamily complex with 145 deed-restricted units, which may contribute to the score. This neighborhood has its own school district which contains one elementary school.

Daly City is served by three school districts—Jefferson Union High School District, South San Francisco Unified School District, Bayshore Elementary School District, and the Jefferson Elementary School District. All three school districts experienced decreases in enrollment from 2010 to 2020—South San Francisco saw a 12.0 percent decrease in enrollment while Jefferson Union and Jefferson Elementary both experienced a 5.0 percent decrease in enrollment. **All three districts lost students during the COVID-19 pandemic.**

All three school districts' enrollment by race and ethnicity are similar to the countywide distribution. However, each school district has a higher proportion of Filipino students (Jefferson Union 29.0 percent, Jefferson Elementary 25.0 percent, South San Francisco 23.0 percent compared to 8.0 percent countywide) and a smaller proportion of White students (Jefferson Union 14.0 percent, Jefferson Elementary 11.0 percent, South San Francisco 6.0 percent compared to 26.0 percent countywide). Jefferson Union and Jefferson Elementary have a smaller proportion of Hispanic students compared to the county (31.0 percent and 36.0 percent compared to 38.0 percent countywide), while South San Francisco Unified has a greater proportion (48.0 percent compared to 38.0 percent countywide).

Jefferson Union has a higher share of English learners (36.0 percent compared to 20.0 percent countywide) and students who qualify for reduced lunch (44.0 percent compared to 29.0 percent countywide) than the county, while Jefferson Elementary has a smaller share (14.0 percent and 27.0 percent, respectively). South San Francisco Unified also had slightly higher shares of English learners and students who qualify for reduced lunch (21.0 percent and 34.0 percent) than the county. Jefferson Elementary and South San Francisco Unified also have 1 percent of their respective students experiencing homelessness.

Many high schoolers in the county met admission standards for a University of California (UC) or California State University (CSU) school. While Jefferson Union had one of the lower rates of graduates who met such admission standards (48.0 percent) among high school districts in San Mateo County, the school has seen a significant increase in the percentage of students who meet these benchmarks over the last five years (from 21.0 percent in 2016-17). **Black and Hispanic students in Jefferson Union High School District were less likely to meet the admission standards with rates of 23.0 percent and 32.0 percent, respectively.** Census tracts with the highest proportion of Hispanic/Latinx residents above the citywide average of 23.0 percent of the total tract population include the neighborhoods between I-280 and Mission Street from the northern boundary to the unincorporated Colma community, including the neighborhoods surrounding the Colma BART Station and the downtown, and encompassing seven affordable multifamily housing complexes; the Outer Mission neighborhoods; the Franciscan Park neighborhood; and the Bayshore Heights/Cow Palace neighborhoods, all within portions of the city with lower anticipated educational domain opportunities. The 2015 to 2019 ACS data indicates that Black households (72.0 percent of total household with incomes below 80 percent of AMI) and Hispanic or Latinx households (62.0 percent of total household with incomes below 80.0 percent of AMI) have lower incomes compared

to Asian and White non-Hispanic households, which is a factor often contributing to lower educational outcomes. As well, these neighborhoods reflect the highest rates of children in single female-headed households, which often contributes to economic challenges. Based on above statistics for English learners and disadvantaged students, these concentrations of students are likely to be experiencing lower educational outcome opportunities.

Conversely, South San Francisco Unified, which has the lowest rate among all high school districts in the county (41.0 percent), has seen their rate of graduates who met such admission standards significantly decline over the last five years (57.0 percent in 2016-17). However, 73.0 percent of Asian students meet those standards—a 32.0 percentage point gap. **Hispanic and White students in South San Francisco Unified School District were less likely to meet the admission standards with rates of 27.0 percent and 44.0 percent, respectively**, although only a very small proportion of the city south of Hickey Boulevard falls within this district.

Jefferson Elementary school district had a 17.0 percentage point gap between their overall chronic absenteeism rate (12.0 percent) and their chronic absenteeism rate among Black students (28.0 percent). However, while this is an important indicator of need, the overall representation of Black population under the age of 18 in the city is 3.0 percent, which would not contribute to large concentrations of chronic absenteeism. South San Francisco Unified also had an 18.0 percentage point gap between their overall chronic absenteeism rate (13.0 percent) and their chronic absenteeism rate among Pacific Islander students (31.0 percent).

While Jefferson Union has the lowest dropout rates in the county—just 3.0 percent of students—the highest dropout rates were found among Black (7.0 percent) and Hispanic students (6.0 percent), suggesting that factors of lower median income, access to resources, high rates of children in single female-headed households, language barriers for Hispanic or Latinx students, and higher rates of poverty likely contribute to lower educational outcomes and high school dropouts. South San Francisco Unified had one of the highest dropout rates in the county at 9.0 percent, with White (12.0 percent) and Hispanic (11.0 percent) students accounting for the highest rates.

Transportation. The San Mateo County Transit District (SamTrans) acts as the administrative body for transit and transportation programs in the county, including SamTrans and the Caltrain commuter rail, with rapid transit access to San Francisco from the Daly City and Colma BART stations. SamTrans provides bus services in San Mateo County, including Redi-Wheels paratransit service, discussed in Section II. SamTrans provides a range of route selections depending on origin location, service area, express, multicity, and San Francisco commuter services. Routes that originate at the Daly City BART Station include: 110, 120, 121, 130, 131B, and the ECR. Routes with stops at the Serramonte Center include: 112, 120, 121, 122, 130, 130B, and 38 school connector to South City High. Routes with stops at the Colma BART Station include: 112, 120, 122, 130, and ECR with connections to San Francisco on BART.

In 2018, the Metropolitan Transportation Commission (MTC), which covers the entire Bay Area, adopted a coordinated public transit and human services transportation plan. While developing the coordinated plan, the MTC conducted extensive community outreach about transportation within the area. That plan—which was developed by assessing how well seniors, persons with disabilities, veterans, and people with low incomes are served—was reviewed to determine gaps in services in Daly City and the county overall. Below is a summary of comments relevant to Daly City and San Mateo County.

> San Mateo's PCC and County Health System, as well as the Peninsula Family Service Agency provided feedback. The most common themes expressed had to do with pedestrian and bicycle needs at specific locations throughout the county, though some covered more general comments such as parked cars blocking sidewalk right-of-way and a desire for bike lanes to accommodate motorized scooters and wheelchairs. Transportation information, emerging mobility providers, and transit fares were other common themes.

> While some comments related to the use of car share, transportation network companies (TNCs), or autonomous vehicles as potential solutions, other comments called for the increased accessibility and affordability of these services in the meantime.[10]

Transit improvements recommended particularly for Daly City included: "More bus shelters at the Daly City Kaiser Permanente are needed."

A partnership between the World Institute on Disability and the MTC created the research and community engagement project TRACS (Transportation Resilience, Accessibility & Climate Sustainability). The project's overall goal is to "stimulate connection and communication between the community of seniors and people with disabilities together with the transportation system—the agencies in the region local to the San Francisco Bay, served by MTC."[11] TRACS highlights that improving accessibility requires engagement with the community because there are no "watch-dog" systems in place to hold agencies accountable.

As part of the TRACS outreach process, respondents were asked to share their compliments or good experiences with MTC transit. One respondent who had used multiple services said, **"It is my sense that SamTrans is the best Bay Area transit provider in terms of overall disability accommodation."**

The San Mateo County Transit District updated its "Mobility Plan for Older Adults and People with Disabilities" in 2018. According to the district, the **county's senior population is expected to grow more than 70 percent over the next 20 years, and the district is experiencing unprecedented increases in paratransit ridership**. Additionally, Daly City "contains many of the census tracts with the highest concentrations of older adults [in the county] (above 1,500 per square mile), followed by San Mateo."[12] The plan is targeted at developing effective mobility programs for residents with disabilities and older adults, including viable alternatives to paratransit, partnerships, and leveraging funding sources.[13]

MTC also launched Clipper START in 2020—an 18-month pilot project that provides fare discounts on single transit rides for riders whose household income is no more than double the federal poverty level.[14]

AllTransit is a transit and connectivity analytic tool developed by the Center for Neighborhood Technology (CNT) that is used for the advancement of equitable communities and urban sustainability. The tool analyzes the transit frequency, routes, and access to determine an overall transit score at the city, county, and regional levels. Based on these factors, Daly City has a performance score of 8.4 out of 10, meaning there is an excellent combination of trips per week and number of jobs accessible, enabling numerous people to take transit to work. This score is higher than San Mateo County as a whole (with a score of 6.1). The data also indicates that 99.8 percent of all jobs in the city are within one-half of a mile of transit, and 99.6 percent of the city's workers live within one-half of a mile of one of the transit routes. The rate of commuters who use transit is high, with 20.5 percent traveling by public transit.

[10] https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf
[11] https://wid.org/transportation-accessibility/
[12] https://www.samtrans.com/Planning/Planning_and_Research/Mobility_Plan_for_Older_Adults_and_People_with_Disabilities.html
[13] Ibid
[14] https://mtc.ca.gov/planning/transportation/access-equity-mobility/clipperr-startsm

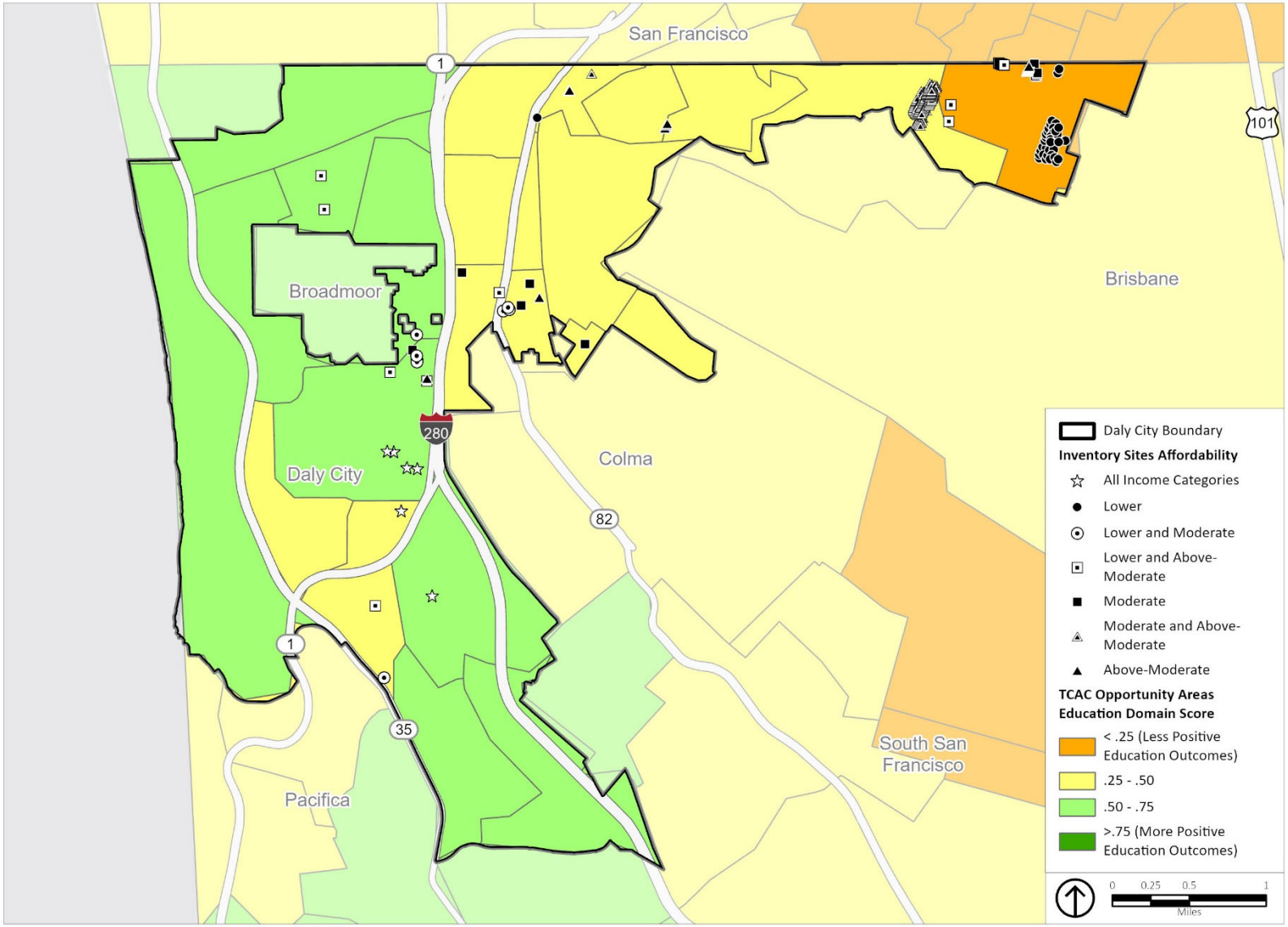
Employment. The top three industries by number of jobs in Daly City include **health and educational services, arts and recreation services, and retail**. Daly City has a lower job-to-household ratio when compared to the county (0.59 and 1.59, respectively), **indicating a shortage of jobs for the number of households that live in the city**. The city also has a higher unemployment rate—6.9 percent compared to the county's 5.9 percent.

TCAC's economic opportunity score comprises poverty, adult educational attainment, employment, job proximity, and median home value. Overall, nearly all of Daly City scores between 0.5 and 0.75, reflecting relatively positive economic outcomes. Only two tracts, one directly north of Broadmoor in the Westlake Center tract, the other entirely west of Skyline Boulevard, have **low to moderate economic opportunity scores** in the city.

Conversely, HUD's job proximity index, shown in **Figure HE-14**, shows **Daly City has the furthest proximity to jobs** in the entire county, with almost the entire city scoring below the 20th percentile on a scale from zero to 100, where 100 is the closest proximity to jobs. However, it is likely that this ranking is based on the assumptions that employment hub opportunities are the City and County of San Francisco and the San Francisco Airport.

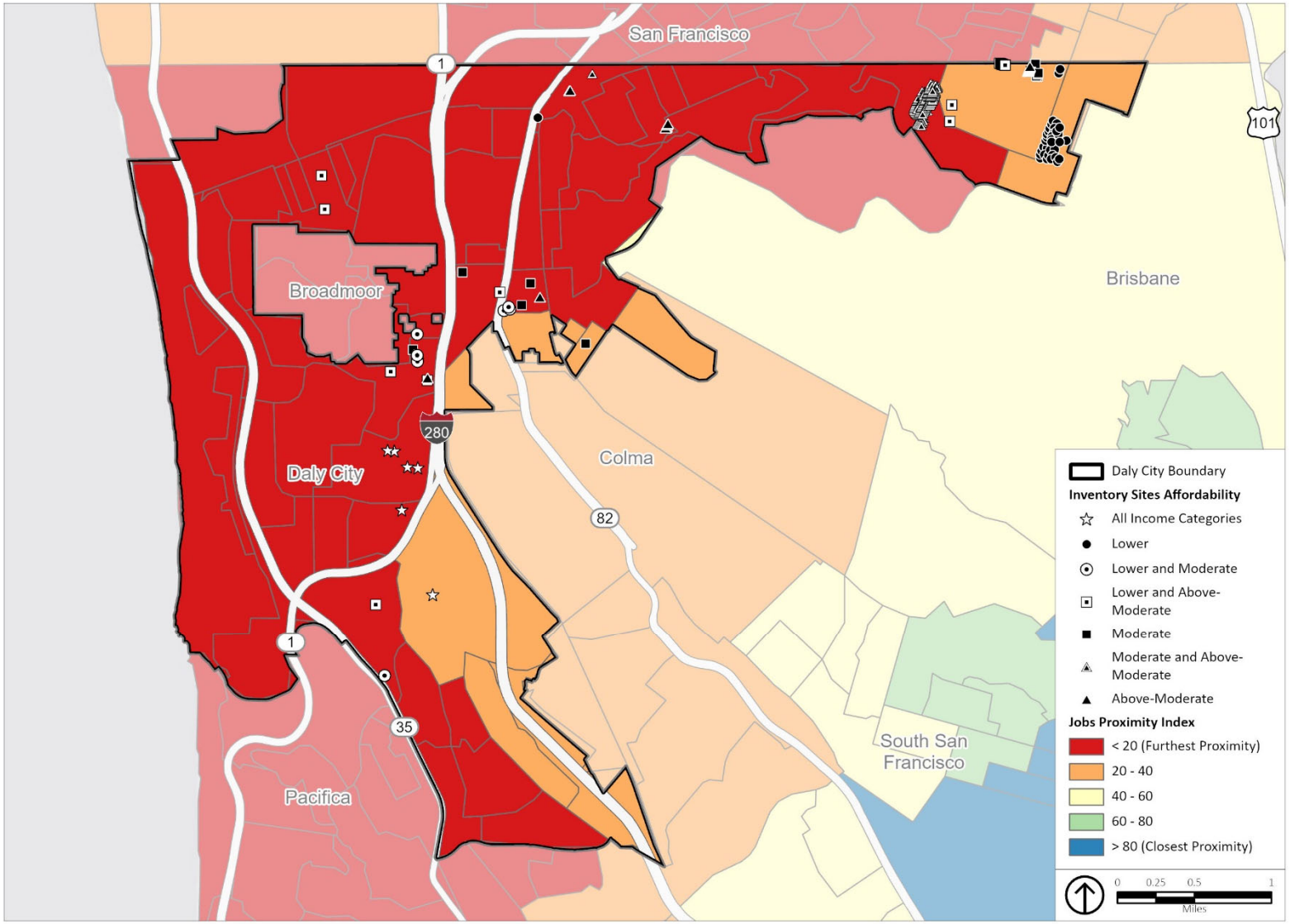
Through **Tasks 1.1 through 1.4**, the City will establish a Commercial Mixed-Use zone, and will remove the conditional use permit requirement for mixed-use development in the C-1 and C-2 zones as part of **Task 1.5**. Mixed-use development can create new job opportunities in close proximity to housing, potentially reducing the length of required commutes.

Figure HE-13: TCAC Education Score



Source: TCAC, 2021

Figure HE-14: HUD Jobs Proximity Index



Source: HUD, 2014-2017

Environment. Daly City is an urbanized area with predominantly residential and commercial uses. However, proximity to major roadways and I-280 may contribute to adverse environmental conditions.

A disadvantaged community or environmental justice community ("EJ Community") is designated by the California Environmental Protection Agency (CalEPA) as areas that fall in the 25 highest scoring census tracts for environmental pollution and other hazards, and may or may not have a concentration of low-income households, high unemployment rates, low homeownership rates, overpayment for housing, or other indicators of disproportionate housing need.[15] In February 2021, the California Office for Environmental Health Hazard Assessment released the fourth version of CalEnviroScreen, a tool that uses environmental, health, and socioeconomic indicators to map and compare communities' environmental scores. In the CalEnviroScreen tool, communities that have a cumulative score in the 75th percentile or above (25 percent highest score census tracts) are designated disadvantaged communities under SB 535.[16] CalEnviroScreen percentiles in Daly City are shown in **Figure HE-15**. The cumulative score for each census tract includes an exposure score, with a low score being a positive outcome, for each of the following:

- Ozone concentrations
- $PM_{2.5}$ concentrations
- Diesel particulate matter emissions
- Drinking water contaminants
- Children's lead risk from housing for children
- Use of certain high-hazard, high-volatility pesticides
- Toxic releases from facilities
- Traffic impacts[17]

Communities that are identified as disadvantaged communities based on their cumulative pollution exposure score are targeted for investment through the State cap-and-trade program. However, the condition of these communities poses fair housing concerns due to disproportionate exposure to unhealthy living conditions. Overall, Daly City scores relatively well on environmental outcome, with an average score in the 47.6th percentile. indicating that there are no areas that meet the criteria of a disadvantaged community or are disproportionately exposed to high levels of pollutants compared to other census tracts in the state. These scores reflect generally positive environmental conditions for residents of Daly City.

The primary indicators leading to higher scores in the city, as reported by OEHHA's CalEnviroScreen 4.0, are, in order of significance: low birth rate, linguistic isolation, diesel particulate matter (PM), lead in older homes, traffic, asthma, groundwater threats, hazardous waste, and education, all at or above the 49th percentile. In Daly City, the northern portion of the city, including the Pointe Pacific, Franciscan Park, Westlake/Westlake Northwest, Westlake South of Westmoor, and the Serramonte Center neighborhoods, and adjacent tracts to the south along I-280 to the central boundary of the city, see more positive environmental conditions compared to central areas. The most adverse environmental conditions are

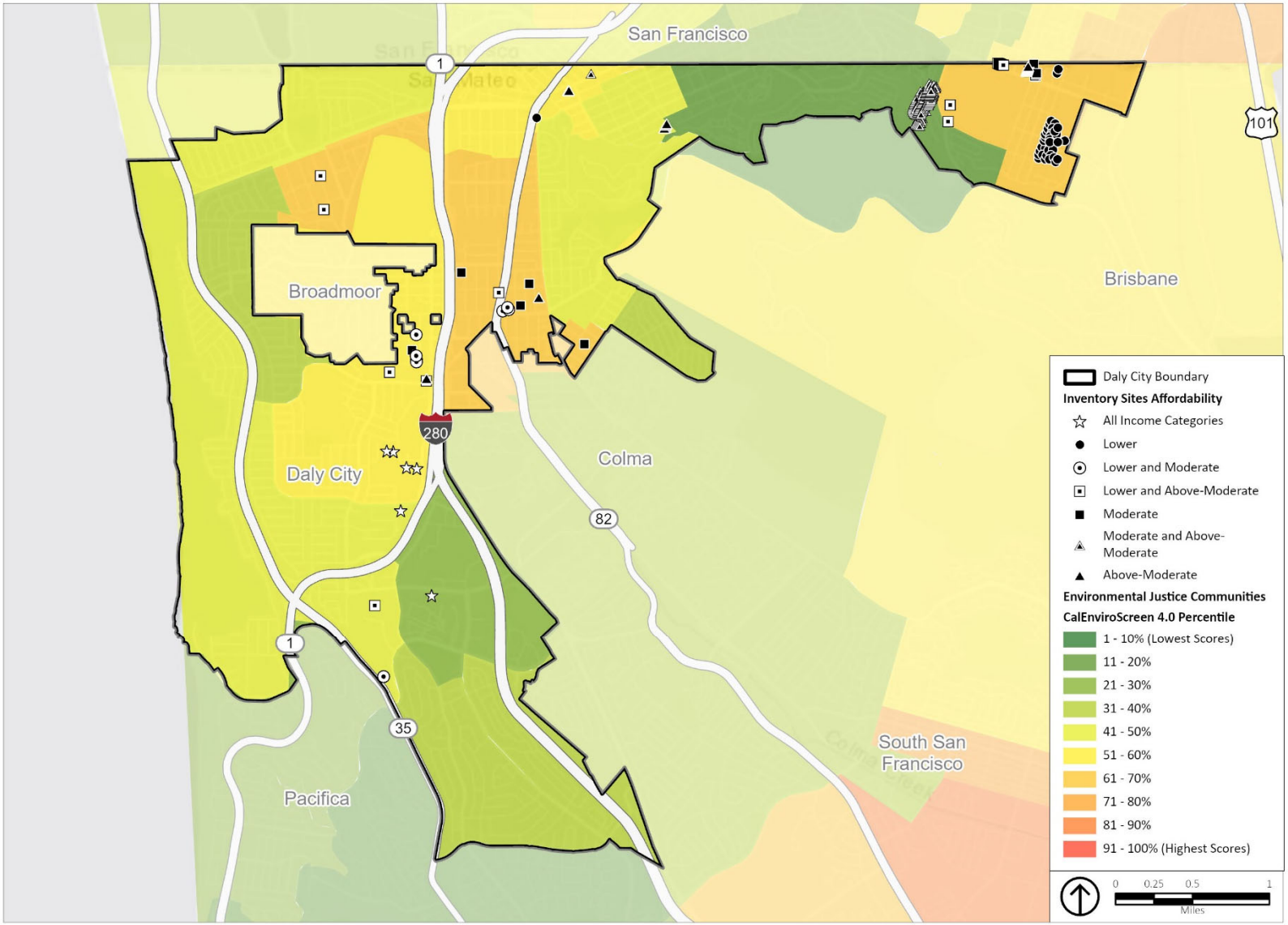
[15] California Health and Safety Code § 39711
[16] California Office of Environmental Health Hazard Assessment. *SB 535 Disadvantaged Communities*, June 2017. https://oehha.ca.gov/calenviroscreen/sb535
[17] California Environmental Protection Agency, California Office of Environmental Health Hazard Assessments. *Update to the California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0 Public Review Draft*, February 2021. https://oehha.ca.gov/media/downloads/calenviroscreen/document/calenviroscreen40reportd12021.pdf.

found in the central areas along I-280; north, east, and west of Broadmoor; in the original downtown; Westmoor and St. Franciscan neighborhoods; and the Bayshore and Cow Palace neighborhoods. The siting of affordable multifamily rental complexes largely coincides with census tracts with scores above the 50th percentile.

While Daly City is not considered an area of potential concern regarding fair housing in relation to disproportionate exposure to environmental hazards and a concentration of vulnerable populations by SB 535, I-280 runs through the center of the city, Highway 35 runs north to south through the western portion of the city, and Highway 82 parallels I-280. The locations of these major transportation corridors pose a potential environmental concern for adjacent residential areas, which may face increased exposure to traffic emissions and particulate matter. CalEnviroScreen reports that the pollution burden for diesel PM is above the 67th percentile, and traffic in these areas exceeds the 86th percentile. Further, the higher scores in these tracts are also attributed to socioeconomic factors, which generally fall above the 68th percentile, particularly cost burden, health factors, and linguistic isolation.

In San Mateo County, cumulative pollution exposure scores are relatively consistent among similarly situated suburban and urban communities. Scores increase in higher industrial areas, such as in the vicinity of the San Francisco Airport.

Figure HE-15: CalEnviroScreen 4.0 Percentile



Source: CalEnviroScreen 4.0

Disparities in access to opportunity. Data show that racial and ethnic minorities are more likely to live in low and moderate resource areas compared to non-Hispanic White residents. However, with the exception of Hispanic residents, the distribution of racial and ethnic residents in Daly City is relatively similar for those living in low, moderate, and high resource areas. While non-Hispanic White residents are more likely to live in high-resource areas, **Hispanic residents are more likely to live in low- and moderate-resource areas**.

TCAC's composite opportunity score for Daly City shows that census tracts in the northwest area of the city fall within high-resource areas while the rest of the city is in moderate-resource areas. The Social Vulnerability Index (SVI) provided by the CDC—which ranks census tracts based on their ability to respond to a disaster—includes socioeconomic status, household composition, race or ethnicity, and housing and transportation. **The central area of the city, bordered by I-280 to the west and Hillside Boulevard to the east, is most vulnerable according to the SVI**.

Daly City does not have any disadvantaged communities as defined under SB 535, where "disadvantaged communities are defined as the top 25.0 percent scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low-income populations."[18]

Disparities specific to the population living with a disability. Nine percent of the population in Daly City are living with at least one disability, compared to 8 percent in the county. The most common disabilities in the city are ambulatory (5.3 percent), independent living (4.4 percent), and cognitive (2.9 percent). The spatial distribution of Daly City residents with a disability is shown earlier in **Figure HE-7**.

Disability

"Disability types include hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty."

For the population 65 and over, the share of the population with an ambulatory or independent living difficulty increases. As mentioned above under access to transportation, San Mateo County is rapidly aging, therefore this population with a disability is likely to increase.

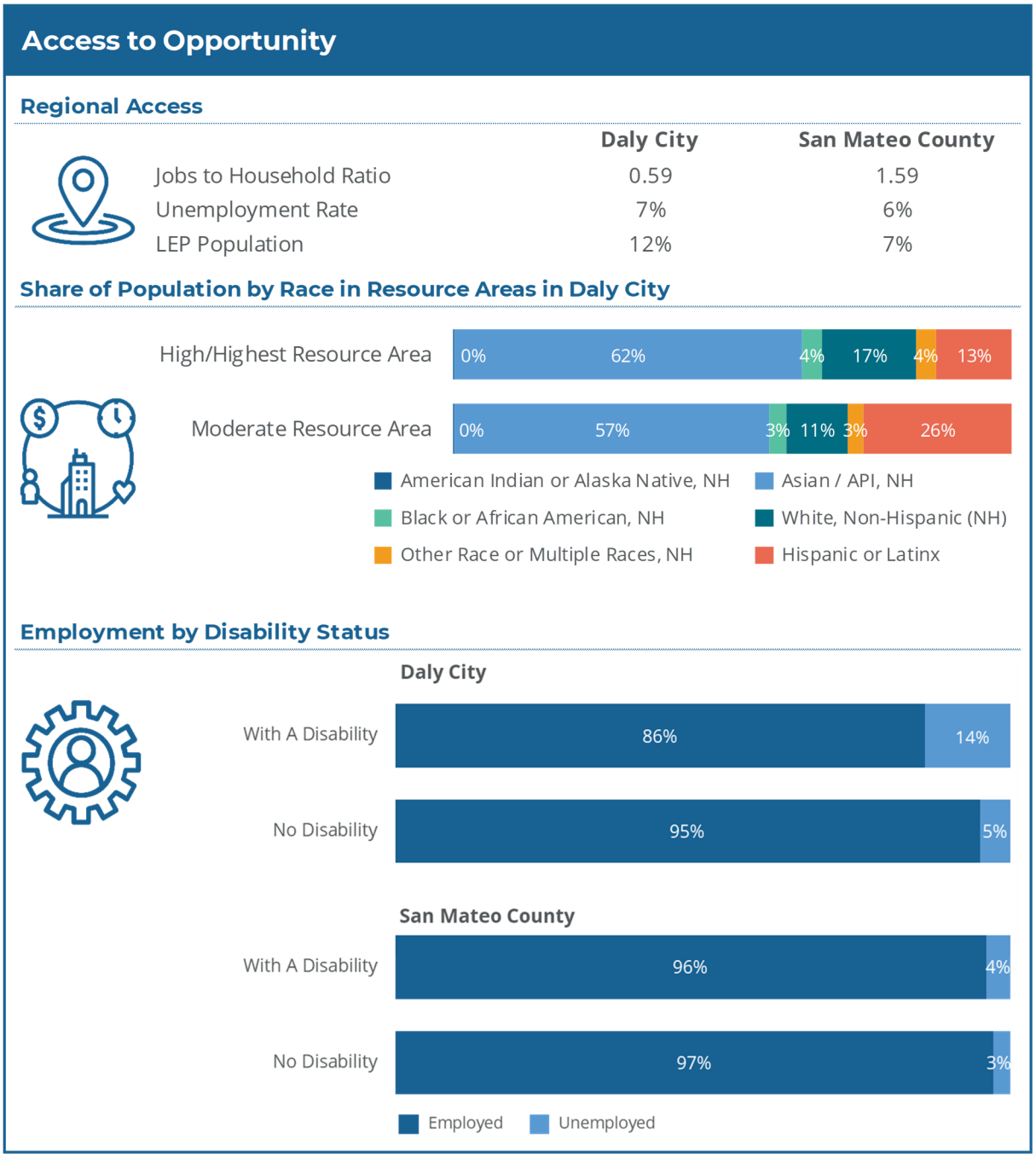
Unemployment is disproportionately high among residents living with a disability—14.0 percent compared to 5.0 percent for residents without a disability in Daly City—particularly when compared to the county where the disparity is not as high. Countywide, the unemployment rate for residents with a disability is 4.0 percent, compared to 3.0 percent for residents without a disability. High unemployment rates among this population point to a need for increased services and resources to connect this population with employment opportunities.

Residents living with a disability are primarily concentrated geographically along the I-280 corridor. This is likely due to increased transportation access and access to support services.

Source: California Department of Housing and Community Development Guidance, 2021, page 36.

[18] https://oehha.ca.gov/calenviroscreen/sb535

Figure HE-16: Access to Opportunity



Disparate Housing Needs

This section discusses disparate housing needs for protected classes, including cost burden and severe cost burden, overcrowding, substandard housing conditions, homelessness, displacement, and other considerations.

Disproportionate Housing Needs

"Disproportionate housing needs generally refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need when compared to the proportion of members of any other relevant groups, or the total population experiencing that category of housing need in the applicable geographic area. For purposes of this definition, categories of housing need are based on such factors as cost burden and severe cost burden, overcrowding, homelessness, and substandard housing conditions."

Source: California Department of Housing and Community Development Guidance, 2021, page 39.

Housing needs. Since 2000, population growth in Daly City has generally aligned with the Bay Area but lagged behind the county. Daly City experienced its most significant loss in population during the Great Recession. **Population growth slowed again from 2019 to 2020, likely due to the emergence of the COVID-19 pandemic.**

Since 2015, **the housing that has received permits to accommodate growth has largely been priced for above moderate-income households**, with 359 units permitted for above moderate-income households. **However, the city has also issued nearly 300 permits for low-income housing.** Additionally, the city has permitted 132 permits for moderate-income housing and 59 permits for very low-income housing. The Housing Needs Data Report for Daly City indicates new construction has not kept pace with demand throughout the Bay Area, "resulting in longer commutes, increasing prices, and exacerbating issues of displacement and homelessness."[19]

The variety of housing types available in the city in 2020 are predominantly single family (62.0 percent) and medium- or large-scale multifamily (24.0 percent). From 2010 to 2020, the multifamily inventory increased more than single family, and the city has a greater share of multifamily housing compared to other communities in the region.[20]

Nearly 70.0 percent of the housing inventory in Daly City was constructed from 1940 to 1979. As such, the city's units are older, lack energy efficiency, could be costly to adapt for disability accessibility, and may have deferred maintenance if households cannot afford to make improvements.

Compared to San Mateo County, the city's owner-occupied housing market has a smaller share of units priced between $1 and $1.5 million—14.0 percent of units in the city fall within this price range compared to 23.0 percent in the county. Similarly, units priced above $2 million make up less than 1.0 percent of the city's housing stock compared to 19.0 percent in the county. According to the Zillow home value index, home prices have experienced significant increases in the county.

Rents have increased at a slower pace compared to the for-sale market—however, median rents increased more rapidly from 2017 to 2019. Rent increases have likely been dampened by the COVID-19 pandemic. Compared to the county, **Daly City has fewer luxury rental units**—12.0 percent of units rent for more than $3,000 in the city compared to 22.0 percent in the county.

Cost burden and severe cost burden. **Close to half of all renter households in Daly City are cost burdened**, spending more than 30.0 percent of their gross income on housing costs, and one in five are extremely cost burdened, spending more than 50.0 percent of their gross income on housing costs. Cost burdened

[19] Housing Needs Data Report: Daly City, ABAG/MTC Staff and Baird + Driskell Community Planning, 2021.
[20] Housing Needs Data Report: Daly City, ABAG/MTC Staff and Baird + Driskell Community Planning, 2021.

households have less money to spend on other essentials like groceries, transportation, education, healthcare, and childcare. Extremely cost burdened households are considered at risk for homelessness.

A greater portion of households in Daly City (42.0 percent) struggle with cost burden compared to the county (37.0 percent). Lower-income households are more likely to experience housing cost burden. Two-thirds of households earning less than 30.0 percent AMI—considered extremely low-income households—are severely cost burdened, compared to less than 1.0 percent of households earning more than 100.0 percent of AMI.

There are **disparities in housing cost burden in Daly City by race and ethnicity and family size**. Black or African American (54.0 percent) and Hispanic households (49.0 percent) experience the highest rates of cost burden in the city. Non-Hispanic White (36.0 percent cost burdened) and both Asian and other/multiple race households (39.0 percent) experience the lowest cost burden.

Large family households—considered households with five or more persons—experience less cost burden, at a rate of 36.0 percent compared to all other households at 42.0 percent. Cost burdened renter households are primarily concentrated west of I-280 and in the northeast part of the city, just north of San Bruno Mountain State Park.

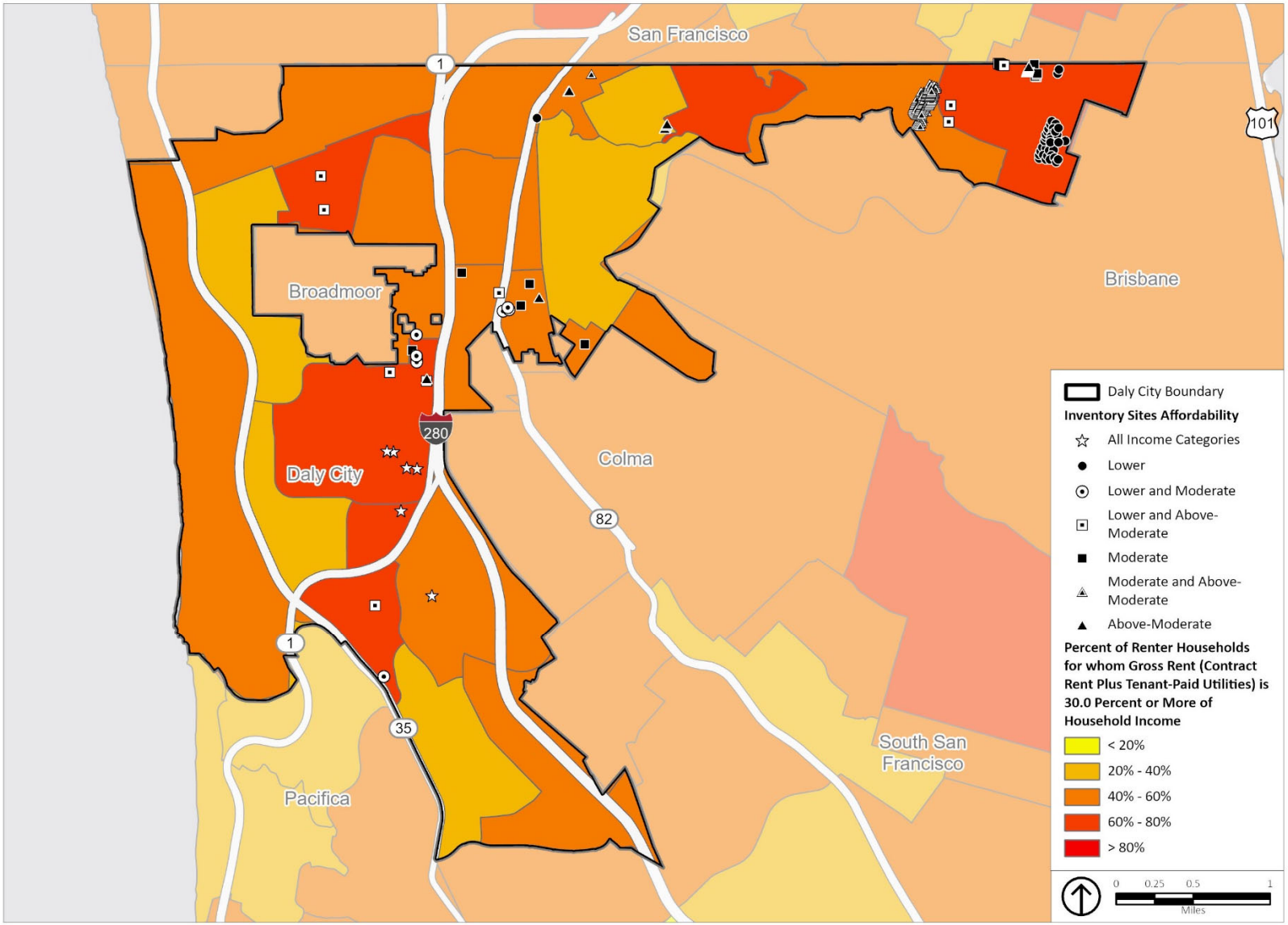
Figure HE-17 demonstrates the distribution of overpayment by renters for tracts throughout Daly City. While renters throughout the city experience housing cost burden, overpayment by renters is more severe in the Westlake Center (63.0 percent) and Campus Drive Serramonte (66.2 percent) neighborhoods, which correspond to the highest proportion of renter-occupied units in the city (at 95.0 and 82.9 percent of households respectively) as well as the highest rates of poverty and very low median incomes, between $57,275 and $71,186. In the Original Daly City and Hillside neighborhoods, 74.6 percent of households are renters and 55.4 percent are cost burdened, with median incomes in the very low-income range between $69,261 and $80,284. Additionally, although a lower proportion of households in the Westmoor Park and St. Francis neighborhoods are renters (39.2 percent), 61.6 percent pay more than 30 percent of their income toward housing costs. Median incomes range between very low in the neighborhood between Southgate Avenue and Cabrillo Highway (SR-1) adjacent to Serramonte Center, to low in the St. Francis neighborhood, with between 10.4 percent and 11.6 percent of the population earning incomes below the poverty level.

Similar overpayment conditions are found in the Bayshore Heights neighborhood, where 44.9 percent of households are renters, the median income is considered very low, and 66.3 percent of renters overpay for housing. Within the Southern Hills neighborhood, only a small proportion of households (17.0 percent) are renters and, although the median income is in the moderate category ($130,625), the majority of renters (65.8 percent) are cost burdened. In addition, in the west Hillside/Citrus Avenue and Merced Extension Triangle neighborhoods, where renters comprise between 44.0 and 50.7 percent of the households, an average of 46.0 percent of renters are cost burdened. These areas with high renter overpayment generally coincide with rates of overcrowding above 15.0 percent, with the exception of the Mission Hills neighborhood, which has a very low rate of overcrowding. Compared to neighboring cities in the county, renter occupants in Daly City experience housing cost burden at similar rates.

Figure HE-18 shows the distribution of homeowners in Daly City paying more than 30 percent of their income on housing. The intensity of housing cost burdens for homeowners is comparable to that of renters, with the majority of the city seeing homeowner overpayment rates between 40.0 and 60.0 percent. However, within the neighborhoods west of Skyline Boulevard, and north of John Daly Boulevard from the coast to the junction of SR 1 and I-280, homeowner cost burden is below 40.0 percent, correlating with predominantly single-family development, homeowner rates above 70.0 percent, moderate to above moderate median incomes, and the highest concentration of White non-Hispanic residents in the city. This area also has poverty rates between 15.0 percent and 30.0 percent, and although homeowner

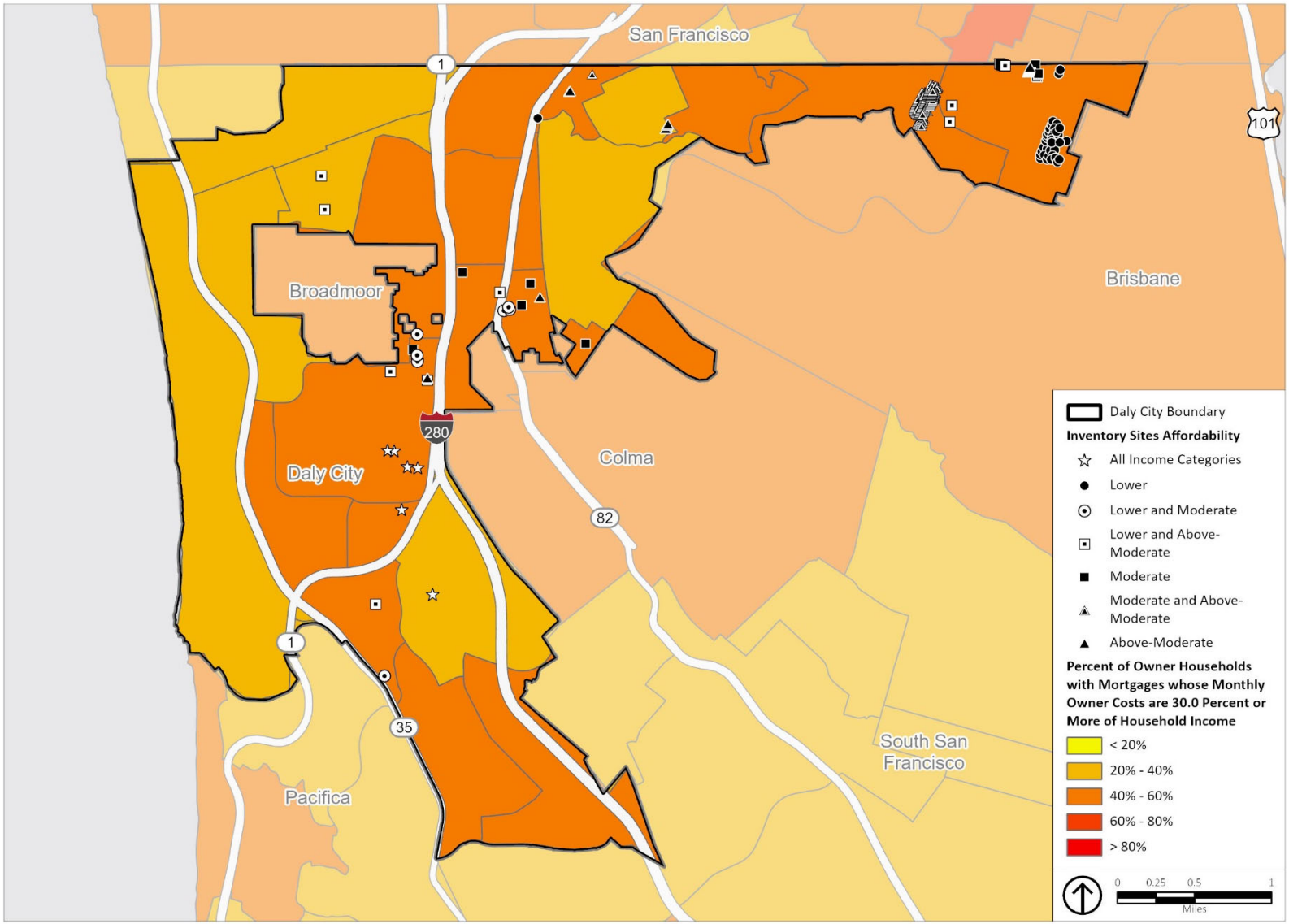
overpayment is relatively low, 50.0 percent of the small proportion of renters in these neighborhoods are cost burdened. Homeowner overpayment below 40.0 percent is also found in the Hillside Park neighborhood and the Crocker neighborhood in the vicinity of Lincoln Park, with moderate incomes and a larger proportion of Asian residents. Renters, while comprising less than 30 percent of the households in these neighborhoods, experience overpayment at similar rates. However, unlike the western area of the city, between 15.0 to 16.5 percent of households in these neighborhoods are overcrowded, which could indicate that families or household members are doubling up in order to afford their housing. Cost burden by homeownership is slightly more apparent in Daly City compared to neighboring cities such as San Carlos, Menlo Park, Redwood City, and East Palo Alto. It should also be mentioned that even in areas previously identified as being of higher income levels (upwards of $125,000), residents throughout the city still experience cost burdens regardless of occupancy type and income.

Figure HE-17: Renter Overpayment



Source: ACS, 2015-2019

Figure HE-18: Owner Overpayment



Source: ACS, 2015-2019

Overcrowding. In response to a disparity between household income and housing costs in a community, some households may not be able to buy or rent housing that provides a reasonable level of privacy and space. According to both California and federal standards, a housing unit is considered overcrowded if it is occupied by more than one person per room (excluding kitchens, bathrooms, and halls).

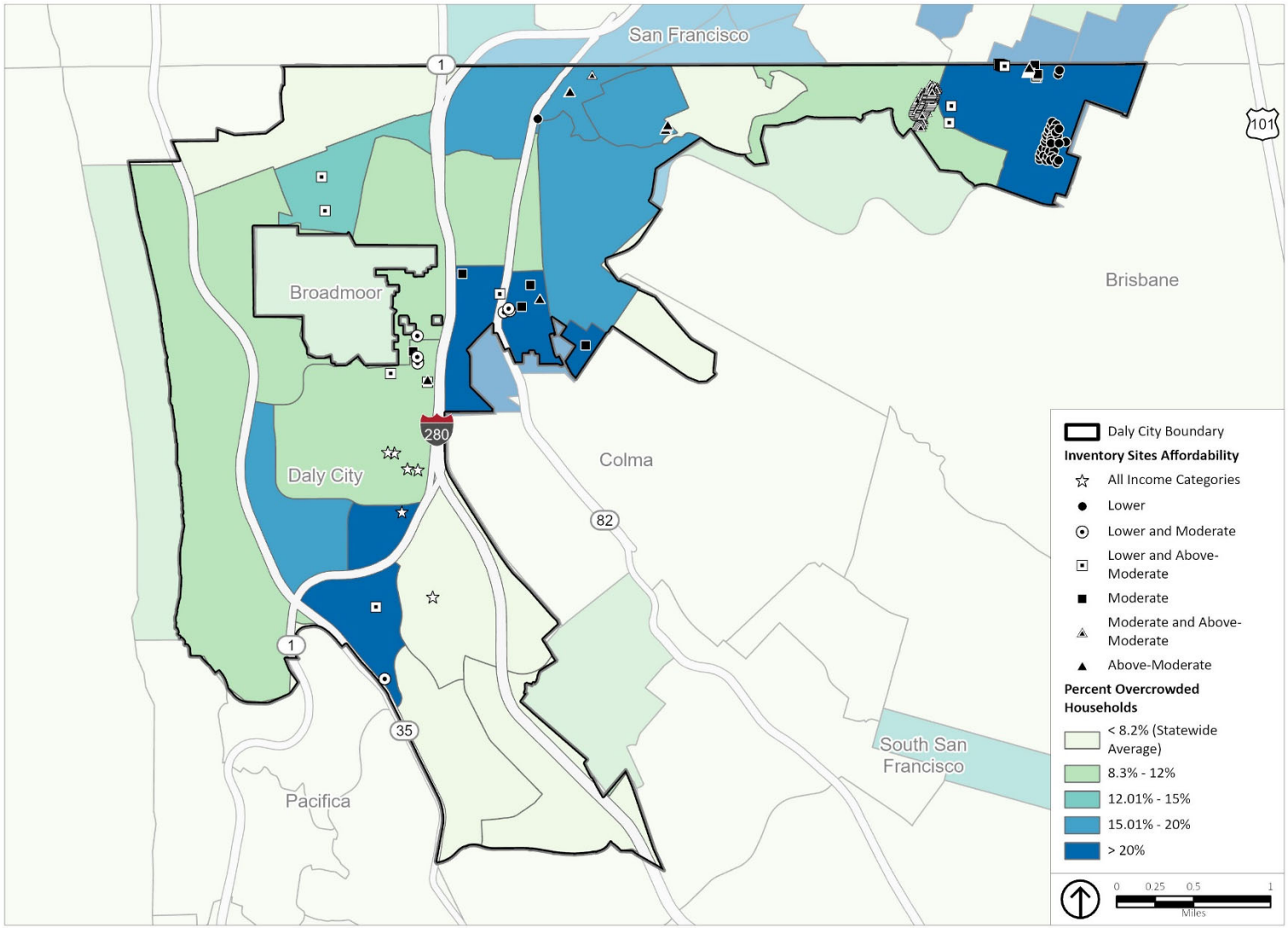
Fourteen percent of households in Daly City are overcrowded, compared with only 8.0 percent in the county. However, renter households are more likely to be overcrowded, with nearly 22.0 percent of households with more than one occupant per room compared to 8.0 percent of owner households.

As demonstrated in **Figure HE-19**, overcrowded households in Daly City are concentrated in the Westlake Shopping Center neighborhood (14.5 percent), southern St. Francis/Campus Drive and Serramonte (each at 27.9 percent), a portion of the Westmont neighborhood south of Westmoor Avenue and west of Skyline Boulevard (16.8 percent), northern Crocker (16.5 percent), Daly City BART (15.6 percent), Hillside/Pacific Pointe (15.1 percent), and Original Daly City (22.4 percent) neighborhoods. The majority of these areas have lower median incomes (**Figure HE-9, Median Household Income**) and are predominantly non-White with an Asian majority and an average of 30.0 percent Hispanic residents (**Figure HE-6, Percentage of Population Non-White**). These areas also experience higher levels of housing cost burden (**Figure HE-18, Overpayment by Homeowners,** and **Figure HE-17, Overpayment by Renters**) for both homeowners and renters, and in the northern and Westlake neighborhoods, a higher incidence of children in single female-headed households. It is likely that residents live in these areas due to the low cost of housing compared to other parts of the region or, conversely, as a result of a shortage of units to accommodate households at appropriate sizes and within their price range.

Regionally, Daly City, as well as other cities such as San Mateo, Redwood City, and East Palo Alto, has a relatively high percentage of overcrowded households in comparison to the county as a whole.

Racial and ethnic minorities are more likely than non-Hispanic White households to experience overcrowding. Hispanic (21 percent), Other/Multiple race (20 percent), and Asian (16 percent) households experience the highest rates of overcrowding. Low- and moderate-income households are also more likely to be overcrowded.

Figure HE-19: Rate of Overcrowding



Source: CHHS, 2020

Displacement. Owner households generally enjoy greater housing stability than renter households, which are more mobile. In Daly City, **21 percent of income-assisted rental units are at high or very high risk for conversion to market rate**, a total of 112 out of 528 total units in the city. In San Mateo County, 417 units are at risk—8 percent of the total assisted housing units in the county. Source: https://www.sensitivecommunities.org/.

Displacement Sensitive Communities

"According to the Urban Displacement Project, communities were designated sensitive if they met the following criteria:

- "They currently have populations vulnerable to displacement in the event of increased redevelopment and drastic shifts in housing cost. Vulnerability is defined as:
  - "Share of very low-income residents is above 20 percent

    AND
  - "The tract meets two of the following criteria:
    - "Share of renters is above 40 percent
    - "Share of people of color is above 50 percent
    - "Share of very low-income households (50 percent AMI or below) that are severely rent burdened households is above the county median
    - "They or areas in close proximity have been experiencing displacement pressures. Displacement pressure is defined as:
      - "Percent change in rent above county median for rent increases, 2014-2020

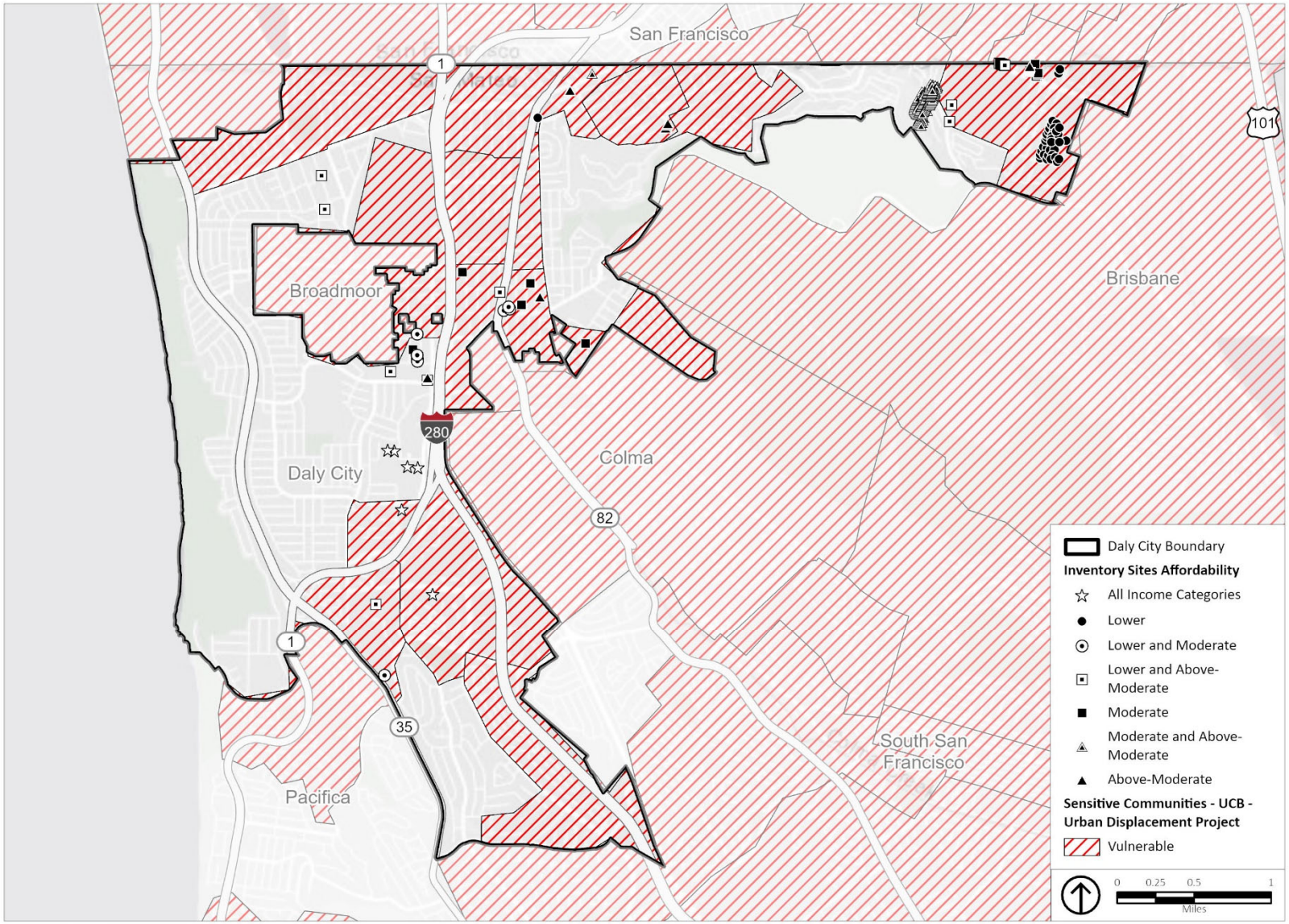
"OR

- "Difference between tract median rent and median rent for surrounding tracts above median for all tracts in county (rent gap)"

Residents of 11 census tracts in the city are vulnerable to displacement—these same tracts generally have higher shares of renter households (**Figure HE-20**). Displacement risk is not attributed to flood hazard; outside of minimal areas adjacent to the Pacific Ocean and the BART Colma Station, **there are no areas in Daly City that are included in the Special Flood Hazard Areas determined by the Federal Emergency Management Agency (FEMA) as having a 1.0 percent chance of flooding annually.**

To address various potential causes for displacement, the Housing Element includes **Task 8.1** which will protect renters from displacement caused by condominium conversions using federal, state, and local funds as available. The City will also leverage available funding to encourage the production of affordable housing and will provide technical assistance as part of **Task 9.1**. The City will continue to provide fair housing services and education to tenants and landowners to prevent housing discrimination as part of **Tasks 15.1 and 15.2**. The City will also continue to operate and support the Housing Assistance Program as part of **Task 16.1** to provide emergency financial assistance grants to eligible lower-income families, seniors, and persons with disabilities to cover housing-related emergencies.

Figure HE-20: Communities Vulnerable to Displacement



Source: UCB Urban Displacement Project, 2021

Substandard housing. Substandard housing is housing that poses a risk to the health, safety, and/or physical well-being of residents. When looking at the age of the housing stock, particularly for rental units that often require larger investment to maintain, the oldest units are located in the northern portion of the city, in the Southern Hills, Daly City BART, and Westlake Park neighborhoods. Of these neighborhoods, Daly City BART has the lowest median income ($76,413 to $ 96,691) and the highest percentage of rental units built prior to 1949. Therefore, the City has identified **Task HE 14.3** to provide rehabilitation assistance loans and target outreach regarding rehabilitation assistance in this neighborhood, and any others where there is identified rehabilitation need.

Additional data on housing condition is very limited, with the most consistent data available across jurisdictions found in the American Community Survey (ACS)—which captures units in substandard condition as self-reported in census surveys. In Daly City, renter households are more likely to have substandard kitchen and plumbing facilities compared to owner households. Generally, a low share of households are lacking kitchen or plumbing. For renters, 1.6 percent are lacking kitchen facilities while less than 1 percent are lacking plumbing. For owners, less than 1 percent are lacking either kitchen or plumbing facilities.

Through **Task 14.3** the City will continue to provide CDBG-funded residential rehabilitation loans to eligible low-income homeowners and rental property owners. Additionally, as part of **Task 23.2** the City will develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.

Homelessness. In 2022, 1,808 people were experiencing homelessness in the county, an increase of 191 persons from 2019—39.6 percent of people were in emergency or transitional shelter and the remaining 60.4 percent were unsheltered. The majority of unsheltered people experiencing homelessness were in households without children (91.2 percent). Of the households with children, 82.0 percent were residing in an emergency shelter or transitional housing; the remainder were unsheltered persons living in safe parking areas or in their vehicle.

The majority of people in adult-only households were unsheltered (72.0 percent), aged 25 or older (96.0 percent), male (73.0 percent), non-Hispanic/non-Latin (56.0 percent), White (63.0 percent), and were not considered chronic homeless (55.0 percent). **Populations that were overrepresented in the homeless population compared to the general population include residents that identify as American Indian or Alaskan Native (5.0 percent of the homeless population compared to less than 1.0 percent of general population), Black (19.0 percent of homeless, 3.0 percent of total population), White (61.0 percent of homeless, 54.0 percent of total population), and Hispanic (47.0 percent of homeless percent, 25.0 percent of population).** People struggling with chronic substance abuse (18.9 percent), severe mental illness (28.0 percent), and domestic violence (6.7 percent) represented a substantial share of the homeless population in 2022.

To better understand the impacts of the COVID-19 pandemic on homelessness, the survey administered to people experiencing unsheltered homelessness were asked whether the COVID-19 pandemic was the cause of homelessness and about their vaccination status. Among those surveyed, 15.0 percent reported that the COVID-19 pandemic caused them to become homeless. Of this subset of the population, the most common causes were loss of job (44.0 percent), eviction (10.0 percent), having their rent raised (5.0 percent), and having their work hours reduced (5.0 percent).

In Daly City in 2022, 49 unsheltered persons were counted, a decrease from 66 in 2019. The total number of sheltered homeless residents from Daly City is not included in the 2022 Point in Time count. While Daly City's population represents 14 percent of the total county, only 4.0 percent of the unsheltered population were present in the city. Demographic information is not available at the city level; however, it is reasonable to conclude that persons experiencing homelessness share similar demographics with those

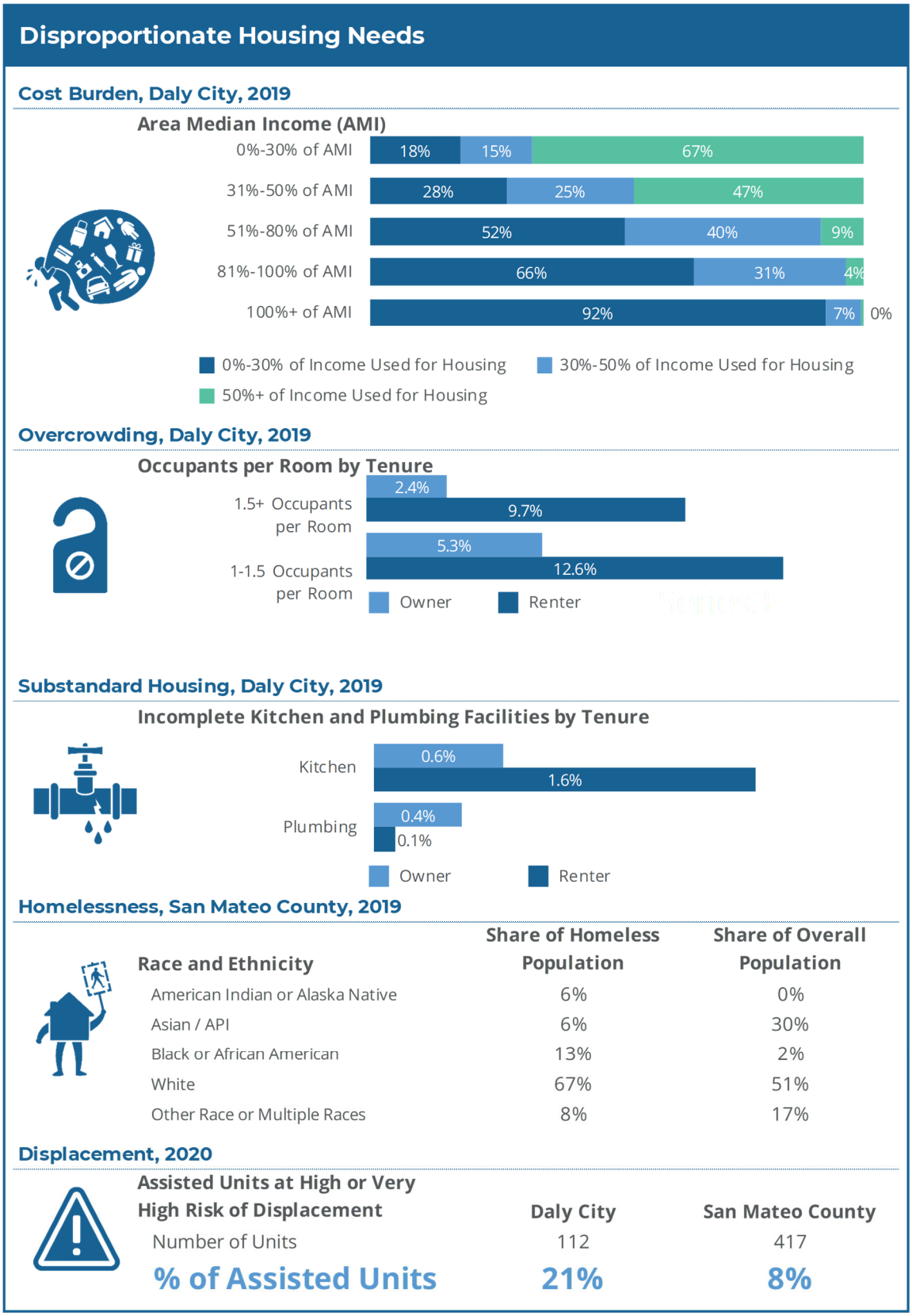
who are living in poverty and/or face severe cost burden. In Daly City, the highest rates of poverty were among Black residents (13.3 percent), American Indian residents (10.8 percent), and Other or Multiple races, including Hispanic and non-Hispanic (10.3 percent).

In Daly City, areas where homeless community members are frequently noticed are generally concentrated around Mission Plaza, Westlake Shopping Center, in front of the Walgreens on San Pedro Road, and around the bus turnaround at Top-of-the-Hill (Mission Street and John Daly Boulevard). Each of these locations is within easy walking access to transit, connecting homeless residents to services and resources they may need throughout the city and the Bay Area. Services in Daly City for homeless residents include Family Crossroads and the Daly City Community Service Center. Family Crossroads is operated by LifeMoves, a nonprofit organization aiding homeless individuals transition to stable housing. The facility is located in the Daly City BART neighborhood and provides interim housing for 15 families experiencing homelessness. The Daly City Community Service Center is located in the Broadmoor neighborhood and is one of eight core San Mateo County agencies that addresses homelessness and provides services for the population. The Center offers case management and safety net services, including rent and utility assistance, food pantry and distribution, shelter referrals, Diaper Club Program, clothing, toiletries, and household items support. All services provided by the Center are available in English, Spanish, Tagalog, Cantonese, and Mandarin.

The City will continue **Policy 19** and make referrals to home-sharing programs which can provide essential housing to those at risk of homelessness. The City will also adopt management standards for emergency shelters as part of **Task 13.1**. To ensure sufficient local shelter for those experiencing homelessness, the City will revise its zoning code to permit Transitional and Supportive Housing in compliance with State Law through **Task 13.3** and will additionally define and permit the development of low-barrier navigation centers in **Task 13.2**.

Access to mortgage loans. ***Disparities by race and ethnicity are also prevalent for home mortgage applications, particularly in denial rates. Hispanic (38 percent denial rate) and Black or African American (36 percent) had the highest denial rates for mortgage loan applications in 2018 and 2019. Conversely, non-Hispanic While (22 percent) and both American Indian or Alaska Native and Asian (25 percent) households have the lowest denial rates during the same time.***

Figure HE-21: Disporportionate Housing Needs



Other Relevant Factors

History of segregation in the region. The United States' oldest cities have a history of mandating segregated living patterns—and Northern California cities are no exception. ABAG, in its recent Fair Housing Equity Assessment, attributes segregation in the Bay Area to historically discriminatory practices—highlighting redlining and discriminatory mortgage approvals—as well as "structural inequities" in society and "self segregation" (i.e., preference to live near similar people).

This history of segregation in the region is important not only to understand how residential settlement patterns came about, but more importantly, to explain differences in housing opportunity among residents today. To summarize, not all residents had the ability to build housing wealth or achieve economic opportunity. This historically unequal playing field in part determines why residents have different housing needs today.

Researcher Richard Rothstein's 2017 book *The Color of Law: A Forgotten History of How Our Government Segregated America* chronicles how the public sector contributed to the segregation that exists today. Rothstein highlights several significant developments in the Bay Area that played a large role in where the region's non-White residents settled.

Pre-civil rights San Mateo County faced resistance to racial integration, yet it was reportedly less direct than in some Northern California communities, taking the form of "blockbusting" and "steering" or intervention by public officials. These local discriminatory practices were exacerbated by actions of the Federal Housing Administration, which excluded low-income neighborhoods, where the majority of people of color lived, from its mortgage loan program.

According to the San Mateo County Historical Association. San Mateo County's early African Americans worked in a variety of industries, from logging to agriculture to restaurants and entertainment. Expansion of jobs, particularly related to shipbuilding during and after World War II, attracted many new residents into the peninsula, including the first sizable migration of African Americans. Enforcement of racial covenants after the war forced the migration of the county's African Americans into neighborhoods where they were allowed—housing segregated into less desirable areas, next to highways, and concentrated in public housing and urban renewal developments.

Daly City is notable for its relatively small lot sizes—spurred by the development of affordable homes to accommodate demand in the post–World War II housing boom. As such, the city has been accommodating "missing middle" housing demand for many decades and continues to serve as a provider of missing-middle ownership housing for the greater region.[21]

Still, while Daly City was unique in providing homes to returning vets, public- and private-sector regulations and actions prevented purchases of those homes by buyers of color, including returning veterans. Daly City's Westlake neighborhood was financed with Federal Housing Administration guarantees that carried covenants that prevented homes from being sold to non-Whites. Recorded deeds specified that only "members of the Caucasian or White race shall be permitted" to occupy sold homes—the exception being "domestics … employ[ed] on the premises."[22] Daly City neighborhoods that did not carry such covenants were racially and ethnically diverse, and sales were made to persons of color to

[21] https://www.kqed.org/news/11882379/how-daly-city-became-one-of-the-most-densely-populated-cities-in-the-country
[22] Rothstein, Richard, *The Color of Law: A Forgotten History of How Our Government Segregated America,* 2017.

accommodate workforce needs.[23] This history explains Daly City's relative diversity, which has been maintained over time, as discussed previously.

The segregating effect of blockbusting activities is well documented in East Palo Alto. In 1954, after a White family in East Palo Alto sold their home to an African American family, the then-president of the California Real Estate Association set up an office in East Palo Alto to scare White families into selling their homes ("for fear of declining property values") to agents and speculators. These agents then sold these homes at overinflated prices to African American buyers, some of whom had trouble making their payments. Within six years, East Palo Alto—initially a "whites only" neighborhoods—became 82 percent African American. The FHA prevented re-integration by refusing to insure mortgages held by White buyers residing in East Palo Alto.

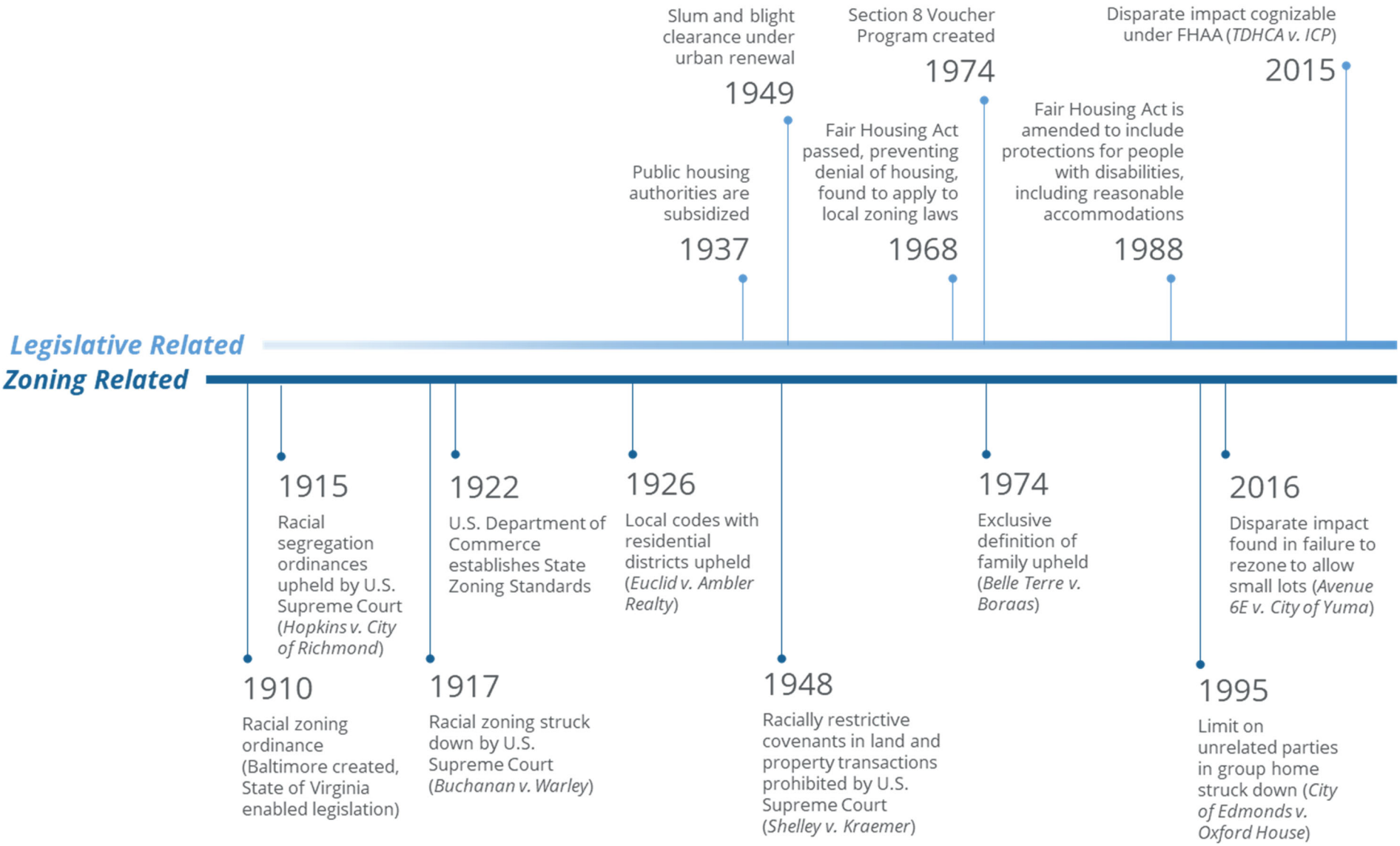
Throughout the county, neighborhood associations and city leaders attempted to thwart integration of communities. Although some neighborhood residents supported integration, most did not, and it was not unusual for neighborhood associations to require acceptance of all new buyers. Builders with intentions to develop for all types of buyers (regardless of race) found that their development sites were rezoned by planning councils, required very large minimum lot sizes, and\or were denied public infrastructure to support their developments or charged prohibitively high amounts for infrastructure.

The following timeline displays major federal acts and court decisions related to fair housing choice and zoning and land use (**Figure HE-22**). As shown in the timeline, exclusive zoning practices were common in the early 1900s. Courts struck down only the most discriminatory and allowed those that would be considered today to have a "disparate impact" on classes protected by the Fair Housing Act. For example, the 1926 case *Village of Euclid v. Amber Realty Co.* (272 U.S. 365) supported the segregation of residential, business, and industrial uses, justifying separation by characterizing apartment buildings as "mere parasite(s)" with the potential to "utterly destroy" the character and desirability of neighborhoods. At that time, multifamily apartments were the only housing options for people of color, including immigrants.

The Federal Fair Housing Act was not enacted until 1968, nearly 60 years after the first racial zoning ordinances appeared in U.S. cities. This coincided with a shift away from federal control over low-income housing toward locally tailored approaches (block grants) and market-oriented choice (Section 8 subsidies)—the latter of which is only effective when adequate affordable rental units are available.

[23] https://www.kqed.org/news/11883382/in-daly-city-the-bayanihan-spirit-is-alive-and-well

Figure HE-22: Major Public and Legal Actions That Influence Fair Access to Housing



Zoning and land use. Though exclusive and discriminatory zoning is no longer legal, current land use and zoning patterns influence neighborhood demographics, access to opportunities, and more.

The Othering & Belonging Institute, a UC Berkeley research center, published a report in 2020 analyzing the characteristics of communities in the Bay Area in relation to the proportion of single-family zoning. The research findings identified that in San Mateo County and across the Bay Area regionally, residents of cities with high levels of single-family zoning have greater access to resources, resulting in positive life outcomes. Predominance of single-family zoning aligned with higher median incomes, higher home values, more-proficient schools, and other factors that are similarly associated with the highest-resource designation in the TCAC/HCD opportunity maps. Single-family zoning predominates residential areas in the Bay Area; the average proportion of residential land zoned exclusively for single-family housing in Bay Area jurisdictions was found to be 85.0 percent. Only in two jurisdictions of the 101 surveyed (Benicia and Suisun City) did single-family zoning make up less than 40.0 percent of the jurisdiction's land area. However, access to high quality resources was greatest in jurisdictions with at least 90.0 percent of the land area designated to single-family zoning.

During the study, it was assessed that 89 percent of residentially zoned land in Daly City was zoned exclusively for single-family housing, putting it in the top 30.0 percent of jurisdictions in the Bay Area based on percentage of exclusively single-family land. All jurisdictions that had 80.0 to 89.0 percent of their land designated for single-family housing were considered moderately exclusive. In 2020, approximately 62.3 percent of Daly City's housing stock consisted of single-family homes. Of the remaining units, 24.4 percent were multifamily units in structures with five or more units, 11.6 percent were in duplex to fourplex structures, and 1.6 percent were mobile homes. While single-family zoning can create highly desirable places to live, higher entry costs associated with this housing type can pose a barrier to access for low- and moderate-income households, restricting access to economic, educational, and other opportunities that are available in higher-resource communities.

In Daly City, the R-3, R-4, and BMR zones permit higher density multifamily housing and are scattered throughout the city, though with concentrations along Mission Street and Highway 1/ Cabrillo and surrounding the Westlake Shopping Center and Serramonte Center. As described throughout this Assessment of Fair Housing, these areas tend to have more indicators of fair housing concerns, such as lower median incomes, higher rates of poverty, higher rates of overcrowding, and more. While multifamily offers valuable housing opportunities for lower- and moderate-income households, the limited and concentrated supply of suitably zoned land may result in patterns of income segregation. To combat this potential fair housing issue, the City has identified **Tasks 1.1 through 1.4** which will create new opportunities for dense housing development in the C-MU zone. As part of **Task 3.1**, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents. The City will define and permit single-room occupancy units, which can be more affordable to extremely low income households, as part of **Task 18.3**. Through **Task 1.5**, the City will amend the zoning code such that two commercial zones will permit mixed-use development by-right. The City will also encourage the development of ADUs through **Task 5.1**, which can be an affordable housing type for lower-income households.

Public Investment Patterns.

Public and private investment typically includes construction, maintenance, and improvements to public facilities, including infrastructure, acquisition of land, and major equipment. Historically, investment in the City of Daly City has been prioritized based on need and available funding, which has prevented disinvestment in any particular area of the city. However, any infrastructure or facilities in need of improvement are identified for investment in the City's 5-year Capital Improvement Plan (CIP). The CIP is funded from a variety of sources that can each be used for specific purposes. These funds are allocated to improve roadways and other transportation infrastructure, public utility infrastructure, complete

downtown projects, support affordable development, maintain parks, and other projects. Recent and upcoming projects include, but are not limited to:

- Affordable Housing:
    - 493 Eastmoor: 71-unit affordable housing project in pre-development (2023).
    - 3001 Geneva: 6 affordable townhomes developed by Habitat for Humanity. Construction completed in Spring 2022.
- Park improvements in the Bayshore neighborhood, including Bayshore Park, Bayshore Heights Park, and Linda Vista Retention Basin. This is a lower-income neighborhood with a moderate to high rate of children in single-parent, female-headed households.
- Street improvements including crosswalk and streetlight enhancements citywide to promote pedestrian safety and accessibility for all residents and visitors.

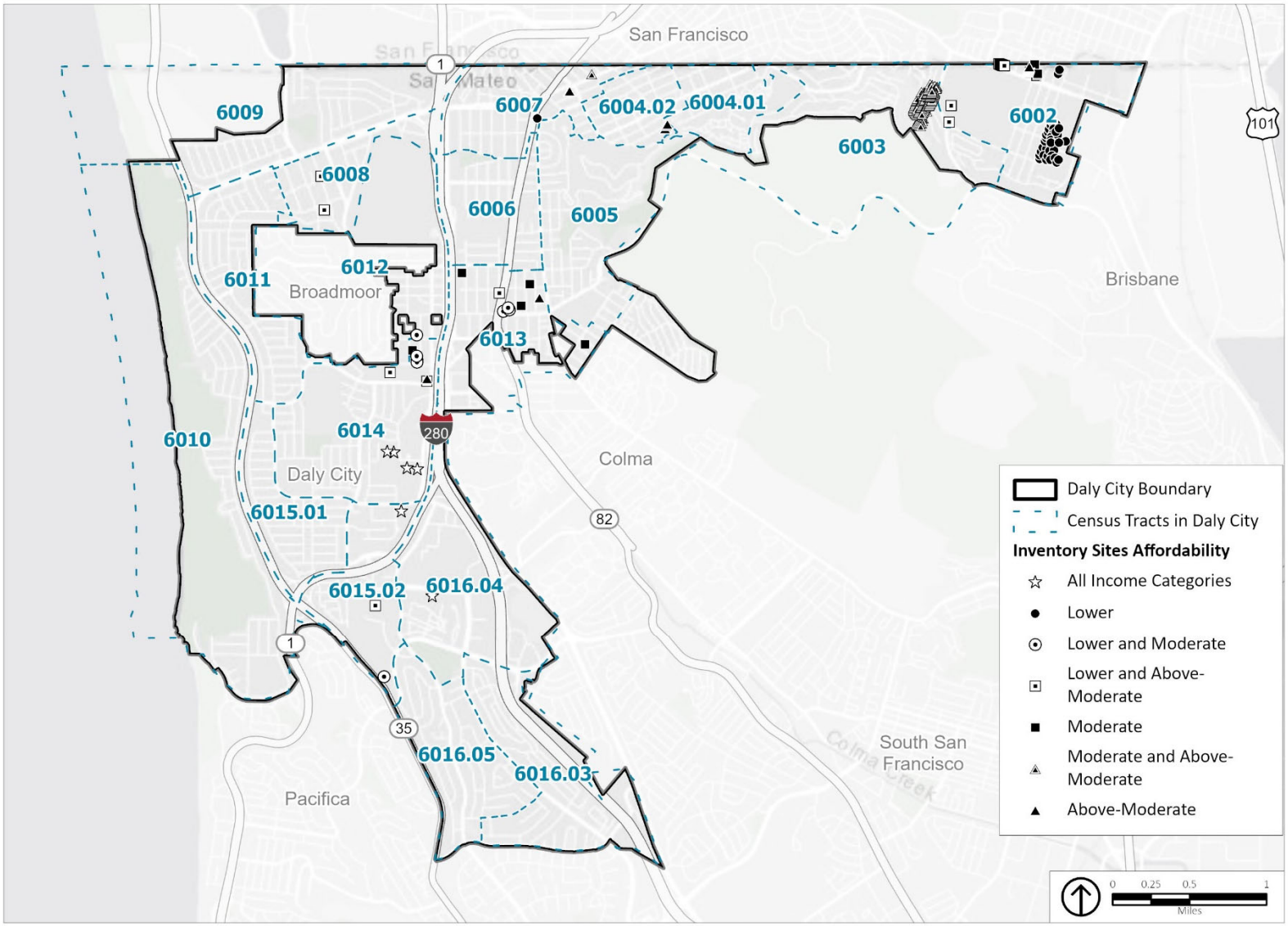
Priority is based on projects that will result in the greatest community benefit, mitigate existing issues, and address public demand and need, focusing on creating more public facilities, public safety, and recreational amenities for residents of the city. While there has not been any disproportionate investment to date, or conversely, disinvestment in any particular area of the city; the Community Development Department prioritizes use of CDBG funding for lower-income census tracts to facilitate place-based revitalization and equitable access to city amenities. Site Inventory Analysis

Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015. Under California law, AFFH means "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics."

This section includes an analysis of the Housing Element's sites inventory as compared with fair housing factors. The location of housing in relation to resources and opportunities is integral to addressing disparities in housing needs and opportunity and to fostering inclusive communities where all residents have access to opportunity. This is particularly important for lower-income households. AB 686 added a new requirement for housing elements to analyze the distribution of projected units by income category and access to high resource areas and other fair housing indicators compared to citywide patterns to understand how the projected locations of units will affirmatively further fair housing. These demographic patterns will be analyzed at the census-tract level; **Figure HE-23** shows Daly City's census tracts along with the RHNA sites inventory organized by the income levels accommodated by each site.

It is worth noting that while these factors are discussed in terms of the expected income level that each unit is expected to accommodate, many projects and sites in the inventory are expected to develop with mixed-income housing, which will help to mitigate any potential over-concentration of lower-income sites within any one area of the city.

Figure HE-23: Daly City Census Tracts



Source: US Census (2010 Decennial)

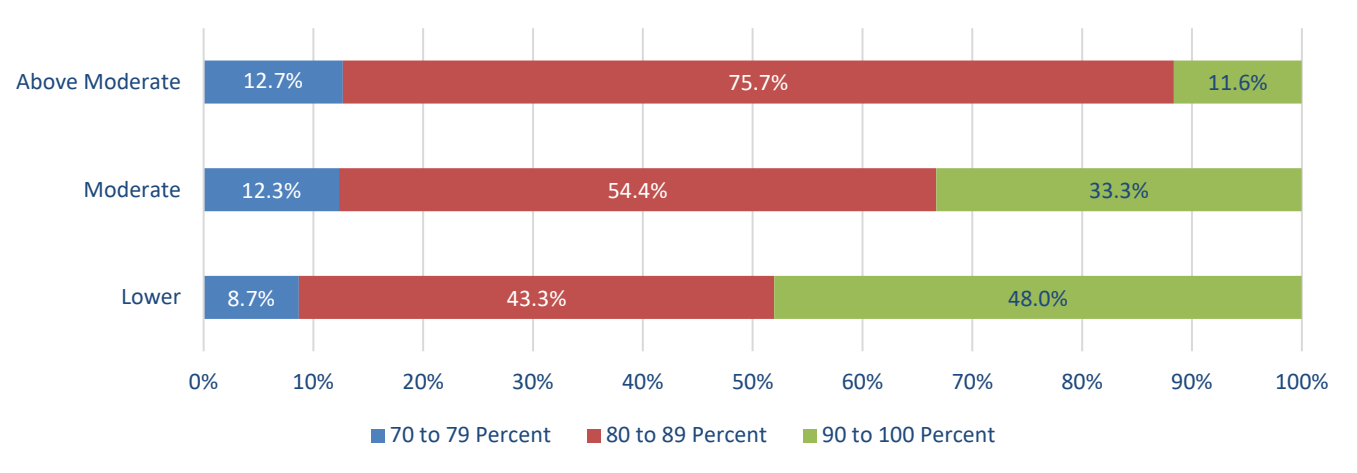
Race and Ethnicity

As is shown in **Figure HE-24**, all of the RHNA inventory sites are within census tracts where the population is at least 75 percent non-white. However, this is not reflective of segregation within the inventory sites, but instead of a higher concentration of non-white residents in the city overall. As shown in **Figure HE-24**, distribution of non-white residents is fairly even throughout the city.

Among lower-income inventory units, the highest percentage (48.0 percent) are in areas of the city where 90 percent or more of the population is non-white. A smaller but not insignificant percentage of lower-income units (43.3 percent) are within census tracts where 80 to 90 percent of the population is non-white. By comparison, while only 11.6 of the above moderate-income inventory units are expected to develop in areas where 90 percent of the population or more identify as non-white, 75.7 percent of above moderate-income units are expected to develop in areas where 80 to 89 percent of the population identifies as non-white. For the remaining inventory units, a lower percentage of the lower-income units than above moderate-income units are in areas with lower concentrations of non-white residents (8.7 percent and 12.7 percent of units, respectively). While higher-income units are better-represented in the areas with the lowest concentration of non-white community members, this is not the predominant location for above moderate-income units.

Just over half of moderate-income units in the inventory are estimated to develop in areas where 80 to 89 percent of the population is non-white. The smallest percentage of moderate-income units, 12.3 percent, are inventoried in areas where 70 to 79 percent of the population is non-white, and the remaining 33.3 percent are inventoried in areas where 90 or more percent of the population is non-white.

Figure HE-24: Percentage of the Population Non-White



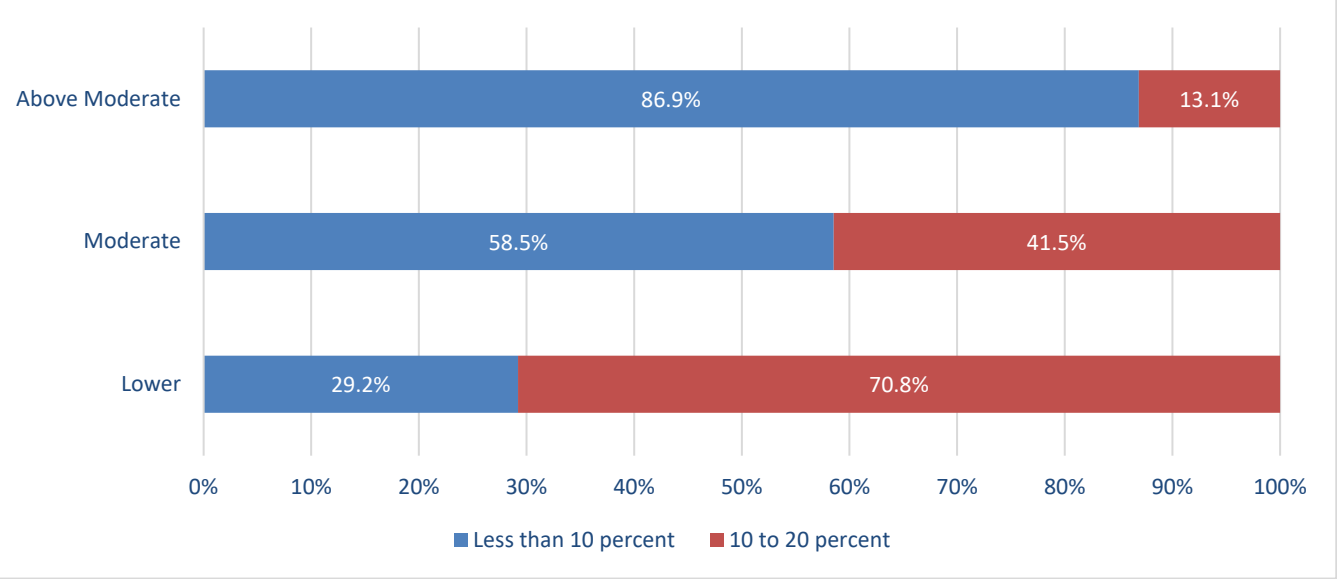
Source: ACS, 2015-2019.

Disability Status

As is shown in **Figure HE-25**, the majority of both above moderate- and moderate-income units in the RHNA inventory are expected to develop in areas where 10 percent or less of the residents report having a disability (86.9 percent of above moderate-income units and 58.5 percent of moderate-income units in these areas). In contrast, just under one-third of lower-income units (29.2 percent) are expected to develop in these areas. However, in the two census tracts with the highest percentage of residents with a disability, only 12.5 percent of residents in each tract report a disability, so the difference between the two groups of census tracts is not significant. Additionally, as shown in Figure 1-2, several of the sites in

these areas with higher levels of residents with disabilities are sites that are either currently developing as mixed-income projects or are expected to develop as mixed-income in the future.

Figure HE-25: Percentage of Inventory by Income Level, by Percentage of Residents with a Disability



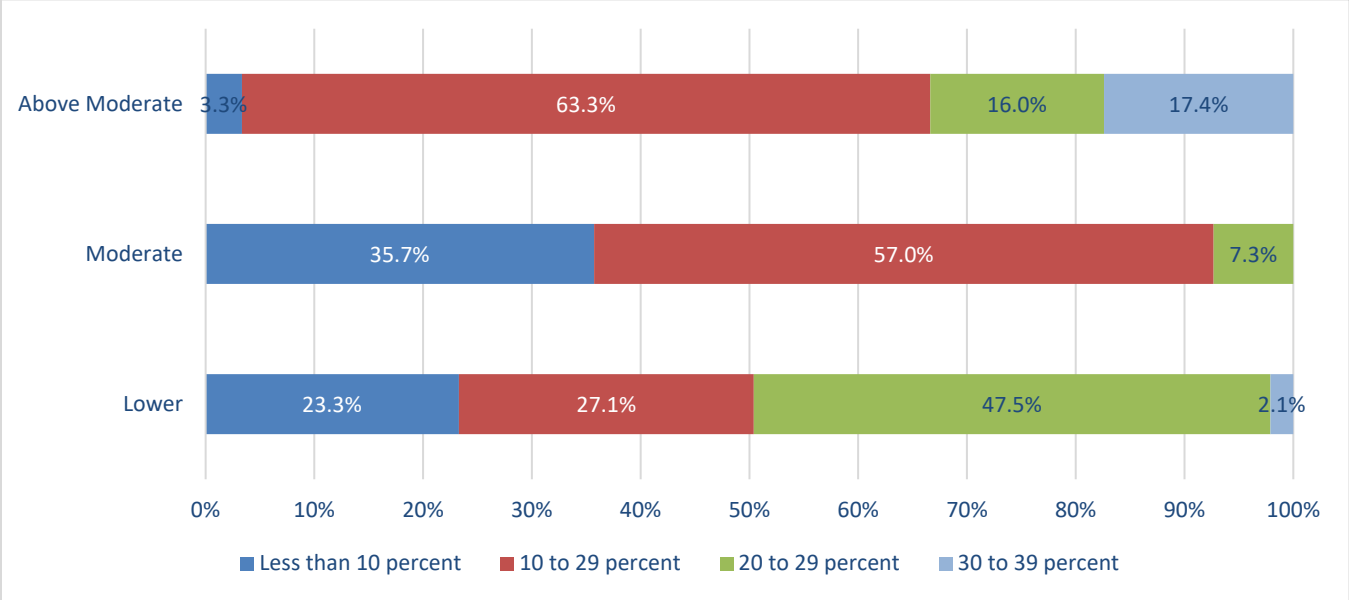
Source: ACS, 2015-2019.

Family Status

The majority of census tracts in Daly City do not have a significant population of children living within households with a single female head of household. As shown in **Figure HE-26**, areas of the city with the highest percentages of the population with this family status are in the northern parts of the city, adjacent to San Francisco. Sites in these areas include a few projects with lower-income units, such as a large affordable housing development at Midway Village, and some sites that are expected to develop for both lower- and above moderate-income households, However, there are also a large number of units in these tracts that are developing as single-family housing for above moderate- and moderate-income households.

The result of this mix of income levels within the areas with higher percentages of children in female-headed households is that 17.4 percent of above moderate-income units are expected to develop in tracts where between 30 and 39 percent of children live in female-headed households, compared to just 2.1 percent of lower-income units (see Figure 1-17). In contrast, 23.3 percent of lower-income and 35.7 percent of moderate-income units are expected to develop in areas where less than 10 percent of children live in female-headed households, compared to 3.3 percent of above moderate-income households. Because female-headed households have a higher likelihood of being lower-income, this distribution can help to prevent reinforcement of any historic overconcentration of lower-income households that may exist.

Figure HE-26: Percentage of RHNA Inventory by Income Level, by Percentage of Children in Households with Single Female Householder



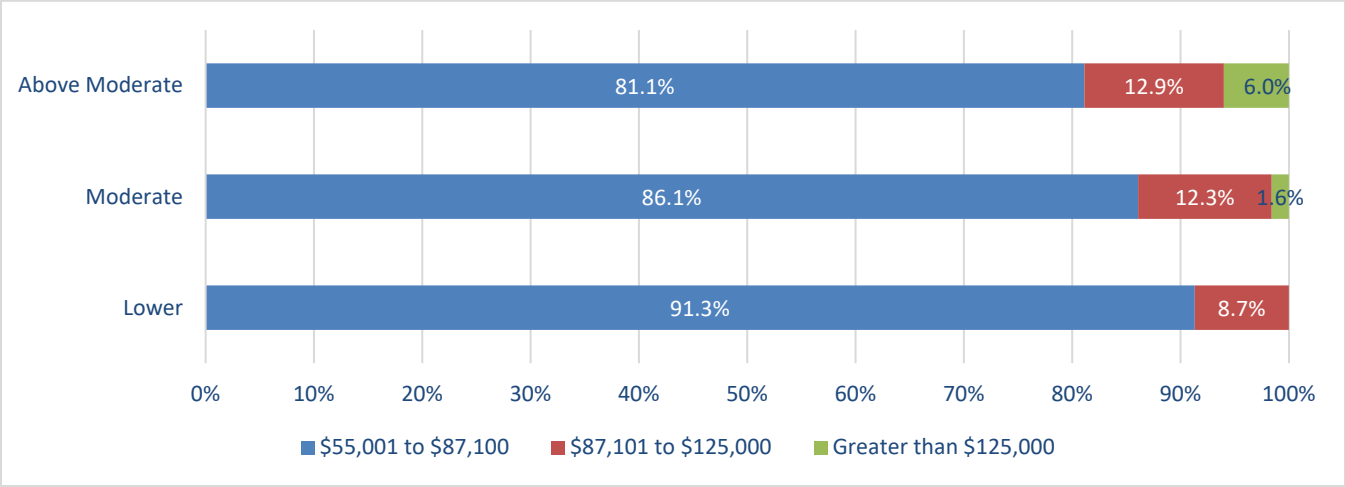
Source: ACS, 2015-2019.

Median Income

As shown in **Figure HE-27**, at the block group level, there are a few block groups with median annual incomes below $55,000. These are at three points on the eastern edge of the city. One of these block groups includes Midway Village, an all-affordable housing project, and another includes an all moderate-income project. Another set of block groups along the northern edge of the city has a median income of greater than $125,000 per year. Within this cluster of block groups is a single-family housing project that will include both moderate- and above moderate-income houses.

At the census-tract level, as shown in Figure-18, the city's RHNA inventory does not include any tracts with median incomes below $55,000 per year. This indicates that lower-income and higher-income areas of the city are relatively close together, such that they would be included in the same census tract but not the same block group. Accordingly, the majority of all units in the RHNA inventory are in census tracts with incomes between $55,000 and $87,100, the state median income. More than 80 percent of above moderate-income units (81.1 percent) and 91.3 percent of lower-income units are expected to develop in these areas, along with 86.1 percent of moderate-income units. Just over ten percent of moderate-income units (12.3 percent) are inventoried within census tracts with median incomes just above the state median, along with 8.7 percent of lower-income units and 12.9 percent of above moderate-income units. The small number of remaining sites, containing 6.0 percent of above moderate-income inventory units and 1.6 percent of moderate-income units, are in census tracts with median incomes above $125,000. This indicates that the majority of units across all income levels are expected to develop in the areas with the lowest incomes in the city, which can increase the overall amount of housing available to lower-income households without displacing them to other areas of the city.

Figure HE-27: Percentage of RHNA Inventory by Median Income Level



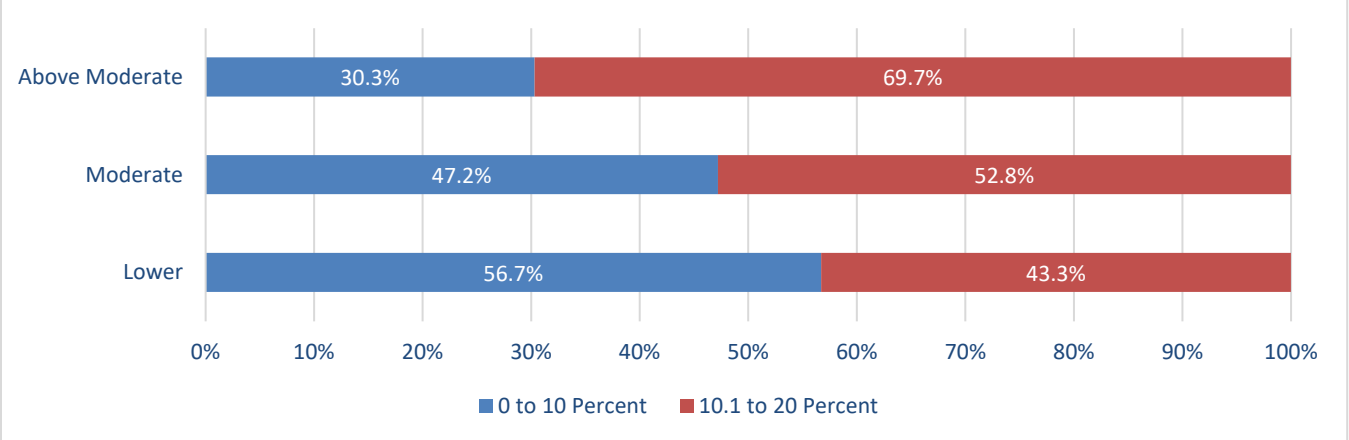
Source: ACS, 2015-2019.

Poverty Level

Daly City has relatively low levels of poverty in most of the city, as is shown in **Figure HE-28**. Most census tracts have less than 10 percent of their population living below the poverty level. Between 10 and 20 percent of the populations of three census tracts in the city have incomes below the poverty level. These are in the central part of the city. The majority of sites and projects in the RHNA inventory are mixed-income sites, so are not expected to increase the concentration of poverty in any of these tracts.

As is shown in Figure 1-19, more than two thirds of above moderate-income units in the sites inventory (69.7 percent) are in census tracts where between 10.1 and 20 percent of the population has an income below the poverty level. This will help to prevent over-concentration of lower-income households within the city. The siting of 56.7 percent of lower-income units and 47.2 percent of moderate-income inventory units within census tracts where less than 10 percent of residents live below the poverty level is also expected to create more housing mobility for lower-income households in the community.

Figure HE-28: Percentage of RHNA Inventory by Income Level, by Percentage of Population with Incomes Below the Poverty Level



Source: ACS, 2015-2019.

One Daly City census tract, 6002.00, is where 42.6 percent of the City's Housing Choice Voucher (HCV) recipients reside. This is in the Bayshore area of the city. Several mixed- and moderate-income inventory sites are within this census tract, as is the large lower-income housing project known as Midway Village. Though this project will concentrate a lot of lower-income housing units within one census tract, it is anticipated that this project will provide significantly more housing opportunities for lower-income households within their existing neighborhood as well as childcare facilities, recreation facilities, and a community center. Of the remaining census tracts where inventory sites are located, none contain more than 8 percent of voucher-holding households.

Racially or Ethnically Concentrated Areas of Poverty

As of 2019, there was one R/ECAP in Daly City, near the Westlake Shopping Center, just north of Broadmoor and west of the Lake Merced Golf Club. There are two pending projects in this area, and both are predominantly above moderate-income with a small number of lower-income units within each project. It is not expected that the development of these units will exacerbate existing concentrations of racial segregation of poverty.

Opportunity Areas

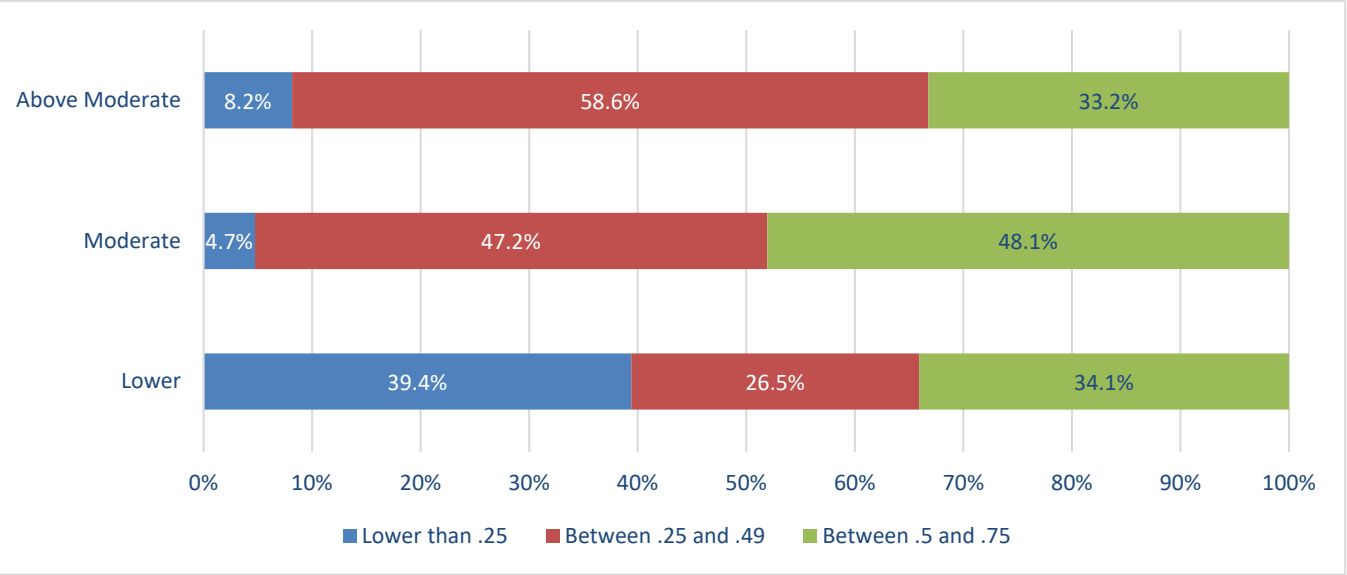
As shown in Figure 1-6, all of the sites in the RHNA inventory are in moderate-resource areas within the city per the 2021 TCAC Opportunity Areas designation. Census tracts in the inland part of Daly City are all designated moderate-resource areas, while the coastal areas are considered high-resource areas. Accordingly, no individual project is considered to over-concentrate lower-income units in lower-resource areas, nor will households in any of the lower-income inventory units be afforded notably increased access to resources as compared to other sites in the inventory.

Educational Attainment

According to the 2021 TCAC Education Domain Score, shown in **Figure HE-29**, the majority of the city has educational domain scores within the two middle quartiles of educational outcomes. However, one section of the northeast side of the city, in the Bayshore Heights area, was ranked in the lowest quartile of education outcomes statewide. The areas with the highest educational domain scores tended to be on the west side of the city, which is loosely correlated with some higher-income areas.

Because many of the sites in the RHNA inventory are in the center of the city, the majority of units in the inventory are within either the 25th to 49th percentile range or the 50th to 75th percentile range. However, there is a cluster of housing at all income levels within the Bayshore Heights neighborhood that has lower than 25th percentile educational attainment levels. Because Midway Village is in this area, a significant percentage of lower-income units in the inventory are located here; in total, 39.4 percent of all lower-income units are in this area. However, it is hoped that the childcare services provided as part of the project will improve early childhood education attainment levels. Additionally, 8.2 percent of above moderate-income units and 4.7 percent of moderate-income inventory units are sited in this area.

Figure HE-29: Percentage of RHNA Inventory by Income Level, by Educational Attainment Score



Source: TCAC, 2021.

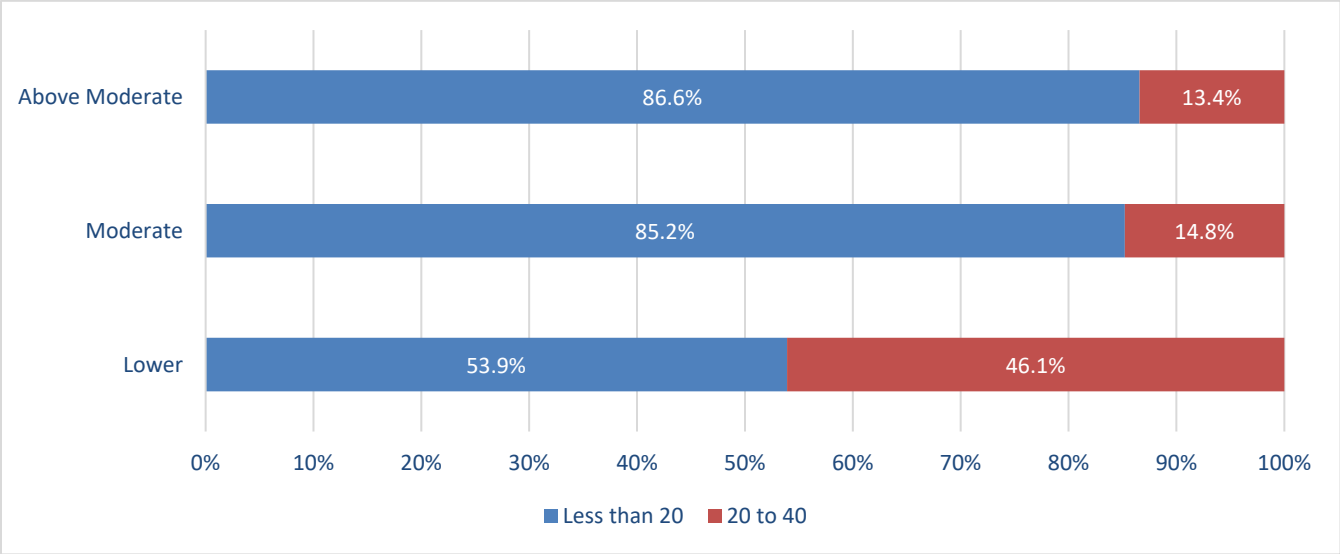
Transit Access

The majority of Daly City is within half a mile of what Caltrans classifies as a "High-Quality Transit Stop." This includes all units within the sites inventory at all income levels. These stops represent well-serviced transit routes and routes with service at least every 15 minutes during the peak period.

Jobs Proximity

Though the Bay Area is home to many large corporations that provide significant high-earning job opportunities, to access these jobs, residents of Daly City must travel significant distances. As is shown in **Figure HE-30**, HUD's jobs proximity index indicates that nearly all of the city has a proximity score of less than 20, indicating a far distance to jobs. Small areas on the eastern edges of the city, including the Bayshore Heights neighborhood, fall within the 20 to 40 score range, indicating closer proximity to job centers in the region. Just under half of the lower-income units in the sites inventory (46.1 percent) fall within this low-moderate score range of 20 to 40, primarily because of the cluster of lower-income units associated with Midway Village. Many of the remaining sites in these closer-proximity areas are mixed-income or moderate-income. As such, 14.8 percent of moderate-income units and 13.4 percent of above moderate-income units fall within this area. The present low rate of jobs proximity in the rest of the city may be improved through the development of future mixed-use projects or residential projects within mixed-use zones, of which there are many in the sites inventory.

Figure HE-30: Percentage of RHNA Inventory by Income Level, by Jobs Proximity Index

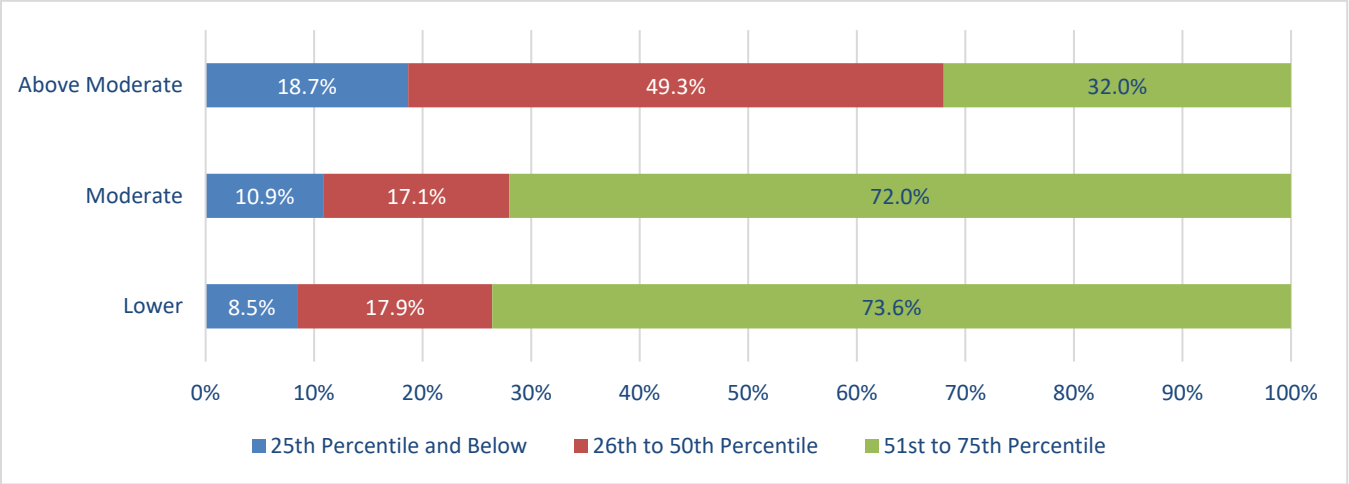


Source: HUD, 2014-2017.

Environmental

None of the census tracts in Daly City are considered disadvantaged or environmental justice communities, as designated by CalEPA under SB 535. As is shown in Figure HE-31, Daly City has moderate levels of environmental challenges throughout most of the city with some areas near the north and east sides of the city having better environmental pollution ratings. There is some clustering of lower-income sites within areas that are between the 51st and 75th percentile (Figure 1-22), in part because the Midway Village project is within an area with a score in this range. Though a number of pollution and demographic factors are considered as part of the CalEnviroScreen index, within Daly City census tracts around the SR-82 corridor and adjacent to the I-280 corridor tend to have higher scores; many mixed-income projects are located in these areas. As such, 73.6 percent of lower-income units in the sites inventory and 72.0 percent of moderate-income units are in areas with CalEnviroScreen scores in the 51st to 75th percentile, compared to 32 percent of above moderate-income units. This can create a challenging balance, as proximity to the highway can be a benefit for households that need to commute longer distances to their jobs by car. Projects farther from the highway tend to have better CalEnviroScreen scores, which includes 10.9 percent of moderate- and 18.7 percent of above moderate-income units that are in areas with CalEnviroScreen scores in the 25th percentile or better.

Figure HE-31: Percentage of RHNA Inventory by Income Level, by CalEnviroScreen Percentile

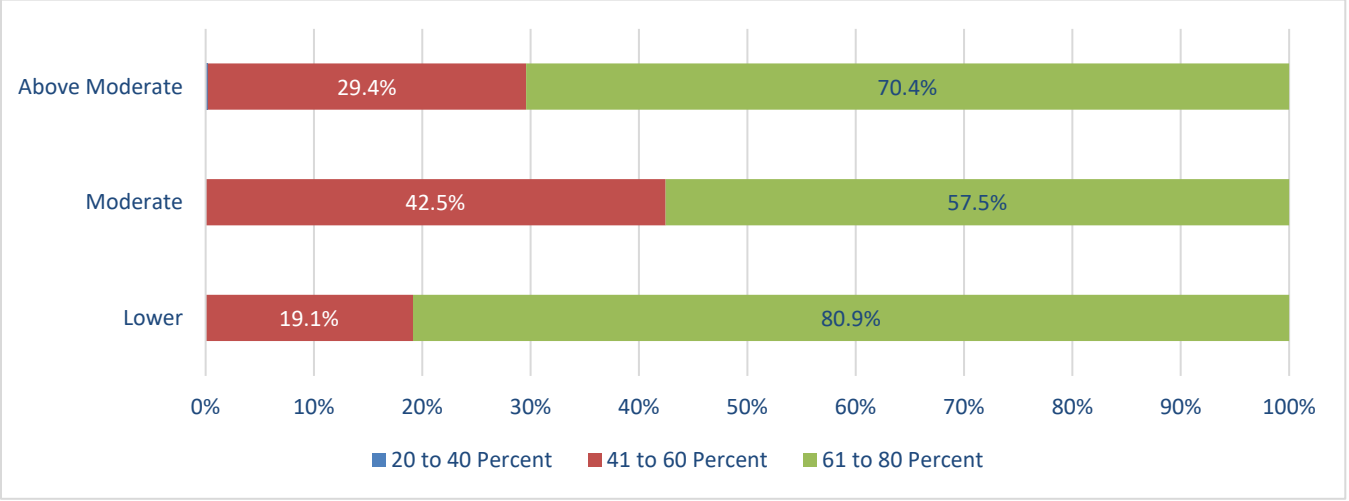


Source: CalEnviroScreen 4.0, 202.1

Overpayment

Rates of overpayment among renter households across the city, as shown in **Figure HE-32**, indicate relatively high rates of overpayment throughout much of the city. The majority of both lower- and above moderate-income units in the sites inventory (80.9 and 70.4 percent, respectively) are within areas where between 61 and 80 percent of renters currently overpay for housing (see Figure 1-23). The development of lower-income housing in these areas may provide greater opportunities for renter households overpaying for housing to seek more affordable housing opportunities within their current neighborhood. Just under half of moderate-income units in the sites inventory (42.5 percent) are in areas where between 41 and 60 percent of renters overpay for housing. Though these areas have lower rates of overpayment as compared to the areas where most lower- and above moderate-income inventory units are sited, this is not indicative of an area of over-concentration of moderate-income housing that is related to a city-level fair housing issue. Instead, it is indicative of the overall high cost of rental housing throughout the region.

Figure HE-32: Percentage of RHNA Inventory by Income Level, by Percentage of Renter Households Overpaying for Housing

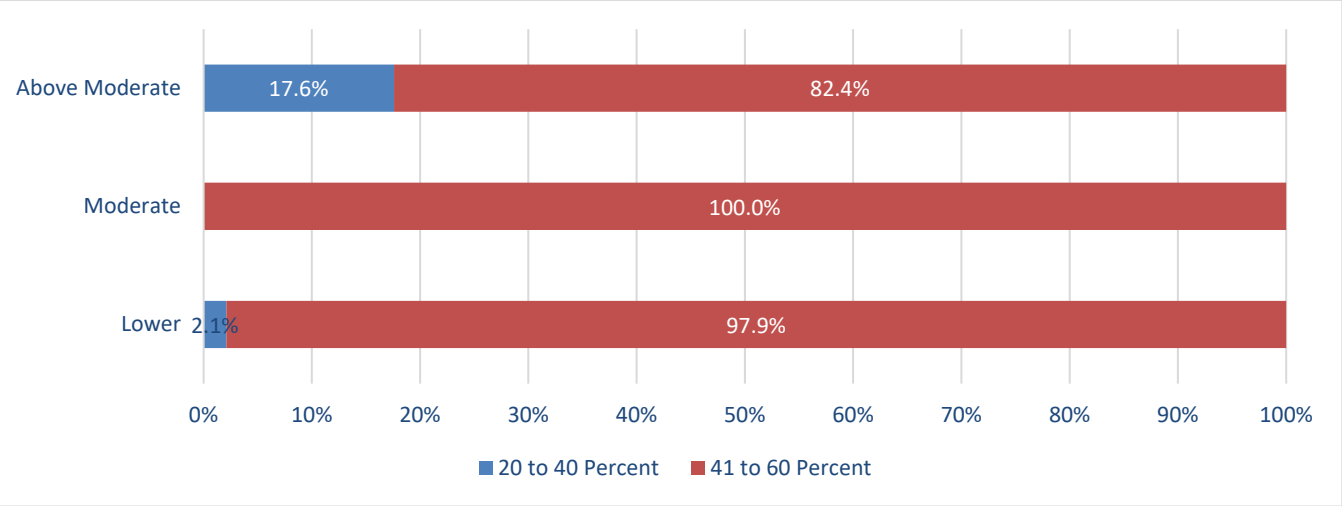


Source: ACS, 2015-2019.

Note: An additional 0.2 percent of above moderate-income households fall into the 20 to 40 percent category, but this percentage is too small to appear in the chart.

The majority of new housing development within the city over the current Housing Element period is expected to occur within census tracts where 41 to 60 percent of homeowner households pay at least 30 percent of their monthly income toward housing costs (**Figure HE-33**). A small number of units, mostly in the above moderate-income affordability category, are expected to develop in areas where only 20 to 40 percent of homeowners overpay for housing. These projects represent 17.6 percent of above moderate-income units and 2.1 percent of lower-income inventory units. This does not necessarily represent over-concentration that indicates a fair housing concern, as these areas of higher overpayment are also close to resources such as commercial areas and schools that are less proximate in areas with lower overpayment rates.

Figure HE-33: Percentage of RHNA Inventory by Income Level, by Percentage of Homeowner Households Overpaying for Housing

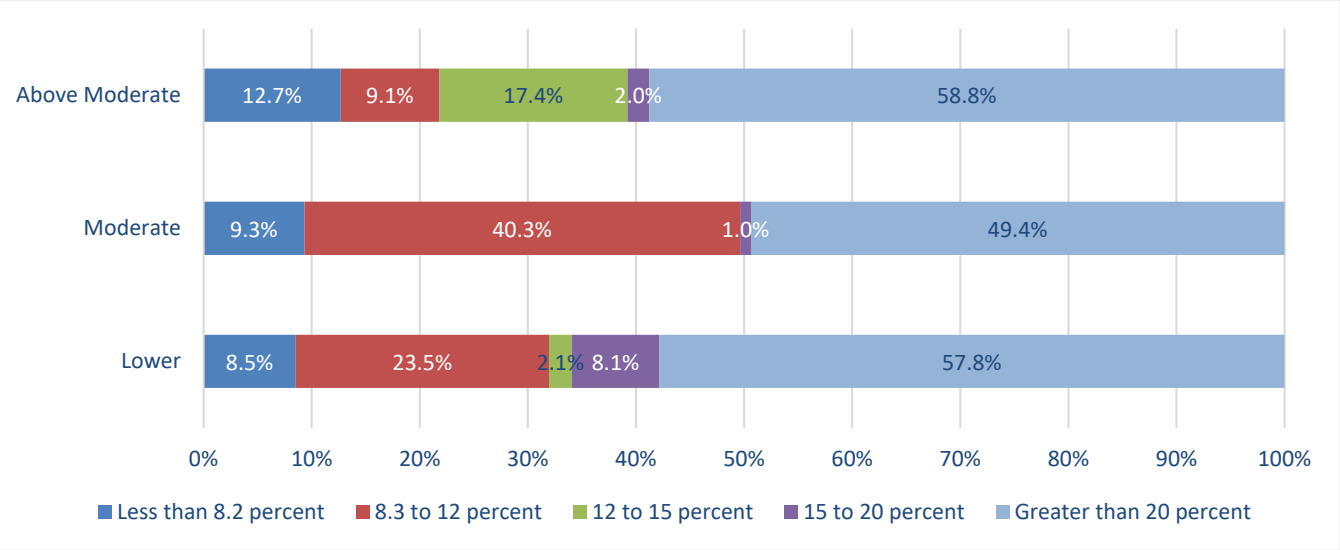


Source: ACS, 2015-2019.

Overcrowding

The rate of overcrowding within the city is higher than that of the county, with particular concentrations in neighborhoods with lower incomes such as the Original Daly City neighborhood, southern St. Francis/Campus Drive and Serramonte areas, Hillside/Pacific Pointe, part of the Westmont neighborhood, the Westlake Shopping Center neighborhood, the northern Crocker area, and the neighborhood surrounding the Daly City BART station (**Figure HE-19**). As shown in **Figure HE-34**, more than half of all lower- and above moderate-income units in the inventory (57.8 and 58.8 percent, respectively) are within areas of the city where more than 20 percent of households are experiencing overcrowding. Additionally, 49.4 percent of moderate-income units in the sites inventory are sited in areas with this rate of overcrowding. The number of inventory sites and projects within areas of above-average overcrowding rates is not indicative of disproportionate clustering in low-income areas but is related to the overall high cost of housing throughout the Bay Area. Because there are a large number of mixed-income sites and projects within the inventory, the small number of inventory sites that are in areas with a lower-than-average rate of overcrowding (i.e., lower than 8.2 percent of households) include units in multiple income levels. This includes 12.7 percent of above moderate-income units, 9.3 percent of moderate-income units, and 8.5percent of lower-income units.

Figure HE-34: Percentage of RHNA Inventory by Income Level, by Percentage of Households Overcrowded



Source: CHHS, 2020.

Vulnerability to Displacement

As is shown in **Figure HE-20**, much of the central and eastern sides of the city have been designated as communities sensitive to displacement. These areas include 76.2 percent of the lower-income units, 69.3 percent of moderate-income units, and 76.7 percent of above moderate-income units in the inventory. By encouraging the development of more housing, the City hopes to lessen the risk of displacement in these areas.

Contributing Factors and Fair Housing Action Plan

Primary Findings

This section summarizes the primary findings from the Fair Housing Assessment for Daly City regarding fair housing enforcement, outreach feedback-, integration and segregation, access to opportunity, disparate housing needs, contributing factors, and the City's fair housing action plan.

- **14.0 percent of fair housing complaints filed in San Mateo County from 2017 to 2021 were in Daly City—proportionate to the city's share of the county's population.** The most common issues cited in the city were refusal to rent and refusal to negotiate for a rental. Most complaints in the city were on the basis of familial status (4 complaints) and disability status (3 complaints).
- **Racial and ethnic minority populations generally have higher rates of poverty and lower household incomes and are disproportionately impacted by overcrowding and homelessness** compared to the non-Hispanic White population in Daly City. Additionally, racial and ethnic minorities are more likely **to live in low- and moderate-resource areas and be denied a home mortgage loan.**
    - Racial and ethnic minority populations generally have higher rates of poverty (Figure I-5) and lower household incomes (Figure I-4) compared to the non-Hispanic White population in Daly City.

- Racial and ethnic minorities are more likely than non-Hispanic White households to experience overcrowding (Figure I-12). Low- and moderate-income households are also more likely to be overcrowded.
- People who identify as American Indian or Alaskan Native, Black, White, and Hispanic are overrepresented in the homeless population compared to their share of the general population .
- Hispanic households are more likely to live in low- and moderate-resource areas than in high-resource areas (Figure I-6).
- ***Hispanic and Black or African American households have the highest denial rates for mortgage loan applications in 2018 and 2019.***

- Geospatially, **different outcomes are experienced in different parts of the city**. Areas west of I-280 are disproportionately impacted by high poverty and concentrations of cost burdened households; socially vulnerable areas are clustered around I-280 north into San Francisco; and the area east of I-280 experiences lower educational opportunity than areas west of the interstate. Collectively, the city experiences relatively positive economic and environmental outcomes and moderate resources scores, with overcrowded households distributed across the city.
  - Census tracts with higher poverty rates, between 10.0 percent and 20.0 percent, are all west of I-280 (Figure II-28).
  - Education opportunity scores are between 0.5 and 0.75 west of I-280—meaning this area has higher education scores compared to the rest of the city (Figure 1-7).
  - The city has moderate to high economic opportunity scores, between 0.5 and 0.75.
  - The city has moderately positive environmental scores, which account for $PM_{2.5}$, diesel PM, pesticides, toxic release, traffic, cleanup sites, groundwater threats, hazardous waste, impaired water bodies, and solid waste sites (Figure I-9).
  - Geospatially, the majority of Daly City falls within moderate-resource areas. (Figure I-6).
  - The Social Vulnerability Index (SVI) provided by the CDC ranks census tracts based on their ability to respond to a disaster. The areas adjacent to I-280 are the most vulnerable in Daly City according to the SVI.
  - ***Concentration (60.0 percent to 80.0 percent of households) of cost burdened households are west of I-280 and in the eastern portion of the city (Figure 1-10 and 1-11).***
  - Overcrowded households (Figure 1-12) and census tracts with populations vulnerable to displacement (Figure 1-13) are distributed throughout the city.
- ***Daly City has a slightly higher share of residents with disabilities (9 percent) compared to the county (Figure 1-2). Residents living with a disability in the city are more likely to be unemployed and are largely concentrated in areas around I-280. Finally, the aging population is putting a strain on paratransit access countywide.***
  - **Unemployment is disproportionately high among residents living with a disability—14.0 percent compared to 5.0 percent for residents without a disability in Daly City**—particularly when compared to the county .

- Hispanic and Black/African American students in Daly City—served by Jefferson Union High School District, South San Francisco Unified School District, Bayshore Elementary School District, and Jefferson Elementary School District—**experience poor educational outcomes compared to other students.** Many high schoolers in the county met admission standards for a University of California (UC) or California State University (CSU) school. However, **Black and Hispanic students in the Jefferson Union High School District were less likely to meet the admission standards, as were Hispanic and White students in the South San Francisco Unified District**.
- While Jefferson Union has the lowest dropout rates in the county—just 3.0 percent of students—**the highest dropout rates were still found among Black (7.0 percent) and Hispanic students (6.0 percent).** South San Francisco Unified had one of the highest dropout rates in the county at 9.0 percent, with **White (12.0 percent) and Hispanic (11.0 percent) students accounting for the highest rates.**
- More than **half of all renter households in Daly City are cost burdened**, spending more than 30.0 percent of their gross income on housing costs; one in three are extremely cost burdened, spending more than 50.0 percent of their gross income on housing costs (Figure 1-10). There are **disparities in housing cost burden in Daly City by race and ethnicity.**
- In Daly City, **21.0 percent of income-assisted rental units are at high or very high risk of conversion** to market rate, a total of 112 out of 528 total units in the city. Loss of these units would have a significant impact on affordability for very low-income renters.

Compared to the county and Bay Area, Daly City offers better access to homeownership due to the city's relatively large share of homes valued between $500,000 and $1 million (71.0 percent in the city versus 37.0 percent in the county and 40.0 percent in the Bay area). The city's rent distribution (Figure IV-6) is more closely aligned with the county, and Daly City has a smaller share of affordable rentals than the Bay Area overall (20.0 percent of Daly City's rental units rent for $1,500 and less per month compared to 35.0 percent in the Bay Area).

Contributing Factors

Through discussions with stakeholders, fair housing advocates, and this assessment of fair housing issues, the City identified factors that contribute to fair housing issues, as shown in **Table HE-40, Factors Contributing to Fair Housing Issues**. While the City has identified several strategies to address the fair housing issues, the most pressing issues are the:

- Presence of R/ECAP conditions and characteristics.
- Disproportionate housing needs of renters.
- Concentration of cost burdened households west of I-280 and in northeastern neighborhoods.
- Concentrations of lower-income households.
- Potential conversion of affordable housing to market rate and displacement of residents.
- Disproportionate housing needs among populations of color, especially among Hispanic and Black and African American households.

The combination of these factors presents challenges to housing and economic mobility in the short and near term for many households, particularly lower-income households. Prioritized contributing factors are **bolded** in **Table HE-40**, and associated actions to meaningfully affirmatively further fair housing related to these factors are ***bold and italicized***. Additional programs to affirmatively further fair housing are included in **Chapter 5, Goals, Policies, and Tasks**.

Table HE 40: Factors Contributing to Fair Housing Issues

Identified Fair Housing Issues	Contributing Factors	Meaningful Actions
Presence of potential R/ECAP in city	*Concentration of poverty in Westlake Shopping Center neighborhood* *89 percent of units in Westlake Shopping Center neighborhood are multifamily* *95 percent of households in Westlake Shopping Center neighborhood are renter households*	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Increased displacement risk for lower-income households	*Over half of renters are cost burdened* *Low production of affordable rental housing limits housing choices of all low-income households and has a disproportionate impact on populations of color* *Shortage of affordable rental housing*	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Concentration of cost burdened households west of I-280 and in northeastern neighborhoods	***High rates of renter-occupied housing*** ***High rates of female-headed households with children*** ***Less positive environmental scores*** ***Higher proportion of multifamily units*** ***Shortage of affordable rental housing***	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Concentrations of lower-income households	***High correlation of lower-income households in vicinity of Daly City and Colma BART stations*** ***Location of deed-restricted units*** ***Clustered zoning for higher density multifamily housing opportunities*** ***More naturally affordable housing in the Franciscan Mobile Home Park and older Original Daly City neighborhoods*** ***Lack of affordable housing in high-resource areas***	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Potential conversion of affordable housing to market rate and displacement of residents	***Affordability covenants identified to expire in 15.9 percent of deed-restricted units in planning period*** ***Limited affordable rental housing***	Task 22.1
Disproportionate housing needs among populations of color, especially Hispanic and Black and African American households	Historical actions that limited economic opportunity and homeownership Limited affordable housing High housing costs relative to wages	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3

Housing Sites Analysis

State law requires that a local Housing Element include a projection of the housing units by income category for the forthcoming planning period and that the Association of Bay Area Governments (ABAG) determine the existing and projected regional housing needs of the Bay Area as well as each city's share of that regional need. The Government Code states that, "…a locality's share of the regional housing need includes that share of the housing need of persons at all income levels within the area significantly affected by the jurisdiction's general plan." Within San Mateo County, ABAG acknowledged the formation of the subregion for the purpose of developing the Regional Housing Needs Allocation (RHNA) in 2006. Daly City, together with 20 other jurisdictions within the county, participated in the development of the RHNA identified within this section.

Regional Housing Needs Allocation

The RHNA is the State of California-required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The process is split into the following three steps.

1. Regional Determination: The California Department of Housing and Community Development (HCD) provides each region with a Regional Determination of housing need, which includes a total number of units split into four income categories. Daly City is within the region covered by ABAG. HCD provided ABAG with a Regional Determination of 441,176 units for the 6th Cycle RHNA (2023-2031). This is the total number of units that the cities and counties in the ABAG region must collectively plan to accommodate.

2. RHNA Methodology: Councils of Governments (COG), including ABAG, are responsible for developing an RHNA Methodology for allocating the Regional Determination to each city and county in the COG's region. This methodology must further specific state objectives, including, but not limited to, promoting infill, equity, and environmental protection; ensuring jobs-housing balance; and affirmatively furthering fair housing.

3. Housing Element Updates: Each city and county must then adopt a housing element that demonstrates how the jurisdiction can accommodate its assigned RHNA through its zoning. HCD reviews each jurisdiction's housing element for compliance with state law.

The City of Daly City's share of the regional housing need was determined by a methodology prepared by ABAG as part of the Regional Housing Needs Plan, adopted in December 2021. In accordance with ABAG's Regional Housing Needs Plan, the City must plan to accommodate a total of 4,838 housing units between June 30, 2022, and December 15, 2030. **Table HE-41** shows the City's RHNA by income category. Of the 4,838 total units, the City must plan to accommodate 1,336 units for very low-income households, 769 units for low-income households, 762 units for moderate-income households, and 1,971 units for above moderate-income households.

Table HE 41: Regional Housing Needs Allocation, 2023–2031

Income Category	Allocation	Percentage
Very Low*	1,336	**27%**
Low	769	**16%**
Moderate	762	**16%**
Above Moderate	1,971	**41%**
Total	**4,838**	**100%**

Source: ABAG, 2021.

Note: It is assumed that 50 percent of the very low-income category is allocated to the extremely low-income category.

Unaccommodated Regional Housing Need Allocation from the 5th Cycle

Task 6.2 in the 2015-2023 Housing Element stated that the City planned to amend the Bay Area Rapid Transit (BART) Station Area Specific Plan to redesignate the 8.7-acre Samtrans park-and-ride lot at 3501 Junipero Serra Boulevard to the Specific Plan's High Density Residential designation, and to simultaneously amend the BART Station Area Specific Plan regulations to require at least 30 dwelling units per acre for new development. This would have given the City an additional capacity of approximately 261 units that would allow for 30 units per acre and therefore be appropriate to meet a portion of the lower-income RHNA.

The City was not able to meet the rezone/redesignation deadline of 2015. However, as is described in **Table HE-42**, two alternative sites were rezoned to zones that allow at least 30 dwelling units per acre as part of projects that generated 197 units on 7.1 acres. Additionally, a residential site that was not part of the 5th Cycle Inventory was developed for residential use without a rezone. This generated 147 units on 4 acres that were not part of the inventory. As such, the need that would have been accommodated by the planned rezone was met through the alternative site rezones and project development.

Table HE 42: Alternatives to 5th Cycle Rezone to Meet Unaccommodated Need

Project	Units	Acres	General Plan Designation	Zoning	New General Plan Designation	New Zoning
Approved Project but Not in the 5th Cycle RHNA Inventory						
Midway Village Phase I	147	4.0	Residential – High Density (R-H)	R-3 Multiple Family Residential District	N/A	N/A
Rezoned Sites						
Jefferson Union High School District (JUHSD) Staff Housing	122	3.9	Commercial – Office (C-O)	Planned Development (PD-31)	Residential – High Density (R-H)	Planned Development (PD-31A)
Serra Station Townhouses (The Hub)	75	3.2	Commercial Mixed-Use (C-MU)	BC - BART Commercial	Residential – Medium Density (R-M)	PD-72
Total	**344**	**11.1**				

Source: City of Daly City, 2023.

Planned and Approved Projects

Daly City has a significant number of development projects that are seeking entitlements or that have been approved. **Table HE-43** summarizes the inventory of residential and mixed-use projects that are pending approval or that have current active entitlements. Figure HE-1 provides a map of all approved and pending projects along with the vacant and underutilized sites that will be used to meet the RHNA. Sites in this map are designated by the RHNA affordability levels that are expected to be accommodated by the site.

As of April 2023, there were an estimated 3,092 housing units in the pipeline that could meet a portion of the City's RHNA. Of these units, 974 are affordable to lower-income households, 83 affordable to moderate-income households, and 2,035 are assumed to be market rate. Affordability for lower- and moderate-income units are based on different sources, including the City's Inclusionary Zoning program, Housing Authority of San Mateo County requirements, the State Density Bonus, and public subsidies, such as HOME funds, Permanent Local Housing Allocation (PLHA), Section 8, Low Income Housing Tax Credits (LIHTC), and local Housing Trust funds.

Table HE 43: Planned and Approved Projects

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-041-280		Residential Low Density	Planned Development	18 (Total P-1 Site Area)	133 (Total P-1 Capacity)		1			
P-1	005-570-010		Residential Low Density	Planned Development				1			
P-1	005-570-020		Residential Low Density	Planned Development				1			
P-1	005-570-030		Residential Low Density	Planned Development				1			
P-1	005-570-040		Residential Low Density	Planned Development				1			
P-1	005-570-050		Residential Low Density	Planned Development				1			
P-1	005-570-060		Residential Low Density	Planned Development				1			
P-1	005-570-070		Residential Low Density	Planned Development				1			
P-1	005-570-080		Residential Low Density	Planned Development				1			
P-1	005-570-090		Residential Low Density	Planned Development				1			
P-1	005-570-100		Residential Low Density	Planned Development				1		Inclusionary Housing Ordinance (IHO)	
P-1	005-570-110		Residential Low Density	Planned Development					1		
P-1	005-570-120		Residential Low Density	Planned Development					1		
P-1	005-570-130		Residential Low Density	Planned Development					1		
P-1	005-570-140		Residential Low Density	Planned Development					1		
P-1	005-570-150		Residential Low Density	Planned Development					1		
P-1	005-570-160		Residential Low Density	Planned Development					1		
P-1	005-580-010		Residential Low Density	Planned Development					1		
P-1	005-580-020		Residential Low Density	Planned Development					1		
P-1	005-580-030		Residential Low Density	Planned Development					1		
P-1	005-580-040	Carter Street, Steve Courter Way and Martin St (Multiple Addresses in P-1 Project)	Residential Low Density	Planned Development					1		Entitled (All P-1 Parcels) This project is currently under rough grading in its entirety. Model home complex is the first vertical pending building permit approval now. With pre-sales occurring throughout the summer, construction should be under way late 23 early 24.
P-1	005-580-050		Residential Low Density	Planned Development					1		
P-1	005-580-060		Residential Low Density	Planned Development					1		
P-1	005-580-070		Residential Low Density	Planned Development					1		
P-1	005-580-080		Residential Low Density	Planned Development					1		
P-1	005-580-090		Residential Low Density	Planned Development					1		
P-1	005-580-100		Residential Low Density	Planned Development					1		
P-1	005-580-110		Residential Low Density	Planned Development					1		
P-1	005-580-120		Residential Low Density	Planned Development					1		
P-1	005-580-130		Residential Low Density	Planned Development					1		
P-1	005-580-140		Residential Low Density	Planned Development					1		
P-1	005-580-150		Residential Low Density	Planned Development					1		
P-1	005-580-160		Residential Low Density	Planned Development					1		
P-1	005-580-170		Residential Low Density	Planned Development					1		
P-1	005-580-180		Residential Low Density	Planned Development					1		
P-1	005-580-190		Residential Low Density	Planned Development					1		
P-1	005-580-200		Residential Low Density	Planned Development					1		
P-1	005-580-210		Residential Low Density	Planned Development					1		
P-1	005-580-220		Residential Low Density	Planned Development					1		
P-1	005-580-230		Residential Low Density	Planned Development					1		
P-1	005-580-240		Residential Low Density	Planned Development					1		
P-1	005-580-250		Residential Low Density	Planned Development					1		
P-1	005-580-260		Residential Low Density	Planned Development					1		
P-1	005-580-270		Residential Low Density	Planned Development					1		
P-1	005-580-280		Residential Low Density	Planned Development					1		
P-1	005-580-290		Residential Low Density	Planned Development					1		
P-1	005-580-300		Residential Low Density	Planned Development					1		

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-580-310		Residential Low Density	Planned Development					1		
P-1	005-580-320		Residential Low Density	Planned Development					1		
P-1	005-580-330		Residential Low Density	Planned Development					1		
P-1	005-580-340		Residential Low Density	Planned Development					1		
P-1	005-580-350		Residential Low Density	Planned Development					1		
P-1	005-580-360		Residential Low Density	Planned Development					1		
P-1	005-580-370		Residential Low Density	Planned Development					1		
P-1	005-580-380		Residential Low Density	Planned Development					1		
P-1	005-580-390		Residential Low Density	Planned Development					1		
P-1	005-580-400		Residential Low Density	Planned Development					1		
P-1	005-580-410		Residential Low Density	Planned Development					1		
P-1	005-580-420		Residential Low Density	Planned Development					1		
P-1	005-580-430		Residential Low Density	Planned Development					1		
P-1	005-580-440		Residential Low Density	Planned Development					1		
P-1	005-580-450		Residential Low Density	Planned Development					1		
P-1	005-580-460		Residential Low Density	Planned Development					1		
P-1	005-580-470		Residential Low Density	Planned Development					1		
P-1	005-580-480		Residential Low Density	Planned Development					1		
P-1	005-580-490		Residential Low Density	Planned Development					1		
P-1	005-580-500		Residential Low Density	Planned Development					1		
P-1	005-580-510		Residential Low Density	Planned Development					1		
P-1	005-580-520		Residential Low Density	Planned Development					1		
P-1	005-580-530		Residential Low Density	Planned Development					1		
P-1	005-580-540		Residential Low Density	Planned Development					1		
P-1	005-580-550		Residential Low Density	Planned Development					1		
P-1	005-580-560		Residential Low Density	Planned Development					1		
P-1	005-580-570		Residential Low Density	Planned Development					1		
P-1	005-580-580		Residential Low Density	Planned Development					1		
P-1	005-580-590		Residential Low Density	Planned Development					1		
P-1	005-580-600		Residential Low Density	Planned Development					1		
P-1	005-580-610		Residential Low Density	Planned Development					1		
P-1	005-580-620		Residential Low Density	Planned Development					1		
P-1	005-580-630		Residential Low Density	Planned Development					1		
P-1	005-580-640		Residential Low Density	Planned Development					1		
P-1	005-580-650		Residential Low Density	Planned Development					1		
P-1	005-580-660		Residential Low Density	Planned Development					1		
P-1	005-580-670		Residential Low Density	Planned Development					1		
P-1	005-590-010		Residential Low Density	Planned Development					1		
P-1	005-590-020		Residential Low Density	Planned Development					1		
P-1	005-590-030		Residential Low Density	Planned Development					1		
P-1	005-590-040		Residential Low Density	Planned Development					1		
P-1	005-590-050		Residential Low Density	Planned Development					1		
P-1	005-590-060		Residential Low Density	Planned Development					1		
P-1	005-590-070		Residential Low Density	Planned Development					1		
P-1	005-590-080		Residential Low Density	Planned Development					1		
P-1	005-590-090		Residential Low Density	Planned Development					1		
P-1	005-590-100		Residential Low Density	Planned Development					1		
P-1	005-590-110		Residential Low Density	Planned Development					1		
P-1	005-590-120		Residential Low Density	Planned Development					1		
P-1	005-590-130		Residential Low Density	Planned Development					1		
P-1	005-590-140		Residential Low Density	Planned Development					1		

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-590-150		Residential Low Density	Planned Development					1		
P-1	005-590-160		Residential Low Density	Planned Development					1		
P-1	005-590-170		Residential Low Density	Planned Development					1		
P-1	005-590-180		Residential Low Density	Planned Development					1		
P-1	005-590-190		Residential Low Density	Planned Development					1		
P-1	005-590-200		Residential Low Density	Planned Development					1		
P-1	005-590-210		Residential Low Density	Planned Development					1		
P-1	005-590-220		Residential Low Density	Planned Development					1		
P-1	005-590-230		Residential Low Density	Planned Development					1		
P-1	005-590-250		Residential Low Density	Planned Development					1		
P-1	005-590-260		Residential Low Density	Planned Development					1		
P-1	005-590-270		Residential Low Density	Planned Development					1		
P-1	005-590-280		Residential Low Density	Planned Development					1		
P-1	005-590-290		Residential Low Density	Planned Development					1		
P-1	005-590-300		Residential Low Density	Planned Development					1		
P-1	005-590-310		Residential Low Density	Planned Development					1		
P-1	005-590-320		Residential Low Density	Planned Development					1		
P-1	005-590-330		Residential Low Density	Planned Development					1		
P-1	005-590-340		Residential Low Density	Planned Development					1		
P-1	005-590-350		Residential Low Density	Planned Development					1		
P-1	005-590-360		Residential Low Density	Planned Development					1		
P-1	005-590-370		Residential Low Density	Planned Development					1		
P-1	005-590-380		Residential Low Density	Planned Development					1		
P-1	005-590-390		Residential Low Density	Planned Development					1		
P-1	005-590-400		Residential Low Density	Planned Development					1		
P-1	005-590-410		Residential Low Density	Planned Development					1		
P-1	005-590-420		Residential Low Density	Planned Development					1		
P-1	005-590-430		Residential Low Density	Planned Development					1		
P-1	005-590-440		Residential Low Density	Planned Development					1		
P-1	005-590-450		Residential Low Density	Planned Development					1		
P-1	005-590-460		Residential Low Density	Planned Development					1		
P-1	005-590-470		Residential Low Density	Planned Development					1		
P-1	005-590-480		Residential Low Density	Planned Development					1		
P-1	005-590-490		Residential Low Density	Planned Development					1		
P-1	005-590-500		Residential Low Density	Planned Development					1		
P-2	008-082-160	305 Eastmoor Avenue	Residential Medium-Low Density	Sullivan Corridor – Residential High Density (SC – R-H)	2.38	56	6	0	50	IHO	Under construction. Building permits issued July 22, 2022.
P-3	006-254-030	141 Third Avenue	Residential Medium Density	R-3 Multiple-Family Residential	0.71	15	0	0	15		Approved April 24, 2023. Next step is application for building permits.
P-4	004-243-130	717 Templeton Avenue	Residential – Low Density	R-1 Single-Family Residential	0.36	4	0	0	4		Approved. Building permit application submitted.
P-4	004-243-160		Residential – Low Density	R-1 Single-Family Residential							
P-4	004-243-170		Residential – Low Density	R-1 Single-Family Residential							
P-4	004-243-140		Residential – Low Density	R-1 Single-Family Residential							
P-5	008-082-180	1784 Sullivan Avenue	Commercial - Service	Commercial - Service		14	0	0	14		Approved March 2023 (AB 2097 used).

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-6	008-082-200	493 Eastmoor Avenue	Commercial Mixed-Use	Commercial - Service	0.37	72	72	0	0	Seven due to Affordable Housing Ordinance (AHO) requirements. All because of HOME-R. PLHA, Project-based Section 8, Tax Credits, and the City Housing Trust Fund	Entitled. This project is currently in building permit plan check. Assuming funding availability, construction is likely to commence Q1 2024.
P-7	004031260	6098 Mission Street	Commercial Mixed-Use	C-1 Light Commercial	0.25	36	0	7	29	Inclusionary Housing Ordinance (IHO) - Ownership	Approved. Project has building permits ready to issue.
P-8	005-050-240	1 Carter Street	Commercial Mixed-Use	C-1 Light Commercial	12.5	262	262	0	0	Inclusionary Housing Ordinance (IHO) and housing site, stated in pre-app. Bridge Housing project.	Pre-Application. Site plan in process. Bridge Housing project.
P-8	005-380-020	1 Carter Street	Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-010	2321 Geneva Avenue	Commercial Mixed-Use	C-1 Light Commercial	0.48	185	34	0	151	Inclusionary Housing Ordinance (IHO) and State Density Bonus.	Approval pending June 2023.
P-9	005-061-020		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-030		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-040		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-050		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-060		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-070		Commercial Mixed-Use	C-1 Light Commercial							
P-10	002170230 (Portion)	10 Park Plaza Drive	Commercial Mixed-Use	Planned Development	1.95	179	18	0	161		Approved. Initial project approval pre-dates Affordable Housing Ordinance, but 10% affordable to low income.
P-11	002-201-140	99 Southgate Avenue	Commercial Mixed-Use	Planned Development	1.93	214	21	0	193	Inclusionary Housing Ordinance (IHO)	This project was approved in April 2017. No building permit submittal yet.
P-12	005-064-250	2665 Geneva Avenue	Commercial Mixed-Use	Planned Development	1	9	1	0	8	Inclusionary Housing Ordinance (IHO)	This project was approved in Spet. 2022. No building permit submittal yet.
P-13	091-211-230	699 Serramonte Boulevard		Planned Development	18.1	1150	150	0	1000	Proposed development agreement, Inclusionary Housing Ordinance (IHO)	Negotiating development agreement. Phased project. Rezones completed.
P-14	005-330-020	45 Midway Drive	Residential - High Density	R-3 Multiple-Family Residential	15	408	408	0	0	Housing Authority of San Mateo County requirement	4 phases, Phase 1 completed. Design review is needed for the remaining 4 but all approved. Phase 1 of 147 already
P-14	005-330-030		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-040		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-050		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-060		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-070		Residential - High Density	R-3 Multiple-Family Residential							

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-14	005-330-080		Residential - High Density	R-3 Multiple-Family Residential							constructed, 555 in the total project.
P-14	005-330-090		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-100		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-110		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-120		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-130		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-140		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-150		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-160		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-190		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-200		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-210		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-220		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-230		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-240		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-250		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-260		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-270		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-280		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-290		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-300		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-310		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-340		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-350		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-360		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-420		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-430		Residential - High Density	R-3 Multiple-Family Residential							
P-15	005-064-290	55 Calgary Street	Commercial - Retail and Office	Planned Development	0.34	7	0	0	7		In plan check
P-15	005-064-300		Commercial - Retail and Office	Planned Development							
P-15	005-064-310		Commercial - Retail and Office	Planned Development							
P-15	005-064-320		Commercial - Retail and Office	Planned Development							
P-15	005-064-330		Commercial - Retail and Office	Planned Development							
P-15	005-064-340		Commercial - Retail and Office	Planned Development							
P-15	005-064-350		Commercial - Retail and Office	Planned Development							
P-16	004-050-200	6225 Mission Street	Commercial Mixed-Use	C-1 Light Commercial		8	0	0	8		Pending application
P-16	004-050-190		Commercial Mixed-Use	C-1 Light Commercial							
P-17	006-244-080	7310 Mission Street	Commercial Mixed-Use	C-1 Light Commercial		17	2	0	15	Inclusionary Housing Ordinance	Entitled (approved May 2022). In plan check.
P-18	091-247-080	525 Serramonte Boulevard	Residential – High Density	R-3 Multiple-Family Residential	4.67	323	0	65	258		This project was approved in November 2018. No building permit submittal yet.
					TOTALS	**3,092**	**974**	**83**	**2,035**		

Source: City of Daly City, May 2023

Note: Sites with multiple parcels include site unit totals within the first parcel row. In Site P-1, 11 of the site's 133 units will be designated as affordable to moderate-income households; however, these may be different parcels within the site than the parcels indicated in this table.

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Sites Inventory and Analysis

State law requires each jurisdiction to demonstrate that sufficient land is zoned to provide housing capacity that is adequate to meet the RHNA for each income level. To determine housing capacity, City staff conducted a comprehensive inventory in March 2023 of all vacant and nonvacant developable land within the city limits that is zoned to allow for housing and available to develop within the Housing Element planning period. This section describes the methodology used to calculate the housing capacity on developable housing sites.

Figure HE-35 maps each site in Daly City's sites inventory that could accommodate a portion of the RHNA. **Table HE-46, HE-47, and HE-48** include a parcel-by-parcel listing of the vacant and underutilized sites that can accommodate portions of the RHNA. All sites are served by or planned to be served by infrastructure, with no constraints identified that would reduce capacity.

Sites Identified in Previous Housing Element

Pursuant to California Government Code Section 65583.2(c), a non-vacant site identified in the previous planning period and a vacant site that has been included in two or more previous consecutive planning periods cannot be used to accommodate the lower-income RHNA. An exception is if the site is subject to an action in the Housing Element requiring rezoning within three years of the beginning of the planning period to allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower-income households.

Sites 3, 4, and 7 have been included in the past two Housing Element cycles and are subject to California Government Code Section 65583.2(c). Sites 12, 14, and 15 are underutilized and were included in the last Housing Element cycle. The City has included Housing Element **Task 6.3**, which commits the City to allowing residential use by right on sites consistent with Government Code Section 65583.2(c), for housing developments in which at least 20 percent of the units are affordable to lower-income households.

Sites Appropriate for Lower-Income Housing

Housing element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households are sufficient to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; or (2) use default density standards deemed adequate to meet the appropriate zoning test. According to state law (California Government Code Section 65583.2(c)(3)(B)), the default density standard for Daly City is 30 dwelling units per acre. Default densities are established using population-based criteria, as detailed here:

- Incorporated cities within non-metropolitan/rural counties and non-metropolitan counties with micropolitan areas (15 units or more per acre)
- Unincorporated areas in all non-metropolitan counties (10 units or more per acre)
- Suburban jurisdiction (20 units or more per acre)
- Metropolitan jurisdictions (30 units or more per acre).

The City of Daly City falls into the Metropolitan Jurisdiction category, and will be using its R-2, R-3, Commercial-Mixed Use, and C-1 zones to meet the lower-income RHNA. All of these zones permit densities of 30 or more units to the acre.

Realistic Development Capacity Assumptions

This Housing Element uses the following assumptions regarding the realistic development capacity of vacant and underutilized sites identified in **Tables HE-46, HE-47, and HE-48.**

Vacant Sites Zoned for Exclusively Residential Uses

Of the nine vacant housing sites identified in **Table HE-46**, five sites are subject to zoning regulations that allow exclusively residential uses. The anticipated density on these sites ranges from 50 to 120 dwelling units per acre, largely reflecting the maximum permissible General Plan density currently attributable to each of these sites along with a planned change to the maximum permitted density in High-Density Residential/R-3 Zoning and Medium-Density Residential/R-2 Zoning as part of **Task 6.6**. The City has assumed that development will occur at approximately 90 percent of the maximum permissible density because development trends in Daly City have historically supported this assumption. Of the pipeline housing projects in traditional residential land use areas, the majority of multifamily housing development has maximized the density allowed by the General Plan Land Use Map through implementation of the planned development zone at the time of the project's development. **Table HE-44** shows recent examples of recent multifamily projects and the capacity at which they were developed. Both were developed in zones with no maximum density but show that both high-density and moderate-density projects above 30 dwelling units to the acre are able to develop in Daly City.

Table HE 44: Recent Development Examples, Multifamily

Project Name	Affordability	Acres	Project Status	General Plan / Zoning	Total Project Units	Max. Allowable Units	Realistic Capacity
Brunswick Street Apartments	Low/Very Low	1.15	Completed 2020	CMU/C-2	206	N/A – C-2 has no maximum	Developed at 179 du/ac
JUHSD Staff Housing	Low/Market	3.9	Building Permits Issued - 2020	CMU/PD-31A	122	N/A –	Developed at 31 du/ac

Source: City of Daly City, 2023.

du/ac = dwelling units per acre

Vacant: Mixed-Use Sites

Of the nine vacant housing sites identified in **Table HE-46** two sites are subject to zoning regulations that allow residential uses as part of a mixed-use project. The City will remove the requirement for a conditional use permit for residential uses in the C-1 and C-2 zones as part of **Task 2.2**. As with sites zoned for residential uses, the City has assumed that development will occur at approximately 90 percent of the maximum permissible density because development trends in Daly City have historically supported this assumption. **Table HE-45** shows recent examples of recent mixed-use projects and the capacity at which they developed.

Table HE 45: Recent Development Examples, Mixed-Use

Project Name	Affordability	Acres	Project Status	General Plan / Zoning	Total Project Units	Realistic Capacity
2665 Geneva Avenue Mixed Use	15% of Units at 60% AMI, Remainder Market-Rate	1.26	Constructed 2007	CMU/PD-65	72	Developed at 57 du/ac
6800 Mission Mixed-Use	100% Lower, including 30% Extremely Low Income	0.77	Constructed 2015	CMU/C-1 – No Maximum Density	52	Developed at 68 du/ac

Source: City of Daly City, 2023.

du/ac = dwelling units per acre

Vacant Sites Requiring Rezoning

The Seton Hospital site, Site 9, is not presently zoned for residential uses. However, as part of the development process, the site will be rezoned to R-3 with a General Plan land use designation of Residential-Very High (**Table HE-47**). These parcels are currently within the grounds of a large hospital campus and there is active interest on the part of the property owner in adding residential uses to these sections of the campus.

Additionally, the Planned Development zone at 525 Serramonte Boulevard (Site 7) and at 169 First Avenue (Site 8) will be adjusted to permit residential uses instead of hotel and office uses.

Both the Mission Street and Geneva Avenue corridors are presently zoned C-1 Light Commercial and are identified for rezoning to a newly developed C-MU Commercial Mixed Use in Tasks 1.1 through 1.5 primarily as a means to promote housing construction with ground-floor retail uses through a more streamlined development review process than currently exists. Neither the existing General Plan Land Use Element nor the Zoning Ordinance identifies a maximum residential density in the Retail and Office General Plan designation or C-1 Light Commercial zone designation for these areas. Based on recent development projects in the corridor, it is estimated that these will develop at a density of 75 units to the acre.

Non-Vacant Housing Sites

Of the 15 sites identified in **Table HE-48**, 6 sites are occupied by existing structures or parking lots. Of these six sites, four sites are occupied by existing greenhouses, nurseries, and other agricultural land uses that have an improvement-to-land value ratio of less than 1.0, supporting the notion that redevelopment of these properties is feasible and even likely, given the history of sites with agricultural uses being converted to residential uses in Daly City. In many cases, property owners have either expressed an interest in redeveloping their properties or have previously obtained land use entitlements to do so.

Site 11: E. Market between Mission Street and First Street. This privately owned site is populated by retail and parking lots and is partially vacant. It is believed that this site will re-develop during the planning period as developers have expressed an interest in the site, though no plans have been submitted at present.

Site 13: 1670 and 1698 Bryant Street. This 1.38-acre privately owned site is currently occupied by an operational auto repair garage that has previously been considered by a nonprofit housing developer for the construction of 48 apartments. The condition of the building, constructed in the 1950s, is average. The development capacity identified in **Table HE-48** reflects a development capacity based on the 57 units per acre density of the recently developed residential property across the street.

Compliance with the State's "By Right" Requirement

To fully comply with the State's "by right" requirement, which mandates that sites necessary to satisfy the City's RHNA not be subject to conditional use permit or other discretionary approvals, it will be necessary for the City to remove the use permit requirement for mixed-use projects in the (future) C-MU Commercial Mixed-Use zone and the C-1 and C-2 commercial zones that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. The requirement to complete this amendment is identified as **Task 1.3**.

Environmental Constraints

With the exception of a narrow stretch of coastal area, the majority of the city falls within the Federal Emergency Management Agency (FEMA) flood hazard designation X, an area of moderate flood risk that is lower risk than the 1 percent floodplain. All of the RHNA inventory is within this moderate flood risk area. No areas of the city are considered to have a heightened risk of wildfire, though the San Bruno Mountain State Park just outside the city is within a high fire hazard severity zone.

Table HE 46: Vacant Sites, Residential Permitted

Site Number	Assessor's Parcel Number	Site Address/ Intersection	General Plan Designation (Current)	Zoning Designation (Current)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity (90%)	Lower-Income Units	Moderate-Income Units	Above Moderate= Income Units
1	005-065-120	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial	75	0.38	29	26		26	0
	005-065-130	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
	005-065-140	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
	005-065-190	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
2	006-221-190	130 Station Avenue	Residential High Density	R-3 Multiple-Family Residential	120	0.23	28	25		25	0
3	005-067-210	51 Oriente Street	Residential Medium Density	R-2 Two-Family Residential	50	0.57	29	26	26		
	005-067-220	51 Oriente Street	Residential Medium Density	R-2 Two-Family Residential							
4	091-211-340	1050 St. Francis Boulevard	Residential Medium Density	R-2 Two-Family Residential	50	2.49	125	112	56	56	0
5	006-234-030	89 Second Avenue	Residential High Density	R-3 Multiple-Family Residential	120	0.46	55	50		50	0
6	006-345-070	1590 Bryant Street	Retail and Office Commercial (C-R/O)	Retail and Office Commercial (C-R/O)	57	0.34	27	24	3	21	0
Total Vacant Site Capacity								262	85	177	0

Notes: Sites with multiple parcels include site unit totals within the first parcel of the site.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities.

Table HE 47: Vacant Sites – Proposed Rezone or Planned Development Update

Site Number	Assessor's Parcel Number	Site Address/Intersection	General Plan Designation (Current)	Zoning Designation (Current)	General Plan Designation (Proposed)	Zoning Designation (Proposed)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units
7	091-247-080	525 Serramonte Boulevard	Residential High Density	Planned Development	Commercial Mixed-Use	Planned Development (Permitting Residential)	135	1.30 (Portion)	176	158	158		
8	003-224-100	6401 Mission Street	Commercial Mixed-Use	Planned Development (Permitting Office)	Commercial Mixed-Use	Planned Development (Permitting Residential)	75	0.35	26	150	150	0	0
9	008-521-110	Seton Hospital - Southgate	Office (C-O)	Office Commercial (C-O)	Residential- High (R-H)	R-3	120	1.75 gross, 1.75 net	210	189	126	63	0
	008-104-110	Seton Hospital - West	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3	120	4.16 gross, 2.08 net	250	225	150	75	0
	008-104-120	Seton Hospital - West	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3							
	008-520-180	Seton Hospital - East	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3	120	5.48 gross, 2.74 net	329	296	197	99	0
	008-520-190	Seton Hospital - East	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3							
Total Vacant Rezone Capacity										**1,018**	**781**	**237**	**0**

Notes: Maximum density on Site 7 is based on the planned development density of project P-18, with which Site 7 is co-sited. Realistic capacity on Site 8 is based on previous/pending rezone application project capacity. Site 9 is divided into three sub-sections for site totals.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities. Where applicable, steep slopes are accounted for with decreased acreage.

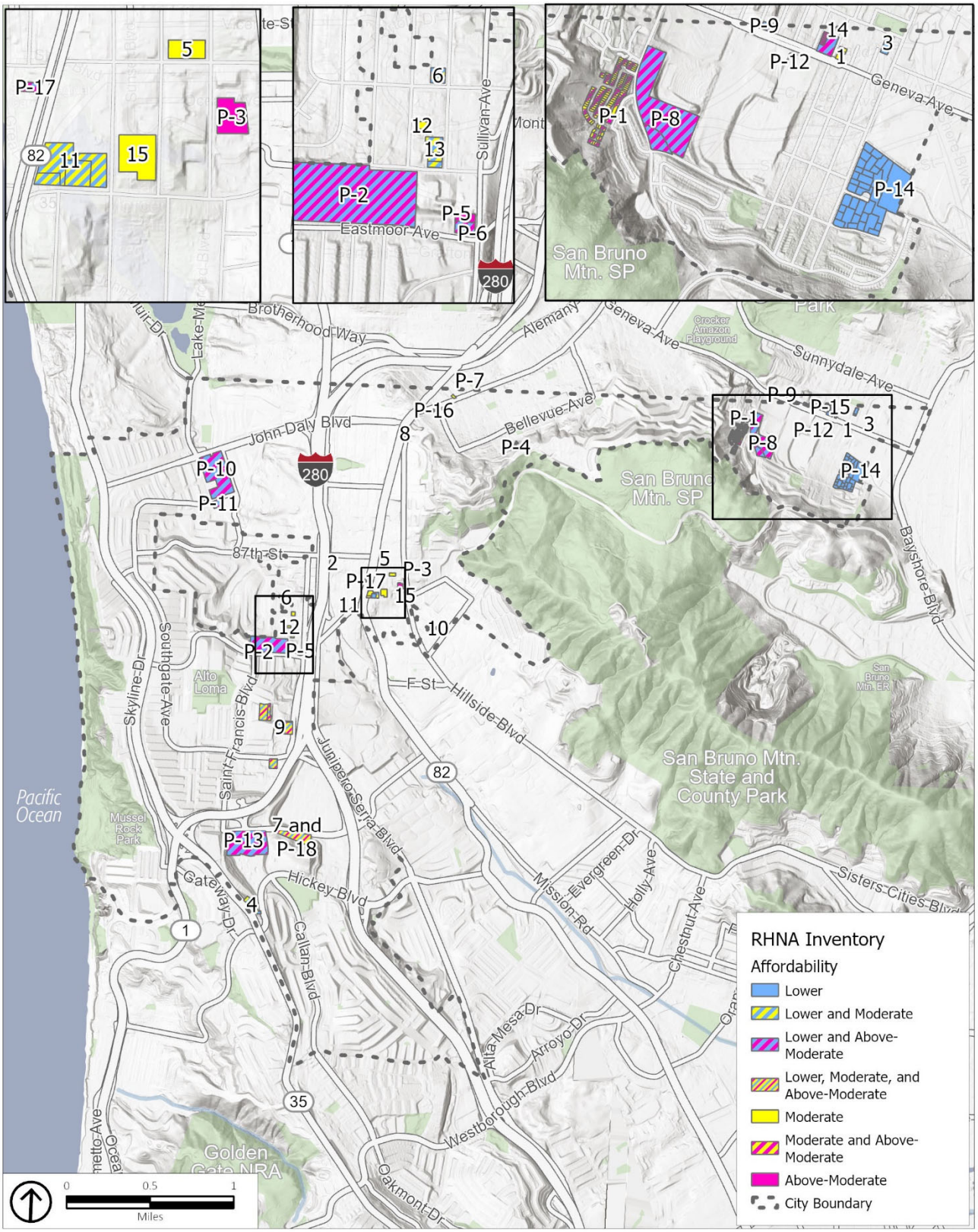
Table HE 48: Underutilized Sites

Site Number	Assessor's Parcel Number	Site Address/Intersection	General Plan Designation (Current)	Zoning Designation (Current)	General Plan Designation (Proposed)	Zoning Designation (Proposed)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity (90%)	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units
Underutilized, Residential Permitted													
10	006-453-020	Lisbon Street	Residential Medium-Low Density	R-1 Single-Family Residential	*N/A*	*N/A*	20	0.27	5	5		5	
11	006-251-230	E. Market between Mission Street and First Street	Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*	40	0.78	31	28	8	20	
	006-251-210		Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*							
	006-251-220		Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*							
12	006-346-170	Edgeworth Avenue	Commercial Mixed-Use	Residential Retail Commercial (C-R/R)	*N/A*	*N/A*	75	0.17	13	11		11	
13	006-346-280	1670 and 1698 Bryant Street	C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*	57	1.38	79	71	7	64	
	006-346-130		C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*							
	006-346-140		C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*							
14	005-064-210	Rio Verde Street	Residential Medium-Low Density	R-1 Single-Family Residential	*N/A*	*N/A*	20	0.40	8	7		7	
Underutilized, Rezone Required													
15	006-252-080	169 First Avenue	Residential Medium Low Density	R-3	Residential High Density	R-3	100	1.02	102	92		92	
		Total Underutilized Site Capacity								**214**	**22**	**155**	**0**

Notes: Sites with multiple parcels include site unit totals within the first parcel of the site.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities.

Figure HE-35: Location of Projects and Sites to Meet the RHNA



Additional Capacity Potential

Rezoning and Change of General Plan Land Use Designation

The City of Daly City is obligated by State law to ensure that appropriately zoned land exists in the city that would allow construction of all units in the RHNA. As part of **Task 6.5**, the City will make the following changes to its Zoning Code and General Plan Land Use Element:

- Increasing the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre.
- Increasing the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre.
- Increasing the permitted density in the Residential High Density General Plan Land Use Designation from 35.1 to 60 dwelling units per acre to 60.1 to 120 dwelling units per acre.
- Increasing the permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of 120.1 dwelling units per acre.
- Removing the conditional use permit requirement for residential uses in the C-1 and C-2 zones

Additionally, through **Task 6.6**, the City will ensure that zoning development standards are updated as needed to ensure consistency between zones and the Land Use Element.

SamTrans Park and Ride Lot

The SamTrans Park and Ride Lot (3501 Junipero Serra Boulevard) is owned by the San Mateo County Transit District and consists of an existing parking lot that provides daily paid parking for use by patrons to the Colma BART Station. The District has re-initiated a conversation with City for the site and received a letter of support from the City Council for potentially developing the entire 8.7-acre site in a mixed-use format. The City has long-been supportive of redeveloping the site and has provided policy guidance in the Land Use Element and previous Housing Element intended to allow for broader mix of land uses in a more intensive format than is currently provided by the BART Station Area Specific Plan. To this end, the Housing Element proposes a redesignation of the lot to the Specific Plan's Residential High Density designation and amending the designation language to require at least 30 dwelling units per acre. This designation change allows for the mixed-use building type sought by SamTrans, while permitting residential densities necessary to achieve the affordability levels sought by the City. Because the parameters and constraints associated with developing this property are unknown, this City is currently assuming a 261-unit yield (30 dwelling units per acre). However, these units are not being counted toward the RHNA total due to the unknown timeline for permitting and construction.

Accessory Dwelling Units

California Government Code Section 65583.1(a) states that a town, city, or county may identify sites for accessory dwelling units (ADUs) based on the number of ADUs developed in the prior Housing Element planning period, whether the units are permitted by right, the need for ADUs in the community, the resources or incentives available for their development, and any other relevant factors. Based on recent changes in state law reducing the time to review and approve ADU applications, requiring ADUs that meet requirements to be allowed by right, eliminating discretionary review for most ADUs, and removing other restrictions on ADUs, it is anticipated that the production of ADUs will increase in the 6th Cycle Housing Element planning period.

The City issued the following ADU building permits over the last four years:

- 2018 – 74 ADUs received building permits
- 2019 – 68 ADUs received building permits
- 2020 – 74 ADUs received building permits
- 2021 – 48 ADUs received building permits
- 2022 – 51 ADUs received building permits

On average, there are about 63 applications for ADUs approved each year. To promote ADUs, the City has included **Task 5.1** to promote the construction of affordable ADUs through several actions.

To determine assumptions on ADU affordability in the ABAG region, ABAG conducted a regional analysis of existing ADU rents and prepared a draft report in September 2021. The analysis resulted in affordability assumptions that allocate 30 percent of ADUs to very low income, 30 percent to low-income households, 30 percent to moderate-income households, and 10 percent to above moderate-income households. Affordability of ADUs projected to be built in the city during the planning period were based on the ABAG analysis.

Summary of Capacity to Accommodate the RHNA

Table HE-49 compares the City's RHNA to its site inventory capacity. Looking at the capacity in **Tables HE-43 and HE-46, HE-47 through HE-48** as well as the projected ADUs, the City has a total surplus of 249 units. Breaking this down by income category, the City has a surplus of 52 units in the lower-income (including extremely low-, very low-, and low-income) category, a 85-unit surplus in the moderate-income category, and a 114-unit surplus in the above moderate-income category. This does not include the SamTrans Park and Ride Lot site, which could provide an additional 261 units.

Table HE 49: Summary of Residential Capacity Compared to the 6th Cycle RHNA by Income Category

RHNA Category	2023-2031 RHNA	Vacant Site Capacity	Underutilized Capacity	Proposed/ Approved Projects	Projected ADUs	Total Capacity	Surplus
Very Low	1,336	866	15	974	302	2,157	52
Low	769						
Moderate	762	414	199	83	151	847	85
Above Moderate	1,971	0	0	2,035	50	2,085	114
Total	**4,838**	**1,280**	**214**	**3,092**	**503**	**5,022**	**251**

Source: ABAG 2021, City of Daly City, May 2023

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Constraints to Housing Production

Constraints to the maintenance, improvement, and construction of housing can generally be divided into two categories—governmental and nongovernmental. State law requires analysis of actual and potential constraints and identification of ways to reduce or overcome the constraints, where possible, to meet the identified housing needs. In many instances constraints represent a balance between the need for housing and other desirable goals. Where this is the case, the consideration of these other goals should be examined to make certain the constraint is not unnecessarily severe.

Governmental Constraints to Housing Production

Actions by local governments may impede housing construction, maintenance, and improvement in a variety of ways. For example, excessive fees or improvement requirements may discourage housing activity or possibly price housing above the level some groups can afford. Environmental impact reports (EIR) can be costly and create delays, although by State statute such analyses are mandatory. In some instances, the lack of available water and/or sewer facilities may temporarily diminish housing construction activity. The governmental constraints to housing development include land use controls in the form of the General Plan, specific plans, and zoning; building codes; fees and dedications; site improvements; permit processing procedures; and infrastructure constraints. Each of these potential constraints is discussed below.

Consistent with transparency requirements pursuant to Government Code Section 65940.1, subsections (a)(1)(A)) and (a)(1)(B)), all zoning and development standards, and fees are available on the City's website.

General Plan Land Use Designations

Daly City's 2013 General Plan contains five residential land use designations that communicate the City's policies related to residential development densities. These designations and their respective densities are identified in **Table HE-50.** However, **Task 6.5** has been included to increase the allowable densities in several land use designations.

Table HE 50: 2013 General Plan Land Use Designations

Land Use Designation	Density Limitations
Open Space Residential	0 to 2 dwelling units per acre
Low Density Residential	2 to 14.5 dwelling units per acre
Medium-Low Density Residential	14.6 to 20 dwelling units per acre
Medium Density Residential	20.1 to 35 dwelling units per acre
High Density Residential	35.1 to 50 dwelling units per acre
Very High Density Residential	Over 50 dwelling units per acre

Source: City of Daly City, 2013.

Specific Plan Designations

Subsequent to the adoption of the 1987 General Plan, the City adopted the BART Station Area (1993) Specific Plan and Sullivan Corridor Specific Plan (1998). Both of these specific plans contain land use designations and development regulations that replaced the land use designations and zoning regulations in these areas. Below is a short synopsis of each plan and its relevant residential designations.

BART Station Area Specific Plan. Prepared in conjunction with the San Mateo County Transit District, the BART Station Specific Plan was prepared in anticipation of the construction of the Colma BART Station (construction completed in 1996). The primary purpose of the Specific Plan was to identify a physical development plan for the area immediately adjacent to the new station in support of the transportation/transit role that the area was contemplated to fulfill in Daly City at the time. **Table HE-51** identifies the land use designations identified by the Specific Plan as allowing residential uses.

Table HE 51: BART Station Area Specific Plan Land Use Designations

Land Use Designation	Density Limitations
Low Density Residential	6 to 12 dwelling units per acre
Medium Density	12 to 25 dwelling units per acre
High Density Residential	25 to 55 dwelling units per acre
Mixed-Use Commercial/Office	Function of height/coverage limitations and parking regulations
Neighborhood Commercial	Function of height/coverage limitations and parking regulations

Source: City of Daly City, 2013.

Several significant high-density residential projects have been constructed within the BART Station Specific Plan Area. Most recently, Habitat for Humanity completed construction of a condominium project at 7555 Mission Street that provided 36 units (47 du/ac) of housing to lower-income households. Additional development potential exists at an underutilized SamTrans park-and-ride lot adjacent to the Colma BART Station. Although this site is presently designated Office/Convenience Retail, the potential does exist for a mixed-use project containing higher density residential uses. A six-acre portion of this site has in fact been identified for redesignation and rezoning to accommodate up to 50 dwelling units per acre.

Sullivan Corridor Specific Plan. The Sullivan Corridor Specific Plan was adopted as means to guide the revitalization of properties within the Sullivan Corridor, which is the area in the general proximity of City Hall, west of Interstate 280. The plan's land use designations were prepared to complement the construction of new public and commercial developments occurring in the area at the time, including the North County Health Center and the Colma BART Station. **Table HE-52** identifies the land use designations identified by the Specific Plan as allowing residential uses.

Developers of larger projects within the Sullivan Corridor Specific Plan Area can elect to have their projects reviewed by the Sullivan Corridor Committee, which consists of two city council members. Although review by the committee does add time to the development review process, developers are able to obtain valuable input from council members very early in the process. The estimated time for Sullivan Corridor Committee review is three to four weeks.

Table HE 52: Sullivan Corridor Specific Plan Land Use Designations

Land Use Designation	Density Limitations
Residential Low Density	0 to 14.5 dwelling units per acre
Residential High Density	None identified
Residential Retail Commercial	Maximum FAR of 1.0
Service Commercial	Maximum FAR of 3.0
Retail and Office Commercial	Maximum FAR of 5.0

Source: City of Daly City, 2023.

A significant residential construction project in this area has been a 208-unit (65 du/ac) mixed-use senior apartment complex at 165 Pierce Street. As an urban infill site, the project provides an example of the potential for the Sullivan Corridor Area to provide additional housing opportunities as vacant and underutilized sites in the area are developed or redeveloped. Construction of the project concluded in 2013. Most recently, the City Council in 2020 approved a seven-story, completely affordable, mixed-use building at 493 Eastmoor consisting of 72 apartments (205 du/ac). This project is currently in plan check for building permits.

Development Regulations

The Zoning Ordinance contains eight residential districts and four nonresidential districts in which residential development is allowed. The minimum lot area per unit and resulting densities of these districts are presented in **Table HE-53**. It is important to note that there is no land currently zoned R-4 in Daly City.

Table HE 53: Zoning District Designations and Densities

Zoning Designation	Lot Area, SF per DU	Resulting Density
MHP Mobile Home Park	1/200 minimum 1/2500 maximum	17.4–217.8 du/ac
R-1 Single Family	1/3,000	14.5 du/ac
R-1/A Single Family/Duplex	1/1,250	34.8 du/ac
R-2 Duplex	1/1,500	29.4 du/ac
R-2/A Two-Family Design	1/1,250	34.8 du/ac
R-3 Multiple Family	1/500	87.1 du/ac
BRM BART Multiple Family	1/1,750	25 du/ac
R-4 Multi-family/Professional	1/300	145 du/ac
C-1 Light Commercial District	1/300	145 du/ac
C-2 Heavy Commercial District	1/300	145 du/ac
PD Planned Unit Development	Flexible	Not Applicable
Pre-PD Pre-Planned Unit Development	Flexible	Not Applicable

Source: City of Daly City Municipal Code, 2023.

Commercial Mixed-Use Zone

The City is in the process of establishing a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development. The C-MU zone will encourage the development of higher-density multifamily residential development and mixed-used projects in close proximity to commercial areas. Once established, the zone will include the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue (approximately 65 acres) along with other areas. This zone will also incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development will be provided specific and significant incentives to do so (see also Land Use Element Task LU 1.2).

At the same time that the zone is put into place, the City will also establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The design guidelines of the C-MU zone will include development regulations to reposition mixed-use building mass away from lower-density neighborhoods and will address impacts created by larger mixed-use buildings proposed

adjacent to smaller buildings. The zone's parking regulations will also allow for a parking reduction for all buildings containing residential and retail components where parking is available for both uses.

The City will also remove the use permit requirement for any mixed-use projects located in the C-MU Commercial Mixed-Use zone that contain a first-floor commercial component of a certain size and which provide a residential component resulting in an overall net density of at least 30 dwelling units per acre. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by-right," without requirement for discretionary approvals.

The City will amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially zoned or residentially-designated property to any zone or designation other than residential. For the purpose of this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the RHNA Housing Sites Inventory List for which a replacement site has not been identified.

As identified in **Table HE-54**, residential development is allowed within several commercial zones, most notably within the C-1 Light Commercial District. The C-1 zone encompasses all properties fronting Mission Street for its full length, and almost all of Geneva Avenue in the Bayshore neighborhood. Sites likely to yield large numbers of affordable housing units are within these two commercial corridors. In fact, several sites and pending projects identified in the Potential Housing Sites Inventory List are located on Mission Street or Geneva Avenue.

Table HE-54 identifies the development regulations for each of the above zones, as contained in the Daly City Zoning Ordinance. As shown in the table, the minimum lot sizes for both the R-3 Multiple Family and C-1 Light Commercial zones are 2,500 square feet in most instances. Both zones also allow the construction of single-family homes. In combination, these regulations allow owners of larger parcels to subdivide their parcels for single-family residential development or small commercial uses. This effectively causes scarce larger parcels that could be used for higher density mixed-use development to be underutilized. Similarly, the building heights for both the R-3 and C-1 zones are only six feet higher than that allowed in the R-1 zone (30 feet maximum versus 36 feet maximum), but the R-3 and C-1 zones allow six times the density allowed by the R-1 zone (87 du/ac versus 14.5 du/ac).

Because a 36-foot height limit may be appropriate for the C-1 Light Commercial zone in other parts of Daly City, the policy section of this Housing Element sets forth a requirement that the Zoning Ordinance be amended to establish a new Commercial Mixed-Use (C-MU) zone for areas encompassing Mission Street and Geneva Avenue, and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. To preserve larger commercial and residential sites, this Housing Element also requires that the Zoning Ordinance increase the minimum parcel sizes for all commercial and R-3 Multiple Family zones as determined necessary to promote the construction of higher density and/or mixed-use development. Likewise, the Housing Element commits the City to exploring increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone. Further study of increased height along Mission Street and Geneva Avenue would be undertaken as part of the Zoning Ordinance update.

Table HE 54: Daly City Regulations for Residential Zones

Zoning District	Permitted Uses	Use Permit Required	Max. Building Height	Min. Lot Area	Floor Area Ratio	Min. Lot Width	Max. Lot Coverage	Min. Front Yard	Min. Side Yard	Min. Rear Yard	Lot Area per D.U.
R-1	Single-family	No	30 ft	3000 sf, 2500 sf*		33 ft, 25 ft*	50%, 55%*	15 ft	None	10 ft	3000 sf, 2500 sf*
R-1/A	Single-family	No	30 ft	2500 sf		25 ft	55%	15 ft	None	10 ft	
	Duplexes	Yes									
R-2	R-1	All uses permitted in this zoning classification (see above).									
	One two-family dwelling	No	36 ft	3000 sf, 2500 sf*		33 ft, 25 ft*	60%	15 ft	None	10 ft	1500 sf, 1250 sf
R-2/A	Single-family, two-family	No	30 ft	2500 sf		25 ft	60%	5 ft, 10 ft max	None	10 ft	
	Duplexes	Yes									
R-3	R-1, R-2	All uses permitted in this zoning classification (see above).									
	Multi-family	No	36 ft	3000 sf, 3500 sf*		33 ft, 25 ft*	755	15 ft	None	15 ft	500 sf
BRM	Small apartments, townhomes, flats	No	45 ft	5000 sf		50 ft	60%	5 ft, 10 ft max	None	15 ft	
	R-1, R-2	Yes									
R-4	R-1, R-2, R-3	All uses permitted in this zoning classification (see above).									
	Multi-family	No	FAR 3.5–1.0	10000 sf	3.5–1.0	100 ft	70%	15 ft	None	10 ft, 20 ft**	300 sf
MHP	Mobile homes	No	30 ft	2500 sf		30 ft	75%	5 ft	None	3 ft	
C-1	R-3	All uses permitted in this zoning classification (see above), except use permit is required.									
	R-4	No	36 ft	2,500 sf–3,000 sf		33 ft, 25 ft*	70%	None	None	None	300 sf
C-2	C-1	All uses permitted in this zoning classification (see above), except use permit is required and 7.0–1.0 FAR.									
	R-3	Yes		2,500 sf–3,000 sf	7.0–1.0	33 ft, 25 ft*	70%	None	None	None	300 sf
PD	A variety of uses or combination of uses are allowed in this zoning classification pending City approval of an applicant's planning application.										
Pre-PD	Serves as a transitional zoning classification for PD (see description of PD uses above).										

**For lots or subdivisions recorded prior to 1/1/49.*
***For buildings in excess of 3 stories.*
Other exceptions may apply.
Source: City of Daly City, 2023.

Parking Regulations

Parking requirements for new residential development are contained within the Zoning Ordinance as identified in **Table HE-55**. Because parking is a significant factor in multifamily and affordable housing construction costs, the constraints to housing production caused by parking regulations must be closely examined.

Table HE 55: Daly City Parking Regulations

Residential Type	Required Parking Spaces
Single-family	2 spaces for buildings of less than 1,500 sf 3 spaces for buildings between 1,500 and 2,000 sf 4 spaces for buildings between 2,001 and 2,500 sf 6 spaces for buildings of more than 2,500 sf
Two-family (Duplex)	2 spaces per unit; 4 per structure
Multiple-family, including condominiums	1 space per studio unit 1.5 spaces per one-bedroom unit 2 spaces per two-bedroom or larger unit
Mobile Home	One space for each mobile home, said space to be located on the individual trailer site (tandem parking permitted) One space per site for guest parking, the latter to be grouped in common area
Mobile Home Park	2 spaces per mobile home site Guest parking of 1 space per 10 sites Parking for recreation center and office of 1 space for every 500 square feet of gross floor area
Boardinghouse	1 space per rentable room, plus one space per every 200 square feet of kitchen and administrative office area
Secondary Unit	2 spaces, plus 2 per principal dwelling (4 total)
Emergency Shelter	0.75 covered or uncovered spaces per employee

Source: City of Daly City Municipal Code.

Currently, Daly City's Zoning Ordinance requires two parking spaces for each condominium unit or apartment with two or more bedrooms. This is the same parking requirement for single-family units. Reductions to the parking requirements are permitted by the Zoning Ordinance for development proposals that are determined to be exclusively for low-income households. Parking requirements for emergency shelters are based on the number of employees rather than the size of the building; however, the current requirement is not considered to be greater than other uses within the same zone.

Parking reductions are available for projects that serve low-income families or low-income seniors. Apartment complexes and condominiums designed and intended for the exclusive occupancy of low-income elderly persons shall provide at least one-fourth the normally required amount of off-street parking. Apartment complexes and condominiums designed and intended for the exclusive occupancy of low-income persons or families other than the elderly shall provide at least three-fourths the normally required number of spaces.

Accessory dwelling units shall provide one parking space per unit or per bedroom (studio units shall provide one parking space). These spaces may be provided as tandem parking on an existing driveway in the front setback. No parking spaces shall be required for an accessory dwelling unit in any of the following instances:

a. The accessory dwelling unit is located within one-half mile of public transit.
b. The accessory dwelling unit is located within an architecturally and historically significant historic district.
c. The accessory dwelling unit is part of the existing primary residence or an existing accessory structure.
d. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.
e. When there is a car share vehicle located within one block of the accessory dwelling unit.

Generally, the City's residential development standards are consistent with the requirements of neighboring jurisdictions and accepted planning practice. There is anecdotal evidence, given high land costs in Daly City and throughout the region, that parking requirements could constrain the development of new and/or affordable housing.

Building Codes

The City enforces the 2022 International Building Code, as amended by the City. This code has established construction standards that add to the cost of housing development. Local code amendments have been made, though significantly reduced in comparison to past levels of amendment in an effort to allow greater uniformity of construction standards throughout the county. The remaining local amendments are minor and do not add significantly to the cost of housing, but significantly increase the long-term safety of residents, prevent fire spreading to adjoining homes, and improve insurance rates.

Current amendments include:

- Establishing that fees will be prescribed by Resolution of the City Council.
- Establishing that plan review and time limitation shall comply with Municipal Code General Regulations 15.00.040.
- Specifies the City's process for appealing decisions made by the City Building Official.
- Defines which City departments and officials correspond to roles defined by the Building Code.
- Specifies sizes of printed plans.
- Adds inspection and waterproofing requirements for exterior elevated elements such as balconies and stairway systems to avoid hazards such as deterioration from dry rot or decay.
- Provides compliance alternatives for evaluating a change of occupancy that increases the public safety, health, and general welfare of an existing building without requiring full compliance of a new building.

Fees and Dedications

Site improvements and exactions by the City, such as traffic signals or park in-lieu fees, increase the cost of development in Daly City. To better ensure equity in the application of fees related to new development, the City analyzed the needed public facilities associated solely with new development

and established a fee that allocates a "fair share" of cost to new residential and commercial development. Most off-site improvements needed to serve future growth are funded through the City's Public Facilities Fees.

All Bay Area cities charge fees in order to pay the costs to process, regulate, and mitigate the impacts of new development on City services and infrastructure. If fees are inordinately high, they can lead to higher costs and/or discourage housing development within the community.

Tables HE-56 through HE-58 show recent examples of the building and planning fees charged by the City of Daly City.

Based on a 2021 single-family home valued at $576,154.71, shown in Table HE-50, the City's Building Department fees represent an additional cost of 3 percent over the cost of construction. This is relatively low and not considered a constraint to development.

Table HE 56: Sample Development: Single Family

Fee	Category Total
Building	$17,549.17
Business License - Added Valuation	$576.15
Electrical	$360.84
Mechanical	$213.61
Plumbing	$239.66
Fee Total	**$18,939.43**
Home Valuation	**$576,154.71**
Fees as a Percent of Home Value	**3%**

Source: City of Daly City, 2021.

Based on a 2021 mixed-use project valued at $77,624,440, shown in **Table HE-57**, the City's Building Department fees represent an additional cost of 2 percent over the cost of construction. This percentage is relatively low and not considered a constraint to development. The first phase of the project included 147 units.

Table HE 57: Sample Development: Multifamily Affordable Project

Fee	Category Total
Permit Fees	$1,093,761.86
Plan Check	$375,441.07
Electrical	$14,380.74
Mechanical	$4,541.47
Plumbing	$12,877.26
Fee Total	**$1,501,002.40**
Project Valuation	**$77,624,440.00**
Fees as a Percent of Home Value	**2%**

Source: City of Daly City, 2021.

Based on a 2022, 72-unit multifamily home project valued at $43,758,000, shown in **Table HE-58**, the City's Building Department fees represent an additional cost of 2 percent over the cost of construction. This project was an affordable housing project in a mixed-use building. Some fees were noted to not be included in this estimate, including fire sprinkler and engineering permit fees, but it is not expected that these costs would drastically increase the fees as a percentage of the cost to construct. This percentage of construction cost is relatively low and not considered a constraint to development.

Table HE 58: Sample Development: Mixed Use Project, 72 Units of Affordable Housing

Fee	Category Total
Permit Fee	$672,306.48
Plan Check	$64,046.97
Electrical	$8,355.23
Mechanical	$16,238.97
Sewer Connection	$207,127.00
Plumbing	$19,604.97
Fee Total	**$987,679.62**
Project Valuation	**$43,758,000.00**
Fees as a Percent of Home Value	**2%**

Source: City of Daly City, 2022.

Additional public services charged by the City are based on the costs of providing public facilities to new development and reflect the AB 1600 fee program developed by the City and intended to mitigate the impacts of new development on public facilities. Public facilities funded through the AB 1600 fee include police, library, fire, administrative facilities, roadways, water, and wastewater. The fees are charged on the basis of geographic benefit zones, each with differing cost bases (**Table HE-59**).

Table HE 59: AB 1600 Fees

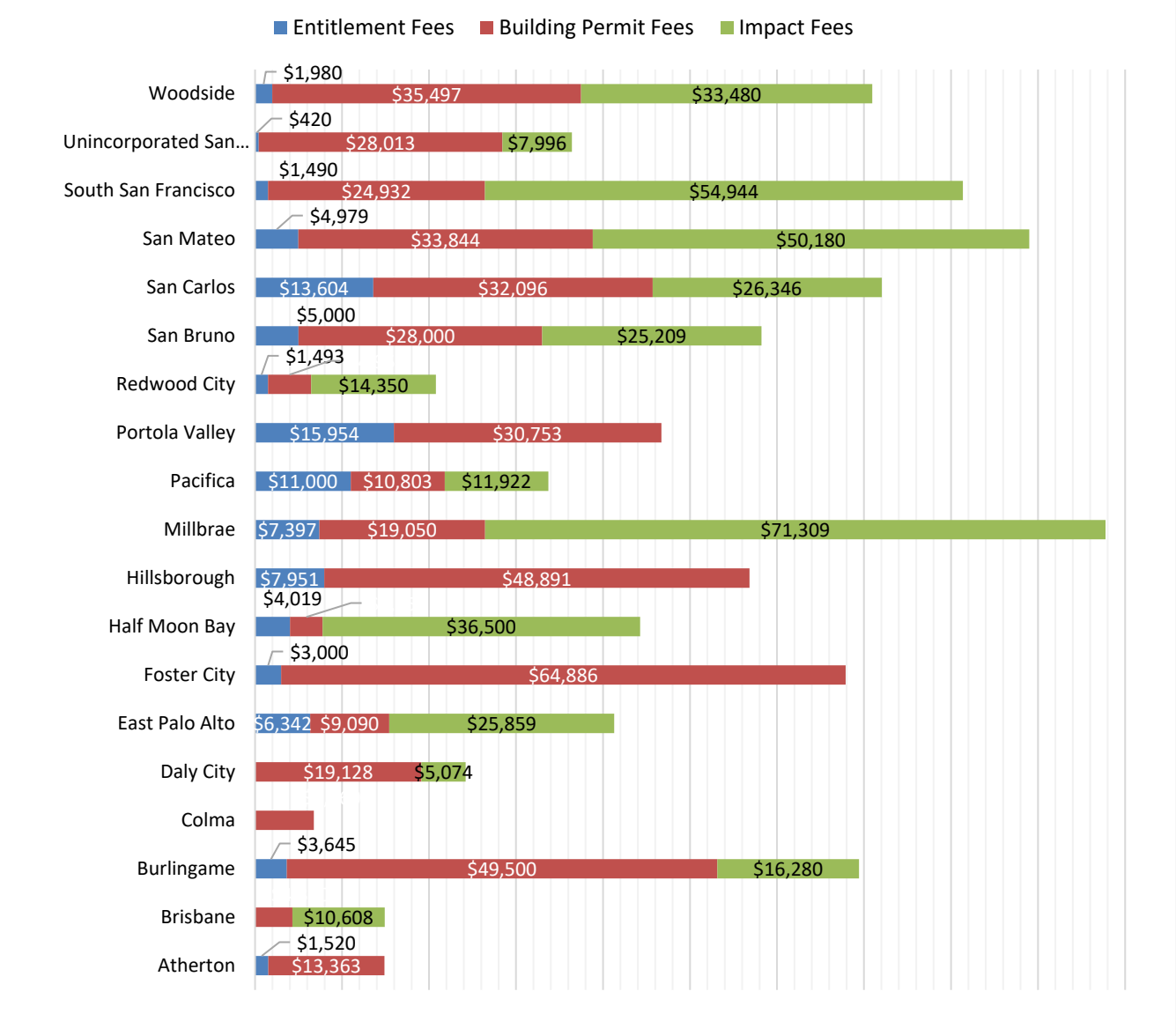
Benefit Zone	Fee per Square Foot
Zone 1	$3.36
Zone 2	$3.83
Zone 3	$3.25
Zone 4	$3.72
Zone 5	$9.36
Zone 6	$3.15
Zone 7	$2.71
Zone 8	$3.29
Zone 9	$2.71
Zone 10	$2.35
Zone 11	$2.71

Source: City of Daly City, 1999

Figures HE-36 and HE-37 and **Tables HE-60 and HE-61** provide a comparison of Daly City's entitlement, building, and impact fees to other jurisdictions in San Mateo County for both single-family and multifamily homes based on a prototype project. Estimates for single-family home fees are based on a 2,600-square-foot home in all jurisdictions but Atherton, Portola Valley, unincorporated San Mateo County, and Woodside. These jurisdictions were estimated based on a 5,000-square-foot home. The prototype multifamily project is based on a 10-unit building of 21,000 total square feet divided between two-bedroom and three-bedroom units. Among these jurisdictions, the median fee for the single-family and 10-unit condo prototypes are $58,209 and $345,742, respectively. As identified in the figures, Daly City's total fees for these two prototypes are $24,202 and $325,583, respectively.

While Daly City's fees are generally similar to those of adjacent jurisdictions for the single-family home prototype, the City's fees for the 10-unit condominium prototype are closer to the County-wide median. The City currently collects impact fees for schools and the AB 1600 fees described above.

Figure HE-36: Comparative Fee Analysis for Prototypical Developments: Single-Family Home (2022)



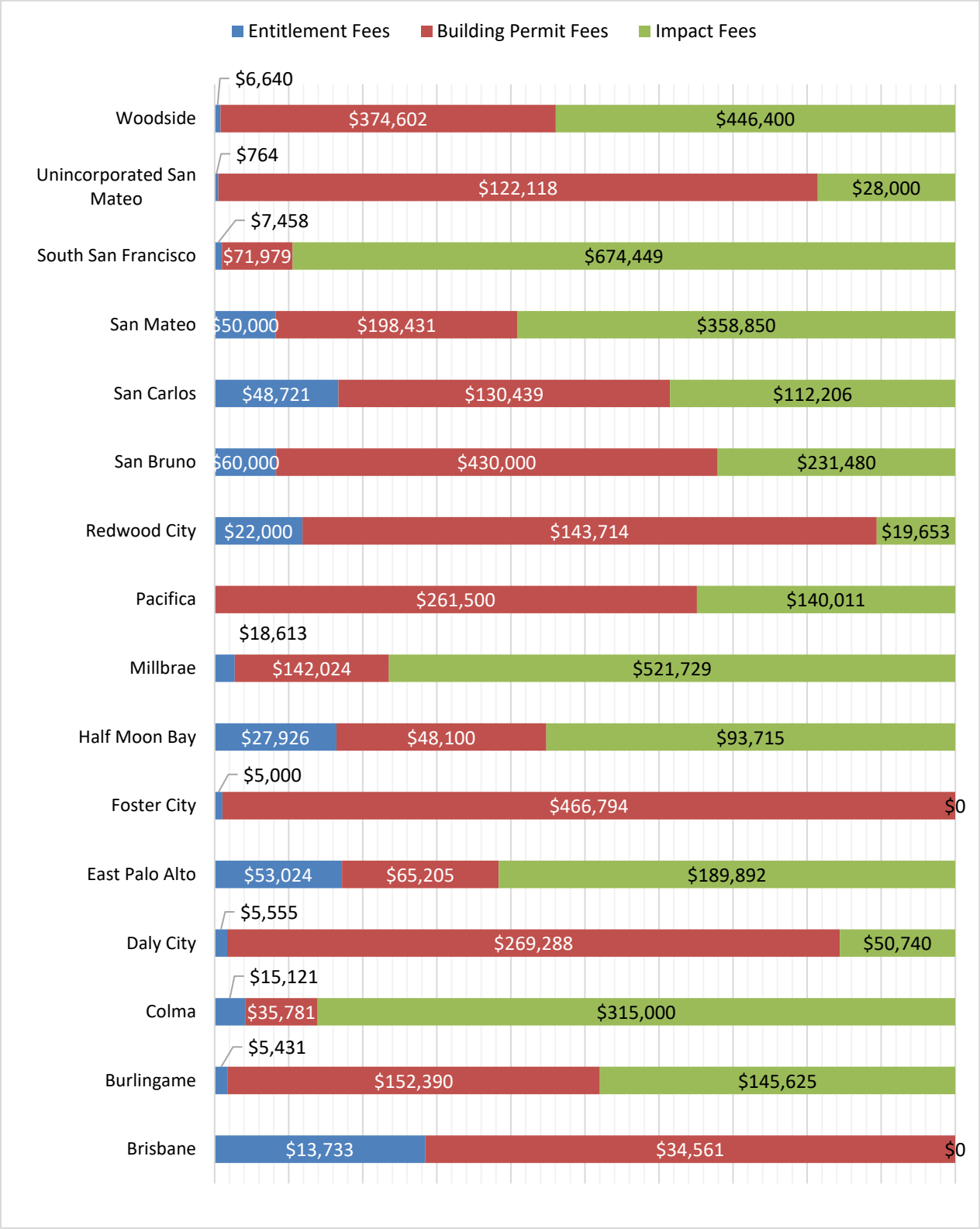
Source: 21 Elements Development Fees Survey (2022).

Table HE 60: Comparative Fee Analysis for Prototypical Developments: Single-Family Home (2022)

Jurisdiction	Entitlement Fees	Building Permit Fees	Impact Fees	Other Fees	Total
Atherton	$1,520	$13,363	$0	$1,058	$15,941
Brisbane	$0	$4,300	$10,608	$10,032	$24,940
Burlingame	$3,645	$49,500	$16,280	$0	$69,425
Colma	$0	$6,760	$0	$0	$6,760
Daly City	**$0**	**$19,128**	**$5,074**	**$0**	**$24,202**
East Palo Alto	$6,342	$9,090	$25,859	$39,576	$80,867
Foster City	$3,000	$64,886	$0	$0	$67,886
Half Moon Bay	$4,019	$3,750	$36,500	$8,300	$52,569
Hillsborough	$7,951	$48,891	$0	$14,250	$71,092
Millbrae	$7,397	$19,050	$71,309	$0	$97,756
Pacifica	$11,000	$10,803	$11,922	$0	$33,725
Portola Valley	$15,954	$30,753	$0	$6,216	$52,923
Redwood City	$1,493	$4,952	$14,350	$0	$20,795
San Bruno	$5,000	$28,000	$25,209	$0	$58,209
San Carlos	$13,604	$32,096	$26,346	$0	$72,046
San Mateo	$4,979	$33,844	$50,180	$0	$89,003
South San Francisco	$1,490	$24,932	$54,944	$0	$81,366
Unincorporated San Mateo	$420	$28,013	$7,996	$0	$36,429
Woodside	$1,980	$35,497	$33,480	$0	70,957

Source: 21 Elements Development Fees Survey (2022).

Figure HE-37: Comparative Fee Analysis for Prototypical Developments: 10-Unit Buildings (2022)



Source: 21 Elements Development Fees Survey (2022).

Table HE 61: Comparative Fee Analysis for Prototypical Developments: 10-Unit Buildings (2022)

Jurisdiction	Entitlement Fees	Building Permit Fees	Impact Fees	Other Fees	Total Fees	Total Fees/DU
Atherton	no data provided					
Brisbane	$13,733	$34,561	$0	$68,484	$116,778	$11,678
Burlingame	$5,431	$152,390	$145,625	0	$303,446	$30,345
Colma	$15,121	$35,781	$315,000	0	$365,902	$36,590
Daly City	**$5,555**	**$269,288**	**$50,740**	**0**	**$325,583**	**$32,558**
East Palo Alto	$53,024	$65,205	$189,892	0	$308,121	$30,812
Foster City	$5,000	$466,794	$0	0	$471,794	$47,179
Half Moon Bay	$27,926	$48,100	$93,715	0	$169,741	$16,974
Hillsborough	no data provided					
Millbrae	$18,613	$142,024	$521,729	0	$682,366	$68,237
Pacifica		$261,500	$140,011	0	$401,511	$40,151
Portola Valley	no data provided					
Redwood City	$22,000	$143,714	$19,653	0	$185,367	$18,537
San Bruno	$60,000	$430,000	$231,480	0	$721,480	$72,148
San Carlos	$48,721	$130,439	$112,206	0	$291,366	$29,137
San Mateo	$50,000	$198,431	$358,850	0	$607,281	$60,728
South San Francisco	$7,458	$71,979	$674,449	$7,670	$761,555	$76,156
Unincorporated San Mateo	$764	$122,118	$28,000	0	$150,882	$15,088
Woodside	$6,640	$374,602	$446,400	0	$827,642	$82,764

Source: 21 Elements Development Fees Survey (2022).

Although fees imposed by the City on new residential development add to the cost of housing, these fees are necessary to offset the impact to the City's infrastructure directly caused by new development. Although impact fees may seem to be a significant cost factor in residential development, their cost is often folded into the permanent financing of a residential development project, which is then paid over the term of home mortgage. This cost is a significantly lower factor than cost proportions devoted to private profit, such as interest charges, mortgage insurance, and realtor fees.

On- and Off-Site Improvement Requirements

In addition to permit processing and impact fees charged by the City, a new subdivision may be required to install improvements off-site, dedicate land for parks (or pay an in-lieu fee), or contribute to the cost for services provided to the project. These are typical costs associated with mitigating environmental impacts associated with a development, and they vary on a case-by-case basis depending on the anticipated impacts. While these costs are necessarily a part of new development in the city, the charges are carefully analyzed in each case to avoid imposing unnecessary requirements on new residential development. The City's on-site improvements are typical of most cities, stormwater treatment measures are required in most instances.

While new subdivisions typically require the construction of expensive infrastructure such as new roads, sewer trunk lines, and stormwater catchment systems, most new residential development in Daly City will continue to occur as denser buildings situated adjacent to existing infrastructure, either replacing existing

older buildings or vacant in-fill lots. This type of development is therefore able to forgo much of the expense typically associated with improvement of the public right-of-way. There are instances where utility upsizing may be required to accommodate a significant increase in the utility demand over a previously existing, less-intensive use. However, these costs are much lower on a per-dwelling-unit basis than the costs associated with acquiring land and constructing new utilities for a new subdivision.

As part of **Task 11.4** the City will establish a process for evaluating affordable housing projects for reductions in required improvements.

Density Bonus

At present, the City provides a density bonus for projects of five or more units that meet any of the following criteria:

A. At least 10 percent of the total units are designated for low-income households.

B. At least 5 percent of the total units are designated for very low-income households.

C. A senior citizen housing development, as defined in Sections 51.3 and 51.12 of the Civil Code.

D. At least 10 percent of the total units in a condominium project, as defined in subdivision (f) of, or in a planned development as defined in subdivision (k) of, Section 1351 of the Civil Code, are designated for moderate income households, as defined in Section 50093 of the Health and Safety Code, provided that all units in the development are offered to the public for purchase.

When an applicant seeks a density bonus and/or concessions as prescribed by Government Code Section 65915, the City will grant the density bonus and number of incentives or concessions required by that section unless it makes one of the following findings:

1. The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.3 of the Health and Safety Code, or for rents for the targeted units to be set as specified in Section 65915(c) of the Government Code.
2. The concession or incentive would have a specific adverse impact, as defined in Government Code Section 65589.5(d)(2), upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

The following incentives and concessions are deemed not to have the adverse impact set forth in the subsection above:

1. Reduced setbacks so long as the project remains consistent with the city's general plan and any applicable design guidelines;
2. Increased maximum lot coverage so long as the project remains consistent with the city's general plan and any applicable design guidelines;
3. Increased maximum building height so long as the project remains consistent with the city's general plan and any applicable design guidelines;
4. Reduction in parking standards beyond that set forth in Government Code Section 65915(p); and
5. In addition to the additional density bonus provided in accordance with Government Code Section 65915(g) for land donations within one-fourth mile of an applicant's project, provision of the additional density bonus set forth in Government Code Section 65915(g) for land dedicated to the city that is located within one-half mile of the applicant's project so long as the applicant

demonstrates to the city's satisfaction that building the requisite number of affordable units on-site is infeasible and there is an identified source of funding for the very low income units.

The city will not, however, provide any direct financial assistance, waive fees or dedication requirements, or provide publicly owned land for a housing development as an incentive or concession.

Under current State law (Government Code Section 65915), cities and counties must provide a density increase up to 80 percent over the otherwise maximum allowable residential density under the municipal code and the land use element of the general plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with 100 percent of units affordable to low- or very low-income households. As part of **Task 11.6** in the Housing Element, the City will amend its guidelines to ensure compliance with current State law.

Zoning for a Variety of Housing

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population. This includes single-family housing, multifamily housing, manufactured housing, mobile homes, emergency shelters, and transitional housing, among others.

The Zoning Code outlines residential development permitted by right (P), permitted with a use permit (UP), or not permitted (NP). **Table HE-62** illustrates permitting requirements by zone for various residential uses in Daly City.

Table HE 62: Existing Entitlement Requirements by Zoning District

Building Type	Zoning Designations Allowing Residential Uses									
	R-1	R-1/A	R-2	R-2A	R-3	R-4	BRM	MHP	C-1[1]	C-2
Single family home (one unit)	P	P	P	P	P	P	P	NP	UP	UP
Accessory Dwelling Unit	P	P	P	P	P	P	P	NP	UP	UP
Duplex (two units)	NP	UP	P	P	P	P	P	NP	UP	UP
Multiple family (three or more units)	NP	NP	NP	NP	P	P	P	NP	UP	UP
Mixed Use	NP	NP	NP	NP	NP	NP	NP	NP	UP	UP
Residential Care Facility ≤ 6 persons	P	P	P	P	P	P	P	NP	UP	UP
Residential Care Facility > 6 persons	UP	NP	UP	UP	UP	UP	UP	NP	UP	UP
Emergency Shelter	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Single-Room Occupancy	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Manufactured Homes	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Mobile Homes	P	P	P	P	P	P	P	NP	UP	UP
Transitional Housing	P	NP	P	P	P	P	P	NP	UP	UP
Supportive Housing	P	NP	P	P	P	P	P	NP	UP	UP
Entitlement Required: "P" = Permitted, "UP" = Use Permit Required, "NP" = Not Permitted										
[1]Dwellings not permitted in C-1 within the Coastal Zone.										

Source: City of Daly City Municipal Code.

Single Family

Single-family homes are currently permitted ministerially in the R-1, R-1A, R-2, R-2A, R-3, R-4, BRM, and C-R/O zones and with a Use Permit in the C-1 and C-2 zones.

Duplexes and Two-Family Homes

Duplexes, also called two-family homes, are currently permitted ministerially in the R-2, R-2A, R-3, R-4, and BRM zones and with a Use Permit in the R-1A, C-1, and C-2 zones. As part of **Task 6.7**, the City will amend the Zoning Ordinance to allow duplexes by right and without the requirement for design review in the R-1A zone, unless by objective standards.

Multifamily

Multifamily projects are permitted ministerially in R-3, R-4, and BRM zones and with a Use Permit in the C-1 and C-2 zones.

Accessory Dwelling Units (ADUs)

An accessory dwelling unit (ADU) is accessory to a primary residence and has complete independent living facilities for one or more persons. ADUs may include buildings of the following types:

- Detached: The unit is separated from the primary structure.
- Attached: The unit is attached to the primary structure.
- Converted Existing Space: Space (e.g., master bedroom, attached garage, storage area, or similar use, or an accessory structure) on the lot of the primary residence that is converted into an independent living unit.
- Junior ADU (JADU): A specific type of conversion of existing space that is contained entirely within an existing or proposed single-family residence.

To comply with Government Code Sections 65852.2 and 65852.26, ADUs must be permitted ministerially subject to objective design standards. At present, second units in an existing single-family home are permitted ministerially in all residential zones. **Task 5.1** will amend the Zoning Code to expand the ADUs permitted to include JADUs as a permitted use in addition to ADUs on the same lot. Additionally, **Task 5.1** will also clarify the language in the Zoning Code to replace the term "second unit" with "accessory dwelling unit" and will remove the owner-occupancy requirement.

Mobile Homes and Manufactured Homes

Under California Government Code Sections 65852.3 through 65852.5, jurisdictions must allow certified manufactured homes on all lots zoned for conventional, stick-built, single-family dwellings. The only difference in regulation between manufactured homes and conventional single-family dwellings may be with respect to architectural requirements. The City's Municipal Code currently permits mobile homes ministerially in the Mobile Home Park Zone and specifies in Section 15.40.020 that mobile homes be subject to all provisions of the zoning ordinance applicable to single-family residential structures, which complies with current State law. **Task 13.5** will review and amend the zoning code as clarify the inclusion of mobile homes as a permitted use in residential zones where conventional, stick-built, single-family dwellings are permitted.

Residential Care Facilities

Health and Safety Code Sections 1267.8 and 1566.3 require local governments to treat licensed group homes and residential care facilities with six or fewer residents no differently than other by-right single-family housing uses. "Six or fewer persons" does not include the operator, the operator's family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use and may not require licensed residential care facilities for six or fewer persons to obtain conditional use permits or variances that are not required of other family dwellings. Residential care facilities for six persons or fewer are currently permitted in any residential zone except for Mobile Home Parks without a permit. Residential care facilities for more than six persons are currently permitted in any residential zone except for Mobile Home Parks with a use permit. **Task 17.2** will amend the Municipal Code to allow residential care facilities, regardless of size, in all zones that permit residential uses of the same type, in accordance with the City's definition of family.

Single-Room Occupancy Units (SROs)

The Daly City Municipal Code does not currently permit or prohibit SRO units in any zone. In **Task 18.3** of the Housing Element, the City will identify at least one zone in which to permit SROs and will amend the Municipal Code to reflect this.

Low-Barrier Navigation Centers

Government Code Section 65662 requires that the development of Low-Barrier Navigation Centers be by right in zones where mixed uses are allowed or in nonresidential zones that permit multifamily housing. For a navigation center to be considered "low barrier," its operation should incorporate best practices to reduce barriers to entry, which may include, but is not limited to, the following:

- Permitting the presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth
- Pets
- Ability to store possessions
- Providing privacy, such as private rooms or partitions around beds in a dormitory setting or in larger rooms with multiple beds

Task 13.2 has been included to amend the Municipal Code to comply with State law.

Transitional and Supportive Housing

Supportive housing is defined by Section 50675.14 of the Health and Safety Code as housing with linked on- or off-site services with no limit on the length of stay and which is occupied by a target population, as defined in Health and Safety Code Section 53260 (i.e., low-income person with mental disabilities, AIDS, substance abuse, or chronic health conditions, or persons whose disabilities originated before the age of 18). Services linked to supportive housing usually focuses on retaining housing, living and working in the community, and/or health improvement.

Transitional housing is defined in Section 50675.2 of the Health and Safety Code as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. It may be designated for a homeless individual or family transitioning to permanent housing. This housing can take many structural forms, such as group housing and multifamily units, and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Historically, the City has worked with nonprofit organizations and governmental agencies to assess needs, evaluate sites, and determine operational and acquisition costs. Otherwise, the City has not received nor expects to receive within the term of this Housing Element Update a request for new construction of these facilities. Existing buildings are being adapted for reuse to accommodate these needs more commonly than new buildings are constructed, typically without requiring any discretionary permits. Pursuant to Government Code Section 65583, transitional and supportive housing types are required to be treated as residential uses and subject only to those restrictions that apply to other residential uses of the same type in the same zone. **Task 13.3** will amend the City's zoning code to ensure compliance with State Law.

Employee and Farmworker Housing

The City does not have any land designated for agricultural uses. However, to comply with the State Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6) the City will amend the zoning code to regard employee housing serving six or fewer employees as a single-family dwelling for purposes of applying land use and zoning regulations in **Task 13.4** of the Housing Element.

Emergency Shelter

The California Health and Safety Code (Section 50801) defines an emergency shelter as "housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or households may be denied emergency shelter because of an inability to pay." Emergency shelter for special needs populations is accommodated by the organizations that serve those particular populations and needs. When approached by these organizations the City has historically provided appropriate assistance as needed. The City has historically deferred to the San Mateo County Office of Housing, which has taken the lead role in San Mateo County to evaluate and provide for homeless population needs, facilities, and services. This County Office has concluded in the past that homeless needs for Daly City in addition to other neighboring communities are being served and met by the year-round operation of Safe Harbor in South San Francisco. Safe Harbor is an emergency shelter closest to Daly City and most likely to serve Daly City residents' needs for homeless facilities. Homeless counts and needs assessment by the County occur annually and biennially, respectively. No requests have been received for added emergency shelters.

Government Code Sections 65582 and 65583(a)(5)) require jurisdictions to identify zones where emergency shelters are permitted without a conditional use permit. Within identified zones, only objective development and management standards may be applied, given that they are designed to encourage and facilitate the development of or conversion to an emergency shelter. At present, emergency shelters are permitted by-right within the C-R/O zone, which allows residential uses by-right when part of a mixed-use project. The C-R/O zone is close to services and transit.

In accordance with Assembly Bill (AB) 2339 (2022), the Housing Element must identify potential sites for emergency shelters within zones that allow residential uses by-right. The following sites may be used for development of emergency shelters.

The City has identified APN 006-345-070 (0.34 acres in size) as appropriate for an emergency shelter. This parcels is close to services and transit. The City has an identified need of 49 persons. Assuming 200 square feet per person, the identified site exceeds the required square footage requirement and therefore meets the requirements of AB 2339.

As part of **Task 13.1**, the City will also adopt management standards for emergency shelters.

Extremely Low-Income Housing

Extremely low-income households typically consist of persons with special housing needs, including, but not limited to, persons experiencing homelessness or at risk of homelessness, persons with substance abuse problems, and farmworkers. Government Code Section 65583 requires the quantification and analysis of existing and projected housing needs of extremely low-income households. Housing elements must also identify zoning to encourage and facilitate supportive housing and single-room occupancy units. The R-3 zone allows for very high-density development, which has the potential to allow for housing affordable to extremely low-income households. In **Task 12.1** of the Housing Element, the City will identify potential funding sources on an ongoing basis to encourage the development of housing affordable to households in this income category. As part of **Task 18.3**, the City will also identify a zone in which to permit the development of SRO units.

Housing for Persons with Disabilities

Under SB 520, passed in 2001, State Housing Element law was amended to require localities to "analyze potential and actual constraints upon the development, maintenance and improvement of housing for persons with disabilities and demonstrate local efforts to remove governmental constraints that hinder the locality from meeting the need for housing for persons with disabilities."

With regard to fulfilling this requirement, the City has existing procedures and policies that enhance accessibility in its residential housing. The City enforces the accessibility provisions under Title 24 of the California Codes that apply to new construction of multifamily development with three or more dwelling units. The City has also adopted (2014) a reasonable accommodation ordinance, which provides a procedure for allowing the Director of the Department of Economic and Community Development to review and grant reasonable accommodation requests using the criteria identified. Central to the decision to grant the request is whether the requested accommodation would impose an undue financial or administrative burden on the jurisdiction or would require a fundamental alteration in the nature of the jurisdiction's land use and zoning or building program. If the Director can find that the request does not and is necessary to make housing available to an individual with disabilities protected under the fair housing laws, the Director may grant the request for reasonable accommodation in accordance with specific findings.

The City has also supported programs over the years to enable lower income households, including those with persons with disabilities, an opportunity to maintain and improve their housing, while providing them with needed financial relief. The City's Residential Rehabilitation Program, which offers grants and low interest loans, and the nonprofits, North Peninsula Neighborhood Services and Rebuilding Together, both of whom provide grants to low-income households as well, allow accessibility modifications as eligible activities. Another nonprofit, Center for the Independence of the Disabled (CID), solely undertakes accessibility improvements to housing for a person with disabilities. All four programs are funded annually with City CDBG funds. Reasonable Accommodations

Reasonable Accommodation Procedure. In 2014 the City established a formal reasonable accommodation procedure in order to ensure that the City's development standards do not present a barrier to community members with disabilities. A request for reasonable accommodation may be made by any individual with a disability, his or her representative, or a developer or provider of housing for individuals with disabilities, when the application of a land use, zoning or building regulation, policy, practice or procedure acts as a barrier to fair housing opportunities. Reasonable accommodations requests shall be reviewed by the Director of Community Development, after which the Director will issue a written decision. Appeals to an adverse decision may be made to the City Council.

The written decision to grant, grant with modifications, or deny a request for reasonable accommodation shall be consistent with fair housing laws and based on the following factors:

1. Whether the housing, which is the subject of the request for reasonable accommodation, will be used by an individual with disabilities protected under fair housing laws;
2. Whether the requested accommodation is necessary to make housing available to an individual with disabilities protected under the fair housing laws;
3. Whether the requested accommodation would impose an undue financial or administrative burden on the jurisdiction; and
4. Whether the requested accommodation would require a fundamental alteration in the nature of the jurisdiction's land use and zoning or building program.

Accessibility Requirements. The City does not presently have any explicit accessibility guidelines above and beyond those contained in the adopted Building Code.

Separation Requirements. The City's municipal code does not impose any separation requirements for group homes or residential care facilities.

Definition of Family. The Daly City Municipal Code defines a family as "one or more persons living together as a single housekeeping unit in a dwelling unit."

Permit Processing Procedures

The Zoning Ordinance identifies the residential types permitted, permitted with a use permit, or not allowed in each zone allowing residential uses. Permitted uses are those uses allowed without discretionary review and require only a building permit as long as the project complies with all development standards and design guidelines.

The permit requirements for each housing type allowed in each zoning district are identified in Table HE-55. As identified in the table, the development review process is very expedient for new residential development proposed in a residential zone. Most approvals may be made at the staff level, and Design Review Committee (DRC) approval is required only for projects where four or more units are proposed, and for which an entitlement necessitating a public hearing is required. The DRC, which consists of the two City Council members appointed by the Mayor, has the ability to approve non-discretionary projects or discretionary projects that are exempt from the requirements of the California Environment Quality Act. Otherwise, City Council certification of either a Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) is required. At the present time, there are no known environmental constraints affecting any housing sites identified in the sites inventory within the 2023-2031 planning period.

Despite the expediency of constructing new residential projects on residentially zoned land, the most significant additions to the housing supply in Daly City have occurred in multiple-family apartment and condominium buildings exceeding 50 dwelling units per acre. Due to permit requirements in place at the time of their construction, these types of buildings have typically been subject to a use permit (due to their location in the C-1 zone on Mission Street or Geneva Avenue), a subdivision map (because they involve a condominium), or both. In certain cases, typically involving projects outside the Mission Street/Geneva Avenue corridors, a rezoning may have also been required. In rare circumstances, an amendment to the General Plan Land Use Map may be required as a part of project approval.

All subdivisions (including condominium maps) and use permits must be approved by the City Council with a recommendation from the Planning Commission. Typical findings of a residential subdivision include that the project is consistent with the General Plan, that the site on which the subdivision is to be located is physically suitable for the number of lots proposed, and that adequate infrastructure exists to serve the

proposed subdivision. The findings for a use permit are similar, adding that the use is compatible with surrounding uses and the neighborhood character and that the project would not jeopardize the public health, safety, and welfare. Rezonings and General Plan amendments are legislative acts and are therefore not subject to written findings.

Staff has completed an analysis as to whether any of the findings identified in the preceding paragraph have been detrimental to project approvals, in terms of additional processing time, cost, and developer certainty. In a review of approximately 35 planning entitlement applications, including rezonings and major and minor subdivisions, that the City Council has considered since the adoption of the current Housing Element in 2004, in no instance did mandated findings present an obstacle to the Council granting these approvals. In fact, the City Council approved all 35 applications, adopting the required findings in each instance. **Table HE-68** provides the typical processing time by type of approval.

Table HE 63: Typical Processing Time by Type of Approval

Type of Approval or Permit	Typical Processing Time	Approval Body
Zoning Entitlements		
Building Permit (ministerial projects)	1 to 4 weeks	Staff
Design Review	4 to 6 weeks	Design Review Committee †
Use Permit	8 to 10 weeks	City Council
Variance	8 to 10 weeks	City Council
Coastal Development Permit (coastal zone only)	8 to 10 weeks	City Council ††
Parcel Maps	10 to 12 weeks	City Council
Subdivision Maps	10 to 12 weeks	City Council
Zone Change (to traditional zones)	10 to 12 weeks	City Council
Zone Change (to planned development zoning)	12 to 16 weeks	City Council
General Plan Amendment	12 to 16 weeks	City Council
† Processed concurrently for items approved by City Council	*†† May be appealed to Coastal Commission*	
Environmental Review		
Mitigated Negative Declaration	10 to 12 weeks	City Council
Environmental Impact Report	24 to 36 weeks	City Council

Source: City of Daly City Planning Division.

The time it takes for developers to secure any of the above entitlements varies depending on factors such as the nature, size, location, and complexity of the project, including the involvement of other agencies. Table HE-56 identifies the typical processing time most common in the entitlement process. It should be noted that, for projects requiring more than one entitlement, the City processes these entitlements concurrently. For example, the condominium map and environmental review for a new mixed-use project could be processed concurrently with the City Council's consideration of the subdivision map for the project. In 2008, the City Council adopted revisions to the Zoning Ordinance to allow concurrent processing of design review and other discretionary approvals that required Planning Commission and City Council approval. This change removed the requirement for projects which had been approved by the City Council to return to the Design Review Committee for additional review.

As identified in **Table HE-63**, typical permit processing times range from one week for simple projects where only a building permit is required to several months for more complicated projects involving substantial environmental review. Projects that require the preparation and adoption of an EIR are subject to the greatest processing time, often exceeding six months. The requirement for an EIR, however, is extremely

rare because the City in most instances has determined that a Mitigated Negative Declaration is sufficient for residential development projects.

Of the sites identified on **Table HE-43** on page 7, none required the preparation of the EIR. All projects were either processed through the adoption of a Mitigated Negative Declaration or a determination that the project is exempt from CEQA. CEQA grants exemptions to projects in urban in-fill sites that are five-acres or less in size, have adequate infrastructure in place to accommodate the number of units proposed, and do not require rezoning or General Plan amendment.

To assist in streamlining the development review process, the Planning Division developed design guidelines for both new single-family homes and mixed-use development, but the guidelines were never adopted and are implemented only informally. In anticipation that the City will receive more applications for larger mixed-use buildings, especially along Geneva Avenue and Mission Street, **Task 1.3** has been added to this Housing Element and commits the City to reviewing these existing design guidelines to ensure that they address instances where higher-density development is proposed adjacent to lower-density neighborhoods. Also, in an effort to increase developer certainty, a new task amending the automatic expiration for all discretionary land use approvals has been added as Task 2.3. Lastly, **Tasks 1.3 and 2.1** will remove the requirements for use permits for mixed-use projects in the C-MU, C-1, and C-2, zones.

In addition to design guidelines, the City offers developers an opportunity to receive feedback from a two-member ad hoc City Council Committee prior to committing to the entitlement process. These committee meetings are particularly useful to developers of affordable housing projects, where potential issues can be scoped in the initial stages and resolved to minimize or avoid the creation of conflicts or controversy that could derail an affordable housing project.

Design Review

The City does not have adopted objective design guidelines. Design review is required for projects with four or more units where the residential project is allowed by right. Per Chapter 17.45 of the City's Code of Ordinances, in approving a design review plan or site plan, the director of economic and community development, the design review committee, or city council must make the following findings:

A. The provisions of this chapter and any applicable guidelines are complied with;

B. The approval of the plan is in the best interest of the public health, safety and general welfare of the community;

C. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, fences, public safety and similar elements have been designed to provide a desirable environment;

D. General architectural considerations, including the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements have been incorporated in order to insure the compatibility of this development with its design concept and the character of other adjacent buildings;

E. General landscape considerations of Chapter 17.41, Landscaping, have been provided to insure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public.

In **Task 2.2** of the Housing Element, the City will establish objective standards for design review and eliminate the requirements for Design Review Committee approval for all residential development.

Projects Developed Below Minimum Density

The City does not currently permit the development of projects below the minimum density required by the site's zone and land use designation. Were a developer to propose a project at a density below the minimum, this would require a heavily scrutinized rezoning and potentially redesignating other sites to replace RHNA units.

Senate Bill 330

SB 330, the Housing Crisis Act of 2019, established specific requirements and limitations on development application procedures. Housing developments for which a preliminary application is submitted that complies with applicable general plan and zoning standards is subject only to the development standards and fees that were applicable at the time of submittal. This applies to all projects unless the project square footage or unit count changes by more than 20 percent after the preliminary application is submitted. The developer must submit a full application for the development project within 180 days of submitting the preliminary application.

The City does not currently have a process in place to address SB 330. As part of **Task 11.4** the City will establish a formal application process that is compliant with SB 330.

Senate Bill 35

SB 35 requires jurisdictions that have failed to meet their RHNA to provide a streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. The City does not currently have a process in place to address SB 35. As part of **Task 11.4** the City will establish a formal SB 35 application process.

Local Ordinances

Growth Management

There are no growth management policies in Daly City that would limit the City's ability to meet its housing needs.

Short-Term Rental Ordinance

The City established a short-term rental ordinance in 2020 to provide short-term lodging while also preventing the replacement of long-term housing with short-term rentals. The eligibility requirements are as follows:

A. Short-term rentals shall be permitted in single-family residences, condominiums, duplexes, townhomes, and properties with multiple rental units. For owner-occupied properties with multiple rental units, the owner of such property may only host a short-term rental in the dwelling unit that is their primary residence.

B. Short-term rentals shall not be permitted in inclusionary housing or other income-restricted housing units or on properties with accessory dwelling units or junior accessory dwelling units.

C. Vacation rentals, as defined in this chapter, are prohibited and shall not be operated in the city.

Inclusionary Zoning Ordinance (DCMC Chapter 17.47).

In recognition of the fact that neither federal nor state funding for affordable housing construction will be sufficient to fully address Daly City's affordable housing problem, nor will the private housing market likely provide affordable housing opportunities to low-income households, the City Council adopted an Inclusionary Zoning Ordinance in 2007. The City's Inclusionary Housing ordinance, Chapter 17.47 of Title 17 of the Daly City Municipal Code, was adopted in September 2007, then repealed and replaced by an Affordable Housing Ordinance adopted in April 2014 and revised in 2018. The Affordable Housing Ordinance requires the following:

Residential developments with fewer than 20 rental units or 15 ownership units will pay the required in Lieu Fees established in the City's Affordable Housing Fee schedule.

1. For-Sale Projects: twenty percent (20%) of the dwelling units in the Residential Development shall be sold at an Affordable Sales Price to households whose annual income does not exceed Moderate Income.

2. Rental Projects: ten percent (10%) of the dwelling units in the Residential Development shall be made available for rent at an Affordable Rent to households whose annual income does not exceed Low Income.

In lieu of constructing the on-site Inclusionary Units, a developer may elect to pay an Alternative In Lieu fee. These fees are used to increase and improve the supply of housing affordable to moderate-, low-, and very low-income households in the city.

Inclusionary zoning ordinances like Daly City's are sometimes perceived as adding to the cost of housing by requiring market-rate units in the particular project to subsidize the affordable units in that same project. The City's inclusionary zoning ordinance recognizes that there could be instances when the inclusionary housing requirements make market-rate housing more expensive. However, the City has made a conscious decision that the community's interests are best served by the adoption of the ordinance to address the environmental and job-housing balance inequities that would result if the City took no action to ensure that all income groups maintain access to the marketplace for new rental and for-sale homes.

As of April 2023, four for-sale projects have been subject to the Affordable Housing Ordinance. It is speculated that the market-rate units were used to subsidize the affordable units in the projects. In a 2019 policy brief on inclusionary zoning from George Mason University's Mercatus Center, researcher Emily Hamilton noted that for a mandatory inclusionary zoning program to avoid limiting the new construction of housing, the value of a local density bonus must outweigh the cost of providing affordable units[24]. However, Hamilton also noted that only two of the eight optional inclusionary zoning programs studied in the Washington DC metro area produced any affordable units during the study period, suggesting that an effective inclusionary program should remain mandatory. The City currently provides a robust density bonus program in addition to the inclusionary housing requirement. Additionally, in a 2015 study by Ann Hollingshead and published by the Lincoln Institute of Land Use Policy that was based on jurisdictions in California, weakening of inclusionary requirements is associated with an overall increase in the average

[24] Hamilton, E. (2019, September; rev. 2021, February). *Inclusionary Zoning Hurts More Than It Helps.* Mercatus Center at George Mason University. https://www.mercatus.org/research/policy-briefs/inclusionary-zoning-hurts-more-it-helps

cost of housing[25]. This increase is driven by an increase in the cost of below market-rate units that is not outweighed by the price decrease at the upper end of the rent spectrum.

To ensure the most effective implementation of the City's inclusionary zoning ordinance, two tasks have been added to the Objectives, Policies, and Tasks section of this Housing Element. **Task 10.2** requires that the City will ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance. **Task 10.3** mandates that the City adopt a disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transactions of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.

Availability of Infrastructure

Since the vacant, residentially zoned properties are either small or moderate in size and are scattered throughout the city, it is unlikely that any development will create a serious, additional demand on existing services and infrastructure (i.e., water, distribution lines, sewer collection system, etc.). The North San Mateo County Sanitation District completed a $23 million modification to its treatment facility, increasing capacity from 8 million gallons per day to 10.3 million gallons per day. This expansion, completed in 1990, was in response to a serious lack of capacity that resulted in a sewer connection moratorium during 1986-87. The expanded capacity will easily serve all projected new growth.

Daly City's water system is served by primarily by the City but in small part by Cal Water, a private provider. This system should be adequate to serve future needs. Portions of the system, including the Bayshore neighborhood, will need expanded storage capacity to meet future fire flow requirements for residential development. In addition, Daly City is working with the San Francisco Public Utilities Commission to address integrated resource management issues associated with conjunctive use of supplemental surface water to recharge groundwater supplies, and development of tertiary recycled water as an irrigation source to local golf courses. These strategies are intended to extend available resources to meet projected water needs, but none of these improvements are perceived to pose a significant limitation to long-term residential growth.

Upon adoption of the Housing Element, the City will provide a copy of the adopted Housing Element to each of the City's water and sewer providers, advising each of these agencies of the City's intention to comply with Government Code Section 65589.7, which requires these providers to grant priority service allocation to proposed developments that include housing units affordable to lower-income households. This is included as **Policy HE 7**.

Dry Utilities

Electricity service is provided by PG&E. Landline telephone service is provided by AT&T, and home internet service is provided by several private companies, including Astound. It is not expected that additional housing development will put strain on the availability of these systems, nor it is expected that service providers will face challenges in serving new development with these utilities.

[25] Hollingshead, A. (2015, December). *Do Inclusionary Housing Policies Promote Housing Affordability?* Lincoln Institute of Land Use Policy. https://www.lincolninst.edu/publications/working-papers/do-inclusionary-housing-policies-promote-housing-affordability

Housing Within the Coastal Zone

Much of the area encompassed by the Coastal Zone in Daly City is developed with single-family detached homes built in the 1950s and 1960s as part of the Westlake neighborhood. Portions of the zone that are undeveloped include a 2.6-mile beach that is largely inaccessible due to steep and high coastal bluffs immediately west of the aforementioned homes. These bluffs are exceedingly steep and rugged and, as a result, largely preclude further development.

Since the City adopted its first Coastal Element in 1984, new private development has been sporadic, and none of it has introduced new residents to the area. Rather, nonseismic landslides caused a number of single-family homes in the Coastal Zone to be removed. None of these removed homes included deed-restricted affordable housing, and there are presently no homes that are known to be threatened by landslide activity.

Nongovernmental Constraints to Housing Production

Constraints attributable to the private market that affect the improvement, maintenance, and production of housing are generally categorized as nongovernmental constraints. The imbalance between housing supply and demand makes housing costs in the Bay Area among the nation's highest. The high costs of development, financing, and land are the greatest barriers to the provision of affordable housing.

Land Costs

Daly City's proximity to the San Francisco employment center and the rapidly increasing job opportunities there have created an environment that makes Daly City a desirable place to live. Market forces continue to push land costs upward, resulting in an increase in housing costs. As the cost of housing rises at a much greater rate than income, there is less opportunity for home ownership to a growing proportion of Daly City residents. Additionally, there is an increasing number of households who can barely afford the home they purchased and, as a result, cannot afford expenditures on routine maintenance and repair.

It is anticipated that land costs within the City's Priority Development Areas, especially along Mission Street, will increase over time as new development replaces older, existing residential buildings; infrastructure improvements take place; and the desirability of living closer to BART, Samtrans, and other public transit opportunities increases. While this evolution of land use would increase the overall volume of housing in the area, an unintended consequence could be an increase in housing overpayment, overcrowding, degraded housing conditions, and displacement of existing lower-income households unable to afford market-rate newer development.

According to a 2022 study performed by Century Urban, there were insufficient data points available from the last three years to evaluate land purchases of up to one acre for single-family development. However, in nearby Pacifica the median cost for land for the development of a single-family home was $447,500. For multifamily projects, the median per-unit land cost was $45,000. This was the lowest median cost per unit of any San Mateo jurisdiction included in the survey.

In anticipation that new development projects could impact existing residents negatively, Housing Element **Task 5.2** requires that the City evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and make adjustments as necessary.

Market Conditions

Another potential constraint to housing rehabilitation in some portions of Daly City is the uncertainty some property owners may feel toward the long-term prospects for upgrading a neighborhood. Areas where this could be a constraint are generally the older neighborhoods east of Interstate 280.

Many of the current building condition problems stem from the inability of some Daly City residents to pay for well-maintained, standard housing. In this regard, the housing problem is basically a problem of poverty. A low-income family cannot pay prevailing rents for decent housing without imposing a severe strain on the family budget. They have two choices: spend an inordinately high percentage of income to get a standard unit or spend a more reasonable amount and accept substandard housing.

Landlords may face a similar dilemma. Revenues received from a building must match the operating cost, including mortgage payments, taxes, insurance, and basic upkeep. If there are no tenants willing or able to pay the amount needed to maintain the building in good condition, costs are usually reduced by cutting back on maintenance and repair. Ignoring needed repairs causes the building to deteriorate—and with it, the neighborhood.

Construction Costs

Based an estimated generated by Century Urban as part of a 2022 study, construction cost, without considering land costs, financing, etc., for an average single-family home in San Mateo or Santa Clara County is approximately $420 per square foot, or $1,040,000 for a 2,600-square-foot home. For a small multifamily project with 10 units and 10,000 square feet of residential area as well as 3,750 square feet of surface parking, construction costs are estimated at $522 per square foot or $521,500 per unit, for a total construction hard cost of $5,215,000.

Availability of Financing

Financing costs reached an all-time high in the first part of this decade. The lack of affordable financing has led to a proliferation of creative financing packages including variable rate mortgages, balloon payments, interest-only loans, equity participation, and other techniques. The long-term outlook for interest rates is highly uncertain and will be influenced by such factors as deficit spending by the federal government, federal housing policy, borrowing needs of businesses and individuals, and the monetary policy of the Federal Reserve Board. These are all factors over which Daly City has little or no influence. In the spirit of the overall Housing Goal, the City must recognize the constraints in establishing realistic policies. The City has and should continue to sponsor and/or administer interest-rate-reducing programs (e.g., Housing Revenue Bond and Residential Rehabilitation Programs that benefit specific groups like low- and moderate-income households, first-time home buyers, and groups with special needs) as well as HOME funds, PLHA funds, and finding from the Housing Trust Fund.

Energy Conservation

In 2015 City enacted an expedited, streamlined solar permitting process that complies with the Solar Rights Act and AB 2188 (Chapter 521, Statutes 2014) to achieve timely and cost-effective installations of small residential rooftop solar energy systems. The adoption of these regulations expanded the ability of property owners to install solar energy systems while protecting the public health and safety.

The City Council voted to join Peninsula Clean Energy (PCE) in January 2016. Through this program, Daly City has been able to join with other local jurisdictions to combine their electricity demand to buy and develop clean energy sources on behalf of its residents.

The City has also joined Bay Area Sunshares, along with nearly 40 cities and employers across the Bay Area. The program offers discounts on solar energy and energy storage systems to residents as well as information on financing options. The City advertises the State program Energy Upgrade California, which provides incentives and rebates on energy efficiency upgrades and a home energy assessment.

The City provides Property Assessed Clean Energy (PACE) financing, through which homeowners can finance energy- and water-saving upgrades through their property tax bills. The City also advertises the State's Energy Upgrade California through its website to inform residents of additional incentives for improvements to electric, gas, heating, air conditioning, water, and waste systems.

Housing Objectives, Policies, and Tasks

The California Government Code Section 65583(b)(1) requires the Housing Element to contain "a statement of goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing." This chapter fulfills that requirement and builds on information in previous chapters to provide direction on key housing issues in Daly City.

Daly City's Housing Objectives

Daly City's Housing Element has the following objectives:

- Objective HE-1: Accommodate growing population by promoting housing construction.
- Objective HE-2: Explore a variety of alternative mechanisms to increase housing affordability.
- Objective HE-3: Use vacant and underutilized sites to provide future housing opportunities.
- Objective HE-4: Encourage a variety of housing types and tenures for all income levels and ensure access to housing by all groups or individuals.
- Objective HE-5: Ensure that the quality of housing is continually maintained or upgraded, and the existing housing supply is not negatively affected by reconstruction.
- Objective HE 6: Reduce unnecessary or wasteful energy practices and encourage more energy-efficient housing.
- Objective HE 7: Increase the supply of housing in a manner that does not negatively impact the quality of life in existing adjacent neighborhoods.

The information, analyses, recommendations, and programs (tasks) offered in this Housing Element are aimed at the accomplishment of a single housing goal, which was developed as part of the Envision Daly City process completed as part of the General Plan Update in 2009. Since considerable effort was expended to develop this goal, the City has continued this vision and has included it in the 2023-2031 Housing Element:

"Daly City will include well-designed housing choices for a variety of household incomes, life stages, and its diverse population with a good balance between ownership and rental units. Mission Street and Geneva Avenue will be urban corridors with unique mixed-use developments and public improvement projects that add to vibrancy of these streets."

This goal allows a wider range of choices for those who have few, if any, choices. The housing goal promotes opportunities to choose a location where they want to live; select a dwelling that meets their needs, both physically and financially; and improve their living environment. An underlying theme in Daly City's General Plan, which is especially true in the Housing Element, is that as each individual is better off with more choices in any decision, so are we all.

Policies and Tasks

Table HE-64 provides specific housing policies and the tasks necessary to implement the housing goal and identifies the specific department charged with implementing each policy's task, the estimated completion date for each task, and the funding source that the City will use to implement each task.

Table HE 64: Housing Element Objectives, Policies, and Tasks

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE.1: Maintain and, where possible, create larger housing development sites throughout the city.					
1.1	Establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development and establish development regulations, including reduced parking requirements, in the Zoning Ordinance specifically for higher-density mixed-use development. Implementation of the C-MU zone will encourage the development of higher-density multifamily residential development and mixed-use projects in close proximity to commercial areas.				
1.2	Allow for a lot merger incentive allowance in the C-MU zone whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers and shall be commensurate with the size of the parcels being merged and/or created (see also Land Use Element Task LU 1.2).				
1.3	Remove the use permit requirement for mixed-use projects in the C-MU Commercial Mixed-Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by right," without requirement for discretionary approvals. Review existing design guidelines to ensure that they address instances where higher-density development is proposed adjacent to lower-density neighborhoods	Planning Division	370 units for lower-income households, 44 units for moderate-income households, and 203 units for above moderate-income households.	By January 31, 2024	General Fund
1.4	Amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially zoned or residentially designated property to any zone or designation other than residential. For the purpose of this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the Potential				

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	Housing Sites Inventory List for which a replacement site has not been identified.				
1.5	Amend the Zoning Code to permit mixed-use development in the C-1 and C-2 zones without a use permit.	Planning Division	42 units of housing for lower-income households, 53 units of housing for moderate-Income households and 203 units of housing for above moderate-income households		General Fund
Policy HE.2: Support infill housing in existing neighborhoods by offering streamlined planning and environmental reviews.					
2.1	Amend the automatic expiration for all discretionary land use approvals (including design review approval) from one year to two years and amend the expiration provision to indicate that an applicant need only apply for a building permit within the specified two-year timeframe.	Planning Division	---	Within one year of Housing Element adoption	General Fund
2.2	The City will develop objective design guidelines and standards to provide clear and objective standards related to single family, multifamily, and mixed-use residential developments.	Planning Division	200 units of housing, including 100 units of lower-income housing.	Adopt objective design standards by January 2025 and implement thereafter.	General Fund
Policy HE. 3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.					
3.1	For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently funded Home Owners' Association (HOA)/Property Owners' Association (POA) amenities (e.g., van-pools or car-sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5-mile distance of a Bay Area Rapid Transit station.	Planning Division	200 units of housing for lower-income households and 100 units of housing for moderate-income households	Within one year of Housing Element adoption	General Fund
Policy HE. 4: Ensure that standards for new housing construction comply with appropriate aircraft noise abatement requirements.					
4.1	Comply with the most recent Federal Aviation Administration requirements (i.e., 45 decibel [dB] community noise equivalent level [CNEL] and 65 dB CNEL).	Planning Division	---	Ongoing	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE. 5A: Allow the construction of additional Accessory Dwelling Units (ADUs) throughout the city in compliance with state law.					
5.1	Encourage the construction of ADUs through the following actions, which are aimed at providing an increased supply of affordable units throughout the city, thereby increasing access to high resource established neighborhoods outside of the downtown and Opportunity Zone areas and help reduce displacement risk for low-income households. • Review and revise the City's ADU ordinance, as needed, including in response to recent changes in state law and/or future comments it may receive from the California Department of Housing and Community Development (HCD). • Amend owner-occupancy requirements as necessary to ensure compliance with Government Code 65852.2 (D)(xii)(6). • Clarify language in the Zoning Code to replace the term "second unit" with "accessory dwelling unit". • Continue to implement a public information and proactive outreach campaign via the City's website of the standards for ADU development, permitting procedures, construction resources, and the importance of ADUs to Daly City, including ADUs affordable to lower-income households. • Provide information to encourage residents to apply for ADUs, particularly where their homes already include space that is configured for a conforming ADU (e.g., carriage houses, au pair quarters, second kitchens on floors with separate entrances). • Produce a flyer regarding ADUs and make available at the Planning Department counter • At least annually, publish informational materials pertaining to ADUs through a combination of media, including the City's website and direct mailings. • Identify incentives for construction of ADUs with new development, which may include differing collection of impact fees for the square footage associated with the ADU until issuance of the certificate of occupancy. • Collect and monitor data on ADU production and affordability and identify additional capacity within 6 months, if needed.	Planning Division	Support the development of 503 ADUs, including 302 for lower-income households, 151 for moderate-income households, and 50 for above moderate-income households.	Review and revise the current ADU ordinance and amend by December 2024; make ADU materials available by December 2024 and implement proactive outreach campaign by June 2024, implement by June 2025; evaluate effectiveness of ADU approvals and affordability every other year, starting 2024; and identify additional site capacity, if needed, by 2025.	General Fund
Policy HE. 5B: Reduce or eliminate the impacts of new construction to residents displaced by such construction.					
5.1	Evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City	Planning Division	Reduce displacement risk for 40 individuals or households.	Complete an evaluation by December 31, 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and make adjustments as necessary.				
Policy HE.6: Ensure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation.					
6.1	Develop and implement an evaluation procedure to ensure the City maintains sufficient land to accommodate the Regional Housing Needs Allocation (RHNA) throughout the planning period. Should the City fall into a no net loss situation, within 180 days, the City will identify a replacement site to ensure the remaining RHNA is being met.	Planning Division	---	Develop a monitoring program by January 2024; ongoing monitoring as zoning changes are proposed and/or as development is proposed on multifamily housing sites	General Fund
6.2	Pursuant to Government Code Section 65583.2(c), any nonvacant sites identified in the prior 5th Housing Element Cycle or vacant sites identified in two or more consecutive planning periods shall be provided by right when at least 20 percent of the units in the proposed development are affordable to lower-income households.	Planning Division	---	Implement with adoption of the Housing Element	General Fund
6.3	To accommodate a portion of the lower-income RHNA (473 units), the will City rezone 11.39 acres of vacant land (site 9 in Table HE-47) to the R-3 zoning district, allowing exclusively residential uses and a minimum of 20 units per acre that allows for at least 30 units per acre. Rezoned sites will permit owner-occupied and rental multifamily uses by right, pursuant to Government Code Section 65583.2(i) for developments in which 20 percent or more of the units are affordable to lower-income households and will be on site eight in the parcel listing. As reflected in the RHNA Inventory, the sites have the capacity to accommodate at least 16 units and will be available for development in the planning period where water, sewer, and dry utilities can be provided. The General Plan Land Use will also be amended to the Residential -High land use designation to ensure consistency. Additionally, the City will amend the current Planned Development zoning on sites 7 and 8 in Table HE-47 to allow for the development of 308 residential units.	Planning Division	781 units for lower-income households	By January 31, 2024	General Fund
6.4	The City will review and update the General Plan Land Use designation of sites assumed to meet the RHNA to ensure zoning and General Plan designations are compatible.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
6.5	Amend the General Plan Land Use Designations as follows to allow for additional capacity to meet the RHNA: Increase the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre. Increase the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre. Increase the permitted density in the Residential High Density General Plan Land Use Designation from 35.1 to 60 dwelling units per acre to 60.1 to 120 dwelling units per acre. Increase the permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of120.1 dwelling units per acre.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund
6.6	Review and amend the City's Development Standards to ensure that they permit development of sufficient dimensions to achieve the levels of density that will be permitted in Task 6.5.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund
6.7	Amend Chapter 17.09 - R-1/A SINGLE-FAMILY/DUPLEX RESIDENTIAL DISTRICT to allow duplexes by right and without the requirement for design review, unless by objective standards. And amend Chapter 17.12 - R-3 MULTIPLE-FAMILY RESIDENTIAL DISTRICT and Chapter 17.21 - SC SULLIVAN CORRIDOR SPECIFIC PLAN DISTRICT (R-H) to: • Require that all new development be multiple family residential in nature only, constructed pursuant to the density parameters established by the General Plan, and without the requirement for design review, unless by objective standards; • Amend the maximum building height to 120 feet; • Amend the minimum lot area for new parcels to one acre; • Remove the maximum lot coverage; and • Remove the regulation pertain to lot area per dwelling unit (General Plan densities to be used instead).	Planning Division	Facilitate the development of 408 units to accommodate lower-income households, 140 housing units to accommodate moderate-income households, and 273 units to accommodate above moderate-income households.	By January 31, 2024	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
6.8	Establish an outreach and coordination program to connect developers, builders, and owners of non-vacant sites. The program shall: • Emphasize reaching out to owners of non-vacant sites to discuss any interest in redeveloping and available incentives. • Marketing and advertising these sites to the development community along with any incentives that might be available. • Establish biennial meetings with developers and builders.	Planning Division	Engage with 5 property owners of high-potential non-vacant sites each year.	Initiate by October 2024 and maintain throughout planning period on a biennial basis.	General Fund
Policy HE. 7: Allow development density on all residentially zoned properties consistent with the General Plan Land Use Map and work with utility providers to ensure that adequate water supplies and sewer capacities are available to allow construction at such density, especially for development that includes housing units affordable to lower-income households. Grant priority service allocation to proposed developments that include housing units affordable to lower-income households, in compliance with Government Code Section 65589.7 and provide a copy of the adopted Housing Element to each of the City's water and sewer providers following adoption.					
Policy HE.8: Expand homeownership opportunities by facilitating condominium construction, while protecting renters from condominium conversions.					
8.1	When such funds are available, use and leverage federal, state, and local funds, tax credits, tax-exempt bonds, and private sources such as foundations to protect affected lower income renters from displacement caused by condominium conversions. This may include working with non-profit developers, providing relocation information and assistance to affected tenants or subsidizing benefits for voluntary relocation.	Planning Division	50 lower-income units to reduce displacement risk.	Ongoing/as funds are available	General Fund, State and Federal Funds, or Private Donations as Available.
Policy HE.9: Use the financial and other resources available to the City to reduce the cost and increase the amount of affordable housing.					
9.1	When such funds are available, use and leverage federal, state, and local funds, tax credits, tax-exempt bonds, and private sources such as foundations to encourage the production of affordable housing. The City shall strive to leverage such funds, on average, every two years within the planning period. The City shall offer technical assistance to landowners and prospective developers regarding, for instance, regulatory guidelines, development potential, design solutions, and marketing data. City will continue to routinely monitor, investigate, and use available new funding sources.	Planning Division	50 lower-income units to reduce displacement risk.	Ongoing/as funds are available	General Fund, State and Federal Funds, or Private Donations as Available.
Policy HE.10: Continue to require affordable units in all new housing development and in new condominium conversions.					
10.1	Implement the Inclusionary Zoning Ordinance. Provide as part of the General Plan Annual Report an analysis of the effectiveness of the Inclusionary Zoning Ordinance in creating long-term affordable renter- and owner-occupied housing units. The analysis shall identify housing developments subject to the Ordinance for which construction has been completed in the previous year and shall qualitatively and quantitatively describe the extent to which the ordinance impacted the construction cost of market-rate units within these developments.	Planning Division	200 units of housing for lower-income households.	Annually review, amend within 6 months if identified as a constraint.	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
10.2	Provide information regarding the Inclusionary Zoning Ordinance to prospective property purchasers and developers and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance.	Planning Division	200 units of housing for lower-income households.	Staff training as needed. Make information about inclusionary zoning available online and in print continuously throughout the planning period.	General Fund
10.3	Adopt disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.	Planning Division	---	January 2025	General Fund
Policy HE.11: Provide regulatory incentives and streamline the permit process for development projects that contain deed-restricted affordable units.					
11.1	Reduce delays in project approval and issuance of building permits by developing a plan check prioritization system that reduces the time required to complete the plan check review process for affordable housing projects, especially those projects that exceed the City's inclusionary zoning ordinance requirements.	Planning Division	881 units of housing for lower-income households	Ongoing	General Fund
11.2	Continue to offer parking reductions offered in the current Zoning Ordinance that serve as an incentive to developers of low-income elderly housing provided a minimum age for residency of such units is established by the ordinance (e.g., 62 years of age).	Planning Division	50 units of housing for low-income seniors.	Ongoing	General Fund
11.3	Establish a process for evaluating affordable housing projects for reductions in required improvements.	Planning Division	881 units of housing for low-income households.	Formalize a review process by 2025	General Fund
11.4	The City will develop a preliminary application form and procedure or will adopt the Preliminary Application Form developed by HCD, pursuant to Senate Bill (SB) 330. The City will also establish a written policy and/or procedure, and other guidance as appropriate, to specify the SB 35 streamlining approval process and standards for eligible projects under Government Code Section 65913.4. The applications will be available on the City's website for developers interested in pursuing the streamlined process or vesting rights.	Planning Division	Facilitate construction of 50 very low-income units and 50 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas.	Develop or adopt HCD's SB 330 preliminary application form by June 2025. Develop an SB 35 streamlined approval process by December 2025 and implement as applications are received.	General Fund
11.5	The City will review and revise the City's density bonus guidelines to ensure compliance with state law.	Planning Division	Facilitate construction of 100 units to increase housing mobility opportunities,	Within one year of Housing Element adoption	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
			prioritizing new opportunities in higher-resource areas.		
Policy HE.12: Consider financial incentives to increase the supply of rental housing for lower income household, including extremely low-income households.					
12.1	When funds are available, apply for and/or co-sponsor funding opportunities for the construction of rental housing, prioritizing opportunities for infill development in neighborhoods with lower proportions of renters, such as the Hillside, Crocker, and St. Francis neighborhoods. The City shall strive to make such applications, on average, every two years within the planning period. Give priority expenditure of City housing funds to projects that will provide deed-restricted affordable rental housing, especially to development projects that will provide extremely low-income units or affordable projects in higher-income neighborhoods, such as the Southern Hills, Westlake Park, and Hillside neighborhoods. Identify potential funding sources on an ongoing basis. Give priority expenditure of City housing funds to projects that will occupy sites that have been previously developed.	Planning Division	Facilitate construction of 50 very low-income units, 50 very low-income units, and 100 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas. This will include replacement of an estimated 15 units of housing to replace any units that are deemed beyond rehabilitation.	Review fund availability annually. Priority expenditure ongoing.	General Fund, HOME, CDBG
12.2	Use the City's Affordable Housing Trust Fund to increase and improve the supply of affordable housing.	Planning Division	Facilitate construction of 50 extremely low-income units, 50 very low-income units and 100 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas.	Ongoing, allocate funds annually and as affordable projects are proposed.	Affordable Housing Trust Fund
Policy HE.13: Promote the development of special-needs housing, such as housing for seniors; housing for persons with physical, developmental, or mental disabilities; housing for extremely low-income persons, and female-headed households.					
13.1	Adopt management standards for emergency shelters, including, but not limited to, the following: The occupancy limit for any building proposed for occupation by an emergency shelter shall be no less or greater than that normally required. The maximum number of beds or persons permitted to be served nightly by the facility. The parking requirement for emergency shelters shall be quantified within the Zoning Ordinance and shall be based on demonstrated need. The parking requirement for emergency shelters shall be no greater than the requirement for other residential or commercial uses within the zone. The size and location of exterior and interior on-site waiting and client intake areas.	Planning Division	Facilitate the development of shelter services to serve at least 49 homeless community members.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	The requirement for continuous on-site management and the submission of a management plan to the City that identifies security mechanisms in place during hours that the emergency shelter is in operation. The proximity to other emergency shelters provided that emergency shelters are not required to be more than 300 feet apart. Regulations for the maximum length of stay by any individual within a calendar year within an emergency shelter.				
13.2	Amend the Zoning Code to permit low-barrier navigation centers, defined as low-barrier, temporary, service-enriched shelters to help homeless individuals and families quickly obtain permanent housing by right in zones where mixed uses are allowed or in nonresidential zones that permit multifamily housing (Government Code Section 65662; AB 101).	Planning Division	Facilitate the development of shelter services to serve at least 49 homeless community members.	January 2025	General Fund
13.3	Amend the Zoning Ordinance to ensure that transitional and supportive housing, is treated as a residential use and only subject to the same use in the same zone. Additionally, allow supportive housing as a permitted use without discretionary review in zones where multifamily and mixed-use developments are permitted, including nonresidential zones permitting multifamily uses (Government Code Section 65583(c)(3) and Section 65650).	Planning Division	Facilitate the development of 50 units of transitional housing.	January 2025	General Fund
13.4	Amend the Zoning Ordinance to ensure that local zoning, development standards, and permitting processes comply with Health and Safety Code Sections 17021.5 and 17021.6. Section 17021.5, which generally requires employee housing for six or fewer persons to be treated as a single-family structure and residential use. No conditional-use permit, zoning variance, or other zoning clearance shall be required for this type of employee housing that is not required of a family dwelling of the same type in the same zone. Section 17021.6 generally requires that employee housing consisting of no more than 36 beds in group quarters (or 12 units or less) designed for use by a single family or household to be treated as an agricultural use. No conditional-use permit, zoning variance, or other zoning clearance shall be required for this type of employee housing that is not required of any other agricultural activity in the same zone.	Planning Division	Facilitate the development of 50 units of employee housing.	January 2025	General Fund
13.5	Review and amend the Zoning Code as needed to allow mobile and manufactured homes, as defined by state law, as an allowed use in any residential zone that permits single-family residential uses, without the requirement for a use permit and subject to no greater zoning restrictions than residential uses in the same zone. Also ensure parking standards are consistent with state law.	Planning Division	---	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE.14: Require adaptability and accessibility of residential units for disabled occupants and ensure that the Zoning Ordinance provides regulations that are sensitive to the needs of disabled occupants.					
14.1	Implement state requirements (Sections 4450 to 4460 of the California Government Code and Title 24 of the California Code of Regulations) regarding granting reasonable accommodations.	Planning Division	Assist 35 residents with reasonable accommodation requests to reduce displacement risk and improve housing mobility.	Ongoing, as applications are processed by the City	General Fund
14.2	Continue to administer the residential rehabilitation program funded by Community Development Block Grant (CDBG) funds, which offers grants and low-interest loans to eligible low-income homeowners and rental property owners whose units are occupied by 51% or more low-income renters. The different loans and grants include: Complete Rehab Loan, up to $75,000 at 1% interest Roof Only, Windows Only, and Exterior Paints Only loans Security Bars Retrofit Grant, up to $1,500 Senior Minor Home Repair Grant, up to $2,500 for persons 60 years and over Continue to provide CDBG funding to Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities to provide minor home repair and home accessibility modifications for Daly City residents.	Planning Division	Fund home repair loans and grants for 100 households over the planning period.	Ongoing, annually provide funding to Rebuilding Together Peninsula, and Center for Independence.	CDBG
Policy HE.15: Prevent housing discrimination based on age, race, religion, sex, ethnic background, or familial status.					
15.1	Assist in the implementation and enforcement of state and federal fair housing and civil rights laws and shall make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City shall work with the appropriate public interest agencies to vigorously pursue the matter and where discrimination is found, the City shall assist the relevant entity in prosecuting the matter.	Economic and Community Development Department, Housing Authority of County of San Mateo	Reduce displacement risk for 40 individuals or households resulting from housing discrimination.	Response to discrimination ongoing as suspected cases occur.	General Fund, Grant funding

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
15.2	Continue to contract to provide fair housing services to city residents and property owners. Services will include: Publishing information on fair housing laws and requirements on the City's website, updating at least annually or as changes are needed. Distributing educational materials on fair housing rights and responsibilities to property owners, landlords, apartment managers, and tenants at least every two years. Making public service announcements (PSAs) via different media (e.g., newspaper ads and public service announcements at local radio and television channels) at least two times a year. Conducting public presentations with different community groups at least annually, contracting this to local fair housing organizations as applicable. Responding to complaints of discrimination (i.e., in-taking, investigation of complaints, and resolution) as they are received. Deferring services to appropriate agencies as cases are received.	Planning Division	Reduce displacement risk for 40 individuals or households resulting from housing discrimination.	Publish information on fair housing laws within six months of Housing Element adoption and updated annually or as needed. Distributing educational materials to property owners, managers, and tenants at least every two years. Presentations to community groups at least annually. Response to discrimination ongoing as suspected cases occur.	General Fun
15.3	The Housing Authority of San Mateo County administers the Public Housing and Section 8 Voucher Programs throughout San Mateo County. There is no public housing in Daly City. he Housing Authority administers the HUD Section 8 Housing Choice Voucher (HCV) Program, which provides eligible very low-income renters with rental assistance subsidies. Tenant-based Section 8 HCVs are portable, which means tenants can continue using them when they move, while project-based Section 8 stays with the multifamily building as a development or operating cost subsidy. The City strongly supports the Section 8 Program's efforts to preserve affordable rental units in the County and will continue to maintain a cooperative working relationship with the County Housing Authority to preserve the program. To facilitate housing mobility for lower-income households through the HCV Program, the City will do the following: Provide a link to the Housing Authority of San Mateo County's HCV program webpage on the City's website by January 2024. Meet with the Housing Authority of San Mateo County by June 2024 to discuss the process of developing printed informational materials, with the goal of making materials available at public counters by June 2025. Work with the Housing Authority to disseminate information at least every other year to landlords and property owners on incentives for	Economic and Community Development Department, Housing Authority of San Mateo County	Work with the Housing Authority of San Mateo County to encourage at least 30 landlords and property managers in Daly City to register units with the Housing Authority in high-opportunity areas to promote access to resources and mobility for target households.	Provide information on the City's website by January 2024. Meet with the Housing Authority by June 2024 and develop informational materials by June 2025. Target outreach to property owners and landlords at least every other year.	HUD Section 8, General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	participating in the HCV program throughout the city to promote housing opportunities for all residents. Target informational materials to landlords and property managers in neighborhoods with low rates of HCV users currently, such as the Westlake Park neighborhood. Refer interested households to the Housing Authority of San Mateo County and encourage landlords to register their properties with the Housing Authority for accepting HCVs.				
15.4	The City shall, to the extent of its jurisdiction, implement all of the provisions of the Employee Housing Act (Health and Safety Code Sections 17030-17039) and work with the State Department of Housing and Community Development to do the same.	Planning Division	Facilitate the development of 50 units of employee housing.	Ongoing	General Fund
15.5	The City will continue to require homebuyer education for all BMR participants in ownership projects. The City will continue to participate as a member of the Housing Endowment and Regional Trust of San Mateo County (HEART SMC), which provides homebuyer education workshops throughout the County. The City will work with its BMR Administrator to offer relevant and important information to first-time homebuyers.	Planning Division	50 households	Annually Coordinate with the county, provide financial assistance on a project-by=project basis.	General Fund
15.5	To facilitate place-based revitalization for households at risk of displacement due to new development, the City will require replacement housing units subject to the requirements of Government Code, Section 65915, subdivision(c)(3), on sites identified in the site inventory when any new development (residential, mixed-use, or non-residential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years. This requirement applies to non-vacant sites and vacant sites with previous residential uses that have been vacated or demolished.	Planning Division	Replace any of units identified in the sites inventory if (a) they are planned to be demolished for purposes of building new housing, and (b) they are determined to be occupied by low-income households, provide assistance to prevent displacement of lower-income households due to loss of affordable units.	The replacement requirement will be implemented immediately and applied as applications on identified sites are received and processed.	General Fund
Policy HE.16: Provide financial assistance to lower-income households in emergency situations.					
16.1	Refer residents to the County Housing Assistance Program that grants eligible lower-income families, seniors, and persons with disabilities money to cover housing-related emergencies (e.g., security deposits, temporary difficulty meeting rent payments).	Planning Division	Reduce displacement risk for 40 individuals or households resulting from housing emergencies.	Ongoing, as funds are available	General Fund
Policy HE.17: Support a balanced distribution of quality residential care facilities.					
17.2	Amend the Zoning Code to allow residential care facilities for six or fewer persons in accordance with Health and Safety Code Section 1568.0831, and allow residential care facilities, regardless of size, in all	Planning Division	Facilitate the development of residential care facilities to support accommodation for 50 individuals.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	zones that permit residential uses of the same type, in accordance with the City's definition of family.				
Policy HE.18: Address the range of needs and encourage the production of additional housing opportunities for extremely low-income (ELI) households.					
18.1	Amend the Zoning Ordinance to reduce the required parking on one parking space per unit to 0.5 parking spaces per unit for any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households.	Planning Division	Facilitate the development of 668 units of housing to accommodate extremely low-income households.	January 2025	General Fund
18.2	For any new housing development using public funding or publicly owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for extremely low-income households.	Planning Division		Ongoing/as needed	General Fund
18.3	Define and permit single-room occupancy (SRO) units, which are often more affordable to those with extremely low incomes. To further support the development or rehabilitation of SRO units and/or other units affordable to extremely low-income households, such as supportive and multifamily units, the City will continue to seek and pursue state and federal funds to offer a variety of incentives or concessions.	Planning Division		January 2025	General Fund
Policy HE.19: Refer residents to home-sharing programs as part of a collection of policies, programs, and practices for addressing the housing needs of those at the lowest income levels, including seniors, those living with disabilities, those at risk of homelessness, and female head of households.					
Policy HE.20: Encourage voluntary housing rehabilitation and reconstruction.					
20.1	Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multifamily residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.	Planning Division	Allow for voluntary reconstruction, restoration, or rebuilding of 20 units.	January 2025	General Fund
Policy HE.21: Encourage housing reconstruction after fire or other natural disaster.					
21.1	Amend the Zoning Ordinance non-conforming building regulations to allow reconstruction of non-conforming buildings affected by fire or natural disaster subject to the land use regulations in place at the time of the original building construction if the present development regulations are determined by the Director of Economic and Community Development to allow fewer total units than were originally permitted. This amendment shall allow such reconstruction provided the total unit count does not increase and the size of each replacement unit is substantially similar to the size of the original unit being replaced. The amendment shall not apply where the General	Planning Division	Allow for voluntary reconstruction, restoration, or rebuilding of 20 units.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	Plan Land Use Map requires a higher minimum density than was provided in the building prior to the fire or natural disaster.				
Policy HE.22: Preserve existing low-income housing units that are at risk of being converted to market-rate housing.					
22.1	Monitor existing at-risk low-income housing units and take the following actions: • Contact property owners of units at risk of converting to market-rate housing within one year of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. • Coordinate with owners of expiring subsidies to ensure the required notices to tenants are sent out at 3 years, 12 months, and 6 months. • Reach out to agencies interested in purchasing and/or managing at-risk units. • Work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law.	Planning Division	Preserve the affordability of 161 units of deed-restricted lower-income housing to reduce displacement.	Annually monitor units at risk of converting; coordinate noticing as required per California law.	General Fund
Policy HE.23: Encourage the use of energy- and water-efficiency standards in residential construction, rehabilitation, and remodeling.					
23.1	Adopt progressive energy-efficiency strategies similar to those adopted by the California Public Utilities Commission: • All new residential construction in California will be zero net energy by 2030; • All new commercial construction in California will be zero net energy by 2035; • Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and • All eligible low-income customers will be given the opportunity to participate in the low-income energy-efficiency program by 2030. • Additionally, the City will encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.	Planning Division	10 major projects will pre-plumb for solar hot water and pre-wire for solar electric systems	Adopt strategies by 2025	General Fund and Grant Funding, as Available
23.2	Develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.	Planning Division	100 investments in clean energy systems	By 2028	State or Federal Grant Funding or Grants from Private Foundations, as Available

Quantified Objectives

Based on the objectives outlined in this Housing Element, the City has established the quantified objectives shown in **Table HE-65** to meet its housing needs over the 2023-2031 planning period.

Table HE 65: Quantified Objectives by Income Category

	Extremely Low	Very Low	Low	Moderate	Above Moderate
New Construction					
Tasks 1.1 through 1.4			370	44	203
Tak 1.5			42	53	203
Task 2.2			100	50	50
Task 3.1			200	100	
Task 6.3			781		
Task 6.4			555	368	
Task 6.5			555	368	
Task 6.6			555	368	
Task 6.7			408	273	
Task 10.1			200		
Task 10.1			200		
Task 11.1			881		
Task 11.2			50		
Task 11.1			200		
Task 11.4			881		
Task 11.5		50	50		
Task 12.1	50	50	100		
Task 12.2	50	50	100		
Task 13.3	50				
Task 13.4	50				
Task 13.5			50		
Task 14.1		35			
Task 14.2			100		
Task 15.4				50	
Task 15.5		25	25		
Task 17.2			50		
Tasks 18.1 through 18.3	668				
Rehabilitation					
Task 14.3			400		
Task 20.1				20	
Task 21.1				20	
Replacement					
Task 12.1			15		
Preservation					
Task 5.1			40		
Task 8.1			50		
Task 9.1			50		
Task 15.1			40		

	Extremely Low	Very Low	Low	Moderate	Above Moderate
Task 15.2			40		
Task 15.3	15	15			
Task 16.1			40		
Task 22.1			161		

Source: City of Daly City, May 2023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AB-491 Housing: affordable and market rate units. (2021-2022)

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Date Published: 09/29/2021 10:00 AM

Assembly Bill No. 491

CHAPTER 345

An act to add Section 17929 to the Health and Safety Code, relating to housing.

[Approved by Governor September 28, 2021. Filed with Secretary of State September 28, 2021.]

LEGISLATIVE COUNSEL'S DIGEST

AB 491, Ward. Housing: affordable and market rate units.

The State Housing Law, among other things, requires the Department of Housing and Community Development to adopt, amend, or repeal rules and regulations for the protection of the health, safety, and general welfare of the occupant and the public relating to specified residential structures, as provided, which apply throughout the state. Existing law requires the housing or building department of every city or county, or the health department if there is no building department, to enforce within its jurisdiction the provisions of the State Housing Law, building standards, and the other rules and regulations adopted by the department pertaining to the maintenance, sanitation, ventilation, use, or occupancy of apartment houses, hotels, or dwellings. A violation of the State Housing Law, or of the building standards or rules and regulations adopted pursuant to that law, is a misdemeanor.

This bill would require that a mixed-income multifamily structure provide the same access to the common entrances, common areas, and amenities of the structure to occupants of the affordable housing units in the structure as is provided to occupants of the market-rate housing units. The bill would also prohibit a mixed-income multifamily structure from isolating the affordable housing units within the structure to a specific floor or an area on a specific floor. The bill would define various terms for these purposes.

The bill would state that these additions do not constitute a change in, but are declaratory of, existing law.

By adding to the duties of local officials with respect to enforcement of the State Housing Law, the violation of which is a crime, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.

With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Section 17929 is added to the Health and Safety Code, to read:

17929. (a) (1) For a mixed-income multifamily structure, both of the following shall apply:

(A) The occupants of the affordable housing units within the mixed-income multifamily structure shall have the same access to the common entrances to that structure as the occupants of the market-rate housing units.

(B) The occupants of the affordable housing units within the mixed-income multifamily structure shall have the same access to the common areas and amenities of that structure as the occupants of the market-rate housing units.

(2) A mixed-income multifamily structure shall not isolate the affordable housing units within that structure to a specific floor or an area on a specific floor.

(b) For purposes of this section:

(1) "Affordable housing unit" means any residential dwelling unit that is restricted by deed or other recorded document as affordable housing for persons and families of low or moderate income, as that term is defined in Section 50093.

(2) "Common entrance" means any area used by the occupants of a mixed-income multifamily structure for ingress to or egress from that structure.

(3) "Market-rate housing unit" means any residential dwelling unit that is not an affordable housing unit or a unit occupied by on-site property management staff.

(4) "Mixed-income multifamily structure" means any residential structure with five or more residential dwelling units that includes both affordable housing units and market-rate housing units.

(c) This section is declaratory of existing law. Nothing in this section shall be construed to limit the application of existing law, including, but not limited to, Article 2 (commencing with Section 12955) of Chapter 6 of Part 2.8 of Division 3 of Title 2 of the Government Code, Section 65008 of the Government Code, or Subchapter 7 (commencing with Section 12005) of Chapter 5 of Division 4.1 of Title 2 of the California Code of Regulations.

SEC. 2. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution for certain costs that may be incurred by a local agency or school district because, in that regard, this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

However, if the Commission on State Mandates determines that this act contains other costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

National Park Service
U.S. Department of the Interior
National Historic Landmarks Program

Civil Rights in America: Racial Discrimination in Housing



A National Historic Landmarks Theme Study

Cover picture: Members of the NAACP's Housing Committee create signs in the offices of the Detroit Branch for use in a future demonstration. Unknown photographer, 1962. Walter P. Reuther Library, Archives of Labor and Urban Affairs, Wayne State University. (24841)

CIVIL RIGHTS IN AMERICA:
RACIAL DISCRIMINATION IN HOUSING

A National Historic Landmarks Theme Study

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Produced by:

The National Historic Landmarks Program
Cultural Resources
National Park Service
US Department of the Interior
Washington, DC

March 2021

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INTRODUCTION[1]

In 1999, the US Congress directed the National Park Service to conduct a multi-state study of civil rights sites to determine their national significance and the appropriateness of including them in the National Park System. Inclusion in the National Park System first requires that properties meet the National Historic Landmark criteria, and then meet additional tests of suitability and feasibility. To determine how best to proceed, the National Park Service partnered with the Organization of American Historians to develop an overview of civil rights history entitled, *Civil Rights in America: A Framework for Identifying Significant Sites* (2002, rev. 2008). The framework concluded that while a number of civil rights sites had been designated as National Historic Landmarks, other sites needed to be identified and evaluated. Taking this into account, the framework recommended that a National Historic Landmarks theme study be prepared to identify sites that may be nationally significant, and that the study be based on provisions of the 1960s civil rights acts. These provisions include the Civil Rights Act of 1964 (covering voting rights, equal employment, public accommodations, and school desegregation), the Voting Rights Act of 1965, and the Fair Housing Act of 1968. Because all the provisions within the acts have an extensive history, the NHL Program studied each as a chapter within a series entitled *Civil Rights in America*.

Housing Discrimination Overview

In the Housing Act of 1949, the US Congress established the "goal of a decent home and a suitable living environment for every American family, thus contributing to the development and redevelopment of communities and to the advancement of the growth, wealth, and security of the Nation."[2] Two decades later, the National Advisory Commission on Civil Disorders declared: "What white Americans have never fully understood—but what the Negro can never forget—is that white society is deeply implicated in the ghetto. White institutions created it, white institutions maintain it, and white society condones it."[3] Later that same year, Congress passed the landmark Fair Housing Act of 1968, which banned discrimination based on race, color, religion, and national origin in the sale and rental of housing.[4] The long-delayed arrival of a national fair-housing policy that covered private action as well as government programs represented a significant victory for civil rights activists and historically disadvantaged minority groups, including African Americans, Asian Americans, American Latinos, and American Indians. At the same time, the Fair Housing Act did not dismantle the urban ghettoes and barrios, fully open up the suburbs, or eradicate the powerful and deeply entrenched forces of racial discrimination and residential segregation in the US housing market.

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[1] The context in this study was originally drafted in 2006-2007 and then updated in 2019. The author thanks David Freund for feedback on the original draft and credits Stacey Bishop for research assistance on the 2019 updates. For additional ideas and feedback on the 2019 revisions, the author thanks Nathan Connolly, Clayton Howard, Lily Geismer, Andrew Highsmith, Andrew Needham, Todd Michney, LaDale Winling, Steve Arionus, Aaron Cavin, Lilia Fernandez, Jerry Gonzalez, and James Zarsadiaz.

[2] Housing Act of 1949, U.S. Code, Title 42, Chapter 8A, Sec. 1441.

[3] *Report of the National Advisory Commission on Civil Disorders* (New York: New York Times Co., 1968), 2.

[4] Fair Housing Act of 1968, 42 U.S.C. 3601.

This National Historic Landmarks Theme Study begins in 1866, in the aftermath of the Civil War, when federal civil rights legislation first guaranteed to all citizens, including former slaves, the right to rent and own property on an equal basis. The survey of racial discrimination in housing extends through the mid-1970s, concluding with the key judicial decisions and executive branch policies that defined the parameters and guided the enforcement of the 1968 Fair Housing Act. Although the story of residential discrimination in housing markets and racial inequality in public policies predates the Civil War and continues to shape metropolitan regions in the United States since the mid-1970s, a focus on the period from 1866 to 1975 provides the historical perspective to assess the national significance of potential landmark properties.[5] Encompassing more than a century of US history, this era covers the national adjustment to the end of chattel slavery and the Great Migration of African Americans from the rural South to the urban North and West; the origins and expansion of metropolitan patterns of residential segregation that accompanied internal migration (primarily African Americans and American Indians) and transnational immigration (primarily Latinos and Asians); the array of private and public mechanisms that arose to enforce housing discrimination and police color lines in metropolitan regions, including restrictive racial covenants, mortgage lending regulations, municipal zoning policies, federally funded urban renewal and low-income housing programs, and frequent outbreaks of White homeowner violence; and the decades-long civil rights movement to achieve fair-housing policy along with the major federal and state laws and court decisions that resulted.

Several general observations will be useful in interpreting the specific events and broader developments to be traced in this study. First, access to decent housing is strongly correlated with enjoyment or denial of a range of crucial quality-of-life measures and indeed basic citizenship rights in the United States, including adequate health care, living-wage job markets, and most directly to equal educational opportunity and fair law enforcement.[6] Second, the history of racial discrimination and civil rights struggle in the sphere of housing overlaps considerably with the trajectory of racial discrimination and school desegregation in the area of public education. Residential segregation has anchored the forces of school segregation in American cities and suburbs, especially but not only during the period following the *Brown v. Board of Education* decision, when school districts across the nation adopted allegedly race-neutral "neighborhood school" assignment plans that reproduced housing patterns.[7] Third,

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[5] Even before the Civil War, measurable and often legally enforced patterns of racial segregation demarcated free black communities in the urban North. See Leon Litwak, *North of Slavery: The Negro in the Free States, 1970–1860* (Chicago: University of Chicago Press, 1961); David Nathaniel Gelman and David Quigley, *Jim Crow New York: A Documentary History of Race and Citizenship, 1777–1877* (New York: New York University Press, 2003).

[6] John Charles Boger and Judith Welch Wegner, eds., *Race, Poverty, and American Cities* (Chapel Hill: University of North Carolina Press, 1996); Michael B. Katz, ed., *The "Underclass" Debate: Views from History* (Princeton: Princeton University Press, 1993); William Julius Wilson, *The Truly Disadvantaged: The Inner City, the Underclass, and Public Policy* (Chicago: University of Chicago Press, 1997). In 1975, the US Commission on Civil Rights observed: "Because free access to housing is basic to the enjoyment of many other liberties and opportunities, the restrictions in housing placed on minorities and women have far reaching consequences which touch virtually every aspect of their lives." US Commission on Civil Rights, *Twenty Years after Brown: Equal Opportunity in Housing* (Washington: GPO, Dec. 1975), 1.

[7] Gary Orfield, *Must We Bus? Segregated Schools and National Policy* (Washington: Brookings, 1978); Matthew D. Lassiter, *The Silent Majority: Suburban Politics in the Sunbelt South* (Princeton: Princeton University Press, 2006). Please refer to "Other Recent Sources" at the end of the bibliography in this study for scholarship published on this subject since the initial draft of this study was undertaken.

housing segregation is directly linked to historical patterns of discriminatory law enforcement and to the well-documented racial and economic inequalities in the US criminal justice system. In particular, recent scholarship has emphasized the selective policing and over-criminalization of poor communities of color as a major cause of mass incarceration and of the disproportionate arrest, prosecution, conviction, and imprisonment of African Americans and Latinos.[8] Fourth, although this study focuses on the experiences of the nation's four largest racial minority groups, public and private discrimination in housing has also at different points in US history constrained the rights and limited the opportunities of women, gays and lesbians, singles and single-parent households, Jewish people, and lower-income Americans as a class.[9] Fifth, the story of housing discrimination is multifaceted rather than uniform, reflecting the multiracial hues of American history and the multiple points of origin of various racial groups. While the African American experience is a principal concern of this study and historically has been the disproportionate focus of federal policymaking and civil rights debate and constitutional jurisprudence, racial discrimination in housing and denial of property rights also profoundly shaped Asian American communities and Mexican American barrios and Latino immigrants and American Indian reservations and relocation programs.

It is also essential to recognize that the public policies and private forces that shaped housing discrimination in American history always have been nationwide in scope and intensity, not primarily associated with any particular geographic region of the United States. Popular narratives of the civil rights movement have traditionally begun in the Jim Crow South and then expanded to the rest of the nation with the urban crisis and racial upheavals of the 1960s.[10] The most significant developments in residential segregation, however, emerged after World War I in response to the Great Migration of Black southerners to the urban North and West and then accelerated after World War II through government initiatives such as the Federal Housing Administration (FHA), the public subsidization of segregated suburbs, and the federal urban renewal and highway construction programs. Although sectional and local variations certainly have existed, most notably in the relative presence or absence of particular non-black minority populations, the prevailing trends of private and public racial discrimination in housing during

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[8] Please refer to "Other Recent Sources" at the end of the bibliography in this study for scholarship published on this subject since the initial draft of this study was undertaken.

[9] US Commission on Civil Rights, *Twenty Years after Brown*; Lizabeth Cohen, *A Consumers' Republic: The Politics of Mass Consumption in Postwar America* (New York: Alfred A. Knopf, 2003), 137-48; Margot Canady, "Building a Straight State: Sexuality and Social Citizenship under the 1944 G.I. Bill," *Journal of American History* (Dec. 2003), 235-57; Robert M. Fogelson, *Bourgeois Nightmares: Suburbia, 1870-1930* (New Haven: Yale University Press, 2005), 128-31. The restrictive racial covenants employed during the first half of the twentieth century often excluded Jews. Exclusionary zoning represents a deliberate policy to exclude residents below a certain income level as well as affordable and/or government subsidized multifamily housing units within particular neighborhoods or municipalities. Federal mortgage insurance policies and private bank loan programs long discriminated in favor of male-headed heterosexual nuclear families, denying credit to women, single-headed households, and gay and lesbian families. In the absence of federal legal protection, discrimination against gay men and lesbians in the sale and rental of housing remains legal in much of the United States to this day.

[10] For a critique of southern exceptionalism and the mid-1960s periodization in the literature on the civil rights movement, see Jeanne Theoharis and Komozi Woodard, eds., *Freedom North: Black Freedom Struggles outside the South* (New York: Palgrave Macmillan, 2003); Thomas J. Sugrue, *Sweet Land of Liberty: The Forgotten Struggle for Civil Rights in the North* (New York: Random House, 2008); Matthew D. Lassiter, "De Jure/De Facto Segregation: The Long Shadow of a National Myth," in *The Myth of Southern Exceptionalism*, ed. Lassiter and Joseph Crespino (New York: Oxford University Press, 2009), 25-48.

the twentieth century accompanied the process of urbanization and ultimately produced remarkably similar patterns of residential segregation across the country. A comprehensive history of racial discrimination in American housing, therefore, raises serious questions about the common tendency to draw a sharp regional distinction between *de jure* segregation (enforced by law, often labeled "southern-style") and *de facto* segregation (resulting solely from private action and market forces, often designated "northern-style"). "De facto segregation" is a historically inaccurate description of the pervasive role of government policy in establishing and maintaining patterns of residential segregation, and the almost completely blurred boundaries between the public and the private in the history of racial discrimination in housing in the United States.[11]

[11] Lassiter, "De Jure/De Facto Segregation;" Andrew R. Highsmith, *Demolition Means Progress: Flint, Michigan, and the Fate of the American Metropolis* (Chicago: University of Chicago Press, 2015); Rothstein, *Color of Law*.

PART ONE, 1866–1940
AFRICAN AMERICANS AND THE ORIGINS OF RESIDENTIAL SEGREGATION



"A Negro family just arrived in Chicago from the rural south." Creator: Chicago Commission on Race Relations, 1922. Schomburg Center for Research in Black Culture, Jean Blackwell Hutson Research and Reference Division, The New York Public Library, New York Public Library Digital Collections. Accessed January 6, 2021. https://digitalcollections.nypl.org/items/510d47de-1a10-a3d9-e040-e00a18064a99.

AFRICAN AMERICANS AND THE ORIGINS OF RESIDENTIAL SEGREGATION

The Reconstruction Era and Urban Migration

The modern story of the conflict between equal opportunity and racial discrimination in housing begins with the legal redefinition of American citizenship that accompanied the Civil War and Reconstruction-era amendments to the US Constitution. Until the Emancipation Proclamation of 1863 and the ratification of the Thirteenth Amendment in 1865, the vast majority of African Americans in the United States lived in legal bondage without the fundamental rights of citizenship or the basic liberties of personal mobility. Following the abolition of slavery, the legislatures of southern states enacted "Black Codes" designed to control the labor force and ensure that ex-slaves would remain tied to the agricultural economy. In Mississippi, for example, the new regulations banned Black citizens from renting land in urban areas and empowered Whites to arrest any "freedman, free negro or mulatto" for abandoning "the service of his or her employer . . . without good cause." African Americans in South Carolina could not leave plantations without securing permission from their employers and could not pursue work except as farmers or servants without paying a substantial tax. Denounced by African American activists and northern Republicans as bondage in all but name, the Black Codes provoked a political backlash that led to two major congressional initiatives designed to extend the fundamental rights of citizenship to the former slaves.[12]

The Civil Rights Act of 1866 extended to "citizens, of every race and color, . . . the same right . . . to inherit, purchase, lease, sell, hold, and convey real and personal property, and to full and equal benefit of all laws and proceedings for the security of person and property, as is enjoyed by white citizens." The US Congress passed the legislation in the absence of representation from the eleven Confederate states and over the veto of President Andrew Johnson. The Civil Rights Act extended the benefits of citizenship to all persons "born in the United States and not subject to any foreign power, excluding Indians not taxed, . . . without regard to any previous condition of slavery or involuntary servitude." Congress also extended legal protection to all citizens from racial discrimination "under color of any law, statute, ordinance, regulation, or custom."[13] This phrase reflected an elemental ambiguity that would shape constitutional law and public policy for the next century. Substantial confusion followed regarding whether the 1866 legislation distinguished between public and private action in its ban on depriving citizens of their property rights and personal security based on race. Many legal scholars have concluded that the framers of the Civil Rights Act did not intend to ban private acts but instead only prohibited racial discrimination resulting from state action.[14] In the same year, Congress also approved the Fourteenth Amendment, which focused exclusively on state action and gave a constitutional foundation to the Civil Rights Act. The Fourteenth Amendment held that no state could "deprive

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[12] Eric Foner, *Reconstruction: America's Unfinished Revolution, 1863–1877* (New York: Harper and Row, 1988), 199–210, 243–51; George R. Metcalf, *Fair Housing Comes of Age* (New York: Greenwood Press, 1988), 29–35 (quotation 31).

[13] 1866 Civil Rights Act, 14 Stat. 27–30, http://www.supremelaw.org/ref/1866cra/1866.cra.htm.

[14] Earl M. Maltz, *Civil Rights, the Constitution, and Congress, 1863–1869* (Lawrence, KS: University Press of Kansas, 1990), 61–78; Foner, *Reconstruction*, 245.

any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws."[15]

The public/private distinction in constitutional law exerted a profound effect on the future development of residential segregation in the United States and on civil rights efforts to overcome racial discrimination in housing. In the Civil Rights Act of 1875, Congress did enact an unambiguous ban on private acts of racial discrimination in the area of equal access to public accommodations, but the US Supreme Court invalidated the legislation in the *Civil Rights Cases* of 1883. This pivotal decision limited the reach of the 1866 Civil Rights Act through the elaboration of a "state action" doctrine that sharply distinguished between unconstitutional racial discrimination enforced by government policy and permissible acts of racial discrimination by private individuals.[16] The statutory right that existed on paper to buy and lease property free from racial discrimination would remain elusive in the real world of the American housing market for almost a century, because of the broad spectrum of private and quasi-private actions immunized from legal challenge by the restrictive interpretation of the state action doctrine. The Supreme Court's subsequent approval of "separate but equal" in *Plessy v. Ferguson* (1896) revealed how much discretion existed for the implementation of segregation and inequality through public policies that technically complied with the state action prohibition against racial discrimination.[17] During the late 1800s and early 1900s, southern and border states moved toward a comprehensive legal framework of Jim Crow segregation, northern states and municipalities experimented with a broad range of strategies to enforce racial separation (including Jim Crow laws on a less comprehensive scale), and many western states and cities enacted ordinances designed to discriminate against African Americans, Latinos, and Asians/Asian Americans.[18]

For Black Americans, hardening patterns of residential segregation and more elaborate mechanisms of housing discrimination accompanied the waves of migration from the rural to the urban South and from the region as a whole to the cities of the North and West.[19] At the beginning of the Civil War, African Americans comprised only 1.2 percent of the total population of the North and West, and about 90 percent of the nation's Black citizens still lived in the South as late as 1900, many still in rural areas.[20] Recent scholarship has chronicled the fusion of state and private practices that expropriated much of the land owned by rural Black southerners, converting their property into coastal resorts and other segregated developments and

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[15] Maltz, *Civil Rights, the Constitution, and Congress*, 79-120; Foner, *Reconstruction*, 251–61; Fourteenth Amendment to the US Constitution, https://www.law.cornell.edu/constitution/amendmentxiv.

[16] *Civil Rights Cases*, 109 U.S. 3 (1883); Metcalf, *Fair Housing*, 59-62; Foner, *Reconstruction*, 553–56.

[17] *Plessy v. Ferguson*, 163 U.S. 537 (1896).

[18] Edward Ayers, *The Promise of the New South: Life after Reconstruction* (New York: Oxford University Press, 1992) 145, 300; Davison M. Douglas, *The Battle over Northern School Segregation, 1865–1954* (Cambridge: Cambridge University Press, 2005), chap. 4; Richard White, "*It's Your Misfortune and None of My Own": A New History of the American West* (Norman: University of Oklahoma Press, 1991), 237-41; for western discrimination also see Kelly Lytle Hernandez, *City of Inmates: Conquest, Rebellion, and the Rise of Human Caging in Los Angeles, 1771–1965* (Chapel Hill: University of North Carolina Press, 2017).

[19] John R. Logan, et. al., "Creating the Black Ghetto: Black Residential Patterns Before and During the Great Migration," *Annals of the American Academy of Political and Social Science* 660 (July 2015): 18–35.

[20] Charles Abrams, *Forbidden Neighbors: A Study of Prejudice in Housing* (Port Washington, New York: Kennikat Press, 1955); 18–28.

displacing many African Americans who then migrated to urban centers.[21] In the larger southern cities, African American migrants settled in neighborhoods marked by increasing racial segregation, reflecting the broader forces at work in the legislative rise of Jim Crow during the late 1800s and early 1900s. The fastest-growing cities of the "New South" displayed the highest rates of housing segregation, with many blocks in urban centers such as Atlanta and Richmond identifiably all White or all Black by the 1890s. In the First Ward area near downtown Charlotte, the African American population remained dispersed throughout the neighborhood at the end of Reconstruction, but this racially mixed residential pattern evolved into clearly defined clusters of Black households by 1910. Real estate developers played a central role in the accelerating trends of housing segregation, formal practices of racial exclusion became more pronounced in the rental market, and White residents frequently employed tactics of intimidation or enlisted the assistance of municipal agencies to strengthen the color line.[22] At the same time, the growth of African American enclaves also represented a survival strategy and an expression of communal solidarity in a political culture of white supremacy, as Black southerners built thriving business districts and sought better housing and employment opportunities within the structures of a segregated society.[23]

Racial Zoning

In terms of Jim Crow legislation, the most elaborate efforts to enshrine housing segregation as formal public policy began with the turn to racial zoning ordinances in the border South. In the early 1900s, the city of Baltimore contained the third-largest urban Black population in the nation, including a small number of middle-class Black professionals seeking residential property outside of the emerging slums. In the Druid Hill section of the city, where white mobs had frequently attacked and harassed new Black homeowners, an African American attorney named George W. F. McMechen moved into an all-white neighborhood in 1910. In the face of White protests, the Baltimore city council enacted the nation's first anti-black racial zoning law, promoted as a progressive measure to maintain racial peace. The ordinance stated: "no Negro" could "move into, or attempt to occupy, a house in a block where 51 percent or more of the houses therein were occupied by whites, or vice versa," with an exception provided for live-in servants. Local and state courts invalidated the residential segregation ordinance and three subsequent incarnations as too vague to be enforced, and White homeowners in transitional neighborhoods responded by bombing Black homes along with other acts of violence. Although Jim Crow zoning did not survive in Baltimore, the effort inspired similar laws in many other cities. Within a few years, racial zoning ordinances appeared in Richmond, Norfolk, and Roanoke, Virginia; Winston-Salem and Asheville, North Carolina; Greenville, South Carolina;

[21] See Andrew W. Kahrl, *The Land Was Ours: African American Beaches from Jim Crow to the Sunbelt South* (Cambridge: Harvard University Press, 2012).

[22] Ayers, *Promise of the New South*, 67–68; Thomas W. Hanchett, *Sorting Out the New South City: Race, Class, and Urban Development in Charlotte, 1875–1975* (Chapel Hill: University of North Carolina Press, 1998), 116–44; also see Howard N. Rabinowitz, *Race Relations in the Urban South, 1865-1890* (New York: Oxford University Press, 1978).

[23] See Earl Lewis, *In Their Own Interests: Race, Class, and Power in Twentieth-Century Norfolk, Virginia* (Berkeley: University of California Press, 1991).

Birmingham, Alabama; and in places as far apart as Atlanta, St. Louis, Louisville, Denver, and Los Angeles.[24]

The recently formed National Association for the Advancement of Colored People (NAACP) organized legal challenges to racial zoning in Baltimore and in the dozens of other cities that followed suit. In Georgia and North Carolina, civil rights litigants convinced the state courts to overturn residential segregation ordinances on individual property rights grounds. In federal law, the constitutional precedent upholding the property rights guarantee of the Fourteenth Amendment came in a case involving Louisville, Kentucky. As in Baltimore, the turn to racial zoning in Louisville followed a rapid influx of rural African American migrants and the concerted efforts of middle-class Black families to escape from minority enclaves that were evolving into urban slums. The city council justified its 1914 law mandating housing segregation as a necessary step to defuse racial violence, "to prevent conflict and ill feeling between the white and colored races . . . and preserve the public peace." The local NAACP chapter sponsored political protests and then initiated a test case after branch president William Warley bought a lot on a majority-white street in deliberate violation of the law.[25] In *Buchanan v. Warley* (1917), the US Supreme Court invalidated Louisville's racial zoning ordinance, carving out a property rights exception to the "separate but equal" doctrine because a colored person has the right "to acquire property without state legislation discriminating against him solely because of color."[26]

The national leadership of the NAACP celebrated the *Buchanan* decision, perhaps too optimistically, for outlawing the nascent attempts to use the power of the state to create and maintain "ghettos on a basis of race and color." The National Association of Real Estate Boards (NAREB), which had recently proclaimed that its members should actively resist housing integration, responded that the Supreme Court ruling permitted neighborhood organizations and individual property owners to continue to discriminate on the basis of race.[27] In terms of public policy, a number of southern cities continued to enact racial zoning measures in open defiance of the Supreme Court edict. In 1926, White leaders in Birmingham adopted an extralegal zoning ordinance that designated each neighborhood by race as the linchpin of a comprehensively segregated approach to urban planning that remained on the books for a quarter-century, until overturned through NAACP litigation in 1951.[28] In Atlanta, another booming New South city, elected officials passed five different racial zoning laws between 1913 and 1931. After the *Buchanan* decision nullified Atlanta's original block-by-block ordinance, White leaders attempted to enforce a new "race-neutral" subterfuge that prevented individuals from moving

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[24] Stephen Grant Meyer, *As Long as They Don't Move Next Door: Segregation and Racial Conflict in American Neighborhoods* (Lanham, MD.: Rowman & Littlefield, 2000), 16–22 (quotation 18); Carl Nightingale, "The Transnational Contexts of Early Twentieth-Century American Urban Segregation," *Journal of Social History* (Spring 2006): 667–702.

[25] Michael J. Klarman, *From Jim Crow to Civil Rights: The Supreme Court and the Struggle for Racial Equality* (New York: Oxford University Press, 2004), 79–85, 90–97; Meyer, *As Long as They Don't Move Next Door*, 22–28 (quotation 24).

[26] *Buchanan v. Warley*, 245 U.S. 60, 79 (1917). This decision also rested on the logic that the racial zoning ordinance deprived the white homeowner of the Fourteenth Amendment right to sell property under the doctrine of freedom of contract.

[27] Meyer, *As Long as They Don't Move Next Door*, 7, 26 (quotation).

[28] Charles E. Connerly, *"The Most Segregated City in America": City Planning and Civil Rights in Birmingham, 1920–1980* (Charlottesville: University of Virginia Press, 2005), 36–101.

onto any street where "the majority of the residences . . . are occupied by those with whom said person is forbidden to intermarry." When this scheme and the others failed to withstand legal challenge, urban planners created a new comprehensive framework without formal statutory authority that divided the city into single-family and multi-unit residential zones on the basis of race.[29]

During the Progressive era, the widespread embrace of municipal zoning provided policymakers with a broad range of tools to segregate metropolitan populations by race and class. Between 1908 and 1930, more than nine hundred American cities and suburbs adopted zoning laws that designated land-use restrictions for specific areas, generally separating residential from commercial districts, multi-family apartments from single-family homes, and working-class neighborhoods from more affluent ones.[30] The Supreme Court upheld the municipal practice of exclusionary zoning in the 1926 *Euclid* decision, a restriction on property rights that represents one of the most important benchmarks in the history of urban planning.[31] The invalidation of racial zoning in *Buchanan*, combined with the approval of exclusionary zoning in *Euclid*, meant that constitutional law formally authorized government policies that deliberately segregated specific urban neighborhoods and most new suburban developments on the basis of socioeconomic class. Exclusionary zoning by class and income level disproportionately affected members of racial minority groups, while at the same time municipal governments across the nation incorporated racial restrictions into their planning policies in extralegal and quasi-legal ways, a phenomenon labeled "facially neutral but racially motivated zoning" by one legal scholar.[32] "The *Buchanan* decision undermined the use of zoning to segregate explicitly by race but not the use of the planning process in the service of apartheid," Christopher Silver concluded in a study of zoning procedures inside and outside the South. "The substitute for racial zoning was a race-based planning process that marshaled a wide array of planning interventions in the service of creating separate communities."[33]

Restrictive Racial Covenants

In the early decades of the twentieth century, the spread of restrictive racial covenants provided a method of enforcing housing segregation even more effective than the short-lived career of state-imposed racial zoning. Restrictive covenants began appearing in exclusive suburbs in the 1890s, but their proliferation reflected forces of White racial backlash set in motion by the internal migration of nearly 2 million Black southerners to the urban North and West between 1900 and 1940. Although identified in conventional wisdom with the "northern" pattern of race relations, most new subdivisions constructed in southern metropolitan areas after World War I employed

[29] Ronald H. Bayor, *Race and the Shaping of Twentieth-Century Atlanta* (Chapel Hill: University of North Carolina Press, 1996), 53-58 (quotation 53).

[30] For the broader origins of zoning during the Progressive era, see Daniel T. Rodgers, *Atlantic Crossings: Social Politics in a Progressive Age* (Cambridge: Harvard University Press, 1998), 184–208.

[31] *Village of Euclid v. Ambler Reality Co.*, 272 U.S. 365 (1926).

[32] Klarman, *From Jim Crow to Civil Rights*, 90-93 (quotation 92). Also see Colin Gordon, *Mapping Decline: St. Louis and the Fate of the American* City (Philadelphia: University of Pennsylvania Press, 2008), 112–152.

[33] Christopher Silver, "The Racial Origins of Zoning in American Cities," *Urban Planning and the African American Community: In the Shadows*, ed. June Manning Thomas and Marsha Ritzdorf (Thousand Oaks, CA: Sage Publications, 1997), 23–42 (quotations 32, 38).

the same types of deed restrictions found outside the region. Racial covenants, as a private contract with violations to be enforced by the judicial branch of government, took advantage of the Supreme Court's very narrow interpretation of the state action doctrine. Real estate developers commonly inserted racial restrictions, as well as many other types of land-use controls, into deed agreements governing all homes in a particular subdivision, and White homeowners' associations regulated compliance with the contracts. The typical formulation banned the ownership or rental of property by "any person other than of the white or Caucasian race," often specifically barring members of ethnic and national origin groups such as Negroes, Africans, Chinese, Japanese, Mexicans, Puerto Ricans, American Indians, and Jews (described as Semites or Hebrews). In the early 1900s, for one of many examples, a large real-estate corporation in Washington, DC, standardized its deed restrictions to require all purchasers to agree that "said lots shall never be rented, leased, sold, transferred or conveyed unto any negro or colored person." State and local courts enforced deed restrictions under the doctrine of contract law, as a consensual agreement between two private parties. This immunized covenants from constitutional challenge by categorizing them as a permissible form of private racial discrimination, albeit buttressed (as with all legal contracts) by state power.[34]

The suburb of Palos Verdes Estates, completed in 1923 and located twenty miles from downtown Los Angeles, provides an illuminating case study of the new White upper-middle-class developments segregated by race and income and secluded from the industrial city. The Massachusetts-based Olmsted Brothers firm designed Palos Verdes as a utopian community "which has succeeded in shutting out all the din and confusion of modern metropolitan life." The marketing of residential exclusion also promised prospective buyers that their property values would remain insulated from "encroachment by any possible developments of an adverse sort," including apartments and "undesirable neighbors." To give this vision the force of contract law, the Palos Verdes Estates Protective Restrictions prohibited owners from selling their property or renting their homes to any individuals "not of the white or Caucasian race." The racial covenant even forbade physical entry into the community by Negroes and Asians, with the exception of live-in servants. The residentially segregated community of Palos Verdes Estates proved representative of suburban trends in metropolitan Los Angeles during the 1920s, when real estate corporations constructed 250,000 homes in more than three thousand subdivisions. Restrictive racial covenants prohibiting African Americans, Mexicans, Asians, and often Jews and American Indians governed almost all of these new suburban developments, from the most elite enclaves to the White working-class neighborhoods. Of the 5,000 families living in the affluent suburb of Beverly Hills in 1930, only one was African American and only eight of "other" races. Of the

[34] Fogelson, *Bourgeois Nightmares*, 95-103; Clement E. Vose, *Caucasians Only: The Supreme Court, the NAACP, and the Restrictive Covenant Cases* (Berkeley: University of California Press, 1959), 1–13 ("said lots" quote, 7). Also see Hanchett, *Sorting Out the New South City*; Gordon, *Mapping Decline*, 69-88; Michael Jones-Correa, "The Origins and Diffusion of Racial Restrictive Covenants," *Political Science Quarterly* 115, no. 4 (Winter 2000-2001): 541–68. Hundreds of racial covenants in Seattle are digitized and mapped at Seattle Civil Rights and Labor History Project, "Segregated Seattle," http://depts.washington.edu/civilr/segregated.htm.

5,600 families in the blue-collar industrial suburb of South Gate, census records reveal one African American household and 41 others identified as occupied by other minority groups.[35]

During the 1920s, the NAACP launched a comprehensive attack on restrictive racial covenants, on the grounds that judicial enforcement of private segregation practices fell within the state action doctrine, and also that the rise of deed restrictions had effectively nullified the *Buchanan* recognition of the constitutional right to acquire property on a nonracial basis. The civil rights movement met defeat at every turn, with courts in twenty states upholding the legality of restrictive covenants based on the private property right to discriminate based on race.[36] The question of the constitutionality of racial covenants reached the Supreme Court in the 1926 case of *Corrigan v. Buckley*. The litigation originated in the nation's capital, after a White man sued for an injunction to prevent his White neighbor from selling a lot to an African American buyer. The Supreme Court unanimously declined to consider the appeal, dismissing the NAACP's Fourteenth Amendment challenge as raising "alleged constitutional questions so unsubstantial as to be plainly without color of merit and frivolous." Reaffirming the sharp distinction between public and private action drawn in the 1883 *Civil Rights Cases*, the decision emphasized that the Reconstruction-era constitutional amendments never intended to prevent "private individuals from entering into contracts respecting the control and disposition of their own property."[37] Based on the *Corrigan v. Buckley* precedent, lower courts consistently enforced racial covenants for the next quarter-century, issuing opinions that White citizens "who own a home . . . have a right to protect it against . . . elements distasteful to them" and that property owners "should have confidence in the power and willingness of the courts to protect their investment in happiness and security."[38]

The constitutional authorization of restrictive racial covenants shaped national patterns of metropolitan segregation in powerful ways during the first half of the twentieth century, excluding members of every racial and ethnic minority group from most White developments and revealing the convergence of private forces and public authority in the pursuit of a modern regime of spatial apartheid.[39] In 1915, the NAACP issued a class-based appeal to the nation to resist the rising tide of residential segregation: "Colored people, increasing in thrift and wealth, have been trying . . . to move out of the slums and unhealthy places of the cities into more desirable residential districts. They have been met by the plea that they are undesirable neighbors and that they depress real estate values. Hatred, riot, and even bloodshed have been the result of the controversy."[40] In 1924, at the height of the national embrace of restrictive covenants, the

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[35] Fogelson, *Bourgeois Nightmares*, 5–24, 137. Also see Robert M. Fogelson, *The Fragmented Metropolis: Los Angeles, 1850-1930* (Cambridge: Harvard University Press, 1967); Greg Hise, *Magnetic Los Angeles: Planning the Twentieth-Century Metropolis* (Baltimore : Johns Hopkins University Press, 1997); Becky Nicolaides, *My Blue Heaven: Life and Politics in the Working-Class Suburbs of Los Angeles, 1920–1965* (Chicago: University of Chicago Press, 2002); Scott Kurashige, *The Shifting Grounds of Race: Black and Japanese Americans in the Making of Multiethnic Los Angeles* (Princeton: Princeton University Press, 2007), 13–-63; Andrea Gibbons, *City of Segregation: 100 Years of Struggle for Housing in Los Angeles* (London: Verso, 2018), 19-63.

[36] Abrams, *Forbidden Neighbors*, 217–20.

[37] *Corrigan v. Buckley*, 271 U.S. 323, 330 (1926). See also Klarman, *From Jim Crow to Civil Rights*, 142–46.

[38] Vose, *Caucasians Only*, 1 (quotation), 13–19, 50–56.

[39] See Douglas S. Massey and Nancy A. Denton, *American Apartheid: Segregation and the Making of the Underclass* (Cambridge: Harvard University Press, 1993).

[40] Vose, *Caucasians Only*, 50.

NAREB revised its code of ethics to include the injunction that "a realtor should never be instrumental in introducing into a neighborhood a character of property or occupancy, members of any race or nationality, or any individual whose presence will clearly be detrimental to property values in the neighborhood."[41] The NAREB then convinced licensing commissions in thirty-two states to revoke the credentials of any real estate agent who violated professional ethics through activities that encouraged housing integration. In another explanation of real estate standards, the NAREB equated bootleggers, gangsters, and prostitution madams with "a colored man of means who was giving his children a college education and thought they were entitled to live among whites. . . . No matter what the motive or character of the would-be purchaser, if the deal would instigate a form of blight, then certainly the well-meaning broker must work against its consummation."[42]

White Violence and Ghetto Formation

In addition to devices of racial discrimination ranging from real estate practices to zoning policies to restrictive covenants, White violence played a key role in enforcing the color line and maintaining boundaries of residential segregation in metropolitan regions. During and after World War I, the tensions unleashed by the Great Migration resulted in a wave of race riots in American cities as well as numerous other episodes of grassroots terrorism by White homeowners. The deadliest upheaval occurred in Chicago in 1919, with clashes that killed 23 Black and 15 White residents. Tensions over housing integration and job competition played a major role in setting the stage for civic unrest, with Chicago's White neighborhoods turning alternatively to racial covenants and then to violence as a last defense, after a failed effort to convince the city government to enact comprehensive racial zoning. All-white neighborhood groups demanded the containment of African Americans in the South Side ghetto, and the Hyde Park-Kenwood Property Owners' Association mobilized under the slogan to "make Hyde Park white" by repelling the racial "invasion" and "incursion by undesirables." Between 1917 and 1921, unidentified assailants bombed 58 Black-owned properties, including 32 in the Hyde Park-Kenwood area (which includes the University of Chicago). One of the targeted Black property owners filed an unsuccessful conspiracy lawsuit against the Hyde Park-Kenwood Association, alleging that "the men who placed this bomb are in the employ of real estate men and that the purpose of their work is to frighten Negroes out of . . . the neighborhood." Along another nearby stretch of Shields Avenue, bombings victimized nine Black families during this period, and as a result the street remained exclusively White for the next three decades. The Chicago Police Department declined to enforce the law against White homeowner violence and instead disproportionately harassed and arrested African Americans who crossed the city's color lines, part of a larger system of racial over-criminalization and unequal criminal justice shaped by the forces of housing segregation in Chicago.[43]

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[41] Abrams, *Forbidden Neighbors*, 156.

[42] Arnold R. Hirsch, "With or without Jim Crow: Black Residential Segregation in the United States," in *Urban Policy in Twentieth-Century America*, ed. Hirsch and Raymond A. Mohl (New Brunswick, NJ: Rutgers University Press, 1993), 75.

[43] William M. Tuttle, Jr., *Race Riot: Chicago in the Red Summer of 1919* (New York: Atheneum, 1974), 171–83 (quotations 178–79); Arnold R. Hirsch, *Making the Second Ghetto: Race and Housing in Chicago, 1940–1960*

In Cleveland, the demographic changes resulting from the Great Migration and the hardening lines of residential segregation in the metropolitan region produced a series of violent confrontations in the city and its upscale suburbs alike. During and after World War I, the scattered clusters of Black families that marked the nineteenth-century city turned into a clearly defined ghetto, with more than 90 percent of African Americans living in the area bounded by East 105th Street and Euclid and Woodland Avenues. Only fifteen Black families resided in the booming eastside suburbs of Cleveland Heights, Shaker Heights, and Garland Heights. The wartime surge in Black migration created a severe housing shortage, which led to overcrowded conditions and exorbitant rents for African American households, nearly double the average for White families in the city. As White homeowners used violence and intimidation to defend the color line inside Cleveland, a number of middle-class Black professionals attempted to find refuge in the suburbs instead. In 1924, a White mob of two hundred drove a Black family out of Garland Heights after the mayor declined to provide police protection because "colored people had no right to purchase such a nice home." In nearby Shaker Heights, the movement of a Black physician and his family into an all-white neighborhood prompted their new neighbors to throw rocks, fire shots into the house, and burn down the garage. In Cleveland Heights, White homeowners dynamited the newly constructed residence of another Black physician, but he and his family persevered through several years of threats and harassment in order to maintain their claim on the American Dream. Most other affluent Black professionals, in Cleveland and elsewhere, opted to remain in segregated enclaves on the fringes of the larger ghetto rather than risk losing their lives and property as "pioneers" in all-white suburban neighborhoods.[44]

White homeowner violence to prevent housing integration occurred in all parts of the country, from the Jim Crow South to the boroughs of New York City to the sprawling metropolises of the West Coast. In fact, White leaders who positioned themselves as progressives on race relations often explained that the link between residential integration and violent backlash necessitated peacekeeping measures such as racial covenants and restrictive zoning. Millions of White families ultimately relocated from transitional urban neighborhoods to more easily defended suburban enclaves when they could not halt residential integration through legal or extralegal tactics, but in many other cases, they dug in and fought back. African American families were not passive victims of White racism, however, especially for the so-called pioneers who made the conscious decision to integrate a hostile neighborhood in their pursuit of upward mobility and a better life. One of the most extraordinary stories of the first Great Migration happened in Detroit in the aftermath of World War I, when White mobs and an organized Ku Klux Klan movement began a systematic effort to contain Black residents to the emerging ghetto. In 1925, Ossian and Gladys Sweet moved with their child into an all-white neighborhood, in the face of threats by the homeowners' association that they would pay for the decision with their lives. The next day, a mob numbering several thousand attacked their house with rocks, and then gunshots

(Cambridge: Cambridge University Press, 1983), 1–9; Meyer, *As Long as They Don't Live Next Door*, 34–35 ("make Hyde Park white" quotation). On the police role, see Nora C. Krinitsky, "The Politics of Crime Control: Race, Policing, and Reform in Twentieth-Century Chicago" (Ph.D. Dissertation, University of Michigan, 2017).

[44] Kenneth L. Kusmer, *A Ghetto Takes Shape: Black Cleveland, 1870–1930* (Urbana: University of Illinois Press, 1976), 157-205 (quotation 167). Also see Todd M. Michney, *Surrogate Suburbs: Black Upward Mobility and Neighborhood Change in Cleveland, 1900–1980* (Chapel Hill: University of North Carolina Press, 2017), 18–58; Andrew Wiese, *Places of Their Own: African American Suburbanization in the Twentieth Century* (Chicago: University of Chicago Press, 2004), esp. 94–163.

from inside the house killed one White man in the crowd and wounded another. The Detroit police arrested Ossian Sweet, a physician, along with his family members and friends who were present. Well-known attorney Clarence Darrow represented the defendants in a murder trial that received massive national publicity. After an initial mistrial, a second all-white jury voted to acquit on grounds of self-defense, an atypical conclusion to an all-too-typical episode.[45]

The racially defined urban ghettoes destined to play such a pivotal role in twentieth-century American history emerged as concrete manifestations during the period between World War I and World War II, a product of the Great Migration of Black southerners and the hybrid public-private strategies of housing segregation and racial containment that resulted.[46] In 1870, about 80 percent of the nation's African American population remained in the rural South and worked in the agricultural economy. A century later, 80 percent of African Americans lived in metropolitan regions, with almost half of this total residing in the North and West. American cities before 1900 did not contain large, starkly segregated ghettoes; in fact, a typical African American resident of a northern city before the turn of the century lived in a neighborhood approximately 90 percent White (with Black households often clustered on particular streets). By 1940, indices of Black-White residential segregation had increased dramatically in the major cities of all regions of the country, with the most rapid intensification in places that saw the highest rates of Black in-migration. African American urban residents increasingly lived in the modern version of the ghetto: crowded neighborhoods visibly and comprehensively segregated by race, adjoining similarly segregated neighborhoods, and separated from White residential areas by restrictive covenants, pervasive racism in the real estate market, and geographic dividing lines such as thoroughfares and railroad tracks. The methodical and deliberate containment of African Americans in urban ghettoes reinforced other injustices, including unequal access to education and employment, the public health hazards associated with overcrowding and disinvestment, and law enforcement practices that over-criminalized Black communities while corruptly allowing vice districts to operate within their boundaries.[47]

Scholars have confirmed these general trends of ghetto formation in a series of pioneering community studies tracing the consequences of the Great Migration in New York City, Chicago, Cleveland, Milwaukee, and Los Angeles.[48] "The creation of a Negro community within one

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[45] For the story of this event see Kevin Boyle, *Arc of Justice: A Saga of Race, Civil Rights, and Murder in the Jazz Age* (New York: Henry Holt, 2004); Meyer, *As Long as They Don't Live Next Door*, 30-45. On broader trends in housing discrimination in Detroit during this era, see Karen R. Miller, *Managing Inequality: Northern Racial Liberalism in Interwar Detroit* (New York: New York University Press, 2014).

[46] Surveys of the causes and consequences of the Great Migration include James R. Grossman, *Land of Hope: Chicago, Black Southerners, and the Great Migration* (Chicago: University of Chicago Press, 1989); James N. Gregory, *The Southern Diaspora: How the Great Migrations of Black and White Southerners Transformed America* (Chapel Hill: University of North Carolina Press, 2005); also see Isabel Wilkerson, *The Warmth of Other Suns: The Epic Story of America's Great Migration* (New York: Random House, 2010).

[47] Massey and Denton, *American Apartheid*, 17-42; Hirsch, "With or without Jim Crow," 65–78; Muhammad, *Condemnation of Blackness*, esp. chapters 4–6.

[48] St. Clair Drake and Horace Clayton, *Black Metropolis: A Study of Negro Life in a Northern City* (New York: Harcourt, Brace and World, 1945); Gilbert Osofsky, *Harlem: The Making of a Ghetto: Negro New York, 1890–1930* (New York: Harper and Row, 1963); Allan Spear, *Black Chicago: The Making of a Negro Ghetto, 1890–1920* (Chicago: University of Chicago Press, 1967); Kusmer, *A Ghetto Takes Shape*; Joe William Trotter, Jr., *Black*

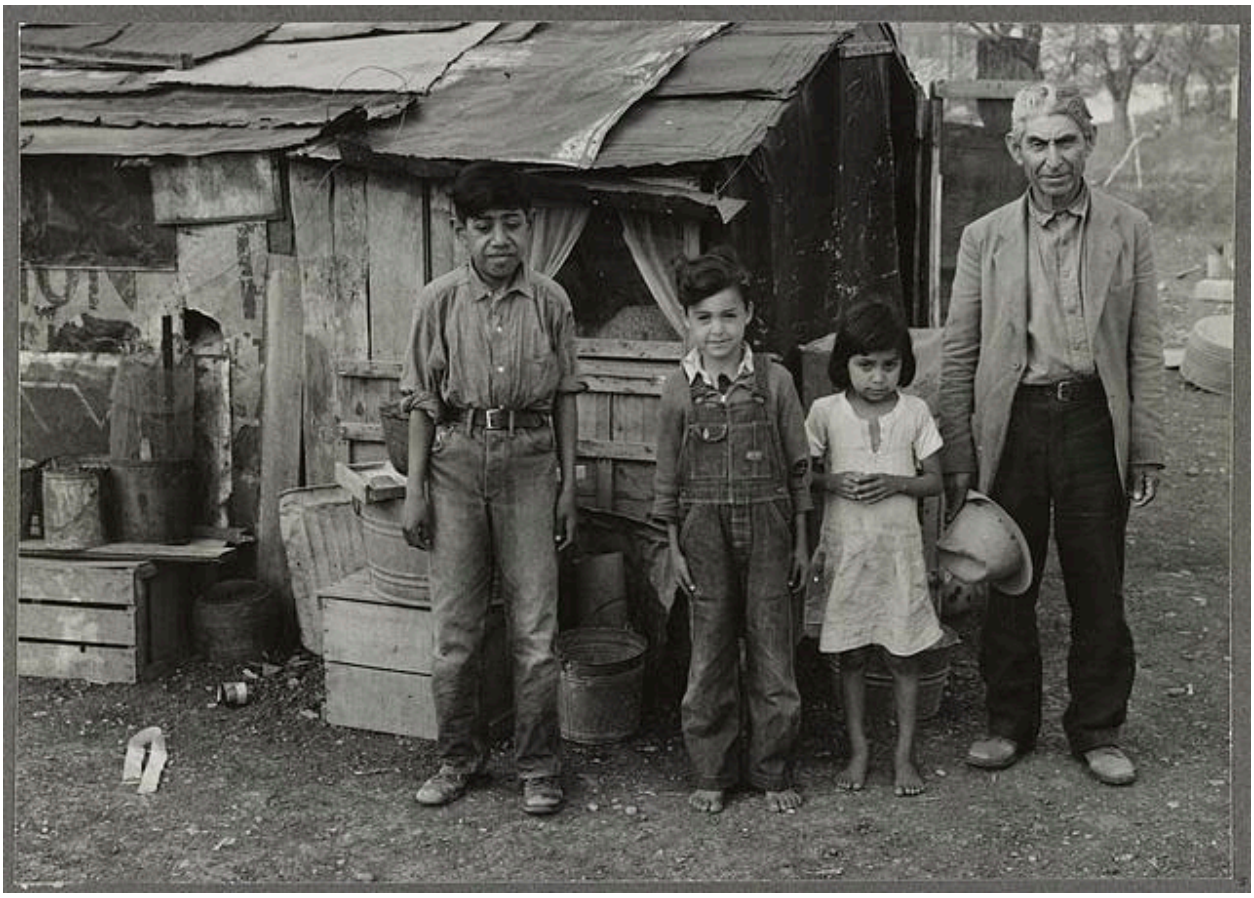
large and solid geographic area was unique in city history," Gilbert Osofsky found in his pathbreaking account of the transformation of Harlem from an affluent White neighborhood in the late 1800s to the most intensely segregated ghetto in the United States by World War II. "New York had never been an 'open city'—a city in which Negroes lived wherever they chose—but the former Negro sections were traditionally only a few blocks in length, often spread across the island and generally interspersed with residences of white working-class families. Harlem, however, was a Negro world unto itself." As in other ghettoes across the nation, this process of community formation created the conditions for a vibrant African American urban culture but also produced the debilitating forces of overcrowding, exorbitant rents, segregated and unequal schools, inequitable access to medical care, and restricted access to job markets in expanding metropolitan regions.[49] "The emergence of the black ghetto did not happen as a chance by-product of other socioeconomic processes," sociologists Douglas Massey and Nancy Denton conclude in their influential book *American Apartheid*. "Rather, Americans made a series of deliberate decisions to deny blacks access to urban housing markets and to reinforce their spatial segregation. Through its actions and inactions, white America built and maintained the residential structure of the ghetto."[50]

Milwaukee: The Making of an Industrial Proletariat, 1915–1945 (Urbana: University of Illinois Press, 1985); Douglas Flamming, *Bound for Freedom: Black Los Angeles in Jim Crow America* (Berkeley: University of California Press, 2005).

[49] Osofsky, *Harlem*, 127–49 (quotation 127).

[50] Massey and Denton, *American Apartheid*, 19. The focus in this study on public policies and private strategies that promoted housing discrimination and enforced racial segregation does not mean that African American communities were powerless or passive victims in these processes of metropolitan development and ghetto formation. Many of the books cited in this section, and others listed in the bibliography, chart the multifaceted ways in which diverse black communities resisted white racism through civil rights activism, turned inward to forge their own institutions, and in general displayed a remarkable though circumscribed degree of agency in the face of broader legal and political structures of racial inequality.

PART TWO, 1848–1945
AMERICAN LATINOS, ASIAN AMERICANS, AND AMERICAN INDIANS



Señor Vigues, wife and 5 children live in this homemade shack opposite American-Mexican "Jim Crow" housing project, "Santa Rita Courts," in Austin, Texas, the first public housing development completed under the Housing Act of 1937, which created the US Housing Authority. 1942. Unknown photographer. Library of Congress, Prints and Photographs Division.

AMERICAN LATINOS, ASIAN AMERICANS, AND AMERICAN INDIANS

In 1975, a report by the US Commission on Civil Rights observed that "the assumption that whites have the right to deny minorities the opportunity to purchase or rent property because of their race or ethnic origin began as a fundamental tenet of the institution of slavery."[51] In addition to the long history of public and private discrimination against African Americans, national policies of continental conquest and large-scale social and economic forces played similar roles in limiting the property rights and restricting or appropriating the land holdings of members of three other politically and numerically significant racial minority groups in nineteenth-century America. In 1848, at the end of the Mexican-American War, the Treaty of Guadalupe Hidalgo transformed 100,000 ethnic Mexicans living in what is now the American Southwest into citizens of the United States. Large numbers of Anglo migrants participated in gold rushes and land grabs that over time displaced much of the Mexican American population from pueblos and ranchos to segregated urban barrios.[52] Beginning in the mid-1800s, economic opportunity drew increasing numbers of Asian immigrants to the West Coast, but federal law classified them as aliens ineligible for citizenship, and White violence combined with statutory discrimination to restrict their property rights and residential options.[53] Following the Indian Removal Act of 1830 and various federal treaties and military campaigns, Native American tribes lost most of their traditional lands and became geographically confined to reservations located primarily in the American West.[54]

In the experiences of each of the nation's four largest racial minority groups, the forces of inequality in housing took shape within the context of broader historical legacies of racial subordination in public policy and varying forms of forcible population relocations and expulsions. However, laws and public policies have treated each group in unique ways, beginning with the fundamental issue of citizenship rights and privileges. Ethnic Mexicans living in the Southwest received the formal legal status of full citizenship, previously reserved for "free white persons," as a result of conquest in the Mexican-American War.[55] Almost two decades later, the 1866 Civil Rights Act and the Fourteenth Amendment extended citizenship to all persons "born or naturalized" in the United States, including African Americans but explicitly excluding "Indians not taxed." The final version of the 1866 legislation also restricted its scope

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[51] US Commission on Civil Rights, *Twenty Years after Brown: Equal Opportunity in Housing* (Washington: GPO, Dec. 1975), 1.

[52] Patricia Nelson Limerick, *Legacy of Conquest: The Unbroken Past of the American West* (New York: W. W. Norton, 1987), 228–53; David Gutierrez, *Walls and Mirrors: Mexican Americans, Mexican Immigrants, and the Politics of Ethnicity* (Berkeley: University of California Press, 1995), 13-38; also see Leonard Pitt, *The Decline of the Californios: A Social History of the Spanish-Speaking Californians, 1846-1890* (Berkeley: University of California Press, 1970).

[53] Angelo N. Ancheta, *Race, Rights, and the Asian American Experience* (New Brunswick, N.J.: Rutgers University Press, 1998), 19–40. Also see Ronald Takaki, *Strangers from a Different Shore: A History of Asian Americans* (Boston: Little, Brown, 1989); Erika Lee, *At America's Gates: Chinese Immigration during the Exclusion Era, 1882–1943* (Chapel Hill: University of North Carolina Press, 2003); Natalia Molina, *Fit To Be Citizens?: Public Health and Race in Los Angeles* (Berkeley: University of California Press, 2006).

[54] Limerick, *Legacy of Conquest*, 179–221; also see Phillip Weeks, *Farewell, My Nation: The American Indian and the United States, 1820-1890* (Arlington Heights, IL: H. Davidson, 1990).

[55] Mae M. Ngai, *Impossible Subjects: Illegal Aliens and the Making of Modern America* (Princeton: Princeton University Press, 2004), 50–55.

to US citizens, replacing the original proposal to protect the civil rights of "inhabitants of any State or Territory." This critical change in wording meant that federal law and state governments retained the power to discriminate against aliens (foreigners and non-naturalized immigrants, and most notably at the time the Chinese in California) in the areas of ownership and rental of property, a prospect openly acknowledged in congressional debate.[56] In subsequent decades, members of all four of these minority groups would encounter many of the same methods of housing discrimination, especially with the rise of racial covenants that restricted residential communities to members of the Caucasian race. A large majority of the nation's Latino, Asian, and American Indian populations also resided in the American West during the century before World War II, although their experiences were distinguished by their concentration in different geographic locales and in varying sectors of the economy.[57]

American Latinos[58]

Mexican Americans, who have long represented the largest group of national origin within the Hispanic/Chicano/Latino/a category, originally were not immigrants but instead inhabitants of territory obtained by the United States through military conquest. In the mid-1800s, at the end of the Mexican-American War, wealthy Mexicans owned large ranches in the states of California and Texas and the US territory of New Mexico. Although their titles to the land remained valid under treaty and federal law, a combination of Anglo squatters, drawn-out litigation battles, and outright fraud ultimately resulted in the transfer of many of the ranches of the Southwest into the hands of White real estate interests. Massive Anglo migration to California also signaled the political and demographic shift in power, with Mexican Americans declining from 82 percent of the state's population at the moment of statehood in 1850 to only 19 percent of the total in 1880. The new state of California immediately passed a Foreign Miners' Tax designed to push Mexicans and Chinese out of the gold mines, and White prospectors often employed violence to reduce the threat of competition. By the end of the nineteenth century, a Mexican American population that had once consisted of large landholders and independent laborers in the rural economy was rapidly becoming a racially subordinate group residing in segregated urban barrios.[59] As David Gutierrez has observed, "the ethnic Mexican population was slowly but surely relegated to an inferior, caste-like status in the region's evolving social system . . . not

[56] Maltz, *Civil Rights, the Constitution, and Congress*, 61–64.

[57] See Fogelson, *Bourgeois Nightmares*; James W. Loewen, *Sundown Towns: A Hidden Dimension of American Racism* (New York: New Press, 2005).

[58] This study uses the term Latino instead of Hispanic as decided by scholars in an earlier National Historic Landmarks theme study: *American Latinos and the Making of the United States: A Theme Study* (2013): "By alluding to Latin America,…the term punctuates the experience of peoples living in the Americas rather than Europe. In addition, unlike Hispanic, which relates to "Hispania" or the Hispanic peninsula, Latino in its current meaning is a category that officially emerged in the US during the twentieth century in response to the dramatic increase of Latin American-descended people in its natural territory." Frances Negrón-Muntaner and Virginia Sánchez-Korro, "*American Latinos and the Making of the United States: An Introduction,"* in *American Latinos and the Making of the United States: A Theme Study* (Washington, DC: National Park System Advisory Board, 2013), 5, also available online at https://www.nps.gov/articles/latinothemestudyintroduction.htm.

[59] White, "*It's Your Misfortune and None of My Own,"* 237–41.

much better than that occupied by Indians and African Americans elsewhere in the United States."[60]

During the late 1800s and early 1900s, the same period as the formation of African American ghettoes in the urban North and West, residentially segregated Mexican American barrios emerged in cities of the Southwest such as Los Angeles, Santa Barbara, and El Paso.[61] In one way, the barrioization process represented the inverse dynamic of the ghettoization of Black southerners in the urban North, because the geographic concentration of Mexican Americans followed their dramatic decline as a percentage of the population as a result of the mass westward migration of Anglos. In Santa Barbara, the new Anglo leadership razed native adobe homes to make way for White neighborhoods, a preview of twentieth-century urban renewal policies. By 1890, 90 percent of the Mexican American population of Santa Barbara resided in a residentially segregated barrio confined to eleven city blocks and neglected in the provision of schools and other public services. The geographic boundaries of the barrio expanded after World War I with the arrival of large numbers of immigrants from Mexico, and the degree of racial housing segregation and overall impoverishment intensified. A similar pattern marked the growth of the barrio of East Los Angeles, which soon boasted the largest population of Mexican Americans in the United States. In the first decades of the twentieth century, affluent Mexican American families began to leave the East L.A. barrio—overcrowded, municipally neglected, and increasingly impoverished—for a few eastside suburban areas not governed by the nearly ubiquitous racial covenants. However, because of White flight and deed restrictions in most Los Angeles suburbs that prevented the sale or rental of homes to Mexicans, these middle-class refuges soon became annexed to the barrio as well. According to Albert Camarillo, by the end of the 1920s, "a Mexican city existed within the heart of Los Angeles."[62]

The forces of residential segregation experienced by Mexican Americans in the American Southwest, and in other destinations such as Chicago, reflected externally imposed processes of racial discrimination combined with the inwardly directed processes of community formation common to disadvantaged minority groups in urban settings.[63] In a community study of Chicanos in El Paso, Mario Garcia argues that "although obviously many preferred to live in

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[60] Gutierrez, *Walls and Mirrors*, 13–14.

[61] See Albert Camarillo, *Chicanos in a Changing Society: From Mexican Pueblos to American Barrios in Santa Barbara and Southern California, 1848–1930* (Cambridge: Harvard University Press, 1979); Mario T. Garcia, *Desert Immigrants: The Mexicans of El Paso, 1880–1920* (New Haven: Yale University Press, 1981); Richard Romo, *East Los Angeles: History of a Barrio* (Austin: University of Texas Press, 1983); George Sanchez, *Becoming Mexican American: Ethnicity, Culture, and Identity in Chicano Los Angeles, 1900–1945* (New York: Oxford University Press, 1993); Eric V. Meeks, *Border Citizens: The Making of Indians, Mexicans, and Anglos in Arizona* (Austin: University of Texas Press, 2007). Recent scholars have emphasized that nonwhite enclaves in the Southwest were not simply racially homogeneous "slums" but rather dynamic multiracial places. See Mark Wild, *Street Meeting: Multiethnic Neighborhoods in Early Twentieth-Century Los Angeles* (Berkeley: University of California Press, 2005).

[62] Sanchez, *Becoming Mexican American*; Camarillo, *Chicanos in a Changing Society*, 58–60, 145–47, 183–206 (quotation 205).

[63] A growing literature has examined Mexican migration to Chicago during the pre-World War II era, and Mexican American community formation in the face of racial discrimination, although housing segregation has not been a central focus of these books. See, for example, Gabriela F. Arredondo, *Mexican Chicago: Race, Identity, and Nation, 1916–1939* (Urbana: University of Illinois Press, 2008); Michael Innis-Jiminez, *Steel Barrio: The Great Mexican Migration to South Chicago, 1915–1940* (New York: New York University Press, 2013).

familiar cultural surroundings, occupational and wage discrimination along with racial prejudice kept them segregated in Mexican slums. . . . Mexicans lived in overcrowded homes with little or no sanitation, high infant mortality rates, many cases of tuberculosis and other diseases, and the highest rates of crime in the city."[64] In both Texas and California, urban school districts maintained segregated educational facilities for Mexican American students, and racial prejudice in the housing market reinforced inequalities in schools, employment, and public health.[65] Through the 1940s and often beyond, municipal governments in the Southwest declined to provide high-poverty barrio neighborhoods with basic infrastructure, often including sewers and storm drains, trash collection, public transportation systems, and even paved streets.[66] On the metropolitan fringe, small Mexican American barrios also formed for migrant workers in the agricultural economy, and rural White communities likewise enforced housing segregation and inequality through restrictive covenants and refusal to extend municipal services.[67] The imposition of residential segregation by White institutions existed alongside a voluntary impulse among many Mexican Americans toward safeguarding communal boundaries, David Gutierrez argues in an encapsulation of the consensus view in Chicano scholarship. Life in the barrio "reflected Mexican Americans' eroding economic and social standing,…but within the boundaries of their own neighborhoods Mexican Americans protected many of their cultural practices and rituals…without interference from the American [Anglo] immigrants who were otherwise transforming their society."[68]

Asian Immigrants and Asian Americans

The story of housing discrimination against Asian immigrant and Asian American populations begins with the tortured saga of the citizenship question and the economic foundations of White racial prejudice, especially regarding Chinese and later Japanese residents of the West Coast. Chinese immigrants began arriving in northern California in the mid-1800s as part of the international gold rush. White competitors and California politicians almost immediately called for the expulsion of Chinese aliens, leading to the racially targeted Foreign Miners' Tax of 1852, many episodes of violent backlash, and decades of exclusionary initiatives at the federal, state, and local levels. In 1858, the California legislature passed an outright ban on Chinese immigration, which the state supreme court invalidated as an infringement on the federal power to regulate interstate commerce. The US Congress then purposefully excluded Chinese aliens from access to citizenship in the 1866 Civil Rights Act, although subsequent civil rights laws did extend certain protections to "all persons within the jurisdiction of the United States." In the 1870s, Chinese aliens began filing a series of lawsuits against discriminatory state and local laws as well as the federal prohibition against securing citizenship through the naturalization process. In San Francisco, for example, Chinese plaintiffs challenged the discriminatory enforcement of the "lodging house law," which enabled police to arrest residents living in crowded conditions,

[64] Garcia, *Desert Immigrants*, 6.

[65] Romo, *East Los Angeles*, 84–85, 136–42; Orfield, *Must We Bus?*, 42–45.

[66] David R. Diaz, *Barrio Urbanism: Chicanos, Planning, and American Cities* (New York: Routledge, 2005), 29–47.

[67] Stephen J. Pitti, *The Devil in Silicon Valley: Northern California, Race, and Mexican Americans* (New York: Oxford University Press, 2003), 87–92. Also see Matt Garcia, *A World of Its Own: Race, Labor, and Citrus in the Making of Greater Los Angeles, 1900–1970* (Chapel Hill: University of North Carolina Press, 2001).

[68] Gutierrez, *Walls and Mirrors*, 21–22, 33–34 (quotation 34).

but a federal circuit court upheld the ordinance as a public health measure and declined to rule on the allegations of racial violations under the Fourteenth Amendment. In 1879, a statewide referendum revealed that more than 99 percent of the California electorate favored complete exclusion of the Chinese, public sentiment that pressured the federal government to move toward a racial system of immigration restriction by national origin.[69]

The Chinese Exclusion Act, passed by the US Congress in 1882, suspended for a decade the immigration of Chinese nationals classified as laborers and miners. Subsequent federal legislation lengthened the immigration ban and declared "any Chinese person or person of Chinese descent" living in the United States to be an illegal alien subject to deportation without proving otherwise through a cumbersome and restrictive registration process. The Chinese population living inside the United States declined by more than half, from 125,000 to 60,000, between 1882 and 1920. A grassroots wave of White vigilantism accompanied this federal anti-immigration program as mobs drove Chinese communities out of entire towns, appropriating their land holdings and destroying their homes and property in the process. In an infamous 1885 massacre, White miners in Rock Springs, Wyoming, eradicated the local "Chinatown" by launching an armed attack on more than seven hundred residents and burning down the buildings after they fled. Genocidal campaigns in Idaho reduced the Chinese from about one-third of the state's population in 1870 to almost zero by 1910. In California, Whites in at least forty municipalities expelled entire Chinese communities during the two decades following the federal Exclusion Act. In 1913, the California state legislature targeted Chinese residents as well as the rapidly increasing Japanese population with the Alien Land Law, which prevented "aliens ineligible to citizenship" from owning property or leasing land for longer than three years. The state of Washington passed similar legislation in 1921. The US Supreme Court upheld these alien land laws and also issued a series of rulings confirming that Asian immigrants were racially disqualified from becoming naturalized citizens. This era of nativism culminated in the landmark Immigration Act of 1924, when Congress embraced a national origins policy that prohibited all Asians ineligible for citizenship from entering the United States.[70]

For Chinese and Japanese communities, housing opportunities and residential discrimination played out within a political culture of sustained nativist backlash and the circumscribed legal rights that accompanied non-citizenship status. The case of San Francisco's Chinatown provides a powerful illustration of the ways in which government endorsement of racial subordination reinforced White prejudices about ethnically segregated slums that then, in circular fashion, served to rationalize the same public policies of racial discrimination. As Nayan Shah observes in his account of the intersection of medical discourse and racial formation in San Francisco, "health officials and politicians conceived of Chinatown as the preeminent site of urban sickness,

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[69] Charles J. McClain, *In Search of Equality: The Chinese Struggle against Discrimination in Nineteenth-Century America* (Berkeley: University of California Press, 1994), 9-76 (quotation 38); Limerick, *Legacy of Conquest*, 261–69.

[70] Roger Daniels, *Guarding the Golden Door: American Immigration Policy and Immigrants since 1882* (New York: Hill and Wang, 2004), 18–58; McClain, *In Search of Equality*, 147-219, 277-83; Ngai, *Impossible Subjects*, 37-50; Loewen, *Sundown Towns*, 50–53. Also see Lee, *At America's Gates*; Liping Zhu, *The Road to Chinese Exclusion: The Denver Riot, 1880 Election, and Rise of the West* (Lawrence: University of Kansas Press, 2013); Erika Lee and Judy Yung, *Angel Island: Immigrant Gateway to America* (Cambridge: Oxford University Press, 2012). The alien land law cases were Porterfield v. Webb, 263 U.S. 225 (1923) and Terrace v. Thompson, 263 .S. 197 (1923).

vice, crime, poverty, and depravity."[71] In 1885, elected officials in San Francisco labeled Chinatown "a moral cancer on the city" and successfully lobbied for a state law permitting local school systems to "exclude children of filthy or vicious habits, or children suffering from contagious or infectious diseases, and also to establish separate schools for children of Mongolian or Chinese descent." The city created a segregated "Oriental" school for Chinese students and later required Japanese children to attend the same institution, a Jim Crow policy upheld in federal court under the *Plessy* doctrine. In 1890, the San Francisco board of supervisors approved the first formal residential segregation ordinance in the nation's history, a measure that required all Chinese occupants to leave the city or relocate their residences and businesses to a specifically demarcated section of Chinatown. Chinese plaintiffs immediately challenged the racial zoning law and gained a major victory when a federal court invalidated the scheme as a violation of the Fourteenth Amendment. Subsequent congressional legislation extended equal protection guarantees to "persons within the jurisdiction of the United States."[72]

As in other parts of the United States, the failure of de jure racial zoning led to the rise of restrictive covenants and a range of other discriminatory measures designed to contain Asian immigrants in segregated urban enclaves. Some of the nation's earliest racial covenants originated on the West Coast, when White homeowners and developers began writing anti-Chinese bans into deed restrictions in the 1890s. After the turn of the century, a typical covenant in a new San Francisco development banned those of "African, Japanese, Chinese, or of any other Mongolian descent." In Nayan Shah's blunt assessment, "Chinese Americans found it impossible to move outside the boundaries of Chinatown." When they did try, White homeowner associations often forced them to leave through lawsuits to enforce restrictive covenants, including the successful eviction of Mabel Tseng from the Nob Hill neighborhood in 1945, which took place as delegates from fifty nations were meeting in the city to deliberate the creation of the United Nations.[73] In Seattle, the Chinese and Japanese populations became increasingly concentrated within the same segregated space as racial covenants spread across the city and especially the suburbs, with the popular exclusion of "Japanese or Chinese or any other Malay or Asiatic race."[74] As with African American ghettoes and Mexican American barrios, the growth and development of Japanese and Chinese and Filipino enclaves reflected the complex forces of residential segregation and communal self-reliance in the process of racial formation. "Racial segregation was pervasive," concluded one analysis of Asian housing patterns during this period. "Asians were usually told by landlords and realtors, 'No Orientals allowed' or 'Only whites allowed in this neighborhood'…. Residential and commercial enclaves—Chinatowns,

[71] Nayan Shah, *Contagious Divides: Epidemics and Race in San Francisco's Chinatown* (Berkeley: University of California Press, 2001), 1.

[72] McClain, *In Search of Equality*, 136–44, 223–33 (quotations 142, 224, 230); Shah, *Contagious Divides*, 71–73; Daniels, *Guarding the Golden Door*, 41. Also see Charlotte Brooks, *Alien Neighbors, Foreign Friends: Asian Americans, Housing, and the Transformation of Urban California* (Chicago: University of Chicago Press, 2004), 11–38.

[73] Shah, *Contagious Divides*, 72–74, 230; Brooks, *Asian Neighbors, Foreign Friends*, 155–158, 176–180.

[74] Seattle Civil Rights and Labor History Project, "Segregated Seattle," University of Washington, http://depts.washington.edu/civilr/segregated.htm.

Little Tokyos, Little Manilas—developed in many cities because of segregation; they offered immigrants the services…that were unavailable from whites-only institutions."[75]

For the Japanese of Los Angeles, the overcrowded conditions and dilapidated housing of "Little Tokyo" combined with the search for better housing by upwardly mobile families to create an explosive situation in the 1920s. Denied access to newer and more affluent developments by racial covenants, middle-class Japanese families began buying property in nearby White working-class neighborhoods instead. The Pico Heights and Hollywood sections near downtown Los Angeles each contained small clusters of Japanese households at the start of the decade, leading White residents to organize protective associations to repel the "invasion" based on the presumed "incompatibility of the white and the yellow races."[76] Filipino communities on the West Coast faced similar forms of racial discrimination and exclusion, including limits on immigration and the ability to become naturalized citizens shaped by the legal status of the Philippines as an American colony. According to Angelo Ancheta, "racial segregation in its many forms—housing, employment, education, public accommodations, the political process—was imposed with full force on Filipinos throughout much of the twentieth century."[77] In the 1920s, the nation's largest urban Filipino community took shape in a segregated section of Stockton, California, which municipal leaders later targeted for eradication under the federal urban renewal program of the postwar era.[78] The state of Washington became the setting for a full-scale movement to deprive Filipinos of property rights in the wake of the state's 1921 Alien Land Law. White vigilantes in the Yakima Valley expelled Filipino migrants (and often their Japanese neighbors) from homes throughout the region, burning and bombing their farms in a fusion of discrimination through state policy reinforced by private action.[79]

Asian communities on the West Coast and Chicano barrios in the Southwest each encountered large-scale federal policies during the mid-1900s, resulting in the systematic relocation of the Japanese population and the deportation or repatriation of more than half a million Mexican immigrants and Mexican American citizens. Although housing discrimination describes only a subset of the comprehensive experience of forcible population removal, and certainly not the primary objective of nativist public policy in either case, the forfeiture or appropriation of homes, land, and other personal investments nevertheless represented serious violations of

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[75] Ancheta, *Race, Rights, and the Asian American Experience*, 22; Abrams, *Forbidden Neighbors*, 217–18. Also see Marie Rose Wong, *Sweet Cakes, Long Journey: The Chinatowns of Portland, Oregon* (Seattle: University of Washington Press, 2005). Racial formation is a concept that means the formation or intensification of group identities as a result of processes such as legal discrimination, neighborhood concentration, and communal solidarity.

[76] John Modell, *The Economics and Politics of Racial Accommodation: The Japanese of Los Angeles, 1900–1942* (Urbana, Ill.: University of Illinois Press, 1977), 55–66 (quotation 63); Brooks, *Alien Neighbors, Foreign Friends*, 39–69.

[77] Angelo N. Ancheta, "Filipino Americans, Foreigner Discrimination, and the Lines of Racial Sovereignty," in *Positively No Filipinos Allowed: Building Communities and Discourse*, ed. Antonio T. Tiongson, Jr., Edgardo V. Gutierrez, and Ricardo V. Gutierrez (Philadelphia: Temple University Press, 2006), 90–107 (quotation 91).

[78] Dawn Bohulano Mabalon, "Losing Little Manila: Race and Redevelopment in Filipina/o Stockton, California," *Positively No Filipinos Allowed*, 73–89.

[79] Gail Nomura, "Within the Law: The Establishment of Filipino Leasing Rights on the Yakima Indian Reservation," in *Asian Indians, Filipinos, Other Asian Communities and the Law*, ed. Charles McClain (New York: Garland Publishing, 1994), 49–67.

property rights acquired through the toil and struggle of citizens and resident aliens. During the labor shortage of the Great Depression, the federal government deported 82,000 ethnic Mexicans, primarily immigrants but also a considerable number of US citizens who could not prove legal status. The political climate of fear and racial backlash prompted the repatriation of an additional 500,000, including large numbers from Texas and California as well as smaller Mexican immigrant communities driven out of Denver, Chicago, and Detroit.[80] During World War II, the federal government's internment program uprooted and relocated 120,000 people of Japanese origin, one-third aliens and two-thirds citizens. The War Relocation Agency supervised the forced transfer of the Japanese American population from the West Coast to ten internment camps in the US interior. Many in the evacuated population had little choice but to sell their homes at rates far below market value, and at the war's end those who held out often returned to find their property lost or ruined, with families seeking refuge in temporary government housing or crowded urban enclaves.[81]

American Indians

The history of American Indians from the late 1800s through the mid-1900s revolves around federal government programs of population control, land redistribution, tribal termination, bureaucratic constraints on personal mobility, and involuntary as well as voluntary relocation. Driven from their tribal lands by wars and treaties both enforced and broken, American Indians by the end of the Civil War resided primarily in the semi-sovereign and racially segregated federal reservation system. As part of an Americanization program to assimilate these non-citizens, White reformers and government officials promoted the replacement of communal lands with the private property rights of individual ownership. The commissioner of the Bureau of Indian Affairs (BIA) proposed that "tribal relations should be broken up, socialism destroyed and the family and autonomy of the individual substituted." Another reformer of similar good intentions explained that the "Indian problem" stemmed from the absence of incentives for individual self-interest critical to the American way: "Till this people will consent to give up their lands, and divide them among their citizens so that each can own the land he cultivates, they will not make much more progress." In 1877, the US Congress authorized the privatization of tribal lands through the Dawes Severalty Act, which broke up the reservations by restricting Indian property to maximum family allotments of 160 acres and opening up the remainder to White settlers and speculators. During the next half-century, Indian tribes lost two-thirds of the land that they had controlled before the passage of the Dawes Act. By the onset of the Great Depression, half of all adults living on Indian reservations owned no property at all, and American Indians represented the most impoverished group of people in the nation.[82]

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[80] Ngai, *Impossible Subjects*, 70–75; Daniels, *Guarding the Golden Door*, 64-65; White, "*It's Your Misfortune and None of My Own,"* 470–71; Gutierrez, *Walls and Mirrors*, 71–74. Also see Kelly Lytle Hernandez, *Migra! A History of the U.S. Border Patrol* (Berkeley: University of California Press, 2010); Deborah Cohen, *Braceros: Migrant Citizens and Transnational Subjects in the Postwar United States and Mexico* (Chapel Hill: University of North Carolina Press, 2011).

[81] Ngai, *Impossible Subjects*, 175–201; Takaki, *Strangers from a Different Shore*, 379–405; Brooks, *Alien Neighbors, Foreign Friends*, 114–132. Also see Roger Daniels, *Concentration Camps USA: Japanese Americans and World War II* (New York: Holt, Rinehart and Winston, 1972).

[82] Limerick, *Legacy of Conquest*, 196-200; White, "*It's Your Misfortune and None of My Own,"* 89–117, 491–93 (quotations 115, 116).

During the twentieth century, the migratory search for economic opportunity and another shift in government policy transformed American Indians into an increasingly urban population, with more than two-thirds of all American Indians living in metropolitan regions by the end of the 1980s. In the first half of the century, as federal land reallocation and economic deprivation drove many tribal members off the reservations, the American Indians who moved to cities in search of jobs and housing often faced exclusion from neighborhoods covered by private racial covenants. Urbanization trends accelerated during the 1950s and 1960s, when the Bureau of Indian Affairs sponsored a termination and relocation program that moved about 33,000 American Indians from rural reservations to cities located primarily though not only in the western region of the United States. The controversial Relocation Program represented an updated version of the traditional reformist impulse to assimilate Indians into the American economic and cultural mainstream, including the familiar tensions between individual autonomy and communal solidarity. Many of those who relocated eventually did integrate into majority-white settings, while others ended up living in segregated multiethnic urban ghettoes alongside African Americans and other minority groups. In Los Angeles, which became the nation's largest American Indian population center during the postwar decades, a clearly demarcated Indian neighborhood emerged in a high-poverty section to the west of downtown. American Indian enclaves marked by deteriorating housing stock and high unemployment rates also arose in cities such as Chicago, Baltimore, San Francisco, Seattle, and Minneapolis.[83]

The American Indian experience in the city of Chicago offers a case study of the relocation and assimilation agenda pursued by the Bureau of Indian Affairs. During the three decades following World War II, the American Indian population in Chicago increased from 274 to 6,575. The local BIA office attempted to integrate American Indian migrants into "apartments scattered about the entire city rather than having individuals and families clustered in a few congested buildings." The BIA generally moved Indians into working-class White neighborhoods, and one Chicago official explained that "at no time . . . has an Indian worker and his family been placed into an area of the city that is predominantly Negro, Latin, or Oriental." Because of this approach, the BIA claimed in 1953, "there is no discrimination against American Indians in Chicago." At the same time, a report on the status of Chicago's American Indian population observed that many migrants were "lonesome because city Relocation offices will not permit them to live in Indian neighborhoods." In spite of the Bureau's effort to emphasize residential integration and assimilation over ethnic identity, about half of Chicago's American Indian population began to cluster in several identifiable sections of the city, most notably the Uptown area. Soon labeled an "Indian ghetto," Uptown had high rates of substandard housing and

[83] See Donald L. Fixico, *The Urban Indian Experience in America* (Albuquerque: University of New Mexico Press, 2000); White, "*It's Your Misfortune and None of My Own"*, 579–88; Peter Iverson, *"We Are Still Here": American Indians in the Twentieth Century* (Wheeling, IL.: Harlan Davidson, 1998); Nicholas Rosenthal, *Re-imagining Indian Country: Native American Identity in 20th Century Los Angeles* (Chapel Hill: University of North Carolina Press, 2014); Coll Thrush, *Native Seattle: Histories from the Crossing-Over Place* (Seattle: University of Washington Press, 2017); Thomas Clarkin, *Federal Indian Policy in the Kennedy and Johnson Administrations, 1961–1969* (Albuquerque: University of New Mexico Press, 2001); Edmund Jefferson Danziger, Jr., *Survival and Regeneration: Detroit's American Indian Community* (Detroit: Wayne State University Press, 1991); Larry W. Burt, "Roots of the Native American Urban Experience: Relocation Policy in the 1950s," *American Indian Quarterly* 10 (1986): 85–99; Susan Lobo, ed., *Urban Voices: The Bay Area American Indian Community* (Tucson: University of Arizona Press, 2002); Malinda Maynor Lowery, *Lumbee Indians in the Jim Crow South: Race, Identity, and the Making of a Nation* (Chapel Hill: University of North Carolina Press, 2010).

unemployment but also allowed American Indians to maintain kinship networks and develop new pan-Indian alliances across traditional tribal boundaries.[84]

The Indian enclaves that emerged in urban centers faced many of the same social and economic disadvantages as other segregated inner-city communities in an era of deindustrialization and suburbanization, but the ability of a much higher percentage of American Indians to live and work outside of racially defined spaces created unique questions surrounding ethnic identity in the context of geographic dispersal. "The Indian community is not a geographic location with clustered residency or neighborhoods," Susan Lobo argues in her account of the urban Indian experience, "but rather it is fundamentally a widely scattered and frequently shifting network of relationships, . . . a distinct community that answers needs for affirming and activating identity." In an assessment that could not be written about African Americans or Latinos, Lobo explains that for "many outside the urban Indian community, it is an invisible population." In the late 1960s, the politics of identity and the demand for visibility played a key role in the rise of the American Indian Movement (AIM), which accelerated the American Indian civil rights movement by appealing to a pan-Indian identity across geographic boundaries and tribal borders. The group originated in a particular section of Minneapolis known as the "Reservation," an Indian enclave marked by high unemployment and lack of health care, substandard apartments owned by absentee landlords, and frequent tensions between community members and local police. A survey of Indian housing in Minneapolis revealed that half of the apartment units were overcrowded, and an even higher percentage were in dilapidated condition with little if any concern for code enforcement by municipal agencies. Branching out from the local to the national level, AIM forged an alliance between American Indians living in urban centers and on rural reservations around shared issues of substandard housing, poverty and unemployment, public health, and the historical legacies of conquest and land appropriation.[85]

[84] James B. LaGrand, *Indian Metropolis: Native Americans in Chicago, 1945–75* (Urbana: University of Illinois Press, 2002), 3, 112–22 (quotations 112, 120, 119, 118).

[85] Susan Lobo and Kurt Peters, eds., *American Indians and the Urban Experience* (Walnut Creek, CA: Altamira Press, 2001), 74–76 (quotations); Iverson, *"We Are Still Here,"* 149–54; Fixico, *Urban Indian Experience*, 81–82, 108–22. Also see Rosalyn R. LaPier and David R. M. Beck, *City Indian: Native American Activism in Chicago, 1893–1934* (Lincoln: University of Nebraska Press, 2015).

PART THREE, 1933–1966
FEDERAL POLICY, SUBURBAN DEVELOPMENT, AND URBAN RENEWAL



Detroit's "Segregation Wall," 1943, built to separate an existing African American neighborhood from a proposed all-white subdivision to qualify for FHA financing. Walter P. Reuther Library, Archives of Labor and Urban Affairs, Wayne State University. 1941-06-27 (VMC 23298)

FEDERAL POLICY, SUBURBAN DEVELOPMENT, AND URBAN RENEWAL

Racial Segregation in Federally Subsidized Housing Markets

The housing and urban renewal programs established by the federal government during the 1930s and 1940s shaped the segregated development of metropolitan regions across the nation by subsidizing the construction of all-white suburbs, enforcing the racial boundaries of urban neighborhoods, and concentrating racial minorities in inner-city ghettoes. The federal housing agencies created during the New Deal era provided mortgage loans to millions of White Americans while simultaneously institutionalizing redlining and enshrining racial segregation in the metropolitan real estate market. These federal programs "did not merely institutionalize segregation" by reinforcing private-sector racism, as David Freund concludes in *Colored Property*; they also created a new credit market that "codified and then administered a racially exclusive system of housing economics." The effects of federal low-income public housing programs, in Kenneth Jackson's assessment, were "to segregate the races, to concentrate the disadvantaged in inner cities, and to reinforce the image of suburbia as a place of refuge for the problems of race, crime, and poverty." The urban renewal program initiated by the Housing Act of 1949, in combination with the 1956 Interstate Highway Act and the Model Cities legislation of the Great Society era, provided federal funds for transportation networks and urban redevelopment projects that razed low-income and minority neighborhoods and displaced millions of residents into segregated ghetto housing. From the 1930s through the 1960s, private developers tapped the resources provided by this massive federal transformation of the American housing market while maintaining policies of racial exclusion that received formal and informal endorsement from government agencies. "What the Ku Klux Klan has not been able to accomplish by intimidation and violence," Clarence Mitchell of the NAACP charged in 1951, "the present federal housing policy is accomplishing through a monumental program of segregation in all aspects of housing which receive government aid."[86]

The federal housing programs that transformed the national landscape began in the depths of the Great Depression, when a broad political consensus emerged that economic revival required unprecedented government action. In 1933, Congress authorized the Home Owners Loan Corporation (HOLC) to refinance the mortgages on private homes facing foreclosure. By 1936, this new federal agency had provided emergency relief through long-term, low-interest loans to one-tenth of all owner-occupied residences in the nation (excluding farms). In 1934, President Franklin Roosevelt signed the National Housing Act, which created the Federal Housing Administration (FHA) to stimulate the market for new home construction and renovation of existing properties by insuring the mortgage loans issued by banks and other private lending

[86] David M. P. Freund, *Colored Property: State Policy and White Racial Politics in Suburban America* (Chicago: University of Chicago Press, 2007), quotation 133; Kenneth T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985), 190–230 (quotation 219); Hirsch, "With or without Jim Crow," 78–94; Hirsch, "'Containment' on the Home Front: Race and Federal Housing Policy from the New Deal to the Cold War," *Journal of Urban History* (Jan. 2000): 158–189; Other important overviews include Jon C. Teaford, *The Metropolitan Revolution: The Rise of Post-Urban America* (New York: Columbia University Press, 2005); Robert A. Beauregard, *When America Became Suburban* (Minneapolis: University of Minnesota Press, 2006); Roger Biles, *The Fate of Cities: Urban America and the Federal Government, 1945–2000* (Lawrence: University Press of Kansas, 2011); Rothstein, *Color of Law*; Highsmith, *Demolition Means Progress*. Mitchell quoted in Douglas, *Jim Crow Moves North*, 268.

agencies. A decade later, in his wartime reelection campaign, Roosevelt called for an Economic Bill of Rights that would redefine American citizenship to include the guarantee of a "decent standard of living," including the "right of every family to a decent home." Congress soon enacted the GI Bill of Rights (1944), which authorized the Veterans Administration to provide interest-free home mortgage loans to veterans of World War II (later extended to the Korean War). The Federal Housing Administration and the Veterans Administration provided mortgage insurance for more than twelve million homes in the three decades following passage of the National Housing Act, and the national rate of homeownership expanded from 44 percent in 1940 to 62 percent by 1960. The vast majority of new home construction took place in all-white suburban areas, where about half of the single-family dwelling units built from the late 1940s through the end of the 1960s received financing through one of these two federal assistance programs. (In addition to favoring all-white suburbs, these federal housing programs discriminated based on gender and sexuality by restricting loans to male-headed heterosexual households and excluding homosexuals from GI Bill benefits).[87]

Through the mortgage insurance policies of the Federal Housing Administration and the Veterans Administration, the United States government extended its formal stamp of approval to the doctrine of explicit racial segregation in the American residential housing market. The HOLC programs of the early 1930s inaugurated the practice of redlining as public policy through a valuation system that rated neighborhoods on a scale of desirability, with affluent all-white enclaves of single-family homes securing the highest ranking while areas containing industry, apartment dwellings, lower-income households and almost any nonwhite presence received the lowest classification of hazardous and undesirable. HOLC redlined these neighborhoods through blanket refusal to issue loans based on predicted decline in property values, and the FHA as well as private financial institutions adopted the same approach of investing almost exclusively in segregated White developments. This divestment strategy turned the theory of property decline into self-fulfilling prophesy for areas of all-black and racially diverse occupancy alike.[88] From its inception, the FHA also endorsed restrictive racial covenants to protect property values in residential developments and generally required such contracts for homes that received federal mortgage assistance. For a fifteen-year period beginning in the mid-1930s, FHA mortgage underwriting guidelines included the warning that "if a neighborhood is to retain stability, it is necessary that properties shall continue to be occupied by the same social and racial classes."

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[87] Jackson, *Crabgrass Frontier*, 195–218; Rosalyn Baxandall and Elizabeth Ewen, *Picture Windows: How the Suburbs Happened* (New York: Basic Books, 2000), 51–57, 87–88; Cohen, *Consumers' Republic*, 122–123, 137–42; Freund, *Colored Property*, chap. 5; David M. P. Freund, "Marketing the Free Market: State Intervention and the Politics of Prosperity in Metropolitan America," in *The New Suburban History*, ed. Kevin M. Kruse and Thomas J Sugrue (Chicago: University of Chicago Press, 2006), 11–32. On gender and sexuality, see Margot Canaday, *The Straight State: Sexuality and Citizenship in Twentieth-Century America* (Princeton: Princeton University Press, 2009); Clayton Howard, "Building a Family-Friendly Metropolis: Sexuality, the State, and Postwar Housing Policy," *Journal of Urban History* 39, no. 5 (2013): 933–955. For the Economic Bill of Rights, see Franklin D. Roosevelt, "State of the Union Address," Jan. 11, 1944, https://teachingamericanhistory.org/library/document/state-of-the-union-address-3/.

[88] Jackson, *Crabgrass Frontier*, 197–209; Kenneth T. Jackson, "Race, Ethnicity, and Real Estate Appraisal: The Home Owners Loan Corporation and the Federal Housing Administration," *Journal of Urban History* (August, 1980): 419–52; Freund, *Colored Property*, 99–139. Many HOLC redlining maps are digitized through Robert K. Nelson, LaDale Winling, Richard Marciano, Nathan Connolly, et al., "Mapping Inequality: Redlining in New Deal America," *American Panorama*, ed. Robert K. Nelson and Edward L. Ayers, https://dsl.richmond.edu/panorama/redlining/.

FHA manuals even provided developers, lenders, and homeowners with the prototype of a racial covenant: "No persons of any race other than _____ [race to be inserted] shall use or occupy any building or any lot, except that this covenant shall not prevent occupancy by domestic servants of a different race." The highest investment rating would be reserved, the FHA explained, only "when fullest advantage has been taken of available means to protect the area against adverse influence and to insure that it will develop into a homogenous residential district."[89] In David Freund's summation, "the FHA openly and systematically discriminated against racial minorities for decades and yet insisted that exclusion was necessitated by impersonal market requirements," defining "racial exclusion as an economic necessity."[90]

The infamous "segregation wall" located on the outskirts of Detroit provides a stark image of the racial apartheid at the center of FHA policy. The Eight Mile-Wyoming area, located in the city's mostly White northwest section, contained a longstanding rural Black community that found itself in the path of urban expansion during World War II. On land adjacent to the African American neighborhood, a developer planned an all-white subdivision but failed to secure FHA financing because of the proximity of this "slum." Then in the early 1940s, the construction firm received FHA approval only after building a concrete wall, six feet high and three blocks long (and still standing today), to separate the White and Black residences. During the same period, African American homeowners in the Eight Mile area repeatedly tried but failed to obtain HOLC and FHA loans for refinancing and home improvements. A local Black woman informed the Roosevelt administration that she and her neighbors had "wept bitter tears at our failure to get FHA assistance," while another resident pointed out that in Detroit's automobile factories they were "working side by side with [White] homeowners who are paying off their mortgage through FHA." Eventually concerted efforts by residents and civil rights activists did acquire some FHA funding for additional African American housing in the Eight Mile area, a small victory that did not alter the broader pattern of segregated development throughout the metropolitan region. Because of FHA insurance policies and racial covenants that covered 80 percent of the metropolis, only 1,500 of 186,000 single-family homes built in the city of Detroit and its suburbs during the 1940s permitted occupancy by African Americans.[91]

The Levittown development on Long Island became the most powerful symbol of the postwar expansion of the American Dream of homeownership for White citizens and the simultaneous convergence of public and private forces around a formal policy of racial exclusion. Developer William Levitt opened his first mass-produced suburb in 1947, twenty-five miles from New York City and initially restricted to White families with GI Bill mortgages. In 1953, the Levittown on Long Island reached a population of seventy thousand, making it the largest community in the United States without a single nonwhite resident. The racial segregation embedded in the FHA and VA mortgage programs mirrored Levitt's business practices, and the developer announced publicly that Black families could not purchase homes in any of his projects, including the two other Levittowns built in New Jersey and Pennsylvania. "I have no

[89] Abrams, *Forbidden Neighbors*, 229–38 (quotations 230).

[90] Freund, *Colored Property*, 119, 129. Also see John Kimble, "Insuring Inequality: The Role of the Federal Housing Administration in the Urban Ghettoization of African Americans," *Law and Social Inquiry* 32, no. 2 (Spring 2007): 399–434.

[91] Thomas J. Sugrue, *The Origins of the Urban Crisis: Race and Inequality in Postwar Detroit* (Princeton: Princeton University Press, 1996), 43–44, 63–72 (quotations 66).

room in my mind or heart for racial prejudice," Levitt explained. "But . . . if we sell one house to a Negro family, then 90 to 95 percent of our white customers will not buy into the community. That is their attitude, not ours."[92] In 1955, a NAACP lawsuit against the Levitt Corporation sought an injunction restraining the FHA and VA from insuring homes in a development restricted to Whites only, but a federal court dismissed the litigation by holding that constitutional law did not compel a government agency to require a private property owner to practice racial nondiscrimination.[93] This judicial approval of federal financing for racially segregated developments revealed once again the narrow scope of the state action doctrine, even as Levitt's policy remained a primary target of the open-housing movement during the following years. By 1960, fair-housing enforcement at the state level opened the doors for 57 Black residents and 163 members of other minority groups to live in the original Levittown, a nonwhite total of 0.3 percent. In 1980, the Long Island Levittown remained 98.8 percent White.[94]

The contributions and consequences of FHA and VA policies in the residential segregation of postwar American cities and suburbs turned out to be sweeping and enduring. Investigations of racial inequality in the federal housing programs of mid-century have found similar patterns, throughout every section of the nation, of enforced segregation in new developments and nearly complete exclusion of minorities from mortgage-supported properties. In a 1950 survey of metropolitan New York, nonwhite families owned 0.9 percent of the homes with FHA mortgages and received only 0.1 percent of VA mortgages through the GI Bill.[95] In the suburbs, 85 percent of new residential developments in Nassau and Westchester Counties operated under racial covenants, while a consortium of banks inside New York City required deed restrictions banning African Americans and Puerto Ricans as a precondition for loans.[96] In metropolitan Chicago, more than three-fourths of the homes built between 1946 and 1960 were located in the suburbs, 96 percent of new suburban arrivals were White, and the records of several hundred banks reveal only one mortgage loan made to a Black family in a majority-white neighborhood.[97] FHA evaluators categorically redlined an entire third of the city of Chicago and half of the city of Detroit, a self-fulfilling divestment policy that turned neighborhoods into slums.[98] In the urban centers of Mississippi, Black veterans received only two of the 3,229 VA loans for home or business financing issued in 1947.[99] In metropolitan Los Angeles, FHA or VA loans covered 46.6 percent of all owner-occupied homes by 1960, with racially segregated developments the rule and 97 percent of new housing closed to African Americans.[100] In the San Francisco Bay area, the FHA and VA together subsidized 60 percent of the homes constructed in the 1950s,

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[92] Jackson, *Crabgrass Frontier*, 234–41; Cohen, *Consumers' Republic*, 217; Baxandall and Ewen, *Picture Windows*, 174–78; *New York Times*, Aug. 25, 1957 (quotation).

[93] *Johnson v. Levitt and Sons, Inc.*, 131 F. Supp. 114 (E.D. Pa. 1955).

[94] Cohen, *Consumers' Republic*, 217.

[95] Ibid., 171.

[96] Martha Biondi, *To Stand and Fight: The Struggle for Civil Rights in Postwar New York City* (Cambridge: Harvard University Press, 2003), 114–16.

[97] Hirsch, *Making the Second Ghetto*, 28–31.

[98] Hirsch, "With or Without Jim Crow," 86.

[99] Ira Katznelson, *When Affirmative Action Was White: An Untold History of Racial Inequality in Twentieth-Century America* (New York: W. W. Norton, 2005), 140.

[100] Nicolaides, *My Blue Heaven*, 189–91.

with 98.5 percent barred from purchase by nonwhites.[101] In the New South cities of Atlanta and Charlotte, the FHA did provide a modest number of loans to Black homeowners, but only in segregated subdivisions located in isolated sections of the suburban fringe.[102]

In the quarter century following the National Housing Act of 1934, the FHA and VA combined to insure $117 billion in loans for private residences, with racial minorities excluded from 98 percent of these newly constructed homes. The federal government, in the judgment of a 1961 report by the US Civil Rights Commission, "supports and indeed to a great extent it created the machinery through which housing discrimination operates."[103] Despite constant protests by the NAACP and other fair-housing groups, the FHA maintained the policy of insuring new properties covered by racial covenants until 1950, two years after the Supreme Court invalidated their enforcement.[104] In 1961, the FHA commissioner stated that the agency would not "impose an open-occupancy requirement in FHA-assisted housing without such a policy directive from either the Congress or the Executive."[105] In the Civil Rights Act of 1964, the US Congress banned racial discrimination in federally funded programs but carved out an exemption for "Federal authority and financial assistance to programs or activities by way of contract of insurance or guaranty."[106] Until the Fair Housing Act of 1968, the official policies of the FHA and the VA continued to underwrite residential segregation and redline nonwhite neighborhoods in American cities and suburbs. "It was the first time in our national history," open-housing activist Charles Abrams wrote in the 1955 expose *Forbidden Neighbors*, "that a federal agency had openly exhorted segregation…. From its inception the FHA set itself up as the protector of all-white neighborhoods….This official agency not only kept Negroes in their place but pointed at Chinese, Mexicans, American Indians, and other minorities as well. It not only insisted on social and racial 'homogeneity' in all of its projects but became the vanguard of white supremacy and racial purity—in the North as well as the South."[107]

Recent scholarship has persuasively demonstrated that these federal policies from the 1930s through the 1960s did not merely subsidize private-sector segregation but effectively created a dual housing market in the United States, a comprehensive and nationwide Jim Crow system that enabled and even encouraged financial institutions and real estate speculators to exploit and profit from the containment of nonwhite communities. In *Colored Property* (2007), a definitive study of this dual housing market, David Freund demonstrates that the federal government's New Deal and postwar housing programs "revolutionized both municipal land-use politics and the market for private homes" and therefore structured "urban and suburban development patterns that systematically segregated populations by race."[108] In several important case studies, historians have extended this analysis by meticulously detailing the predatory methods of

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[101] *Housing: 1961 U.S. Civil Rights Commission Report, Book 4* (Washington: GPO, 1961), 63.

[102] Wiese, *Places of their Own*, 164–96; Hanchett, *Sorting Out the New South City*, 232–36.

[103] *Housing: 1961 U.S. Civil Rights Commission Report*, 2 (quotation), 59, 63.

[104] Abrams, *Forbidden Neighbors*, 222–26, 232–34.

[105] *Housing: 1961 U.S. Civil Rights Commission Report*, 65.

[106] United States Department of Justice, "Title VI of the 1964 Civil Rights Act," https://www.justice.gov/crt/title-vi-1964-civil-rights-act. See also Christopher Bonastia, *Knocking on the Door: The Federal Government's Attempt to Desegregate the Suburbs* (Princeton: Princeton University Press, 2006), 16–17.

[107] Abrams, *Forbidden Neighbors*, 229, 234.

[108] Freund, *Colored Property*, (quotations 5–6, 9).

slumlords and other private real estate and financial interests that capitalized on the dual housing market to profit from African Americans and other racial minorities who could not access mainstream credit programs or move into White neighborhoods. In postwar Chicago, most African Americans excluded from federally guaranteed mortgage programs obtained home loans with grossly inflated interest rates through the exploitative contract system or paid disproportionately high rents in a slumlord-dominated and speculative market that extracted immense wealth from some of the city's poorest neighborhoods.[109] "It is hard to overstate the profitability of slum housing in the Jim Crow era," Nathan Connolly concludes in his pathbreaking study of how the state protected and enforced the property rights of White slumlords (and some Black elites), real estate speculators, and financial institutions that exploited African American tenants in Miami's segregated housing market and generated wealth through "tremendous investments in racial apartheid." Other scholarship has charted the ways in which municipal and federal policies in the postwar decades facilitated the systematic and discriminatory over-assessment of nonwhite urban neighborhoods through predatory taxation schemes. These resulted in massive wealth expropriation and inequitable foreclosure patterns, another manifestation of what Connolly labels a "white supremacist" real estate system built on the twin pillars of "black containment and displacement."[110]

Urban Renewal and Public Housing

The federal urban renewal program that dramatically reshaped American cities during the postwar decades represented the inverse of the suburbanization process, a public-private partnership that subsidized large-scale corporate and municipal developments with tax dollars while intensifying patterns of residential segregation and ghetto concentration. The Housing Act of 1949 launched the national urban renewal program with the promise, drawn directly from Roosevelt's Economic Bill of Rights and Harry Truman's Fair Deal agenda, of "a decent home and a suitable living environment for every American family." To address the nation's severe housing shortage, Congress established the goal of constructing or renovating 26 million dwelling units within the next decade, including 6 million for low- and medium-income families and 810,000 specifically in public housing projects. The Housing Act also created a federal agency, ultimately known as the Urban Renewal Administration, to supervise the "elimination of substandard and other inadequate housing through the clearance of slums and blighted areas." Conservative interests led by the NAREB successfully lobbied for the provision that "private enterprise" would take the lead in urban redevelopment projects, with government assistance through the power of eminent domain and financial subsidies in the transfer of land. The real estate lobby fiercely resisted another major component of the legislation, the expansion of the federal public housing program to meet the needs of low-income residents who lost their homes because of urban renewal initiatives. In the end, public housing fell far short of the promised target and represented only about 6 percent of all new construction in redevelopment areas, as

[109] See Beryl Satter, *Family Properties: How the Struggle over Race and Real Estate Transformed Chicago and Urban America* (New York: Metropolitan Books, 2009); and Amanda I. Seligman, *Block by Block: Neighborhoods and Public Policy on Chicago's West Side* (Chicago: University of Chicago Press, 2005).

[110] N. D. B. Connolly, *A World More Concrete: Real Estate and the Remaking of Jim Crow South Florida* (Chicago: University of Chicago Press, 2014), quotations 167, 3, 279, 7; Andrew W. Kahrl, "Capitalizing on the Urban Fiscal Crisis: Predatory Tax Buyers in 1970s Chicago," *Journal of Urban History* 44, no. 3 (2018): 382–401. Also see Kahrl, *The Land Was Ours*.

federal urban renewal overwhelmingly subsidized corporate interests and upscale gentrification through high-end residential projects, downtown skyscrapers, and entertainment centers such as museums and sports arenas.[111]

A series of major redevelopment projects implemented by municipal and state governments in the 1940s provided the road map for the federal urban renewal program inaugurated in 1949. The most renowned was the Stuyvesant Town development on the East Side of Manhattan, a primary example of public-private collaboration in eminent domain during the long tenure of Robert Moses as the parks and housing commissioner of New York City. The Metropolitan Life Insurance Company planned Stuyvesant Town as a middle-income residential community of 25,000, with apartment towers spread across eighteen city blocks. Robert Moses supervised the eviction of 10,000 people to clear the way for Stuyvesant Town, and few obtained adequate replacement housing. New York City granted $53 million in tax breaks to Metropolitan Life, in addition to the subsidized transfer of Manhattan real estate from private property owners into corporate hands. Metropolitan Life president Frederick Ecker announced a policy of racial exclusion and explained that otherwise property values would depreciate because "Negroes and whites don't mix." (The corporation later built a segregated development in Harlem called Riverton Houses). Three African American veterans filed a civil rights lawsuit, but the New York Court of Appeals sided with Metropolitan Life by distinguishing between illegal racial discrimination in public housing and permissible racial discrimination in "private enterprise aided by government." The Stuyvesant Town controversy galvanized New York's fair-housing movement, which eventually won passage of state and municipal laws banning racial exclusion in private developments assisted by government spending. But the US Supreme Court declined to hear the appeal of the Metropolitan Life verdict, providing a nationwide signal that explicit policies of racial discrimination remained acceptable in urban renewal projects subsidized by public funds if built by private corporations.[112]

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[111] Housing Act of 1949, US Code, Title 42, Chapter 8A, Sec. 1441 (quotations); Charles Abrams, *The City is the Frontier* (New York Harper & Row, 1965), 71–206. Also see Martin Anderson, *The Federal Bulldozer* (New York: McGraw-Hill, 1964). For a comprehensive assessment of the federal urban renewal program, see Robert E. Lang and Rebecca R. Sohmer, eds., "Legacy of the Housing Act of 1949: The Past, Present, and Future of Federal Housing Policy," *Housing Policy Debate* 11, no. 2 (2000): 291–520. Also see James Q. Wilson, ed., *Urban Renewal: The Record and the Controversy* (Cambridge: The M.I.T. Press, 1966); Jon C. Teaford, *The Rough Road to Renaissance: Urban Revitalization in America, 1940–1985* (Baltimore: The Johns Hopkins University Press, 1990); Alison Isenberg, *Downtown America: A History of the Place and the People Who Made It* (Chicago: University of Chicago Press, 2004),166–202; Biles, *Fate of Cities*; Samuel Zipp, *Manhattan Projects: The Rise and Fall of Urban Renewal in Cold War New York* (New York: Oxford University Press, 2012); Gordon, *Mapping Decline*, 153–19. Between the late 1930s and the late 1960s, the federal public housing program created about 800,000 low-income units. During the same period, the FHA and VA combined to subsidize more than 10 million dwellings for middle-class and upper-income Americans. See *Report of the National Advisory Commission on Civil Disorders*, 28.

[112] *Dorsey v. Stuyvesant Town Corp.*, 299 N.Y. 512 (1949), 339 U.S. 981 (1950); Biondi, *To Stand and Fight*, 121–36 (Ecker quoted on 122-23); Abrams, *City Is the Frontier*, 95–98; Arthur Simon, *Stuyvesant Town, U.S.A.: Pattern for Two Americas* (New York: New York University Press, 1970); Zipp, *Manhattan Projects*, 73–154. The NAACP denounced Riverton Houses in Harlem as a "Jim Crow housing project." The Stuyvesant Town controversy prompted the formation of the New York Committee against Discrimination in Housing, the predecessor of the National Committee against Discrimination in Housing. In the fair-housing battles that followed, Metropolitan Life repeatedly tried to evict white tenants who openly supported racial integration, leading to mass protests and a public relations debacle. By 1960, forty-seven black tenants lived among the Stuyvesant Town population of 22,405.

The city of Chicago offered another important precursor of the federal urban renewal program with the Illinois legislature's passage of the Blighted Areas Redevelopment Act of 1947. During World War II, corporate interests launched a campaign to contain the Great Migration of Black southerners and defend downtown real estate investments by fortifying the boundary between the central business district and the South Side ghetto. Advocates of slum clearance understood that because of the cost and scale of their gentrification agenda, only a public agency armed with the power of eminent domain could acquire the land necessary for redevelopment by private enterprise. The Chicago bank president who spearheaded the effort labeled the Redevelopment Act a "pioneering combination of public authority and public funds with private initiative and private capital." A large majority of people displaced for private residential complexes and other downtown developments were African American, including desperate homeowners who charged that city officials had orchestrated the "demolition of a well-kept Negro area where the bulk of property is resident owned, its taxes paid, and its maintenance above par." In the face of protests against the "master plan" to remove the poor in order to accommodate the wealthy, a White bank executive denied that the urban renewal program "is a mechanism to build the Negro out of the South Side." The Redevelopment Act provided for the relocation of evicted residents, but only a modest fraction secured units within invariably segregated public housing projects, while a majority fended for themselves in the worsening housing shortage of the ghetto.[113] Chicago expanded the program with federal funding after 1949, even though executive branch officials acknowledged that the city's urban renewal program "buttresses up existing patterns of segregation" through "Negro clearance."[114]

The federal urban renewal program followed the path laid out in New York and Chicago, supplying the bulk of the financing while municipal officials selected the redevelopment sites, downtown business interests reaped the profits, White middle-class gentrifiers and suburban shoppers enjoyed the benefits, and low-income urban neighborhoods faced the bulldozers. When Congress passed the Housing Act of 1949, civil rights activist Charles Abrams warned that urban redevelopment projects, "unless open to all citizens equally, will become another oppressive instrument for removing minorities from their homes and creating enforced ghettoes."[115] Six years later, the National Committee against Discrimination in Housing depicted urban renewal as a "vast program of intensified, enforced segregation."[116] Racial minorities, primarily African Americans and Puerto Ricans, represented more than two-thirds of those displaced by eminent domain between 1950 and the mid-1960s, with some relocating to racially segregated public housing projects and most crowding into existing ghetto neighborhoods.[117] Urban renewal exacerbated the low-income housing shortage in participating cities across the nation, since almost all postwar residential developments in suburban areas excluded racial minorities, while

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[113] Hirsch, *Making the Second Ghetto*, 100–34 (quotations 112, 125).

[114] Arnold R. Hirsch, "Choosing Segregation: Federal Housing Policy between *Shelley* and *Brown*," in *From Tenements to the Taylor Homes: In Search of an Urban Housing Policy in Twentieth-Century America*, ed. John F. Bauman, Roger Biles, and Kristin M. Szylvian, (College Station, PA: Pennsylvania State University Press, 2000), 214–18 (quotation 217).

[115] Biondi, *To Stand and Fight*, 129.

[116] Arnold R. Hirsch, "Less than *Plessy*: The Inner City, the Suburbs, and State-Sanctioned Residential Segregation in the Age of *Brown*," in Kruse and Sugrue, *New Suburban History*.

[117] Anderson, *Federal Bulldozer*, 219–23. Also see Mindy Thompson Fullilove, *Root Shock: How Tearing Up City Neighborhoods Hurts America and What We Can Do about It* (New York: Columbia University Press, 2004).

the federal public housing program never came close to meeting the needs of those displaced by slum clearance. Critics often charged that urban renewal had turned into "Negro removal," a subsidy for the affluent at the expense of the poor, a breach of the New Deal covenant that the federal government would guarantee decent shelter to every American citizen. But the actual consequences of urban renewal "were hardly evidence of a plan gone awry," Arnold Hirsch concluded in his pathbreaking research on the origins of the federal program. "The results were fully intended and the law did exactly what it was designed to do."[118]

As in the case of FHA and VA financing of all-white suburban developments, the federal urban renewal program accelerated the nationalization of racial segregation patterns across the United States. In Detroit, the federally funded clearance of "blighted" areas displaced tens of thousands of low-income Black residents and hundreds of Black-owned businesses in order to fortify the central business district and make way for a medical center, industrial sites, and private housing developments. About one-third of the families in the redevelopment zones found shelter in all-black public housing projects, while the remainder crowded into nearby neighborhoods that already faced high rents and deteriorating conditions in the city's segregated residential market.[119] The Redevelopment Authority in Philadelphia portrayed slum clearance as a progressive measure to rehabilitate the poor, but 90 percent of the displaced families were African American and only 21 percent secured decent replacement housing.[120] In Charlotte, the municipal government received $40 million in federal funds to raze several inner city Black neighborhoods and transform the land into corporate office complexes and public parks, while spaces in segregated public housing provided for only one-fourth of those displaced.[121] In Birmingham, city planners expelled thousands of Black residents for the expansion of the University of Alabama Medical Center, over civil rights protests against the "plan to clear the members of a minority group from a section of the city which now has high real estate value." In 1954, the federal courts dismissed an NAACP lawsuit charging that the federal urban renewal program discriminated based on race even though Black families relocated into public housing could not live in Birmingham's White-only low-income projects.[122]

Residents of low-income urban neighborhoods targeted for slum clearance and urban renewal often resisted fiercely but lacked the political clout of either corporate interests or the White middle-class in-migrants taking advantage of publicly subsidized gentrification. In New York City in the mid-1950s, a multiethnic coalition of neighborhood activists mobilized in a multiyear effort to resist the construction of Lincoln Square and other major urban redevelopment projects in Manhattan. "We are living there very happily," a leader of the local Save Our Homes movement declared, "Puerto Ricans, Negroes, Japanese Americans and other minorities….We don't want these communities broken up, but the city wants to have what are called 'better class' people there." Urban planner Robert Moses, the head of New York City's Committee on Slum Clearance, ultimately defeated the neighborhood-based resistance movement and observed that

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[118] Hirsch, "With or Without Jim Crow," 89–90.

[119] Sugrue, *Origins of the Urban Crisis*, 48–51. Also see June Manning Thomas, *Redevelopment and Race: Planning a Finer City in Postwar Detroit* (Baltimore: The Johns Hopkins University Press, 1997).

[120] Matthew J. Countryman, *Up South: Civil Rights and Black Power in Philadelphia* (Philadelphia: University of Pennsylvania Press, 2006), 68–75.

[121] Hanchett, *Sorting Out the New South City*, 247–51.

[122] Connerly, *Most Segregated City in America,* 102–66 (quotation 122).

"you cannot rebuild a city without moving people. You cannot make an omelet without breaking eggs."[123] In Harlem, African American organizations also fought largely futile battles to replace the city's grand urban renewal projects, what Moses called "progressive government working with progressive private capital," with neighborhood-scale community-based alternatives.[124] Urban renewal projects also generated significant opposition in Brooklyn, with low-income and nonwhite residents mobilizing against displacement and gentrification, even as nearby middle-income White neighborhoods fiercely resisted integrated public housing designed for those relocated by the urban bulldozers.[125]

Although associated primarily with downtown redevelopment, urban renewal also became a suburban tool of housing discrimination in municipalities seeking to relocate or simply to eliminate small African American communities that had been in existence since before the postwar boom. On Long Island, ten different suburban towns received redevelopment grants through federal or state programs in order to raze areas of Black occupancy and create new residential or commercial districts in their places. In Freeport, the (sub)urban renewal program targeted the African American district of Bennington Park, originally an enclave of domestic servants that grew substantially during the 1940s. "We can't promote Freeport as a garden spot," a local group explained, if prospective suburban homeowners "have to see a slum." With federal approval, Freeport demolished 250 homes and apartments in Bennington Park but provided only 100 units in a new public housing project. In nearby Westchester County, planners used federal funds to bulldoze 4,200 units of mainly African American occupancy and then provided one-sixth of the displaced population with access to a few high-rise public housing projects in the suburbs. Even without external funding, many other suburban communities tightened enforcement of building codes to condemn Black neighborhoods or sought to drive minority residents out by rezoning "slum pockets" from residential to commercial or recreational. In 1962, the National Urban League highlighted the trend of "suburban areas seeking to rid themselves of unsightly areas, usually occupied by Negroes, to ordain a new public use for the land and to remove the families without providing specific relocation arrangements elsewhere in the immediate communities."[126]

Urban renewal initiatives likewise targeted Latino and Asian American communities that stood in the way of municipal planning projects designed to remake downtowns into safe havens for corporate investors, suburban commuters, and White middle-class shoppers. In Chicago, municipal agencies utilized federal urban renewal funds during the 1950s and 1960s to displace Mexican American and Puerto Rican enclaves, often located adjacent to or intermingled with African American neighborhoods simultaneously marked for slum clearance, in order to expand

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[123] Zipp, *Manhattan Projects*, 197–49 (quotation 200, Moses quotation 226). Also see Christopher Klemek, *The Transatlantic Collapse of Urban Renewal: Postwar Urbanism from New York to Berlin* (Chicago: University of Chicago Press, 2011); Tom Agnotti, *New York for Sale: Community Planning Confronts Global Real Estate* (Cambridge: MIT Press, 2008).

[124] Zipp, *Manhattan Projects*, 253–350 (quotation 286). Also see Brian Goldstein, *The Roots of Urban Resistance: Gentrification and the Struggle over Harlem* (Cambridge: Harvard University Press, 2017).

[125] See Suleiman Osman, *The Invention of Brownstone Brooklyn: Gentrification and the Search for Authenticity in Postwar New York* (New York: Oxford University Press, 2011).

[126] Wiese, *Places of Their Own*, 104–109 (quotations 104, 106).

the downtown business district and build projects such as the University of Illinois at Chicago.[127] In Stockton, California, municipal leaders tapped the federal program to destroy the Little Manila neighborhood, at the time the largest concentration of Filipinos in the continental United States. In the immediate postwar period, more than six thousand Filipinos lived in an ethnically segregated downtown enclave that included at least sixty Filipino-owned business establishments as well as substantial Chinese and Mexican American populations. Following the Housing Act of 1949, business leaders and city planners in Stockton created a Redevelopment Agency to condemn the "blighted" and "infested" neighborhood and clear the way for preferred forms of economic development. Launched in 1952, the urban redevelopment plan began evictions almost immediately but took more than four decades to complete, with limited relocation funds provided to displaced homeowners and small business owners but not to the majority population of renters. The concurrent construction of Interstate 5 cut through the same Filipino and Chinese American sections and displaced even more residents and businesses. In their place, federal subsidies paved the way for a minor-league baseball stadium, downtown movie theater, headquarters for the Stockton newspaper, national chain stores in a waterfront commercial development, and parking garages for suburban tourists. Only a few blocks of the original Little Manila community remained by the end of the process.[128]

The fate of the Chavez Ravine neighborhood in Los Angeles reveals the ways in which urban redevelopment for the benefit of private corporations and suburban leisure activities could erase communities not only from the physical landscape but also from historical memory. The Dodger Stadium located in Chavez Ravine, according to a sanitized history provided by the Los Angeles Dodgers, was only the second privately financed major-league ballpark in the nation in 1962 and has allowed more than 125 million fans to enjoy professional baseball "with a breathtaking view" of downtown skyscrapers and the San Gabriel Mountains. Before the Dodgers relocated from Brooklyn to Los Angeles, Chavez Ravine housed a vibrant Mexican American community of working-class homeowners on the outskirts of the downtown business district. After the Housing Act of 1949, city planners initially proposed the rehabilitation of Chavez Ravine by replacing areas designated as blighted with more than three thousand federally funded low-income housing units. But a political backlash against "socialistic" public housing resulted in the termination of the original plan, after a segregationist 1950 amendment to the state constitution required approval of public housing projects by voters in the affected municipality. Business leaders instead envisioned a major league baseball stadium that would lure the Dodgers west and remove an unwanted "slum" from a revitalized suburban-friendly downtown region. Voters in Los Angeles then approved a referendum to permit the use of eminent domain for purely private profits, and the California Supreme Court upheld the policy in the face of Mexican American homeowner appeals. In May of 1959, with bulldozers waiting nearby, law enforcement officials forcibly removed the last remaining residents of Chavez Ravine. The news media captured the showdown with an iconic photograph of sheriff's deputies carrying Aurora Vargas down her

[127] Lilia Fernandez, *Brown in the Windy City: Mexicans and Puerto Ricans in Postwar Chicago* (Chicago: University of Chicago Press, 2012), 91–172. For an example of similar processes in Tucson, see Lydia R. Otero, *La Calle: Spatial Conflicts and Urban Renewal in a Southwest City* (Tucson: University of Arizona Press, 2016).

[128] Mabalon, "Losing Little Manila," 73–89; City of Stockton, "West End Redevelopment Area," http://www.stocktongov.com/HRD/pages/WestEndRDA.cfm (site discontinued). In 2007, the National Trust for Historical Preservation listed Little Manila as one of the most endangered places in the United States, with only three of the original buildings still standing, http://www.nationaltrust.org/11most/list.asp?i=144 (site discontinued).

front-porch stairs, finalizing the transfer of land from Mexican American property owners to Dodgers owner Walter O'Malley.[129]

During the 1950s and 1960s, suburban municipalities also tapped federal urban renewal funds to remove small Mexican American barrios that had existed for decades in the outlying areas of metropolitan centers such as Los Angeles, Tucson, and San Antonio—a process that paralleled the experiences recounted above of once rural African American enclaves in suburban New York. "As FHA programs accelerated metropolitan decentralization," historian Jerry Gonzalez explains, "they not only exacerbated central city blight, they created suburban slums out of established colonias…. Suburban civic leaders responded by eradicating ethnic Mexican communities." In Los Angeles County, White officials in newly incorporated suburbs collaborated with Mexican American elites to bulldoze over poor Mexican American enclaves in the San Gabriel Valley in the name of progress and modernization. Instead of extending infrastructure and public services to these existing communities, as many of their residents had long requested, suburban governments used the legal power of eminent domain to condemn them as blighted slums and repurpose the land for office parks, shopping malls, and single-family residential developments. In the Los Angeles suburb of Santa Fe Springs, Mexican American residents of the Flood Ranch barrio filed a 1964 lawsuit arguing that local officials were using urban renewal as a tool of racial discrimination in violation of federal civil rights law. But the Flood Ranch plaintiffs lost the case, and soon 1,500 Mexican Americans lost their homes as well, with some but by no means all able to find replacement housing in other parts of Santa Fe Springs.[130] Recent scholarship in Mexican American history has convincingly demonstrated that White middle-class suburban development during the postwar decades did not take place on an empty and unpopulated landscape but rather involved the active displacement of nonwhite enclaves, as Matt Garcia summarizes in his detailed study of the eviction of Mexican American residents to expand Claremont McKenna College in exurban Los Angeles.[131]

At both the federal and municipal levels, public housing programs that in theory were to accommodate residents who enjoyed the benefits of slum clearance and urban renewal instead never adequately addressed the scope of the low-income housing crisis and almost always reinforced the racial segregation of metropolitan housing markets. "In city after city," a report by an urban planning expert concluded in the mid-1960s, "the great amount of time and effort spent in investigating and condemning housing conditions in the slums that local authorities wish to tear down is in no sense matched by corresponding public and professional interest in the fate of displaced families once they have been dislodged." Budget expenditures following the 1949 Housing Act revealed this conclusion to be unassailable: "Only one-half of one percent of the

[129] Eric Avila, *Popular Culture in the Age of White Flight: Fear and Fantasy in Suburban Los Angeles* (Berkeley: University of California Press, 2004), 145–84; Los Angeles Dodgers, "Ballpark History," http://losangeles.dodgers.mlb.com/la/ballpark/history.jsp, consulted August 1, 2006, site address changed to https://www.mlb.com/dodgers/history/ballparks; Laura Pulido, Laura Barraclough, and Wendy Cheng, *A People's Guide to Los Angeles* (Berkeley: University of California Press, 2012), 31–33.

[130] Jerry Gonzalez, *In Search of the Mexican Beverly Hills: Latino Suburbanization in Postwar Los Angeles* (New Brunswick: Rutgers University Press, 2018), 103–129 (quotations 106, 114).

[131] Matt Garcia, "Requiem for a Barrio: Race, Space, and Gentrification in Southern California," in *Making Cities Global: The Transnational Turn in Urban History*, ed. A.K. Sandoval-Strausz and Nancy H. Kwak (Philadelphia: University of Pennsylvania Press, 2018), 166–190. Also see Garcia, *World of Its Own*; Pitti, *Devil in Silicon Valley*.

$2.2 billion of gross project costs for all federally-aided urban renewal projects (through 1960) was spent on relocation."[132] Since federal law required municipalities to take the initiative to create a public housing agency, participation remained voluntary and most exclusionary zoned suburbs refused to build any low-income projects at all.[133] Racial segregation remained almost universal in the insufficient number of public housing projects that city governments did provide, as federal policymakers and municipal agencies followed the "neighborhood composition" doctrine for tenant occupancy. The *Brown* decision of 1954 did not alter this approach, and three years later nonwhite tenants occupied 97 percent of all public housing projects located in urban renewal zones.[134] "Urban renewal almost always destroyed more housing than it replaced," according to a comprehensive assessment by sociologists Douglas Massey and Nancy Denton. "By 1970, after two decades of urban renewal, public housing projects in most large cities had become Black reservations, highly segregated from the rest of society, . . . the direct result of an unprecedented collaboration between local and national government."[135]

The Pruitt-Igoe towers, which opened in St. Louis in 1952, represented one of the earliest of the high-rise, low-income projects that would come to symbolize the failure of federal public housing policy in the postwar United States. With urban renewal funds, the city of St. Louis razed the downtown DeSoto-Carr neighborhood to make way for Pruitt-Igoe, one in a series of redevelopment initiatives that ultimately displaced around twenty thousand African American residents. Mayor Joseph Darst portrayed urban redevelopment as the only way to save St. Louis in the face of suburban ascendance: "If we can clear away the slums and blighted areas of this city, and replace them with modern, cheerful living accommodations, people will stop moving out [to the suburbs],…and many will start moving back." Hailed at the time as a monument of modernist architecture and progressive planning, the Pruitt-Igoe complex contained 2,870 apartment units in thirty-three, eleven-story towers. The St. Louis Housing Authority officially classified Pruitt-Igoe as a racially mixed development, but no White tenants applied to live in the Black residential area and the towers remained completely segregated. The Pruitt-Igoe population also became increasingly impoverished, especially as working- and middle-class Black residents eschewed public housing for neighborhoods abandoned by White families heading for the suburbs. After fifteen years, two-thirds of the families living in Pruitt-Igoe were female-headed and welfare-dependent, two-thirds of the units were vacant, and the surrounding area had gained a reputation as the crime center of St. Louis. The municipal housing authority dynamited several of the Pruitt-Igoe towers in 1972, and one year later the federal Department of Housing and Urban Development demolished the entire project, amid national recognition of the disastrous

[132] Chester Hartman, "The Housing of Relocated Families," in Wilson, *Urban Renewal*, 321–22.

[133] Jackson, *Crabgrass Frontier*, 225.

[134] Hirsch, "Choosing Segregation," 206–22; Hirsch, "Less than *Plessy*," 33–56.

[135] Massey and Denton, *American Apartheid*, 56–57. For an argument that New York City's public housing program diverged from the national pattern, see Nicholas Dagen Bloom, *Public Housing that Worked: New York in the Twentieth Century* (Philadelphia: University of Pennsylvania Press, 2008). For an emphasis on the political activism, not just victimization, of public housing residents, see Rhonda Y. Williams, *The Politics of Public Housing: Black Women's Struggles Against Urban Inequality* (New York: Oxford University Press, 2004).

consequences of building segregated high-rise public housing as a solution to urban slums.[136]

Notwithstanding the notoriety of Pruitt-Igoe, the Robert Taylor Homes in the city of Chicago became the most famous high-rise public housing project in the United States. Named for an African American member of the Chicago Housing Authority who resigned to protest the agency's openly segregationist policy, the Robert Taylor Homes contained 4,415 units when completed in 1962. The complex included twenty-eight identical sixteen-story towers stranded along a two-mile stretch between the railroad tracks and the Dan Ryan Expressway, which served as the deliberate buffer between the project and nearby but inaccessible White neighborhoods. Almost all of the original twenty-seven thousand tenants were low-income African Americans (some Puerto Ricans and Mexican Americans also lived there), and more than two-thirds were children. Mayor Richard Daley and other White city officials celebrated the Robert Taylor Homes, along with similar high-rise projects such as Stateway Gardens and Cabrini-Green, as the embodiment of progressive planning and the fulfillment of the liberal New Deal promise. "This project represents the future of a great city," Daley proclaimed at the grand opening of the Robert Taylor Homes. "It represents vision. It represents what all of us feel America should be, and that is a decent home for every family." Civil rights critics almost immediately began denouncing the projects as "ghettos in the sky," a vertically segregated and almost completely isolated city within the city, soon to become a high-crime and hypersegregated symbol of the racial tragedy of urban reform. Starting in the 1990s, the Chicago Housing Authority razed the Robert Taylor complex in favor of a mixed-income development that provided only one-fifth as many subsidized housing units and left the majority of former tenants with federal housing vouchers to use somewhere else.[137]

Highway Development and Model Cities

The construction of the Interstate Highway System augmented the effects of the federal urban renewal program by displacing hundreds of thousands of racial minorities from neighborhoods in urban centers while accelerating the development of segregated White suburbs. The Federal Highway Act of 1956, which included provisions for 5,300 miles of expressways inside American cities, led to the demolition of 330,000 urban housing units during its first decade alone. Largely completed by the early 1970s, the interstate highway network represented a massive public works project that subsidized suburban growth and downtown redevelopment, remaking urban centers primarily for the benefit of metropolitan commuters and corporate

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[136] Alexander von Hoffman, "Why They Built Pruitt-Igoe," in Bauman, Biles, and Szylvian, *From Tenements to the Taylor Homes*, 180–205 (quotation 188); Joseph Heathcott and Maire Agnes Murphy, "Corridors of Flight, Zones of Renewal: Industry, Planning, and Policy in the Making of Metropolitan St. Louis, 1940–1980," *Journal of Urban History* (Jan. 2005): 151–89. Also see Lee Rainwater, *Behind Ghetto Walls: Black Families in a Federal Slum* (Chicago: Aldine, 1970); Gordon, *Mapping Decline*.

[137] Hirsch, *Making the Second Ghetto*, 220–24, 262–63; Roger Biles, "Public Housing and the Postwar Urban Renaissance, 1949–1973," in Bauman, Biles, and Szylvian, *From Tenements to the Taylor Homes*, 143–62. Daley quotation and "ghettos in the sky" critique from *The Promised Land: The Walls of Jericho* (Bethesda, MD.: Discovery Channel, 1995). Also see Bradford Hunt, *Blueprint for Disaster: The Unraveling of Chicago Public Housing* (Chicago: University of Chicago Press, 2009); Chicago Housing Authority, "Robert Taylor Homes," http://www.thecha.org/housingdev/robert_taylor.html, consulted August 1, 2006 (site discontinued). On the broader national pattern of dismantling public housing and displacing low-income residents, see Edward G. Goetz, *New Deal Ruins: Race, Economic Justice, and Public Housing Policy* (Ithaca, NY: Cornell University Press, 2013).

interests. In addition to the transportation agenda, highway developers and city planners promoted the freeway system as a method of slum clearance for intown neighborhoods. "Almost everywhere," observes historian Raymond Mohl, "the new urban expressways destroyed wide swaths of existing housing and dislocated people by the tens of thousands, uprooting entire communities in the name of progress." As with urban renewal, the areas targeted for expressway development were primarily home to Black and/or low-income populations, and only a small percentage of the displaced residents received adequate relocation assistance or units in public housing projects. "Stop-the-freeway" protests frequently erupted in African American districts and White working-class enclaves, but only a few of these grassroots movements succeeded in slowing the momentum of the interstate system. In the context of racial exclusion in the suburbs and insufficient construction of public housing, the urban expressways exacerbated the severe housing shortage facing African Americans and other minorities in the inner cities, which in turn led to explosive dynamics as adjacent White neighborhoods underwent racial transition.[138]

Construction of the Interstate Highway System provided another pillar of the postwar system of metropolitan segregation that resulted from the convergence of federal funding and municipal planning. Evidence from numerous cities reveals that White officials targeted Black neighborhoods for removal in order to sanitize downtown business districts, while city planners often deliberately located expressways as racial buffers between Black and White residential areas. In Detroit, the construction of the Chrysler Freeway destroyed the African American enclave of Paradise Valley and the Black commercial district of Hastings Street, which produced massive overcrowding in the city's segregated housing market while paving the way downtown for suburban commuters and shoppers.[139] In Oakland, expressway development designed to revitalize downtown intensified the effects of the city's urban renewal program, slashing through the African American sections of West Oakland and displacing thousands of renters and homeowners.[140] According to a history of urban planning in Birmingham, Alabama, "the city adopted a policy of deliberately routing interstate highways through Black neighborhoods," using Interstate 65 to separate an African American residential area from the downtown business district and locating Interstate 59 as a formal "racial boundary between the Black Ensley neighborhood and the white Ensley Highlands neighborhood."[141] In Atlanta, a 1960 planning report openly envisioned the construction of Interstate 20 as "the boundary between the White and Negro communities," part of a comprehensive city approach to utilizing roadways as the demarcation lines of residential segregation.[142] Interstate highways served similar purposes as

[138] Teaford, *Rough Road to Renaissance*, 93–97, 162–67; Raymond A. Mohl, "Stop the Road: Freeway Revolts in American Cities," *Journal of Urban History* (July 2004): 674–706; Mohl, "Race and Space in the Modern City: Interstate 95 and the Black Community in Miami," *Urban Policy in Twentieth-Century America*, 100-102 (quotation 101). Also see Jason Henderson, *Street Fight: The Politics of Mobility in San Francisco* (Amherst: University of Massachusetts Press, 2013); Eric Avila, *The Folklore of the Freeway: Race and Revolt in the Modernist City* (Minneapolis: University of Minnesota Press, 2014); and Tom Lewis, *Divided Highways: Building the Interstate Highways, Transforming American Life* (New York: Penguin, 1997).

[139] Sugrue, *Origins of the Urban Crisis*, 47–48.

[140] Robert O. Self, *American Babylon: Race and the Struggle for Postwar Oakland* (Princeton: Princeton University Press, 2003), 135–55.

[141] Connerly, *"The Most Segregated City in America,"*129–66 (quotations 129, 147).

[142] Bayor, *Race and the Shaping of Twentieth-Century Atlanta*, 61–69 (quotation 61).

intentional barriers of racial segregation in cities across the nation, including documented cases in New Haven, Orlando, Memphis, Los Angeles, Baltimore, and Gary, Indiana.[143]

The demolition of Miami's Overtown section by the construction of Interstate 95 demonstrates the expendability of low-income African American residential and commercial life in the postwar American metropolis. Before World War II, municipal policies of housing segregation contained most of Miami's Black population in an overcrowded and redlined neighborhood at the edge of downtown, known colloquially as "Colored Town" or the Central Business District. By the late 1950s, many of the neighborhood's upwardly mobile residents had moved out to segregated Black suburban developments, leaving behind around forty thousand African Americans who lived in crowded wooden slum housing and low-rise projects. This area, renamed Overtown, included hundreds of Black family businesses, thriving churches, and a rich cultural arts district known as the "Harlem of the South." White civic and business leaders had long viewed Overtown as an obstacle to downtown's expansion and a threat to the city's tourist economy, but until the 1960s an alliance between White and Black landlords blocked their redevelopment plans. The funding from the federal interstate highway program provided local and state officials with the opportunity to raze the area through the power of eminent domain. To build I-95, the state of Florida seized eighty-seven acres through the middle of Overtown, evicting more than ten thousand African American occupants and eradicating Miami's Black business district. Concurrent urban renewal initiatives for office buildings and parking garages destroyed the homes of at least ten thousand more Overtown residents. State and local agencies provided no relocation assistance for the population of renters displaced by I-95. Some Overtown families did find space in low-income projects, although the NAACP accused the Miami Housing Authority of "killing the possibility of integration by locating new public housing in already segregated areas." The majority of former Overtown residents ended up in the same segregated Black suburbs, such as Liberty Square Housing Projects, Brownsville, and Richmond Heights, developed for middle-class Black families a decade earlier, and these areas increasingly suffered from overcrowding, disinvestment, concentrated poverty, and discriminatory law enforcement. In the verdict of one Miami civil rights leader, "urban renewal and the coming of the expressway helped to destroy the community."[144]

The 1966 Model Cities Act represented an attempt by federal policymakers to counteract some of the destructive effects of urban renewal and highway development in minority communities. President Lyndon Johnson championed Model Cities as a War on Poverty program to defuse the racial tensions embodied in urban unrest such as the Watts riot/rebellion of 1965. In almost two hundred cities, the Department of Housing and Urban Development (HUD) distributed grants to local organizations to engage in citizen planning for neighborhood revitalization. These community action programs achieved some notable successes in inner-city areas, including renovation of housing, paving of streets, opening of parks and playgrounds, and other quality-of-life initiatives. Slum rehabilitation proved far more beneficial to minority neighborhoods than slum clearance, as the NAACP chapter in Atlanta observed, but Model Cities still "aimed at refurbishing the ghetto" rather than promoting housing integration and opening up the suburbs.

[143] Mohl, "Race and Space in the Modern City," 134–39.

[144] Connolly, *World More Concrete*; Mohl, "Race and Space in the Modern City," 100–158 (quotations 132, 140). Connolly's book also documents the complicity of middle-class black leaders in slum clearance programs that targeted low-income and rental properties occupied by other African Americans.

The Model Cities program also suffered from inadequate funding and frequent power struggles between mayoral administrations and grassroots activists.[145] In Philadelphia, local Black activists used Model Cities to push for community improvements such as renovation and construction of better housing, but battles with the mayor's office and later the Nixon administration curtailed citizen involvement and redirected funds toward traditional methods of slum clearance.[146] The celebrated Model Cities initiative in Detroit totaled $75 million, or just $140 annually for each resident of the targeted area, far below initial promises. At the end of the six-year enterprise, the Model Cities agency in Detroit concluded that the "extensive physical, social, and economic problems of the City have [not] been resolved, or even substantially affected. Many multiples of the amount granted to Detroit would have been needed to eliminate only some of the City's least difficult problems."[147]

The federal government's urban renewal and highway construction programs, in combination with the pervasive public and private forces of housing discrimination and residential segregation, helped to set the stage for the devastating racial unrest that spread across urban America during the second half of the 1960s. The worst racial uprisings occurred in 1967 in Detroit and Newark, two of the most enthusiastic participants in the Model Cities program. The Newark conflict began in the Central Ward, an impoverished and deeply segregated section of the majority-nonwhite city. While the police beating of a Black motorist provided the immediate spark, many residents blamed the city's redevelopment schemes for exacerbating an explosive situation. In 1966, Mayor Hugh Addonizio announced that federal urban renewal funds would raze the homes of 3,500 Black residents of the Central Ward to provide land for the New Jersey State College of Medicine and Dentistry. Municipal site plans for two interstate highways would displace up to 20,000 more African Americans living in the neighborhoods near downtown. Some of the evicted families ended up in segregated public housing projects, while many others received no relocation assistance at all. Five days of violence in Newark ended with the deaths of 26 residents, injuries to more than 1,000 people, and $15 million in property destruction. A few weeks later, the Detroit uprising (also triggered by police brutality) resulted in 43 deaths, more than 7,000 arrests, and the burning or looting of several thousand homes and businesses.[148] "To continue present policies," the Kerner Commission warned in its 1968 report on the causes of civil disorder, "is to make permanent the division of our country into two societies; one, largely

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[145] Biles, *Fate of Cities*, 112–159; June Manning Thomas, "Model Cities Revisited: Issues of Race and Empowerment," in Thomas and Ritzdorf, *Urban Planning and the African American Community*, 143–63; David R. Goldfield, "Black Political Power and Public Policy in the Urban South," in *Urban Policy in Twentieth-Century America*, 166–67. NAACP quotation in Bayor, *Race and the Shaping of Twentieth-Century Atlanta*, 76–77. Also see Charles M. Haar, *Between the Idea and the Reality: A Study in the Origin, Fate, and Legacy of the Model Cities Program* (Boston: Little, Brown, 1975). In 1974, Congress enacted the Community Development Block Grants legislation, which supplanted both Model Cities and the federal urban renewal program. See US Department of Housing and Urban Development, "Community Development Laws and Regulations" https://www.hud.gov/program_offices/comm_planning/cdbg.

[146] Countryman, *Up South*, 300–07.

[147] Thomas, *Redevelopment and Race*, 131–38.

[148] "Sparks and Tinder," *Time* (July 21, 1967); Cohen, *Consumers' Republic*, 374–78; *America's War on Poverty: City of Promise* (Alexandria, Va.: PBS Video, 1995).

Negro and poor, located in the central cities; the other, predominantly white and affluent, located in the suburbs and outlying areas."[149]

[149] *Report of the National Advisory Commission on Civil Disorders*, 22.

PART FOUR, 1940–1968
THE FAIR-HOUSING MOVEMENT AND WHITE BACKLASH DURING THE CIVIL RIGHTS ERA



White neighbors' attempt to prevent "Negro" tenants from moving into the Sojourner Truth homes, a new U.S. federal housing project in Detroit, Michigan. Photographer, Arthur S. Siegel, February 1942. Library of Congress, Prints and Photographs.

THE FAIR-HOUSING MOVEMENT AND WHITE BACKLASH DURING THE CIVIL RIGHTS ERA

The NAACP Campaign against Restrictive Racial Covenants

In 1937, Carl Hansberry purchased an apartment building in an all-white Chicago neighborhood in violation of a restrictive racial covenant drawn up by members of the Woodlawn Property Owners Association. Neighbors threw rocks through his window, directed his family to leave, and then filed a lawsuit to enforce the covenant banning property "sold, leased to or permitted to be occupied by any person of the colored race." In 1939, the Supreme Court of Illinois affirmed a circuit court judgment "declaring the conveyance to Hansberry and wife void and ordering them to remove from the premises, and holding the restrictive agreement valid and in full force and effect." The NAACP appealed to the US Supreme Court, part of a renewed effort to challenge the constitutionality of racial covenants previously upheld in *Corrigan v. Buckley* (1926). The Supreme Court ruled in Hansberry's favor but left the *Corrigan* precedent intact by deciding the case on the technicality that barely half of the stipulated 95 percent of homeowners in the Woodlawn neighborhood had signed the agreement.[150] The Chicago episode later inspired Lorraine Hansberry, who was eight years old at the time of her family's odyssey, to write the 1959 Broadway play *A Raisin in the Sun*, also released in a 1962 film version starring Sidney Poitier. Hansberry's powerful indictment of White northern racism and her sensitive portrayal of Black family life captured the integrationist spirit of the early civil rights era with the message that African Americans also believed in the American Dream of a detached home in a single-family neighborhood.[151]

The civil rights challenge to restrictive racial covenants moved to the center of the fair-housing movement that gathered steam during the 1940s. Encouraged by powerful institutions such as the Federal Housing Administration and the NAREB, restrictive covenants governed an estimated three-fourths or more of postwar White-occupied housing in cities such as Los Angeles, Chicago, and Detroit.[152] As in the 1920s, the NAACP led the legal battle to overturn racial covenants as a violation of the equal protection clause of the Fourteenth Amendment. In Los Angeles, the controversy played out in the 1946 "Sugar Hill case," after prominent Black business leaders and famous actresses such as Hattie McDaniel and Louise Beavers purchased homes in the restricted West Adams neighborhood. White homeowners in the West Adams Heights Improvement Association filed a lawsuit to void the sales, but NAACP attorney Loren Miller convinced the California state courts to invalidate the restrictive covenant on technical grounds. The NAACP then sent Miller to Detroit, where he teamed up with Thurgood Marshall to work on the case of *McGhee v. Sipes*.[153] Orsel and Minnie McGhee, a middle-class Black couple, were already living in a White neighborhood in Northwest Detroit when the civic

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[150] *Lee v. Hansberry*, 372 Ill. 369 (1939); *Hansberry v. Lee*, 311 U.S. 32 (1940); Meyer, *As Long as They Don't Move Next Door*, 56–57.

[151] Lorraine Hansberry, *A Raisin in the Sun: A Drama in Three Acts* (New York: S. French, 1959); *A Raisin in the Sun* (Columbia Pictures, 1961).

[152] Klarman, *From Jim Crow to Civil Rights*, 261–64.

[153] Josh Sides, *L.A. City Limits: African American Los Angeles from the Great Depression to the Present* (Berkeley: University of California Press, 2003), 98–101. Also see Gibbons, *City of Segregation*, 41–72. In Michigan, the case started as *Sipes v. McGhee*, 316 Mich. 614 (1947).

association sued them in 1945 to enforce a covenant restricting occupancy to "the Caucasian race." Under the authority of *Corrigan v. Buckley*, the Michigan state courts ordered the expulsion of the McGhees from their home. The NAACP appealed the verdict to the US Supreme Court as part of a flood of litigation designed to prove that judicial enforcement of restrictive covenants represented a public, not merely a private, form of racial discrimination.[154]

The civil rights climate in national politics seemed advantageous in 1947, when the Supreme Court agreed to hear the consolidated appeals of four cases challenging the constitutionality of racial covenants. That year, the President's Commission on Civil Rights called for the "elimination of segregation, based on race, color, creed, or national origin, from American life." The commission appointed by Harry Truman condemned racial prejudice in the housing market and proclaimed that "equality of opportunity to rent or buy a home should exist for every American." Its report, *To Secure These Rights*, labeled restrictive covenants the "chief weapon in the effort to keep Negroes from moving out of overcrowded quarters into white neighborhoods." Because "the power of the state is thus utilized to bolster discriminatory practices," the civil rights commission recommended legislative action and judicial intervention to ban racial covenants.[155] In anticipation of the report's release, Truman delivered the first presidential address to an NAACP audience, assembled in front of the Lincoln Memorial. "There is no justifiable reason for discrimination because of ancestry, or religion, or race, or color," Truman declared. "Every man should have the right to a decent home, the right to an education, the right to adequate medical care, the right to a worthwhile job."[156] After lobbying by civil rights organizations, the Truman administration also filed an *amicus* brief urging the Supreme Court to outlaw racial covenants. The Department of Justice emphasized the negative Cold War repercussions of this blatant form of racial discrimination and acknowledged that restrictive covenants in federally funded developments placed "the stamp of government approval upon separate residential patterns."[157]

The US Supreme Court barred the judicial enforcement of restrictive racial covenants in the 1948 ruling of *Shelley v. Kraemer*. The lead case originated in St. Louis, after J. D. and Ethel Lee Shelley purchased a home covered by a neighborhood covenant prohibiting occupancy by "people of the Negro or Mongolian race," and the White neighborhood association sued to evict them. The companion cases included the Detroit litigation in *McGhee v. Sipes* and two appeals from Washington, DC, involving Black families who also enlisted the NAACP to fight eviction litigation initiated by White homeowners. The *Shelley* opinion by Chief Justice Fred Vinson reaffirmed the constitutional distinction between public and private discrimination but expanded the scope of the state action doctrine to encompass "active intervention" by local and state courts

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[154] Jeffrey Gonda, *Unjust Deeds: The Restrictive Covenant Cases and the Making of the Civil Rights Movement* (Chapel Hill: University of North Carolina Press, 2015), 37–45; Vose, *Caucasians Only*, 125–58.

[155] *To Secure these Rights: The Report of the President's Commission on Civil Rights* (Washington: GPO, 1947), available at Harry S Truman Presidential Library & Museum, https://www.trumanlibrary.gov.

[156] "President Truman's Address before the NAACP," Truman Library Institute, https://www.trumanlibrary.gov/library.

[157] Gonda, *Unjust Deeds*, 157–173; Vose, *Caucasians Only*, 168–74, 191–93. On the civil rights impact of Cold War geopolitics, see Mary Dudziak, *Cold War Civil Rights: Race and the Image of American Democracy* (Princeton: Princeton University Press, 2000); Thomas Borstelmann, *The Cold War and the Color Line: American Race Relations in the Global Arena* (Cambridge: Harvard University Press, 2003).

to deprive the property rights of Black renters and homeowners on the basis of race. *Shelley* specified that the equal protection clause of the Fourteenth Amendment applied to "only such action as may fairly be said to be that of the States. That Amendment erects no shield against merely private conduct, however discriminatory or wrongful." The Supreme Court concluded that the architects of the Fourteenth Amendment intended to guarantee "equality in the enjoyment of property rights…as an essential pre-condition to the realization of other basic civil rights and liberties." The two companion cases from Washington, D.C., consolidated in *Hurd v. Hodge* (1948), extended the ban to the separate constitutional issue of enforcement of restrictive covenants by the federal courts. A subsequent 1953 decision, *Barrows v. Jackson*, held that White property owners could not sue for damages based on the violation of racial deed restrictions, closing a loophole left open by the *Shelley* reasoning.[158]

Civil rights organizations and fair-housing activists initially celebrated the victory in *Shelley v. Kraemer* as a new dawn for racial equality and housing integration in the United States. In Los Angeles, a Black newspaper headlined its report: "California Negroes Can Now Live Anywhere!" In similar fashion, the African American press in Detroit proclaimed: "We Can Live Anywhere! This far-reaching decision means that a mortal blow has been struck at racial restrictions in homes, artificially created ghettoes, . . . and countless other jim-crow manifestations made possible because of heretofore enforced segregation in home ownership." The *Chicago Defender* praised the Supreme Court for ending "one of the ugliest developments in American history. . . . These covenants have been responsible for more human misery, more crime, more disease and violence than any other factor in our society. They have been used to build the biggest ghettoes in history." Walter White of the NAACP called the ruling an expansion of democracy but warned that the real estate industry and White homeowners associations would "attempt to find some other means of maintaining residential segregation."[159] Indeed, numerous real estate groups responded by reiterating the NAREB mantra that the maintenance of property values required racial homogeneity in neighborhoods. For two years after *Shelley*, the Federal Housing Administration resisted pressure to discontinue mortgage loans to properties with racial covenants, until President Truman ordered a policy change that the agency then applied only to new deed restrictions. The FHA also rejected the NAACP's request to "exclude all considerations predicated upon racial, religious, or national distinctions for the purpose of making commitments for insurance." For two more decades, the federal government declined to require racial nondiscrimination as a condition of loans and mortgages and therefore continued to subsidize segregated housing developments, primarily in the booming suburbs.[160]

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[158] *Shelley v. Kraemer*, 334 U.S. 1 (1948); *Hurd v. Hodge*, 334 U.S. 24 (1948); *Barrows v. Jackson*, 346 U.S. 249 (1953); Vose, *Caucasians Only*, 100–21, 177–210, 230–46; Gonda, *Unjust Deeds.* On the St. Louis case, also see Gordon, *Mapping Decline*, 71–86. On patterns of housing segregation in Washington, D.C., also see Chris Myers Asch and George Derek Musgrove, *Chocolate City: A History of Race and Democracy in the Nation's Capital* (Chapel Hill: University of North Carolina Press, 2017).

[159] Sides, *L.A. City Limits*, 100; Sugrue, *Origins of the Urban Crisis*, 181–82; Vose, *Caucasians Only*, 211–18.

[160] Abrams, *Forbidden Neighbors*, 222-24; Hirsch, "Choosing Segregation," 212; Vose, *Caucasians Only*, 218–30. In 1949, Thurgood Marshall charged that "FHA is more interested in pointing out to prejudiced real estate interests ways and means of evading the clear intent of the Supreme Court decision . . . than in implementing an effective anti-discrimination policy." In Hirsch, "'Containment' on the Home Front," 165. Also see Gonda, *Unjust Deeds*, 194–218.

Middle-Class "Pioneers" and the Struggle for Housing Integration

The demise of racial covenants facilitated the individual movement of minority families into all-white neighborhoods and created the conditions for violent backlash in the cities and suburbs alike. Most of the conflicts surrounded mobility among African Americans, although *Shelley v. Kraemer* also outlawed deed restrictions against Asians, Mexican Americans, American Indians, Jews, and other groups constitutionally protected against state discrimination on the basis of race, religion, or national origin. College-educated professionals made up a majority of the so-called "black pioneers," the families who took it upon themselves to cross the color line in search of a better life in a racially integrated setting. Many were also NAACP members who connected their own upward mobility to the broader civil rights movement. "This doesn't only concern me," explained a Black businessman in 1953, after arson damaged his new home on Long Island. "It concerns the rights of any citizen to live peacefully in any neighborhood he desires." The middle-class status of most pioneers also reflected the financial costs involved in moving into a White neighborhood during the 1940s-1960s, with federally insured mortgages almost impossible to procure. Joining the movement for housing integration carried other costs as well, including ostracism by White neighbors and the substantial risk of violence. "I don't want to be a pioneer," another middle-class Black man from New York acknowledged. "I don't want to have to lie awake thinking someone may throw a brick through my window or set fire to my house."[161]

One of the worst outbreaks of racial violence in the aftermath of *Shelley* took place in the White working-class Chicago suburb of Cicero. In 1951, a college graduate and World War II veteran named Harvey Clark attempted to move his family of four into an apartment building in the all-white suburban town. A mob of several thousand residents rioted for four days, as the local authorities refused to provide protection. The chief of police personally beat Clark on the move-in day and instructed him to "get out of Cicero and don't come back in town or you'll get a bullet through you." The mob violence escalated after the NAACP secured a restraining order against police harassment of the Clark family, who also suffered the looting and firebombing of their apartment. Governor Adlai Stevenson then mobilized the Illinois National Guard to end the disorder. A grand jury proceeded to indict Harvey Clark, his NAACP lawyer, and the White apartment owner for inciting a riot. The federal government ultimately intervened with indictments against seven Cicero officials, which resulted in minimal fines, and the Clarks chose to abandon the suburb for their own safety. Cicero remained completely segregated through the mid-1960s, when civil rights groups conducted marches to demand open housing in the town, which came to be called the "Selma of the North."[162] Other working-class and middle-income White northern suburbs, such as Dearborn just outside of Detroit, displayed similar patterns of ferocious resistance to any degree of housing integration by African American families.[163]

In a number of southern cities, the movement of middle-class Black families into White working-class neighborhoods resulted in bombing campaigns to maintain the residential color line. In Birmingham, the rise of racial terrorism followed the judicial invalidation of a formal

[161] Wiese, *Places of Their Own*, 129–32, 143–63.

[162] Abrams, *Forbidden Neighbors*, 103–06; Meyer, *As Long as They Don't Move Next Door*, 118–19; Hirsch, *Making the Second Ghetto*; "Crossing the Red Sea," *Time* (Sept. 2, 1966).

[163] Freund, *Colored Property*, 243–381.

racial zoning code in place for two decades. Between 1947 and 1950, bombs damaged or destroyed the homes of eight of the first ten Black families who moved into the North Smithfield neighborhood near downtown. Police made no arrests, despite open knowledge that members of the Ku Klux Klan were behind the incidents. North Smithfield gained a reputation as "Dynamite Hill," with more than forty explosions by 1963, the year that Klan operatives bombed the home of civil rights attorney Arthur Shores and killed four Black girls at the Sixteenth Street Baptist Church.[164] The Klan also organized violent reprisals against Black homeowners and renters in Miami, most notably a 1951 campaign of terrorism in response to the racial integration of Carver Village. After White extremists destroyed an unoccupied section of Carver Village with dynamite, the Miami city commission voted to condemn the brand-new development in order to defuse the situation. When litigation delayed this move, the mayor received a message to "get the Negroes out of Carver Village within a month [or] they would bomb it to pieces." At least a dozen more bombings followed, including a blast that killed Florida NAACP leader Harry Moore and his wife. None of the perpetrators was convicted for any of these crimes.[165] In the early 1950s, bombing campaigns designed to halt housing integration also emerged in the working-class sections of cities such as Atlanta, Dallas, and Los Angeles. More "respectable" White homeowners, as Kevin Kruse chronicles in his study of Atlanta, rejected violent tactics and overt racism while defending the color line by first emphasizing their private property rights as homeowners to live in racially homogeneous neighborhoods, and then by leaving the city for all-white suburban developments whenever they failed to stop residential integration.[166]

In upscale suburbs, White resistance to housing integration after the invalidation of restrictive covenants generally took the form of "gentlemen's agreements" and other pervasive forms of racial and economic discrimination in the real estate market. Residents of affluent White suburbs generally avoided open violence, but their exclusively zoned neighborhoods maintained persistently high levels of segregation through the 1960s and 1970s. In David Freund's comprehensive assessment, "the politics of exclusion helped unify a [White] suburban population that was remarkably diverse" otherwise in terms of class, ethnicity, and partisan affiliation.[167] In suburban Grosse Pointe, located just north of the Detroit city line, realtors developed a secret points system that evaluated potential residents by race, national origin, occupational status, and "degree of swarthiness." The formula systematically excluded African Americans and Asians while favoring northern European immigrants over Jews and southern Europeans. Private investigators researched the backgrounds of prospective homeowners until at least 1960, when the exposure of the Grosse Pointe system led to a state government ban on racial and religious discrimination by real estate agents.[168] In Los Angeles, the Real Estate Board advocated a constitutional amendment to overturn the *Shelley* decision and informed civil rights organizations that its brokers would not break the color line in all-white neighborhoods. Additionally, four of the largest homebuilding corporations in southern California refused to sell

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[164] Connerly, *"The Most Segregated City in America,"* 69–101.

[165] Abrams, *Forbidden Neighbors*, 120–36; Meyer, *As Long as They Don't Move Next Door*, 123–26; Connolly, *World More Concrete*, 191–96.

[166] Meyer, *As Long as They Don't Move Next Door*, 98–114; Sides, *L.A. City Limits*, 101–105; Kevin M. Kruse, *White Flight: Atlanta and the Making of Modern Conservatism* (Princeton: Princeton University Press, 2005), 42–57 (for bombing campaign).

[167] Freund, *Colored Property*, 41 (quotation), 243–83 (case study of Royal Oak, outside Detroit).

[168] Sugrue, *Origins of the Urban Crisis*, 193.

property in new subdivisions to African Americans. Many middle-class Black families instead moved into the integrated Los Angeles neighborhood of West Adams or the recently all-white suburb of Compton, each of which underwent rapid resegregation as White homeowners fled the new minority enclaves.[169] Across the nation, real estate interests simultaneously defended the color line in affluent White neighborhoods while accelerating the process of racial turnover in others through steering and blockbusting techniques, which encouraged panic selling among White homeowners and then profited from artificially inflated prices charged to Black buyers.[170]

The suburban saga of Jackie Robinson reveals the difficult barriers that faced affluent Black families, even those with celebrity status, who sought to live in White suburban towns. In 1953, six years after breaking professional baseball's color line, the Brooklyn Dodgers star began looking for a home in the exclusive suburb of Stamford, Connecticut. Jackie Robinson explained that he and his wife Rachel believed in racial integration because "we feel if our children have an opportunity to know people of all races and creeds at a very early age, their opportunities in life will be greater." But they met with substantial resistance from the Greenwich real estate industry, which prohibited members from selling or renting homes to "any race or nationality that would tend to bring down real estate values." As Jackie Robinson recounted: "At first we were told that the house we were interested in had been sold just before we inquired, or . . . then we'd be told that offers higher than ours had been turned down. Then we tried buying houses on the spot for whatever price was asked. They handled this by telling us that the house had been taken off the market. Once we met a broker who told us he would like to help us find a home, but his clients were against selling to Negroes. Whether or not we got a story with the refusal, the results were always the same." The negative national publicity that resulted inspired a group of Stamford ministers and business leaders to issue a statement deploring housing discrimination on the basis of race. The Robinsons subsequently bought five acres of lakefront property two miles outside of New Canaan and moved in with their three children.[171] Baseball star Willie Mays was at the center of a similar controversy in 1957, when the Giants moved to the West Coast and a White homeowner under pressure from the area neighborhood association refused to sell him a home in the exclusive Sherwood Forest development, setting off an international scandal resolved only after the mayor's intervention.[172]

In 1957, William and Daisy Myers became the first Black family to move into one of the Levitt Corporation's three model suburbs when they bought a home in the second Levittown located in Bucks County, Pennsylvania, on the outskirts of Philadelphia. Several hundred White neighbors in the middle-class community of 67,000 promptly formed the Levittown Betterment Committee to restore racial segregation in their suburban enclave. After the Myers arrived with their young children, four hundred residents formed a mob that threw rocks through their picture window, harassed them with loud music and car horns, unfurled a Confederate battle flag, and burned a cross in the yard of a neighbor deemed too friendly to the newcomers. The governor of Pennsylvania dispatched state troopers to protect the Myers family, leading to a week of violent

[169] Sides, *L.A. City Limits*, 106–07, 120–29.

[170] Baxandall and Ewen, *Picture Windows*, 182–90; Wiese, *Places of Their Own*, 245–46.

[171] "Integration Troubles Beset Northern Town," *Life* (Sept. 2, 1957), 43–46; *New York Times*, Dec. 12, 18, 1953; Wiese, *Places of Their Own*, 99–100, 153; Meyer, *As Long as They Don't Move Next Door*, 274.

[172] Deirdre L. Sullivan, "Letting the Bars Down: Race, Space, and Democracy in San Francisco, 1936–1964," (Ph.D. dissertation, University of Pennsylvania, 2003), chap. 5.

confrontations between law enforcement officials and the Levittown mob. Participants in the grassroots resistance movement blamed outside agitators in the NAACP and warned of a mass Negro invasion of their once peaceful suburb. "He's probably a nice guy," one neighbor remarked about William Myers (an engineer and World War II veteran), "but every time I look at him I see $2,000 drop off the value of my house." "I expected some trouble," Myers responded, "but I never thought it would be so bad…. We are churchgoing, respectable people. We just want a nice neighborhood in which to raise our family and enjoy life." The disorder ended only after a legal injunction against the mob and the indictment of several ringleaders for instigating a riot. Coming just a few weeks before the White mob violence that greeted public school desegregation in Little Rock, Arkansas, pursuant to the *Brown* decision, the Levittown episode confirmed that the civil rights struggle also revolved around the issue of fair housing and that massive resistance to preserve Jim Crow was not confined to the American South.[173]

Open-housing campaigns also shaped the civil rights movement in the South, notwithstanding the more prominent attention paid to the drives to integrate schools and public accommodations. In Atlanta, the Peyton Forest subdivision emerged as the symbolic showdown between the civil rights demand for fair housing and the city government's policy to maintain residential segregation. Southwest Atlanta experienced steady racial transition between the 1940s and the 1960s, despite the efforts of White homeowners and city leaders to hold the line against middle-class Black migration into neighborhoods such as Mozley Park. White officials in Atlanta instead promoted "Negro expansion" in segregated suburban developments on the outskirts of the city, in some cases with FHA financing. But this strategy proved insufficient to stem the migration of Black families into Mozley Park and other nearby neighborhoods that responded with violence followed by White flight. Then in 1962, an African American physician attempted to purchase a home in the all-white Peyton Forest development. Mayor Ivan Allen ordered the construction of barriers on two subdivision roads, to serve as a racial dividing line with the goal of preventing panic selling by "calming the white people in the neighborhood." Civil rights organizations dubbed the roadblocks the "Atlanta Wall," and a county judge soon ordered the barriers dismantled. After the city's failed intervention to maintain housing segregation, almost all of the White residents of Peyton Forest abandoned the neighborhood. Civil rights activists wanted "blacks to be home owners and live in safe, decent housing," recalled Robert Thompson of the Atlanta Urban League. "Our doing all this caused the white people to move, but . . . we couldn't control that. . . . They chose to leave."[174]

During the early-to-mid 1950s, the trends for Asian American families who sought to move into all-white suburbs diverged in key ways from the African American experience in part because of geopolitical Cold War factors that shaped what historian Charlotte Brooks calls a "rapid demise of anti-Asian nativism." On the West Coast, a series of high-profile controversies in the suburbs of San Francisco and Los Angeles generated intense concern that White resistance to the integration of Asian American families was fueling communist propaganda. In 1952, after a Chinese American immigrant named Sing Sheng purchased a home in the all-white development of Southwood, in a suburban location just outside of San Francisco, the resistance of his new

[173] *New York Times*, Aug. 22, 25, 1957; Wiese, *Places of Their Own*, 156; Cohen, *Consumers' Republic*, 217–18; Sugrue, *Sweet Land of Liberty*, 220–28.

[174] Kruse, *White Flight*, 3–5, 42–104; Wiese, *Places of Their Own*, 174–96 (195 for quote). Also see Bayor, *Race and the Shaping of Twentieth-Century Atlanta*.

neighbors resulted in an unofficial referendum that his family lost by a count of 174 to 28. The leader of the White opposition explained that "when one oriental or any one of a minority group comes into an area others follow. The property value then drops correspondingly." But the Sing Sheng incident and others involving Chinese American and Japanese American families led to a counter-movement arguing that respectable middle-class Asian American families should be able to live wherever their money could carry them, and that guaranteeing their equal opportunity to decent housing would enhance the nation's Cold War agenda as well.[175] Other scholars of Asian American history have argued that college-educated and upwardly mobile Chinese American and Japanese American families faced declining prejudice in the housing market because of the emergence of a "model minority" mythology that opened up opportunities in majority-white areas by reinforcing negative stereotypes about African Americans. At the same time, many poor and working-class Asian immigrants and Asian Americans have continued to reside in high-poverty and racially stigmatized urban centers.[176]

In recent years, a growing historical literature has focused on the suburban migration of Latino and Asian American families during the postwar decades and demonstrated that some members of these groups gained greater access to White middle-class housing markets and sought residence in multiethnic communities while still facing significant forms of discrimination.[177] Much of the recent scholarship on comparative racial formation in the suburbs has focused on Southern California, and in particular the multiethnic suburbs of the San Gabriel Valley, where Mexican Americans and Asian Americans sought their versions of the postwar American Dream. In the Los Angeles suburbs, the Japanese American Citizens League successfully protested the injustice of housing discrimination against affluent Japanese American families who sought residence in all-white suburbs during the 1950s and early 1960s, often in the same areas that continued to exclude African Americans systematically.[178] During the same period, thousands of middle-class Mexican American families sought to leave the East Los Angeles barrio for residential subdivisions in the San Gabriel Valley. "Discrimination colored every dimension of

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[175] Brooks, *Alien Neighbors, Foreign Friends*, 159–239 (quotations 192, 202).

[176] Kurashige, *The Shifting Grounds of Race*, 1–12, 186–294. Also see Ellen D. Wu, *The Color of Success: Asian Americans and the Origins of the Model Minority* (Princeton: Princeton University Press, 2013). Kurashige argues that "the ideological characterization of Japanese Americans as a 'model minority' to be integrated served to stigmatize the others [African Americans and Mexican Americans] as 'problem' minorities to be contained," 3.

[177] Kurashige, *The Shifting Grounds of Race;* Gonzalez, *In Search of the Mexican Beverly Hills*; Mark Brilliant, *The Color of America Has Changed: How Racial Diversity Shaped Civil Rights Reform in California, 1941–1978* (New York: Oxford University Press, 2010); Timothy Fong, *The First Suburban Chinatown: The Remaking of Monterey Park, California* (Philadelphia: Temple University Press, 1994); Wendy Cheng, *The Changs Next Door to the Diazes: Remapping Race in Suburban California* (Minneapolis: University of Minnesota Press, 2013); Cindy I-Fen Cheng, "Out of Chinatown and into the Suburbs: Chinese Americans and the Politics of Cultural Citizenship in Early Cold War America," *American Quarterly* (December 2006), 633–61; Edward E. Telles and Vilma Ortiz, *Generations of Exclusion: Mexican Americans, Assimilation, and Race* (New York: Russell Sage Foundation, 2009); A. K. Sandoval-Strausz, "Latino Landscapes: Postwar Cities and the Transnational Origins of a New Urban America," *Journal of American History* (December 2014), 804–831; Hillary Jenks, "Seasoned Long Enough in Concentration: Suburbanization and Transnational Citizenship in Southern California's South Bay," *Journal of Urban History* 40, no. 1 (2014): 6–30; Becky Nicolaides and James Zarsadiaz, "Design Assimilation in Suburbia: Asian Americans, Built Landscapes, and Suburban Advantage in Los Angeles's San Gabriel Valley since 1970," *Journal of Urban History* 43, no. 2 (November 2015), 332–71; Julie M. Weise, *Corazon de Dixie: Mexicanos in the U.S. South since 1910* (Chapel Hill: University of North Carolina Press, 2015).

[178] Kurashige, *Shifting Grounds of Race*, 234–58.

suburbanization," in the assessment of historian Jerry Gonzalez, and many confronted barriers to integrated housing such as denial of mortgage loans, racial steering from realtors, and resistance from White neighbors.[179] In this racially structured housing market, many Mexican American and Asian American migrants to the San Gabriel Valley ended up clustering in majority-minority suburban neighborhoods and developing what Wendy Cheng calls a "multiethnic, multiracial nonwhite identity" forged through the mutual struggle for access to homeownership.[180] Additional research, especially outside of Southern California, is needed to better understand the differential impact of housing discrimination on Asian Americans and Latinos and to move beyond the Black-White divide in investigating the increasingly diverse suburbs of metropolitan regions throughout the United States.[181]

Battles over Segregated Public Housing

The civil rights movement for residential integration focused on public as well as private housing, as the site selection and racial desegregation of low-income housing projects became a fiercely contested issue during and after World War II. As early as 1937, when the Wagner-Steagall Housing Act initiated the New Deal policies of slum clearance and public housing construction, the NAACP pledged to "protest any race discrimination in selecting the tenants or occupants of any low-cost housing projects fostered or financed in whole or in part from public funds." The NAACP lost the battle to mandate open occupancy in public housing projects, and federal policy instead deferred to municipal governments on the location and racial makeup of low-income developments.[182] In 1941, the Federal Works Agency did ban racial discrimination in emergency wartime facilities, but most local governments interpreted this directive to require the provision of an adequate amount of housing for black laborers in projects restricted to single-race occupancy.[183] For reasons of "political expediency," New Deal housing official Joseph Ray later acknowledged, "the public housing program accepted the 'separate but equal' doctrine and, through its equity policy, undertook to insist upon uniform enforcement of the 'equal' while allowing local communities to decide upon the 'separate'." This so-called "neighborhood composition rule" remained in effect following the Housing Act of 1949, after Congress rejected an amendment to prohibit racial discrimination in federally funded projects.[184]

The provision for local autonomy in the supervision of federally funded low-income projects, in combination with grassroots White resistance to racial integration, turned a few wartime experiments in scatter-site public housing into a short-lived phenomenon. Events in Detroit revealed that even segregated projects restricted to African Americans would galvanize White backlash when designated for locations outside of traditional inner-city ghettoes. In 1942, the Federal Works Agency and the Detroit Housing Commission opened the Sojourner Truth Homes for Black defense workers on the city's outskirts near an all-white neighborhood. Homeowners

[179] Gonzalez, *In Search of the Mexican Beverly Hills*, 46–74 (quotation 48).

[180] Cheng, *Changs Next Door to the Diazes* (quotation 54).

[181] Matthew D. Lassiter and Christopher Niedt, "Special Section: Suburban Diversity in Postwar America," *Journal of Urban History* 39, no. 1 (January 2013), 3–100.

[182] Meyer, *As Long as They Don't Move Next Door*, 54–57. The NAACP also tried but failed to persuade Congress to include a provision guaranteeing replacement housing for black residents displaced by slum clearance.

[183] Bonastia, *Knocking on the Door*, 64.

[184] Hirsch, "'Containment' on the Home Front," 161–66.

in the Seven Mile-Fenelon Improvement Association mobilized to demand "white tenants in our white community" and engaged in violent reprisals after the first Black families arrived. The chastened Detroit Housing Commission pledged that future projects would remain segregated and would "not change the racial pattern of a neighborhood." Tensions in Detroit remained high after the Sojourner Truth violence, and battles over housing and jobs contributed to the 1943 race riot that killed twenty-five Black and nine White residents. Suburbs such as Dearborn, under the leadership of the openly segregationist mayor Orville Hubbard, also refused to countenance any federal housing projects for the African Americans who worked in their factories but could not live within their boundaries. After the war, a fair-housing coalition of Black activists and White liberals continued to push for integrated public housing projects scattered throughout Detroit and located near industrial workplaces. But this window closed firmly in 1949, when Albert Cobo won the mayoral election on a platform of stopping "Negro invasions" by vetoing all public housing projects located in or near White neighborhoods.[185]

A similar pattern unfolded in Chicago, where local housing officials briefly attempted to implement a policy of racial nondiscrimination in federally funded projects built for veterans of World War II. In 1946, the Chicago Housing Authority (CHA) approved applications from several Black families to move into a White-occupied project called Airport Homes. A White mob attacked the Black veterans, the beginning of nearly a decade of recurring racial violence targeting the city's public housing projects. In 1947, the CHA attempted to open the Fernwood Park Homes as a racially integrated project, and several thousand White residents rioted to drive out Black veterans and their families. The unrest extended to assaults on more than one hundred Black motorists, leading to a protection force of one thousand city police. The Illinois state legislature responded by granting the Chicago city council veto power over the location of low-income housing sites, effectively eviscerating the autonomy of the municipal housing agency. In 1953, after a light-skinned African American family slipped under the CHA radar and moved into the Trumbull Park Homes, thousands of White residents of the South Deering neighborhood reacted with several years of violence and harassment. These outbreaks of White homeowner resistance, in the assessment of Arnold Hirsch, "were instrumental in shaping the city's response to racial issues and were directly responsible for the abandonment of the housing authority's tentative flirtation with policies that challenged the status quo. . . . As long as whites were willing to fight to keep blacks out of the projects already established in their areas, the CHA was unwilling to integrate them."[186]

A nationwide survey in the early 1950s revealed that 62 percent of public housing projects with African American tenants were completely segregated (meaning zero White residents), while 33,055 of 136,043 Black families lived in mixed-race developments, most with a very small degree of desegregation.[187] The experience of Philadelphia is representative of the achievements

[185] Sugrue, *Origins of the Urban Crisis*, 29, 72–88; Freund, *Colored Property*, esp. 288–305.

[186] Hirsch, *Making the Second Ghetto* (quotations 218, 240); Arnold R. Hirsch, "Massive Resistance in the Urban North: Trumbull Park, Chicago, 1953–66," *Journal of American History* (Sept. 1995), 522–50; Meyer, *As Long as They Don't Move Next Door*, 90, 115–21.

[187] Abrams, *Forbidden Neighbors*, 306–19. It is probable that some Puerto Ricans and Mexican Americans lived in housing projects classified as completely segregated for African Americans only, because statistical surveys in many cities and in federal policy at the time tended to operate within a black-white binary. For an analysis

and limits of the movement to integrate public housing in the urban North. The Philadelphia Housing Authority (PHA) initially embraced the "neighborhood composition" rule in building separate White and Black housing projects in racially segregated neighborhoods. After World War II, the NAACP began pressuring the municipal agency to adopt a mixed-race occupancy policy. In 1952, the PHA opened its first interracial development in West Philadelphia, with thirty White families and forty Black families assigned to Arch Homes. The housing authority also integrated several other projects in Philadelphia, generally with a very small percentage of Black tenants. In 1956, the PHA announced a plan to scatter twenty-one mini-projects across the city, with half to be located in all-white neighborhoods. This scatter-site proposal elicited a fierce political backlash from White homeowners, and the PHA quickly backed down. During the next decade, city officials located every new housing project in African American or racially transitional areas, and the integrated Arch Homes experiment failed to retain White tenants. Public housing in Philadelphia, as in other American cities, increasingly became stigmatized as a government welfare program for poor Black citizens. "Rather than contributing to neighborhood integration," Matthew Countryman concludes in his book about the civil rights era in Philadelphia, "the public housing program in fact exacerbated . . . residential segregation in the city."[188]

Racial segregation was uniform in the federally funded projects built in southern cities, where the provision of any subsidized housing at all for African Americans seemed to represent a progressive step forward. But official Jim Crow policies of "separate but equal" public housing projects existed across the nation. In Los Angeles, federally funded public housing programs officially restricted African Americans and Mexican Americans to nonwhite projects while barring Chinese and Japanese Americans from participation altogether.[189] In 1942, the San Francisco Housing Authority (SFHA) announced that tenant selection for public housing would "maintain and preserve the same racial composition which exists in the neighborhood where a project is located." In the 1940s and early 1950s, the SFHA opened five White developments and denied all applications from African Americans as well as Japanese, Chinese, and Filipino Americans. Instead, the Housing Authority constructed one apartment complex exclusively for Black families and later added the Ping Yuen East Housing Project in Chinatown. The SFHA eventually adopted a formal policy of racial nondiscrimination, but several years later each of the city's low-income housing projects remained completely segregated. In 1953, the NAACP filed an equal protection lawsuit, *Banks v. Housing Authority of San Francisco*, on behalf of racial minorities refused admission into all-white complexes. The SFHA defended its constitutional right to provide "separate but equal" housing, but the California state courts ruled in favor of the civil rights plaintiffs. Although the US Supreme Court declined to consider the SFHA appeal, the NAACP victory in California did not signal a change in federal policy.[190] As late as 1960, the

covering a broader time period, see Modibo Coulibaly, Rodney D. Green, and David M. James, *Segregation in Federally Subsidized Low-Income Housing in the United States* (Westport, CT: Praeger, 1998).

[188] Countryman, *Up South*, 75–78. Also see John F. Bauman, *Public Housing, Race, and Renewal: Urban Planning in Philadelphia, 1920–1974* (Philadelphia: Temple University Press, 1987).

[189] Brooks, *Alien Neighbors, Foreign Friends*, 70–85.

[190] Rothstein, *Color of Law,* 28 (quotation); *Banks v. Housing Authority of San Francisco*, 120 Cal. App. 2d 1, (1953); Meyer, *As Long as They Don't Move Next Door*, 141–43; Shah, *Contagious Divides*, 225–45; Brooks, *Alien Neighbors, Foreign Friends*, 86–113. Also see Amy L. Howard, *More than Shelter: Activism and Community in San Francisco Public Housing* (Minneapolis: University of Minnesota Press, 2014).

Public Housing Administration openly confirmed its refusal to make federal funding for low-income projects conditional upon racial integration in site selections or open occupancy in tenant admissions.[191]

The Open-Housing Movement in Local and National Politics

In 1953, one year before *Brown v. Board of Education*, the NAACP announced that "residential segregation is the crux of the whole question of segregation. . . . The eradication of any type of segregated housing that has any form of public financial support must be our first goal." Following the Supreme Court's landmark decision invalidating state-mandated segregation in public education, the NAACP's Walter White promised that his organization would "use the courts, legislation, and public opinion to crack the iron curtain of segregation in housing." Institutional allies in the open-housing movement included the Congress of Racial Equality (CORE), the National Urban League, the American Civil Liberties Union, the American Federation of Labor and Congress of Industrial Organizations (AFL-CIO), the American Jewish Congress, the Anti-Defamation League, and the American Friends Service Committee. In the 1950s, these key players joined forces with other liberal religious and civil rights groups to form the National Committee against Discrimination in Housing (NCDH). Leaders of the NCDH lobbied Eisenhower administration officials to mandate racial nondiscrimination in federally subsidized housing, without success. The federal courts also dismissed the NAACP's Fourteenth Amendment lawsuit to make open occupancy a condition of FHA/VA funding of the Levittown developments. In response, the NCDH conceded that the "fight concerning federal housing programs [would have] to be waged in relation to specific programs in specific localities since nationwide policy was not forthcoming from Washington."[192]

In the absence of federal open-housing policies, the civil rights movement focused on the passage of state laws and local ordinances banning racial discrimination in public and private developments. In the postwar period, the nation's strongest fair-housing movement arose in New York City, also the birthplace of the NCDH. In the late 1940s, civil rights protests against the racially segregated Stuyvesant Town development, publicly subsidized but privately owned, inspired the formation of the New York State Committee against Discrimination in Housing. When Congress passed the Housing Act of 1949, the New York State Committee warned that slum clearance without fair-housing safeguards would be "projecting into the North the kind of Jim-Crow public housing which has been a betrayal of freedom and equality in the South." In 1950, the open-housing coalition successfully lobbied the New York state legislature to outlaw racial discrimination in federally funded developments in urban renewal zones. In 1951, the City Council passed a similar measure banning discrimination in all private housing built with public subsidies. The state and municipal governments, however, committed few resources to the enforcement of these laws. In a 1952 survey, African American families occupied only 27 of New York City's 23,000 federally subsidized middle-income apartments, not counting the all-black Riverton Houses development in Harlem. By 1960, despite "move-in" protests to demand meaningful integration, only 47 of the 22,405 residents of Stuyvesant Town were African American. According to a report by the City Planning Commission, "Negroes and Puerto Ricans

[191] Hirsch, "'Containment' on the Home Front," 181.

[192] Bonastia, *Knocking on the Door*, 71; Wiese, *Places of Their Own*, 128–29; Meyer, *As Long as They Don't Move Next Door*, 139–42, 152–58.

are virtually banned from most of the city's redevelopment projects and many other tax supported dwellings."[193]

By the mid-1950s, the civil rights movement had secured fair-housing laws in nine states and more than twenty cities, all outside of the South. The states that had passed some version of open-housing legislation included Connecticut, Massachusetts, Michigan, Minnesota, New Jersey, New York, Pennsylvania, Rhode Island, and Wisconsin. Cities with ordinances on the books included Boston, Cincinnati, Cleveland, Denver, Los Angeles, Minneapolis, St. Paul, Philadelphia, and Pittsburgh.[194] In a detailed study of the fair-housing movement in metropolitan Boston, Lily Geismer chronicles the support of White suburban liberals for nondiscrimination policies that primarily opened up the affluent suburbs to a small number of college-educated Black professionals, even as exclusionary zoning and the majority of White residents resisted efforts to build more affordable housing outside the central city.[195] Enforcement of fair-housing laws also varied widely, and exemptions for significant portions of the residential market were common. In Pennsylvania, fair-housing legislation excluded owner-occupied dwellings, which the NAACP charged would exempt the vast majority of homes potentially available for purchase by African Americans.[196] In Michigan and Rhode Island, antidiscrimination policies in the 1950s covered public housing projects but not private developments. On the other hand, by 1959 five states (New York, New Jersey, Connecticut, Washington, and California) had outlawed racial discrimination in the sale or rental of private housing constructed with mortgage loans insured by the FHA or the VA. Yet even in these places, the segregationist thrust of federal housing policies, municipal zoning restrictions, and private market forces combined to overwhelm the countervailing movement for residential integration. "It is one thing to state these [fair-housing] purposes," the US. Commission on Civil Rights observed in 1959, "and another to break the pattern of residential segregation already established and to open equal opportunities for decent housing throughout the metropolitan area, including the suburbs."[197] Two years later, the NAACP reported that 98 percent of all private homes built since 1946 with FHA and VA mortgages excluded Black occupancy, which indicated the need for comprehensive federal policies to promote residential integration.[198]

During the 1960 presidential campaign, John F. Kennedy pledged to "end discrimination in Federal housing programs, including federally-assisted housing," by executive order with "one stroke of the pen." After his election, the NAACP and the National Committee against Discrimination in Housing stepped up the pressure on the Democratic administration, but because of political opposition, President Kennedy delayed fulfillment of his promise for two years. Then in 1962, Kennedy issued Executive Order 11063: Equal Opportunity in Housing, which directed federal housing agencies "to take all action necessary and appropriate to prevent discrimination because of race, color, creed, or national origin." The new policy covered

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[193] Biondi, *To Stand and Fight*, 131–35, 223–41.

[194] Meyer, *As Long as They Don't Move Next Door*, 159, 280.

[195] Lily Geismer, *Don't Blame Us: Suburban Liberals and the Transformation of the Democratic Party* (Princeton: Princeton University Press, 2015), 43–70, 173–97.

[196] Countryman, *Up South*, 92–95.

[197] *Report of the United States Commission on Civil Rights, 1959* (Washington: GPO, 1959), 399–419; Sides, *L.A. City Limits*, 107.

[198] Meyer, *As Long as They Don't Move Next Door*, 153.

government-owned public housing projects and private residential developments subsidized or insured by federal funds, although with several major loopholes. Kennedy's order exempted owner-occupied dwellings of one or two units (meaning most existing single-family homes and duplexes), and the ban on racial discrimination in private housing applied only to future developments. These exceptions meant that about 80 percent of the total American housing stock, and about 97 percent of dwellings that existed in 1962, remained unaffected by the new federal nondiscrimination regulations. Despite some disappointment at the limited scope of Kennedy's directive, civil rights organizations celebrated the first meaningful open-housing stance in the history of federal policymaking. "If energetically and imaginatively implemented," the NCDH proclaimed, Executive Order 11063 could "aid considerably in modifying the widespread patterns of residential segregation for which past Government policies bear so much of the responsibility."[199]

Federal enforcement of Executive Order 11063 proved to be weak, however, not least because the "FHA essentially refused to apply the new requirements to its portfolio of loans."[200] While a national open-housing law remained a top priority of civil rights activists, much of the energy in the early-to-mid 1960s involved protests against residential segregation at the local level. The Congress of Racial Equality (CORE), an interracial organization, took the lead in organizing fair-housing demonstrations, especially in the suburbs of northern and western cities. In metropolitan Boston, Black and White activists affiliated with CORE held protests at developments and apartment complexes that refused to sell or rent to African Americans and successfully lobbied the Massachusetts Commission Against Discrimination to take legal action against recalcitrant property owners. In 1962, CORE launched Operation Windowshop, a national campaign in which prospective Black buyers tested enforcement of open-housing laws by exposing racially discriminatory practices by real estate agents and developers. In suburban Los Angeles, the CORE chapter conducted a month-long sit-in at a Monterey Park subdivision that refused to sell to Black families, and more than one thousand members joined a protest march against another segregated development in Torrance. In the suburbs of New York and New Jersey, fair-housing activism often accompanied school desegregation lawsuits because of the direct relationship between housing segregation and racially segregated "neighborhood schools." In Seattle, the CORE affiliate advocated an open-housing ordinance after most White realtors and homeowners rejected the overtures of Operation Windowshop, but voters handily defeated the ensuing referendum.[201] This local setback reflected the broader sentiment among many White Americans, embodied in a 1963 national opinion poll in which 60 percent of White

[199] Meyer, *As Long as They Don't Move Next Door*, 166–71, (166 for Kennedy pledge quote); Bonastia, *Knocking on the Door*, 72–74; Executive Order 11063 (Nov. 20, 1962), https://www.archives.gov/federal-register/codification/executive-order/11063.html. Scholarly estimates of the degree of housing subject to Kennedy's executive order differ somewhat. Another source holds that the 1962 policy covered "less than 1 percent of the then-existing inventory of housing and only 15 percent of new construction." See Metcalf, *Fair Housing*, 38.

[200] Bonastia, *Knocking on the Door*, 74. In public housing, 72 percent of federally funded projects remained completely segregated in 1964, and most of the remainder included only a token degree of racial integration.

[201] Wiese, *Places of Their Own*, 219–21; Geismer, *Don't Blame Us*, 58–70. Also see August Meier and Elliot Rudwick, *CORE: A Study in the Civil Rights Movement, 1942–1968* (New York: Oxford University Press, 1973). On Los Angeles, see Gibbons, *City of Segregation*, 75–122. On Seattle, see Archives West, "Congress of Racial Equality, Seattle Chapter Records, 1954–2010," http://archiveswest.orbiscascade.org/ark:/80444/xv53708/op=fstyle.aspx?t=k&q=congress+of+racial+equality.

respondents agreed that "white people have a right to keep Negroes out of their neighborhoods, and Negroes should respect that right."[202]

On June 23, 1963, a crowd of 125,000 gathered in Detroit for the "Walk to Freedom" rally, one of the largest civil rights demonstrations in the nation's history. Organized by a coalition that included the NAACP, CORE, and the AFL-CIO, the participants marched down Woodward Avenue to demand an end to racial discrimination in housing and employment. Two months before the more famous March on Washington, Martin Luther King Jr., stood in front of Cobo Hall and told the assembly: "We've got to see that the problem of racial injustice is a national problem. . . . I have a dream this afternoon—right here in Detroit a Negro will be able to buy a house or rent a house anywhere their money will carry them." During the spring and summer of 1963, the CORE and NAACP chapters in Detroit sponsored open-housing marches into the segregated suburbs of Grosse Pointe, Oak Park, Livonia, Dearborn, and Royal Oak. Civil rights leaders also called on the city government to "break down the pattern of exclusively white neighborhoods." White homeowners associations and real estate interests led the intense backlash against the fair-housing movement in metropolitan Detroit. In Dearborn, where the population of 112,000 included only fifteen African Americans, Mayor Orville Hubbard openly encouraged the intimidation of fair-housing activists and prospective Black residents. In the city of Detroit, 55 percent of voters approved a 1964 Home Owners' Rights Ordinance that guaranteed the right of private individuals to discriminate on the basis of race in the rental or sale of property. The pro-segregation ordinance drew the support of about two-thirds of the White electorate, although a state court soon declared the measure to be unconstitutional.[203]

The political backlash against fair housing peaked with the passage of Proposition 14 in California. In 1963, following a long lobbying campaign by civil rights groups, the California legislature passed the Rumford Fair Housing Act, which outlawed racial and religious discrimination in about three-fourths of the state's housing market. The California Real Estate Association immediately organized the Proposition 14 drive to amend the state constitution and repeal the Rumford Act by legalizing the right of property owners to discriminate in the sale and rental of housing. Denouncing fair housing as "forced housing," the real estate lobby and White homeowner associations equated racial nondiscrimination with "special rights" for African Americans and other minority groups. In 1964, the Proposition 14 referendum passed with the support of 65 percent of the electorate, including more than three-fourths of White voters in the suburbs of southern California. Civil rights groups denounced Proposition 14 as a state policy to enforce housing segregation and considered the backlash against fair housing to be a major cause of the deadly Watts riot of 1965. The legal challenge to Proposition 14 began in the Orange County suburb of Santa Ana, when Lincoln Mulkey sued landlord Neil Reitman for refusing to rent an apartment on the basis of race. In 1966, the California Supreme Court invalidated Proposition 14 as a violation of the equal protection guarantee of the federal constitution, based on the argument that the "state has affirmatively acted to change its existing laws from a situation wherein the discrimination practiced was legally restricted to one wherein it is encouraged." The US Supreme Court affirmed this verdict in *Reitman v. Mulkey*, which

[202] Bonastia, *Knocking on the Door*, 9.

[203] Martin Luther King, Jr., "Walk to Freedom" Speech, June 23, 1963, *MLK: The Martin Luther King Tapes* (Jerden Records, 1995); Meyer, *As Long as They Don't Move Next Door*, 173–78; Sugrue, *Origins of the Urban Crisis*, 226-27; Freund, *Colored Property*, 346–50.

expanded the state action doctrine to prohibit legislative action that "expressly authorized and constitutionalized the private right to discriminate."[204]

In the fall of 1965, following the racial unrest in Watts and the passage of federal civil rights and voting rights legislation, King's Southern Christian Leadership Conference (SCLC) made plans to head north to join the Chicago Freedom Movement. A broad coalition of local and national civil rights groups organized Operation Open City, an ambitious 1966 campaign to "wipe out slums, ghettoes, and racism." To draw national publicity to the issue of housing segregation, Martin Luther King Jr., moved with his family into an apartment in an impoverished section of the city. "Our work will be aimed at Washington," King announced, with the ultimate goal of pressuring Congress to pass a federal open-housing law. The Chicago Freedom Movement began conducting marches into the Gage Park section of Southwest Chicago, which remained completely segregated despite the city's fair-housing ordinance. At one demonstration in Marquette Park, a mob of several thousand White residents attacked the civil rights marchers, throwing rocks (one of which struck King) and setting fire to automobiles. "I've been in many demonstrations all across the South," King told reporters, "but I can say that I have never seen—even in Mississippi and Alabama—mobs as hostile and hate-filled as I've seen in Chicago." The violence persuaded Mayor Richard Daley to negotiate a settlement that promised vague housing reforms, and King's subsequent departure led to a consensus that White resistance in Chicago had revealed the limits of nonviolent protest. Local civil rights activists continued to protest housing segregation, including marches into the all-white suburb of Cicero, where (as in 1951) mob violence forced the governor to mobilize the National Guard.[205]

The nationally televised scenes of White backlash in Chicago failed to move open-housing legislation through Congress in 1966. At the beginning of the year, just as the Chicago Freedom Movement was getting underway, President Lyndon Johnson proposed a fair-housing bill in order to address the growing urban crisis and extend the reach of his Great Society agenda. In a national address, Johnson called on lawmakers to "give the Negro the right to live in freedom among his fellow Americans." The NCDH lobbied energetically for the measure, proclaiming that the "racial ghetto stands as an almost impenetrable barrier to meaningful gains in integrated education, equal job opportunities, normal family and community life, and the future health of the American metropolis." The NAREB galvanized the political resistance on the familiar grounds of private property rights and opposition to "forced housing." The House of Representatives passed a watered-down version of the legislation, but a filibuster in the US Senate killed the bill entirely, with southern Democrats joined by a number of northern and western senators who had supported previous civil rights laws aimed at the South. President

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[204] Self, *American Babylon*, 167–69, 260–68; Nicolaides, *My Blue Heaven*, 308–15; Daniel Martinez HoSang, *Racial Propositions: Ballot Initiatives and the Making of Postwar California* (Berkeley: University of California Press, 2010), 53–90; Kurashige, *Shifting Grounds of Race*, 259–85; *Mulkey v. Reitman*, 64 Cal. 2d 529 (1966); *Reitman v. Mulkey*, 387 U.S. 369 (1967).

[205] Adam Fairclough, *To Redeem the Soul of America: The Southern Christian Leadership Conference and Martin Luther King, Jr.* (Athens: University of Georgia Press, 1987), 279–307; Taylor Branch, *At Canaan's Edge: America in the King Years, 1965–1968* (New York: Simon and Schuster, 2006), chap. 30; Meyer, *As Long as They Don't Move Next Door*, 183–88. King quoted in Ron Grossman, "50 years ago: MLK's march in Marquette Park turned violent, exposed hate," *Chicago Tribune,* July 28, 2016, https://www.chicagotribune.com/opinion/commentary/ct-mlk-king-marquette-park-1966-flashback-perspec-0731-md-20160726-story.html.

Johnson resubmitted fair-housing legislation in 1967, but congressional leaders did not even permit a floor vote. Refusing to concede defeat, the NCDH declared that the federal government "must empower ghetto residents to bid for housing opportunities in the suburbs." Although twenty-three states had passed some form of fair-housing protection by the end of 1967, "state and local fair housing laws [had] not given Negro Americans this power. Obviously Federal fair housing legislation . . . is essential."[206]

[206] Charles M. Lamb, *Housing Segregation in Suburban America since 1960: Presidential and Judicial Politics* (Cambridge: Cambridge University Press, 2005); Bonastia, *Knocking on the Door*, 75–85; Meyer, *As Long as They Don't Move Next Door*, 183, 204–05 (all quotations). In 1965, future HUD Secretary Robert Weaver observed: "Of all the industry groups in housing, the National Association of Real Estate Boards has been the most outspoken foe of fair housing legislation." See Robert C. Weaver, *Dilemmas of Urban America* (Cambridge: Harvard University Press, 1965), 83.

PART FIVE, 1968 & BEYOND
NATIONAL FAIR-HOUSING POLICIES: LANDMARKS, LIMITS, AND LEGACIES



President Lyndon B. Johnson signs the 1968 Civil Rights Bill. Photographer: Warren K. Leffler, April 11, 1968. Library of Congress, Prints and Photographs.

NATIONAL FAIR-HOUSING POLICIES: LANDMARKS, LIMITS, AND LEGACIES

The Fair Housing Act of 1968

During the first half of 1968, a series of events helped to break the political deadlock over fair-housing legislation in Congress. In March, the National Advisory Commission on Civil Disorders, known as the Kerner Commission, released its report on the causes of the devastating racial unrest in Detroit, Newark, and dozens of other American cities and towns during the summer of 1967. Formed by President Lyndon Johnson to study the root causes of the riots and to recommend action, the Kerner Report bluntly concluded: "White racism is essentially responsible for the explosive mixture which has been accumulating in our cities since the end of World War II." To address deep metropolitan patterns of racial discrimination and residential segregation, the Kerner Commission called for a "comprehensive and enforceable federal open housing law to cover the sale and rental of all housing, including single family homes." The report also recommended the construction of low-income housing in suburban areas as part of a new federal policy to "encourage integration of substantial numbers of Negroes into the society outside the ghetto."[207] Then in April, Martin Luther King, Jr. was assassinated in Memphis, leading to a new outbreak of racial disturbances in numerous American cities. At the time of King's death, the Southern Christian Leadership Conference was organizing the Poor People's Campaign, including a plan for civil rights protesters to occupy the Mall in Washington until the passage of federal fair-housing legislation. President Johnson seized upon the assassination to demand that Congress approve the open-housing bill as a tribute to the life's work of Dr. King. The Senate had already passed the Fair Housing Act on a 71-20 vote, and the House of Representatives approved the legislation, 225-172, on the day after King's funeral.[208]

The Fair Housing Act of 1968 represented a landmark in the civil rights struggle for racial equality and simultaneously reflected a political compromise that limited its scope and weakened its enforcement mechanisms. The main provision of the law outlawed public and private discrimination in the sale and rental of property on the basis of race, color, religion, and national origin. The legislation also banned discrimination in mortgage and home improvement loans and prohibited the real estate practices of blockbusting, racial steering, and advertising or misrepresenting the status of property for discriminatory purposes. This policy breakthrough meant that federal law prohibited key forms of private racial discrimination and not merely equal-opportunity violations that resulted from state action in federally owned or assisted housing. An amendment qualified the reach of this ban on private conduct by exempting owner-occupied dwellings rented or sold without a real estate agent, meaning that the Fair Housing Act did not cover about 20 percent of the American housing market. Congressional leaders also deliberately made enforcement for fair-housing violations the responsibility of the Justice Department rather than the Department of Housing and Urban Development (HUD), to ensure that an autonomous bureaucratic agency would not implement the law in a more aggressive

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[207] *Report of the National Advisory Commission on Civil Disorders*, 10, 22, 28, available on line at https://www.ncjrs.gov/pdffiles1/Digitization/8073NCJRS.pdf. The Commission received its nickname from its chairman, Illinois Governor Otto Kerner.

[208] Lamb, *Housing Segregation in Suburban America*, 39–42; Fairclough, *To Redeem the Soul of America*, 357–88. In May 1968, the SCLC established Resurrection City on the Washington Mall to dramatize the plight of the nation's poor. Federal authorities ordered the razing of the tent encampment after six weeks.

fashion than expected. The Fair Housing Act did charge HUD to take affirmative action to enforce the ban on housing discrimination, but nothing in this ambiguous language referred specifically to the construction of low-income housing in the suburbs or other explicit policies to promote racial integration. At the same time, the separate Housing and Urban Development Act of 1968 substantially expanded federal subsidies for low- and moderate-income housing constructed by private developers (the Section 235 and 236 programs), which offered potential leverage for an integration policy implemented on a metropolitan scale.[209]

A few weeks after Lyndon Johnson signed the Fair Housing Act, the Supreme Court issued an even broader ban on racial discrimination in housing in the case of *Jones v. Mayer*. The litigation began in 1965, after the Alfred H. Mayer Company refused to sell "to Negroes" in the upscale suburb of Paddock Woods, located outside of St. Louis. The plaintiffs, Joseph and Barbara Jones, sued under the long hollow provision of the 1866 Civil Rights Act, which had promised all citizens the constitutional right "to inherit, purchase, lease, sell, hold, and convey real and personal property." The developer defended the discriminatory policy as constitutional under the doctrine of private property rights, because the construction of Paddock Woods had involved no federal assistance. Citing established precedent, the federal district and appeals courts agreed that the private actions of the Mayer Company were legal because they did not represent a "state action" violation of the constitutional equal protection guarantee. In 1968, a 7-2 majority on the Supreme Court ruled instead that the 1866 Civil Rights Act "bars all racial discrimination, private as well as public, in the sale or rental of property." A century after the fact, *Jones v. Mayer* collapsed the constitutional distinction between state action and private conduct in the area of racial discrimination in housing. The Supreme Court decision also superseded the exemptions for owner-occupied dwellings contained in the Fair Housing Act of 1968. Comparing the "exclusion of Negroes from white communities" to the Black Codes established in southern states after the Civil War, *Jones v. Mayer* concluded that "when racial discrimination herds men into ghettos and makes their ability to buy property turn on the color of their skin, then it too is a relic of slavery."[210]

The Nixon administration formulated the initial policies to implement and enforce the provisions of the Fair Housing Act and *Jones v. Mayer*. During the 1968 presidential campaign, Richard Nixon expressed support for the fair-housing law but promised racial conservatives that he would prevent excessive enforcement by federal bureaucrats. This led to a power struggle within the executive branch, because HUD Secretary George Romney began pushing a suburban integration agenda based on an expansive interpretation of the affirmative action provision of the Fair Housing Act. In 1969, Romney unilaterally announced the Open Communities initiative, to "provide an opportunity for individuals to live within a reasonable distance from their jobs and daily activities by increasing housing options for low-income and minority families." A carrot-and-stick approach, Open Communities required suburban municipalities to permit the construction of low-income housing units in order to receive HUD subsidies for residential and

[209] Bonastia, *Knocking on the Door*, 86–88, 99–100; Lamb, *Housing Segregation in Suburban America*, 45–50; Fair Housing Act, 42 U.S.C. 3601 (1968), https://www.justice.gov/crt/fair-housing-act-1. Unlike the Equal Employment Opportunity Commission, HUD did not receive statutory authorization to initiate lawsuits in cases of racial discrimination, but instead could only refer cases to the Justice Department. Congress subsequently expanded the Fair Housing Act to include protection for the categories of sex, familial status, and disabled status.

[210] *Jones v. Mayer*, 392 U.S. 409, 413, 442–43 (1968); Metcalf, *Fair Housing*, 37–42.

infrastructural development, including water and sewer funds. In 1970, HUD negotiated an agreement that scattered 14,000 units of public housing across five overwhelmingly White suburban counties outside of Dayton, Ohio. The Department also cut off federal funding to four municipalities that refused to allow or scatter low-income housing: the Boston suburb of Stoughton, the city of Toledo, suburban Baltimore County in Maryland, and the Detroit suburb of Warren. HUD's action in Warren, where only twenty-eight Black families resided out of a total population of 180,000, created a massive grassroots backlash. A hostile White crowd jeered Romney when he visited to explain the HUD policy, and targeted suburbs throughout metropolitan Detroit demanded an end to the policy of "forced housing."[211]

In response to the Warren controversy, President Nixon declared that the "forced integration of the suburbs is not in the national interest." In June 1971, the White House released a major policy statement on "Equal Housing Opportunity" that narrowed the parameters of fair-housing enforcement and effectively terminated HUD's Open Communities program. Nixon established the goal that "individuals of similar income levels in the same housing market area have a like range of housing choices available to them regardless of their race, color, religion, or national origin." The president pledged that the administration would prosecute intentional violations of the Fair Housing Act, but he also promised that the federal government would not "impose economic integration" by forcing the suburbs to provide housing for "a flood of low-income families." This meant that HUD would not terminate subsidies for suburbs that maintained exclusionary zoning or for housing developments that increased racial segregation. Nixon insisted that suburban opposition to low-income housing could be attributed to nonracial considerations, such as fear of "lowering property values and bringing in . . . a contagion of crime, violence, [and] drugs." In short, the "Equal Housing Opportunity" policy drew a sharp distinction between illegal racial discrimination against specific individuals and legal economic segregation that resulted from market forces and zoning policies. In the analysis of legal scholar Charles Lamb, Nixon "narrowly construed HUD's affirmative duty to promote equal housing opportunity by excluding integration as an objective" of the Fair Housing Act of 1968.[212]

Civil rights groups condemned the Nixon administration for eviscerating the affirmative action component of the Fair Housing Act and for sending a message that suburbs could maintain prevailing patterns of residential segregation through policies of exclusionary zoning. The Leadership Conference on Civil Rights denounced Nixon's "artificial distinction" between racial and economic discrimination, and the NCDH rebuked the president's "meaningless charade." Both organizations demanded that the federal government cut off funding for segregated municipalities and challenge local zoning ordinances that discriminated against the poor and racial minorities alike. The US Commission on Civil Rights joined these calls for the restoration of Open Communities, warning that "racial integration cannot be achieved unless economic

[211] Lassiter, *Silent Majority*, 305–06; Lamb, *Housing Segregation in Suburban America*, 56–107, 156 (for quotation); Bonastia, *Knocking on the Door*, 93–108.

[212] Richard Nixon, "Federal Policies Relative to Equal Housing Opportunity," June 11, 1971, *Weekly Compilation of Presidential Documents*, 892–905 for quotations; Lassiter, *Silent Majority*, 306–07; Bonastia, *Knocking on the Door*, 108–20; Lamb, *Housing Segregation in Suburban America*, 146.

integration is also achieved."[213] In private, Nixon informed his top advisers that "this country is not ready at this time for either forcibly integrated housing or forcibly integrated education. . . . The law cannot go beyond what the people are willing to support." In public, the White House removed much of HUD's policymaking authority in fair-housing enforcement and pressured Secretary Romney to resign following the 1972 presidential election. Then, in January 1973, President Nixon declared an 18-month moratorium on all federal housing subsidies, including public housing construction. The administration designed this housing freeze to halt the construction of low- and moderate-income housing, especially under the Section 235/236 provisions of the Housing and Urban Development Act of 1968, until political and legal pressure for affirmative action to integrate the suburbs had dissipated.[214]

Housing Discrimination and the Federal Courts

In 1971, in response to the federal government's retreat from its brief contemplation of affirmative action to integrate housing markets, the NAACP announced its "absolute top priority on breaking the white noose surrounding the cities. The school situation, unemployment, welfare, everything—they all tie into this."[215] Civil rights groups launched a litigation campaign against exclusionary zoning in the suburbs, but a series of pivotal Supreme Court decisions effectively endorsed the Nixon administration's distinction between illegal racial segregation and legal economic discrimination. The *James v. Valtierra* case began in northern California, after voters in San Jose and Santa Clara County defeated referendums to build low-income projects. Plaintiff Anna Valtierra brought a class-action lawsuit charging discrimination against African Americans and Mexican Americans and seeking to invalidate the California law, enacted in 1950, that required municipalities to approve low-income housing by voter referendum. In 1971, the Supreme Court rejected this claim because the exclusion of low-income projects did not draw "distinctions based on race" but instead targeted all poor people. The majority opinion then dismissed the plaintiff's novel contention that deliberate economic discrimination by government policy violated the Fourteenth Amendment's equal protection guarantee.[216] Four years later, in *Warth v. Seldin*, a narrow Supreme Court majority found no constitutional violation in the zoning policies of Penfield, New York, a Rochester suburb that deliberately "excluded persons of low and moderate income."[217] Exclusionary zoning, once constitutionally reinterpreted as

[213] Lassiter, *Silent Majority*, 307; Lamb, *Housing Segregation in Suburban America*, 10 (for quotation), 152–56. The Leadership Conference on Civil Rights was founded in 1950 as a coalition of organizations committed to social justice.

[214] Lamb, *Housing Segregation in Suburban America*, 115–64, 117 (for quotation); Bonastia, *Knocking on the Door*, 131–39.

[215] Bonastia, *Knocking on the Door*, 116.

[216] *James v. Valtierra*, 402 U.S. 137 (1971); Lamb, *Housing Segregation in Suburban America*, 212–17; Aaron Cavin, "A Right to Housing in the Suburbs: *James v. Valtierra* and the Campaign Against Economic Discrimination," *Journal of Urban History* (June 2017): 1–25.

[217] *Warth v. Seldin*, 422 U.S. 490 (1975); Lamb, *Housing Segregation in Suburban America*, 217–20; Lassiter, *Silent Majority*, 308. In *Trafficante v. Metropolitan Life Insurance Co.*, 409 U.S. 205 (1972), the Supreme Court moved beyond the Nixon administration's interpretation and found affirmative racial integration (not simply racial nondiscrimination) to be a purpose of the Fair Housing Act. But the general thrust of the Supreme Court housing decisions in the 1970s negated the effects of *Trafficante*.

discrimination on the basis of class but not of race, proved to be an almost insurmountable obstacle for the civil rights movement.

In a few cases, the federal courts did find constitutional violations in exclusionary zoning policies, but only when plaintiffs were able to prove that a municipal government took a specific action with the intent to discriminate on the basis of race. In the *Lackawanna* case, an African American group in upstate New York bought property in a White neighborhood in order to build a low-income subdivision development. After neighbors protested, the city government rezoned the privately owned land for a park instead. In 1970, the Second Circuit Court of Appeals invalidated this zoning decision as "state action amounting to specific authorization and continuous encouragement of racial discrimination," and the Supreme Court declined to review the appeal.[218] In *United States v. City of Black Jack*, the Justice Department sued a St. Louis suburb as part of a political strategy to highlight the distinction between racial and economic discrimination in the Nixon administration's fair-housing enforcement philosophy. Black Jack residents had incorporated as a city and passed an exclusionary zoning ordinance expressly to halt plans for a low-income development, and the Eighth Circuit Court of Appeals found this preemptive action to be deliberate racial discrimination against potential Black occupants.[219] The Supreme Court solidified this restrictive standard in the 1977 *Arlington Heights* case, which ruled that the refusal of an overwhelmingly White Chicago suburb to permit a low-income project did not violate the Fair Housing Act. The 7-2 majority held that civil rights plaintiffs must prove racially discriminatory intent and not simply demonstrate the racially disproportionate impact of exclusionary zoning policies. "Except in egregious instances of discrimination," Charles Lamb observes, *Arlington Heights* "transformed the vision of low-income suburban housing into a pipe dream."[220]

The NAACP campaign to integrate urban and suburban schools through court-ordered busing also depended upon proving deliberate state action in constructing and maintaining patterns of residential segregation. In 1969, a district court ordered Charlotte, North Carolina, to implement a comprehensive busing plan on the grounds that racial segregation in "neighborhood schools" reflected *de jure* housing discrimination by the local and federal governments, including urban renewal, highway construction, the concentration of low-income projects, exclusionary zoning policies, and restrictive racial covenants. "There is so much state action embedded in and shaping these events," according to *Swann v. Charlotte-Mecklenburg*, "that the resulting segregation is not innocent or *de facto*." In 1971, a Michigan district judge ordered a city-suburban busing remedy after a similar finding that "governmental actions and inaction at all levels, federal, state, and local, have combined with those of private organizations . . . to establish and to maintain the pattern of residential segregation throughout the Detroit

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[218] *Kennedy Park Homes Association v. City of Lackawanna*, 436 F.2d 108 (1970), 401 U.S. 1010 (1971); Metcalf, *Fair Housing*, 120–21.

[219] *United States v. City of Black Jack*, 508 F.2d 1179 (1974); Lamb, *Housing Segregation in Suburban America*, 99–104; Gordon, *Mapping* Decline, 147–52. The Nixon administration also sued the Cleveland suburb of Parma for deliberate exclusion of racial minorities in violation of the Fair Housing Act, resulting in a court-ordered fair-housing remedy. See W. Dennis Keating, *The Suburban Racial Dilemma: Housing and Neighborhoods* (Philadelphia: Temple University Press, 1994), 140–51.

[220] *Metropolitan Housing Development Corp. v. Village of Arlington Heights*, 429 U.S. 252 (1977); Lamb, *Housing Segregation in Suburban America*, 220–24.

metropolitan area." The Nixon administration released a policy statement on school desegregation that drew a constitutional distinction between racial and economic discrimination: "*de jure* segregation arises by law or by the deliberate act of school officials and is unconstitutional; *de facto* segregation results from residential housing patterns and does not violate the Constitution." The Supreme Court approved the Charlotte busing order but reversed the Detroit decree in *Milliken v. Bradley* (1974), which exempted politically autonomous suburbs from responsibility for urban school segregation. In the end, the NAACP convinced the federal judiciary that the legacies of state action in housing segregation required affirmative efforts to integrate schools within urban districts but lost the larger battle for metropolitan remedies through busing plans that included the suburbs.[221]

The fair-housing movement did secure a rare metropolitan remedy in the *Gautreaux* litigation, which found the Chicago Housing Authority guilty of a "governmentally established policy of racial segregation" in the city's low-income developments. The case began in 1966, when the American Civil Liberties Union filed a class-action lawsuit charging unconstitutional racial discrimination by the municipal housing agency, through funding provided by the Department of Housing and Urban Development, in the site selection and tenant assignment policies for public housing projects. The lead plaintiff was Dorothy Gautreaux, an African American woman who resided in the Altgeld-Murray Homes on the South Side of Chicago. In 1969, a federal district judge issued a verdict of deliberate racial segregation and ordered a scatter-site remedy of locating at least three-fourths of new public housing units in the city's majority-white neighborhoods or in the suburbs. The city of Chicago responded by refusing to build any additional low-income projects at all, and the suburbs uniformly declined to participate in the scatter-site plan. In 1971, the Seventh Circuit Court of Appeals ruled that HUD shared legal responsibility for sanctioning the segregation of Chicago's public housing projects. As a secondary remedy, the federal courts ordered HUD to provide Section 8 vouchers for low-income Black families to move out of segregated public housing into the suburbs. In 1976, the US Supreme Court agreed that because of HUD's complicity, the integration remedy could extend beyond the city boundaries of Chicago. During the next two decades, more than seven thousand African American households obtained vouchers through the Gautreaux program, with about half of these recipients moving into private rental units in majority-white suburbs. More than one million Black residents of one of the nation's most segregated cities were unaffected.[222]

With the limited scope of the *Gautreaux* program and the willingness of the federal courts to uphold exclusionary zoning as economic discrimination, civil rights plaintiffs in the 1970s increasingly began looking for relief in state courts. The *Mount Laurel* litigation in New Jersey represents the most important breakthrough in the battle to mandate low-income housing in the

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[221] *Swann v. Charlotte-Mecklenburg*, 306 F. Supp. 1299 (1969); *Bradley v. Milliken*, 338 F. Supp. 582 (1971), 345 F. Supp. 914 (1972); *Milliken v. Bradley*, 418 U.S. 717, 724 (for Michigan district judge quote) (1974); Lassiter, *Silent Majority*, 121–318; Lassiter, "De Jure/De Facto Segregation," 41 for Nixon quotation. Also see Orfield, *Must We Bus?*

[222] *Gautreaux v. Chicago Housing Authority*, 296 F. Supp. 907, 914 (N.D. Ill. 1969); *Gautreaux v. Romney*, 448 F.2d 731 (7th Cir. 1971); *Hills v. Gautreaux*, 425 U.S. 284 (1976); Leonard S. Rubinowitz and James E. Rosenbaum, *Crossing the Class and Color Lines: From Public Housing to White Suburbia* (Chicago: University of Chicago Press, 2000), chap. 3. For a full story of this drawn-out struggle and its later role in a 1990s federal housing experiment (Moving to Opportunity (MTO)), see Alexander Polikoff, *Waiting for Gautreaux: A Story of Segregation, Housing, and the Black Ghetto* (Evanston, IL: Northwestern University Press, 2006).

suburbs. The case began after Mount Laurel, a rapidly suburbanizing township outside of Camden, initiated slum clearance to condemn a longtime rural Black community. Led by Ethel Lawrence, local Black activists attempted to build a 36-unit apartment complex as replacement housing, but the township refused to rezone any land for multi-family residence. Highlighting the confluence of racial discrimination and economic segregation, one Mount Laurel official told the small Black community: "If you folks can't afford to live in our town, then you'll just have to leave." Black residents then filed a lawsuit challenging Mount Laurel's exclusionary zoning policy as an impermissible form of "economic discrimination" under the New Jersey constitution. In 1975, the New Jersey Supreme Court invalidated exclusionary zoning as a tool of economic segregation and required suburban municipalities to provide a "fair share" of low- and moderate-income housing. Fierce political resistance delayed compliance with the fair-share mandate for decades and resulted in modifications that permitted the suburbs to build only about one-tenth of the originally mandated amount of affordable housing. Not until 2000 did the Ethel Lawrence Homes finally open in the township that inspired the *Mount Laurel* lawsuit.[223]

The Persistence of Racial Discrimination in Housing

In 1975, the US Commission on Civil Rights announced that the "struggle to achieve equal opportunity in housing is far from over." While "blacks today can purchase or rent property outside of ghetto neighborhoods," the commission observed, "few can do so without great difficulty, inconvenience, and costs of an economic, social, and psychic nature." Furthermore, the benefits of fair-housing policies "have been confined largely to middle- and upper-income minorities," while few low-income families had been able to move into more desirable neighborhoods. For African Americans and Latinos living in metropolitan regions, "residential segregation has contributed to inequality in job opportunities, racially impacted and differently endowed schools, greater tax burdens in central cities to support higher social service costs, and a distorted pattern of urban growth." In rural areas, the commission found, open racial discrimination combined with limited resources in federal housing and farm assistance programs had disadvantaged many Mexican Americans, American Indians, and African Americans. Throughout the nation, middle-class and upper-income households received 75 percent of all federal housing subsidies in the 1970s, especially through the multibillion-dollar mortgage interest tax deduction, while budget cuts to public housing programs had slashed the already limited funding for low-income families. The Commission also charged that "HUD efforts have so far had minimal impact in curbing housing discrimination," because of inadequate resources committed to fair-housing enforcement and the "actions of the government in catering to exclusionary desires of whites." The report concluded that some genuine progress existed alongside continued political resistance to suburban integration and the institutional legacies of

[223] *Southern Burlington County NAACP v. Mount Laurel*, 67 N.J. 151 (1975); David L. Kirp, John P. Dwyer, and Larry A. Rosenthal, *Our Town: Race, Housing, and the Soul of Suburbia* (New Brunswick, NJ: Rutgers University Press, 1995), 204 (for quote by Mount Laurel official); Cohen, *Consumers' Republic*, 235–39. Also see Charles M. Haar, *Suburbs under Siege: Race, Space, and Audacious Judges* (Princeton: Princeton University Press, 1996); Douglas S. Massey et. al., *Climbing Mount Laurel: The Struggle for Affordable Housing and Social Mobility in an American Suburb* (Princeton: Princeton University Press, 2013).

residential segregation, meaning that the "forces promoting discrimination in housing hold powerful, if less than universal, sway."[224]

A series of federal laws in the mid-1970s promised new safeguards against housing discrimination in the financial marketplace, although the limited effects of legislative reforms in this area have been evident. In 1974, Congress passed the Equal Credit Opportunity Act, which strengthened the prohibition against discrimination in home mortgage and improvement loans and added the protected categories of sex, marital status, and age.[225] In 1975, Congress added the Home Mortgage Disclosure Act, which requires financial institutions to publicize lending data in order to discern whether discriminatory practices have redlined particular localities or neighborhoods.[226] During the ensuing decades, numerous studies found that despite these federal mandates, African Americans and Latinos have disproportionately been the victims of redlining, lending discrimination, and subprime mortgages. In 1999, the Urban Institute summarized the academic literature in a report that concluded: "There is no question that minorities are less likely than whites to obtain mortgage financing and that, if successful, they receive less generous loan amounts and terms." Although debate continues about the degree to which "these differences are the result of discrimination—rather than the inevitable result of objectively lower creditworthiness," fair-housing tests in numerous cities revealed that racial minorities "were quoted higher interest rates" by lending institutions, while comprehensive surveys of mortgage data demonstrated "large differences in loan denial rates between minority and white applicants, other things being equal."[227] Recent scholarship has even traced the roots of federally subsidized "reverse redlining" to systematic abuses and corruption in the Section 235 program, established by Congress in 1968 to incentivize private developers to build more low-income housing, but generally implemented through "racialized predatory lending markets" that exploited nonwhite homeowners in all too familiar ways.[228] Other studies have shown that upper-income African Americans are twice as likely as low-income Whites to receive subprime loans, and in July 2007 the NAACP filed a class-action lawsuit charging "systematic, institutionalized racism" in mortgage lending practices by fourteen of the nation's largest financial institutions.[229]

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[224] US Commission on Civil Rights, *Twenty Years after Brown: Equal Opportunity in Housing* (Washington: GPO, Dec. 1975), 11–13, 71, 167–68. For a policy analysis of these patterns, see Douglas S. Massey, Jonathan Rothwell, and Thurston Domina, "The Changing Bases of Segregation in the United States," *The ANNALS of the American Academy of Political and Social Science* 626, no. 1 (2009): 74–90.

[225] Equal Credit Opportunity Act of 1974, 15 U.S.C. 1691.

[226] Home Mortgage Disclosure Act of 1975, 12 U.S.C. Sections 2801-09.

[227] Marjorie Austin Turner and Felicity Skidmore, eds., *Mortgage Lending Discrimination: A Review of Existing Evidence* (Washington: Urban Institute, 1999), 1–2 (for Urban Institute quotes). Also see Metcalf, *Fair Housing*, 103-108; John Yinger, *Closed Doors, Opportunities Lost: The Continuing Costs of Housing Discrimination* (New York: Russell Sage Foundation, 1995); Stephen L. Ross and John Yinger, *The Color of Credit: Mortgage Discrimination, Research Methodology, and Fair-Lending Enforcement* (Cambridge: MIT Press, 2002); John M. Goering and Ron Wienk, *Mortgage Lending, Racial Discrimination, and Federal Policy* (Washington: Urban Institute, 1996).

[228] Andrew R. Highsmith, "Prelude to the Subprime Crash: Beecher, Michigan, and the Origins of the Suburban Crisis," *Journal of Policy History* 24, no. 4 (2012): 572–611 (quotation 575).

[229] "NAACP Files Landmark Lawsuit against Major Home Mortgage Companies for Discriminatory Lending," July 11, 2007, https://www.naacp.org/latest/naacp-files-landmark-lawsuit-against-major-home-mortgage-companies-for-discriminatory-lending/.

The need for continued litigation by private organizations is one indication of the very limited scope of federal fair-housing enforcement policies. After Lyndon Johnson signed the Fair Housing Act of 1968, HUD Secretary Robert Weaver asked for an $11.1 million budget in order to employ an investigative staff of 850. But Congress allocated only $2.1 million and then cut much of that amount in subsequent years, meaning that HUD's fair-housing field staff in the 1970s numbered only 42 officials. A decade later, the HUD Secretary during the Carter administration lamented that the Fair Housing Act "defined and prohibited discriminatory housing practices but failed to include the enforcement tools necessary to prevent such practices and provide relief to victims of discrimination." In 1980, a HUD report estimated that two million explicit racial violations of the fair-housing law took place annually, but the agency had the resources to investigate only 10 percent of formal complaints, and the Justice Department filed charges in an average of only fifteen cases per year. After a decade of non-action, Congress strengthened enforcement mechanisms with the Fair Housing Amendments of 1988, and six years later the number of lawsuits initiated by the Justice Department increased to 194. President Ronald Reagan, who had personally opposed fair-housing legislation during the 1960s, signed the 1988 measure after it received nearly unanimous congressional support. But as sociologist Christopher Bonastia has observed, the Fair Housing Amendments of 1988 "mainly benefited individual victims, rather than helping to root out systematic patterns of discrimination."[230]

Although atypical, federal litigation against racially segregated municipalities has occasionally resulted in court orders designed to open up White suburban neighborhoods for low-income and minority residents. In 1980, the Justice Department joined an NAACP lawsuit charging the inner-ring suburban municipality of Yonkers, New York, with "an illegal and intentional pattern of racial segregation" by containing almost 97 percent of public housing units within an identifiably African American and Latino area and then assigning students to public schools based on this deliberate system of residential segregation. Since the *Yonkers* litigation also named HUD as a defendant, two agencies of the federal government squared off on opposite sides of the courtroom. In 1985, a federal judge required Yonkers to scatter two hundred low-income units in majority-white neighborhoods, and a subsequent ruling required affirmative efforts to desegregate the schools. The resistance of Yonkers officials, however, delayed full compliance for decades.[231] The Justice Department also reached consent decrees designed to overcome intentional policies of racial discrimination in housing with Fresno, California, and the Chicago suburbs of Addison, Waukegan, and Cicero.[232] The federal government has more commonly been the defendant and not the prosecutor in fair-housing lawsuits, such as a 1985 ruling that found HUD responsible for the racial segregation of more than 90 percent of the public housing complexes in East Texas, and a 2005 decision that declared HUD guilty of failing to push for the scattering of low-income housing projects in metropolitan Baltimore.[233] And

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[230] Meyer, *As Long as They Don't Live Next Door*, 214–16 (for HUD quotation); Metcalf, *Fair Housing*, 3; Bonastia, *Knocking on the Door*, 145–46; Lamb, *Housing Segregation in Suburban America*, 181–85.

[231] *United States v. Yonkers Board of Education*, 624 F. Supp. 1276 (S.D.N.Y. 1985); *New York Times*, Aug. 3, 1983 (quotation). Also see Bruce D. Haynes, *Red Lines, Black Spaces: The Politics of Race and Space in a Middle-Class Black Suburb* (New Haven: Yale University Press, 2001).

[232] Bonastia, *Knocking on the Door*, 152.

[233] Lamb, *Housing Segregation in Suburban America*, 195–96; Philip Tegeler, "Back to Court: The Federal Role in Metropolitan Housing Segregation," *Shelterforce Online* (March/April 2005), http://www.nhi.org/online/issues/140/court.html.

private organizations have continued to shoulder the responsibility for initiating litigation against local governments that violate federal fair-housing regulations, such as the protracted lawsuit against Westchester County, New York, that resulted in a 2009 consent decree but has still barely increased the affordable housing supply because of fierce resistance in affluent suburbs.[234]

Since the 1970s, the Section 8 voucher program has served as the primary component of federal policy efforts to move low-income minorities out of public housing projects located in segregated urban ghettoes. Congress created the Section 8 initiative through the Housing and Community Development Act of 1974, which authorized rental vouchers for low-income families to use in the private residential market. HUD also offered bonus grants to suburbs that build a specified percentage of affordable housing units for Section 8 recipients, but most municipalities with exclusionary zoning policies declined to participate. Although some families in the Section 8 program have found suburban housing options, especially after a 1987 reform made the vouchers portable across municipal boundaries, the typical recipient lives in a rent-subsidized apartment in a racially segregated urban neighborhood. The Section 8 program has also suffered from long waiting lists that worsened in the 1980s after the Reagan administration reduced funding for federal low-income housing programs by almost 50 percent. The Clinton administration expanded Section 8 vouchers with the Moving to Opportunity initiative, part of HUD Secretary Henry Cisneros's economic integration agenda to give "all public housing residents a genuine market choice to stay where they are or move to private rental apartments throughout the region." Between 1994 and 1999, about 1,800 African American and Latino families relocated to low-poverty areas through Moving to Opportunity. Although a majority of this group reported positive experiences, the small number of participants had a negligible effect on prevailing patterns of segregation, as with almost all other federal fair-housing measures.[235]

In recent decades, rates of minority homeownership have risen substantially and indices of residential segregation have slowly declined, but the legacies of institutionalized racial discrimination in the housing market remain prevalent. By 2000, 53 percent of Asian/Asian American families and 46 percent of African Americans and Hispanics (per the census category) owned their own homes, compared with 72 percent of White families. These racial gaps narrowed during the 1990s, thanks in part to the Clinton administration's establishment of the "American Dream Commitment," which made increased minority homeownership a goal of federal mortgage policies for the first time, an initiative extended by the Bush administration.[236] The 2000 Census also revealed that racial minorities represented 27 percent of the suburban population nationwide, including half of Asians/Asian Americans and Hispanics and 39 percent of African Americans, although many of these families lived in inner-ring suburbs that had

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[234] Anti-Discrimination Center, "Westchester Case," http://www.antibiaslaw.com/westchester-case.

[235] David Rusk, *Inside Game/Outside Game: Winning Strategies for Saving Urban America* (Washington: Brookings Institution Press, 1999), 121–23; Lamb, *Housing Segregation in Suburban America*, 185, 190-95, 193 (for quotation); Bonastia, *Knocking on the Door*, 147–49; Jennifer L. Stucker, "Race and Residential Mobility: The Effects of Housing Assistance Programs on Household Behavior," in John M. Goering, ed., *Housing Desegregation and Federal Policy* (Chapel Hill: University of North Carolina Press, 1986), 253–61. Recent funding cuts to the Section 8 voucher program, combined with the demolition of many of the high-rise public housing projects built in the mid-1900s, have exacerbated the low-income housing crisis in inner cities.

[236] Fannie Mae Foundation, "Changes in Minority Homeownership during the 1990s," Sept. 2001, http://www.fanniemaefoundation.org/programs/census_notes_7.shtml; Fannie Mae, "American Dream Commitment," http://www.fanniemae.com/initiatives/adc/index.jhtml (site discontinued).

experienced or were experiencing resegregation and divestment. In 2008, updated census data revealed that racial and ethnic minorities constituted one-third of the total suburban population in the nation's one hundred largest metropolitan regions, for the first time including a majority of each major nonwhite group (the suburban share included 78 percent of non-Hispanic Whites, 62 percent of Asian Americans, 59 percent of Hispanics, and 51 percent of African Americans).[237]

Despite such recent progress, the massive racial disparity in contemporary household wealth remains among the most consequential legacies of the historical forces of residential segregation. A 1995 study estimated that housing discrimination (primarily in the past but also in the present) cost the current African American population about $82 billion, largely because of denied mortgages, exclusionary practices, and the ensuing inability to accumulate home equity.[238] An analysis of the 2000 census demonstrated that the median White household enjoyed $88,651 in total wealth, with Latino families controlling $7,932 and African American families only $5,998, a gap that directly reflects racial differentials in home equity.[239] Minority homeowners also suffer from the persistence of the so-called "segregation tax," in particular African American families who receive about 18 percent less value for their residential property than White homeowners of the same income level because of continuing forces of racial segregation that distort the metropolitan housing market.[240] Scholars of the African American suburban experience have demonstrated how discriminatory forces in the metropolitan housing market almost always mean that integrated suburbs will eventually become Black-majority suburbs with subsequent declines in property values, increasingly aging infrastructure, declining school quality, and increased discrimination from financial institutions.[241] And nonwhite homeowners in urban and suburban neighborhoods were hit particularly hard by the subprime market crash and foreclosure surge of 2007-2008, which exacerbated the racial gap in home equity and

[237] William H. Frey, "Melting Pot Suburbs: A Census 2000 Study of Suburban Diversity," Brookings Institution, June 2001, http://www.brook.edu/es/urban/projects/census/freyexecsum.htm (site discontinued); David Fasenfest, Jason Booza, and Kurt Metzger, "Living Together: A New Look at Racial and Ethnic Integration in Metropolitan Neighborhoods," Brookings Institution, April 1, 2004, https://www.brookings.edu/research/living-together-a-new-look-at-racial-and-ethnic-integration-in-metropolitan-neighborhoods/. Also see Bruce Katz and Robert E. Lang, eds., *Redefining Urban and Suburban America: Evidence from Census 2000* (Washington: Brookings Institution Press, 2003). For the 2008 update, see William H. Frey, "Race and Ethnicity," in *State of Metropolitan America: On the Front Lines of Demographic Transition* (Washington, DC: Brookings Institution, 2010), https://www.brookings.edu/wp-content/uploads/2016/07/metro_america_report1.pdf.

[238] Melvin L. Oliver and Thomas M. Shapiro, *Black Wealth/White Wealth: A New Perspective on Racial Inequality* (New York: Routledge, 1995), 154.

[239] Pew Hispanic Center, "Wealth Gap Widens between Whites and Hispanics," Oct. 18, 2004, http://pewhispanic.org/newsroom/releases/release.php?ReleaseID=15 (site discontinued).

[240] Bonastia, *Knocking on the Door*, 54–55; David Rusk, "The 'Segregation Tax': The Cost of Racial Segregation to Black Homeowners," October 1, 2001, The Brookings Institution, https://www.brookings.edu/research/the-segregation-tax-the-cost-of-racial-segregation-to-black-homeowners/. Also see Cashin, *The Failures of Integration*.

[241] Mary Patillo, *Black Picket Fences: Privilege and Peril among the Black Middle Class*, 2nd ed. (Chicago: University of Chicago Press, 2013); Sheryll Cashin, *The Failures of Integration: How Race and Class Are Undermining the American Dream* (New York: Public Affairs, 2004); Wiese, *Places of Their Own*, 209–92.

exposed the latest techniques of predatory lending, "reverse redlining," and other forms of market discrimination that continue to exploit and profit from housing segregation.[242]

Racial discrimination would have been difficult enough to eradicate from the American housing market with a full-fledged national commitment to the most expansive interpretation of the Fair Housing Act of 1968. But the powerful political resistance to comprehensive fair-housing enforcement, combined with the judicial authorization of exclusionary zoning and other forms of explicit "economic discrimination" that have disproportionately affected racial minorities, have ensured the durability of metropolitan patterns of residential segregation and the persistence of unequal opportunity in housing on the basis of race and class. Ever since the Nixon administration ended HUD's short-lived Open Communities program, no American president of either political party has made the racial integration of the suburbs an explicit policy goal.[243] "Nixon's basic suburban housing policy remains the policy of HUD," Charles Lamb wrote in an authoritative 2005 account of the role of the executive branch and the federal courts. "The core reasoning of Nixon's 1971 policy statement remains the status quo for federal policy on suburban housing integration to this day."[244] In the decades since the Fair Housing Act, Christopher Bonastia concluded in another comprehensive study, "federal efforts encouraging housing desegregation have been scattershot and lacking in ambition.... Given its involvement in the creation of the problem, the federal government has a particularly sharp responsibility to address residential segregation. Despite this legacy, the government does very little."[245] Although the fair-housing movement succeeded in removing many of the formal barriers against the mobility of individuals with sufficient resources, racial minority groups continue to face the collective consequences of more than a century of housing segregation resulting from a combination of public policies and private action. The history of racial discrimination in housing in the United States is a story not only about the past but of the present and the future as well.

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[242] See Vanese Estrada Correa, "The Housing Downturn and Racial Inequality," *Policy Matters* (Fall 2009) http://policymatters.ucr.edu/pmatters-vol3-2-housing.pdf; Alyssa Katz, *Our Lot: How Real Estate Came to Own Us* (New York: Bloomsbury, 2009); Juan De Lara, *Inland Shift: Race, Space, and Capital in Southern California* (Berkeley: University of California Press, 2018); Matthew Desmond, *Evicted: Poverty and Profit in the American City* (New York: Crown Publishing, 2016). After the subprime crash, the wealth gap between white and African American households, largely a reflection of home equity, increased from 8 to 11 times greater between 2007 and 2013. See Keeanga-Yamahatta Taylor, "How Real Estate Segregated America," *Dissent* (Fall 2018), https://www.dissentmagazine.org/article/how-real-estate-segregated-america-fair-housing-act-race.

[243] Keating, *Suburban Racial Dilemma*, 34.

[244] Lamb, *Housing Segregation in Suburban America*, 165.

[245] Bonastia, *Knocking on the Door*, 144, 166.

NATIONAL HISTORIC LANDMARKS REGISTRATION GUIDELINES

In the *Historical Dictionary of the Civil Rights Movement,* author Ralph Luker writes, "The movement captured the nation's attention episodically; it retains it relentlessly."[246] From the perspective of the National Historic Landmarks Program, civil rights episodes that caught the nation's attention and remain engrained today may be associated with exceptionally important places that altered American race relations. While many individuals, organizations, and institutions played a role in the history of civil rights at the local, state, and national levels, a comparatively few made an **exceptionally** significant national impact on American civil rights history. National Historic Landmarks designated under the *Racial Discrimination in Housing* theme study must be acknowledged to be among the nation's most significant properties associated with the constitutional right to fair housing regardless of race during the period between 1866, when the Civil Rights Act of 1866 grants full citizenship and equal rights to all persons born in the United States, and 1968, when a US Supreme Court ruling finds that all housing discrimination violated the act.

Nationally significant associations and a high degree of integrity are the thresholds for designation. A property must have a direct and meaningful documented association with an event or individual and must be evaluated against comparable properties associated with the theme study before its eligibility for landmark designation can be confirmed.

Criteria of National Significance

National Historic Landmarks criteria (*Code of Federal Regulations*, Title 36, Part 65.4 [a and b]) are used to assess whether properties are nationally significant for their association with important events or persons. According to the criteria, the quality of national significance can be ascribed to districts, sites, buildings, structures, and objects that:

- **possess exceptional value or quality** in illustrating or interpreting the heritage of the United States in history, architecture, archeology, engineering, and culture, and;

- **possess a high degree of integrity** of location, design, setting, materials, workmanship, feeling, and association; and:

Criterion 1. (Events) Are associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent, the broad national patterns of United States history and from which an understanding and appreciation of those patterns may be gained; or

Criterion 2. (Persons) Are associated importantly with the lives of persons nationally significant in the history of the United States; or

Criterion 3. (Ideal) Represent some great idea or ideal of the American people; or

[246] Ralph E. Luker, *Historical Dictionary of the Civil Rights Movement* (Lanham, MD: Scarecrow Press, Inc., 1997), vii.

Criterion 4. (Architecture/Art) Embody the distinguishing characteristics or an architectural type specimen exceptionally valuable for the study of a period, style, or method of construction, or that represent a significant, distinctive, and exceptional entity whose components may lack individual distinction; or

Criterion 5. (Districts of historic significance) Are composed of integral parts of the environment not sufficiently significant by reason of historical association or artistic merit to warrant individual recognition but collectively compose an entity of exceptional historical or artistic significance, or outstandingly commemorate or illustrate a way of life or culture.

Criterion 6. (Archaeology) Have yielded or are likely to yield information of major scientific importance by revealing new cultures, or by shedding light upon periods of occupation of large areas of the United States. Such sites are those which have yielded, or which may reasonably be expected to yield, data affecting theories, concepts, and ideas to a major degree.

Because the history of civil rights is associated with events, National Historic Landmarks designated under the *Racial Discrimination in Housing* context will be eligible for consideration under Criteria 1 (events) as follows:

Criterion 1

National Historic Landmarks Criterion 1 recognizes properties associated with events important in the broad national patterns of US history. These can be specific one-time events or a pattern of events that made a significant contribution to the development of the United States. This study uses the patterns of events identified in its context of 1) African Americans and the Origins of Residential Segregation, 1866-1940; 2) American Latinos, Asian Americans, and American Indian, 1848-1945; 3) Federal Policy, Suburban Development, and Urban Renewal, 1933-1966; 4) The Fair Housing Movement and White Backlash during the Civil Rights Era, 1940-1968; and 5) National Fair-Housing Policies since 1968. Places associated with these patterns of housing discrimination are most often closely associated with milestones in the interpretation of the US Constitution, passage of federal legislation, federal housing policies, and formal national organizing. An overview of important developments and milestones in the above patterns and how an associated property may have exceptional value or quality in illustrating or interpreting the history of housing discrimination are described below.

1. African Americans and the Origins of Residential Segregation, 1866-1940

In the mid- to late-nineteenth century, congressional legislation and judicial rulings defined the rights of citizens and property ownership. The Civil Rights Act of 1866 guaranteed all citizens the equal right to hold, inherit, rent, purchase, sell, and convey real and personal property; and the Fourteenth Amendment (1868) held that states must not deny persons equal protection of the law. In 1883, the US Supreme Court narrowly ruled that states could not discriminate based on race; however, individuals were not under the same obligation (*Civil Rights Cases* associated with public accommodations). Whether the Reconstruction-era legislation distinguished between

public and private actions with regard to racial property rights served as a primary issue in fair housing for the next century.

In the early twentieth century a dual housing market supported by government ordinances and policies reflected the desire of Whites to exclude nonwhites from their neighborhoods and served as a way to avoid racial violence and maintain property values. Anti-black racial zoning, developed first in Baltimore in 1910, lasted until 1917 when the US Supreme Court struck down a city ordinance requiring racially segregated housing because it interfered with property rights without due process of law under the Fourteenth Amendment *(Buchanan v. Warley).* Thereafter, restrictive racial covenants—clauses in deeds restricting the conveyance of real property to members of certain racial groups—proved more judicially successful for White property owners. These covenants were legitimized by the Supreme Court in 1926 (*Corrigan v. Buckley*) which confirmed that the Reconstruction-era constitutional amendments never intended to prevent private individuals from entering into contracts over the disposition of their own property.

A property associated with an event from this subtheme may be eligible under Criterion 1 if the event made a significant contribution to methods that enforced residential segregation:

- Interpreting the constitutionality of racial zoning or restrictive covenants that profoundly affected the development of residential segregation in the nation.

2. American Latino, Asian American, and American Indian, 1848-1945

Initially, members of these minority groups experienced unique laws and public policies regarding their citizenship rights and privileges. Thereafter, these groups faced many of the same methods of racial zoning, racial covenants, and White violence faced by African Americans to restrict residential communities to the Caucasian race. Within this history, Asian American challenges to racial property restrictions played out prominently on the West Coast. In 1890, the San Francisco board of supervisors approved the first residential segregation ordinance in the nation's history, a measure that required all Chinese occupants to leave the city or relocate their residences and businesses to an area reserved for undesirable or noisy businesses. Chinese plaintiffs immediately challenged the racial zoning law and gained a major victory when a federal circuit court (*In re Lee Sing et al.,* 1890*)* invalidated the scheme as a violation of the Fourteenth Amendment that guaranteed all persons equal protection of laws and due process. In 1913, the California state legislature targeted Asian residents with the Alien Land Law, which prevented "aliens ineligible to citizenship" from owning property or leasing land for longer than three years. The state of Washington passed similar legislation in 1921 that was upheld by the US Supreme Court in Washington (*Yamashita v. Hinkle,* 1922), but in 1948 the Court determined that non-citizen parents could purchase land as gifts for citizen children but did not declare the law unconstitutional (*Oyama v. California).* In 1952, a California Supreme Court declared the Alien Land Law unconstitutional (*Fujii v. California*).

A property associated with an event from this subtheme may be eligible under Criterion 1 if the event made a significant contribution to:

- Interpreting the constitutionality of racial zoning that profoundly affected the right of Asian Americans to own real property.

3. Federal Policy, Suburban Development, and Urban Renewal: 1933-1966

From the 1930s through the 1950s, a massive federal transformation of the American housing market shaped the segregated development of metropolitan regions through policies associated with the New Deal, urban renewal programs, and interstate development. The Federal Housing Administration (FHA), created by the Housing Act of 1934 to stimulate new home construction and renovations, endorsed two practices: "redlining" to mark Black neighborhoods as ineligible for FHA mortgages and restrictive racial covenants to protect residential property values. These official policies excluded Blacks as well as Chinese, Mexicans, American Indians, and other minorities from loan eligibility and forced nonwhites to live in residentially segregated communities. In the 1950s, urban renewal programs of the Housing Act of 1949 and the 1956 Interstate Highway Act strengthened residential segregation patterns. The subsequent demolition of low-income and minority neighborhoods forced millions into segregated ghetto housing and caused racial unrest. Furthermore, the US Supreme Court confirmed the ability of private corporations to racially discriminate in public housing urban renewal projects that were subsidized by public funds (*Dorsey v. Stuyvesant Town Corporation,* 1950). Not only were Blacks who wanted to move into White areas denied mortgage insurance, they furthermore were banned from privately-built, federally-funded, public housing projects based on racial exclusion policies the government endorsed. Some relief came with the 1966 Model Cities Act that Congress established to reduce blighted urban centers and the unrest the urban renewal and highway development had caused. Although the program provided slum rehabilitation for minority neighborhoods, it did not promote housing integration.

A property associated with an event from this subtheme may be eligible under Criterion 1 if the event made a significant contribution to:

- Outstandingly illustrates the major role the federal branches of government played in developing segregated metropolitan regions across the nation.

4. The Fair Housing Movement and White Backlash during the Civil Rights Era, 1940-1968

In the face of federally endorsed segregated housing, activists intensified their efforts to attain open housing through the courts, coordinated lobbying, and the streets. The efforts, often in the face of White violence, ended in both victories and setbacks. Activists succeeded in creating a fair housing movement, the US Supreme Court issued two rulings, the modern civil rights movement migrated from the South to the North, and the executive branch of government supported an end to racial housing discrimination.

In 1947, the President's Commission on Civil Rights, appointed by Harry Truman, condemned racial prejudice in the housing market and specifically called for legislative and judicial action to eliminate restrictive covenants. Shortly thereafter, the Supreme Court destroyed one of the most powerful tools yet created to discriminate based on race. Its decision in *Shelley v. Kraemer* (1948) found judicial enforcement of restrictive racial covenants constituted state action that violated the Fourteenth Amendment rights to convey, hold, inherit, purchase, rent, and sell real or personal property. In the late 1940s, the development of two organizations launched the American fair-housing movement resulting from the civil rights protests against the racially segregated Stuyvesant Town development. The New York State Committee against

Discrimination, organized in 1948, pioneered legislation to eliminate housing discrimination in city-assisted housing developments that became a model for other towns and cities in the north and west, and the National Committee Against Discrimination in Housing (NCDH), formed in 1950, coordinated nationwide efforts to end housing discrimination. Their work helped secure fair-housing laws in a number of states and cities outside the South through the 1950s.

Efforts to end housing discrimination in the 1960s began with political support from the White House but was dominated by the civil rights movement. In 1962, President Kennedy issued Executive Order 11063: Equal Opportunity in Housing, which directed federal housing agencies to end discrimination in federally assisted housing. Although weak, it was the first meaningful open-housing stance in the history of federal policymaking. The full-fledged southern civil rights movement turned its attention to the northern housing issue in the "Walk to Freedom" rally in Detroit on June 23, 1963, demanding an end to racial discrimination in housing and employment. Three years later, the Chicago Freedom Movement, led by Martin Luther King Jr.'s Southern Christian Leadership Conference (SCLC) set a goal of pressuring Congress into passing a federal open-housing law. A march in this movement ended in violence as several thousand White residents attacked the civil rights protesters, including King. The televised scenes of White backlash in Chicago garnered national attention but failed to move President Lyndon Johnson's proposed open-housing legislation through Congress in 1966 and again in 1967. However, one last judicial victory for the fair housing movement remained prior to the passage of the 1968 Fair Housing Act. In 1967, the US Supreme Court held as unconstitutional a California amendment (Proposition 14) that expanded the state action doctrine to prohibit legislative action from acting to prevent racial discrimination in the sale or lease of property as a violation of the Fourteenth Amendment (*Reitman v. Mulkey*).

A property associated with an event from this era may be eligible under Criterion 1 if the event made a significant contribution to:

- Interpreting the constitutionality of restrictive covenants that dealt a major blow to de jure segregation in housing.

- Initiating a fair-housing movement that directly stimulated legislation pivotal to national reform efforts.

5. National Fair-Housing Policies since 1968

In this era, legislative and judicial milestones shaped housing policies beginning with the passage of the 1968 Federal Housing Act that was unfortunately influenced in April 1968 by the assassination of Martin Luther King Jr. and the subsequent outbreak of racial disturbances in numerous American cities. President Johnson seized upon the assassination to demand that Congress approve the open-housing bill as a tribute to King's life work and on April 11, he signed the legislation into law. The act, a landmark in the civil rights struggle for racial equality, banned governmental support in the sale, rental, or financing of housing but excluded owner-occupied dwellings rented or sold without a real estate agent. A few weeks after Johnson signed the Act, the Supreme Court issued a broader ban on racial discrimination in housing in *Jones v. Mayer* (1968). The Court ruled that the 1866 Civil Rights Act prohibited all public and private racial discrimination in the sale or rental of property. A century after the fact, a constitutional

distinction between state action and private conduct was eradicated from all racial housing discrimination. This last major victory for the fair-housing movement culminated decades of effort, replacing legally sanctioned residential segregation with anti-discrimination laws.

A property associated with an event from this era may be eligible under Criterion 1 if the event made a significant contribution to:

- Interpreting the constitutionality of banned discrimination in the sale or rental of housing by either state or private action

National Historic Landmark Exceptions

Certain kinds of property are not usually considered for National Historic Landmark designation including religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties and properties achieving significance within the past fifty years. These properties can be eligible for listing however, if they meet special requirements called NHL exceptions. The following exception may be anticipated in racial housing discrimination properties:

Exception 1: Many **religious properties** are associated with the African American civil rights movement as gathering places. To be eligible for consideration, churches must derive their primary national significance from their roles in the movement as meeting places.

Exception 8: Normally, **a property that has achieved national significance within the last fifty years** is not eligible for National Historic Landmark designation. Although the events identified in this study occurred prior to the last fifty years, future historical perspective may identify events of this time period that make these properties of extraordinary national importance and therefore eligible for National Historic Landmark designation.

Integrity

Properties considered for National Historic Landmark designation must meet one of the National Historic Landmark criteria identified above and meet any relevant National Historic Landmark exceptions. In addition, the property must retain a high degree of integrity. Integrity is defined as the ability of a property to convey its significance. The seven aspects or qualities of integrity are: location, design, setting, materials, workmanship, feeling, and association. All properties must retain the essential physical features that define both *why* a property is significant (criteria and themes) and *when* it was significant (periods of significance). These are the features without which a property—such as a courthouse or early twentieth century church—can no longer be identified. For National Historic Landmark designation, properties must possess these aspects to a high degree. The following is a description of the aspects of integrity and special issues that may be anticipated with housing discrimination properties.

Location is the place where the historic property was constructed or the event occurred. Any housing discrimination property that has been moved is unlikely to be eligible for consideration.

Setting is the physical environment of a historic property. Over time, the setting associated with a demonstration in a park, along a marching route, around a building, or in a downtown area may have changed. In evaluating the integrity of setting, consider the significance of the individual property, such as a home and its location in a neighborhood, and whether the setting is important in interpreting that significance.

Design is the combination of elements that create the historic form, plan, space, structure, and style of a property. This includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. In evaluating integrity of design, changes over time that have altered the design associated with the property's historical significance should be discerned. Design can also apply to districts and to the historic way in which the buildings, sites, or structures are related. An example is an urban area where a protest or march took place. Determination of integrity will require knowledge of how and where the protest occurred and if those associated public spaces and buildings can convey their historical association. Another example is a vacant residential lot subject to purchase with the proviso that an African American can reside in the respective neighborhood. If the lot is no longer vacant, it does not convey its historical significance.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Rehabilitation of buildings over time may have altered materials from those present during the associated event. A property must retain the key materials dating from its period of significance to be eligible under this theme study. If a property has been rehabilitated, the historic materials and significant features must have been preserved.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history. This element is most often associated with architecturally important properties. However, it is also of importance to racial housing discrimination properties for illustrating a time period associated with an event.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. With regard to housing properties, integrity of feeling may be associated with the concept of retaining a "sense of place." For example, an early twentieth century dwelling that retains its original design, materials, workmanship, and setting will relate the feeling of its time and culture.

Association is the direct link between an important historic event or person and a historic property. For housing discrimination, this will be where planned protests and discrimination incidents occurred.

Evaluation Against Comparable Properties

Finally, each property being considered for National Historic Landmark designation must be evaluated against other properties bearing a similar nationally significant association. Comparing properties associated with the same event provides the basis for determining which sites have an association of exceptional value or quality in illustrating or interpreting the history of employment discrimination.

METHODOLOGY

Creating the Context

The National Park Service partnered with the Organization of American Historians whose civil rights housing scholar prepared the theme study's historic context. The scholar was charged with producing a chronological story of the African American, American Latino, Asian American, and American Indian experience in gaining fair housing. The context was prepared in sufficient depth to support the relevance, relationships, and national importance of places to be considered for National Historic Landmark designation according to the following aspects:

- Economic, social, judicial, and political forces related to the topic,
- Significance of individuals and events crucial or definitive to the story,
- Places associated with these individuals and events.

Property Identification

A list of existing landmarks associated with racial housing discrimination was compiled using the inventory contained in *National Landmarks, America's Treasures: The National Park Foundation's Complete Guide to National Historic Landmarks* (2000) under the topic of Civil Rights. A search for National Park Service units, National Historic Landmarks, and potential properties was made in two NHL theme studies: *Finding a Path Forward: Asian American Pacific Islander National Historic Landmarks Theme Study* (2017) and *American Latinos and the Making of the United States: A Theme Study* (2013).

The context's author, historian Matthew Lassiter, compiled an extensive list of potential properties, some in consultation with other historians. Additional research conducted on these properties was undertaken through secondary sources identified in the context and through the internet. For constitutional perspectives, Kermit L. Hall's (ed.), *The Oxford Companion to the Supreme Court of the United States* (1992) placed court rulings within judicial and social contexts. State Historic Preservation Offices verified the existence of property and their degree of integrity if readily known.

Peer Reviews

This study was made available for national and state level review and for scholarly peer review. Those contacted for review included all National Park Service staff in the National Register of Historic Places and National Historic Landmarks Programs; National Park Service historians with expertise in African American or housing discrimination history; and all State, Federal, and Tribal Historic Preservation Officers. A scholarly peer review of the original context was conducted in 2009 by David M. P. Freund, Professor of History, University of Maryland.

SURVEY RESULTS

This section identifies properties associated with events and individuals considered nationally significant within the history of housing discrimination. The properties are divided into three categories: 1) Properties Recognized as Nationally Significant, 2) National Historic Landmarks Study List, and 3) Properties Removed from Further Study. The properties are further divided within each category according to the respective civil rights era established in the Registration Guidelines. Each listing notes the property name and location (shown in **bold**), the property's associated event or individual (shown in *italics*), and a statement of the property's significance. Properties are cross-referenced respectively in Tables 1 to 3 of this section. This is not an exhaustive list of properties that may be considered for designation under this study.

PROPERTIES RECOGNIZED AS NATIONALLY SIGNIFICANT

The properties listed below have been designated by the Secretary of the Interior as National Historic Landmarks. No properties have been established by Congress as a unit of the National Park System under this theme.

Harada House, 3356 Lemon Street, Riverside, California (NHL, 1990)
Alien Land Law: The People of the State of California v. Jukichi Harada (1918)
This house was the object of the first test of the constitutionality of alien land laws in the United States prohibiting aliens who were ineligible for citizenship from purchasing property. Jukichi Harada, a Japanese immigrant ineligible for US citizenship under federal law, bought the house in the name of his three American-born minor children. In a test of California's Alien Land Law (1913), the Riverside County Superior Court ruled that all native-born citizens, even minor born children of immigrant parents, could own land. The ruling fundamentally reinforced the constitutional guarantees of American citizenship.

Shelley House, 4600 Labadie Avenue, St. Louis, Missouri (NHL, 1990)
Restrictive Covenant Cases: Shelley v. Kramer (1948)
The Shelley House was the home of the plaintiffs in *Shelley v. Kramer*, one of four cases known collectively as the *Restrictive Covenant Cases* in which the US Supreme Court found racially restrictive covenants in real estate were illegal. Although the court's ruling allowed restrictive covenants to be voluntarily maintained, state action to enforce them violated Fourteenth Amendment rights to convey, hold, inherit, purchase, rent, and sell real or personal property. By suppressing enforcement of racial covenants, the case destroyed one of the most onerous tools yet created to bring about racial discrimination.

NATIONAL HISTORIC LANDMARKS STUDY LIST

Properties on this study list have strong associations with nationally significant events within the racial housing discrimination context. Thus, this study recommends that these properties be evaluated to determine their relative significance and integrity for National Historic Landmark consideration. As noted in the registration guidelines, all evaluations must develop a full context associated with their respective significance, ascertain a high degree of integrity, and compare the subject property with others that share the same significance.

This is not an exhaustive list. During the course of the study, some properties were excluded from consideration under the registration guidelines for *exceptional* national significance set for this study or excluded for lack of information about other potential nationally significant comparative properties with the same associations.

African Americans and the Origins of Residential Segregation, 1866–1940

The properties in this list represent legal challenges to the origins of residential segregation including zoning ordinances, racial restrictive covenants, and White violence.

1834 McCulloh Street, Baltimore, Maryland (contributes to the Old West Baltimore Historic District, NR, 2004)
Racial Zoning Ordinance (1910)
This property inspired the nation's first anti-black racial zoning ordinance. In 1910, Black attorney George W. F. McMechen moved into the all-white Eutaw Place neighborhood, renting this home that had been purchased by W. Ashbie Hawkins, his law firm partner and counsel for the local NAACP branch. After White residents on the street protested, the city passed an ordinance stating that Blacks could not move into a block in which a majority of the residents were White and vice versa. Promoted as a progressive keep-the-peace measure, the ordinance was voided by local and state courts because it lacked clarity and was drawn incorrectly, never reaching the issue of whether the law encroached on African American property rights. Baltimore passed three more versions of a residential segregation ordinance between 1911 and 1914, which the courts also voided. Although formal racial zoning did not last long in Baltimore, the effort inspired similar laws in border and southern states.

Latino Americans, Asian Americans, and American Indians

No properties associated with these minorities were identified for NHL evaluation.

Federal Policy, Suburban Development, and Urban Renewal, 1933–1966

Detroit's Segregation Wall, 8 Mile Road, Detroit, Michigan
Federal Housing Policy, 1941
The "segregation wall" starkly illustrates the mortgage policies of the Federal Housing Administration (FHA) that prohibited (redlined) investment in racially diverse neighborhoods based on the expectation that segregation benefitted property values. The Eight Mile-Wyoming area, located in the city's mostly White northwest section, contained a longstanding rural Black community. A proposed all-white subdivision on land adjacent to this community failed to

secure FHA approval financing because of its proximity to this "slum." Ultimately, the project received FHA approval only after the developer constructed a three-block-long, six-foot-high concrete block wall to separate the White subdivision from the Black community. Today the wall, also referred to as Detroit's wailing wall, is covered with murals, some civil rights related. The property illustrates the outcome of federal housing policy that furthered racial divide.

Stuyvesant Town Development, Manhattan's East Side,
East of First Avenue between Fourteenth and Twentieth Streets, New York City
Urban Renewal: Dorsey v. Stuyvesant Town Corp. (1949, 1950)
Stuyvesant Town, an eighteen-block urban redevelopment project, epitomized the ability of urban renewal programs to segregate public housing. Its developer, Metropolitan Life Insurance Company, received $55 million in tax breaks from New York City, which also used the power of eminent domain in the forced removal of 10,000 residents, few of whom were given adequate replacement housing. When it opened in 1947, its rental policy banned minorities after Metropolitan claimed the constitutional right of a private entity to not integrate. Three African American veterans sued Stuyvesant Town Corporation after being refused rental housing on grounds that the city's role in land acquisition for a private developer constituted "state action" in support of racial discrimination. The New York state courts found for the defendant by drawing a distinction between illegal racial discrimination in public housing and permissible racial discrimination in "private enterprise aided by government." The US Supreme Court declined to hear the appeal, providing a free hand for discrimination in urban renewal programs nationwide.

The Fair Housing Movement and White Backlash during the Civil Rights Era, 1940–1968

Stuyvesant Town Development, Manhattan's East Side,
East of First Avenue between Fourteenth and Twentieth Streets, New York City
Fair Housing Movement
Beyond being associated with urban renewal above, this property is also significant for launching the fair housing movement and the founding of the first organizations dedicated to eliminating discrimination in housing. The New York Committee on Discrimination in Housing, founded in 1948, lobbied for pioneering legislation associated with ending racial discrimination in city-assisted housing developments that served as models for other towns and cities in the north and west. The National Committee Against Discrimination in Housing (NCDH), founded in 1950 by New York housing reformers, is associated with longtime efforts to make housing discrimination illegal nationwide. In 1952, these efforts led to Metropolitan Life adopting a non-discriminatory rental policy.

McGhee House, 4626 Seabaldt Avenue, Detroit, Michigan (Michigan Historical Register, 1976)
Restrictive Covenant Cases: McGhee v. Sipes (1948), companion case to Shelley v. Kramer
This is the home purchased in 1944 by the McGhees, an African American couple who were sued by the White homeowners' association to enforce a racial covenant and ordered to leave by the Michigan state courts. The NAACP appealed the case to the US Supreme Court, where it became part of the *Shelley v. Kraemer* decision that found the courts may not enforce racially restrictive covenants. In February 2019, the Michigan State Housing Development Authority

issued an RFP to prepare a National Register nomination for the McGhee House as part of documenting Detroit's 20th Century African American Civil Rights.

Hurd House, 116 Bryant Street, NW, Washington, D.C. (National Register, Bloomingdale Historic District, 2018)
Restrictive Covenant Cases: Hurd v. Hodge (1948), companion case to Shelley v. Kramer
Restrictive Covenant Cases: Urciolo v. Hodge (1948), combined with Hurd v. Hodge
The above cases became part of the *Shelley v. Kramer* litigation, but the Supreme Court decision in *Hurd v. Hodge* addressed the separate constitutional issue of banning enforcement by federal courts and relied on the 1866 Civil Rights Act to reach a similar conclusion as *Shelley*, which used the Fourteenth Amendment. The Hurds, a Black couple, bought the home at 116 Bryant. Uricolo, a White real estate dealer, sold and conveyed three restricted properties at 118, 134, and 150 Bryant Street to three other Black petitioners. The White homeowners (Hodge) at 136 Bryant Street sued to evict these families under the racial covenant.

National Fair Housing Policies since 1968

Lot at 7417 Hyde Park, St. Louis County, Missouri
Jones v. Alfred H. Mayer Co. (1968)
This case upheld the Fair Housing Act of 1968. The Mayer Company refused to sell a lot in the Paddock Woods subdivision to the Joneses on grounds that the husband was an African American. The couple claimed discrimination was illegal based on the Civil Rights Act of 1866, which gave all citizens the same right as White citizens to purchase real property. The Court agreed and outlawed all public and private discrimination in the sale and rental of property based on race. It covered all property, including owner-occupied dwellings excluded in the Fair Housing Act. This case, combined with the housing act, brought a final major victory to the fair housing movement.

PROPERTIES REMOVED FROM FURTHER STUDY

For the benefit of future researchers, this category describes places that no longer exist, or which lack the high degree of integrity needed for landmark designation. Events having no known associated property are also included.

African Americans and the Origins of Residential Segregation

Lot on the corner of Thirty-Seventh Street and Pflanz Avenue, Louisville, Kentucky
Racial Zoning Ordinance: Buchanan v. Warley (1917)
Litigation in *Buchanan* marked the US Supreme Court's earliest positive contribution to ending housing segregation. The city of Louisville passed a racial zoning ordinance in 1914, defended as a measure to promote civic peace through racial separation. As a test case, William Warley, the branch president of the Louisville NAACP, agreed to purchase this lot on a majority-white street with the proviso that he be allowed to live there. The Court's decision invalidated municipal racial zoning ordinances on property rights grounds pursuant to the 1866 Civil Rights Act and the Fourteenth Amendment (1868). Because several upper south states had enacted racial zoning ordinances, the decision placed limits on the movement to segregate Blacks. It furthermore tied the protection of property rights with securing civil rights. This property is now a cemetery and commemorates this court decision with Kentucky Historical Marker (number 2533): "Landmark Civil Rights Victory."

Lot on 1700 block of S Street, NW between Eighteenth Street & New Hampshire Avenue, Washington, D.C.
Restrictive Covenants: Corrigan v. Buckley (1926)
Corrigan legitimized racially restrictive covenants that prevented home sales and rentals to Blacks and other minorities on grounds that covenants were a private action and therefore lay beyond the scope of the due process clause of the Fourteenth Amendment that referred to state action. In the nation's capital, Buckley sued Corrigan to prevent his neighbor from selling a lot to a Black buyer. Reaffirming the sharp distinction between public and private action drawn in the 1883 *Civil Rights Cases*, the Supreme Court dismissed the legal challenge to racial covenants, giving a green light to racial discrimination in housing markets until reversed in 1948. The decision enabled Whites to maintain residential segregation and reduced the opportunity for African Americans to leave the ghettos. No empty lot exists in this block.

American Latinos, Asian Americans, and American Indians: 1848-1945

In re Lee Sing (1890)
Racial zoning law
San Francisco commissioners passed the nation's first racial zoning law requiring all Chinese to relocate residences and businesses to an area reserved for slaughterhouses, etc. Police randomly arrested twenty Chinese in a hotel for violating the ordinance. Federal circuit court invalidated the scheme for violating the Fourteenth Amendment. No known property.

Oyama property

Oyama v. California (1948), Alien Land Law

The case declared the Alien Land Law as unconstitutional. *Oyama* said a state alien land law could not be used to deprive a minor American citizen of lands actually purchased by his alien father. Originally farmland, the property is now a residential development.

Table 1. Properties Recognized as Nationally Significant

Properties listed below were designated by the Secretary of the Interior as National Historic Landmarks.

Property	Event
Asian Americans, 1848–1945	
Harada House Riverside, California (NHL, 1990)	*People of the State of California v. Jukichi Harada* (1918) Alien Land Law
The Fair Housing Movement, 1940–1968	
Shelley House St. Louis, Missouri (NHL, 1990)	*Shelley v. Kramer* (1948) Restrictive Covenant Case

Table 2. National Historic Landmarks Study List

Properties in this table are recommended for further study for National Historic Landmark consideration. This is not an exhaustive list of properties that may be eligible for consideration.

Property	Event
African Americans & the Origins of Residential Segregation, 1866–1940	
1834 McCulloh Street Baltimore, Maryland	Racial zoning ordinance (1910)
Federal Policy, Suburban Development, and Urban Renewal, 1933–1966	
Detroit's Segregation Wall 8 Mile Road, Detroit, Michigan	*Federal Housing Policy,* 1941
Stuyvesant Town Development New York City	*Dorsey v. Stuyvesant Town Corp.* (1949) Urban renewal programs
Fair Housing Movement and White Backlash during the Civil Rights Era, 1940–1968	
McGhee House 4626 Seabaldt Avenue, Detroit, Michigan	*Shelley v. Kramer* (1948) Restrictive Covenants
Hurd House 116 Bryant Street, NW, Washington, DC	*Shelley v. Kramer* (1948) Restrictive Covenants
Stuyvesant Town Development New York City	Fair housing movement
National Fair Housing Policy since 1968	
Lot at 7417 Hyde Park St. Louis County, Missouri	*Jones v. Alfred H. Mayer Co.* (1968)

Table 3. Properties Removed from Further Study

Properties listed in this table have either been demolished, lack a high degree of integrity, or could not be located.

Property	Associated Event
African Americans & the Origins of Residential Segregation, 1866–1940	
Lot on the corner of 37th Street and Pflanz Avenue Louisville, Kentucky	*Buchanan v. Warley* (1917) Racial zoning ordinance
Lot on 1700 block of S Street, NW between 18th Street & New Hampshire Avenue Washington, D.C.	*Corrigan v. Buckley* (1926) Restrictive Covenants
American Latinos, Asian Americans, and American Indians: 1848–1945	
No property	*In re Lee Sing* (1890) Racial zoning
Farmland converted to residential development	*Oyama v. California* (1948) Alien Land Law

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APPENDIX A. CHRONOLOGY OF RACIAL DISCRIMINATION IN HOUSING

This chronology summarizes the progression made toward the Fair Housing Act of 1968.

1866 The *Civil Rights Act of 1866* guaranteed all citizens the equal right to hold, inherit, rent, purchase, sell, and convey real and personal property.

1868 The *Fourteenth Amendment* held that states must not deny persons equal protection of the law.

1883 *Civil Rights Cases 1883*. In 1883, the US Supreme Court narrowly ruled that states could not discriminate based on race; however, individuals were not under the same obligation.

1900 *Restrictive racial covenants.* In the early decades of the twentieth century, the spread of restrictive racial covenants—clauses in deeds restricting the conveyance of real property to members of certain racial groups— provided a method of enforcing housing segregation. These covenants were legitimized by the Supreme Court in 1926 (*Corrigan v. Buckley*) which confirmed that the Reconstruction-era constitutional amendments never intended to prevent private individuals from entering into contracts over the disposition of their own property.

1910 *Racial Zoning.* Anti-black racial zoning, developed first in Baltimore in 1910, lasted until 1917 when the US Supreme Court struck down a city ordinance requiring racially segregated housing because it interfered with property rights without due process of law under the Fourteenth Amendment *(Buchanan v. Warley).*

1917 *Buchanan v. Warley*, 245 U.S. 60. The Supreme Court struck down a city ordinance requiring neighborhood racial segregation in housing.

1926 *Corrigan v. Buckley*, 271 U.S. 323. The Supreme Court supported the constitutionality of restrictive covenants. The decision closed the door to racial integration in housing that had been pried open in *Buchanan.*

1933 *Home Owners Loan Corporation (HOLC)*. Congress authorized the HOLC to refinance the mortgages on private homes facing foreclosure. The HOLC programs of the early 1930s inaugurated the practice of redlining as public policy.

1934 *Federal Housing Administration (FHA)*. The Federal Housing Administration (FHA), created by the National Housing Act of 1934 to stimulate new home construction and renovations, endorsed two practices: “redlining” to mark Black neighborhoods as ineligible for FHA mortgages and restrictive racial covenants to protect residential property values.

1948 *Shelley v. Kramer,* 334 U.S. 1. US Supreme Court found racially restrictive covenants in real estate were illegal. Court held that judicial enforcement of restrictive covenants constituted discriminatory state action prohibited by the Fourteenth Amendment. In a companion case, *Hurd v. Hodge*, the Court relied on the Civil Rights Act of 1866 to reach a similar conclusion. Restrictive covenants voluntarily maintained were permissible, but

state action to enforce them violated Fourteenth Amendment rights to convey, hold, inherit, purchase, rent, and sell real or personal property.

1956 *Federal Highway Act.* The 1956 Interstate Highway Act strengthened residential segregation patterns by displacing hundreds of thousands of racial minorities from neighborhoods in urban centers while accelerating the development of segregated White suburbs.

1963 *Detroit "Walk for Freedom" Rally.* The full-fledged southern civil rights movement turned its attention to the northern housing issue in the "Walk to Freedom" rally in Detroit on June 23, 1963, demanding an end to racial discrimination in housing and employment with no results.

1967 *Reitman v. Mulkey*, 387 U.S. 369. The Supreme Court held unconstitutional an amendment to the California constitution prohibiting the state from acting in any way to prevent racial discrimination in the sale or lease of property.

1965 The *Chicago Freedom Movement* led by Martin Luther King Jr.'s Southern Christian Leadership Conference (SCLC) set a goal of pressuring Congress into passing a federal open-housing law. Televised scenes of a march ending in violence as several thousand White residents attacked the civil rights protesters, including King, garnered national attention but failed to move President Lyndon Johnson's proposed open-housing legislation through Congress in both 1966 and 1967.

1966 The *Model Cities Act*, part of President Lyndon Johnson War on Poverty program, provided slum rehabilitation for minority neighborhoods but did not promote housing integration.

1968 *Fair Housing Act of 1968 (Civil Rights Act of 1968, Title VIII)* banned discrimination based on race, color, religion, and national origin in the sale and rental of housing.

1968 *Jones v. Mayer,* 392 U.S. 409. The Supreme Court upheld Title VIII of the 1968 Civil Rights Act, finding that the 1866 Civil Rights Act barred both private and public racial discrimination in housing.

JEFFERSON UNION HIGH SCHOOL DISTRICT

REPORT FROM THE DISTRICT'S

REAL PROPERTY ADVISORY COMMITTEE

OCTOBER 4, 2021

Executive Summary

The Jefferson Union High School District Board of Trustees ("Board") convened a Surplus Property Advisory Committee ("7-11 Committee" or "Committee") that met on August 23, August 30, September 13, September 20, and October 4, 2021. The Committee found that the Jefferson Union High School District ("District") has sufficient space at Jefferson High School, Oceana High School, Terra Nova High School, Thornton High School, and Westmoor High School to house District students beginning in the 2021-22 school year and beyond.

The Committee concluded that current enrollment data and future projections clearly support a recommendation to the Board to declare the Serramonte Del Rey site surplus to the District's educational needs. The 7-11 Committee is also recommending that acceptable uses of the Serramonte Del Rey site include housing, open space, and retail, as well as spaces that foster educational opportunities, community engagement (e.g., garden, farmer's market, food trucks), and recognize diversity in the community (e.g., cultural activities, honor native peoples).

Purpose of the Committee

On February 23, 2021, the Board took action to authorize the formation of a 7-11 Committee and on August 17, 2021 the Board adopted a resolution establishing the committee and appointing its members. Both action items outlined that the purpose of the committee would be to consider and make a recommendation as to whether the Serramonte Del Rey site should be declared surplus and to recommend possible acceptable uses of the site based on the Board's desire to pursue potential land leases.

Committee Membership

Seven Committee members were appointed by the Board at its August 17, 2021 meeting.

As required by Education Code 17390, the membership of the 7-11 Committee was representative of all the following categories: (a) the ethnic, age group, and socioeconomic composition of the District; (b) the business community, such as store owners, managers, or supervisors; (c) landowners or renters, with preference to be given to representatives of neighborhood associations; (d) teachers; (e) administrators; (f) parents of students; and (g) persons with expertise in environmental impact, legal contracts, building codes, and land use planning, including, but not limited to knowledge of the zoning and other land use restriction of the cities or cities and counties in which surplus space and real property is located.

Member	Affiliate	Criteria
Adam Kubey	Certificated Employee, JUHSD	a, d
Rebecca Lugtu	Business Owner	a, b
Victoria Magbilang	Parent, Resident	a, c, f
Dennie Marenco	Thornton High School Principal	a, e
Ben Schaefer	Business Owner, Architect	a, b, g
Chris Tung	Parent	a, f
Jose Villalobos	Certificated Employee, JUHSD, Resident	a, c, d

Ben Schaefer served as chair of the committee and Jose Villalobos served as vice chair. Associate Superintendent Tina Van Raaphorst attended all meetings and provided the Committee with enrollment trends data, budget information, and other information relevant to the Committee's work. Gina Beltramo, Deputy County Counsel, provided the committee with an overview of the Brown Act and the role of the 7-11 Committee at the first meeting. Representatives from District consultants Brookwood Group provided the Committee with information about the proposed uses of the Serramonte Del Rey site.

Charge to the Committee

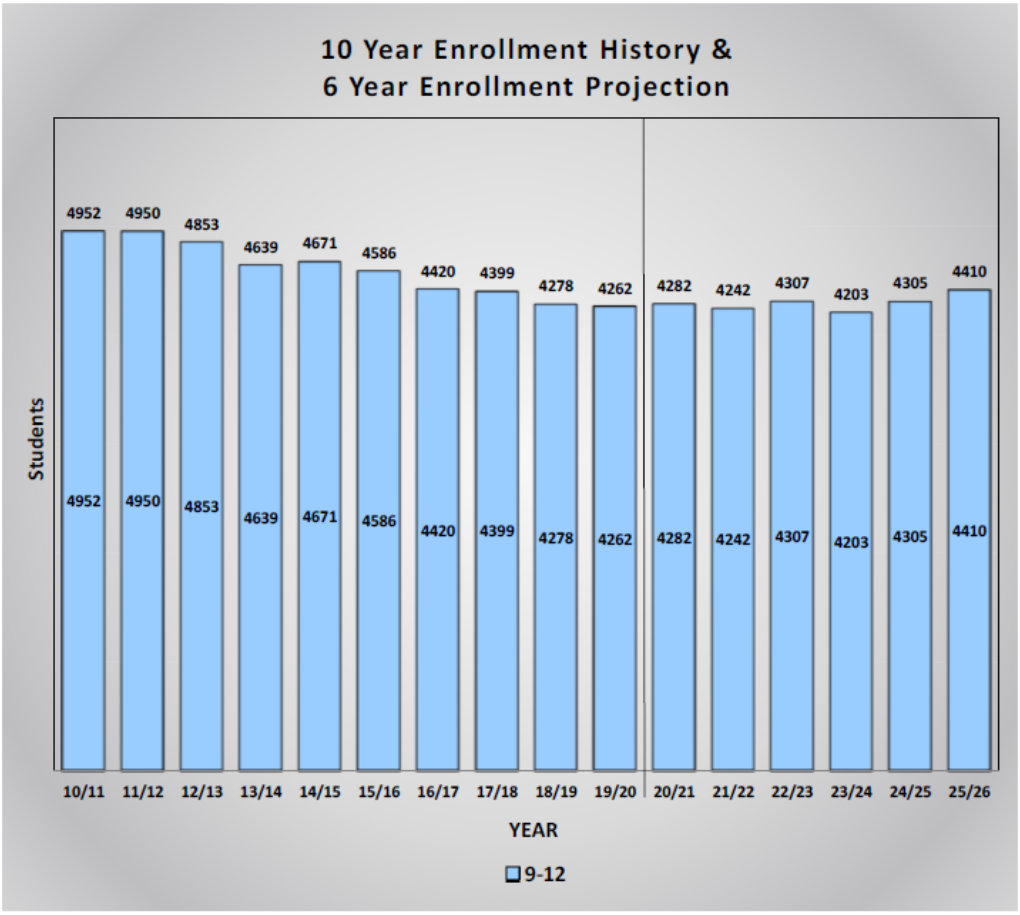
In accordance with the California Education Code, the committee was charged with the following duties:

1. Review projected enrollment figures to determine the amount of surplus space and real property.
2. Establish a priority list of uses of the surplus real property that will be acceptable to the community.
3. Circulate throughout the attendance area the priority list of surplus property and provide for a public hearing for community input to the committee regarding the acceptable uses for the surplus property. One such use could include the sale or lease of the surplus property for childcare development purposes pursuant to Education Code Section 17458.
4. Make a final determination on the "limits of tolerance" related to the uses of the surplus property.
5. Forward a report to the Governing Board recommending uses of surplus property.

At its second meeting the Committee reviewed District enrollment data and projections. Below is a chart prepared by School Works demographers demonstrating the yearly District enrollment and the projections for the future, as well as a link to the full demographic report.

Jefferson Union High School District
Demographic Study
2019/20

10 Year Enrollment History and 6 Year Enrollment Projections



The Jefferson Union High School District has declined over the past ten (10) years from an enrollment of 4,952 in 2010/11 to the current enrollment of 4,262. This chart provides a summary of the last ten (10) years of historic enrollment and projected enrollment for the next six (6) years. The color blue represents the historic and projected enrollment for the high school grades 9-12. The entire District enrollment is shown at the top of each bar.

SchoolWorks
Facility Problem Solvers

Given that the enrollment projections for 2021-22 at Jefferson, Oceana, Terra Nova, Thornton, and Westmoor High Schools all show additional capacity available at the sites, and taking into account the District enrollment trends, the 7-11 Committee concludes that the data justifies the recommendation to declare the Serramonte Del Rey site surplus.

The Committee also identified other considerations for the Board. The site is not currently providing much opportunity to the community in terms of K-12 education, however it has been used for other community purposes, including a garden, continuing adult education, COVID-19 testing, local organization events, and ceremonial and cultural events. The Committee encourages the Board to consider looking for opportunities that allow the community to continue to be served in these ways. The Committee also encourages the Board to consider ways to preserve or reproduce elements and/or purposes of the current garden in any future plans for the property.

A public hearing was held at the September 13 meeting. The notice for the public hearing was posted at all school sites, multiple community sites, on the District website, and sent out in the District newsletter. Additionally, notices for all 7-11 Committee meetings were emailed to community members who participated in past meetings about Serramonte Del Rey and/or asked to be notified about meetings on the topic. Four members of the public made comments during the meeting. In summary, the community members expressed:

- A desire to maintain the current garden to be used by the community as is
- Concern about housing density in Daly City
- Concern the amount of affordable housing being proposed is not sufficient
- Loss of land for indigenous use/ceremony/engagement
- Advocacy for a cultural/community center for native peoples
- Loss of agricultural capacity and education
- A desire for public access to green space
- Concern about traffic patterns and where residents will park

At the third and fourth meetings, the Committee discussed acceptable uses and unacceptable uses for the Serramonte Del Rey site. At the fifth meeting, a draft version of the report was discussed publicly. The Committee agreed to recommend to the Board the following acceptable uses of the site:

Acceptable Uses
Housing (consider increasing allotment of affordable housing above city's minimum requirements)
Open/public space, including meeting public needs for accessing these facilities (restrooms, ADA, etc.)
Community garden, including promoting gardening education and youth learning
Community engagement
Retail (focus on small, local businesses)
Educational opportunities not related to the District (e.g., pre-school)

Opportunities to recognize diversity in the community (e.g., cultural activities, honor native peoples)
Reinvesting in the community (e.g., jobs for residents, organizations which partner with the community)

Committee members also agreed to recommend the following unacceptable uses of the Serramonte Del Rey site:

Unacceptable Uses
Any use that will cause pollution or harm the environment
Organizations that are contrary to the values of the school district
Any use that would hinder common modes of transport used by community members (pedestrian, bicycle, vehicular, public transit)
Non-integrated parking (e.g., large open parking lots)

Based on the agreed upon acceptable and unacceptable uses of the Serramonte Del Rey site, the 7-11 Committee recommends that the greatest priority for use of the Serramonte Del Rey site be:

- Housing, including affordable units
- Public open space and semi-private open space for new residents
- Neighborhood-serving retail
- Community space (community garden, community center, parks/playgrounds, etc.)
- Educational opportunities (e.g. preschool)

Attachments:

1. 7-11 Committee meeting minutes from August 23, 2021
2. 7-11 Committee meeting minutes from August 30, 2021
3. 7-11 Committee meeting minutes from September 13, 2021
4. 7-11 Committee meeting minutes from September 20, 2021
5. 7-11 Committee meeting minutes from October 4, 2021 (unapproved)

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
FIRST MEETING MONDAY, AUGUST 23, 2021 – 6:00-7:30 PM

1. **CALL TO ORDER AND ROLL CALL**

   Minutes:

   Called to order at 6:05 p.m.

   All Committee Members present except Rebecca Lugtu who joined at 6:15 p.m.

2. **ASSOCIATE SUPERINTENDENT WELCOME**

   Minutes:

   Informational item, no action taken.

   Associate Superintendent Van Raaphorst welcomed the Committee Members and each member introduced themselves.

3. **PUBLIC COMMENT EXPLANATION**

   Minutes:

   Informational item, no action taken.

   Associate Superintendent Van Raaphorst reviewed the public comment process as outlined on the meeting agenda

4. **APPROVAL OF AGENDA**

   The 7-11 District Advisory Committee reserves the right to change the order in which agenda items are discussed and/or acted upon at this meeting. Subject to further action by the Committee, the agenda for this meeting is to be approved as presented. Items may be added to this agenda for discussion or action only as permitted by the Brown Act.

   Minutes:

   Motion passed with a motion by Mr. Kubey and a second by Mr. Schaefer

   VOTE: Yes Adam Kubey
   Yes Rebecca Lugtu
   Yes Victoria Magbilang
   Yes Dennie Marenco
   Yes Ben Schaefer
   Yes Chris Tung
   Yes Jose Villalobos

5. **NON-AGENDA PUBLIC COMMENT**

   Minutes:

   Public comment given by Sabrina Brennan, Dianne Lee, Eddy Holeman. No action taken.

6. **DISTRICT LEGAL COUNSEL**
   a. District Legal Counsel to Explain Purpose and Regulations Regarding the 7-11 Committee

District Legal Counsel will explain the following to the Committee:

- Purpose and Regulations regarding the 7-11 Committee
- Committee composition requirements
- Role of the committee
- Overview of the Brown Act

Minutes:

Informational item, no action taken.

Deputy County Counsel, Gina Beltramo, provided the committee with information about the purpose, regulations, and role of the committee and reviewed the key components of the Brown Act.

Public comment given by Sabrina Brennan, Eddy Holeman, Dianne Lee, Debbie Santiago.

7. DISCUSSION/ACTION

a. Committee Chairperson Selection
b. Committee Vice Chairperson Selection

Minutes:

Public comment given by Sabrina Brennan.

Motion was made by Mr. Tung and seconded by Ms. Magbilang to approve the slate of Mr. Schaefer as Chairperson and Mr. Kubey as Vice Chairperson.

Motion to amend the previous motion by Mr. Kubey and seconded by Ms. Magbilang.

VOTE: Yes Adam Kubey
Yes Rebecca Lugtu
Yes Victoria Magbilang
Yes Dennie Marenco
Yes Ben Schaefer
Yes Chris Tung
Yes Jose Villalobos

Motion was made by Mr. Kubey and seconded by Mr. Tung to approve the slate of Mr. Schaefer as Chairperson and Mr. Villalobos as Vice Chairperson.

VOTE: Yes Adam Kubey
Yes Rebecca Lugtu
Yes Victoria Magbilang
Yes Dennie Marenco
Yes Ben Schaefer
Yes Chris Tung
Yes Jose Villalobos

8. STAFF REPORT

a. JUHSD Facilities Consideration Process and Overview
District staff will present to the Committee the meeting the overview of property considerations to help the 7-11 District Advisory Committee in their role of advising the

Board of Trustees regarding the use or disposition of school buildings, space, or property that is not needed for school purposes (Education Code Section 17388). Specifically,

- Purpose of development
- Method of site selection
- Current site uses
- Brief overview of proposed uses

Minutes:

Informational item, no action taken.

Associate Superintendent Van Raaphorst provided an overview of the proposed project and let the committee know that a future committee meeting will be devoted to a deeper exploration of this topic.

Public comment given by Eddy Holeman, Sabrina Brennan, Dianne Lee.

9. FUTURE MEETINGS

Minutes:

Discussion item, no action taken.

Committee discussed future meeting format, dates, and topics as follows:

Date	Topic
8/30/21	Demographics, site capacities
9/13/21	Full plan discussion and community input
9/20/21	Develop report
10/4/21	Review and approval of report

Public comment given by Sabrina Brennan, John Tu.

10. ADJOURNMENT

Minutes:

Passed with a motion by Mr. Kubey and a second by Mr. Tung. All approved. Adjourned at 7:45 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
SECOND MEETING TUESDAY, AUGUST 30, 2021 – 6:00-7:30 PM

1. CALL TO ORDER AND ROLL CALL

Minutes:

Chairperson Schaefer called the meeting order at 6:05.
All Committee members were present except Rebecca Lugtu.

2. NON-AGENDA PUBLIC COMMENT

Minutes:

Public comment was given by Eddy (no last name given) and Sabrina Brennan.

No action taken.

3. APPROVAL OF CONSENT AGENDA ITEMS

a. Review and Approval of Order of Agenda
b. Approval of the Minutes of the 7-11 Committee Meeting of August 23, 2021

Minutes:

Motion to approve the consent agenda passed with a motion by Ms. Magnilang and a second by Mr. Tung.

VOTE:

YES Adam Kubey
YES Victoria Magbilang
YES Dennie Marenco
YES Ben Schaefer
YES Chris Tung
YES Jose Villalobos

4. **DISTRICT LEGAL COUNSEL**

Minutes:

Deputy County Counsel Gina J. Beltramo provided the committee with an overview of the topics that will need to be covered in the committee's report to the JUHSD Board of Education.

Public Comment was given by Eddy (no last name given) and Sabrina Brennan.

Informational item, no action taken.

5. STAFF REPORT/DISCUSSION

Minutes:

Associate Superintendent Van Raaphorst provided the committee with a report about projected school enrollment and need, school site capacities, district funding, current uses of Serramonte Del Rey including the Garden and Head Start, and the relocation of JUHSD programs such as District offices and the Adult School.

Public Comment was given by Sabrina Brennan, John Tu, and Eddy (no last name given).

Informational item, no action taken.

6. FUTURE MEETINGS

Minutes:

The next meeting (Sept. 13, 2021) will involve a discussion of the Serramonte Del Rey development proposal.

Public Comment was given by Sabrina Brennan and Maryam Dadar.

Discussion item, no action taken.

7. ADJOURNMENT

Minutes:

Motion to adjourn the meeting passed with a motion by Mr. Villalobos and a second by Mr. Kubey. All approved. Adjourned at 8:00 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
THIRD MEETING MONDAY, SEPT. 13, 2021 – 6:00 PM

1. CALL TO ORDER AND ROLL CALL

Minutes:

Chairperson Schaefer called the meeting order at 6:00.

All Committee members were present.

2. NON-AGENDA PUBLIC COMMENT

Minutes:

None.

No action taken.

3. APPROVAL OF CONSENT AGENDA ITEMS

a. Review and Approval of Order of Agenda

b. Approval of the Minutes of the 7-11 Committee Meeting of August 30, 2021

Minutes:

Motion to approve the consent agenda passed with a motion by Dr. Morenco and a second by Mr. Tung.

VOTE:

YES	**Adam Kubey**
YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Jose Villalobos**
YES	**Rebecca Lugtu**

4. PROPOSED USES OVERVIEW

Minutes:

Associate Superintendent Tina Van Raaphorst and Brookwood Advisors consultants Alan Katz, Chris White, and Bruce Fukuji provided details about the proposed uses of Serramonte Del Rey. The presentation included current land uses on the site and in the neighborhood, history of the site, proposed housing and amenities, pedestrian and bicycle safety measures, and descriptions of the project phases.

Public Comment was given by John Tu, Debbie Santiago, and Diane Lee.

Informational item, no action taken.

5. PUBLIC HEARING

Minutes:

The committee invited public input on the potential uses for the surplus property.

No public comment was given.

Informational item, no action taken.

6. STAFF REPORT

Minutes:

Associate Superintendent Van Raaphorst and District staff members Ed Lopez and Danielle Messer provided the committee with additional information about school enrollment and current uses of Serramonte Del Rey, specifically the community garden and site tenants.

Public comment was given by Dianne Lee, Debbie Santiago, and Sabrina Brennan.

Informational item, no action taken.

7. FUTURE MEETINGS

Minutes:

The next meeting (Sept. 20, 2021) will involve a discussion of drafting the 7-11 report.

Public Comment was given by Sabrina Brennan.

Discussion item, no action taken.

8. ADJOURNMENT

Minutes:

Motion to adjourn the meeting passed with a motion by Vice Chair Villalobos and a second by Mr. Kubey. All approved. Adjourned at 8:15 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
REMOTE - NO PHYSICAL LOCATION
FOURTH MEETING MONDAY, SEPT. 20, 2021 – 6:00 PM

1. **CALL TO ORDER AND ROLL CALL**

Minutes:

Chairperson Schaefer called the meeting order at 6:02 p.m.

All Committee members were present except Mr. Kubey.

2. **NON-AGENDA PUBLIC COMMENT**

Minutes:

None.

No action taken.

3. **APPROVAL OF CONSENT AGENDA ITEMS**
    a. Review and Approval of Order of Agenda
    b. Approval of the Minutes of the 7-11 Committee Meeting of September 13, 2021

Minutes:

Motion to approve the consent agenda passed with a motion by Dr. Marenco and a second by Mr. Villalobos.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Jose Villalobos**
YES	**Rebecca Lugtu**

4. **PREPARATION OF 7-11 DISTRICT ADVISORY COMMITTEE REPORT TO THE JUHSD BOARD OF EDUCATION**

Minutes:

Associate Superintendent Tina Van Raaphorst provided a 7-11 report template for the Committee to review and discuss. Ms. Van Raaphorst gave an overview of the format and content of the report template. The Committee discussed ideas for content to include and began drafting the report.

Public Comment was given by Debbie Santiago and Eddy (no last name given).

Informational item, no action taken.

5. **FUTURE MEETINGS**

Minutes:

The next meeting is scheduled for October 4, 2021. The topic to be discussed will be finalizing the report and sending it to the District Board. The October 4 meeting will be in-person at the District offices.

Discussion item, no action taken.

6. **ADJOURNMENT**

Minutes:

Motion to adjourn the meeting passed with a motion by Vice Chair Villalobos and a second by Dr. Marenco. All approved. Adjourned at 7:45 p.m.

JEFFERSON UNION HIGH SCHOOL DISTRICT
MINUTES FOR 7-11 ADVISORY COMMITTEE MEETING
SERRAMONTE DEL REY - 699 SERRAMONTE BLVD. ROOM 200, DALY CITY, CA 94015
FIFTH MEETING MONDAY, OCT. 4, 2021 – 6:00 PM

1. **CALL TO ORDER AND ROLL CALL**

Minutes:

Chairperson Schaefer called the meeting order at 6:00 p.m.

All Committee members were present except Vice Chair Jose Villalobos.

2. **NON-AGENDA PUBLIC COMMENT**

Minutes:

Public Comment was given by Sabrina Brennan and Erick Campbell.

No action taken.

3. **APPROVAL OF CONSENT AGENDA ITEMS**
    a. Review and Approval of Order of Agenda
    b. Approval of the Minutes of the 7-11 Committee Meeting of September 20, 2021

Minutes:

Motion to approve the agenda passed with a motion by Adam Kubey and a second by Victoria Magbilang.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Rebecca Lugtu**
YES	**Adam Kubey**

Motion to approve the September 20, 2021 Minutes passed with a motion by Chris Tung and a second by Adam Kubey.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Rebecca Lugtu**
YES	**Adam Kubey**

Public Comment was given by Sabrina Brennan.

4. **REVIEW AND APPROVAL OF 7-11 DISTRICT ADVISORY COMMITTEE REPORT TO THE JUHSD BOARD OF EDUCATION**

Minutes:

Associate Superintendent Tina Van Raaphorst presented the report drafted by the Committee at their last meeting (Sept. 20, 2021) for discussion.

Public Comment was given by Sabrina Brennan.

Motion to approve the 7/11 District Advisory Committee Report to the JUHSD Board of Education passed with a motion by Adam Kubey and a second by Chris Tung.

VOTE:

YES	**Victoria Magbilang**
YES	**Dennie Marenco**
YES	**Ben Schaefer**
YES	**Chris Tung**
YES	**Rebecca Lugtu**
YES	**Adam Kubey**

5. **ADJOURNMENT**

Minutes:

Motion to adjourn the meeting passed with a motion by Victoria Magbilang and a second by Rebecca Lugtu. All approved. Adjourned at 6:50 p.m.

AFFIRMATIVELY FURTHERING FAIR HOUSING (AFFH)

The Fair Housing Act requires HUD and its recipients of federal financial assistance to do more than simply not discriminate; they must take meaningful actions to overcome patterns of segregation and foster inclusive communities.

AFFH NOTICE OF PROPOSED RULEMAKING

On February 9, 2023, HUD published in the Federal Register a Notice of Proposed Rulemaking (NPRM) entitled "Affirmatively Furthering Fair Housing" (https://www.federalregister.gov/public-inspection/2023-00625/affirmatively-furthering-fair-housing). The proposed rule would faithfully implement the Fair Housing Act's statutory mandate to affirmatively further fair housing (AFFH), which directs HUD to ensure that the agency and its program participants proactively take meaningful actions to overcome patterns of segregation, promote fair housing choice, eliminate disparities in opportunities, and foster inclusive communities free from discrimination. The public comment period ended on April 24, 2023. HUD will take the upcoming months to review public comments

before making revisions and finalizing the rule. The public can check this webpage or at regulations.gov for the final version.

- Please read Secretary Fudge's op-ed (https://amp.cnn.com/cnn/2023/01/19/opinions/fair-housing-combat-discrimination-fudge/index.html), President Biden's Statement (https://www.whitehouse.gov/briefing-room/statements-releases/2023/01/19/statement-from-president-joseph-r-biden-on-the-department-of-housing-and-urban-developments-new-proposed-rule-on-affirmatively-furthering-fair-housing/), HUD's Press Release (/press/press_releases_media_advisories/HUD_No_23_013), AFFH NPRM Fact Sheet and Frequently Asked Questions (/sites/dfiles/FHEO/documents/AFFH%20Fact%20Sheet.pdf), and the Quick Reference Guide (/sites/dfiles/FHEO/documents/AFFH%20Quick%20Reference%20Guide.pd to learn more about the proposed rule.

The AFFH Interim Final Rule remains in effect during proposed rulemaking.

AFFH NPRM Briefing

HUD recorded a virtual briefing about the AFFH Notice of Proposed Rulemaking (NPRM). This comprehensive briefing covers the main components of the proposed rule and presents supplementary information that focuses on planning by Community Planning and Development program participants, planning by Public and Indian Housing program participants, and engagement by residents and community members.

Please use the links below to view the recorded briefing in English and Spanish:

- Notice of Proposed Rulemaking: Affirmatively Furthering Fair Housing Briefing (https://www.youtube.com/watch?v=ePoCc58MsmM) (English)
- Notice of Proposed Rulemaking: Affirmatively Furthering Fair Housing Briefing (https://www.youtube.com/watch?v=NnzFNqQKXxA) (Spanish)

American Sign Language interpretation is available.

What is AFFH?

Who must comply?

How does HUD implement the AFFH Mandate?

Why is AFFH part of the Fair Housing Act?

What is the legacy of the AFFH Mandate?

Resources

WHAT IS AFFH?

Title VIII of the Civil Rights Act of 1968, known as the Fair Housing Act (https://www.govinfo.gov/content/pkg/USCODE-2016-title42/html/USCODE-2016-title42-chap45-subchapI.htm), requires HUD and recipients of federal funds from HUD to affirmatively further the policies and purposes of the Fair Housing Act, also known as "affirmatively further fair housing" or "AFFH." The obligation to affirmatively further fair housing requires recipients of HUD funds to take meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics, which are:

Race

Color

National origin

Religion

Sex (including gender identity and sexual orientation)

Familial status

Disability

Generally, in administering programs and activities relating to housing and community development, the federal government, HUD, and its recipients must:

- Determine who lacks access to opportunity and address any inequity among protected class groups
- Promote integration and reduce segregation
- Transform racially or ethnically concentrated areas of poverty into areas of opportunity

WHO MUST COMPLY?

In general, the AFFH mandate applies to HUD and its grantees, as well as all executive agencies and departments of the federal government, and relates to the administration of any program or activity relating to housing and urban development.

HOW DOES HUD IMPLEMENT THE AFFH MANDATE?

On February 9, 2023, HUD published in the Federal Register a Notice of Proposed Rulemaking (NPRM) entitled "Affirmatively Furthering Fair Housing" (https://www.federalregister.gov/public-inspection/2023-00625/affirmatively-furthering-fair-housing). During proposed rulemaking, the AFFH Interim Final Rule (IFR) remains in effect.

For decades, HUD has required recipients of federal financial assistance such as States, local governments, insular areas, and PHAs (program participants) to engage in fair housing planning. Such planning has previously consisted of the Analysis of Impediments to Fair Housing Choice and the Assessment of Fair Housing and was done in connection with other types of planning required by program requirements, such as the consolidated plan, annual action plan, and PHA plan.

HUD implements the AFFH mandate in other ways, such as through its collection of certifications from program participants, provisions regarding program design in its notices of funding opportunity (NOFOs), affirmative fair housing marketing and advertising requirements, and enforcement of site and neighborhood standards.

HUD's 2021 Interim Final Rule, "Restoring Affirmatively Furthering Fair Housing Definitions and Certifications," (https://public-inspection.federalregister.gov/2021-12114.pdf) requires program participants to submit certifications that they will affirmatively further fair housing in connection with their consolidated plans, annual action plans, and PHA plans. In order to support these certifications, the IFR creates a voluntary fair housing planning process for which HUD will provide technical assistance and support.

The IFR also rescinded the 2020 Preserving Communities and Neighborhood Choice rule, which caused program participants to certify "compliance" with a regulatory definition that is not a reasonable construction of the Fair Housing Act's mandate to affirmatively further fair

housing. With the IFR, HUD put itself and its program participants back in a position to take meaningful steps towards improved fair housing outcomes.

The IFR does not require program participants to undertake any specific type of fair housing planning to support their certifications, and commits HUD to providing technical assistance to those that wish to undertake Assessments of Fair Housing (AFHs), Analyses of Impediments to Fair Housing Choice (AIs), or other forms of fair housing planning. HUD is currently providing resources to assist program participants.

Contacting HUD with questions about the AFFH Interim Final Rule (IFR) or TA support: Should HUD program participants have any questions about the AFFH IFR or TA support, they can contact the FHEO Policy Legislative Initiatives division at: AFFH@hud.gov (mailto:AFFH@hud.gov).

Learn more about HUD's proposed rule to further implement AFFH.

WHY IS AFFH PART OF THE FAIR HOUSING ACT?

For much of the late 19th and early 20th century, government at all levels throughout the United States, along with private developers, and mortgage lending institutions, played an active role in creating segregated living patterns and inequalities of opportunity. The federal government used the power of the military to remove Native Americans from their homelands, restricted federally insured mortgages on the basis of race and used "slum clearance" and "urban renewal" programs to demolish neighborhoods for infrastructure projects that largely benefitted white Americans at a significant cost to and

perpetuated the segregation of Black communities, Indigenous communities, and other communities of color. Private housing developers also used racially restrictive covenants that perpetuated segregation and restricted access to homeownership and other housing opportunities for communities of color, among many other forms of discrimination.

In 1967, following the "Long, Hot Summer of 1967," which consisted of over 150 race-related riots, President Lyndon B. Johnson established the National Advisory Commission on Civil Disorders, also known as the Kerner Commission. The Commission was tasked with investigating the causes of the riots that occurred in cities like Los Angeles, Detroit, Chicago, Newark, Milwaukee, and New York City. The final report of the Commission, issued in 1968, pointed to a lack of economic opportunity, failed government programs, police brutality, and racism, among other causes. The Commission's Report (/sites/dfiles/FHEO/documents/kerner_commission_full_report.pdf) is famously known for its declaration that "Our nation is moving toward two societies, one black, one white—separate and unequal."

In 1968, when Congress enacted the Fair Housing Act, one of the Act's co-sponsors, Senator Walter F. Mondale, explained that "the purpose that the proposed law was designed to replace the ghettos by 'truly integrated and balanced living patterns.'" Congress intended that HUD do more than simply not discriminate itself and intended for HUD to use its grant programs to assist in ending discrimination and segregation, to the point where the supply of genuinely open housing increases. As such, since 1968, the federal government recognized its role in creating segregated living patterns that

continue to have negative impacts on health, education, and the economy and its responsibility to undo the effects of policies, practices, and procedures that result in a lack of equity.

WHAT IS THE LEGACY OF THE AFFH MANDATE?

As recently as 2015, the U.S. Supreme Court (https://www.justice.gov/sites/default/files/crt/legacy/2015/06/25/tdhcainclusive(reaffirmed one purpose of the Fair Housing Act when it explained that "much progress remains to be made in our Nation's continuing struggle against racial isolation…The Court acknowledges the Fair Housing Act's continuing role in Moving the Nation toward a more integrated society."

HUD and the federal government continue to work toward achieving the integrated and more balanced living patterns envisioned by the Fair Housing Act in 1968. In 2021, the White House issued a Memorandum to the Secretary of Housing and Urban Development (https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/26/memorandum-on-redressing-our-nations-and-the-federal-governments-history-of-discriminatory-housing-practices-and-policies/), which declared that the affirmatively furthering fair housing provision in the Fair Housing Act, "…is not only a mandate to refrain from discrimination but a mandate to take actions that undo historic patterns of segregation and other types of discrimination and that afford access to long-denied opportunities." The White House, in 2021, also issued a number of Executive Orders that implicate HUD's responsibility for implementing the AFFH mandate, including Executive Order 13895 (https://www.federalregister.gov/documents/2021/01/25/2021-

01753/advancing-racial-equity-and-support-for-underserved-communities-through-the-federal-government), "Advancing Racial Equity for Underserved Communities Through the Federal Government" and Executive Order 13988 (https://www.federalregister.gov/documents/2021/01/25/2021-01761/preventing-and-combating-discrimination-on-the-basis-of-gender-identity-or-sexual-orientation), "Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation."

RESOURCES

HUD is providing resources to assist communities undertaking fair housing planning. These resources are intended to serve as guidance for program participants, and need not be submitted to HUD. These resources are for guidance purposes only and are not mandatory.

Fair Housing Planning Toolkit (/program_offices/fair_housing_equal_opp/fhp_toolkit)

This Fair Housing Planning Toolkit is a "How-To Guide" for HUD Program Participants. The modules in this Toolkit guide a Program Participant through undertaking Fair Housing Planning.

Please note: This Toolkit will be periodically updated by the Office of Fair Housing and Equal Opportunity (FHEO) as new information and resources become available.

Assessment Tool for Local Governments [PDF] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Local-Governments-2017-01.pdf) [Word] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Local-Governments-2017-01.docx)

The Assessment Tool for Local Governments may be used by local governments and any collaborating program participants that choose to conduct an Assessment of Fair Housing (AFH).

Assessment Tool for Public Housing Agencies [PDF] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Public-Housing-Agencies-2017-01.pdf) [Word] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Public-Housing-Agencies-2017-01.docx)

The Assessment Tool for Public Housing Agencies may be used by PHAs and any collaborating PHAs that choose to conduct an Assessment of Fair Housing.

Assessment Tool for States and Insular Areas [PDF] (/sites/dfiles/FHEO/documents/AFH-Assessment-Tool-for-States-and-Insular-Areas-2016-09.pdf)

The Assessment Tool for States and Insular Areas was not finalized by HUD in connection with the 2015 AFFH Rule; however, HUD is making the latest version of that document available to assist States and insular areas in conducting fair housing planning.

AFFH Rule Guidebook [PDF] (/sites/dfiles/FHEO/documents/AFFH-Rule-Guidebook.pdf)

The AFFH Rule Guidebook provides guidance regarding ways communities could affirmatively further fair housing, as well as how to use the Assessment Tools and the AFFH Data and Mapping Tool issued in connection with HUD's 2015 AFFH Rule.

AFFH Data and Mapping Tool (AFFH-T) (https://egis.hud.gov/affht/)
HUD will continue to update the

information provided relating to the AFFH-T

This publicly available, interactive tool provides access to HUD-provided data. Additional resources for using the AFFH-T include:

AFFH-T User Guide [PDF] (/sites/dfiles/FHEO/documents/AFFHT_4_0_User_Guide_Final_2017.pdf which explains how to use the AFFH-T.

AFFH-T Data Documentation, which explains the data methodology in the AFFH-T.

Data Documentation - AFFHT0001 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0001-September-2017.pdf)

Data Documentation - AFFHT0002 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0002-September-2017.pdf)

Data Documentation - AFFHT0003a (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0003a-September-2017.pdf)

Data Documentation - AFFHT0004 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0004-November-2017.pdf)

Data Documentation - AFFHT0005 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0005.pdf)

Data Documentation - AFFHT0006 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0006-July-2020.pdf)

AFFH-T Known Issues, which is a document that describes issues known to persist in the AFFH-T.

AFFH-T Known Issues - July 2017 (/sites/dfiles/FHEO/documents/AFFH-T-Known-Issues.pdf)

AFFH-T Known Issues - September 2017 (/sites/dfiles/FHEO/documents/AFFH-T-Known-Issues-September-2017.pdf)

AFFH-T Known Issues - December 2017 (/sites/dfiles/FHEO/documents/AFFH-T-Known-Issues-December-2017.pdf)

AFFH-T Raw Data are files that contain the raw data included in the AFFH-T.

AFFHT0001 Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-July-2016.zip)

AFFHT0002 Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-AFFHT0002.zip)

AFFHT0003 Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-AFFHT0003.zip)

AFFHT0003a Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-AFFHT0003a-September-2017.zip)

AFFHT0004 Raw Data (/sites/dfiles/FHEO/documents/AFFHT0004a-AFFH-Raw-Data-Feb2018_0.zip)

AFFHT0005 Raw Data

AFFHT0006 Raw Data (/sites/dfiles/FHEO/documents/AFFHT0006-AFFH-Raw-Data-July2020_0.zip)

Fact Sheets

The following fact sheets were issued in connection with HUD's 2015 AFFH Rule and may be useful to program participants and their communities as they engage in fair housing planning.

- **AFFH Fact Sheet: The Duty to Affirmatively Further Fair Housing (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet.pdf)**
- **AFFH Fact Sheet: The Fair Housing Planning Process under the AFFH Rule (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-The-Fair-Housing-Planning-Process-Under-the-AFFH-Rule.pdf)**
- **AFFH Fact Sheet: Community Participation and AFFH – Guidance for Consolidated Plan Program Participants (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-Community-Participation-and-AFFH-Guidance-for-Consolidated-Plan-Program-Participants.pdf)**
- **AFFH Fact Sheet: Community Participation and AFFH – Guidance for Public Housing Agencies (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-Community-Participation-and-AFFH-Guidance-for-Public-Housing-Agencies.pdf)**
- **AFFH Fact Sheet: Transitioning to the New AFFH Process – Guidance for Consolidated Plan Program Participants (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-Transitioning-to-the-New-AFFH-Process-Consolidated-Plan-Program-Participants.pdf)**

- **AFFH Fact Sheet: How Program Participants Can Collaborate on Their AFH Submissions (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-How-Program-Participants-Can-Collaborate-on-Their-AFH-Submissions.pdf)**
- **Guidance on HUD's Review of Assessments of Fair Housing (AFHs) (/sites/dfiles/FHEO/documents/Guidance-on-HUDs-Review-of-Assessments-of-Fair-Housing-AFH.pdf)**
- **AFFH Fact Sheet: Interim Final Rule (/sites/dfiles/FHEO/documents/10_6_21_AFFH_IFR_Fact_Sheet.pdf)**

Fair Housing Planning Guide – Volume 1 (/sites/dfiles/FHEO/documents/Fair-Housing -Planning-Guide.pdf)

Published in March 1996, the Fair Housing Planning Guide provides guidance on how to conduct an Analysis of Impediments to Fair Housing Choice.

Fair Housing Planning Guide – Volume 2 (/sites/dfiles/FHEO/documents/Fair-Housing-Planning-Guide_Vol_2_May_1996.pdf)

Originally published in May 1996, the second volume of the Fair Housing Planning guide provides guidance on grantee activities undertaken in connection with an Analysis of Impediments to Fair Housing Choice and how to affirmatively further fair housing.

Frequently Asked Questions

The **FAQs (/sites/dfiles/FHEO/documents/Frequently_Asked_Questions_7_14-21.pdf)** provide answers to frequently asked questions about the AFFH Interim Final Rule.

Videos

The Restoring Affirmatively Furthering Fair Housing Definitions and Certifications: Interim Final Rule Training (https://www.youtube.com/watch?v=pXzN0Mo3b3c)

Introduction to the AFFH-T Mapping Tool (https://youtu.be/JEYUnvBOqvI)

FHEO Technical Assistance (TA) Related to Affirmatively Furthering Fair Housing (https://youtu.be/JAlPI_Ztkp8)

Fair Housing Planning using the Analysis of Impediments AI to Fair Housing Choice (https://youtu.be/K69BFEZTDas)

Fair Housing Planning using the Assessment of Fair Housing AFH (https://youtu.be/hPBV_zPeIFI)

U.S. Department of
Housing and Urban Development

451 7th Street, S.W., Washington, DC 20410
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TTY: 202-708-1455

EDUCATION CODE - EDC

TITLE 1 GENERAL EDUCATION CODE PROVISIONS [1. - 32527] *(Title 1 enacted by Stats. 1976, Ch. 1010.)*

DIVISION 1 GENERAL EDUCATION CODE PROVISIONS [1. - 32527] *(Division 1 enacted by Stats. 1976, Ch. 1010.)*

PART 10.5. SCHOOL FACILITIES [17210 - 17661] *(Part 10.5 repealed (by Sec. 4) and added by Stats. 1996, Ch. 277, Sec. 3.)*

CHAPTER 4. Property: Sale,Lease, Exchange [17385 - 17561] *(Chapter 4 added by Stats. 1996, Ch. 277, Sec. 3.)*

ARTICLE 4. Sale or Lease of Real Property [17455 - 17484] *(Article 4 added by Stats. 1996, Ch. 277, Sec. 3.)*

17455. The governing board of any school district may sell any real property belonging to the school district or may lease for a term not exceeding 99 years, any real property, together with any personal property located thereon, belonging to the school district which is not or will not be needed by the district for school classroom buildings at the time of delivery of title or possession. The sale or lease may be made without first taking a vote of the electors of the district, and shall be made in the manner provided by this article.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17456. Notwithstanding Section 17455, the sale by the governing board of a school district of any real property belonging to the school district or the lease by that governing board, for a term not exceeding 99 years, of any real property, together with any personal property located thereon, belonging to the school district shall not be subject to any other provision of this chapter, to Article 5 (commencing with Section 17485), or to Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code, if all of the following conditions are met:

(a) The property is sold or leased to another local governmental agency, or to a nonprofit corporation that is organized for the purpose of assisting one or more local governmental agencies in obtaining financing.

(b) (1) In the case of the sale of school district property pursuant to this section, the school district, as part of that same sale transaction, simultaneously repurchases the same property that is the subject of the transaction.

(2) In the case of the lease of school district property pursuant to this section, the school district, as part of that same lease transaction, simultaneously leases back, for a term that is not substantially less than the term of that lease, the same property that is the subject of the transaction.

(c) (1) The financing proceeds obtained by the school district pursuant to the transaction described in this section are expended solely for capital outlay purposes, including the acquisition of real property for intended use as a schoolsite and the construction, reconstruction, and renovation of school facilities.

(2) For purposes of this section, the construction, reconstruction, or renovation of rental housing facilities for school district employees constitutes a permissible capital outlay expenditure of the financing proceeds obtained by the school district.

(Amended by Stats. 2017, Ch. 717, Sec. 2. (AB 1157) Effective January 1, 2018.)

17457. Notwithstanding any other provision of this part, in connection with a sale, sale back, lease, or leaseback of school district property, no proceeds obtained by the school district from the sale of the sale back or leaseback agreement, or interests therein, or a debt instrument payable from payments under the sale back or leaseback agreement shall be used for general operating purposes of the school district.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17457.5. (a) Notwithstanding Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code, the governing board of a school district seeking to sell or lease real property designed to provide direct instruction or instructional support it deems to be surplus property shall first offer that property for sale or lease to any charter school that, at the time of the offer, has projections of at least 80 units of in-district average daily attendance for the following fiscal year, and has submitted a written request to the school district to be notified of surplus property offered for sale or lease by the school district, pursuant to the following conditions:

(1) The real property sold or leased shall be used by the charter school exclusively to provide direct instruction or instructional support.

(2) If the charter school purchased real property pursuant to this section and fails to comply with paragraph (1), or otherwise desires to dispose of the real property, all of the following shall apply:

(A) The charter school shall immediately offer that real property for sale to the school district that previously owned the property. The charter school shall comply, in that regard, with all requirements under this section that would otherwise apply to a school district.

(B) If the school district does not desire to purchase that real property from the charter school, the school district shall furnish a list of charter schools that have requested notification of surplus property pursuant to subdivision (a). The charter school that owns the real property shall offer that real property for sale to the charter schools on this list and comply with all requirements under this section that would otherwise apply to a school district. In the event the charter school selling property receives more than one offer, the charter school may determine to which charter school it will sell the property. The charter school purchasing the real property shall comply with all provisions of this section.

(C) If that real property remains unsold pursuant to subparagraph (A) or (B), the charter school selling the real property shall offer that property for sale pursuant to Article 5 (commencing with Section 17485). The charter school shall comply with all requirements under that article that would otherwise apply to a school district, except that a sale price computed under subdivision (a) of Section 17491 shall be based upon the cost of acquisition incurred by the school district that sold the property pursuant to this subdivision, rather than that incurred by the charter school.

(D) If all or part of the real property remains unsold pursuant to subparagraph (C), the charter school selling that real property shall dispose of the remaining property pursuant to subdivisions (c), (d), (e), and (f) of Section 17464. References in Section 17464 to a school district shall mean the charter school selling the real property.

(3) In the event, alternatively, of a lease of real property pursuant to this subdivision, the failure by the charter school to comply with paragraph (1) shall constitute a breach of the lease, entitling the school district to immediate possession of the real property, in addition to any damages to which the school district may be entitled under the lease agreement.

(4) The school district, and each of the entities authorized to receive offers of sale pursuant to this article or Article 5 (commencing with Section 17485), has standing to enforce the conditions set forth in this subdivision, and shall be entitled to the payment of reasonable attorney's fees incurred as a prevailing party in any action or proceeding brought to enforce any of those conditions.

(b) A school district seeking to sell or lease real property designed to provide direct instruction or instructional support it deems to be surplus property shall provide a written offer to any charter school that, at the time of the offer, has projections of at least 80 units of in-district average daily attendance for the following fiscal year, and has submitted a written request to the school district to be notified of surplus property offered for sale or lease by the school district. A charter school desiring to purchase or lease the property shall, within 60 days after a written offer is received, notify the school district of its intent to purchase or lease the property. In the event more than one charter school notifies the school district of their intent to purchase or lease the property, the governing board of the school district may determine to which charter school to sell or lease the property.

(c) The price at which property described in this section is sold pursuant to this section shall not exceed the school district's cost of acquisition, adjusted by a factor equivalent to the percentage increase or decrease in the cost of living from the date of purchase to the year in which the offer of sale is made, plus the cost of any school facilities construction undertaken on the property by the school district since its acquisition of the land, adjusted by a factor

equivalent to the increase or decrease in the statewide cost index for class B construction, as annually determined by the State Allocation Board pursuant to Section 17072.10, from the year the improvement is completed to the year in which the sale is made. In the event a statewide cost index for class B construction is not available, the school district shall use a factor equal to the average statewide cost index for class B construction for the preceding 10 calendar years. In no event shall the price be less than 25 percent of the fair market value of the property described in this section or less than the amount necessary to retire the share of local bonded indebtedness plus the amount of the original cost of the approved state aid applications on the property. The percentage of annual increase or decrease in the cost of living shall be the amount shown for January 1 of the applicable year by the then current Bureau of Labor Statistics Consumers Price Index for the area in which the schoolsite is located.

(d) Land that is leased pursuant to this section shall be leased at an annual rate of not more than 5 percent of the maximum sales price determined pursuant to subdivision (c), adjusted annually by a factor equivalent to the percentage increase or decrease in the cost of living for the immediately preceding year. The percentage of annual increase or decrease in the cost of living shall be the amount shown for January 1 of the applicable year by the then current Bureau of Labor Statistics Consumers Price Index for the area in which the schoolsite is located.

(e) The sale or lease of the real property of a school district, as authorized under subdivision (a), shall not occur until the school district advisory committee has held hearings pursuant to subdivision (c) of Section 17390.

(f) This section shall only apply to real property identified by a school district as surplus property after July 1, 2012. A school district selling or leasing surplus property is not required to offer that property to a charter school pursuant to this section on or after July 1, 2016.

(g) The construction of a school building, as defined in Section 17368, located on real property purchased by a charter school pursuant to this section shall comply with the design and construction requirements pursuant to Article 3 (commencing with Section 17280) and Article 6 (commencing with Section 17365). The reconstruction or alteration of, or an addition to, a school building, as defined in Section 17368, located on real property purchased by a charter school pursuant to this section is required to comply with the design and construction requirements pursuant to Article 3 (commencing with Section 17280) and Article 6 (commencing with Section 17365) only if the building complied with those sections on the date the real property was purchased by the charter school.

(h) A charter school selling real property obtained pursuant to this section shall use the proceeds only for capital outlay, maintenance, and other facility-related costs.

(Amended by Stats. 2013, Ch. 48, Sec. 21. (AB 86) Effective July 1, 2013.)

17458. (a) Notwithstanding Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code, the governing board of a school district complying with Section 101238.2 of Title 22 of the California Code of Regulations and seeking to sell or lease real property it deems to be surplus property and for which a charter school has not accepted an offer to purchase or lease pursuant to Section 17457.5, may first offer that property for sale or lease to a contracting agency, as defined in Section 8208, pursuant to the following conditions:

(1) The real property sold or leased shall be used by the contracting agency, or by a successor in interest to the contracting agency, exclusively for the delivery of child care and development services, as defined in Section 8208, for a period of not less than five years from the date upon which the real property is made available to that agency, or successor in interest, pursuant to the sale, or, in the event of a lease, until the real property is returned to the possession of the school district, whichever occurs earlier.

(2) In the event that the contracting agency, or any successor in interest, fails to comply with the condition set forth in paragraph (1), that agency, or successor in interest, that purchased the real property, is required immediately to offer that real property for sale pursuant to this article and Article 5 (commencing with Section 17485) and to sell the property pursuant to those provisions. The agency, or its successor in interest, shall comply, in that regard, with all requirements under those provisions that would otherwise apply to a school district, except that a sale price computed under subdivision (a) of Section 17491 shall be based upon the cost of acquisition incurred by the school district that sold the property pursuant to this subdivision, rather than that incurred by the contracting agency or its successor in interest. In the event, alternatively, of a lease of real property pursuant to this subdivision, the failure by the contracting agency, or any successor in interest, to comply with paragraph (1) shall constitute a breach of the lease, entitling the school district to immediate possession of the real property, in addition to any damages to which the school district may be entitled under the lease agreement.

(3) The school district, and each of the entities authorized to receive offers of sale pursuant to this article or Article 5 (commencing with Section 17485), has standing to enforce the conditions set forth in this subdivision,

and shall be entitled to the payment of reasonable attorneys' fees incurred as a prevailing party in any action or proceeding brought to enforce any of those conditions.

(b) No sale or lease of the real property of a school district, as authorized under subdivision (a), may occur until the school district advisory committee has held hearings pursuant to subdivision (c) of Section 17390.

(c) This section is in addition to, and shall not limit the requirements of, Article 5 (commencing with Section 17485), but this section may be used with regard to property that the governing board of a school district may retain under Section 17490.

(Amended by Stats. 2012, Ch. 38, Sec. 37.5. (SB 1016) Effective June 27, 2012.)

17459. The sale of real property pursuant to this article shall be subject to the provisions of Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17460. (a) Notwithstanding subdivision (c) of this section or Sections 17456, 17457, and 42133, the West Contra Costa Unified School District, formerly known as the Richmond Unified School District, may enter into an agreement to lease any real property pursuant to Section 17456 and may use the financing proceeds from the agreement to terminate the Lease-Purchase Agreement, dated May 1, 1988, between the Richmond Unified School District Financing Corporation and the Richmond Unified School District. However, any property that has been leased, rented, sold, or otherwise utilized pursuant to Section 41470 may not be leased pursuant to this section.

(b) The West Contra Costa Unified School District shall notify the Controller at the time the district enters into a lease agreement pursuant to subdivision (a). That notice shall set forth a schedule of the rental payments payable under the lease agreement and shall include the name and address of the trustee to whom the right to receive the rental payments has been assigned.

(c) Upon written notification by the trustee that the school district has not made one or more of the rental payments required by the terms of the lease, the Controller shall pay to the trustee from Section A of the State School Fund the defaulted rental payment. That payment by the Controller shall not exceed the amount of any apportionment entitlement of the district to moneys in Section A of the State School Fund, less any payments required in that fiscal year to repay any state loans made to the district. The Controller shall withhold the amount of any payment made under this subdivision, including reimbursement of the Controller's administrative costs as determined under a schedule approved by the California Debt Advisory Commission, from subsequent apportionments to the West Contra Costa Unified School District from Section A of the State School Fund.

(d) Nothing in this section shall be construed to obligate the state to make any payment to, or on behalf of, the West Contra Costa Unified School District from Section A of the State School Fund in any amount, pursuant to any particular allocation formula, or to make any other payment to, or on behalf of, the district, including, but not limited to, any payment of those rental payments.

(e) Any apportionments made by the Controller pursuant to subdivision (c) shall be deemed to be an allocation to the West Contra Costa Unified School District for purposes of subdivision (b) of Section 8 of Article XVI of the California Constitution, and for purposes of Chapter 2 (commencing with Section 41200) of Part 24.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17461. (a) The governing board of any school district that has, by majority vote, established a standard rate or rates for the lease pursuant to this article of its real property may, by majority vote, delegate to the officer or employee as the governing board may designate, the power to enter into any lease, for and on behalf of the district, of any real property of the school district, with respect to which real property either the district has received only one sealed proposal that conforms with the existing standard rate or rates, from a responsible bidder, and no oral bid that would meet the requirements of Section 17473, or the lease is to be entered into pursuant to Section 17480.

(b) The governing board of any school district may, by majority vote, delegate to such officer or employee as the governing board may designate, the power to enter into any lease, permit, or agreement for the use by the district of buildings or other facilities if the use is to be granted to the district without charge.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17462. (a) The funds derived from the sale of surplus property shall be used for capital outlay or for costs of maintenance of school district property that the governing board of the school district determines will not recur within a five-year period. Proceeds from a lease of school district property with an option to purchase may be

deposited into a restricted fund for the routine repair of district facilities, as defined by the State Allocation Board, for up to a five-year period. In addition, the proceeds from the sale or lease with option to purchase may be deposited in the general fund of the district if the school district governing board and the State Allocation Board have determined that the district has no anticipated need for additional sites or building construction for the ten-year period following the sale or lease with option to purchase, and the district has no major deferred maintenance requirements. Proceeds from the sale or lease with option to purchase of school district property shall be used for one-time expenditures, and may not be used for ongoing expenditures including, but not limited to, salaries and other general operating expenses.

(b) The proceeds may also be deposited into a special reserve fund for capital outlay, for costs of maintenance of school district property that the governing board determines will not recur within a five-year period, or for the future maintenance and renovation of schoolsites if the district governing board and the State Allocation Board have determined that the district has no anticipated need for schoolsites or building construction or major deferred maintenance projects for a ten-year period following the sale or lease with option to purchase. Proceeds deposited in the special reserve fund shall not be available for general operating expenses as provided in Section 42842.

(c) The State Allocation Board, in consultation with the department, shall adopt regulations that govern the use of proceeds pursuant to this section for one-time expenditures and define ongoing expenditures for purposes of subdivision (a).

(d) Notwithstanding a determination by the State Allocation Board pursuant to subdivision (a) that a school district has no anticipated need for additional sites or building construction for the ten-year period following the sale or lease with option to purchase of surplus school property, the district may apply for new construction or modernization funding pursuant to this chapter if both of the following conditions are satisfied:

(1) Five years have elapsed since the date upon which the sale or lease with option to purchase was executed.

(2) The State Allocation Board determines that the district has demonstrated enrollment growth or a need for additional sites or building construction that the district could not have easily anticipated at the time the board made its original determination that the district had no anticipated need for the ten-year period following the sale or lease with option to purchase.

(Amended by Stats. 2006, Ch. 810, Sec. 1. Effective January 1, 2007.)

17462.3. (a) The State Allocation Board may establish a program that requires a school district, county office of education, or charter school that sells real property that was purchased with or modernized with, or on which improvements were constructed that were funded with, any moneys from a state school facilities funding program, to return to the State Allocation Board the moneys the school district, county office of education, or charter school received from the state school facilities funding program for the purchase, modernization, or construction if all of the following conditions are met:

(1) The real property is not sold to a charter school pursuant to Section 17457.5, a school district, a county office of education, or an agency that will use the property exclusively for the delivery of child care and development services pursuant to Section 17458.

(2) The proceeds from the sale of the real property are not used for capital outlay.

(3) The real property was purchased, or the improvements were constructed or modernized on the real property, within 10 years before the real property is sold.

(b) The moneys to be returned to the State Allocation Board under this section are those received within 10 years before the real property is sold.

(c) If a portion of the real property is sold, a proportionate amount of funds received from a state school facilities funding program shall be returned to the State Allocation Board under this section based on the percentage of the real property sold.

(Amended by Stats. 2014, Ch. 262, Sec. 1. (AB 1664) Effective January 1, 2015.)

17462.7. The board shall reduce an apportionment of hardship assistance awarded to a school district pursuant to Article 8 (commencing with Section 17075.10) by an amount equal to the amount of any proceeds from the sale of surplus property used for a one-time expenditure of the school district pursuant to Section 17462.5 for five years following the expenditure.

(Added by Stats. 2003, Ch. 891, Sec. 2. Effective January 1, 2004.)

17463. Notwithstanding Section 17462, a school district having an average daily attendance of less than 10,001 in any fiscal year may deposit any and all interest earned on the funds derived from the sale in that fiscal year of surplus property into the general fund of the school district for any general fund purpose, subject to the following conditions:

(a) Before that deposit, the school district shall submit to the State Allocation Board a capital outlay plan for the school district for a period of five years following that sale, together with a declaration of the finding by the governing board of the school district that the school facilities needs of the school district can be met over that five-year period without funding or other assistance from any state school facilities funding program. No later than the date upon which that initial five-year period concludes, the school district shall submit to the State Allocation Board a capital outlay plan for the school district for the subsequent five-year period.

(b) Before the decision to place that interest money into the school district's general fund, the governing board of the school district shall consider the extent to which it is necessary or appropriate to expend that money to meet the school district's needs relative to capital outlay, facilities, modernization, and deferred maintenance. In addition, as to any interest money deposited into the school district's general fund pursuant to this section, the governing board of the school district shall consider the extent to which it is necessary or appropriate to expend the money to meet the school district's needs relative to ongoing maintenance before expending that money for any other purpose.

(c) A school district that deposits interest into its general fund pursuant to the authority set forth in this section shall not be eligible during the 10-year period described in subdivision (a) for funding or other assistance under Chapter 12 (commencing with Section 17000) or Chapter 14 (commencing with Section 17085) of Part 10, or any other state school facilities funding program.

(d) If a school district seeks state funding pursuant to Chapter 12 (commencing with Section 17000) of Part 10, Chapter 14 (commencing with Section 17085) of Part 10, or any other state school facilities funding program, on or after the expiration of the 10-year period specified in subdivision (c), any state funding received by the school district from the program shall be reduced by any remaining funds derived from the sale of that surplus property by the school district and any unencumbered interest earned on those funds.

(Amended by Stats. 2015, Ch. 386, Sec. 11. (SB 436) Effective January 1, 2016.)

17463.5. (a) For purposes of this section, "designated school district" means the Inglewood Unified School District, the Oakland Unified School District, the South Monterey County Joint Union High School District, and the Vallejo City Unified School District.

(b) (1) Notwithstanding Sections 17456, 17457, 17462, 17462.7, and 17463, or any other law, until the emergency apportionment loan is repaid, a designated school district with an outstanding emergency apportionment loan pursuant to Article 2 (commencing with Section 41320) of Chapter 3 of Part 24 of Division 3 of Title 2, as of July 1, 2018, may sell or lease surplus real property, together with any personal property located on the real property, owned by the designated school district and use the proceeds from the sale or lease to service, reduce, or retire the debt on the emergency apportionment loan, or for capital improvements of the facilities of the designated school district pursuant to subdivisions (a) and (b) of Section 17462.

(2) The sale or lease of surplus real property pursuant to this subdivision shall be sold or leased pursuant to Section 17458, 17464, or 17489, as applicable.

(c) Notwithstanding any other law, a designated school district that uses the proceeds from the sale or lease of surplus real property pursuant to subdivision (b) shall not be eligible for financial hardship assistance pursuant to Article 8 (commencing with Section 17075.10) of Chapter 12.5 of Part 10.

(d) Nothing in this section shall be construed as modifying the responsibility of a designated school district to accommodate pupils in accordance with Section 47614.

(e) Nothing in this section shall exclude the designated school districts with outstanding emergency apportionment loans, pursuant to Article 2 (commencing with Section 41320) of Chapter 3 of Part 24 of Division 3 of Title 2, as of July 1, 2018, except as provided in subdivision (c), from participating in or benefitting from any program authorized pursuant to Chapter 12 (commencing with Section 17000), Chapter 12.5 (commencing with Section 17070.10), or Chapter 14 (commencing with Section 17085) of Part 10, or any other state school facilities funding program.

(f) Notwithstanding any other law, this section shall not be subject to waiver by the state board pursuant to Section 33050 or by the Superintendent.

(Added by Stats. 2018, Ch. 426, Sec. 5. (AB 1840) Effective September 17, 2018.)

17463.7. (a) Notwithstanding any other law, a school district may deposit the proceeds from the sale or lease of surplus real property, together with any personal property located on the property, purchased with nonstate funds, into the general fund of the school district and may use the proceeds for any one-time general fund purpose. If the purchase of the property was made using the proceeds of a local general obligation bond or revenue derived from developer fees, the amount of the proceeds of the transaction that may be deposited into the general fund of the school district may not exceed the percentage computed by the difference between the purchase price of the property and the proceeds from the transaction, divided by the amount of the proceeds of the transaction. For purposes of this section, proceeds of the transaction means either of the following, as appropriate:

(1) The amount realized from the sale of property after reasonable expenses related to the sale.

(2) For a transaction that does not result in a lump-sum payment of the proceeds of the transaction, the proceeds of the transaction shall be calculated as the net present value of the future cashflow generated by the transaction.

(b) The State Allocation Board shall reduce an apportionment of hardship assistance awarded to the particular school district pursuant to Article 8 (commencing with Section 17075.10) of Chapter 12.5 of Part 10, except an apportionment of hardship assistance awarded pursuant to paragraph (2) of subdivision (b) of Section 17075.10, by an amount equal to the amount of the sale of surplus real property used for a one-time expenditure of the school district pursuant to this section.

(c) Before a school district exercises the authority granted pursuant to this section, the governing board of the school district shall first submit to the State Allocation Board documents certifying both of the following:

(1) The sale of real property pursuant to this section does not violate the provisions of a local bond act.

(2) The real property is not suitable to meet projected school construction needs for the next 10 years.

(d) Before the school district exercises the authority granted pursuant to this section, the governing board of the school district shall adopt a plan at a public meeting for expending one-time resources pursuant to this section. The plan shall identify the source and the intended use of the surplus property proceeds and describe the reasons why the expenditure will not result in ongoing fiscal obligations for the school district.

(e) (1) Except for the sale or lease of surplus real property that has previously operated, or was constructed to be operated, as an early childhood education facility or a school for elementary and secondary instruction, the governing board of a school district shall not be required to appoint a school district advisory committee pursuant to Article 1.5 (commencing with Section 17387).

(2) It is the intent of the Legislature to allow a school district to meet the requirements to offer surplus properties set forth in the Education and Government Codes by making an offer simultaneously to all applicable entities.

(f) The Office of Public School Construction shall submit an interim and a final report to the State Allocation Board and the budget, education policy, and fiscal committees of the Legislature that identifies the school districts that have exercised the authority granted by this section, the amount of proceeds involved, and the purposes for which those proceeds were used. The interim report shall be submitted by June 1, 2022, and the final report shall be submitted by January 1, 2026.

(g) For any transaction for the sale or lease of surplus property a school district initiates pursuant to this section before June 30, 2024, the proceeds from the sale or lease transaction that are received after June 30, 2024, shall be considered proceeds that can be deposited in accordance with this section.

(h) Subdivisions (a) to (e), inclusive, shall become inoperative on July 1, 2024, subdivision (f) shall become inoperative on January 15, 2026, and this section as of January 1, 2027, is repealed.

(Amended by Stats. 2021, Ch. 124, Sec. 17. (AB 938) Effective January 1, 2022. Repealed as of January 1, 2027, by its own provisions.)

17464. Except as provided for in Article 2 (commencing with Section 17230) of Chapter 1, the sale or lease with an option to purchase of real property by a school district shall be in accordance with the following priorities and procedures:

(a) First, the property shall be offered for sale or lease pursuant to Section 17457.5 to any interested charter school for purposes of providing direct instruction or instructional support.

(b) Second, the property shall be offered for park or recreational purposes pursuant to Article 8 (commencing with Section 54220) of Chapter 5 of Part 1 of Division 2 of Title 5 of the Government Code, in any instance in which that article is applicable.

(c) Third, the property shall be offered for sale or lease with an option to purchase, at fair market value in both of the following ways:

(1) In writing, to the Director of General Services, the Regents of the University of California, the Trustees of the California State University, the county and city in which the property is situated, to any public housing authority in the county in which the property is situated, and to any entity referenced in paragraph (2) that has submitted a written request to the school district to be directly notified of the offer for sale or lease with an option to purchase the real property by the school district.

(2) By public notice to any public district, public authority, public agency, public corporation, or any other political subdivision in this state, to the federal government, and to nonprofit charitable corporations existing on December 31, 1979, and organized pursuant to Part 3 (commencing with Section 10200) of Division 2 of Title 1 of the Corporations Code then in effect or organized on or after January 1, 1980, as a public benefit corporation under Part 2 (commencing with Section 5110) of Division 2 of Title 1 of the Corporations Code. Public notice shall consist of at least publishing its intention to dispose of the real property in a newspaper of general circulation within the school district, or if there is no newspaper of general circulation in the school district, then in any newspaper of general circulation that is regularly circulated in the school district. The notice shall specify that the property is being made available to all public districts, public authorities, public agencies, and other political subdivisions or public corporations in this state, and to other nonprofit charitable or nonprofit public benefit corporations.

(d) Publication of notice pursuant to this section shall be once each week for three successive weeks. Three publications in a newspaper regularly published once a week or more often, with at least five days intervening between the respective publication dates not counting the publication dates, are sufficient. The written notice required by paragraph (1) of subdivision (c) shall be mailed no later than the date of the second published notice.

(e) The entity desiring to purchase or lease the property shall, within 60 days after the third publication of notice, notify the school district of its intent to purchase or lease the property. If the entity desiring to purchase or lease the property and the school district are unable to arrive at a mutually satisfactory price or lease payment during the 60-day period, the property may be disposed of as otherwise provided in this section. In the event the school district receives offers from more than one entity pursuant to this subdivision, the school district governing board may determine which of these offers to accept.

(f) Fourth, the property may be disposed of in any other manner authorized by law.

(g) This section shall become operative January 1, 1988.

(Amended by Stats. 2012, Ch. 38, Sec. 37.7. (SB 1016) Effective June 27, 2012.)

17465. (a) As used in this section, the terms "district," "special education local plan area," and "county office" have the same meaning as prescribed by Part 30 (commencing with Section 56000).

(b) The governing board of a school district that adopts a resolution of intent to lease vacant classrooms shall first offer to lease the classrooms for special education programs that are provided by either other districts that comprise part of the special education local plan area in which the leasing district is included or by the county office having jurisdiction over the leasing district, to the pupils of the leasing district, in whole or in part.

(c) Upon adoption of the resolution, the governing board shall notify, in writing, other districts or the county office, as specified in subdivision (b), of its intent to lease vacant classrooms. The notice shall describe the vacant classrooms, shall specify that the lease shall not exceed a term of 99 years and that the lease payment and other terms of the lease are subject to negotiation, and shall state that the offer to lease is valid for no more than 60 days after receipt thereof.

(d) Notwithstanding Section 17466, the governing board may include in its resolution a time for a public meeting of the governing board to be held at its regular place of meeting at which sealed proposals to lease will be received and considered, and, notwithstanding Section 17469, may post copies of the resolution and publish notice of the adoption of the resolution. However, the governing board shall not act on any proposal prior to the first of the following conditions occurring:

(1) Receipt from the county superintendent or the public education agency, as appropriate, of its intent to lease the classrooms or of its intent not to do so.

(2) Expiration of the 60-day period prescribed by subdivision (c).

(e) An entity desiring to lease the vacant classrooms shall, within 60 days from receipt of the notification, inform the governing board, in writing, of its intent to lease or not to lease the classrooms.

(f) (1) The lease payments and other terms of the lease for vacant classrooms leased to other districts or to the county office, as specified in subdivision (b), shall be negotiated by the entity desiring to lease the vacant classrooms and the governing board. Any entity eligible to lease vacant classrooms pursuant to this section and any governing board may negotiate lease payments prior to the availability of the vacant classrooms.

(2) The lease payments shall not exceed the district's actual costs for maintenance, operation, and custodial services for the leased classrooms.

(3) If more than one governing board offers to lease classrooms, the entity desiring to lease such classrooms may elect to negotiate either individually with each district, or jointly, with some or all of such districts. If the entity elects joint negotiations, the lease payments shall not exceed the participating districts' average actual costs for maintenance, operation, and custodial services for the leased classrooms.

(g) If the governing board and the entity desiring to lease the classrooms are unable to complete negotiations for the lease and arrive at a mutually satisfactory lease within the same 60-day period that the entity has to inform the governing board of its intent to lease or not lease, the governing board may lease the classrooms in accordance with the provisions of this article.

(h) If vacant classrooms are available in both operating and nonoperating schools, the governing board, prior to adopting a resolution of intent to lease, shall consider which school would provide the environment least restrictive to the needs of handicapped pupils or individuals with exceptional needs, as appropriate, for whom the county superintendent or public education agency provides special education programs.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17466. Before ordering the sale or lease of any property the governing board, in a regular open meeting, by a two-thirds vote of all its members, shall adopt a resolution, declaring its intention to sell or lease the property, as the case may be. The resolution shall describe the property proposed to be sold or leased in such manner as to identify it and shall specify the minimum price or rental and the terms upon which it will be sold or leased and the commission, or rate thereof, if any, which the board will pay to a licensed real estate broker out of the minimum price or rental. The resolution shall fix a time not less than three weeks thereafter for a public meeting of the governing board to be held at its regular place of meeting, at which sealed proposals to purchase or lease will be received and considered.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17467. (a) In lieu of the declaration of intention to lease real property provided in Section 17466, the governing board of any school district having an average daily attendance of 250,000 or more as shown by the annual report of the county superintendent of schools for the preceding year may publish a notice three times in a period of not less than 15 days in a newspaper of general circulation published in the district. The notice shall describe the property proposed to be leased in a manner as to identify it and shall specify the minimum rental and terms upon which it will be leased. The notice shall fix a time not less than 15 days thereafter for a public meeting of the governing board to be held at its regular place of meeting at which the proposal to lease will be received and considered.

(b) The governing board by majority vote may adopt a ruling delegating to an officer or employee of the school district as the governing board may designate, authority to perform the duties prescribed in this section.

(c) Bids received under this section shall be received, accepted, or rejected in accordance with the provisions of this article.

(Amended by Stats. 2022, Ch. 920, Sec. 2. (SB 913) Effective January 1, 2023.)

17468. If, in the discretion of the board, it is advisable to offer to pay a commission to a licensed real estate broker who is instrumental in obtaining any proposal, the commission shall be specified in the resolution. No commission shall be paid unless there is contained in or with the sealed proposal or stated in or with the oral bid, which is finally accepted, the name of the licensed real estate broker to whom it is to be paid, and the amount or rate thereof. Any commission shall, however, be paid only out of money received by the board from the sale or rental of the real property.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17469. Notice of the adoption of the resolution and of the time and place of holding the meeting shall be given by posting copies of the resolution signed by the board or by a majority thereof in three public places in the district, not less than 15 days before the date of the meeting, and by publishing the notice not less than once a week for three successive weeks before the meeting in a newspaper of general circulation published in the county in which the district or any part thereof is situated, if any such newspaper is published therein.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17470. (a) The governing board of a school district that intends to sell real property pursuant to this article shall take reasonable steps to ensure that the former owner from whom the district acquired the property receives notice of the public meeting prescribed by Section 17466, in writing, by certified mail, at least 60 days prior to the meeting.

(b) The governing board of a school district shall not be required to accord the former owner the right to purchase the property at the tentatively accepted highest bid price nor to offer to sell the property to the former owner at the tentatively accepted highest bid price.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17471. Whenever it is proposed to lease real property and the governing board unanimously determines in the resolution that in its opinion, the monthly rental value of the property does not exceed the sum of fifty dollars ($50), the resolution need not be posted and may, before the date of the meeting, be published in two successive issues of a weekly newspaper or in five successive issues of a daily newspaper. The newspaper in which the notice is published shall be one published in the district and having a general circulation there; or if there is no newspaper, then one having a general circulation in the district; or if there is no newspaper, then in one having a general circulation in a county in which the district or any part thereof is situated.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17472. At the time and place fixed in the resolution for the meeting of the governing body, all sealed proposals which have been received shall, in public session, be opened, examined, and declared by the board. Of the proposals submitted which conform to all terms and conditions specified in the resolution of intention to sell or to lease and which are made by responsible bidders, the proposal which is the highest, after deducting therefrom the commission, if any, to be paid a licensed real estate broker in connection therewith, shall be finally accepted, unless a higher oral bid is accepted or the board rejects all bids.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17473. Before accepting any written proposal, the board shall call for oral bids. If, upon the call for oral bidding, any responsible person offers to purchase the property or to lease the property, as the case may be, upon the terms and conditions specified in the resolution, for a price or rental exceeding by at least 5 percent, the highest written proposal, after deducting the commission, if any, to be paid a licensed real estate broker in connection therewith, then the oral bid which is the highest after deducting any commission to be paid a licensed real estate broker, in connection therewith, which is made by a responsible person, shall be finally accepted. Final acceptance shall not be made, however, until the oral bid is reduced to writing and signed by the offeror.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17474. In the event of a sale on a higher oral bid to a purchaser procured by a licensed real estate broker, other than the broker who submitted the highest written proposal, and who is qualified as provided in Section 17468 of this code, the board shall allow a commission on the full amount for which the sale is confirmed. One-half of the commission on the amount of the highest written proposal shall be paid to the broker who submitted it, and the balance of the commission on the purchase price to the broker who procured the purchaser to whom the sale was confirmed.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17475. The final acceptance by the governing body may be made either at the same session or at any adjourned session of the same meeting held within the 10 days next following.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17476. The governing body may at the session, if it deems such action to be for the best public interest, reject any and all bids, either written or oral, and withdraw the property from sale or lease.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17477. (a) (1) If the governing board has complied with the provisions of this article, and no proposals are submitted or the proposals submitted do not conform with all terms and conditions specified in the resolution of intent to lease, the governing board may within one year thereafter, or one year after the passage of 30 days from the rejection of a public entity's nonconforming proposal, as appropriate, lease such real property, together with any personal property located thereon, to any lessee, at a price not less than fair market value in accordance with any terms and conditions agreed upon by the governing board and the lessee, except that the term of a lease shall not exceed three years. Sections 17461, 17464, and 17466 to 17469, inclusive, and Sections 17471 to 17473, inclusive, shall not apply to the lease.

(2) The governing board may by majority vote delegate an officer or employee of the district, or any other third person, to secure a lessee and to negotiate the terms and conditions of the lease. However, the lease shall not be executed unless the governing board by majority vote, at a public meeting, approves the lease.

(3) If a public entity has submitted a nonconforming proposal, the governing board shall not take any action pursuant to this subdivision until 30 days after the rejection of the proposal.

(b) Subdivision (a) shall not apply if a public entity has submitted a proposal that does not conform with all the terms and conditions specified in the resolution of intent to lease, and if the public entity requests, in writing, within 30 days from the rejection of its proposal, that the governing board lease the real property, subject to the resolution of intent, in accordance with this article.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17478. Any resolution of acceptance of any bid made by the governing body authorizes and directs the president of the governing body, or other presiding officer, or the members thereof, to execute a deed or lease and to deliver it upon performance and compliance by the purchaser or lessee of all the terms or conditions of his or her contract to be performed concurrently therewith.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17479. Nothing in Sections 17455 to 17542, inclusive, shall prevent the governing board of any school district from acquiring, leasing or subleasing property pursuant to Section 1261 of the Military and Veterans Code.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17480. The governing board of any school district may, without complying with any other provision of this article, let in the name of the district any buildings, grounds, or space therein, together with any personal property located thereon, not needed for school classroom buildings upon any terms and conditions as may be agreed upon by the governing board of the district and the lessee thereof for a period not exceeding 30 separate or consecutive calendar days or portions thereof in each fiscal year.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17481. In addition to any other authority to lease real property, the governing board of a school district, by a two-thirds vote of its members, may lease, for a term not exceeding three months, school district property having a residence thereon, which cannot be developed for district purposes because of the unavailability of funds. The lease shall be upon any terms and conditions that the parties thereto may agree and may be entered into without complying with any provisions in this code except as provided in this section.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17482. The governing board of a school district may, with the approval of the county board of supervisors, sell or lease any building of the district together with the site upon which the building is located, without complying with any other provisions of this article, provided that the county board of supervisors finds that all of the following conditions exist:

(a) The sale or lease is to be made to an incorporated nonprofit tax-exempt community or civic organization with a membership comprised predominantly of persons residing in the community in which the building and site are situated.

(b) The building is not suitable for school purposes.

(c) The building has an historic value and its preservation and utilization for the benefit of the community will best be ensured by sale or lease to an organization specified in subdivision (a).

(d) The sale or lease is to be executed for a consideration to enure to the school district reflecting the fair market value of the property, or its fair rental value, as the case may be, except that the sale may be executed for a consideration that is less than the fair market value of the property if all of the following conditions exist:

(1) More than 50 percent of the buildings on the site have been designated as historically significant by the State Historical Resources Commission.

(2) For a period of 25 years, commencing with the date that possession of the property is transferred, the building or buildings designated pursuant to paragraph (1) shall be used and maintained for public benefit as an historical resource, and the site shall otherwise be available for public access and use, including, but not limited to, park and recreational uses. Any violation of this condition shall result in the automatic reversion of title to the property so transferred, without remuneration, to the transferor school district. The condition set forth in this paragraph does not prohibit any use of the site that is necessary or appropriate to its use and maintenance for historical purposes.

(3) The consideration paid is equal to or greater than the sum of the actual cost of the acquisition of the property by the school district and the actual cost of any capital improvements made to the property.

(e) Adequate provision has been made in connection with the sale or lease transaction to protect the district against all civil liabilities which might arise in connection with any use of the building and site.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17483. The failure to comply with the provisions of this article shall not invalidate the transfer or conveyance of real property to a purchaser or encumbrancer for value.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

17484. The governing board of any school district, constituting the governing body of an elementary district, a high school district, or any two of those districts, may sell any building, structure, or other fixture, belonging to one of its respective districts to another district governed by it, for an amount to be fixed by the governing body, without advertisement for or receipt of bids or compliance with any other provisions of this code.

Whenever any property is sold under this section it shall be removed from the premises of the district selling it within 60 days from the date of the sale.

(Added by Stats. 1996, Ch. 277, Sec. 3. Effective January 1, 1997. Operative January 1, 1998.)

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Ethnic and Racial Minorities & Socioeconomic Status

Socioeconomic status (SES) encompasses not just income but also educational attainment, financial security, and subjective perceptions of social status and social class. Socioeconomic status can encompass quality of life attributes as well as the opportunities and privileges afforded to people within society. Poverty, specifically, is not a single factor but rather is characterized by multiple physical and psychosocial stressors. Further, SES is a consistent and reliable predictor of a vast array of outcomes across the life span, including physical and psychological health. Thus, SES is relevant to all realms of behavioral and social science, including research, practice, education and advocacy.

SES Affects our Society

SES affects overall human functioning, including our physical and mental health. Low SES and its correlates, such as lower educational achievement, poverty and poor health, ultimately affect our society. Inequities in health distribution, resource distribution, and quality of life are increasing in the United States and globally. Society benefits from an increased focus on the foundations of socioeconomic inequities and efforts to reduce the deep gaps in socioeconomic status in the United States and abroad.

The relationship between SES, race and ethnicity is intimately intertwined. Research has shown that race and ethnicity in terms of stratification often determine a person's socioeconomic status (U.S. Census Bureau, 2009). Furthermore, communities are often segregated by SES, race, and ethnicity. These communities commonly share characteristics: low economic development; poor health conditions; and low levels of educational attainment; Low SES has consistently been implicated as a risk factor for many of these problems that plague communities. Research indicates that there are large health disparities based on social status that are pervasive and persistent. These health disparities reflect the inequalities that exist in our society. It is important to understand how various social statuses intersect, because race and socioeconomic status affect health exclusively as well as mutually (Williams & Mohammed, 2013).

SES Impacts the Lives of Many Ethnic and Racial Minorities

Discrimination and Marginalization

Discrimination and marginalization can serve as a hindrance to upward mobility for ethnic and racial minorities seeking to escape poverty.

In the United States, 39 percent of African-American children and adolescents and 33 percent of Latino children and adolescents are living in poverty, which is more than double the 14 percent poverty rate for non-Latino, White, and Asian children and adolescents (Kids Count Data Center, Children in Poverty 2014).

Minority racial groups are more likely to experience multidimensional poverty than their White counterparts (Reeves, Rodrigue, & Kneebone, 2016).

American Indian/Alaska Native, Hispanic, Pacific Islander and Native Hawaiian families are more likely than Caucasian and Asian families to live in poverty (U.S. Census Bureau, 2014).

Although the income of Asian American families often falls markedly above other minorities, these families often have four to five family members working (Le, 2008). African-Americans (53 percent) and Latinos (43 percent) are more

likely to receive high-cost mortgages than Caucasians (18 percent; Logan, 2008).

African American unemployment rates are typically double that of Caucasian Americans. African-American men working full-time earn only 72 percent of the average earnings of comparable Caucasian men and 85 percent of the earnings of Caucasian women (Rodgers, 2008).

Education

Despite dramatic changes, large gaps remain when minority education attainment and outcomes are compared to white Americans.

African-Americans and Latinos are more likely to attend high-poverty schools than Asian-Americans and Caucasians (National Center for Education Statistics, 2007).

From 2000 to 2013 the dropout rate between racial groups narrowed significantly. However, high school dropout rates among Latinos remain the highest, followed by African-Americans and then Whites (National Center for Education Statistics, 2015).

In addition to socioeconomic realities that may deprive students of valuable resources, high-achieving African American students may be exposed to less rigorous curriculums, attend schools with fewer resources, and have teachers who expect less of them academically than they expect of similarly situated Caucasian students (Azzam, 2008).

12.4 percent of African-American college graduates between the ages of 22 and 27 were unemployed in 2013, which is more than double the rate of unemployment among all college graduates in the same age range (5.6 percent; J. Jones & Schmitt, 2014).

Physical Health

Institutional discrimination creates barriers to health care access. Even when stigmatized groups can access care, cultural racism reduces the quality of care they receive (Williams & Mohammed, 2013).

Racial and ethnic minorities have worse overall health than that of White Americans. Health disparities may stem from economic determinants, education, geography and neighborhood, environment, lower quality care, inadequate access to care, inability to navigate the system, provider ignorance or bias, and stress (Bahls, 2011).

Socioeconomic status and race/ethnicity have been associated with avoidable procedures, avoidable hospitalizations, and untreated disease (Fiscella, Franks, Gold, & Clancy, 2008).

At each level of income or education, African-Americans have worse outcomes than Whites. This could be due to adverse health effects of more concentrated disadvantage or a range of experiences related to racial bias (Braveman, Cubbin, Egerter, Williams, & Pamuk, 2010).

Low birth weight, which is related to a number of negative child health outcomes, has been associated with lower SES and ethnic/minority status (Fiscella et al., 2008).

There are substantial racial differences in insurance coverage. In the preretirement years, Hispanics and American Indians are much less likely than Whites, African-Americans, and Asians to have any health insurance (Williams, Mohammed, Leavell, & Collins, 2010).

Psychological Health

Socioeconomic deprivation and racial discrimination have been implicated in higher psychological distress.

Wealth partially explains racial and ethnic differences in depression. Negative net worth, zero net worth and not owning a home in young adulthood are significantly associated with depressive symptoms, independent of the other socioeconomic indicators (Mossakowski, 2008).

Hispanics and African-Americans report a lower risk of having a psychiatric disorder compared with their white counterparts, but those who become ill tend to have more persistent disorders (McGuire & Miranda, 2008).

Research on post-traumatic stress disorder (PTSD) indicates that African-Americans, Hispanics, Asians, American Indians, and Native Hawaiians have higher rates of PTSD than Whites, which are not accounted for by SES and their history of psychiatric disorders (Carter, 2007).

American Indians are at heightened risk for PTSD and alcohol dependence (McGuire & Miranda, 2008).

Perceived discrimination has been shown to contribute to mental health disorders among racial/ethnic groups such as Asian Americans and African Americans (Jang, Chiriboga, Kim, & Rhew, 2010; Mezuk et al., 2010).

Compared with Whites, African-Americans are more frequently diagnosed with schizophrenia, a low-prevalence but serious condition (McGuire & Miranda, 2008).

Get Involved

Consider SES in your education, practice and research efforts.

Stay up to date on legislation and policies that explore and work to eliminate socioeconomic disparities. Visit the Government Relations webpage (https://www.apaservices.org/advocacy) for more details.

Visit APA's Office on Socioeconomic Status (OSES) website (/pi/ses) .

Visit APA's Aging website (/pi/aging) .

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How American racism is rooted in residential segregation

By Ivan Natividad



A new UC Berkeley report shows America's cities continue to be segregated, causing negative outcomes and disparities for people of color. Detroit, shown above, is statistically the most segregated city in the nation. (Flickr photo by Mike Boening)

June 21, 2021

The disproportionate use of police brutality against people of color in America. Higher COVID-19 death rates of Black and Latinx people in the health care system. Lower percentages of homeownership and loans approved in Black communities. Society often labels these disparities as racism or prejudice against individuals with specific racial identities.

But new research from UC Berkeley's Othering and Belonging Institute shows that these inequities are symptoms of a much more racially systemic problem — residential segregation.

"It's the racial identity of the neighborhood you live in, and whether it is segregated or not, that really correlates with these negative outcomes," said Stephen Menendian , the institute's director of research. "And these outcomes have gotten worse over time. If you measure what the average neighborhood looks like for a particular racial group, you actually see that we are as segregated today as we were in 1940."

Released today, the report provides an annotated bibliography of local histories of segregation from 60 American cities and an interactive mapping tool that illustrates the level of segregation for every city, region and neighborhood.

The research found that 81% of metropolitan regions were more segregated in 2019 than in 1990. That lack of integration has led to a disproportionate distribution of resources in segregated communities of color compared to segregated white communities, said Menendian, and a neighborhood poverty rate three times higher in those



Stephen Menendian is the assistant director and director of research at UC Berkeley's Othering and Belonging Institute. (Photo courtesy og Othering and Belonging Institute)

communities of color.

According to the report, Black and Latinx children raised in integrated neighborhoods earn nearly $1,000 more annually as adults and $4,000 to $5,000 more when raised in white neighborhoods, compared to those raised in segregated communities of color. Moreover, household incomes and home values in white neighborhoods are twice as high as those in segregated communities of color.

On Tuesday, Menendian will delve deeper into the impact of residential segregation in America during a livestreamed forum with other leading race and housing scholars and advocates from across the country.

Menendian recently spoke with Berkeley News *about the ways residential segregation has changed over time, and how a lack of integration has led to a "very sick" American society.*

Berkeley News : Why are America's neighborhoods more segregated now than 30 years ago?

Menendian: We're more segregated today because we are more diverse, and our communities are highly balkanized across the spaces we occupy.

Even as we've desegregated workspaces, desegregated play areas, desegregated mainstream culture and, to some extent, we've desegregated schools, there are still racially identifiable neighborhoods in cities across the country. And it causes a lot of inequality.

But segregation actually looks a lot different today. While 20th century segregation was also residential — Black urban areas versus white suburban areas — in the 21st century we're seeing segregation as more regional today. We're also seeing white suburbs and Black suburbs.

A city like Ferguson, Missouri, in 1970 was 90% white. But by 2010, it's 66% Black. Segregation now is more mobile and more regional than it was in the 20th century. It's much more multiracial. It's not binary. And it's about the community you live in, not the neighborhood within the city you live in.

What hasn't changed is that these segregated communities of color are still poorly resourced. White communities have these high pockets of private wealth and resources, while non-white areas have very anemic low levels of wealth where residents are extremely underpaid, under-resourced, and have disinvested public goods and infrastructure.



Research shows higher rates of police brutality in segregated communities of color. Here, protesters in Ferguson gathered following the 2014 killing of Michael Brown Jr., an 18-year-old Black man, who was fatally shot by a Ferguson police officer. (Photo by Jamelle Bouie via Wiki Commons)

What other racial disparities correlate with this lack of integration?

When you think about disproportional use of police brutality, or COVID-19 health outcomes and unemployment in communities of color, society often labels these disparities as racism in these individual institutions. But all these outcomes are really connected to residential segregation. This is what makes it systemic and not institutional racism.

For example, police are most brutal in either highly segregated Black communities, where they're targeting Black people. Or they are hyper-policing in neighborhoods that are white, so Black people driving through those white neighborhoods are more likely to be pulled over. Segregation is the force behind it all.

> ***"It's not the individual race of the person. It's the race of the community that actually correlates these outcomes."***

If you live in a neighborhood that has good jobs, access to a healthy environment, access to green spaces and good schools, all of those things aren't correlated with race, per se. It's correlated with racial segregation that still exists today.

It's not the individual race of the person. It's the race of the community that actually correlates these outcomes, and that's what our research shows.

White people living in highly segregated communities of color do just as bad, or almost as bad, as the people of color living in those neighborhoods. And people of color living in highly segregated white neighborhoods do much better than their counterparts in highly segregated communities of color.

It's really what we mean by structural racism. That is to say, structural racism is not about an individual that's being discriminated against. It's about the environment we live in, and the forces that shape our lives.

What we really find is that it's structural racism that is at the core, and the taproot of structural racism is racial residential segregation, because it is a mechanism that sorts people into different kinds of environments — high opportunity environments versus low opportunity environments.

I think there are some things that help. The American Rescue Plan is giving a lot of money to cities. But I don't think our public's ability to raise funds is even close to meeting the scale of need.

So, it doesn't seem to be getting any better. We're in a kind of dystopian future.

Are we at a moment of crisis at this point?

I think we've been in crisis since at least the late 1960s. The Kerner Commission warned us that we were creating two segregated societies that would continue to be unequal. What they predicted actually happened. And none of the recommendations the Kerner Commission provided came to be.

We did everything wrong.

We disinvested in our society. We pulled up the carpet, and we didn't integrate. While we did actually integrate some of the schools, by the 1990s the federal courts were out of that business, and schools have been resegregating ever since.



Research also shows Latinx children are likely to enter elementary schools with fewer white peers than a generation ago. Here, a class studies at the Bruce-Guadalupe Community School in Milwaukee, a charter school that is 97% Latino. (AP photo by Ivan Moreno)

Everything seems to me to be on the wrong track, and we've been on the wrong track for a long time. So, what we have are these eruptions, these symptoms — police brutality, health outcomes and so forth — and it's like if your body is sick, and you're getting boils all over your body. That's sort of what we've been through.

We're just very sick, and we've been sick for a while.

What can we do to turn things around?

Integrate and invest. We need to resurface the reality that racial segregation is really the core cause of racial inequality. You can't zero out racial inequality in a highly segregated society. You can't have balkanization and then have equality. It's totally antithetical.

What we seem to be doing is we tear down statues or rename buildings instead of doing what we need to do, which is to massively invest — in public goods, childcare, public transit, community colleges and so forth — for a more integrated future. I just don't see how we can break all these cycles when, if you're born poor and Black or Hispanic in the United States, there's a track for you that is very hard to break out of.

So, we shouldn't be focusing, in my opinion, on these symptoms as much as we should be focusing on the root causes of structural racism.

And I just think we spend way too much time talking about symbols and performative gestures. If we're really serious about getting rid of racial inequality, then we have to shift our focus. And so this report and discussion on Tuesday is a push in that direction.

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Politics & society, Research

Why Bay Area neighborhoods are still racially segregated

By Ivan Natividad



Piedmont, California is zoned for 100% single-family housing and is known as a segregated white community in the Bay Area, consisting of nearly 75% white residents. (Photo courtesy of Wikimedia/Sam Pullara)

September 10, 2020

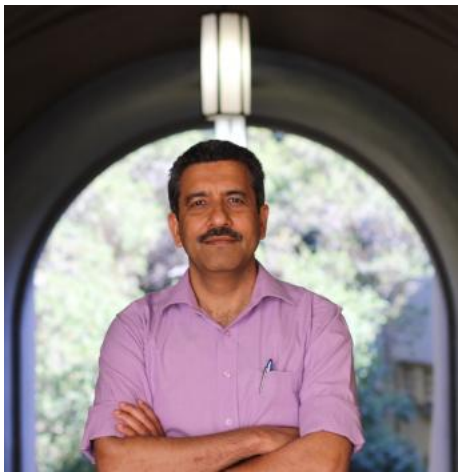
When Congress passed the Civil Rights Act of 1968, Jim Crow laws that enforced racial segregation in the United States became illegal. But according to new research from UC Berkeley's Othering and Belonging Institute , those divisive practices still exist in the Bay Area through zoning laws that create restrictive neighborhoods segregated by race.

The study is the fifth and final installment of the institute's " Racial Segregation in the San Francisco Bay Area " series. Researchers mapped jurisdictions and produced a set of maps of 67 cities across six Bay Area counties that show the correlation between segregated neighborhoods and areas zoned for single-family homes.

The findings were clear: As the proportion of single-family zoning increases in a city, so does its white population, while Black and Latinx populations decrease.

"White communities prefer to stay far away and segregated from other communities, and single-family zoning has been a key driver in perpetuating that segregation in the Bay Area," said report co-author Samir Gambhir, who has worked as a researcher and manager of Othering and Belonging's equity metrics program since 2013. "It is zoning as a means to put stricter controls on where people want to live, about how their property is appreciating, and how they would like to access different public goods."

The research also shows that major cities throughout the Bay Area have a majority of housing zoned only for single-family structures, including San Francisco at 51% and Oakland with 65%. Piedmont is residentially zoned 100% single-family housing.



Samir Gambhir works as a geographic information systems (GIS) researcher and manager of the Equity Metrics program at UC Berkeley's Othering and Belonging Institute. (UC Berkeley photo)

Gambhir spoke with Berkeley News *about what can be done to battle segregation in Bay Area communities, and how his research relates to the broader efforts for racial justice.*

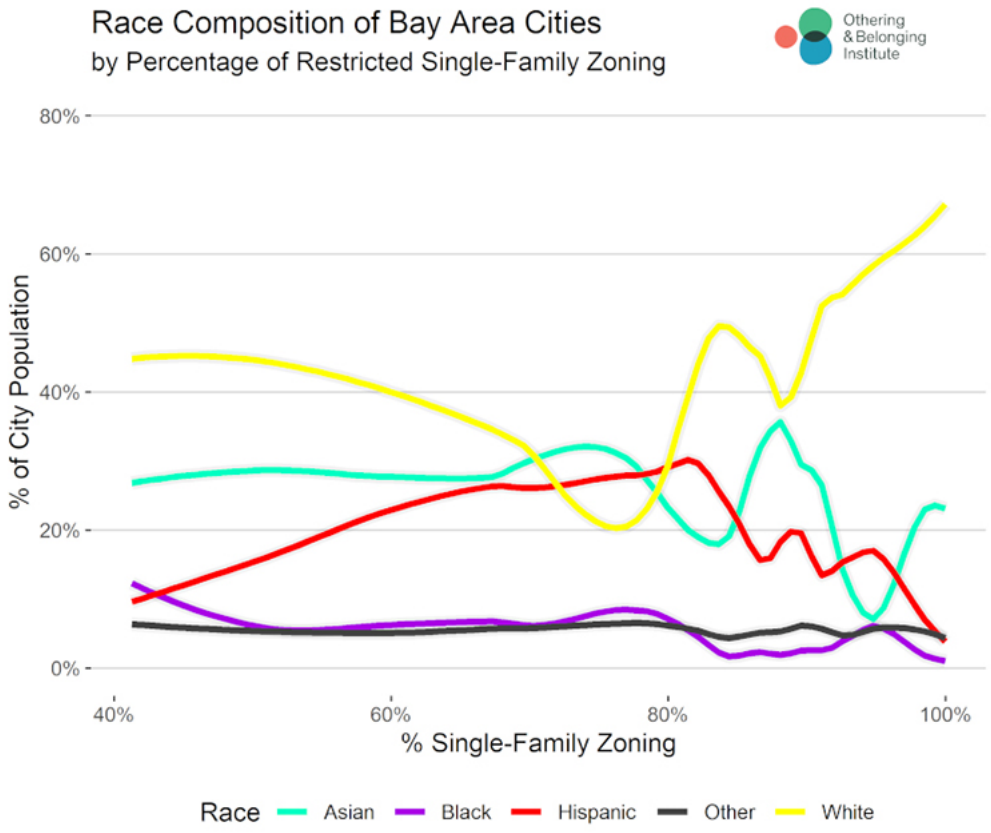
Berkeley News **: How is the Bay Area segregated, and what is the impact of that segregation?**

Samir Gambhir: If you look at the racial distribution in the Bay Area, it is around 40% white, 26% Asian, 24% Latino and 6% Black. It seems like a very diverse community.

But if you look at our research, you'll see that there are pockets of segregation across different counties. There are communities which are highly dominated by Black, Latino or Asian people. White people have the most segregated communities. They seem to want to have their own communities to keep away from people of color.

This analysis clearly brings out how segregated the entire Bay Area is. That segregation impacts economic outcomes: a racial segregation that leads to economic segregation.

There is an uneven distribution of private and public resources in terms of what white neighborhoods get versus Black neighborhoods. Children from segregated areas also go to segregated schools. There is an unequal distribution of wages, access to health care, access to healthy food, employment issues and the list goes on.



(Courtesy of UC Berkeley Othering and Belonging Institute)

Those unequal outcomes manifest just by the fact that the community is segregated. All of this is impacting the life outcomes of residents in these communities.

And historically, the situation has not changed much. The Bay Area is still almost as segregated as it was in the 1960s.

That's why we embarked on this study to not just research the impact of segregation, but the harms and what we can do to ameliorate that segregation.

How do current housing zoning laws perpetuate this segregation?

I think housing choice is highly structured and racialized. White communities identify anything associated with Black communities as a negative. Crime or schools, or anything. White communities prefer to stay far away and segregated from other communities.

Majority single-family zoning communities are primarily white with rich community resources such as good schools, less pollution and better funded public amenities such as police. Single-family zoning is one of many mechanisms of perpetuating segregation by keeping low-income folks and people of color out of their communities.



Berkeley News is examining race justice in America in a new series of stories.

Whether it's good schools, a safe neighborhood, these are some of the basic needs.

In the 1970s, local jurisdictions actually used it as a planning tool. It is zoning as a means to put stricter controls on where people want to live, about how their property is appreciating and how they would like to access different public goods.

We are planning to release a detailed report which deals extensively with single-family zoning in the Bay Area. It analyzes the relationship between singe-family zoning, racial segregation and socio-economic outcomes.

So how can we combat this segregation in a community like the Bay Area?

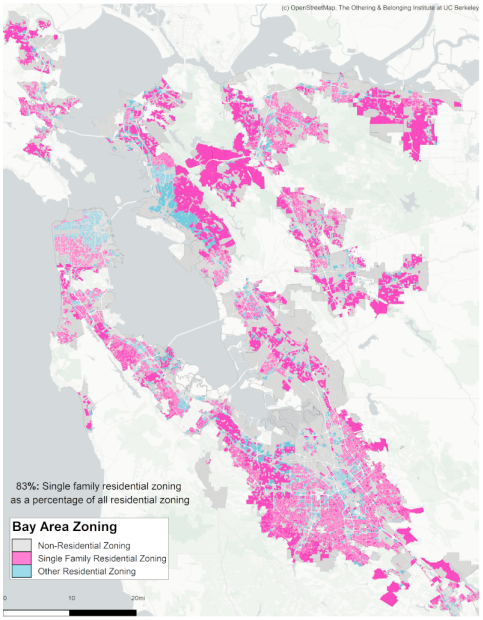
We have looked into mobility strategies to help promote integration. Providing resources that allow people to move from high poverty, racially segregated neighborhoods, to more integrated neighborhoods.

Improving the low-income housing tax credit would also help increase access to, and the creation of, affordable and multi-unit housing in the Bay Area. Even then, that housing should be located in areas which are high-opportunity where those residents can access all those amenities that high-opportunity areas have.

We are currently working on a project for California Department of Housing and Community Development and the Tax Credit Allocation Committee where we presented a model to them to identify high-opportunity areas within the state to assist them in developing policy to incentivize construction of large family Low-Income Housing Tax Credit housing.

There are also policy areas that focus on rent control, rent stabilization and other policies which are really effective in addressing the issue of the gentrification as well.

What we provide in the report is a structure of policies that are out there that will certainly promote integration. But there has to be political will to make sure that those policies are applied.



(Courtesy of UC Berkeley Othering and Belonging Institute)

Protests against racial injustice and police brutality in Black communities are occurring throughout the country, and in the Bay Area. How does neighborhood segregation fit into this dialogue?

At the Othering and Belonging Institute, we try to talk about these things in a broad framework of humanity. How do we treat our fellow human beings?

Othering certainly is a mechanism by which we are trying to segregate people: 'us' versus 'them.'

So, it's important that people look at this research through the lens of 'othering and belonging,' and see that if you have a more integrated community, we are actually lifting up everybody.

We are lifting up the entire society. We are all living together.

If people look at our work through that lens while looking into specifics of all the different issues related to systemic racism and disadvantage, I think it would make a lot of sense.

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Redlining's Legacy of Inequality: $212,000 Less Home Equity, Low Homeownership Rates For Black Families

Published on June 11, 2020 by Dana Anderson
Updated on October 15th, 2020

The racist 1930s-era housing policy that effectively blocked Black families from obtaining loans continues to widen the wealth gap. Homeowners in redlined neighborhoods have earned 52% less in home equity than those in greenlined areas over the last 40 years.

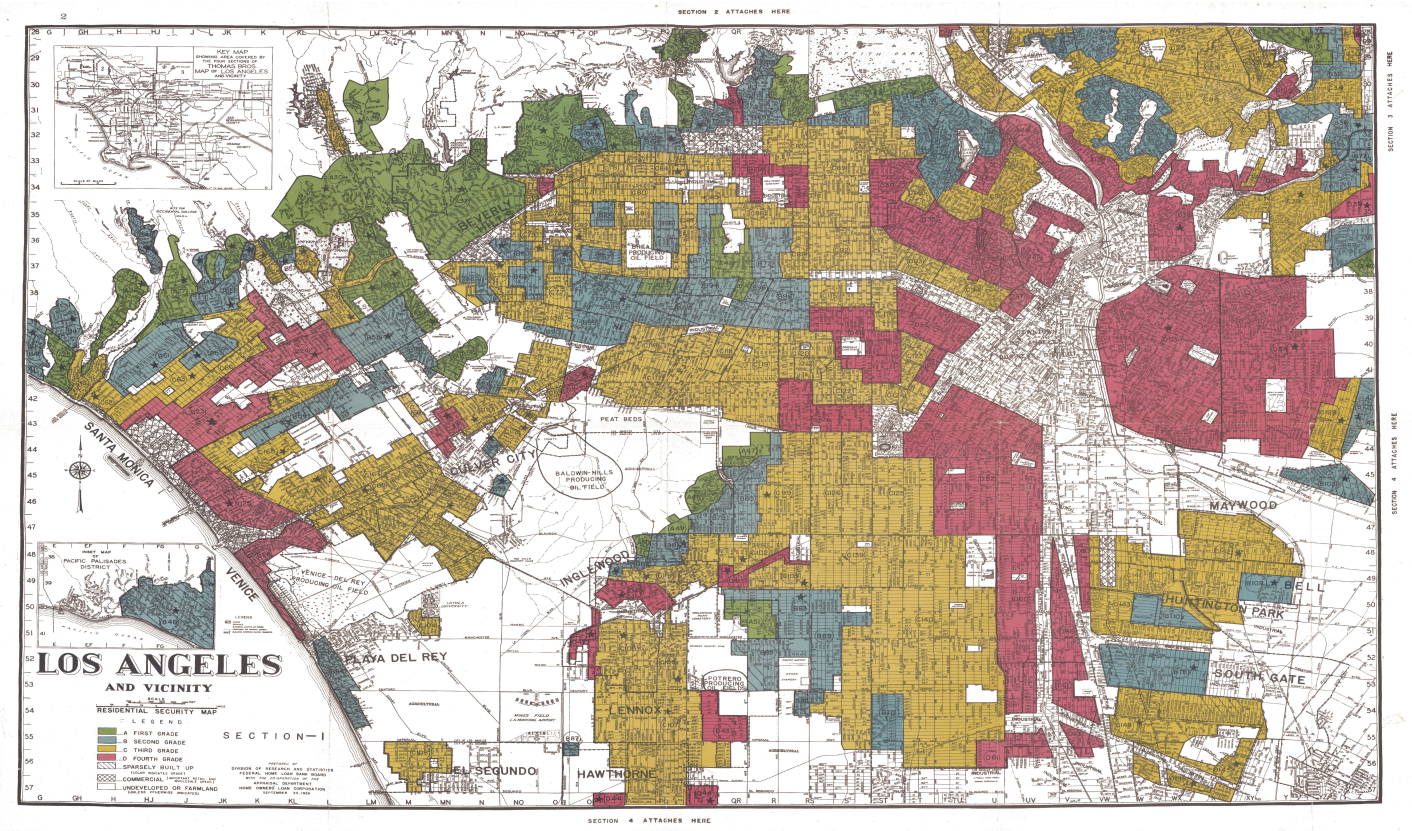
Redlining, the racist housing policy that was outlawed in the 1960s, remains a major factor in today's wealth gap between Black and white families across the country. The typical homeowner in a neighborhood that was redlined for mortgage lending by the federal government has gained 52% less—or $212,023 less—in personal wealth generated by property value increases than one in a greenlined neighborhood over the last 40 years. Black homeowners are nearly five times more likely to own in a formerly redlined neighborhood than in a greenlined neighborhood, resulting in diminished home equity and overall economic inequality for Black families.

"It's a tale of two cities in Chicago. It goes back to redlining, when Black residents lived in certain neighborhoods and white people lived in others, and the difference in home value and segregation between those places have been exacerbated by policy, education, wage inequality and so many other issues," said Chicago Redfin agent Brittani Walker. "I hear the systemic problems every day when I talk to clients. Homebuyers have boundaries they've set for themselves, or a friend of a friend has set for them. They don't want to buy in certain neighborhoods, especially on the South Side in formerly redlined areas, because those places don't get the culture, the restaurants, the fun events, they don't even get healthy food at grocery stores. And that contributes to why home prices don't go up in those neighborhoods."

"Redlining" refers to the 1930s-era practice in which the Home Owners' Loan Corporation assigned grades to, and color coded, residential neighborhoods to indicate their "mortgage security." Neighborhoods that received the highest grade of "A"—colored green on the maps— were considered "best." Those that received the lowest grade of "D," colored red, were considered "hazardous." Urban areas with a large share of Black families were most likely to be

redlined, while neighborhoods made up mostly of white families were most likely to be deemed "best" and colored green. In redlined neighborhoods, it was virtually impossible to get a loan. Type B neighborhoods, those deemed "still desirable" were colored blue and Type C neighborhoods, considered "definitely declining," were colored yellow.

Here's an example of a redlined map of Los Angeles:



In 1896, the U.S. Supreme Court decision Plessy v. Ferguson upheld the constitutionality of racial segregation. As a result, segregation across the country continued with minimal legal challenge until the U.S. Supreme Court's 1954 decision Brown v. Board of Education. Accordingly, when the Home Owners' Loan Corporation enacted the practice of redlining in the 1930s, many U.S. cities were racially segregated and it was not uncommon for neighborhoods to consist predominantly of Black families or predominantly of white families.

While redlining prevented both Black and white families from obtaining loans for homes in Type D neighborhoods, the bigger impact was on Black families, who were blocked from buying homes in the neighborhoods where they already lived.

The nationwide protests against police brutality and systemic racism are now highlighting questions of how to use housing policy, among the key drivers of systemic racism in this country, as one way to tackle it. The next step is for voters, policymakers, communities and the real estate industry—Redfin included—to cooperate on solutions. Some policies proposed over the last few years include reparations for the Black community and down-payment assistance for first-time homebuyers in formerly redlined areas.

How Redlining Contributed to a Racial Wealth Gap

The Fair Housing Act of 1968 made it unlawful to refuse to rent, sell, or provide financing for a dwelling based on race, religion and national origin, and the 1977 Community Reinvestment Act further outlawed redlining. Today, U.S. residents—particularly Black families—still feel the impact. Lack of access to credit, discrimination against minorities buying homes in Type A neighborhoods, and being prevented from buying homes in their own neighborhoods led to

significantly lower homeownership rates for Black families than white families. The national homeownership rate is lower for Black families than white families—44.0% versus 73.7%.

"The expanding homeownership gap between Black and white families can in part be traced back to diminished home equity due to redlining, as it's one major reason why Black families today have less money than white families to purchase homes either as first-time or move-up homebuyers," said Redfin chief economist Daryl Fairweather. "It's important to note that other factors play a role in lower homeownership rates for Black families, too. For instance, employment discrimination has prevented Black workers from earning equitable income."

In Type A Neighborhoods, the Homeownership Gap Between Black and White Families Expands

In the 41 metros included in this analysis, Black individuals who are homeowners are 4.7 times as likely to own in a former Type D than a Type A neighborhood, while white individuals are just 1.5 times more likely to own in a redlined area. And even though redlining was outlawed half a century ago, the homeownership rate for Black families has dropped in every neighborhood type over the last 40 years.

Since 1980, the homeownership rate for Black families in Type A, or "best," neighborhoods dropped from 50.4% to just 44.0%, while the rate for white families rose 4.1 percentage points to 71% in 2017, the most recent data that was available at the time of the analysis for this report. That makes for a 27 percentage-point homeownership gap between Black and white families in "best" neighborhoods, up from a 16.5 percentage-point gap 40 years ago. The gap has widened in all neighborhood types except those that were formerly redlined, where Black and white families both have relatively low homeownership rates (29.8% and 45.6%, respectively).

Black homeowners were hit harder during the 2008 housing bust, with 7.9% of Black families with mortgages losing their homes to foreclosure between 2007 and 2009 versus 4.5% of white families, and it's likely that the subsequent tightening of credit has been an exacerbating factor in the homeownership gap.

Homeownership Rates by Race and Redlining Category: National

Overall homeownership rate		
	1980	2017
Type A / Best	65.5%	66.0%
Type B / Still Desirable	56.2%	55.0%
Type C / Definitely Declining	50.0%	47.4%
Type D / Hazardous	46.3%	38.5%
Homeownership rate for white families		
	1980	2017
Type A / Best	66.9%	71.0%
Type B / Still Desirable	58.3%	61.1%
Type C / Definitely Declining	53.6%	54.4%

Type D / Hazardous	46.3%	45.6%
Homeownership rate for Black families		
	1980	**2017**
Type A / Best	50.4%	44.0%
Type B / Still Desirable	49.0%	43.7%
Type C / Definitely Declining	39.9%	35.9%
Type D / Hazardous	30.8%	29.8%
Homeownership rate: Percentage point difference between white and Black families		
	1980	**2017**
Type A / Best	16.5 pts.	27.0 pts.
Type B / Still Desirable	9.3 pts.	17.4 pts.
Type C / Definitely Declining	13.7 pts.	18.5 pts.
Type D / Hazardous	15.5 pts.	15.8 pts.

In some areas, the difference is more pronounced. The homeownership rate for Type A areas in Atlantic City, NJ is just 14.8% for Black families, versus 75.3% for white families. That's a bigger gap than any other metro. It's followed by Fresno, CA, where the Type A homeownership rate for Black families is just 2.5% compared to 62.6% for white families, and Greensboro, NC (9.3% versus 67.7%).

The homeownership gap for "best" neighborhoods is smallest in Oakland, where Black families have an 84.1% homeownership rate versus 85.9% for white families. It's followed by Miami (42.7% versus 56.8%).

Below is a table with three of the 41 metros included in this analysis (the first three alphabetically), with homeownership rates by race and redlining category in 1980 and 2017. Click here for the full table, which includes all 41 metro areas.

Homeownership Rates by Race and Redlining Category: Metro Areas								
	1980				**2017**			
Metro Area and Redlining Category	Overall Homeownership Rate	Rate for White Families	Rate for Black Families	Percentage Point Difference Between White and Black Families	Overall Homeownership Rate	Rate for White Families	Rate for Black Families	Percentage Point Difference Between White and Black Families
Akron, OH								

Type A / Best	74.1%	74.7%	69.4%	5.3%	70.2%	76.4%	50.5%	25.9%
Type B / Still Desirable	67.5%	69.7%	56.2%	13.5%	58.1%	64.9%	36.7%	28.2%
Type C / Definitely Declining	64.0%	66.1%	41.7%	24.4%	57.3%	65.0%	25.3%	39.7%
Type D / Hazardous	63.7%	69.0%	48.6%	20.4%	50.7%	59.1%	31.9%	27.2%
Atlanta, GA								
Type A / Best	67.0%	67.6%	44.7%	22.9%	64.2%	67.8%	25.3%	42.5%
Type B / Still Desirable	50.5%	50.7%	51.2%	-0.5%	56.4%	64.3%	33.4%	30.9%
Type C / Definitely Declining	43.2%	43.3%	43.6%	-0.3%	46.3%	58.4%	33.0%	25.4%
Type D / Hazardous	30.1%	43.6%	22.2%	21.4%	33.9%	50.2%	22.7%	27.5%
Atlantic City, NJ								
Type A / Best	54.4%	54.6%	20.0%	34.6%	73.5%	75.3%	14.8%	60.5%
Still Desirable	62.4%	62.7%	34.8%	27.9%	66.4%	73.1%	23.7%	49.4%
Type C / Definitely Declining	62.0%	66.8%	41.5%	25.3%	54.9%	64.8%	35.0%	29.8%
Type D / Hazardous	41.1%	59.3%	34.9%	24.4%	39.0%	55.9%	25.3%	30.6%
Here's the full table								

Redlined vs. Greenlined: Identical Homes but Very Dissimilar Equity

"More than half a century after it was abolished, redlining continues to dictate the racial makeup of neighborhoods and Black families still feel the socioeconomic effects of such a racist housing policy," Fairweather said. "Black

families who were unable to secure housing loans in the neighborhoods where they lived have missed out on one of the major ways to build wealth in this country. And even families who were able to buy homes in their neighborhood after redlining ended haven't earned nearly as much home equity as people who bought homes in neighborhoods that were considered more valuable."

"That has had a lingering effect on their children and grandchildren, who don't have the same economic opportunities as their white counterparts," Fairweather continued. "Not only are Black parents less likely to have the resources to pay for higher education and help with other expenses, but studies show that children of homeowners are about 7.5% more likely to become homeowners than children of renters."

In a former Type D—or redlined—neighborhood, the typical homeowner has earned $196,050 in home equity since 1980, versus $408,073 for Type A neighborhoods. Homeowners in former Type B, "still desirable," and Type C, "definitely declining," neighborhoods have also missed out on sizable home equity compared to those in Type A neighborhoods. In C neighborhoods, the typical homeowner has earned $218,976 worth of home equity since 1980; in B areas the median gain is $299,439.

While the median home equity in redlined neighborhoods has seen a bigger percentage increase since 1980 than those in greenlined neighborhoods—292% versus 204%—it's largely because equity in redlined neighborhoods started out so low.
Here's a look at national home equity gain for all four redlining categories, from the five-year period spanning 1975-1980 to 2019*.

	Median Home Equity* in 1975-1980 (in today's dollars)	Median Home Equity in 2019	Home Equity Growth (dollars)	Home Equity Growth (percentage)	Total Home Equity Growth (dollars)	Total Homes Sold 1975-1980
Type A / Best	$200,122	$608,195	$408,073	204%	$18.9 billion	32,845
Type B / Still Desirable	$129,195	$428,634	$299,439	232%	$47.6 billion	101,436
Type C / Definitely Declining	$93,732	$312,707	$218,976	234%	$62.1 billion	160,964
Type D / Hazardous	$67,100	$263,150	$196,050	292%	$22.5 billion	61,922

**We measured median home equity in the period from 1975-1980, the furthest back in time data is available, by subtracting the loan amount from the sale price for homes in the 41 metros we included in this analysis. Because a standard 30-year mortgage would have been paid off by 2010, median home equity in 2019 is equal to total home value.*

Lack of Equity in Redlined Areas Pervades Across the U.S., With One Exception

Overall, 2017 homeownership rates are lowest for both white and Black families in former D neighborhoods, where redlining prevented homebuyers from obtaining loans. And home equity in former A neighborhoods outstrips former D neighborhoods in 40 of the 41 metros in this analysis.

The starkest example of the imbalance is in Warren, MI (a Detroit suburb), where in 2019 the typical homeowner in a former A area had 1,309% more home equity than one in a redlined area—$634,000 versus $45,000. It's followed by Jacksonville, FL (836% more; $571,000 versus $61,000) and Memphis (663% more; $412,000 versus $54,000). Philadelphia is the only exception: The median home equity for the greenlined neighborhoods is 40% less than it is in redlined neighborhoods: $160,000 versus $268,000.

"Philadelphia is currently grieving over the deaths of George Floyd, Ahmaud Arbery, Tony McDade and Breonna Taylor and some neighborhoods such as Center City, and parts of West

Philadelphia and Kensington have experienced damage despite otherwise peaceful protests," said local Redfin agent Mason Gallik. "This may change some dynamics of the real estate market while neighborhoods recover. But as of a few months ago, some of the formerly redlined neighborhoods were among the most desirable areas in the city, like parts of Fairmount and Northern Liberties. Those neighborhoods have two things a lot of the former 'best' neighborhoods do not have: vacant land and proximity to downtown, both of which are valuable to modern homebuyers. Vacant lots in formerly redlined neighborhoods also allow for newly built homes, which tend to sell for more than older homes."

Home Equity In 2019 For "Best" and "Hazardous" Neighborhoods By Metro Area

Metro Area	Median Home Equity For "Best" Neighborhoods	Median Home Equity For "Hazardous" Neighborhoods	Dollar Difference Between Home Equity In "Hazardous" And "Best" Neighborhoods	Percent Difference In Home Equity Between "Hazardous" And "Best" Neighborhoods
Warren, MI	$634,000	$45,000	$589,000	1,309%
Jacksonville, FL	$571,000	$61,000	$510,000	836%
Memphis, TN	$412,000	$54,000	$358,000	663%
Birmingham, AL	$862,000	$131,000	$731,000	558%
Atlantic City, NJ	$900,000	$143,000	$757,000	529%
Tampa, FL	$832,000	$151,000	$681,000	451%
Oklahoma City, OK	$246,000	$45,000	$201,000	447%
Greensboro, NC	$341,000	$69,000	$272,000	394%
Virginia Beach, VA	$226,000	$49,000	$177,000	361%
Columbus, OH	$424,000	$100,000	$324,000	324%
Richmond, VA	$648,000	$156,000	$492,000	315%

Charlotte, NC	$926,000	$232,000	$694,000	299%
Trenton, NJ	$152,000	$41,000	$111,000	271%
Atlanta, GA	$1,052,000	$326,000	$726,000	223%
Phoenix, AZ	$511,000	$165,000	$346,000	210%
Tacoma, WA	$656,000	$218,000	$438,000	201%
Pittsburgh, PA	$380,000	$133,000	$247,000	186%
Dayton, OH	$278,000	$103,000	$175,000	170%
Akron, OH	$166,000	$62,000	$104,000	168%
New Orleans, LA	$515,000	$196,000	$319,000	163%
Cleveland, OH	$308,000	$123,000	$185,000	150%
Nashville, TN	$648,000	$281,000	$367,000	131%
Miami, FL	$688,000	$302,000	$386,000	128%
San Diego, CA	$1,058,000	$471,000	$587,000	125%
Camden, NJ	$202,000	$92,000	$110,000	120%
Seattle, WA	$1,212,000	$562,000	$650,000	116%
Newark, NJ	$699,000	$338,000	$361,000	107%
Chicago, IL	$462,000	$230,000	$232,000	101%
Denver, CO	$756,000	$390,000	$366,000	94%
Montgomery County, PA	$450,000	$234,000	$216,000	92%
Los Angeles, CA	$1,111,000	$587,000	$524,000	89%
Boston, MA	$1,039,000	$578,000	$461,000	80%
Fresno, CA	$282,000	$158,000	$124,000	78%
Oakland, CA	$1,300,000	$752,000	$548,000	73%
Milwaukee, WI	$251,000	$154,000	$97,000	63%
Baltimore, MD	$335,000	$208,000	$127,000	61%
San Jose, CA	$1,329,000	$854,000	$475,000	56%

Sacramento, CA	$778,000	$522,000	$256,000	49%
New York, NY	$666,000	$502,000	$164,000	33%
Philadelphia, PA	$160,000	$268,000	-$108,000	-40%

New York and San Jose both have relatively smaller gaps in home equity gains between former A and D neighborhoods. That's likely because both are job centers with high wages and in-demand housing, and in each home prices have risen substantially in almost every neighborhood.

But rising home values throughout all redlining categories in New York and San Jose doesn't mean Black Americans there have benefited. The Black homeownership rate in both areas is lower than the national average of 44%: just 32.4% in New York and 31.4% in San Jose.

"Relatively low homeownership rates for Black families means landlords are the ones reaping the benefits of increasing home equity in formerly redlined neighborhoods," Fairweather said. "Black families are mostly renters in those neighborhoods, which means rising home values leads to increased rent payments and possibly being pushed to less desirable, albeit more affordable, parts of town."

Methodology

For the home equity analysis, we measured median home equity in the period from 1975-1980, the furthest back in time data is available, by subtracting the loan amount from the sale price for homes in the 41 metros we included in this analysis. County records were not available for several metro areas and in some there were too few records. Thus, to be included, metros must have had at least 1,000 home sales between 1975 and 1980. Because a standard 30-year mortgage would have been paid off by 2010, median home equity in 2019 is equal to total home value. The national home equity figures are the averages of the medians of the 41 metros included in this analysis.

We obtained redlining map shapefiles from the Mapping Inequality website for 41 metro areas across the U.S. that were "redlined" by the Home Owners' Loan Corporation. There were 357,167 home sales from 1975-1980 that fell inside of the redlining map boundaries. For the purposes of this analysis, we assumed the homes are still owned by the person who owned them in 1975-1980 to calculate equity gained. The 1975-1980 home equity values are adjusted for inflation and expressed in terms of today's dollars using the consumer price index.

For the analysis of homeownership rates, the data on the number of occupied units (by race) comes from the 1980 decennial census as well as the 2013-2017 5-year American Community Survey, the most recent data that was available at the time of analysis for this report. We used GIS tools to match and aggregate the census tract level data by each redlined category. The homeownership rate represents the percentage of families belonging to a particular racial group that owned versus rented in 1980 and 2017. A homeownership rate refers to the share of homes that are owned by their occupants.



Dana Anderson

As a data journalist at Redfin, Dana Anderson writes about the numbers behind real estate trends. Redfin is a full-service real estate brokerage that uses modern technology to make clients smarter and faster. For more information about working with a Redfin real estate agent to buy or sell a home, visit our Why Redfin page.

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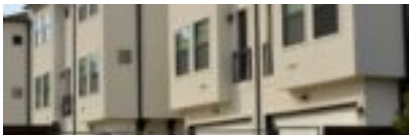

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JUHSD Serramonte Del Rey Parcel C RFP Questions

April 25, 2022

What are the hours of operation for the Head Start Program?

The Head Start Program operates 8:00AM-4:00PM year-round.

What does federal interest mean?

When the federal government provides funding to grantees to purchase a building or fund improvements on a property, the government has an interest in it via a lien. This applies to funding over $250k.

What is the federal interest for funding under $250k?

For purposes of responding to this RFP, it should be assumed that there is no "federal interest" in the project if funding from the federal government is below $250,000 for the capital improvement for Head Start.

Is the federal interest in the tenant improvements only or also in the core and shell?

For purposes of responding to this RFP, it should be assumed that the Head Start program will only solicit and contribute funds towards the Head Start capital improvements of $249,999. It is anticipated that the selected Developer will work hand-in-hand with Head Start and the District to consider the potential benefits of additional funding above the $250,000 capital improvement allowance, and advise accordingly.

What is the maximum AMI for families to qualify for Head Start? The presentation said 30% AMI but presenters said 23% AMI verbally.

The maximum income to qualify for Head Start is 23% AMI with no sliding scale. This is only for families of children attending Head Start, it does not impact the incomes for residents to qualify for living in the Parcel C property.

What are the parking requirements for Head Start? The presentation said there are 9 employees, do they all need parking? There are 3 spaces in the RFP though, what's the discrepancy?

For purposes of the RFP response, assume that there are three parking spaces required to be accommodated in the parking podium of Parcel C. To the extent up to additional spaces for Faculty and staff are programmed and provided, it should be assumed that they can be accommodated off-site on East Drive.

Who is responsible for hillside improvements?

The Parcel C developer will be responsible for the initial implementation of the tree succession plan and clearing the brush from the hillside up to a maximum cost of $25,000. Costs necessary to be spent for the initial implementation of the hillside improvements beyond the $25,000 allowance will be paid by JUHSD.

Will the Master Association be responsible for maintenance and implementation of the tree succession plan after stabilization of Parcel C and is there a budget of the Master Association?

Yes, the Master Association will be responsible for the maintenance of the tree succession plan after the initial implementation of the hillside improvements at the East Hillside at Parcel C.

No budget has been established yet for the Master Association dues, however, for purposes of this RFP, it should be assumed that fees for the Master Association will not be collected from Parcel C.

Questions Submitted Subsequent to the Pre-Proposal Conference

State programs such as MHP require local funding commitments in order to be competitive and do not fund inclusionary units that market rate developers are required to provide. Will the District (directly or indirectly thru the sale of market rate parcels) provide funding for the required inclusionary units?

JUHSD will contribute the value of the leasehold interest in the entitled land to the project. JUHSD anticipates working closely with the City and the selected Developer experienced in financing affordable housing projects to assess financing opportunities. The proposer may choose to assume for the purposes of this RFP that the City, the District and Developer will develop a solution that addresses the funding of the required inclusionary units, such that the State and other funding sources will participate in funding the required inclusionary housing without the City directly funding these units. If the proposer determines additional outside funds are required, the proposer may choose to reflect that in the project proforma.

Note: For purposes of clarifying the intent of JUHSD, it is anticipated that the District will retain ownership of the market rate parcels.

At the pre-proposal conference reference was made to a Master Association, is there any guidance on an annual amount of association dues we should assume?

Please assume that Master Association costs will be shared by Parcels A, B, D, E, and F. Parcel C will be excluded from annual amounts due by the other parcels.

Developer will cover the cost of the development and installation of the Recreation Trail located on the Site. “Off site” or on the affordable site? Can the District define the length of the expected trail? When will the cost be estimated or available for review for the HOA portion expected to be reimbursed by Parcel C?

Developer is asked to cover the cost of the development and installation of the Recreation Trail located on Parcel C only.

Please refer to the civil engineering exhibits for a graphic depiction of the length of the Recreation Trail at the “affordable site”. See the Preliminary Site Civil Drawings: Exhibits 01 through 04 (Dated 2.10.22) and included in the Documentation Room.

For purposes of the Proposal, it should be anticipated that fees for the Master Association will not be collected from Parcel C.

Developer will cover the cost of the installation and management of the hillside area. This is clearly an offsite improvement but can the District please define the boundary and limit of the hillside work? (i.e. is it only the portion that touches only the affordable boundary?) When will the cost be estimated or available for review for the HOA portion expected to be reimbursed by Parcel C?

The Developer is being asked to cover the cost of the installation of the tree succession plan and clearing of the brush from the East Hillside up to a maximum cost of $25,000. The East Hillside is part of Parcel C (C1 and C2) that extends to the property line at Callan Boulevard, and from the property line between Parcel D and C (C1 and C2) to the north and between Summit Shasta Charter School and Parcel C (C1 and C2) to the south. Please refer to Preliminary Site Civil Drawings: Exhibits 01 through 04 (Dated 2.10.22) and included in the Documentation Room.

For purposes of the Proposal, it should be anticipated that fees for the Master Association will not be collected from Parcel C (C1 and C2).

Who is the Developer for Parcel D? Is there architectural and infrastructure coordination that will need to occur? If this Developer is unknown and undetermined, would the District consider this site be jointly developed with Parcel C?

To date, a solicitation for a Developer for Parcel D has not taken place. JUHSD considers the participation and counsel of the Development Team of Parcel C essential to shaping the Project’s success, and is therefore soliciting an affordable housing development team prior to market rate teams.

Upon selection of the Developer, the District will consider inclusion of a joint development of Parcels C and D--with both affordable and market rate housing components, with the understanding that the ultimate selection of the Parcel D Developer will need to fall within the guidelines of the Education Code and public procurement requirements of the State.

Page 12 of the solicitation asks for a discussion of how the Development Team has experience in managing a project with a Head Start (or preschool). Page 26 and 27, further require that the projects be located in the City of Daly City or San Mateo County to meet experience threshold. However, the licensing and approving authority for such projects lies with the State of California's Division of the State Architect. We ask that development team members be given approval of the requisite experience- regardless of where the projects are located. Can this request be accommodated and the RFP solicitation revised accordingly?

The District concurs that Head Start (preschool) projects that are licensed anywhere within the State of California will be given equal weight in terms of experience as those that are located in Daly City or San Mateo County, without prejudice to location within the State.

We specialize in modular buildings design and construction and we would like to obtain the list of proposers/developers interested in submitting proposals to you in order to work with them as their subcontractors. Our modular construction techniques can save your projects millions of Dollars, reduce construction durations/schedules by up to 50% compared to traditional projects, minimize waste of materials, provide better quality of construction, and improve worker's safety. The biggest advantage is the use of sustainable materials and methods and smaller carbon footprint for our projects. thanks you

Thank you for your inquiry. The list of attendees at the pre-proposal meeting can be found at the Project Portal under List of Attendees.

A view from the Saint Francis neighborhood in Daly City. *(Sebastian Miño-Bucheli/KQED)*

BAY CURIOUS

How Daly City Became One of the Most Densely Populated Cities in the

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In Daly City, looking down a block of manicured lawns and "cookie cutter houses," it's easy to feel like you're in the heart of suburbia. That's why listener Nick Crescenzi was surprised when a few years ago he read that Daly City is one of the densest cities in the country.

Nick, who works for the city's parks and recreation department, wanted to know how this suburb, with its malls, cineplex and drive-through restaurants came to rank alongside places like Boston, Chicago and, yes, San Francisco, in terms of the number of residents per square mile. According to a 2015 analysis of U.S. cities with populations over 100,000 people, Daly City is the 6th most densely populated.

BAY CURIOUS

Bay Curious is a podcast that answers your questions about the Bay Area. Subscribe on Apple Podcasts, NPR One or your favorite podcast platform.

The answer leads to a history unknown to many who haven't lived it, or to those who mistakenly choose to brush Daly City off like a B-side of a chart-topping single. And perhaps most importantly, the history shines light on some of America's cruelest policies.

Smaller Lots but Lots of Them

Daly City came to be densely populated for four main reasons, says Tatum Mothershead, director of economic and community development for Daly City: A relatively high percentage of land in Daly City is used for housing; on average, families in Daly City have more people in them than families in other places; the average lot size in Daly City is small; and lastly, the architecture of the homes that were built.

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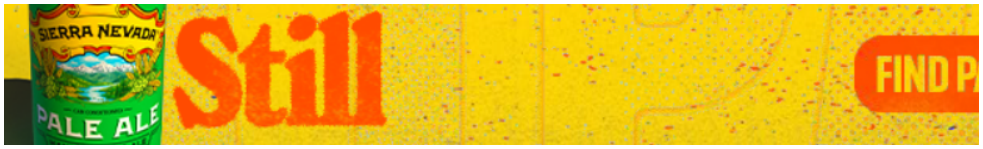

The amount of land used in Daly City for residential purposes is apparent to anyone who has driven through the city. If you're driving on the freeway or staring out a BART window, hill after hill reveals itself, each one dotted with lines of houses, like cars on an endless train. Those rows of houses are said to have inspired Malvina Reynolds' anti-conformity song, "Little Boxes."

The average lot size for a house in Daly City is well below that in the rest of San Mateo County. If you drive down Mission Street, through the neighborhood that long-time residents call "Top of the Hill" and take a left on any of the side streets, many of the houses you'll see are either connected or within an arm's length of one another. Most of those residences were built before World War II, and on lots around 2,500 square feet.

e stayed small, in large

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For decades, a homeowners association enforced limits on the type of exterior changes that could be made to houses in Westlake, including what kind of trees could be planted. *((Sebastian Miño-Bucheli/KQED))*

The Henry Ford of Housing

If Daly City owes its founding to John Daly, it owes its expansion to Henry Doelger.

"Henry Doelger was a very smart man and he could see the World War II housing boom coming," says Rob Keil, author of the book "Little Boxes: The Architecture of a Classic Midcentury Suburb," which was also made into a movie.

Doelger built a lot of military housing — very quickly — in the Bay Area during World War II. He also built about 11,000 homes in San Francisco, largely in the Sunset and Richmond districts. There's even a section deemed Doelger City, and Herb Caen, the former San Francisco Chronicle columnist, jokingly called the city's western coast line "the white cliffs of

cure 1,350 acres of land

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There, Doelger aimed to build Westlake, a city unto itself, that would be affordable for first-time homebuyers.

"From an economic standpoint, you obviously want to build as many homes on a piece of land as you can because you make money by selling homes," says Keil. "However, he had to give people a reason to leave [San Francisco.]"

That reason for many customers was a yard and the opportunity to own a stand-alone house that didn't share walls with the neighbors.

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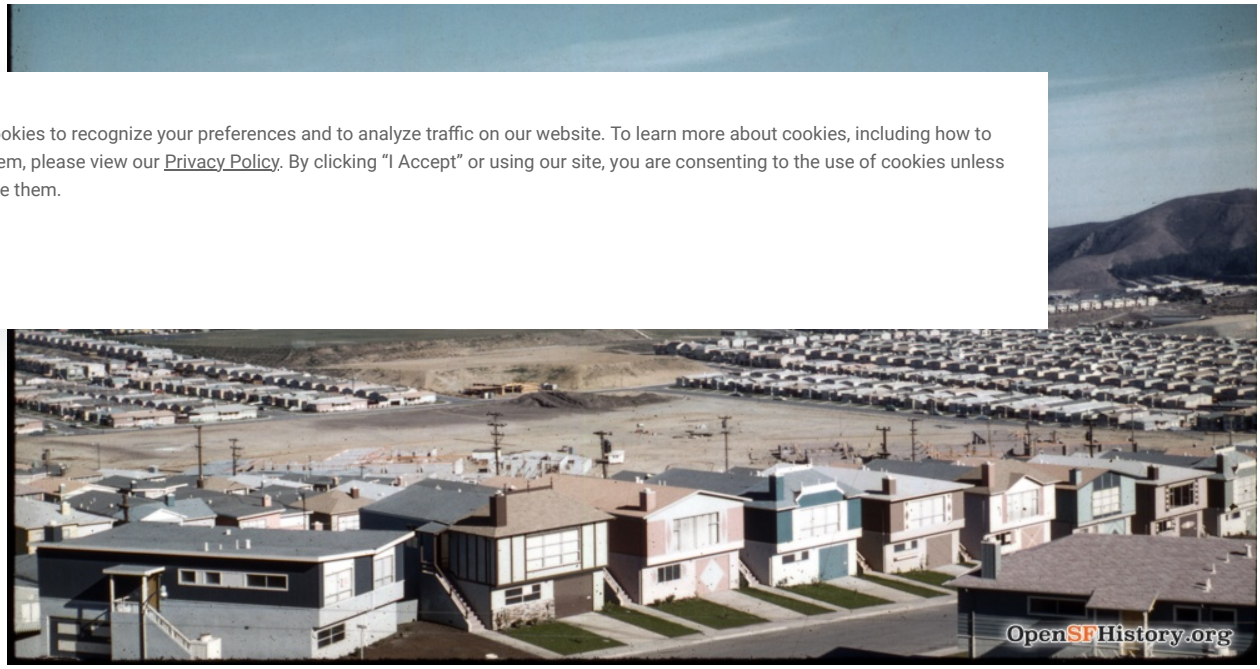


A view of Westlake while under construction, near the intersection of Higate Drive and Southdale Avenue. The undeveloped area would become Westmoor High School. *(OpenSFHistory / wnp25.6643)*

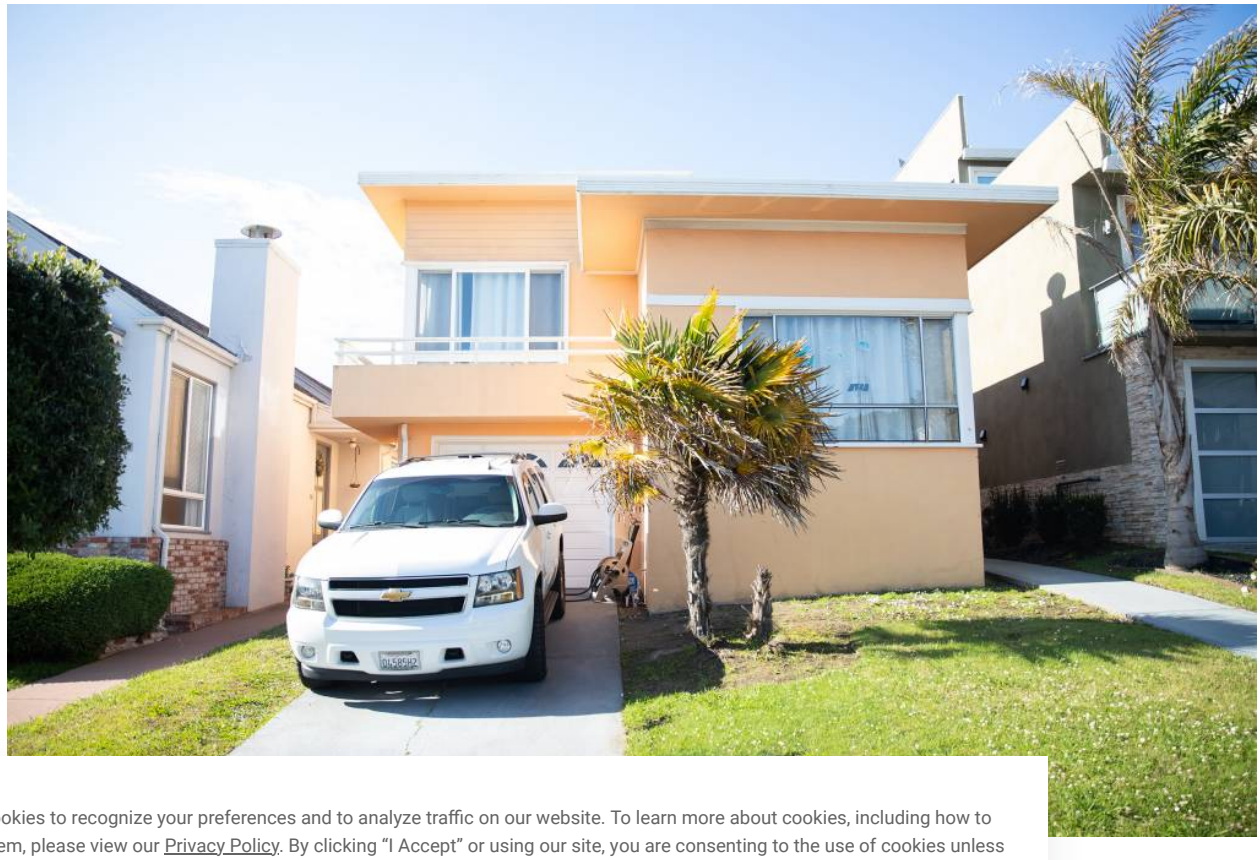
In Westlake, Doelger gave people *juuust* enough room for a lawn and a bit of privacy. But not much.

"The lotting size attributed to the homes that Doelger built ... was 3,300 square feet, which is still significantly smaller than what we're seeing in other communities down the peninsula," says Mothershead. The tendency toward smaller parcels was continued by developers like the Gellert Brothers who began building in Daly City after Doelger.

As decades passed and Bay Area wealth grew, houses and their yards did, too.

"It's pretty typical that some of our neighboring communities have lots that are 5,000 square feet or greater," Mothershead said.

But 40% of Daly City's housing stock was built before 1950, before a super-sized McMansion was even something one might aspire to.



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ys to streamline the
ses and yards, allowed
a profit.

Doelger's innovations ran the gamut, from process to plumbing.

Waiting for trucks to be fixed could stall operations, so Doelger included a car repair shop in his operations. He built with redwood, but to keep costs down, he put his own lumber mill on what is now John Daly Boulevard. That mill would cut wood into pre-labeled components that were delivered straight to the worksites, where workers could start framing houses right away. Doelger even manufactured his own windows and doors.



Today The Boulevard Cafe sits on the location where Henry Doelger built a former lumber yard to help streamline the construction of the Westlake subdivision. *((Sebastian Miño-Bucheli/KQED))*

The quest for efficiency carried into the floor plans that Doelger created. He was one of the first West Coast developers to use sheetrock, and because sheetrock came in 8-foot pieces, Doelger rarely incorporated ceilings that were taller than 8 feet high.

Bathrooms shared walls with kitchens to centralize a house's plumbing, a big cost cutter, says Keil. And the houses were "designed in such a way that they were easy to build."

Those easy-to-build floor plans often put all of the living space upstairs while the downstairs remained open as a basement or a garage. That design, in turn, contributes to how Daly City became so densely populated (and to the city's propensity for garage parties).

"Over time, people were finding that they could add habitable space at the ground floor level and they could do it for a

ı know, it probably

baths, but [in Daly City]

e.

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Doelger's vision for Westlake was much grander than what he had built before; he imagined a city within a city, and in many ways delivered on that idea.

"There was a bank, there was a post office, there were grocery stores," says Keil. "All the stuff was planned in advance so that the people who moved in right from the beginning had access to these things."

Doelger planned for parks and schools, and an outdoor shopping mall, a novelty at the time.

"If you lived out there, you were not in no man's land," says Keil. "You could go out and buy things you needed and not have to travel into San Francisco."

Soon, Daly City was getting noticed.

The Ladies' Home Journal magazine put it on its list of Top Ten Suburbs in America in 1975. Its schools were designed by architect Mario Ciampi and were featured in LIFE magazine. Community gatherings were held at the mall. Though many architects derided Doelger's designs, his attention to detail shone through — and still does — when one walks through Westlake. The corner windows, slanted roofs, detailed facades — buyers loved it all.

White buyers that is.



A Westlake entry sign near Eastgate Drive and John Daly Boulevard. Black, Indigenous and other people of color were banned from owning houses in Westlake, as in most suburbs built during the post-World War II housing boom. *((Sebastian Miño-Bucheli/KQED))*

Discrimination by Law

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but to put a clause in
mericans," said Richard

devoted to housing
policy, with post-war housing developments like New York's Levittown and Daly City's Westlake serving as Rothstein's evidence that federal policy — not personal preference or economic differences — is largely what segregated America.

Rothstein focuses on African Americans in his book, because in a lot of places, that's who racial covenants and deeds specified. But in Daly City, and across the Bay Area, it wasn't just African Americans who were excluded — it was anyone who couldn't pass as white. That included Filipinos — who make up about 30% of Daly City's current population — as well as Latinos and Asians.

"The only way someone like Doelger could have gotten the capital to build that subdivision was by going to the federal government and getting a guarantee loan," said Rothstein. And that was true for almost any developer who wanted to build on a large scale at that time.

In "The Color of Law," Rothstein discusses two attempts to build integrated housing developments in the Bay Area, one by the writer Wallace Stegner and the other by a local union. Both failed, Rothstein writes, as just about all attempts to build integrated housing did.

Other than architect and developer Joseph Eichler (the subject of another Bay Curious episode), Keil doesn't know of a housing developer who would sell to buyers of color. He adds that discrimination was so prevalent that even Willie Mays, the beloved Say Hey Kid, was barred from buying a house in San Francisco.

Racist policies not only kept families of color out of suburban neighborhoods like Westlake, they blocked families of color from one of the most consistent ways to build wealth in America.



Daly City is said to have inspired the singer Malvina Reynolds to write "Little Boxes." (Sebastian Miño Bucheli/KQED)

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and earnings to great
es and they use it to
cans were explicitly
e mid-20th century."

Eventually, in 1968, the Fair Housing Act outlawed denying housing to someone based on their race.

Next week on the Bay Curious podcast, we'll look into how Daly City went from a predominantly whites-only population, to having a thriving Filipino community.

BAY CURIOUS

What do you wonder about the Bay Area, its culture or people that you want KQED to investigate? Ask Bay Curious.

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Un-forgetting the segregationist history of Palo Alto (and Daly City, and San Francisco, and…)

Richard Rothstein's book 'The Color of Law' documents how American communities — including much of the Bay Area — were purposefully segregated along racial lines

by Charles Russo / TheSixFifty.com

Uploaded: Sun, Jun 28, 2020, 7:36 am

In 1954, one Peninsula real estate agent seized upon the sale of a single home on the east side of Palo Alto.

Floyd Lowe, President of the California Real Estate Association at the time, quickly began amplifying racial tensions by warning residents that the one black family moving into their neighborhood marked the beginning of an impending "Negro invasion" into their community. The sordid strategy — known in time as "blockbusting" — worked as Lowe had intended it to: white families quickly sold at lesser values, enabling Lowe to market these homes to black buyers at inflated prices. Within a few years the neighborhood was predominantly African American, yet fast-tracked towards becoming a slum as residents struggled with exorbitant mortgages, schools became overcrowded and white-owned businesses fled the local economy. In time, Lowe's scheme — which was never opposed by government regulators — has been conveniently forgotten despite being essential to understanding the current social fabric of modern-day Palo Alto.

In his 2017 book, *The Color of Law: A Forgotten History of How Our Government Segregated America*, local author Richard Rothstein deftly chronicled how Lowe's legacy was merely a single case study in how our nation was, in fact, very purposefully segregated along racial lines in the modern era. No, not by chance or even ill-intentioned private forces, but by public housing policy that went all the way to the federal level.

Rothstein, a research associate with the Economic Policy Institute, has documented a lengthy list of historical examples which suggest that housing segregation was not only intentional, but that it still remains at the heart of so many racially oriented disparities within our nation: education, income, health and more.

And while it's easy to think that the historical focus of his book would focus on red states with slaveholding legacies, Rothstein presents the Bay Area as Exhibit A of how tangible segregationist housing policy had been implemented in liberal urban areas throughout our nation. Indeed, there is no shortage of local examples: San Francisco, Richmond, Daly City. In fact, the example of Lowe and East Palo Alto was not the only instance of segregationist policy on the Peninsula. Rothstein also explains how in 1948 economic and real estate forces in Palo Alto purposefully thwarted Wallace Stegner's efforts at developing a racially-integrated working-class housing settlement near the Stanford campus.

When we caught up with Rothstein by phone recently, *The Color of Law* was ranked #9 on the Amazon Book list, where it has lingered for the past month.

We spoke with him briefly to expand upon how the makeup of today's Bay Area communities are tied to these historical policies, why many modern housing regulations still perpetuate segregation and how social media can keep these issues on the front burner.

Take a look…

To begin, I was curious about when this history first came onto your radar? And I ask that because when it comes to discrimination in this country and social struggles in general, housing discrimination and segregation tends to be less visible of an issue.

I was, as you may know, an education policy writer. As I explain in the book, I came to the conclusion that school segregation was one of the biggest problems we face in American education and that segregation largely explains the achievement gap. And I realized that schools were segregated because the neighborhoods in which they are located in are segregated. So I approached this really not as a housing issue, but as an educational issue. The more I got into it, the more housing segregation became an issue unto itself.

In that regard, your book functions so well as a connecting of the dots — how one issue leads to another — and why so many of those dots do indeed lead back to housing segregation.

Well, that's right. The more I studied about this the more I understood that it wasn't just an achievement gap at schools that were a result of residential segregation. It's health disparities between African Americans and whites, because so many African Americans are concentrated in neighborhoods that are less healthy and more polluted, with less access to fresh food. African Americans have higher rates of heart disease and diabetes, and part of the explanation for that is that they are concentrated in neighborhoods that are less well-resourced.

Also, mass incarceration would not exist to such an extent for African Americans if so many young black men weren't concentrated in single neighborhoods where the police serve as an occupying force and maintain policies that are consistent with colonial police forces. And if young black men were not concentrated in single neighborhoods…I'm not saying that police would not discriminate against them, but it would not nearly be to the extent that we have.

The biggest single cause of racial inequality in this country is the ongoing enormous wealth gap between African Americans and whites. African Americans have household wealth that is 5% on average of white household wealth. And that enormous disparity is largely attributable to the fact that African Americans have been restricted to neighborhoods where if they own homes at all they don't appreciate in the same way that homes in white neighborhoods do, and that African Americans in the 20th century were prohibited from moving into neighborhoods where appreciation was rapid. So the wealth gap, and all of the other social inequalities that stem from the wealth gap, they all are continuations of residential segregation.

And finally, I would also say that the enormous and frightening political polarization in this country today is in part a consequence of racial segregation. It's hard to imagine how we can ever develop a common national identity that is necessary for the preservation of this democracy if so many blacks and whites live so far from each other, with no ability to understand each other or empathize with each other's life experiences. So I think residential segregation is the fundamentally most serious problem this country faces. And this is not something that I thought before getting into this. I had thought it was just an educational issue.

You point out early on in the book that this history wasn't a product of the former slave-owning south, but notably designed and implemented by liberal leaders. And as a way of conveying that to our local readers, to what degree would you say that the makeup of modern Bay Area communities had been shaped by these policies?

Well, as you know I focus a lot on the Bay Area. Many of my examples come from the Bay Area. I definitely think that the Bay Area has been shaped by this.

The suburbanization of the country that took place in the late 1940s and through the 1950s that was underwritten by the Federal Housing Administration was created on a racial basis. So you talk about the Bay Area, talk about Westlake in Daly City, a development that was financed by the Federal Housing Administration. The developer of that project, Harry Doelger, could never have generated the capital to build in Daly City on his own. No bank would have been crazy enough to lend somebody the money to build 15,000 homes which had yet to have any buyers. The only way you could do it was to go to the Federal Housing Administration and make a commitment to never sell a home to an African American, to concede to the Federal Housing Administration's requirement that every deed in the home prohibit resale or rental to African Americans. And on that basis, Daly City was built on a racially segregated, exclusively white basis. The homes at the time were relatively inexpensive (in today's money about $100,000 in Westlake at that time) and African Americans could have afforded that just as whites could. And if they were returning WWII veterans, which were much of the buyers of those developments, they required no downpayment via a VA loan. So this was not an economic difference. Of course, to some extent whites were able to afford homes more than African Americans, but many African Americans could have afforded to move to Westlake, but they were prohibited from doing so by the Federal Housing Administration and were instead concentrated in government created ghettos in the Bay Area.

And it's not just Westlake. Other areas in the East Bay — San Leandro, San Lorenzo — were similarly exclusively white-based on a federal requirement.

During World War II, with the influx of black and white war workers, to work mostly in the shipyards, the government had to supply housing for these workers and it did so always on a segregated basis, with separate housing projects for blacks and whites. The federal government built four projects, I believe, for whites only in San Francisco. And then one designated for African Americans in the Fillmore district, which became the black neighborhood in S.F.

So the Bay Area is no exception at all to these events.

Prior to reading your book I was unaware of the incident of "blockbusting" that had occurred in East Palo Alto during the 1950s, and I was struck by how foundational it was to where the city finds itself today.

Well, absolutely. East Palo Alto was transformed from a white to a black neighborhood through blockbusting that was led by a realtor who was the head of California's realtor association.

The whole theme of my book is that this is government action. So in the case that we are talking about, every real estate agent in California is licensed by the state, and (the realtor's association) did not pull the license of the real estate agent who led that effort in East Palo Alto, which means the licensing agency was violating the 14th Amendment. That was their obligation. So I don't consider this purely private activity.

Had you come across any examples where there was intervention by any of the regulatory agencies?

No, that's the problem. There was not. In fact, the National Association of Realtors had a code of ethics which prohibited the sale of homes in white neighborhoods to African Americans families. Every real estate agency in the country was obligated to subscribe to that code of ethics.

Along those lines, how have these incidents and this history just fallen through the cracks of popular memory?

I don't know. All I can say is that they were. We never dealt in this country with the legacies of slavery or Jim Crow.

And now, not just in the post-George Floyd era — but the last five or so years…really since Ferguson — we're dealing with it more accurately and passionately than we ever have before in American history. I guess you can blame that on social media and the fact that people walk around with cell phones. But as you know, the subtitle of my book is *A Forgotten History of How Our Government Segregated America*. Not a hidden history, no conspiracy…it's been forgotten. It is a difficult history to deal with, but people would rather forget it if it's not in their faces, but social media puts it in their faces.

I'm not a professional historian, but one thing I take some pride in is that — almost three years now that the book has been published — not a single historian has challenged a single fact in the book. So I think it is incontrovertible that it is accurate. And it's been forgotten.

In terms of our current state of affairs, are there certain modern policies that are playing a role in perpetuating segregation today? For instance, here in Palo Alto there is a 50-foot height limit on new developments as well as rigid parking requirements.

Oh, yes, you mentioned one of the biggest ones — zoning. That certainly perpetuates segregation. That's one.

For low-income families, the well-known Section 8 voucher program — as a subsidy to rent apartments — that re-enforces segregation because most Section 8 vouchers are only usable in low-income existing segregated neighborhoods. The biggest program for subsidized low income families is something called the low-income housing tax credit, and most of those developments are placed in low-income segregated neighborhoods, because there's no community opposition to placing it there. So that re-enforces segregation.

But I will say this, even if we were to reform these programs and change zoning, that wouldn't make much difference because what is also required is remedies for the enormous wealth gaps and income gaps that have been created by this segregation. Many fewer African Americans today, than in the past, can afford to move to Palo Alto even if it did change it's zoning. And that was not true in the past. So we need compensation, financial remedies, subsidies for working families (I'm not talking about poor people). We need subsidies for working-class African Americans to be able to buy into communities from which they have been excluded and which would have been affordable to them. Simply opening up those communities by relaxing zoning is not going to accomplish what needs to be accomplished.

Early in your book, you write that the idea to "'Let bygones be bygones' is not a legitimate approach if we wish to call ourselves a constitutional democracy." And in that regard, I have to ask about your level of optimism in terms of how we move forward from here on these matters as a nation.

Well, I'm very optimistic. And I would have said this even before the current awakening, because as I said to you earlier, we are having a more accurate and passionate discussion about race today in this country then we have ever had in the past, ever.

My book has had a stunning reception, completely unexpected by me. But it's not just my book, it's Michelle Alexander's book *The New Jim Crow*, it's Brian Stevenson's book *Just Mercy*, it's the work of Ta-Nehisi Coates. All of these have penetrated the American consciousness in a way that has never before been done on issues of race. We have white elected Southern politicians removing statues that commemorate the defenders of slavery. That has never happened before.

Now, raised consciousness does not lead to action by itself. So my optimism is qualified by the fact that we need to move beyond awareness to action. And the action is difficult. But, am I optimistic? Yes, more than ever before. Am I confident? Absolutely not.

(Editor's Note: This interview was edited for length and clarity.)

Richard Rothstein's book *The Color of Law: A Forgotten History of How Our Government Segregated America* is available now via Liveright Publishing.

This article was originally published June 25 on TheSixFifty.com, a sister publication of Palo Alto Online, covering what to eat, see and do in Silicon Valley.

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OAKLAND

The Legacy of Redlining in the Bay Area: Explained

In this explainer, we examine the practice of "red-lining" and the historical impact it has had on the Bay Area.

Published October 4, 2021 • Updated on October 4, 2021 at 1:34 pm



8:57

The Legacy of Redlining in the Bay Area: Explained

The practice of redlining has played a crucial role in systemic housing discrimination across the country - impacting how people live, work and grow wealth. Redlining began in the 1930s in the wake of the Great Depression, when the Federal government began a program designed to increase homeownership in cities that had suffered from waves of foreclosures. Neighborhoods were ranked from 'least risky' to 'most risky' - ‘green’ was considered the best or most desirable area for housing, while a ‘red’ ranking was deemed detrimental or hazardous. This color-coded system explicitly segregated and discriminated against neighborhoods with Black residents and people of color. It systemically denied these communities access to homeownership and lending programs, preventing them from investing in a home and building generational wealth. Even though redlining was officially banned through the Fair Housing Act of 1968, the long-lasting impacts of housing discrimination persist in cities across the United States.

Residents in neighborhoods historically plagued by redlining, like those in West and East Oakland, are more than twice as likely to go to the emergency room for asthma. They’re also more likely to experience higher rates of poverty, crime and infant mortality. The impacts of redlining can be felt in almost every aspect of life: from access to high quality education, to job opportunities and even healthy food options. **Watch the explainer video above for a deep-dive into the legacy of redlining, both in the Bay Area and across the country.**

For a more in-depth look at housing discrimination in the Bay Area watch our four-part documentary series ‘The Mom’s of Magnolia Street’.

> ***Get a weekly recap of the latest San Francisco Bay Area housing news. Sign up for NBC Bay Area's Housing Deconstructed newsletter.***

2:45

Extended Trailer: 'The Moms of Magnolia Street' Documentary

A new digital-first four-part investigative series from the NBC Bay Area Investigative Unit. Available at NBCBayArea.com and on the NBC Bay Area app on Roku and Apple TV.

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72°



WATCH NOW: ‘The Moms of Magnolia Street' Documentary

A new digital-first four-part investigative series from the NBC Bay Area Investigative Unit available right here on this page and on the NBC Bay Area app on Roku and Apple TV

Published February 26, 2021 • *Updated on June 9, 2022 at 9:57 am*

THE INVESTIGATIVE UNIT

Watch the trailer below, then scroll down to watch all four episodes, available now

2:45

Extended Trailer: ‘The Moms of Magnolia Street' Documentary

A new digital-first four-part investigative series from the NBC Bay Area Investigative Unit. Available at NBCBayArea.com and on the NBC Bay Area app on Roku and Apple TV.

Against the backdrop of California’s affordability crisis, pushing thousands of Black residents out of their homes and onto the streets, a group of unhoused working mothers in Oakland took matters into their own hands.

In November 2019, the mothers formed a group called Moms 4 Housing and illegally occupied a vacant, corporate-owned home on Magnolia Street in West Oakland. Standing on the shoulders of generations of iconic Oakland activists, such as the Black Panthers and Brotherhood of Sleeping Car Porters, the moms’ act of civil disobedience sparked a national reckoning around displacement and the erosion of African American neighborhoods.

“The Moms of Magnolia Street” follows the moms’ journeys as they took on the large home-flipping corporation and challenged the city’s power structure.

From government-backed housing discrimination, to predatory lending, through the corporatization of housing, “The Moms of Magnolia Street” also examines the historical forces that set the stage for our current housing crisis.

A group of working homeless mothers calling themselves Moms 4 Housin vacant, corporate-owned home in West Oakland. The moms say it’s time t fighting back against rising homelessness, inequality, and corporate hous Oakland. With the aid of activists and community members, the moms ma what would become a two-month struggle against a large Southern Califc corporation.

18:42

‘The Moms of Magnolia Street' Episode 2: Moms vs. The Corporation

The moms find an eviction notice taped to the front door of the Magnolia St
weeks-long court battle that ends with a judge ruling they must leave. The st





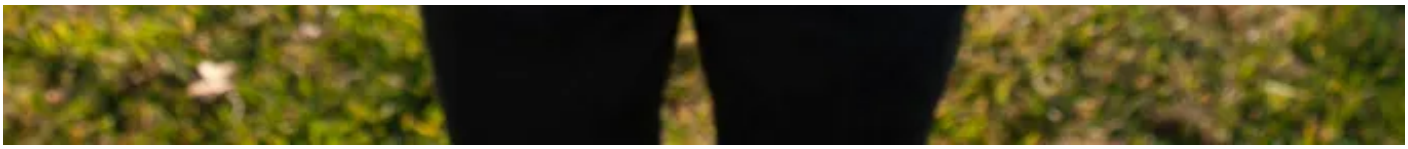
Dominique Walker: The mother of two young children, Dominique Walker has deep roots in Oakland. Her family has lived in the city since the 1940s. But when she returned from nursing school in Mississippi, Walker found Oakland to be a different city than the one she left. Despite working two jobs, Walker says she was unable to find an affordable place to live with her two children. Walker helped found Moms 4 Housing and says she's committed to being an organizer for the rest of her life.





Tolani King: A McClymonds High School tennis coach and life-long educator, Tolani King says her tennis team never believed she was homeless until Moms 4 Housing made headlines. She unexpectedly became a mother in her early 20’s after adopting two sets of siblings from a family member and a close friend. King’s family has been active in West Oakland going back four decades. Along with her parents and adopted children, King distributes free food to the community each week, in spite of being housing insecure herself.





Misty Cross: After being shot multiple times in 2006 while riding her bike through West Oakland, Misty Cross says she was driven to become a fierce education advocate for her children and their community. Cross says she worked multiple jobs to provide for her family but still struggled to find an affordable place to live in her hometown. She was living in a homeless shelter with her three daughters before occupying the house on Magnolia Street. Cross says it was time to take drastic measures after being let down by city services for so long.





Carroll Fife: As a regional director for the Alliance of Californians for Community Empowerment, Fife describes herself as a servant of the people. It was in this role that Fife helped bring the moms together to form Moms 4 Housing and help coordinate the action on Magnolia Street. The momentum behind Moms 4 Housing helped propel Fife to a spot on Oakland's city council, where she now represents the West Oakland community.

The Homeowner: Wedgewood

Months before Moms 4 Housing illegally occupied the vacant home on Magnolia Street, a large home-flipping corporation out of Southern California called Wedgewood had purchased the foreclosed home with the intention of fixing it up and selling it at a profit. But Moms 4 Housing changed all of that. After being silent on the moms' occupation at first, they soon hired Bay Area crisis communications expert Sam Singer to be their voice, refusing to negotiate with Moms 4 Housing until the moms were out of the home. NBC Bay Area's Investigative Unit dug into Wedgewood's business, and found the company operates through a sprawling web of LLCs. Wedgewood operates in at least 28 states and as of this year owned at least 1,500 properties across the country.

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Serramonte Del Rey Campus Redevelopment DRAFT EIR

NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT

(FULL DOCUMENT WITH APPENDICES AT BOTTOM OF THIS PAGE)

Project Title: Serramonte Del Rey Campus Redevelopment Project

City/County: City of Daly City, San Mateo County, California

Public Review Period: July 25, 2023 to September 8, 2023

NOTICE IS HERBY GIVEN that the Draft Environmental Impact Report (Draft EIR) for the Serramonte Del Rey Campus Redevelopment Project (hereinafter referred to as the "project") in the City of Daly City will be available beginning on July 25, 2023 for review and comment by the public and all interested persons, agencies, and organizations for a period of 45 days, ending September 8, 2023. All comments on the Draft EIR must be received by September 8, 2023 by 5:00 PM.

Project Location: The approximately 22-acre project site is located on the south side of Serramonte Boulevard between the intersections of Callan Boulevard/Serramonte Boulevard and St. Francis Boulevard/Serramonte Boulevard in the City of Daly City (APN 091-211-230). The majority of the project site has a General Plan land use designation of C-O (Commercial – Office) and is zoned PD-31 (Planned Development District) while a smaller portion of the site in the northwest corner was rezoned to PD-31A for a faculty and staff housing project that has been constructed and now is occupied and has a General Plan land use designation of R-HD (Residential-High Density).

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Project Description: The approximately 22-acre project site currently consists of a main building built in the 1960s currently occupied by Jefferson Union High School District (JUHSD) offices and non-profit organizations, temporary buildings, surface parking, and construction activity for JUHSD faculty and staff housing. A Serramonte Del Rey Precise Plan (PD-31) was approved for the project site in 1985 and allowed up to 175 residential units and approximately 700,000 square feet (sq. ft.) of office space. The applicant and owner, JUHSD, is proposing to prepare a new Precise Plan to allow for the redevelopment of the project site area with up to 1,235 units of affordable and market-rate rental housing (~~20~~ 13.5 percent affordable units), up to 14,000 square feet of neighborhood-serving retail/commercial uses (in addition to ~~1,400~~ 2,800 square feet for a Head Start childcare facility), and infrastructure improvements throughout the project area. Compared to the existing approved plan, the proposal would result in a net increase of 1,060 residential units and the elimination of planned office space. The new Precise Plan would require a General Plan Amendment from C-O (Commercial – Office) to C-MU (Commercial – Mixed Use).

The proposed Precise Plan would divide the project site into six development parcels (with Parcel C further subdivided into two smaller parcels) and additional street parcels with public access easements. Parcels A, B, and C would have maximum building heights of ~~77~~ 87 feet, and Parcels D, E, and F would have a maximum building height of 150 feet. The 1985 Precise Plan allowed for 12-story building within the center of the project site, six-story buildings along the eastern property line, and 3.5-story buildings along the western property line. Build-out of the site and division of parcels is anticipated to be over an eight to 12 year period, but potentially up to 15 years. The proposed phasing for the Precise Plan is development of Parcel B first, followed by Parcels C and D, and finally Parcels E and F, although the phasing order may be adjusted by market conditions or other factors. The proposed Precise Plan would also establish a new Planned Development District, consistent with the City's Municipal Code Chapter 17.28.

The proposed Parcel B development project would be located in the northeast corner of the proposed Precise Plan and would demolish the existing building and surface parking on-site and construct a seven-story (up to 73.5 feet to top of parapet and 85 feet to top of elevator shaft), mixed-use building with 201 residential units and approximately 8,000 square feet of retail space. The building would include two levels of parking (one level of below grade parking). The lower level of the parking garage would provide 212 parking spaces serving the residential units. An additional 133 parking spaces would be provided on the ground-floor, with 43 reserved for retail customers and leasing and the remainder reserved for residential parking. The proposed Parcel B development project would also include three components of open space to be used by the public: 1) approximately 22,300 square-foot public park that would include a large grass area and playground; 2) the first phase of the recreational trail (approximately 6,800 square feet) that would be located in the southeast corner of Parcel B; and 3) open space for public use at the retail plaza (approximately 7,000 square feet) facing the new entry road. Open space serving the residents of the building would include both the ground floor terrace and the roof terrace, up to 20 private balconies for individual units, and an approximately 20,300 square-foot courtyard located on the roof of the parking deck of the mixed-use building which includes amenities such as a hot tub, fire pit, lounge furniture, and an outdoor kitchen.

Significant Environmental Impacts: The analysis in the Draft EIR identified potentially significant impacts related to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, transportation, and tribal cultural resources. However, mitigation measures are identified for these impacts to ensure the project will not cause a significant impact on the environment.

Government Code Section 65962.5: The project site is not contained on the lists compiled pursuant to Section 65962.5 of the Government Code.

Availability of the Draft EIR: Copies of the Draft EIR will be available for review beginning on July 25, 2023, at the following location and online at the following location:

City of Daly City – Planning Division

333 90th Street - Second Floor

Daly City, CA 94015

Comments may be submitted in writing to Michael Van Lonkhuysen, Planning Manager, City of Daly City, Planning Division, 333 90th Street, Daly City, CA 94015, or emailed to mvanlonkhuysen@dalycity.org.

Serramonte Del Rey Redevelopment DEIR- Full Text

- Appendix A - NOP Comments
- Appendix B - Draft Serramonte Del Rey Precise Plan
- Appendix C - Air Quality and GHG Assessment
- Appendix D - Biological Resources Assessment
- Appendix E - Wetland Assessment
- Appendix F - Biological Peer Review
- Appendix G - Historic Resources Evaluation
- Appendix H - Preliminary Geotechnical Investigation Report
- Appendix I - Phase I ESA
- Appendix J - Stormwater Memo
- Appendix K - Noise and Vibration Assessment
- Appendix L - Transportation Impact Assessment
- Appendix M - Water Supply Assessment
- Appendix N - Hydraulic Analysis
- Appendix O - Sanitary Sewer Capacity Evaluation

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Serramonte Del Rey Precise Plan

4-21-2021

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1. Introduction

A. OVERVIEW

This update to the Serramonte Del Rey Precise Plan (Precise Plan) will enable the Jefferson Union High School District (JUHSD) to transform their existing outdated high school facilities into a new walkable, bikeable and family-friendly residential neighborhood with retail, park, Head Start, and surrounding recreational trail improvements. The Precise Plan envisions development of up to 1,113 units of affordable and market rate rental housing on leased District lands to be built-out over a ten-year period. The Serramonte Del Rey neighborhood will be an inviting and family friendly place to walk, shop, connect with friends, meet for coffee, or stroll through the park and hillside open spaces.



An example of an open space similar to the proposed Central Green in the Serramonte Del Rey neighborhood.



The entry to the neighborhood will be a lively and welcoming place.

The Precise Plan update focuses on the 22-acre Phase II area of the 1985 Serramonte Del Rey Precise Plan (PD 31). The Phase II area is the location of the existing JUHSD school facilities currently used for District office space, as well as 122 units of multi-family faculty and staff rental housing approved as PD 31A to be completed by 2022. Phase 1 of the 1985 Precise Plan is already built-out with multi-family rental housing, office, and educational uses. See Figure 1.1.

The Precise Plan identifies the vision, goals, context, standards, and guidelines for individual development proposals on a parcel basis, as well as park, open space, street, and utility infrastructure improvements associated with development by phase. The development of the neighborhood is guided by an urban design framework, or regulating plan, comprised of streets, blocks, and open spaces that set the walkable scale of the neighborhood. The administration and implementation section provides guidance to developers and Daly City staff on the Precise Plan project approval process consistent with the City's General Plan, ordinances, and procedures.

Figure 1.1 Existing and Updated Plan Area Boundaries



B. DISTRICT GOALS

The JUHSD School Board seeks to build upon their past success and advance an innovative plan to stabilize District finances and fund the future of student education. To accomplish this the District plans to attract investment and leverage the development of rental housing through long-term ground leases and/or joint venture agreements on District lands in the Precise Plan Area. The District's key goals are to stabilize education funding and improve the quality of life for students, neighbors, and the City. Improving the quality of education at District schools will boost neighborhood property values, as will the development of new neighborhood character that will serve retail, community, park, and recreation facilities. New housing will increase City tax revenues.



View of Faculty and Staff Housing from Serramaonte Boulevard.

The Faculty and Staff Housing project along Serramonte Boulevard, planned for completion in 2022, is the first step to build-out the Serramonte Del Rey neighborhood. This project will provide affordable housing for teachers and staff members, which will help attract and retain highly qualified teachers and staff, as well as build collaborative relationships among teachers, students, and the broader community they serve.

C. PHYSICAL SETTING

The Serramonte Del Rey site (referred to as the Plan Area in this document) is owned by the Jefferson Union High School District (JUHSD). The 22-acre Plan Area is in the southern portion of Daly City with significant frontage along Serramonte Boulevard and Callan Boulevard with an important access point at Highway 1 along the northern edge of the site. The project entry point interfaces with the freeway on and off ramp. This unique location allows the project to act as an attractive gateway into Daly City. Figure 1.2 shows the regional location and Figure 1.3 shows the surrounding context of the Plan Area.

Adjacent Land Uses

A variety of residential and retail uses are located within a quarter mile (five-minute walking distance) from the Plan Area. Direct access to Serramonte Boulevard and Hickey Boulevard connects the community to many existing community destinations that surround the project site. Destinations include the Serramonte Shopping Center, Serramonte Plaza, Gellert Park, and Serramonte Library, as well as adjacent neighborhoods and schools. The existing site is surrounded by high density rental apartments on the north and south sides, low density residential on the west side, and open spaces including the Chinese Cem-

etery and Gellert Park on the east side. The project site is centrally located within the Jefferson Union High School District with JUHSD schools located north and south of the site.

Site Access

As seen in Figure 1.3, the Plan Area is extremely well connected to major arterials, including Highway 1, Interstate 280, and State Route 35 (Skyline Boulevard). The site is also accessible by public transit: the Colma and South San Francisco BART stations are both approximately two miles away from the project site, and there is an existing SamTrans bus stop serving Route 120 and Route 24 right outside of the project entry along Serramonte Boulevard. In addition, many surrounding streets have bicycle facilities, including Class II bicycle lanes on Serramonte Boulevard and Callan Boulevard as well as Class III bicycle facilities on Hickey Boulevard.

Plan Area Character

The existing Plan Area site sits on a level plateau on an east-facing slope. It is at a higher elevation than the land to the east of Callan Boulevard, and at a lower elevation than the residential neighborhood to the west along St. Francis Boulevard. Because of the site's orientation and situation at a higher elevation, there are expansive views of the San Bruno Mountains and city skyline to the east

Figure 1.2 Regional Location (looking north)

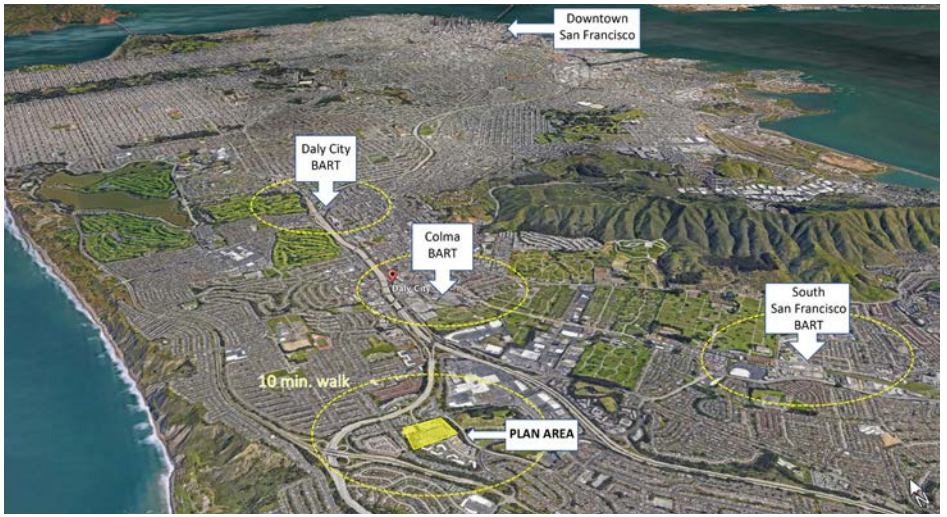
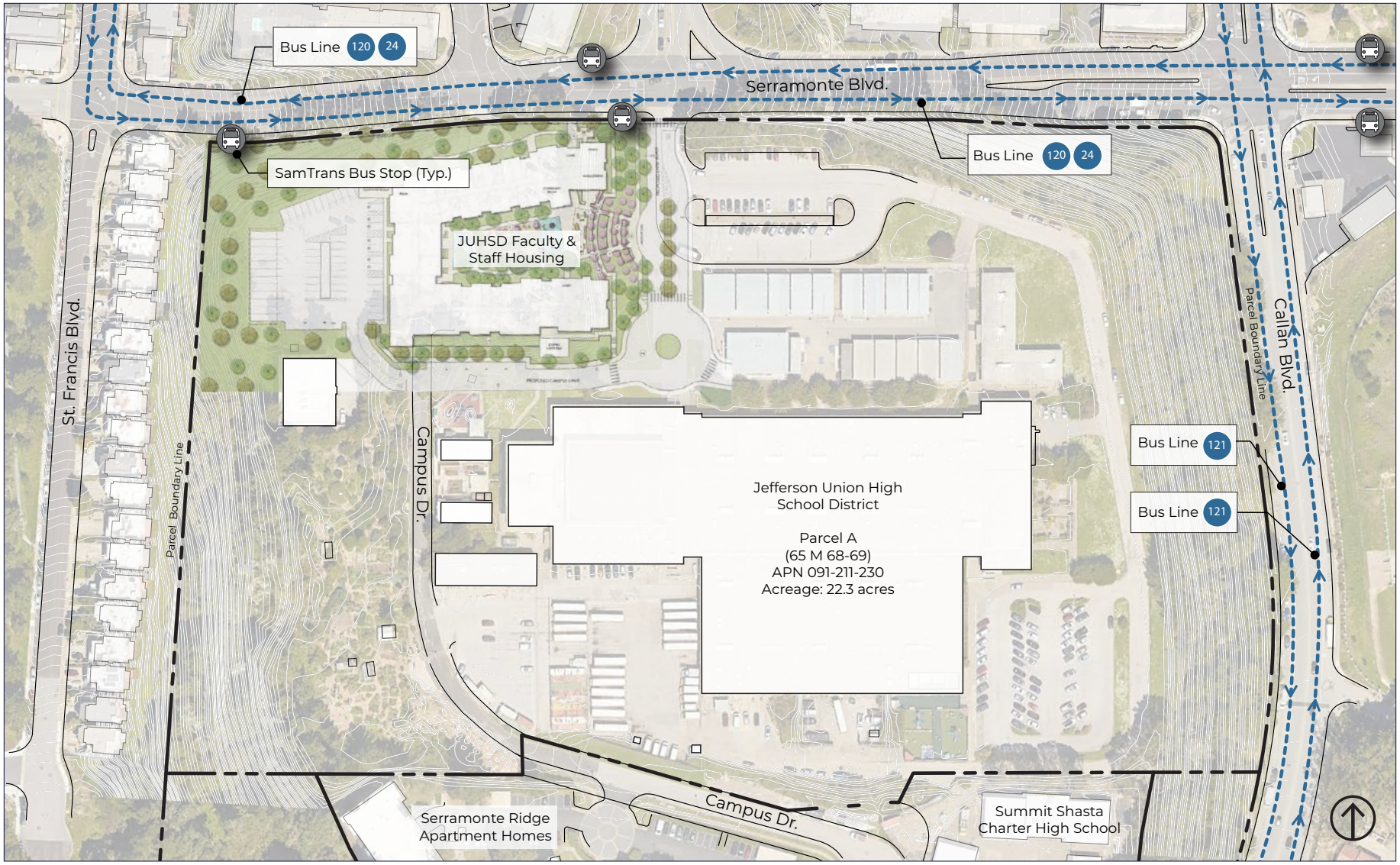


Figure 1.3 Context Map (looking south)



Figure 1.4 Existing Conditions and Topography



and north. Farther to the west is a ridge separating the Plan Area from the Pacific Ocean, providing a temperate marine climate to the Plan Area and surroundings. The site is framed on its eastern and western sides by sloping hillsides with dense evergreen trees. These forested areas, along with the change in grade, create a buffer from developed areas on either side of the site.

The Plan Area is occupied by a decommissioned high school building, now partially used as administrative offices. The facility is a low-slung single-story building that presents mostly blank walls to its surroundings. It needs significant seismic upgrades to the structure. The site itself is clean, flat and of a sufficient size to accommodate a new neighborhood.

D. PLANNING CONTEXT

Daly City General Plan 2030

The Precise Plan update is consistent with the goals and policies of the 2030 Daly City General Plan as amended with the 2015 Housing Element.

Inclusionary Housing Ordinance

One of the City's housing goals is to encourage the development of housing that is affordable to both renters and owners, and for households of all income levels. The Inclusionary Housing Ordinance identifies requirements for the provision of affordable housing as part of new housing development in the City. The residential development within the Plan Area will provide affordable housing as required by ordinance and per the Serramonte Del Rey Precise Plan Development Agreement and Affordable Housing Plan.

Municipal Ordinance

The Daly City Municipal Code designates the Plan Area as a "Planned Development District (PD31)". A Planned Development district allows various types of development such as neighborhood shopping centers, professional and administrative areas, commercial service centers, industrial parks, single-family, multi-family residential, or a combination of any of the above-mentioned uses.

Uses in a planned development district shall be permitted based on the general category of uses identified in the Precise Plan. Any uses not identified in the Precise plan may be permitted within the planned development upon securing a use permit. General provisions for a planned development that are applicable to the Precise Plan are established in Section 17.28.020 of the Municipal Code.

1985 Precise Plan (PD31)

The 1985 Precise Plan extends from Hickey Boulevard at the south to Serramonte Boulevard at the north. The 1985 Precise Plan envisioned two phases of development with the closure of the Jefferson Union High School. The first phase of housing, office and Summit Shasta Charter High School is developed south of the existing high school. The Faculty and Staff housing now under construction was entitled under the PD31 Precise Plan. The rest of the 22-acre second phase has not been realized and is the subject of this Precise Plan Update. Provisions for Phase I 1985 Precise Plan are as follows:

Land Use

- Open Space (10.2 acres)
- Residential (1.2 acres)
- Office (1.6 acres)
- Streets, Parking Structure, and General Parking (9.3 acres)

Land Density and Intensity

- **Residential:** 23.6 DU/AC; up to 175 Apartments
- **Commercial:** .77 FAR (Floor Area Ratio)
- **Office space:** Up to 700,000 sq. ft. office

Height limits

- Apartment buildings are limited to 3 stories over a partially depressed garage.
- Office buildings are limited to 6 stories along Callan Boulevard, increasing to a maximum of 12 stories at the center of the project.
- Office buildings are to be built along the eastern edge of the site to take advantage of the views and to be visible from the I-280 and Highway 1 freeways. Apartments to be tucked back against the western slope bank.

- Text concerning Visual Quality/Community Character states: "Buildings over six stories will be placed on an east/west axis to minimize impacts on the St. Francis views."
- Structured Parking: Residential: 175 spaces; Office: 1,252 spaces.
- Surface Parking: Residential: 125 spaces; Office: 498 spaces.
- Residential parcels will conform with Daly City parking standards. For multiple-family residential, this amounts to 1 space per studio, 1.5 spaces per one bedroom, and 2 spaces per two-bedroom unit or larger.

These provisions continue to govern the southern part of the PD31 Precise Plan. For the northern part (the Plan Area) they are included for reference only; upon adoption of the Serramonte Precise Plan Update, they will be fully replaced by the provisions included in the following pages.

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2. Vision and Goals

A. VISION

Experience

The Serramonte Del Rey Precise Plan enables the transformation of a former high school with outdated facilities and surface parking over 22-acres to become the home of future residents who will experience:

- A new walkable, bikeable and family-friendly residential neighborhood with tree-lined streets;
- The convenience and activity of local retail stores, cafes and restaurants;
- A collection of open spaces, parks, and recreational trails suitable for use by a variety of ages and household types;

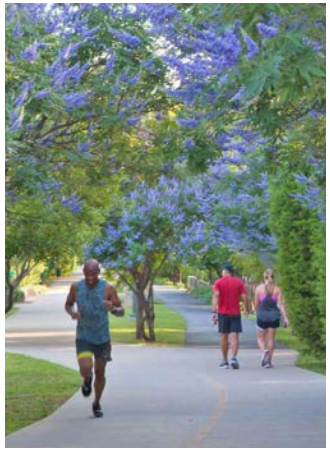


Walkable tree-lined streets will enhance the neighborhood.



Aerial view of the Plan Area showing proximity to Pacific Ocean.





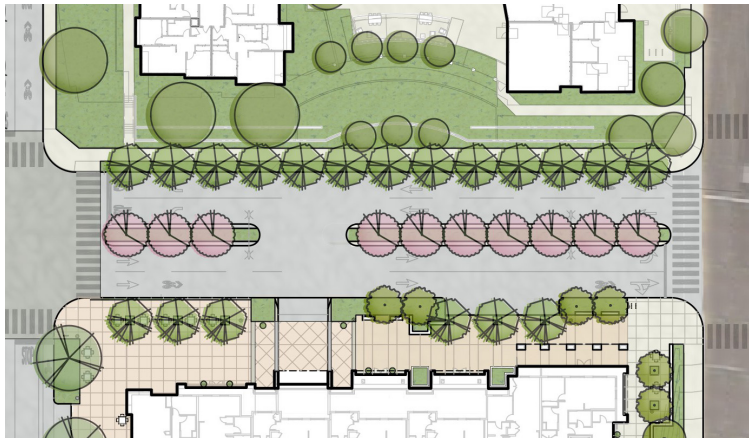
Open space and recreation areas will serve all age groups.

- Architecture for modern living, with amenities and contemporary, sustainable design;
- A diverse residential neighborhood that includes units affordable to a variety of income levels;
- Access "a moment away" to Daly City's coastal bluffs overlooking the Pacific Ocean from Highway 1 and Skyline Boulevard;
- Scenic views to San Bruno Mountain and the San Francisco Bay from the site's hillside setting;
- A highly accessible location with direct transportation and transit access to major job centers in San Francisco and along the San Mateo Peninsula within walking distance to regional shopping and Gellert Park;
- One of the world's best climates, with the beautiful, diverse ecology of a coastal zone, Mediterranean climate with mild, wet, frostless winters and cool summers.

Illustrative Plan

Figure 2.1 is an illustrative plan of the build-out of the plan area, featuring neighborhood-serving retail, public gathering spaces and residential development linked together by a network of pedestrian-scale tree-lined streets. Main features of the plan are:

Mixed-Use Main Street. Entry Drive is the plan area's Main Street and entrance to the neighborhood, extending from the intersection of Serramonte Boulevard and Highway 1 ramps to the Central Green on North Drive. On the east side of the street is a mixed-use commercial and residential development with ground floor retail uses extending the entire city block from Serramonte Boulevard and wrapping around the corner along North Drive. This lively area features uses such as a café and retail shops opening onto tree-lined gathering spaces with outdoor seating at both intersections. The activity generated during the days and evenings will provide an attractive and welcoming environment for residents, visitors, and surrounding neighbors, visible along Serramonte Boulevard and from travelers entering and exiting from Highway 1.



Entry Drive will provide a landscaped entry into the neighborhood.

Housing Shapes Public Spaces. Plan area streets are lined with residential buildings organized to shape an urban park and create a sense of place at the center of the neighborhood. Buildings vary from four to seven stories around the Central Green. Up to two 14-story towers are permitted south of the Central Green. The buildings are to be of high architectural quality, with attention to the pedestrian-experience at the ground level and the massing of podium and skyline levels of buildings. Ground floor uses are located to create a gradient of activity from quiet residential areas to active shopping. Buildings are designed as courtyard housing, each with an internal landscaped courtyard at grade or above a parking podium. Where a building is adjacent to public Hillside Area open space, the courtyard space opens to connect to the surrounding open space visually and physically.

Pedestrian-Scale Neighborhood. The Plan Area is organized into walkable, pedestrian-scale streets and city blocks, each with a different character. Entry Drive provides a transition from the higher vehicle volumes on Serramonte Boulevard to quieter neighborhood streets. North Drive extends east and west along the Central Green with East Drive and West Drive wrapping around the Central Green so every street in the plan is accessible to this neighborhood park. North Drive and East Drive are local connector streets that prioritize pedestrians

and cyclists with buffered bike lanes and large street trees. West Drive is a narrower neighborhood street with individual ground floor unit entries or residential stoops. Three access ways provide access to residential parking, Overlook Park, wooded hillside areas, the eastside recreational pedestrian/bike trail and westside walking path. At the south entrance to the Plan Area is a landscaped roundabout providing a traffic-calmed entrance to the neighborhood.



A landscaped roundabout at the south entry will provide a gateway to the neighborhood.

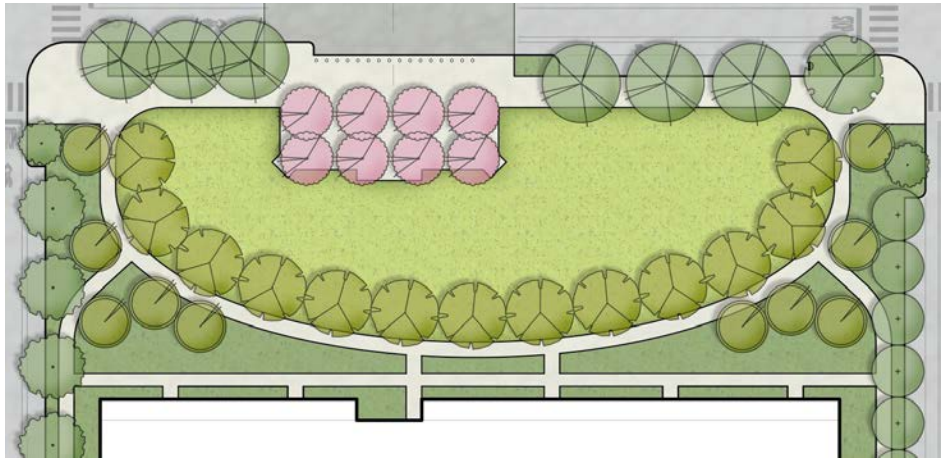
Bike and Transit Access. The neighborhood is safe and convenient for bicycling with connections to existing and planned Daly City bicycle routes to local destinations such as Serramonte Main Branch library, Gellert Park and Serramonte Shopping Center. Transit users have direct access to frequent SamTrans bus service to BART, Skyline College and other city and regional destinations with SamTrans bus stops at the intersection of Serramonte Boulevard and Entry Drive. The eastbound SamTrans bus stop is improved with a new shelter and seating.

Diversity of Housing. Affordable and market rate rental housing is mixed-throughout the site. 122 units of affordable housing for JUHSD Faculty and Staff, which includes very-low, low, and moderate-income rental dwelling units, are at the corner of Serramonte Boulevard and Entry Drive. A second affordable housing development is planned along East Drive, at the southeast corner of the Plan Area. The balance of affordable housing is spread throughout the three other residential development sites.

Figure 2.1 Illustrative Plan



Neighborhood Parks, Trails and Open Space. The plan features two publicly accessible parks and a loop trail, with walking and biking along the east downslope hillside and walking along the west upslope hillside. The Central Green is the heart of the neighborhood with a tree-shaded plaza at Entry Drive and crescent shaped meadow enclosed with oak and evergreen trees. The park is visible and accessible to residents and visitors, with active and contemplative spaces. Overlook Park, in the northeast corner of the Plan Area, is a children-friendly park with terraced seating, play, and turf areas for family use. Overlook park will have filtered views through hillside trees of Daly City, San Bruno Mountain, and the San Francisco Bay.



The Central Green will have a variety of spaces from active to contemplative.

Urban Parking. Parking for residential and retail uses is "right-sized" based on actual demand and is provided in secure garages and screened from view from neighborhood streets by building frontages or landscape. Parking serving neighborhood public spaces, overflow parking and Head Start is located on-street.

Together, these features shape a walkable, bikeable, safe, family-friendly neighborhood with a shopping street, parks, and nature trails, with several venues for outdoor gatherings and recreational activities. Development will be built out over time and may not match the illustrative plan precisely.

B. PLAN GOALS

The following goals shaped the master plan and are to guide development in the Plan Area:

2.B.1 Create an Active Neighborhood

Redevelop the existing underutilized site into a family-friendly, cohesive neighborhood with activities that all ages can enjoy, from cafes and restaurants to recreational trails and parks that can accommodate a range of play and other activities.

2.B.2 Promote Housing Equity

Address the housing shortage in Daly City through the percentage of affordable housing provided. Meet and exceed the City's 10% below market rate (BMR) rental housing requirement. Combined with the Faculty and Staff Housing under construction, plan for 20% of housing to be low and moderate-income rental housing for an anticipated total of approximately 245 units. The balance of up to 990 units will be market rate rental housing.

2.B.3 Preserve Head Start

Provide a place to relocate the existing Head Start facility currently on the site, to ensure a long-term home on-site for the preschool. Accommodate Head Start's program needs for a facility with two classrooms, outdoor play areas, and parking. The District is committed to support-



Residential buildings with nearby parks create a family-friendly neighborhood.



Walkable tree-lined streets will enhance the neighborhood.

ing Head Start's effort to fundraise for the buildout of their new facilities.

2.B.4 Provide Innovative Housing Design

Drawing upon successful projects elsewhere in San Mateo County, accommodate different "types" of buildings, varying in efficiency, parking configuration, ground floor activity and construction technology. Wrap housing around courtyards for efficiency and livability to create attractive urban living. From lowest to highest density, building types for the housing may include:

- Four stories of light gauge metal frame with surface parking
- Four stories of wood or light gauge metal frame over a concrete "podium" of structured parking
- Up to seven stories comprised of 5 stories (plus mezzanine) of wood or light gauge metal frame and two to three stories of concrete podium
- Up to 14 stories comprised of 10 stories of metal frame or steel and concrete construction and three to four stories of concrete parking podium



The Head Start facility will provide dedicated outdoor activity space.

2.B.5 Promote Sustainability

Ensure a green and healthy environment for families and our community by planning for green buildings with sustainable, energy efficient and resource conserving operations and performance. Design and construct buildings to reduce our carbon footprint and ensure healthy indoor air quality. Buildings can have roof top solar panels, electric vehicle charging stations, water conservation, waste management, alternative transportation options and green materials. Landscapes will feature storm water treatment gardens, drought tolerant landscapes, street trees to reduce heat island effects, and pedestrian-oriented design.

2.B.6 Fit Hillside Context

Set buildings into the hillside to obscure them from view. Utilize the topography of the site as a hillside setting that is screened by existing mature trees and supplemental trees to the west, east and north to limit views from Serramonte Boulevard and south from Campus Drive. Limit the location of towers to sites set back from Serramonte Boulevard and orient towers in an east-west direction to minimize obstructions of views from uphill neighbors.

2.B.7 Provide Active Transportation

Design for active transportation and healthy living. The Precise Plan's streets can be designed for daily exercise as walkable and bikeable streets. These "complete streets" advance Daly City's Vision Zero program to reduce pedestrian traffic fatalities to zero. Additionally, alternative transportation options are supported such as ride hailing services, electric vehicles, shuttles, and frequent bus service to BART at Serramonte Boulevard.

2.B.8 Right-size Parking

"Right-size" the supply of parking in relation to parking demand, based on best engineering practices used in places similar to Daly City. Parking



Before view from intersection of Callan Boulevard and Serramonte Boulevard.



After view with trees shown transparent to show new development.



Protected bike lanes.



The open space network will include a recreational trail.

can be provided on-site for residents, guests, and retail customers to avoid "overflow" parking in nearby neighborhoods. Use Transportation Demand Management (TDM) strategies to ensure adequate parking for all users.

2.B.9 Connect to Nature

Provide diverse neighborhood park spaces for resident and visitor enjoyment that support the ecology of the hillside setting with mature trees. Create recreational trails open to the public, as well as a series of private and common open spaces available to residents.

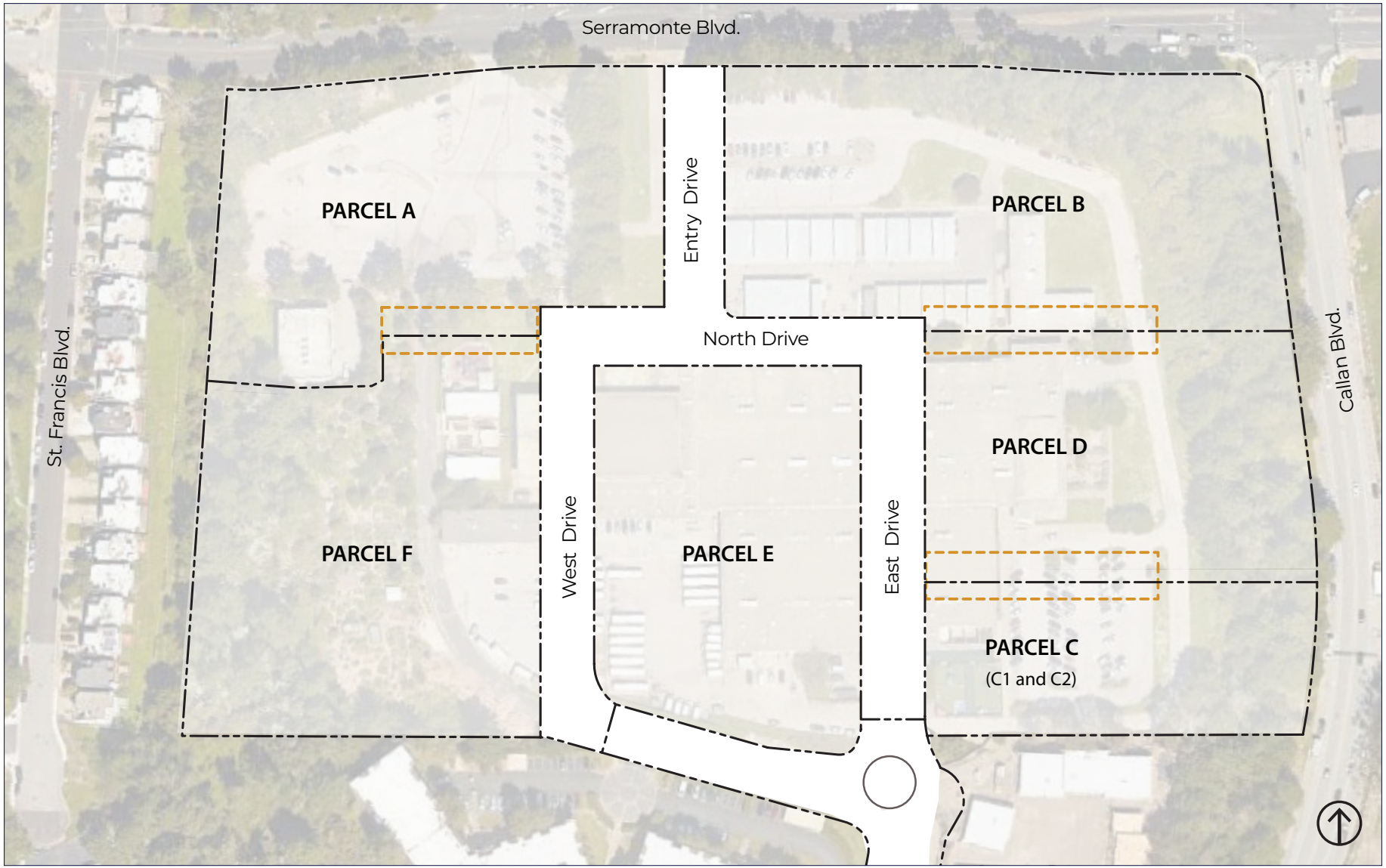
2.B.10 Ensure Long-term Financial Stability for the School District

Plan, design, construct and maintain residential development, park spaces and infrastructure to ensure the long-term financial stability of the District.

C. PARCELIZATION

To achieve the vision, the Plan Area has been subdivided into seven distinct development parcels and a series of additional parcels containing streets. See Figure 2.2. The street parcels have public access easements that require the streets to be publicly accessible. There are also easements between Parcels A and F, Parcels B and D, and Parcels D and C which will allow shared access for pedestrian and vehicle access.

Figure 2.2 Plan Area Parcels



Note: Parcel C will be subdivided into two separate parcels, C1 and C2. This division will be recorded in the Tentative Map application.

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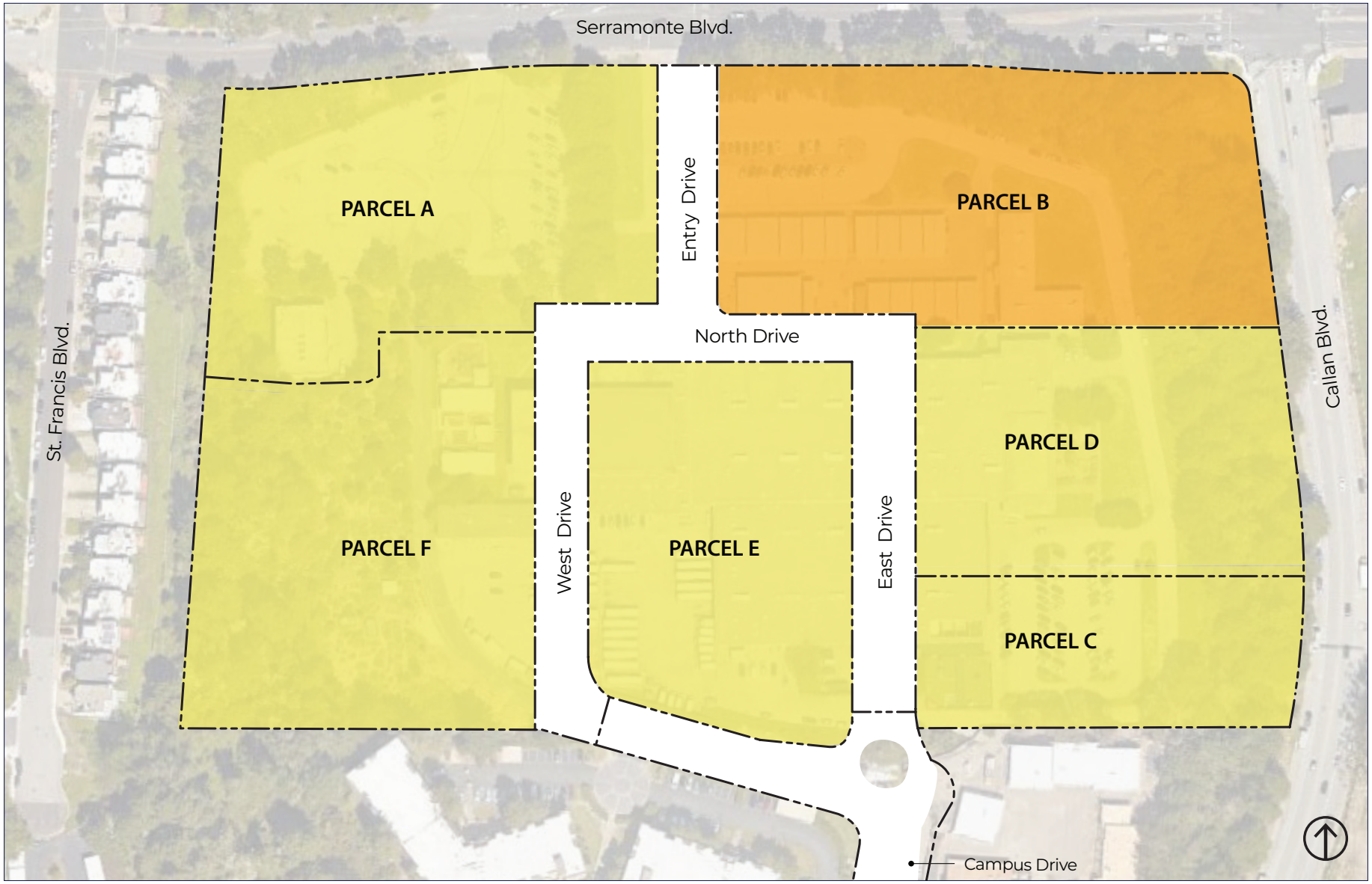
3. Development Standards and Guidelines

This chapter establishes development standards and design guidelines for the Plan Area. All development planned within the Plan Area will be required to adhere to standards contained in this chapter. Guidelines will serve as recommended actions, offering more flexibility in implementation. Definitions of terms are located at the end of this chapter.

A. PLAN AREA LAND USES

The Plan Area is organized into two land uses: The Mixed Use and the Residential. See Figure 3.1. The Mixed Use District applies to Parcel B and supports mixed-use residential development, such as commercial uses on the ground floor with residential uses on upper floors. The Residential District applies to remaining Plan Area Parcels A, C, D, E, and F. The Residential District is intended for primarily residential uses but does allow certain other uses. Permitted land uses within each of these Districts are stated in the Permitted Uses Table (Table 3.1). Other design and development standards are established in Chapter 3 of this document.

Figure 3.1 Plan Area Land Uses



The following land uses table states the different types of residential, commercial, community services, and public uses that are permitted within the Plan Area Districts.

Permitted uses are marked with a P; uses requiring a Use Permit are marked with a UP, blanks indicate uses not permitted in that district.

Table 3.1 - Permitted Land Uses

Table Of Land Uses	Mixed Use District	Residential District
Residential Uses		
Single-family dwellings, 12 DU/Acre minimum	P	P
Two-unit structures (duplexes); Townhouses	P	P
Multiple-family dwellings	P	P
Live-work within dwelling units	P	P
Day care center in accordance with the regulations specified in Chapter 17.49 of the Municipal Code	P	P
Commercial Uses		
Medical services (as part of a mixed-use building): Medical-Dental Clinic; Prescription Pharmacies; Veterinary Clinic	P	UP
Commercial Services (on ground floor of a mixed-use building only): Bakery; Bank or financial institution; Barber or beauty shop; Book store; Camera store; Clothing store; Coffee store; Delicatessen; Dry cleaner; Florist; Food store; Gift store; Hardware store; Health club, gym; Home furnishings; Instruction studio (dance, exercise, music, and so on); Laundromat; Office supplies/copy shop; Pet store; Restaurant, but not a drive-thru restaurant; Shoe sales and repair; Small appliance sales and service (only in conjunction with sales); Sporting goods; Stationary store; Tailor; Toy store; Travel agent; Variety store	P	UP

(Table Continued)

Table 3.1 - Permitted Land Uses		
Table Of Land Uses	**Mixed Use District**	**Residential District**
Bar and Cocktail lounge; Small theater; Hotel; Cannabis sales	UP	-
Professional offices (as part of a mixed-use building)	P	UP
Medical-Dental Clinic (as part of a mixed-use building)	P	UP
Community Service Uses		
Community center, library (as part of a mixed-use building)	P	UP
Public Utility and Public Service Uses		
Pumping stations, public utility buildings and uses	P	P
Wireless communications facilities in accordance with the regulations specified in Chapter 17.39 of the Municipal Ordinance	P	P

B. PLAN AREA DEVELOPMENT CAPACITY

Development Program

The following table summarizes the anticipated development program at build-out for parcels within the Plan Area. These numbers may be less than the total capacity of each site. These numbers will be used in the project description for environmental review of the Precise Plan.

Table 3.2 - Development Program

Parcels	Area (Acres)	Housing Units	Density	Retail / Commercial	Other
Parcel B	4.3	201	49 DU/Acre	8,000 sq.ft.	
Parcel C	1.94	100	63 DU/Acre	**	1,400 sq.ft. (relocated Head Start facility)
Parcel D	2.84	240*	85 DU/Acre	**	
Parcel E	3.02	290*	96 DU/Acre	**	
Parcel F	3.77	282*	66 DU/Acre	**	
Total New Development	**15.87**	**1,113**	**70 DU/Acre**	**14,000 sq. ft.**	
Parcel A (existing, not counted as new development)	3.6	122	34 DU/Acre		1000 sq.ft. (existing Comcast facility)
Street Parcels within Plan Area	2.9				
Total Development	**22.38**	**1,235**		**14,000 sq.ft.**	**2,400 sq.ft.**

(*) Denotes parcels with high-rise building potential (up to 14 stories). Only two of these three parcels may be developed with high-rise buildings. This table includes an assumption that Parcel D and Parcel F will be developed with high-rise residential buildings, but during implementation the high-rise location may be transferred to Parcel E from either Parcel D or F. In any case the overall buildout of the Plan Area is limited to 1,235 residential units.

(**) Denotes parcels that may provide retail/commercial square footage on the ground floor in addition to 8,000 sq.ft. assumed for Parcel B. Each of these parcels may or may not build commercial square footage on the ground floor; in any case the total retail/commercial square footage for the overall buildout of the Plan Area is limited to 14,000 sq.ft.

Development Maximum Per Parcel

The following table presents the maximum allowed density per parcel. Note these are maximums, and the buildout is likely to be less than the maximum on some parcels. This table is intended to provide guidance to developers of individual parcels within the Plan Area.

Table 3.3 - Development Maximum Per Parcel

Parcel Number	Maximum Residential Units Allowed Per Parcel*	Maximum Retail/ Commercial Square Footage Per Parcel**
Parcel A	122	0
Parcel B	210	8,000 sq.ft.
Parcel C	125	6,000 sq.ft.***
Parcel D	270	6,000 sq.ft.
Parcel E	330	6,000 sq.ft.
Parcel F	400	6,000 sq.ft.

*The total number of units may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 1,235 residential units.

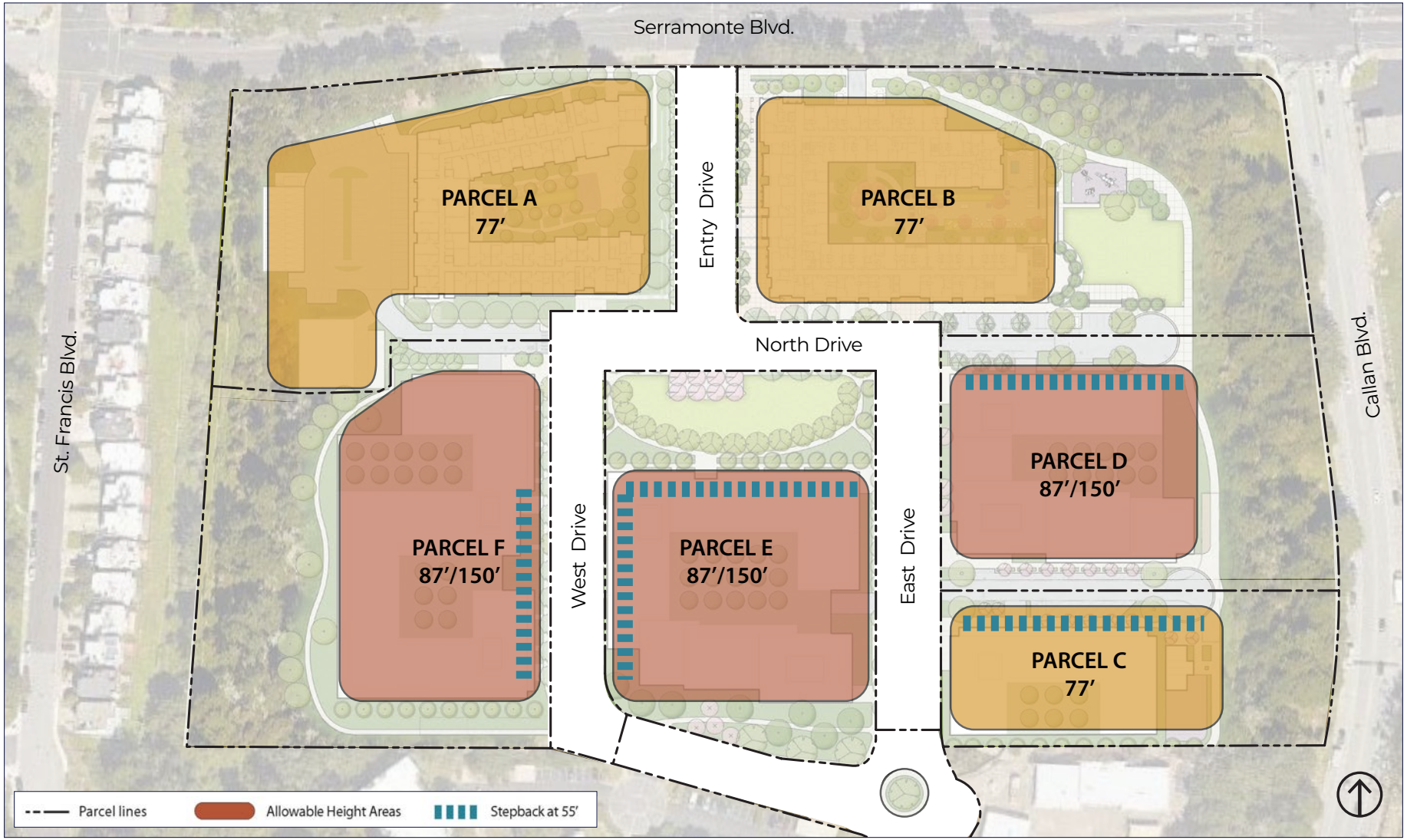
** The total square footage of retail/commercial may not be realized on every parcel. As noted in Chapter Two, Urban Design Framework, the total buildout of the Plan Area is limited to 14,000 sq.ft. of retail/commercial space. There is no restriction on the amount of Amenity Space (to be used primarily by residents) per parcel.

***Parcel C is permitted to build up to 2,000 sq. ft of daycare center facilities within its allotment of retail/commercial square footage.

C. BUILDING HEIGHT

Permitted building height for the Plan Area is shown in Figure 3.2.

Figure 3.2 Building Heights



Height Exceptions

The following exceptions to the height limit are allowed:

C.1.1 Ornamental architectural features, such as turrets, parapets, corner towers, or other accentuating features.

C.1.2 Mechanical and roof-mounted elevator core equipment up to a maximum of 18 feet above maximum height, provided their combined coverage does not exceed 30% of building roof area. Equipment less than 4 feet above maximum height is exempt from the coverage calculation.

C.1.3 Architectural and landscape screening designed to conceal mechanical and roof mounted equipment.

C.1.4 Sustainability elements, such as photovoltaic cells, small-scale wind turbines suitable for residential development, storm water catchment / treatment equipment, solar water heating equipment.

C.1.5 Enclosed amenity spaces to a height of 12 ft where roof is designed as an accessible outdoor common area if coverage of enclosed amenity space is no more than 20% of building roof area.

D. STREET FRONTAGES

The streetscape character of the Plan Area is defined by ground floor uses, street type, and the configuration of the streetwall along streets and open spaces. The following Precise Plan standards ensure the unique character of each of the streets and open spaces in the Plan Area contribute to the overall quality of the neighborhood.

Ground Floor Uses

The distribution of ground floor uses is essential to creating an active pedestrian environment. Figure 3.3 Ground Floor Use identifies the location, type and orientation of ground floor uses by parcel for the Plan Area. Six types of ground floor uses are specified:

1. **Active Use.** This use requires retail, café, and restaurant uses with outdoor dining, or may also include building entries and residential lobbies.
2. **Residential Active Use.** For this frontage, ground floors shall have one or more of the following: Active Use; Building Entry, Residential Lobby, Amenity Space; Entries to Ground Floor Residential Units.

3. **Residential Unit Entries.** This frontage type requires accessible units at grade, or elevated ground floor units with transitional space such as a stoop or porch not greater than five feet in height above grade.

4. **Residential Use.** This includes ground floor units without individual unit entries accessible from the street, which can have a back porch, garden, or patio.

5. **Parking and Service.** These areas may be used for parking and other service uses, which are not permitted elsewhere.

Standards for Ground Floor Uses

D.1.1 Active Uses shall have physical and visual access from the adjacent sidewalk or open space.

D.1.2 Where Active Use is required, building frontage at the ground floor shall include building entries, retail space and/or garage entries.

D.1.3 Where Residential Active Use is required, building frontage at the ground floor shall include building entry lobbies, residential amenity space and/or garage entries.

D.1.4 Where Residential Unit Entries at Ground Floor are required, building frontage at the ground floor shall include accessible units at grade, elevated ground floor units with transitional space such as a stoop or porch not greater than five feet in height above grade, and/or garage entries.

D.1.5 Where any of the use frontages listed above are required, no more than one 24' wide vehicle access driveway or two 12' wide vehicle access driveways are permitted. Loading docks are not permitted on active ground floor use frontages.

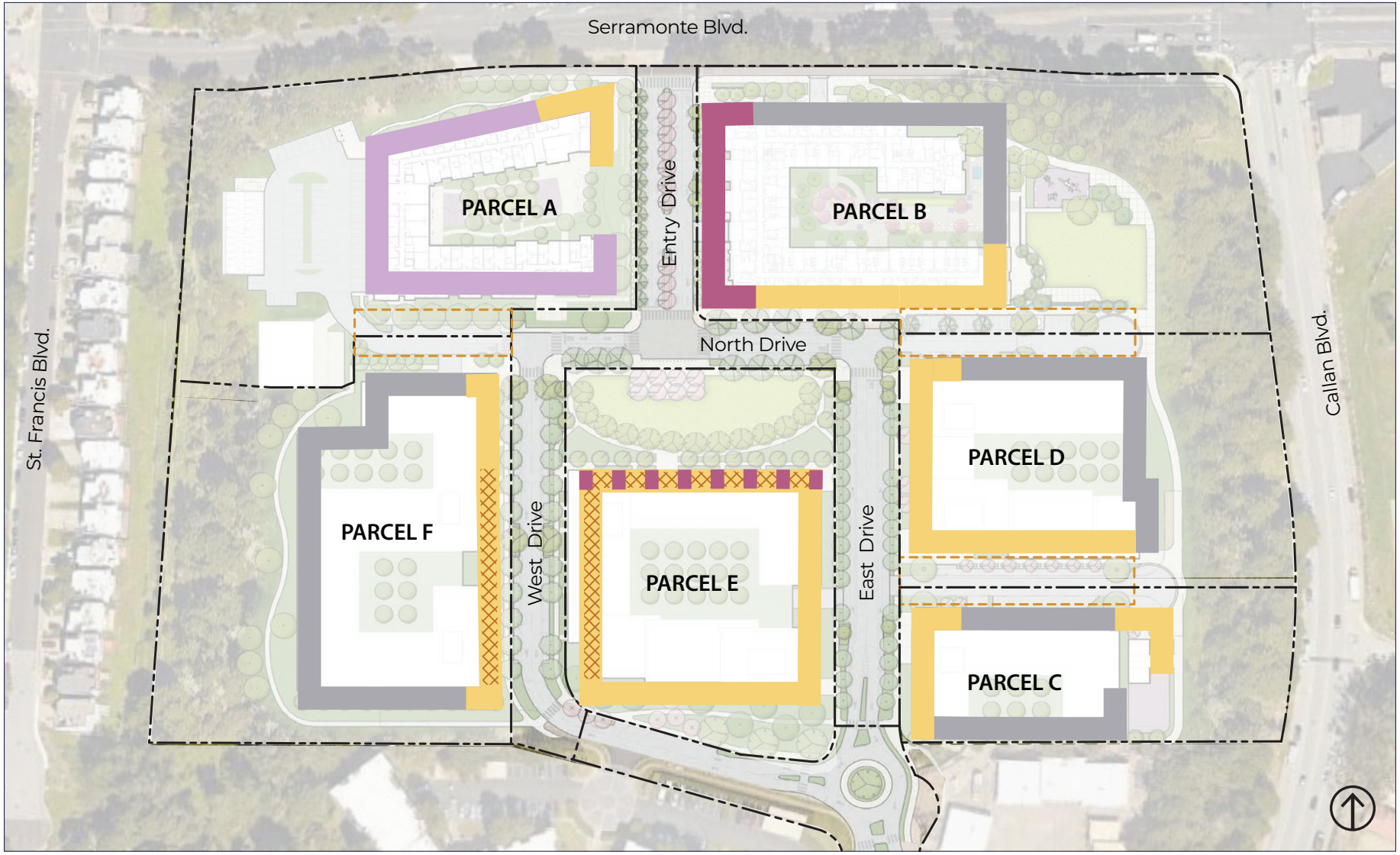
D.1.6 Where any of the use frontages listed above are required, blank walls or walls opening to structured parking areas at the ground floor are limited to 30' maximum.

D.1.7 Where Active Uses or Required Building Entry, Lobby or Residential Amenity Space uses are required, the minimum floor-to-floor height for the ground floor is 16'.

Building Frontages

A build-to line is a setback line that sets the location of the main part of the building wall. Table 3.4 shows the location of build-to lines for each parcel. Figure 3.4 Street Frontages shows the percentage of building walls required to be at the build-to line. Taken together, these standards set the location and streetwall for buildings throughout the neighborhood.

Figure 3.3 Ground Floor Use





Example of Residential Unit Entries at Ground Floor.



Example of Residential Active Use.



Example of Active Use.

Building Frontage Standards

D.3.1 The perceived primary wall of a building should align with the build-to line. Buildings can be located up to 6 feet from a build-to-line. Ground floor frontages may be recessed from the build-to line.

D.3.2 Balconies and other projections above 16' from ground level may encroach over the build-to line up to 6 feet.

D.3.3 Building entry canopies, arcades and galleries with a height no greater than 16 feet may encroach into the right-of-way up to 15 feet from the build-to-line.

D.3.4 Stairs to podium level courtyards overlooking parks, stoops, and appropriate fencing may encroach up to 10' on the park side of the build-to line.

Figure 3.4 Street Frontage

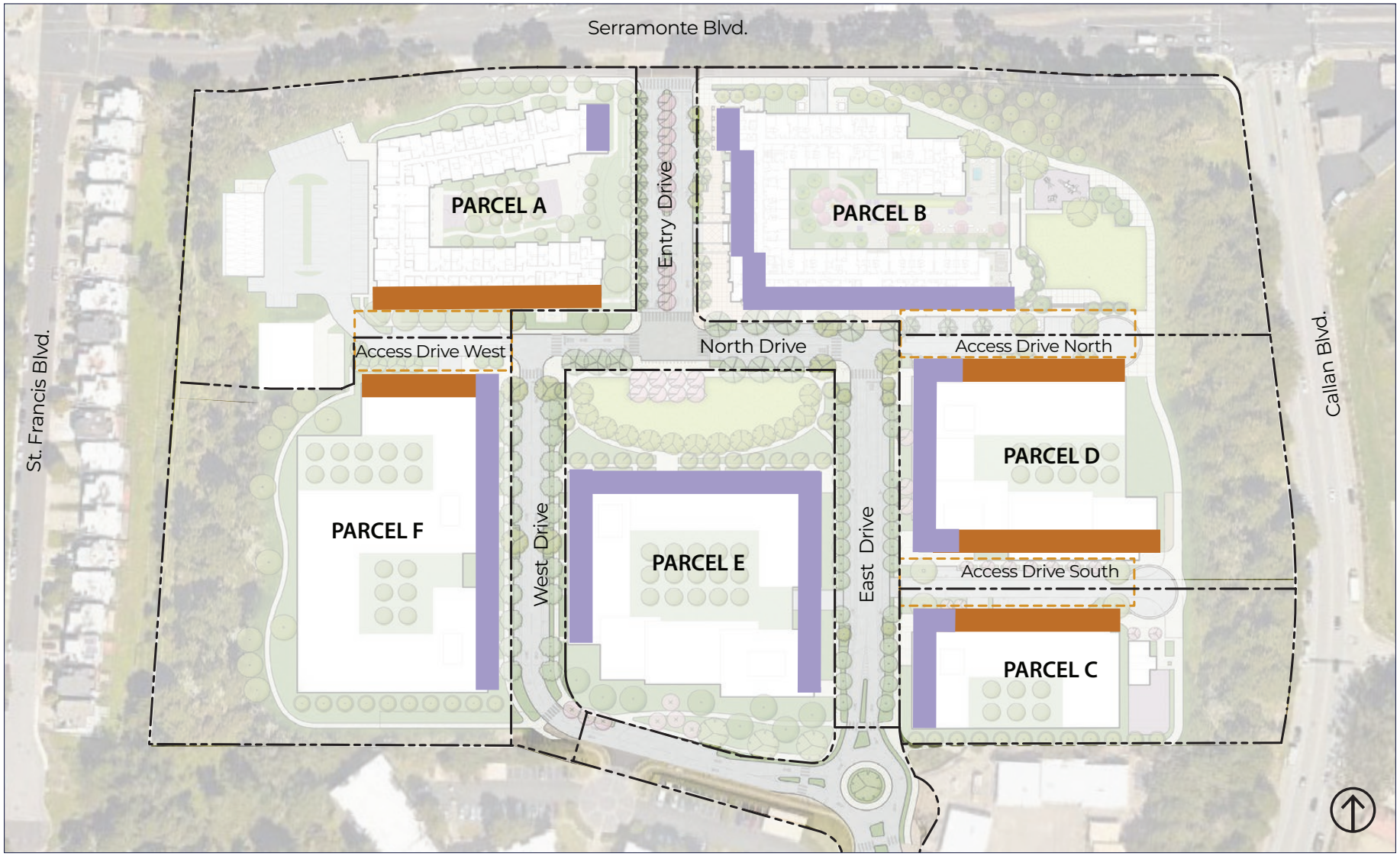


Table 3.4 - Location of build-to-line for parcels		
Parcel	**Frontage**	**Build-To Line Or Setback Requirements**
Parcel A	Serramonte Boulevard	N/A
	Entry Drive	N/A
	Access Drive West	N/A
Parcel B	Serramonte Boulevard	N/A
	Entry Drive	N/A
	North Drive/Access Drive North	N/A
Parcel C	East Drive	14 feet
	Access Drive South	43 feet
	South Parcel Line	10 feet
Parcel D	East Drive	14 feet
	Access Drive North	40 feet
	Access Drive South	32 feet
Parcel E	East Drive	14 feet
	West Drive	10 feet
	West Drive Extension	15 feet (setback measured from Public Access Easement)
	Central Green	10 feet (setback measured from Public Access Easement)
Parcel F	West Drive	10 feet
	Access Drive West	40 feet
	South Parcel Line	30 feet

E. BUILDING MASSING

Building massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth. Massing requirements for buildings are organized vertically for pedestrian, podium and skyline levels area as follows:

Pedestrian Level

E.1.1 To create a pedestrian level setback with occupied floor above, pedestrian level façade setbacks from the streetwall shall not exceed one third of the setback height.

Podium Level

Podium level building massing shapes the spatial definition of the public realm. Podium level building massing requires articulation to shape a human-scale environment. Building streetwalls up to 87 feet are considered the podium level.

E.2.1 Ground Floor Emphasis. The first two levels of all buildings require particular care in design and execution. From a building massing perspective, they should be differentiated from the upper floor to provide a visual support for the floors above. In addition, they should have high quality materials appropriate for a pedestrian environment.

E.2.2 Façade Modulation. Long continuous facades that extend the length of a parcel or city block are to be avoided. Buildings over 100 feet in width require vertical breaks in building massing in the form of projections and recesses to reduce the overall scale of the building. Occupiable projections, such as balconies or bay windows, are permitted to project up to six feet from building face above streets and open spaces above the pedestrian level. The recess or projection shall be a minimum of 3 feet in depth. The façade shall be divided into segments of 30 to 50 feet in width using one of the design approaches below:

- Vertical shifts
- Balconies or bay windows
- Corner expression
- Volumetric notches (including balconies)
- Volumetric projections
- Change of Material:
    - » To achieve modulation by a change of material, the material change must occur for a least 20% of the façade and must change in plane at least 18 inches in depth from the facade.



Tall ground floor level provides differentiation from floors above.



Façade modulation provided by vertical shifts and balconies.

Figure 3.5 Facade Modulation

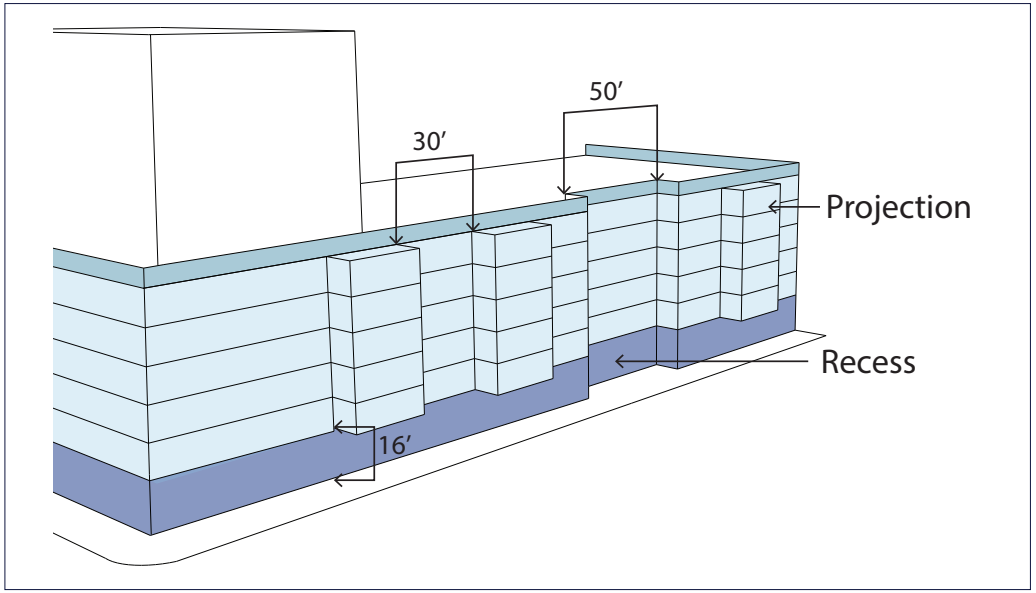
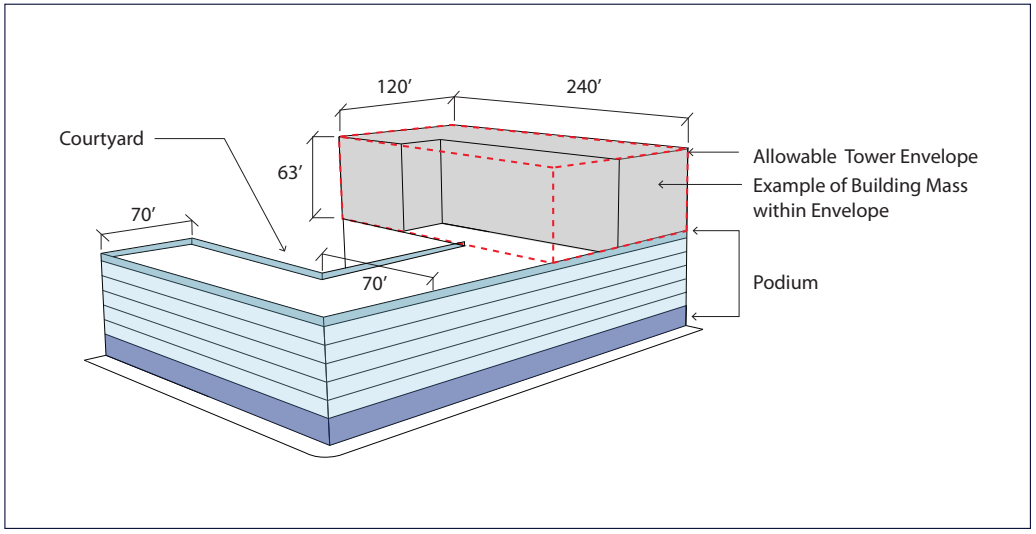


Figure 3.6 Podium Level and Skyline Level Massing



E.2.3 Building Stepbacks. Stepbacks are required as shown on Figure 3.2 Building Heights. Where required, stepbacks shall be no higher than 55 feet above grade with the building set back no less than six feet from the streetwall.

Skyline Level Tower Massing

The skyline level consists of all building levels above 87 feet from grade which are considered towers. The skyline level helps to set the visual identity of the Plan Area. The location, height and massing of the towers will shape the skyline views from Saint Francis Boulevard. Tower massing shall adhere to the following standards.

E.3.1 Tower massing may extend to ground level to visually anchor the tower to the ground.

E.3.2 Towers extending to ground shall be set back 10 feet minimum from the build-to line.

E.3.3 Towers shall be oriented in an east-west direction to minimize impacts to views from residences along Sant Francis Boulevard.

E.3.4 Each tower shall not exceed a massing envelope of 240 feet long by 120 feet wide.

E.3.5 A minimum separation of 60 feet is required between any two towers or portions of skyline level building massing.

E.3.6 Towers are not permitted adjacent to the central open space.

Special Conditions

Buildings in the following locations should be designed to acknowledge and celebrate the special condition.

E.4.1 Corner Sites. Buildings located at the intersection of two streets shall have a special architectural treatment at the corner. This may include tower elements, continuous vertical elements, or recesses.

E.4.2 Gateways. Buildings located at the corner of Serramonte and Entry Drive on Parcel B, and South Campus Drive and West Drive on Parcel E, shall have special architectural treatment acknowledging the importance of the entry to the neighborhood.



Design of corner element provides architectural emphasis at the street intersection.

F. PERIMETER SETBACKS

The perimeter of the Plan Area should have the following setbacks from neighboring properties or street rights-of-way.

- North Perimeter Property Line: Outside of areas with defined street frontage and ground floor use requirements, buildings shall be set back a minimum of 30'.
- East Perimeter Property Line: Buildings shall be set back a minimum of 75'.
- South Perimeter Property Line: Buildings shall be set back a minimum of 10'.
- West Perimeter Property Line: Buildings shall be set back a minimum of 30'.
- Within a parcel, no setback is required for individual buildings to be set back from each other.

These are minimum dimensions; if greater setbacks are outlined in Table 3.4, those will apply.

G. BUILDING DESIGN GUIDELINES

Building Articulation and Massing

Large buildings shall be broken up by modulating building exteriors. To establish a human scale along project frontages, building façades shall provide features that break the apparent size of buildings into smaller components by doing the following in addition to the Building Massing Standards above.



Balconies and large window bays differentiate individual units.

G.1.1 In residential buildings, changes in massing and architectural details should be used to differentiate individual units, including window bays, balconies, porches, and recessed features.

G.1.2 Upper levels should be shaped to increase solar access, light, and air to adjacent lower structures, on- and off-site open spaces, and adjoining land uses.

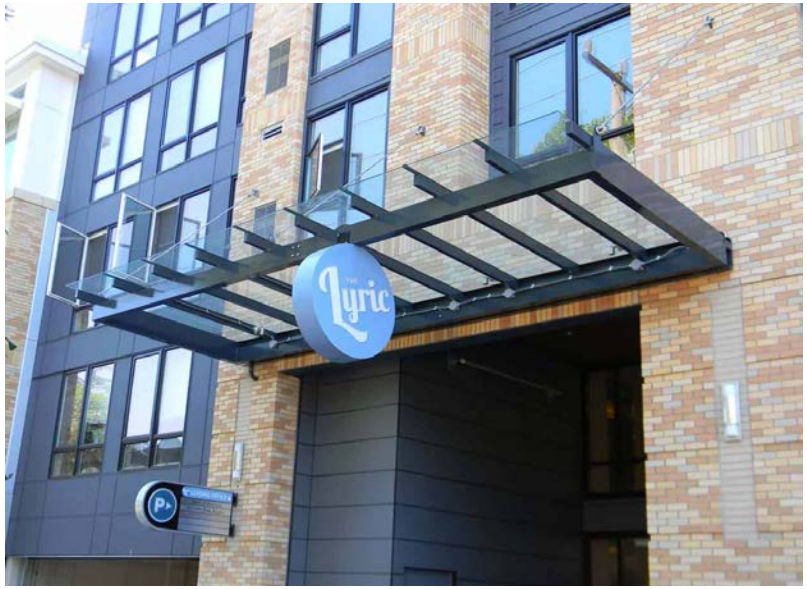
G.1.3 Buildings should be designed so that all entries are easy to find and are visible from public rights-of-way.

G.1.4 In mixed-use buildings, residential entries should be differentiated from commercial entries using different scales and architectural design.

G.1.5 Primary building entrances should include architectural features that give them prominence, such as recessed entry bays, canopies, tower elements, moldings, lighting, overhangs, or awnings.

G.1.6 When locating pedestrian seating and bicycle parking, areas near building entrances should be prioritized.

G.1.7 Provide multiple entrances into large buildings where possible. These entrances should be located and arranged to create a rhythm.



Building lobby with canopy to give the entry prominence.

Ground Floor Design

G.2.1 Transparent windows, storefronts, show windows, building entries, dwelling entries, and other active uses shall be placed along street and public open space frontages, as required in the Ground Floor Active Frontage standards in Section D above.

G.2.2 Doors or sliding windows should enable ground-floor restaurants and retail to expand into outdoor amenity areas along sidewalks.

G.2.3 High-quality materials, detailing, and intensity of color should be utilized adjacent to sidewalks. Particular attention should be given to enhancing building entries and other ground floor openings.

Windows

G.3.1 Upper story windows should be enhanced with architectural details, such as sills, molded surrounds, and lintels, or the use of recessed or projected windows.

G.3.2 Windows should be arranged and aligned to establish rhythms across the façade. Recessed or projected windows could create patterns.

G.3.3 Street-level glazing should be clear. Transparent glazing at upper levels may be lightly tinted. Reflective glazing is strongly discouraged.

G.3.4 Non-reflective coatings, low-emissivity glass, and external shade devices should be used for heat and glare control.

Blank Facades

G.4.1 A blank façade is a building wall without any variation in plane in terms of horizontal and vertical projections, openings or change in materials. Such blank walls should be avoided for any buildings facing public spaces or streets.

G.4.2 At the ground floor, blank facades longer than 50 feet should provide landscaping or public art for pedestrian interest.

G.4.3 Above the ground floor facades longer than 100 feet should provide projections, openings or change in materials in addition to the standards in Building Massing in Section E above.

Architectural Character

G.5.1 Contemporary and innovative design styles are encouraged provided that the design includes human-scaled proportions and engaging, pedestrian-oriented ground-floor features.

G.5.2 Franchise retail should adapt to the design character of the Plan Area.

Sustainable Building Design

G.6.1 Sunlight exposure shall be considered when determining building locations and orientation, to maximize comfort and minimize energy use for building inhabitants by taking advantage of solar heat and light.

G.6.2 Green building features and elements should be integrated into building designs. Consider incorporation of vegetated roofs and building walls, and horizontal and vertical photovoltaic panels. These features can also contribute to the realization of a unique building character.

G.6.3 Potable water consumption shall be reduced, and recycled water use should be increased with efficient plumbing fixtures, rainwater harvesting, dual plumbing, on-site greywater systems (systems designed to reuse wastewater from showers, baths, and handwash basins for other uses because of its relative cleanliness), and other stormwater features.

G.6.4 Energy-efficient insulation, heating, ventilation, and cooling systems that regulate the interior temperature of buildings throughout the day shall be used. Fully operable windows should be provided that can be adjusted throughout the day for maximum ventilation.

H. ACCESS, PARKING AND LOADING STANDARDS

All new development within the Plan Area will be responsible for providing its own required parking. Following are standards for parking and loading for development in the Plan Area.

Vehicle and Bicycle Access

H.1.1 Vehicular and bicycle entries to parking facilities inside buildings shall be provided as follows for each parcel.

- Parcel A shall be accessed from Access Drive West.
- Parcel B shall be accessed from Serramonte Blvd; Entry Drive; Access Drive North; or any combination of these.
- Parcel C shall be accessed from East Drive; Access Drive South; or any combination of these.
- Parcel D shall be accessed from East Drive; Access Drive North; Access Drive South; or any combination of these.
- Parcel E shall be accessed from East Drive; West Drive; or any combination of these.
- Parcel F shall be accessed from West Drive; Access Drive West; or any combination of these.

H.1.2 Vehicular entries into Parcel E or Parcel C from East Drive shall be located a minimum of 100 feet from the entry point of the roundabout at Campus Drive.

H.1.3 Each vehicular entry may be accessed by two driveways with a width of 12' or a single driveway with a maximum width of 24'.

H.1.4 Bicycle access shall be shared with vehicular entries. Bicycle storage for each building shall be located at the ground level, as close to the driveway entry as practicable, and shall be clearly marked.

Vehicle Access Design

H.2.1 Access points should be designed to minimize conflicts with pedestrians and bicyclists. The number and width of driveways from parking areas onto the main frontage roadway should be minimized. Wherever possible, common access driveways are encouraged for adjacent lots to reduce the number of access points along roadways.

H.2.2 Where a driveway crosses a sidewalk, clearly demarcate the sidewalk across the entire width of the driveway by using colored paving or materials.

H.2.3 Indicate major vehicle entrances with special design treatments, such as entry signage or distinctive landscaping.

Parking Ratios

H.3.1 The parking ratio required for the Plan Area shall be between 1.5 spaces and 1.7 spaces per residential unit. The parking ratio for affordable housing units may be adjusted upon application from the affordable housing developer. The parking ratio for retail at Parcel B is 5.0 spaces per 1,000 square feet of retail space.

H.3.2 The parking ratios above are based on current conditions. Parking demand in the region may increase or decrease over the implementation of the project, therefore a project applicant may request future adjustments to the applicable parking ratios to reflect parking trends at the time of the individual parcel application.

H.3.3 If a project applicant requests a reduction or increase in the parking ratios noted above, the City may request a parking demand study be performed by a traffic engineering firm that demonstrates the revised parking ratio will be appropriate.

H.3.4 When calculating the parking supply, the analysis for the residential parking will include parking provided on-street within the Precise Plan Update Area.

H.3.5 Parking for pick-up and drop-off for Head Start may be accommodated on-street in proximity to the Head Start Program, with signage reserving these parking spaces for this use during the appropriate hours. Likewise, parking for Head Start's staff may be accommodated with reserved on-street parking rather than within structured parking facilities.

H.3.6 Residential parking may be accommodated in mechanical puzzle lifts.

H.3.7 No more than 20% of the required parking spaces may be tandem, and tandem spaces may only be assigned to spaces for the same dwelling unit. Tandem units may be designed as either front to rear spaces or mechanical lift spaces.

On-street Parking

H.4.1 On-street parking may be provided in the form of parallel parking or angled parking based on the width of the street.

H.4.2 On-street parking shall be provided behind buildings and along North Drive, West Drive and East Drive.

H.4.3 On-street parking shall be separated from building by providing a buffer containing sidewalk or curbside landscaping.

Off-Street Parking and Loading

H.5.1 Parking shall be located behind, within, or under buildings, or within separate structures. Surface parking areas shall never be provided between buildings and streets. This will contribute to an attractive and active street frontage that is pleasant to walk along.

H.5.2 Parking stall and drive aisle dimensions will comply with Daly City standards or may be based on a "unistall" or similar model standard size which has a stall dimension of 8' – 6" x 18' – 0", unless constrained by a wall on one or both sides, in which case the minimum stall width will be 9' – 0" minimum. The drive aisle shall be a minimum of 24 feet clear.

H.5.3 For mixed-use projects, landowners should be encouraged to enter into shared parking agreements that allow uses with different peak hours of operation to utilize off-street parking facilities provided by another building or use.

H.5.4 Loading docks and service areas shall be located at the rear of the development or inside parking structures for parcels deeper than 80 feet, separate from parking areas. For smaller parcels, loading docks and service area must be located on the side street, wherever possible. Loading zones should not disrupt the flow of traffic within a given project area.

H.5.5 Loading docks shall be located on Access Drives North, South, and West. If this is not possible, loading docks may be provided on East, North or West Drive, if enclosed within a building.

Parking Structures

H.6.1 Parking for residential buildings may be provided as underground, partially above-ground, or above-ground garages. Above-ground garages shall apply at grade façade treatments or be screened to minimize visual impact on the building's façade.

H.6.2 Parking garages shall be lined with active uses or residential entries at the ground floor or designed with attractive building façades to screen structural elements of the garage. Above-ground parking garages should be designed to complement the overall building design on project sites. They should be wrapped with facades that either include active spaces or screen the garage in an attractive way.

H.6.3 The design of entries to parking garages should not be more prominent on the building façade than the primary pedestrian entry.

H.6 4 Parcels B, C, D, E, and F may contain above-ground parking garages.



Parking Structure with screening to reduce visual impact.

Bicycle Facilities

H.7.1 Bicycle parking should be located close to building entrances and bicycle routes to help make bicycling more convenient. Bicycle parking should be designed to accommodate a range of bicycle types, including standard bicycles and bicycles with trailers.

H.7.2 Design bicycle commuter amenities into the buildings, including showers, lockers, repair stands, and wayfinding information.

H.7.3 On-street bicycle parking shall be separated from automobile parking with the help of a landscaped buffer or curb.

H.7.4 Off-street bicycle parking shall be provided in secure locations in each building in the Precise Plan area.

H.7.5 Bicycle racks for parking shall be placed close to building bicycle entrances and should provide easy access to bikeways planned within the Plan Area.

H.7.6 Bicycle parking shall be designed to serve different types of bicycles, including regular bicycles, E-bikes, tandem bicycles, and trailers.

I. PRIVATE OPEN SPACE STANDARDS

The following standards and guidelines apply to those open spaces provided in private development. See Chapter 5 for standards pertaining to publicly accessible open space.

Open Space Requirement.

All residential development projects, except for existing buildings, are required to provide a minimum amount of open space on-site, as required by Daly City Ordinance for Usable Open Space (17.38.020) or as required by the City.

Projects within the Plan Area shall meet Daly City's Open Space requirement by providing a minimum of 150 square feet of open space per dwelling unit. The requirement for open space is to be met parcel-by-parcel through a combination of the following:

- Open space on-site to include private balconies serving individual units, common area open space (such as the common area podium level, common area roof terraces, and applicable open space at grade)
- Allocation of open space that may be off-site from the specific parcel, including the areas designated by easement that includes Overlook Park, Central Green and the Recreation Trail at Parcels B, C and D.



Building with balconies as private open space.

- The open space at the Retail Plaza at Entry Drive is allocated to Parcel B exclusively.

The allotted Open Space will be assigned to a specific parcel at the time the parcel is submitted for review for approval.

Land that does not meet the City's gradient criteria for usable space (e.g., excessive slopes) will not be counted towards Open Space.







Podium courtyard as common space with access from residential units.

Common Open Space

Common open spaces are communal open spaces or recreational areas with access limited to tenants of a residential, commercial, or mixed-use development. Forms of common open space include plazas, courtyards, rooftop gardens, and similar areas that often provide communal amenities, such as swimming pools, playgrounds, and cabanas.

I.2.1 Buildings should provide enclosure for common open spaces, and secondary building facades should be oriented toward the common open spaces.

I.2.2 Common open space should be accessible from all surrounding buildings. In multi-family residential developments, dwelling units or amenity areas should be sited adjacent to the common open space areas.

I.2.3 Some building windows should be oriented toward the common open space areas for natural surveillance of these areas.

Private Open Space

Private open spaces include balconies, patios, or other open spaces for the exclusive use of a single unit. Where private open space is provided for residential units, follow the guidelines below.

I.3.1 Private open spaces shall be directly accessible from the unit and large enough to permit outdoor activities – a minimum of 5 feet in all dimensions.

I.3.2 Private open space shall be constructed with high quality durable materials just as with other open spaces.

I.3.3 Fencing or screening for private open spaces should balance visibility and privacy.

On-Site Landscaping

Landscaping should be used to provide an attractive setting for development, soften hard building contours, shade walkways, gathering areas, parking areas, and other larger expanses of pavement, and screen any unsightly uses. Additionally, landscaping should aid in managing stormwater.

I.4.1 Landscaping shall be used at the edges of paths, plazas, and seating areas as appropriate to help define the spatial organization of the site.



At-grade open space for residential uses.

I.4.2 For multi-family residential development, setback areas shall be landscaped to establish transition zones between the sidewalk and street-level residential units and entries.

I.4.3 Landscaped areas shall be regularly maintained to keep them aesthetically pleasing, and to remove dead and dying plants.

I.4.4 Gateway or entry points should be emphasized with distinctive trees and plants.

I.4.5 Existing trees should be preserved and integrated into site designs to the extent feasible.

I.4.6 To reduce water usage, all development shall employ water-efficient irrigation techniques, including micro–irrigation, drip systems, and weather-based irrigation controllers, instead of conventional sprinklers.

I.4.7 Native, drought-tolerant, or well-adapted tree and plant species shall be used since they generally require less water and maintenance.

I.4.8 Seasonal and year-round flowering shrubs and trees should be located where they can be most appreciated by site users and passersby, such as adjacent to walks and open space areas, or as frames for building entrances and stairs.

Stormwater Management

I.5.1 Projects should minimize the amount of paved area. Where feasible, paved areas should include "green" stormwater collection and treatment, and employ Low Impact Development (LID) features that minimize surface water runoff. LID features may include bioretention systems, swales, green roofs, and permeable pavers.

I.5.2 Stormwater retention features that minimize runoff into streets, parking lots, landscaped areas, and open spaces should be incorporated, whenever feasible. Stormwater retention features include drainage swales, and rain gardens.

I.5.3 Where feasible, use permeable paving and materials for streets, sidewalks, parking lots, and driveways.

J. CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN

Streetscapes and private development shall be designed to ensure safety and crime prevention by applying the principles of Crime Prevention Through Environmental Design (CPTED). CPTED is a crime prevention philosophy based on the theory that the proper design and effective use of the built environment can lead to a reduction in the public perception and incidence of crime. CPTED principles include natural surveillance or "eyes on the street" as well as territorial reinforcement, which means a clear sense of ownership of space, both public and private.

J.1 Natural Surveillance: The design of space shall promote "eyes on the street" by strategically locating windows, entrances, lighting, and other activity generators near a potential crime area.

J.2 Natural Access Control: The design of walkways, fences, lighting, signage, and landscape should provide people with a sense of direction, while keeping unauthorized people out of a particular place.

J.3 Territorial Reinforcement: Development shall use physical designs, such as pavement treatments, landscaping, and signage, to help users create a sense of proprietorship. Clear boundaries between public and private areas shall be provided.

J.4 Maintenance: All development projects shall develop a maintenance plan to avoid neglected and poorly maintained properties, which can attract criminal activity.

K. SIGNAGE

The following section establishes standards and guidelines for signage proposed within the Plan Area, to encourage high quality signage that is complimentary to the vision for the neighborhood. Where this section does not set standards or guidelines, the applicant and City staff shall use the Daly City Code.



Example of building signage.

Types of Signage

Monument/ Gateway Signage

Monument or Gateway signs are used to mark an entry into a neighborhood or district with a primary purpose to inform pedestrians and vehicular traffic. The Precise Plan may include up to two freestanding monument/ gateway signs: at the Serramonte Boulevard and Entry Drive intersection and at the West Drive and Campus Drive intersection, which form major entry points to the Plan Area.

Building Signage

Building signs are mounted on building surfaces and may include colorful and illuminated feature signs, parapet signs (that do not extend above the parapet), building entry signs, and address signs. Parapet signs are intended for long distance viewing, whereas building entry signs are oriented to closer viewing.

Storefront Signage

Storefront signage is intended to emphasize the presence of retail stores and other commercial development, such as leasing offices. This signage type includes retail signage, business identification, and residential tenant information. Signage for storefronts may be designed as hanging signage under canopies or mounted on the building.



Blade sign as storefront signage.


Moveable signage placed to leave open zone for pedestrians.



Example of wayfinding signage.

Temporary/Moveable Signage

Temporary signs augment the storefront character and provide timely information regarding available products and services. This sign type includes poster display cases, banners, display stands or easels, and painted sandwich signs.

Wayfinding Signage

Wayfinding signage for pedestrians, bicyclists and drivers will help visitors make their way to destinations within the neighborhood. They should be appropriately scaled for each user.

Signage Standards

K.2.1 Signs within the Plan Area shall comply with all regulations stated in the City's Zoning Ordinance (Chapter 17.32) unless otherwise specified in the Precise Plan.

K.2.2 All signage shall be considered an important architectural and aesthetic feature within the overall project design. Signage shall be complimentary to the buildings' use, composition, scale, and architecture.

K.2.3 Signs shall be made of high-quality, durable, and environmentally friendly materials.

K.2.4 Multi-tenant development anchor-identity signs should be complementary to any Plan Area signage or established by the Master Developer. Individual property owners will be allowed to use letter styles, but the overall sign should have one consistent material for letters and background.



Wall mounted vertical building signage.

Monument/Gateway Signage

K.3.1 If provided, a single gateway or monument sign at the southern portion of the Plan Area near the round-about shall be located at Parcel E and be less than 5 feet high. The sign shall not obstruct sightlines for drivers to the extent safety is compromised.

K.3.2 If provided, a single gateway or monument sign at the northern portion of the Plan Area near the Retail Plaza shall be located at Parcel B. It may either be less than 5 feet high and no longer than 25 feet, or may be a tower structure--either integrated with the Parcel B building corner or separate from the building. If an integrated Tower Structure, the structure shall not project more than five feet beyond the face of the building in any direction. If an independent Tower Structure, it may not be greater than 32 feet in height and not more than 64 sq feet in area. The maximum face area of signage of the Tower Structure shall not exceed 200 SF.

K.3.3 Gateway or monument signs shall not have internal illumination, but will be lighted with externally mounted luminaires.

Building Signage

K.4.1 The physical design of signage should conform to the architectural detailing of the associated building.

K.4.2 Signage should not obstruct architectural details such as recesses, structural bays, or windows.

K.4.3 Externally illuminated or halo lit signs are encouraged. The use of internally lighted or box type signs should be discouraged.

K.4.4 No more than two (2) wall mounted building residential signs shall be provided. These shall be limited to address number, street name, and/or a building name if desired. If only one is provided, it shall be placed close to the main entry to the building. If signage is provided at two locations, a minimum of one shall be placed close to the main entry. The second can be located such that the top of the signage is not greater than 25' feet from grade.

K.4.5 Durable, vandal-resistant materials and finishes should be utilized for address signs.

Storefront Signage

K.5.1 Signage for multi-tenant retail buildings shall be developed to minimize potential visual conflict, clutter, and competition.

K.5.2 Maximum size for sign area per retail tenant is 30 SF on the face of a building. A second sign per retail tenant, not exceeding 20 SF may be hung as either a banner or a rigid sign perpendicular to the building face. Either of these two sign types may be attached to a building's architectural canopy.

K.5.3 For ground floor retail uses, hanging or projecting signs should be located near the front entry of a store. Coordinate with the overall design of the street wall. Hanging or projecting signs shall meet Americans with Disabilities Act (ADA) clearance requirements.

K.5.4 Ancillary retail space or leasing offices may be signed in a manner consistent with the storefront signage standards in this section.

Prohibited Signs

Sign types, materials and sizes prohibited by the Daly City Municipal Code are not permitted in the Plan Area. Prohibited signs include:

K.6.1 Signs which rotate, move mechanically or by the wind, flash, blink or reflect light by means of a polished or mirrored surface.

K.6.2 Open Flames, balloons, loudspeakers used to call attention to a product, service, or a property.

K.6.3 Signs which identify or advertise a product or service not available on the premises.

K.6.4 Externally illuminated signs where the source of light is directly visible to pedestrians or vehicular traffic.

K.6.5 Signs which emit or reflect light by means of direct fluorescence, phosphorescence, or "day-glow" colors.

K.6.6 Any sign illumination which exhibits undue glare.

K.6.7 Any sign placed or displayed on vehicles parked primarily for the purpose of displaying the sign. (This does not apply to food trucks that are parked while they provide service.)

K.6.8 Internally lit signs where the entire face of the sign is illuminated, rather than just the graphics.

K.6.9 Conduit, tubing, or raceways shall be concealed. Transformers and other equipment for the signage shall also be concealed.

K.6.10 Advertising bench signs, unless required by SamTrans at Serramonte Blvd.

K.6.11 Off-site directional signs.

K.6.12 Roof signs.

K.6.13 Outdoor advertising billboard signs.

K.6.14 Abandoned signs.

L. LIGHTING

Lighting in the Plan Area will be comprised of street lighting, pedestrian-scale lighting, lower-illumination pedestrian lighting, and building lighting. See Figure 3.7 Lighting Diagram for locations. A uniform lighting approach will contribute to overall community aesthetic and ensure safety for walkways, bikeways, and roadways. All lighting implemented within the Plan Area should adhere to the following standards.

General Lighting Standards

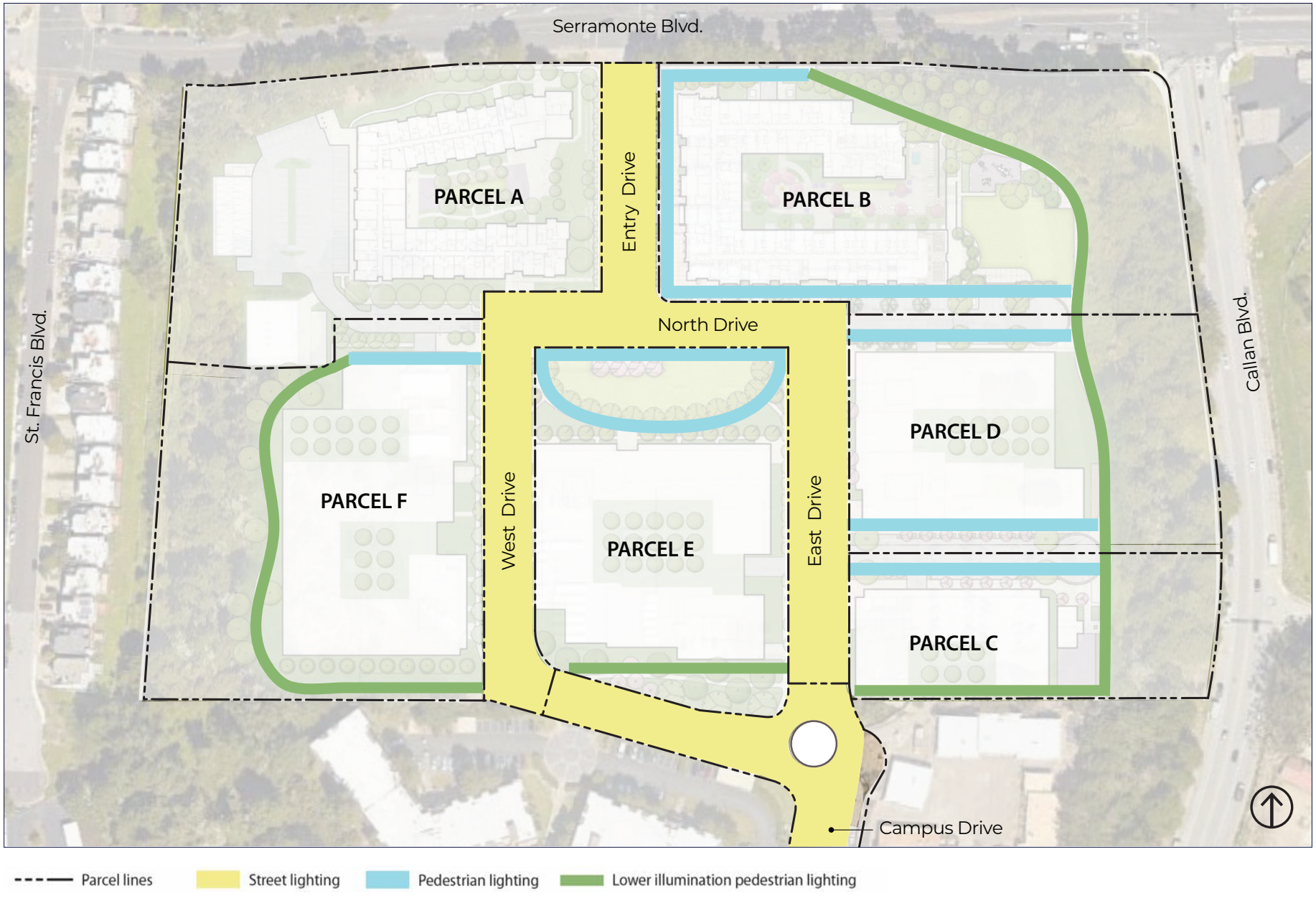
L.1.1 Lighting shall incorporate dark sky principles by shielding fixtures to prevent light from emitting above a 90-degree angle. Any lighting source located on parking or rooftop parking shall be a full cutoff type.

L.1.2 Light shall be designed to minimize glare and light trespass into neighboring buildings and properties.

L.1.3 High-efficiency technology such as LED lighting with advanced controls shall be utilized to minimize energy consumption.

L.1.4 The use of energy–efficient, long life LEDs with light color rendered as a warm white (maximum K 3000) is encouraged.

Figure 3.7 Street Lighting



Street Lighting

L.2.1 Provide streetlights in general locations shown on Figure 3.7, Lighting Diagram.

L.2.2 Streetlights shall comply with Daly City standards.

L.2.3 Sufficient illumination shall be provided at pedestrian crossings within Plan Area to provide pedestrian safety.

Pedestrian Lighting

L.3.1 Provide pedestrian lighting in general locations shown on Figure 3.7, Lighting Diagram. Additional locations for pedestrian lighting are along pedestrian pathways in open spaces and in surface parking areas.

L.3.2 Pedestrian lighting shall not be taller than 25 feet in height.

L.3.3 Pedestrian lighting may be integrated with streetlighting by providing additional luminaires facing the sidewalk on streetlight poles.

L.3.4 Lighting in surface parking lots and service areas shall be directed away from surrounding buildings and properties using fixtures that minimize light trespass and glare.

Lower Illumination Pedestrian Lighting

L.4.1 Commercial grade bollards, step lights, and path lights shall be used as appropriate along pedestrian walkways and plazas.

L.4.2 Nighttime lighting for recreational uses in parks and public spaces should be unobtrusive and control glare.

Building Lights

L.5.1 Lighting should be integrated into the design of buildings in harmony with building architecture to highlight significant architectural features such as signs, entrances, walkways, or storefront displays.

L.5.2 Building facades may be illuminated using shielded fixtures to highlight architectural features.



Pedestrian lighting in a park setting.



Landscape lighting.



Luminaires highlighting a building facade.



Retail lighting.

M. DEFINITIONS

Active Ground Floor Use: Active ground floor uses are land uses that generate pedestrian activity between the ground floor of buildings and streets and public spaces. Active uses can be retail, commercial, educational, artistic, institutional or community uses such as a community room or daycare.

Building Envelope: The building envelope defines the spatial area within which permitted density can be configured. The Precise Plan defines the allowable building envelope horizontally by block size and required street frontage and vertically by building height, massing, and guidance for pedestrian, podium, and skyline levels of architectural design.

Build-to Line: The build-to line for a parcel is the line where the façade of the building, or the podium streetwall, is located, parallel to and measured perpendicular from the property line. Build-to line locations for development are set in the street frontage standards in this Chapter.

Property Line locations: Property line locations to measure Build-to lines are measured from the face-of-curb for publicly accessible private streets, a designated property line along an access drive, or back of sidewalk along public streets.

Face of Curb: The face of curb is along a street, not including bulb-outs, curb extensions, curb-cuts, or pull-outs for drop off and loading zones.

Height: The height for a building is calculated from the building's Average Finished Grade to the top of the parapet at the building's primary roof. The Average Finished Grade is the average of the high and low elevations at the building's exterior where adjacent to North Drive, West Drive, East Drive, or Entry Drive, or the three access drives leading from East Drive or West Drive.

Massing: Massing is the three-dimensional bulk of a building in terms of general shape, form, height, width, and depth.

Pedestrian Level: Pedestrian level is the design of the ground floor public experience shaped by active ground floor use, diversity of use, and street frontage design.

Podium Level: The podium level is the portion of the building above the ground floor and below the skyline level that provides spatial definition to the adjacent street or public space.

Privately-Owned, Public Open Space: Privately-owned outdoor space that functions as public space but may have limited hours of availability.

Public Realm: The public realm is the area outside of buildings accessible to and visible to the public such as streets, parks, and open spaces.

Streetwall: The streetwall is the continuous façade of a building that establishes the edge of the public realm for a street or public space. The street wall extends from the ground floor up to the top of a podium level.

Skyline Level: The Skyline level is the uppermost occupiable portion of the building above the podium level. The Skyline level contributes to the overall urban form and skyline of the plan area.

Setback: The required minimum distance for the placement of a building measured from a property line, face of curb or another feature.

Streetscape: The visual and experiential character of street comprised of the travel way, bike facilities, sidewalk, site access, landscape, paving, street furniture, building frontage, open space, views, and other perceptible urban features.

Stepback: Stepback is a horizontal recess applied to the upper floor or floors of a building to reduce shadow area on the adjacent street or open space.

Transparency: Pedestrian level building design that creates visibility and permeability between the building and the adjacent sidewalk or public space.

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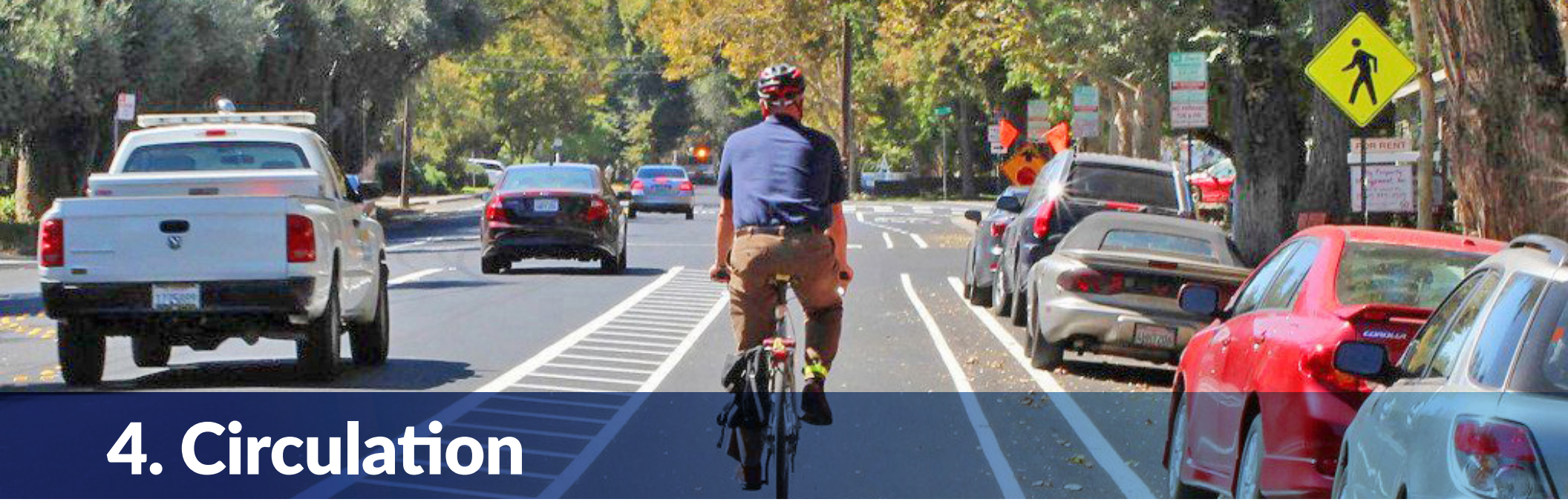


4. Circulation

The Plan Area's circulation network envisions a comprehensive internal system of "complete streets" that support active transportation for healthy living. These complete streets encourage walking and biking and serve to advance Daly City's Vision Zero program to reduce pedestrian fatalities to zero. The Plan Area's circulation network responds to the illustrative plan (Figure 2.1) which arranges courtyard housing in walkable blocks around tree-lined parks. As part of the design, neighborhood connectivity through the site is provided within a system of calmed low-speed roadways. These facilities take advantage of and provide access to the surrounding regional roadway, transit, bicycle, and pedestrian systems.

A. CITY AND REGIONAL CONNECTIVITY

Located just over a mile from the Daly City BART Station and adjacent to State Route 1, the project site has remarkable access to the Bay Area's regional transportation network. The Precise Plan envisions amenities that complement and provide access to these networks, while maintaining a compact walkable neighborhood.

Regional Location and Local Context

Direct access to State Route 1 is provided immediately north of the Plan Area, where residents and visitors can connect to the regional vehicle network. In addition, Interstate 280 is located approximately one-half mile east of the site, with full-movement interchanges provided via Serramonte Boulevard and Hickey Boulevard. From State Route 1 and Interstate 280, project vehicle trips can access the greater regional roadway networks of the Bay Area.

Locally, the development of the Plan Area will restore north-south connectivity through the project site for vehicles, pedestrians, and bicycles. This connection will occur via the northward extension of Campus Drive to Serramonte Boulevard, which is envisioned as a low-speed traffic-calmed street. With this connection, Daly City residents will be able to walk and bike through the site and access the many planned on-site recreation and retail amenities. Traffic calming measures are proposed to minimize cut-through vehicle traffic.

Transit Routes and Stops

The Plan Area is well served by local and regional transit systems. SamTrans Route 120 provides direct service to the Colma and Daly City BART Stations with bus stops conveniently located at the project site's Serramonte Boulevard/Campus Drive entrance. This bus route operates on frequent, 15-minute headways during weekday commute hours. In addition, SamTrans Route 121 provides connection to Skyline College. The Plan Area will improve the site's existing bus stop with new amenities including a shelter and widened/improved sidewalks. From BART, transit access is provided to the greater Bay Area, including downtown San Francisco, Oakland, and the East Bay. Connections to Caltrain, and eventually California's high-speed rail, are available at the Millbrae Transit Center just south of the City.

B. MOBILITY NETWORK

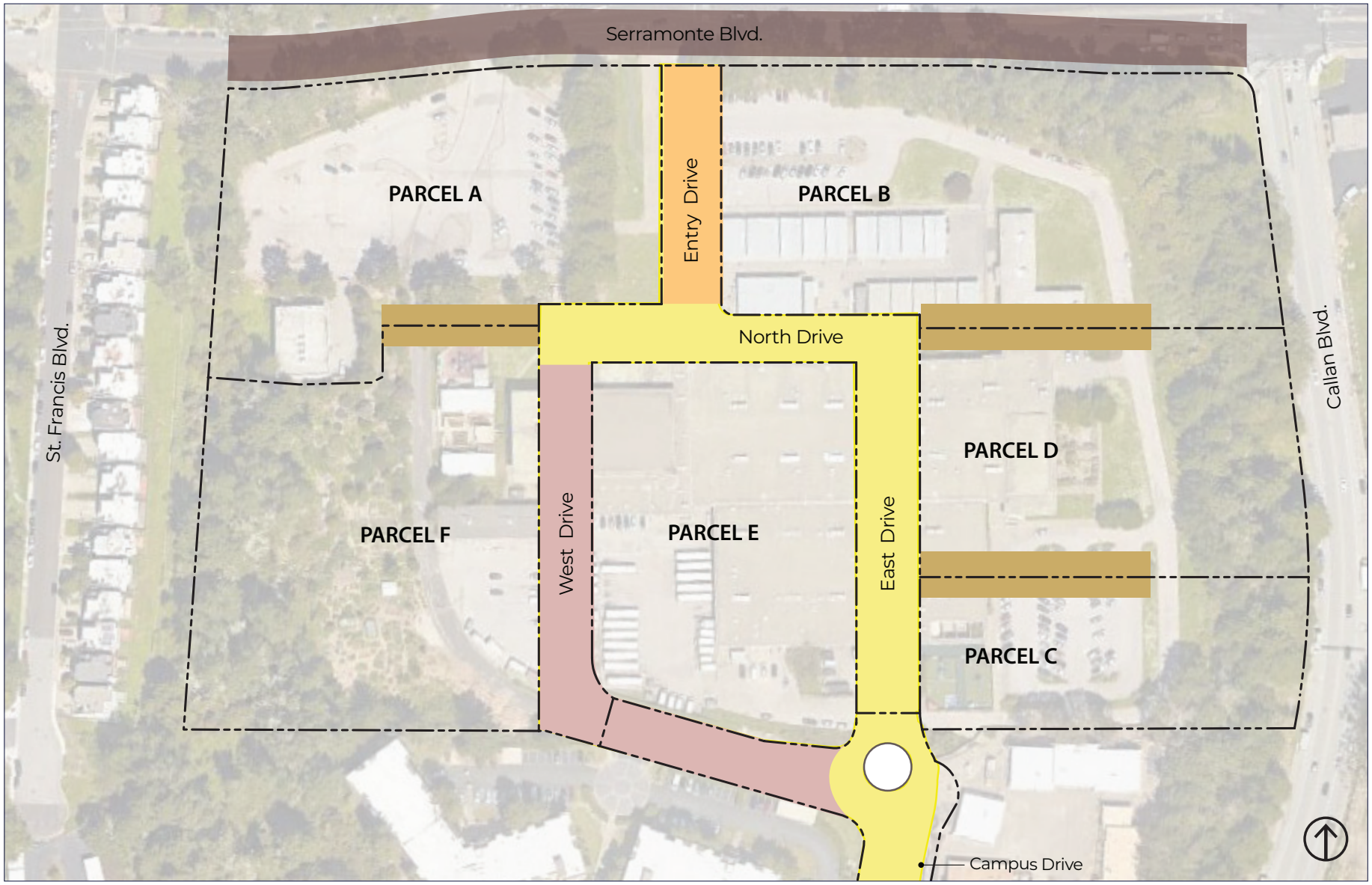
The Plan Area's mobility network provides residents and visitors access and permeability throughout the project site through a system of complete, traffic-calmed streets.

Street Hierarchy

Streets are designed to support both transportation function and adjacent land uses. The Precise Plan identifies the following five street types as shown in Figure 4.1.

1. **Boulevard:** Serramonte Boulevard is a transit – bike corridor connecting city neighborhoods to regional shopping and transit stations.

Figure 4.1 Street Hierarchy



2. **Main Street:** Entry Drive is a combined Main Street, which prioritizes pedestrian access in a safe social/commercial environment and a Residential Street which prioritizes safe, walkable environment with slow vehicle speeds.
3. **Local Connector Street:** East Drive and North Drive are two lane streets that prioritize pedestrians and cyclists with buffered bike lanes in both directions.
4. **Neighborhood Street:** West Drive is a two-lane street that prioritizes pedestrians in a safe and inviting environment with low vehicle speeds and sharrows/vehicle lanes.
5. **Access Drives:** Access Drives are two-way, pedestrian-oriented access easements with diagonal back-in, perpendicular and parallel parking designed for pedestrian access to park, daycare, retail, structured parking and hillside open space and recreational trails.

Street Network

Using the street hierarchy described above, vehicular access through the Serramonte Del Rey neighborhood will be provided through a system of low-speed tree-lined private streets connecting Campus Drive south of the site to Serramonte Boulevard at Entry Drive. A pedestrian paseo and café plaza along Entry Drive will be a "pocket" Main Street with shops spilling outdoors. This tree-lined destination street leads you from Serramonte Boulevard to the Central Green. North Drive, West Drive, East Drive, and West Drive loop around the Central Green and Parcel E and provide access to the remainder of the residential parcels. A round-about is proposed at the Plan Area's southern interface with Campus Drive as it enters the site. This pedestrian- and bicycle-friendly landmark feature will slow vehicle traffic, without requiring a stop, as it enters and exits the project.

Bicycle Network

Daly City has a robust existing bicycle network, and the Plan Area is well located to take advantage of the opportunities it provides. In addition, in February 2020 Daly City approved the *Walk Bike Daly City Plan.* This plan includes an extensive network of pedestrian and bicycle improvements throughout the City and around the Plan Area. Existing bicycle facilities proximate to the Plan Area include Class II on-street bike lanes on Callan Boulevard south of Serramonte Boulevard and a Class III bike route on Callan Boulevard north of Serramonte Boulevard. Serramonte Boulevard and Hickey Boulevard are Class III bike routes. A Class II on-street bike lane is striped on St. Francis Boulevard north of Serramonte Boulevard. One of the priority improvements included in the Walk Bike Daly City Plan is the construction of Class IV on-street protected

bicycle lanes on Serramonte Boulevard. The Precise Plan modifies the City of Daly City's conceptual design for priority pedestrian and bike improvements at the intersection of Serramonte Boulevard and Highway 1 ramps to accommodate a wider Entry Drive and a new westbound left turn lane from Serramonte Boulevard to Entry Drive.

Within the Plan Area, bicycle facilities will include Class II buffered bike lanes along East Drive and North Drive, and other streets will include Class III bike "sharrows" (bicycle markings on vehicle lanes indicating the lane is for shared use). Along the neighborhood's eastern side, the trail loop will function as a full Class I off-street bicycle path. With short block lengths, low traffic volumes, and narrow cross sections, the site's roadways will provide bicyclists with a comfortable on-street experience. For younger and more recreational riders, the off-street trail provides a safe route from the SamTrans bus stop on Serramonte Boulevard and Entry Drive to Summit Shasta Charter High School.

Pedestrian Network

Sidewalks will be provided on every street within the Plan Area, with adjacent curbside landscaping. The trail loop will also serve to provide pedestrian access around the site that is separated from vehicles and in a more natural setting. Pedestrian facilities and permeability planned throughout the neighborhood will allow unimpeded access for visitors and residents walking between the Plan Area's parks, open spaces, residences, and retail shops.

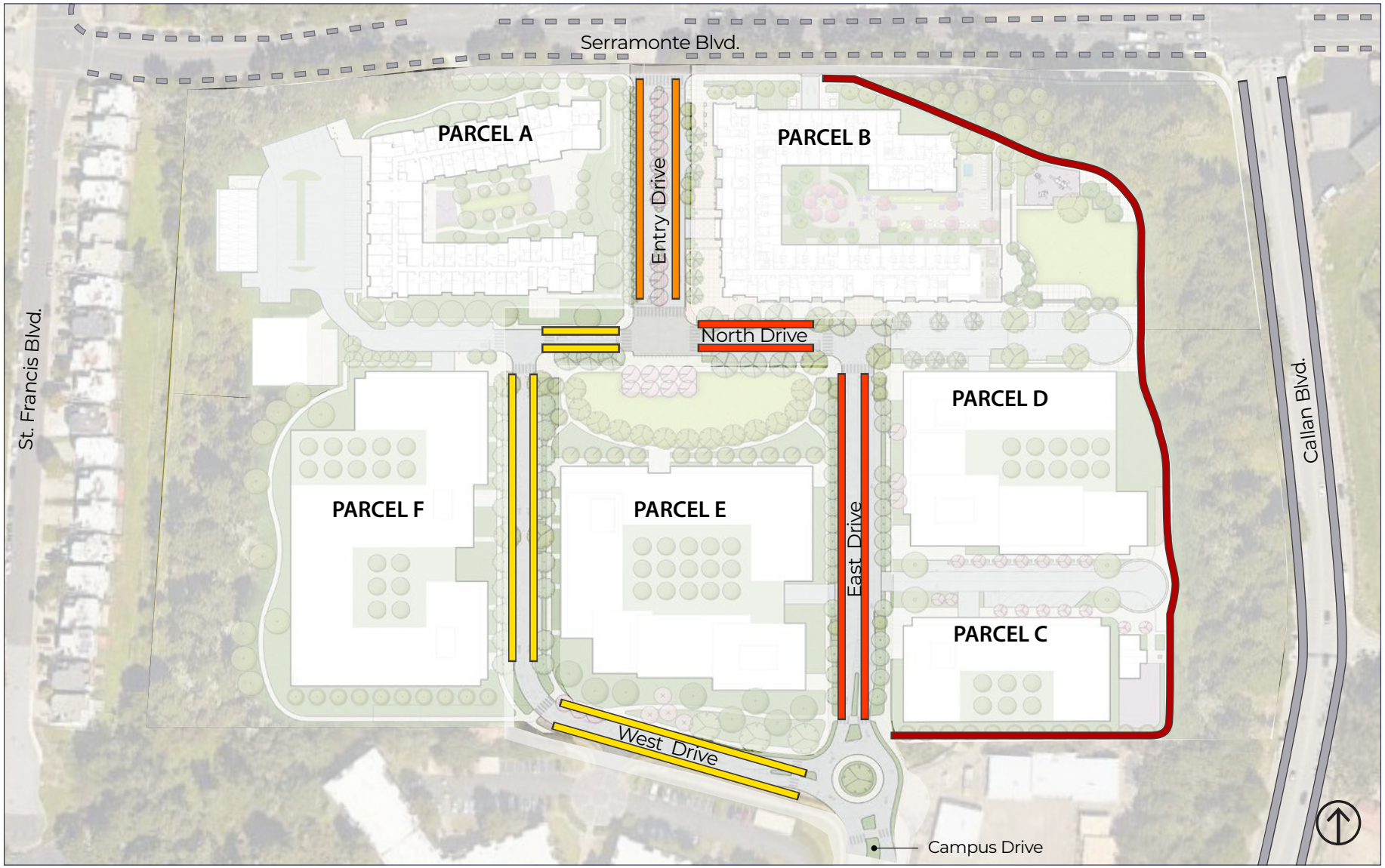


Street with buffered Class II bike lanes.

Figure 4.2 Vehicle Circulation



Figure 4.3 Bicycle Circulation



C. STREET SECTIONS

Entry Drive

Entry Drive connects Serramonte Boulevard to North Drive. The roadway's section shown in Figure 4.4 is comprised of 11-foot travel lanes, 10-foot continuous through/turn lanes, five-foot class II bike lanes and a six-foot landscape median. On the westside is a six-foot sidewalk and five-foot planting strip. On the east side, the sidewalk is comprised of three zones: a planting and street furniture zone, and through zone for pedestrians and a frontage zone for active ground floor uses to extend onto the sidewalk.

North Drive

North Drive connects East Drive, Entry Drive, and West Drive. The roadway section in Figure 4.5 shows a two-lane facility, with on-street parking and a five-foot-wide landscape strip. A Class II buffered bicycle lane is provided on the segment between East Drive and Entry Drive, continuing the facility provided on East Drive. West of Entry Drive, the roadway section widens, and the on-street buffered bicycle lane is not provided (this segment of North Drive is designated as a class III bike

Figure 4.4 Entry Drive and Retail Plaza

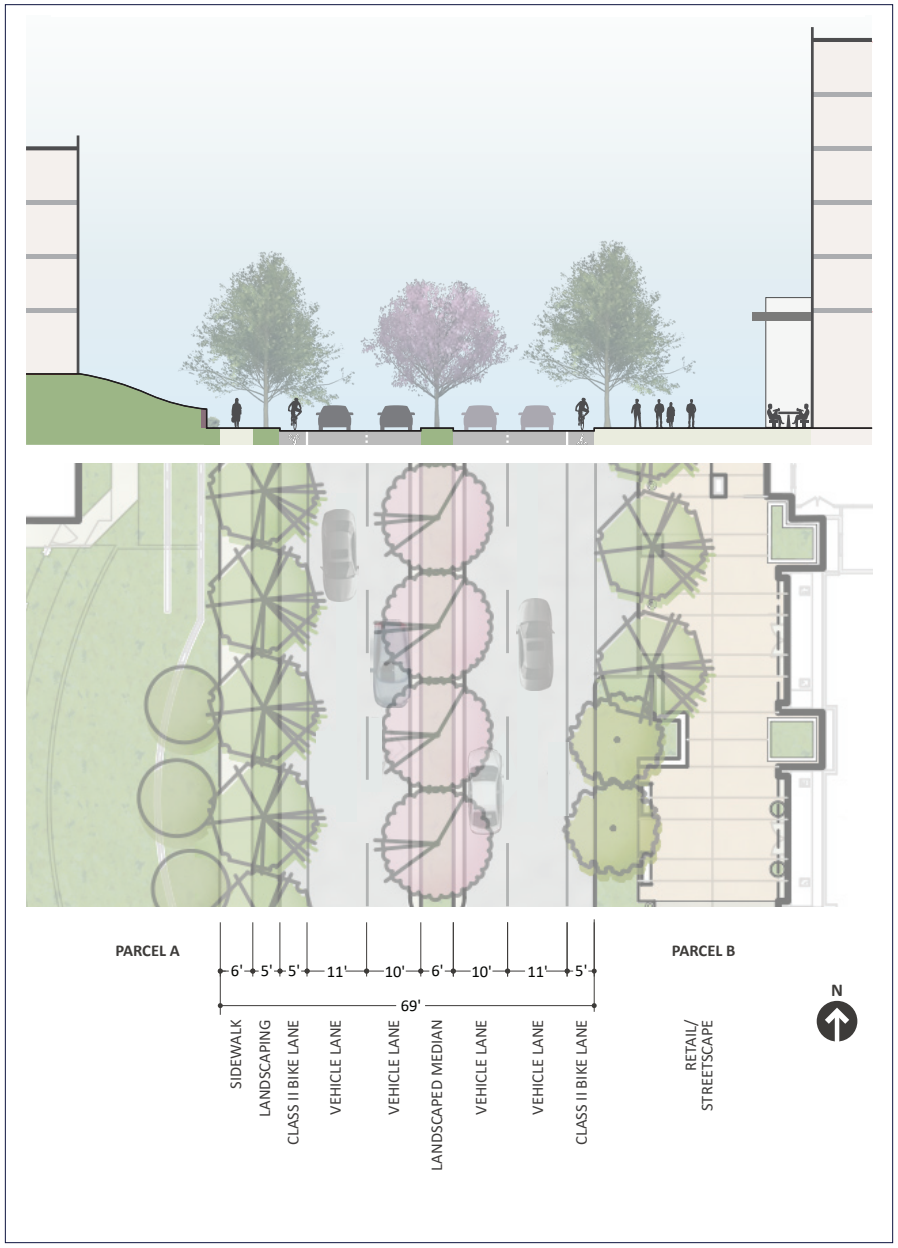
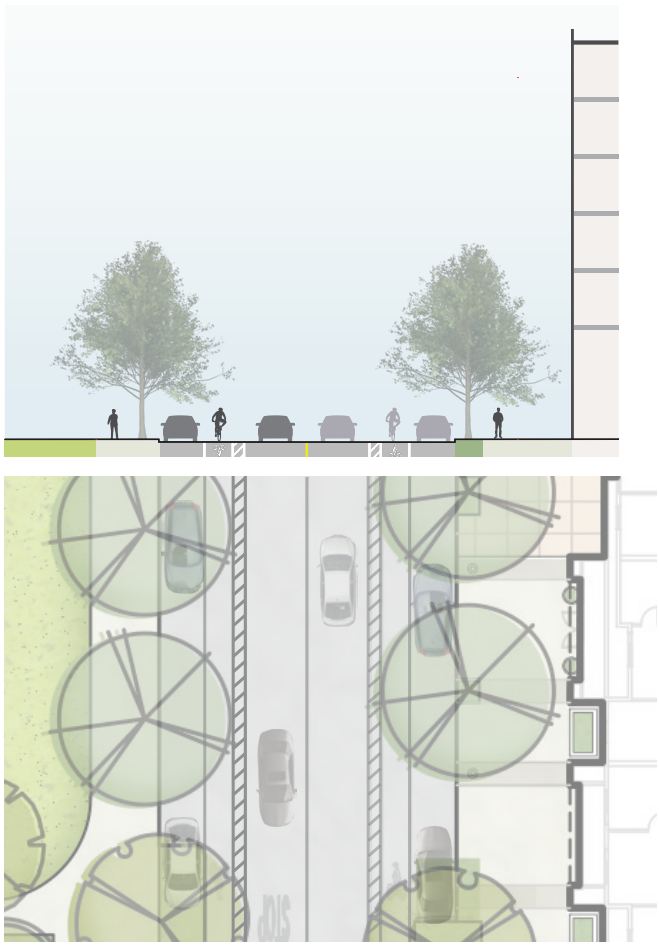


Figure 4.5 Plaza/Park Entry at North Drive



route). The segment of North Drive east of East Drive is envisioned as a cul-de-sac providing access to Overlook Park and residential parcels. Ninety-degree on-street parking is proposed on the south side of this cul-de-sac segment.

West Drive

West Drive is envisioned as a narrow two-lane residential roadway providing access to adjacent residential properties. The section in Figure 4.6 includes two 11-foot travel lanes with nine-foot buffered on-street parallel parking on both sides of the roadway. Five-foot-wide tree-lined landscape strips and six-foot-wide sidewalks complete the sections. West Drive completes the western side of the development's internal loop roadway network.

East Drive

East Drive is the primary north-south roadway extending through the project site. The roadway extends from the southern entry roundabout to North Drive. It provides for two 11-foot-wide travel lanes (one in each direction) with buffered on-street Class II bicycle lanes. Eight-foot-wide on-street parallel parking, five-foot-wide tree-lined landscape strips, and six-foot-wide sidewalks on each side of the street as shown in Figure 4.7.

Figure 4.6 West Campus Drive

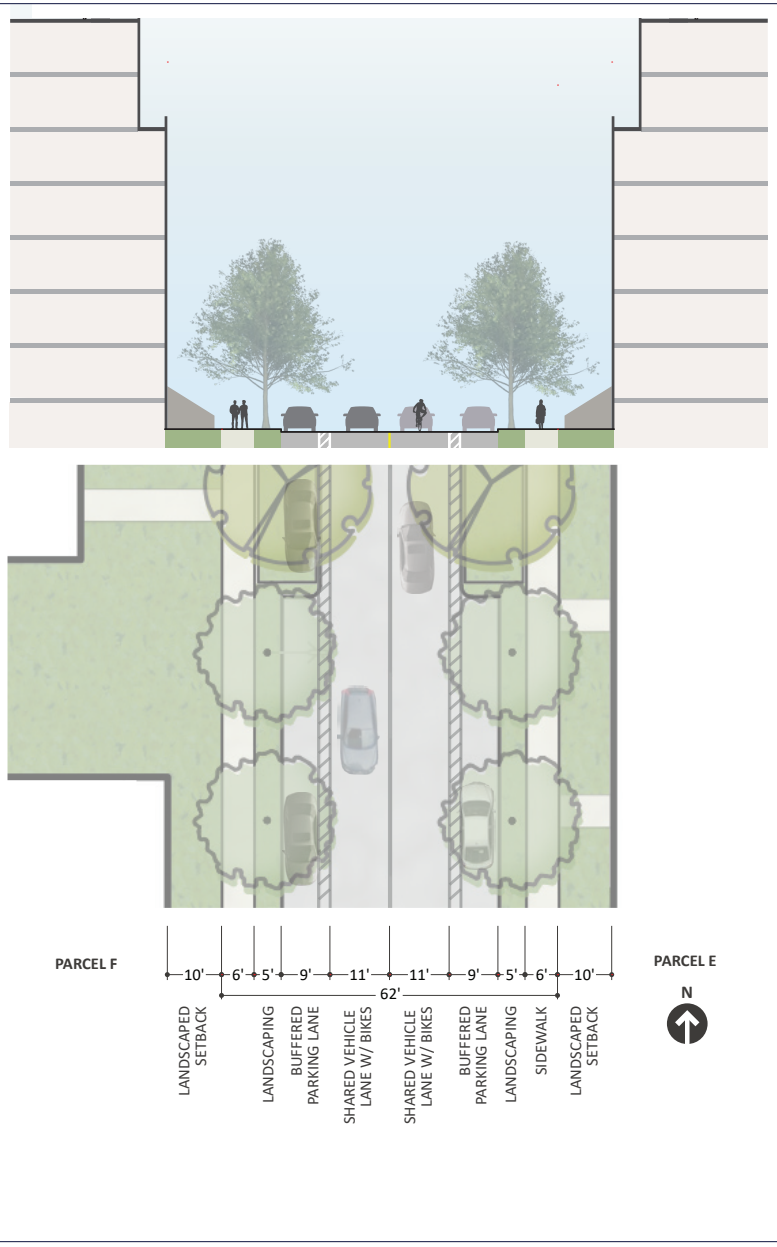
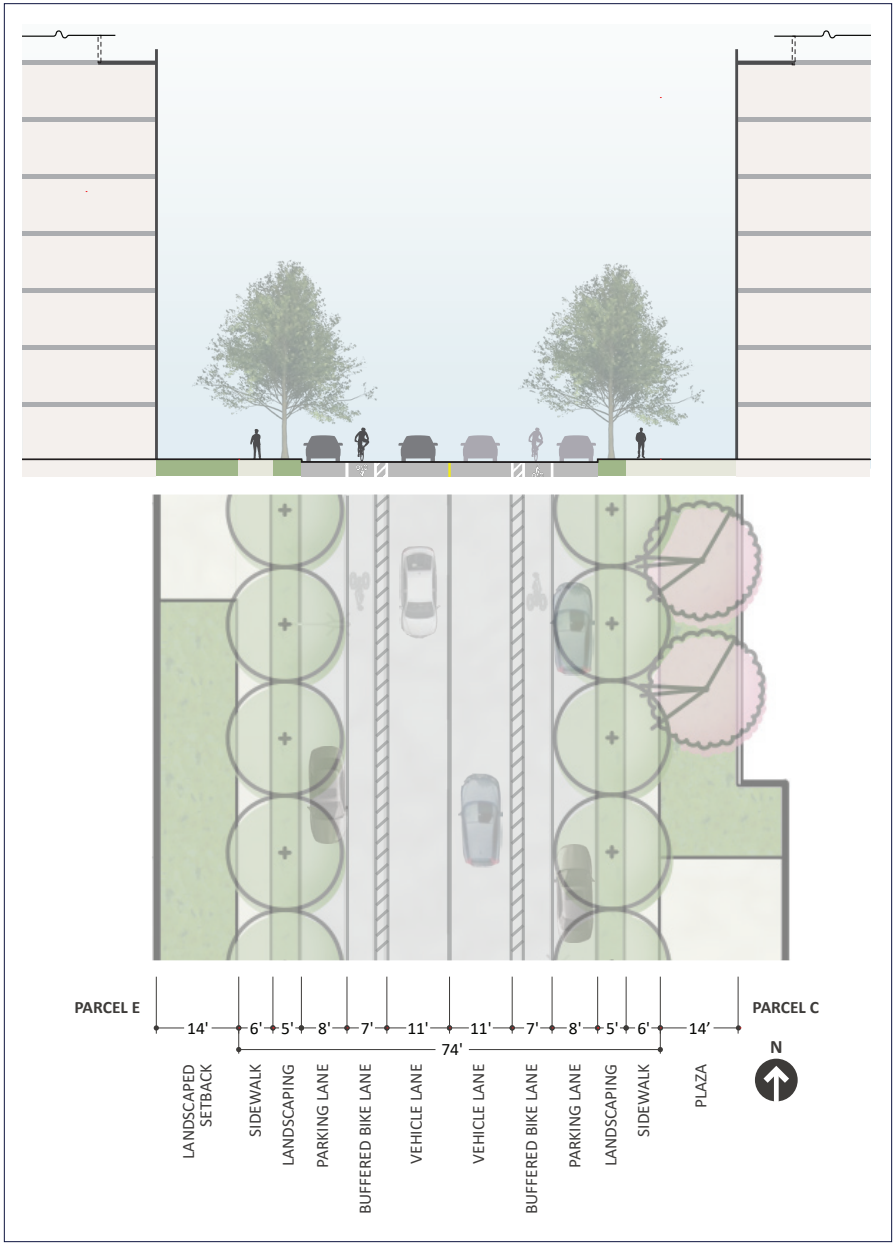


Figure 4.7 East Campus Drive



D. STREET LANDSCAPING

Landscaping plays an important role to provide pedestrian scale, for buffering and screening, to punctuate important connection points and nodes, and to soften the overall experience of moving through and around the site.

Serramonte Del Rey neighborhood entries are punctuated with enhanced landscape features. Entering the neighborhood from the north on Entry Drive from Serramonte Boulevard, residents and visitors are greeted by a tree-lined gateway of flowering trees in a planted median and along the sidewalk, while a vibrant public plaza welcomes pedestrians. As mentioned above, the entrance from the south on West Drive from Campus Drive includes a large, landscaped roundabout, providing a welcoming transition from the surrounding streets and marking the entry into this new neighborhood.

Continuous planter strips separating streets from sidewalks have been provided along all internal streets and drives. Broad canopy trees, low shrubs and groundcovers, and generous sidewalks provide a comfortable and safe pedestrian environment. Adequate visual clearance shall be provided at all safety vision triangles at intersections and driveways to ensure a clear line of sight for pedestrian and bicycle safety. Driveway entries, curb cuts, and curb ramps shall be constructed of concrete and shall match sidewalks to provide a consistent look and feel for hardscape along vehicular and pedestrian circulation routes. Enhanced finishes and/or striping shall be used for crosswalks.

The 10-foot-wide multi-use trail and six-foot- wide pedestrian trail together create a 0.6-mile loop around the neighborhood. Trail surfaces shall be asphalt or concrete, provide for adequate clearances along the edges and overhead, and be suitable for their intended use. Signage, ornamental landscaping, and trees will be provided along the trail system to enhance the user experiences.

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5. Park and Open Space

This section describes the park and open space objectives, neighborhood open spaces of the plan area, and landscape design guidance for public and private park and open spaces.

A. OBJECTIVES

Precise Plan park and open spaces are designed to improve physical and psychological health, strengthen community relationships, and create an attractive urban setting for family living, in support of the following objectives:

- Create safe, attractive outdoor places for healthy living to foster physical activity, meet resident and visitor needs for recreation and play for people of all ages, as well as encourage walking and biking.
- Design public places to encourage social interaction and community life with social gathering places that are family-oriented, active places.

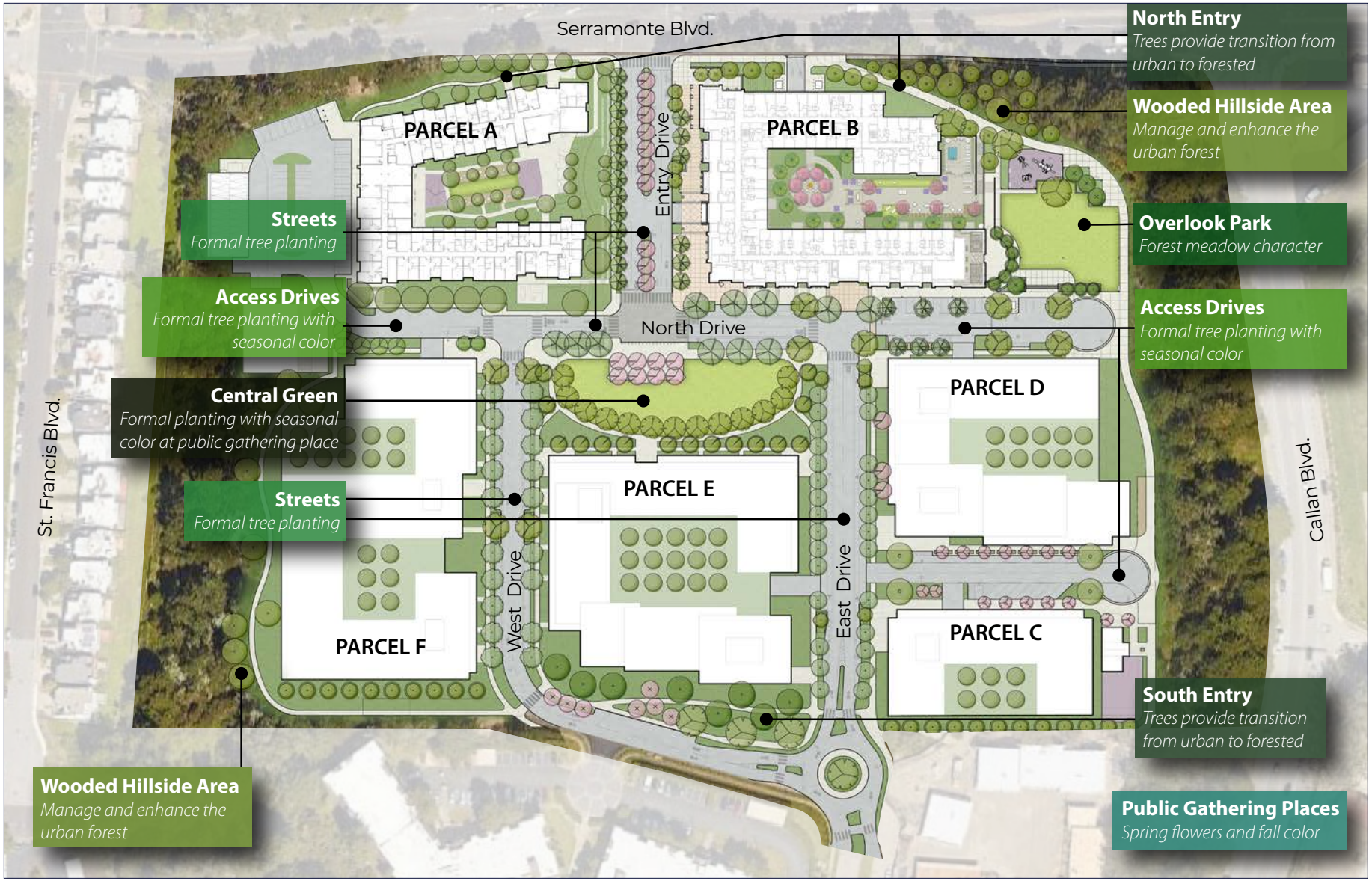
- Shape environments that visually and physically connect people to nature, neighborhood parks, green spaces, and recreational trails.
- Preserve and enhance the aesthetic and ecological quality of the hillside open space areas and expand the diversity of street trees and park plantings to cultivate an urban forest for the plan area.
- Enhance community sustainability and resilience through climate-positive environmental design.

B. A DIVERSE URBAN LANDSCAPE

Landscape concepts for the Plan Area are presented in Figure 5.1. A distinguishing feature of the Precise Plan are the hillsides to the west and east of the plan area which contain numerous trees, all trees planted as part of development of District property. Trees range from young to mature, are in varying health and are densely planted. The intent is to care for the hillside wooded areas to reduce fire hazards, enhance existing vegetation and promote urban forestry. A tree succession plan for aging mature trees will guide the replacement of existing trees over time due to age or fire vulnerability. Removed trees will be replaced with a diverse plant ecology governed by the area's unique coastal/Mediterranean climate including evergreen and deciduous species.

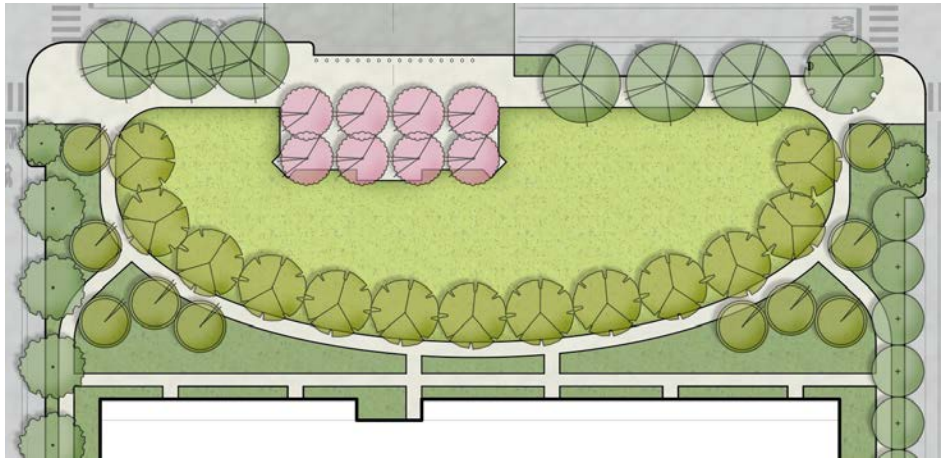
The type and arrangement of street trees and park plantings will contribute to a healthy and attractive urban neighborhood. The north and south entries to the plan area will be visible locations of tree plantings selected and arranged to transition from the informality of a forest to a more ordered urban setting. A diversity of tree species, suitable for the climate and context of the plan area are selected to create identity and sense of place that features the Central Green as a formal center to the neighborhood and Overlook Park as a forest meadow. Seasonal interest

Figure 5.1 Urban Forest Concept Plan



will be created with deciduous trees providing spring flowers and fall color at public gathering places along Entry Drive, Central Green and access drives.

Central Green Plan

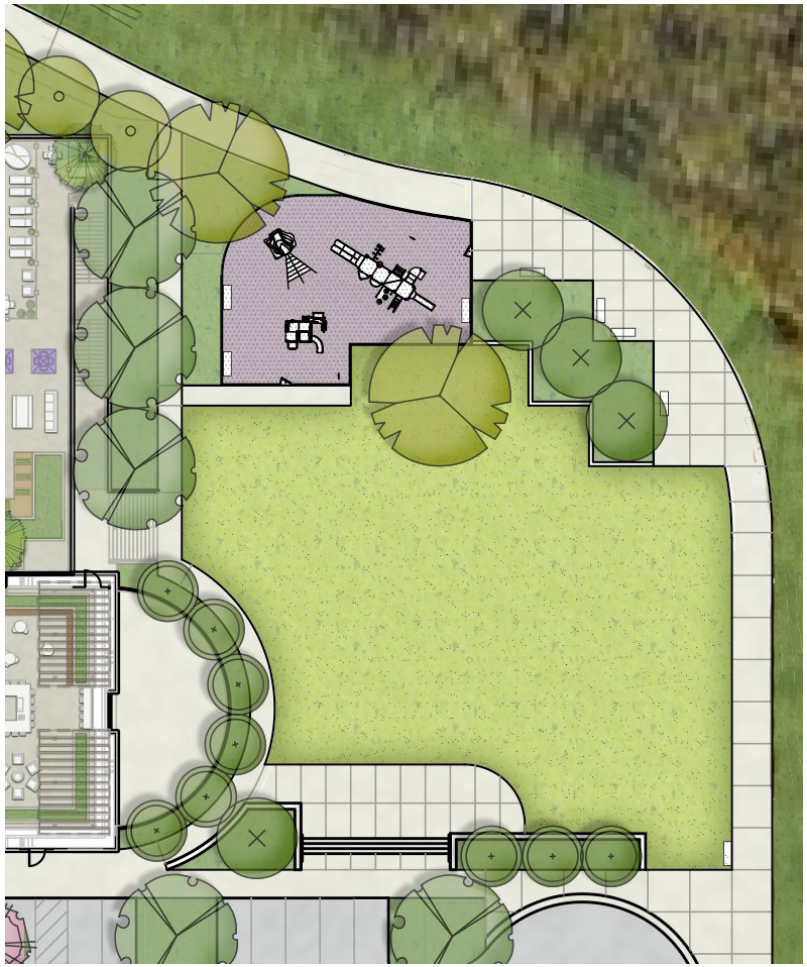


C. NEIGHBORHOOD PARKS AND OPEN SPACES

The street and block pattern of residential development is organized around a central neighborhood park – the Central Green – and is bounded by hillside open space to the east with Overlook Park and hillside open space to the west. The combination of park and open spaces with recreational access will offer residents and visitors a diversity of opportunities to connect to nature, restore human well-being, socialize with neighbors, and satisfy needs for outdoor recreation for families and people of all ages.

Central Green is the heart of the neighborhood – a park extending an entire city block greeting residents and visitors into the site from Entry Drive. Organized by a tree-lined crescent shaped walk, the park features an entry plaza with tree-shaded seating, an open meadow, and a backdrop of evergreen woodlands with social spaces nestled under the tree canopy and along the park edges for community enjoyment. This open lawn is a flexible open space for recreation and enjoyment of nature to picnic, walk a dog, or enjoy the sunshine.

Overlook Park Plan



Overlook Park Rendering



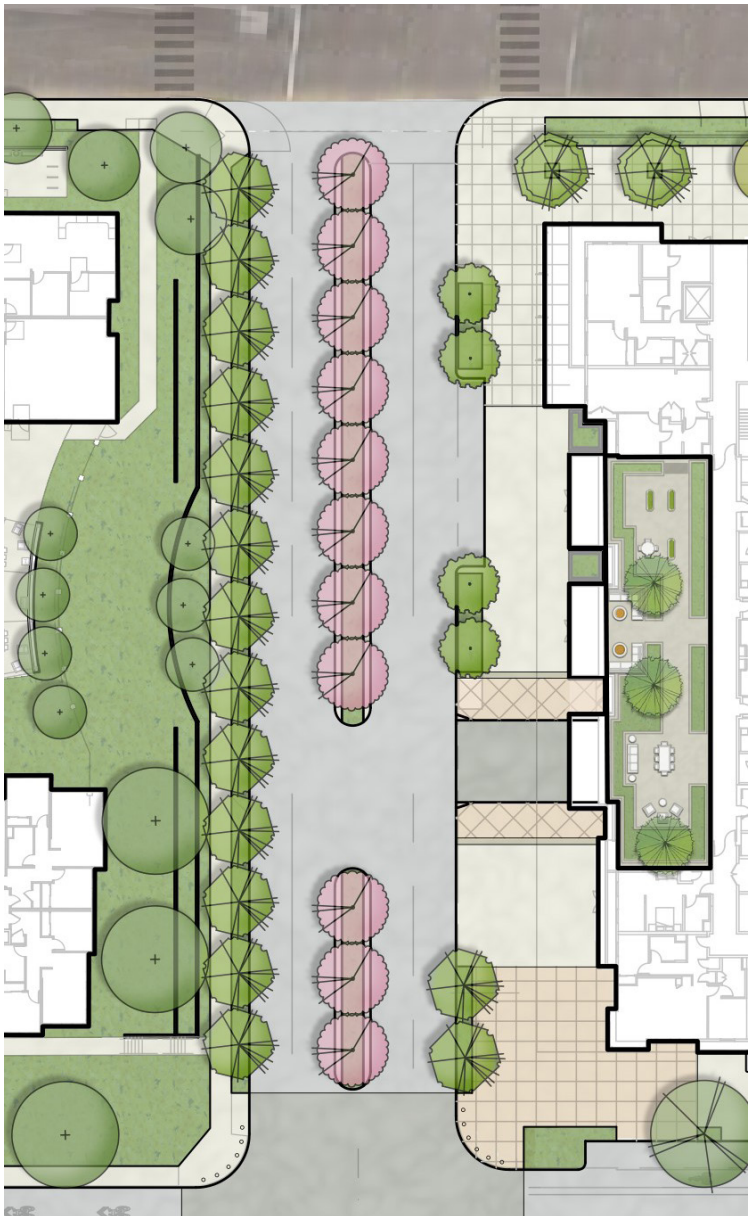
Overlook Park looking from the Eastside Recreation Trail.

Overlook Park is designed as family-friendly open space. Gently sloped lawns provide ample space for a wide range of activities: dining and gathering, outdoor fitness classes, community events, and an opportunity to sit and enjoy the views. A large playground provides inclusive play opportunities on interpretive play structures for young children, while a small plaza at the park edge provides a connection to the multi-use loop trail and reinforces the viewer's sense of place. Viewsheds look towards regional landmarks including Daly City, San Bruno Mountain, and beyond.

Entry Drive Plaza is a "pocket" Main Street with plaza-width sidewalk space for retail activity to bring life outdoors to the street. The Plaza provides a building frontage zone for access to retail uses and sidewalk seating; a pedestrian through zone for pedestrian movement; and a street furniture/curb zone for street furniture, lighting, benches, street trees, bicycle parking, fixed, and movable seating. Together these zones create an attractive and comfortable setting for neighborhood shopping and social life. The plaza sidewalk space will have enhanced pavement treatments with color and/or pavers to highlight active public spaces.

Hillside Open Spaces are existing east and west hillsides of the plan area with mature trees planted as part of the landscape development of District property. These areas offer residents an opportunity to connect to the nature and provide a visual screen to the planned development.

Entry Drive Plaza Plan



South Entrance Open Space on Parcel E is a landscape area that provides entrance identity to the plan area, landscape continuity for the "urban forest," and social space for residents. Enhancement of the South Entrance Open Space at Parcel E is expected. Examples include a corner tower element, a sitting area or water feature with unique landscaping and plantings, a winter garden/ indoor social area, a concave building corner referencing the round-about, or a specific design gesture in materials, scale, or massing that specifically enhances the open space.

Eastside Recreational Trail is a pedestrian-bicycle trail for strolling and recreation extending from Serramonte Boulevard to the north to the roundabout along Campus Drive to the south. This 10-foot-wide multi-use trail provides an off-street connection for pedestrians and bicyclists to access Overlook Park and access to the westside hillside open space.

Westside Walking Trail is a six-foot-wide trail around the west side of Parcel F, weaving along the base of the wooded hillside slope. Together the east and westside trails create an off-road half-mile loop trail system. This trail system connects each parcel, every street, and all members of the community to direct access to the wooded hillside open space.

South Entrance Open Space Plan



Westside Walking Trail Section



0 6
Scale (Feet)

Eastside Recreational Trail Section



0 6
Scale (Feet)

D. LANDSCAPE DESIGN STANDARDS AND GUIDELINES

This section establishes the standards and guidelines that apply to public and private open space.

General Standards and Guidelines

D.1.1 Landscape planters within the street right of way shall be a minimum of four feet wide.

D.1.2 Tree wells shall be 4'x 4' minimum. Tree grates shall be cast iron with a baked oil finish in plaza areas and be an ADA accessible design consistent with the neighborhood.

D.1.3 Where landscape planting is provided under trees, planters shall be 4'W x 6'L minimum.

D.1.4 Planted medians shall provide at least five feet wide planting area in addition to a minimum 12 inches wide maintenance band at the back of curb consisting of concrete, pavers, or fixed cobbles.

D.1.5 Enhanced pedestrian spaces should be provided at retail plazas as well as at major and minor lobbies for each residential building. Seating opportunities should be provided at retail, parks, open spaces, adjacent to the trails, and in front of primary building lobbies.



Sidewalk with landscape planting provided under trees.



Landscape median planted with trees and shrubs.



Sidewalk with landscape planter bed and tree grates.



Landscaping and furnishings enhance seating areas next to the sidewalk.

Landscape Materials

Plants

D.2.1 Plant material shall comply with all City and regional guidelines and be comprised of at least 75% drought tolerant plant species. Planting plans shall comply with the Model Water Efficient Landscape Ordinance (MWELO) guidelines and the Water Use Classification of Landscape Species (WUCOLS).

D.2.2 Where turf grass is used, low water use hybrids and/or no mow varieties should be used. A variety of shrubs and ground covers should be used to create layering around building foundations, keeping shrubs at or below windowsills. Plant selections should be such that sight lines remain open and clear and places of concealment are not fostered. Where allowed, plants should be used to screen above-ground utilities. Along streets and sidewalks, plant species shall be used that promote a feeling of separation from vehicular traffic and be appropriate for narrow planters within the public right of way.

D.2.3 Pollinator plants that attract native birds and insects should be used strategically in locations well-suited to attract and sustain native populations. Use of fruiting plant material should occur away from hardscape areas to prevent staining of pavements and to minimize maintenance.

Trees

D.2.4 The project's wooded hillside perimeter to the west and east shall be cleaned of surface and ladder fuels. Replacement trees shall include evergreen and deciduous species as described in the Project Tree List below.

D.2.5 Trees within the street right of way, in plazas, and high-visibility open space areas should be provided in 24-inch box size or larger and be secured with tree stakes or below-grade root ball guying systems appropriate for the windy conditions found in Daly City. Above-ground cabling guying shall not be used in public spaces. Trees shall be pruned up to 6 feet to 8 feet clear off the ground or as required by ADA or City guidelines.

D.2.6 Individual developments within the Plan Area shall use trees that are provided in 15-gallon size or larger, with 24-inch box preferred.

D.2.7 Entries at the north and south shall have unique tree plantings.

D.2.8 Seasonal interest shall be created with deciduous trees providing spring flowers and fall color.

Project Tree List

D.2.9 The trees used throughout the Plan Area shall be carefully selected to work within the Urban Forest framework while allowing expression of individual character. The following list shall be used for specifying tree species on public streets and open spaces.

Table 5.1 - Recommended Tree Species for public streets and open spaces within the Precise Plan			
Forested Hillsides (Tree Succession Species)		**Streets & Parks**	
Aesculus californica	California Buckeye	*Acer buergeranum*	Trident Maple
Acer macrophyllum	Big Leaf Maple	*Acer x freemanii 'Autumn Blaze'*	Autumn Blaze Maple
Arbutus menziesii	Pacific Madrone	*Acer Macrophyllum*	Big Leaf Maple
Calocedrus decurrens	Incense Cedar	*Arbutus 'Marina'*	Strawberry Tree
Ceanothus 'Ray Hartman'	Wild Lilac	*Cercis 'Forest Pansy'*	Forest Pansy Rebud
Hesperocyparis macrocarpa	Monterey Cypress	*Cercis occidentalis*	Western Redbud
Fremontodendron californicum	Fremontia	*Ginkgo 'Princeton Sentry*	Maidenhair Tree
		Hesperocyparis macrocarpa	Monterey Cypress
		Hymenosporum flavum	Sweetshade
		Koelreuteria paniculata 'Fastigiata'	Goldenrain Tree
		Lagunaria pattersonii	Primrose Tree
		Lophostemon confertus	Brisbane Box
		Lyonothamnus floribundus	Catalina Ironwood
		Melaleuca quinquenervia	Cajeput Tree
		Olea europea 'Swan Hill'	Fruitless Olive
		Pistacia chinensis	Chinese Pistache
		Quercus agrifolia	Coast Live Oak
		Quercus suber	Cork Oak
		Sequoia sempervirens	Coast Redwood
		Tristaniopsis laurina 'Elegant'	Water Gum

Site Furnishings

D.3.1 Site Furnishings shall be comprised of materials designed to withstand outdoor conditions.

D.3.2 Short term bicycle parking shall be dispersed throughout the Plan Area, as required to meet project requirements, city standards, and bicycle parking standards. Bicycle racks shall be galvanized, vinyl covered, or stainless steel, and meet all City requirements. In ground- or surface-mounted attachment is acceptable.

D.3.3 Benches shall be made of metal and/or wood. Where wood is used, it should be thermally modified, or a suitable hardwood built to withstand weather and heavy public usage.

D.3.4 Public café tables with chairs should be movable and provided in a variety of sizes in and around gathering spaces and shall be constructed of materials suitable for outdoor public usage.



Bicycle parking area.



Circular bicycle rack.



An integrated group of furnishings including bicycle rack, tree fence, streetlight and bench.



Seating and landscape along sidewalk.



Movable outdoor seating provides flexibility.

D.3.5 Drinking fountains shall be provided at Overlook Park, Central Green, and the Recreation Trail. Dog bowl and water bottle filling attachments are recommended.

D.3.6 Within Overlook Park, Applicant shall provide play equipment for children ages two through twelve. All play areas will be designated for children between ages of two to five and for ages five to twelve years old. These structures should offer a variety of stand-alone features and a wide variety of varied physical activities for the children. The equipment should promote fitness, physical activity, and connection.



An attractive playground bordered by landscaping and trees.

Irrigation Systems

D.4.1 Site Irrigation systems shall comply with all local and state requirements, including the Model Water Efficient Landscape Ordinance (MWELO).

D.4.2 All irrigation equipment shall be controlled with weather-based controllers located in easily accessible, locked stainless steel pedestal boxes. The equipment should include flow sensors and automatic shut off valve capability with a wi-fi based alarm system to alert maintenance controller team(s).

D.4.3 Irrigation systems shall provide quick couplers or hose bibbs in lockable wall boxes in all common use areas.

Soil & Drainage

D.5.1 On-grade planting areas shall be comprised of amended topsoil import or amended native soil as required, based on a soil analysis report and soil laboratory recommendations. Excavation, clearing and grubbing, or soil preparation shall occur within established tree protection zones as per the advice of a landscape architect or arborist.

D.5.2 Planting areas shall by dressed with a 3-inch layer of mulch or as dictated by local or regional guidelines.

D.5.3 Cast iron or similar drain grates shall be used in turf and pedestrian circulation areas. Landscape planters shall be drained with cast iron, decorative metal, plastic or similar flat or atrium-style grates and factory-fabricated bodies.



6. Utilities

The Plan Area will have utility infrastructure to address stormwater collection, sanitary sewage collection and water supply and distribution. There will also be systems for power, natural gas and communications, which are called Dry Utilities. Utility infrastructure systems are described in the following sections.

A. STORMWATER

The following sections describe the existing and proposed stormwater flows for the 18.4-acre area impacted by the Precise Plan area.

Existing Conditions

The site is bound by Serramonte Boulevard to the north, Callan Boulevard to the east, Campus Drive to the south and residential buildings to the west. The current uses on the campus include a bus yard, district offices, churches, child day care facilities, a Comcast building, and the Workforce Housing project (currently under construction). The Workforce Housing project (including the apartment building, car barn, and surface parking lot located at the northern portion of the existing campus) and the Comcast building will remain operational throughout and after construction of the Precise Plan. The Workforce Housing project is under separate approval and storm water improvements for the building, surface parking lot and area immediately adjacent to the building are

to remain and are not modified as part of the plan area. The driveway just to the south of the Workforce Housing project will be replaced and is included in the plan area.

The existing ground coverage consists of approximately 108,830 sq. ft. impervious and 59,440 sq. ft. pervious (64.7% impervious). Site elevations vary from approximately elevation 495 feet to the west and 480 at the main parking lot near the entrance to the site. Stormwater onsite is collected in area drains or inlets and conveyed in below grade pipes to the storm drain outfall located in the existing parking lot near the main vehicular entrance at Serramonte Boulevard. The outfall discharges to an existing 24" storm drain main in Serramonte Boulevard that flows to the east.

Proposed System

The proposed changes in the plan area consist of open space, park areas, landscape areas, concrete paths, private roadways, asphalt drives, asphalt parking lots, and multi-story residential buildings. The project proposes to maintain the existing drainage patterns and replace the existing drainage system.

The proposed ground coverage consists of approximately 120,300 sq. ft. impervious and 47,970 sq. ft. pervious (71.5% impervious). The project will increase the amount of impervious surface from the existing condition and will require retention to control the peak flow and volume leaving the site. Overall, the proposed condition will increase the site's impervious footprint by approximately 11,470 sq. ft. and will therefore require stormwater retention. The project proposes to satisfy the retention requirement with a Master Plan approach that will allow one parcel to overcompensate and accrue credits that can be applied to other parcels that will have more difficulty meeting the requirement.

The proposed drainage system will consist of area drains, drop inlets, manholes, stormwater treatment areas with overflow structures, and below grade pipes. The drainage system will convey runoff to the existing outfall located near the main vehicular entrance.

Stormwater Requirements

The project shall not increase the flow or volume leaving the site for the design storm. If a project increases the imperviousness of the site stormwater retention will be required to retain the increased flow and volume.

B. SANITARY SEWER

Existing Condition

The existing City sewer system in the vicinity of the Plan Area consists of a 10-inch sewer main in Serramonte Boulevard, 8-inch and 10-inch sewer main that runs through the district's property, 8-inch sewer main in Campus Drive south of the school site, and a 6-inch sewer main in Callan Boulevard. A portion of the existing sewer system that runs through the District's property connects the 8-inch main in Campus Drive to the 10-inch main in Serramonte Boulevard. Sewer generated by the Workforce housing project (currently under construction) and the existing school site is discharged into the main that runs through the District's property, which ultimately connects to the 10-inch main in Serramonte Boulevard. Elevations and sizes of the existing system are from field and record data. Rim and Invert elevations are obtained from field data with elevations based on North American Vertical Datum (NAVD 88).

Proposed System

The project proposes to construct a public sewer system in the private streets (to be located in an easement) and an onsite sewer system to connect the buildings to the public sewer system. The proposed public sewer system will consist of manholes and pipes. The onsite sewer system consists of pipes, cleanouts, and manholes. The project will connect to the 10-inch sanitary sewer main in Entry Drive and the new sewer connection on Callan Drive.

Sewage Generation Calculations

The City of Daly City establishes sewage demand numbers for different types of building uses based on the demands provided in the City's 2009 Master Sewer Study. The proposed project will replace the existing buildings, including an existing school building and modular units. The sewage generation flows from the buildings to be removed will be applied as a credit to the project. This information will be used by the City to determine the impacts the proposed project will have on the City's sewer system and determine if the existing sewer system has sufficient capacity to serve the project. Despite the credit, the City is anticipated to experience an increase of sewer flows of 173,468 gpd. A detailed sewer study is included in the entitlement documents.

C. WATER SUPPLY

Existing Condition

The existing City water system in the vicinity of the project consists of a 6-inch AC water main in Serramonte Boulevard and a 10-inch water main in Entry Drive constructed with the previous project. The existing domestic water system for the school campus is fed by a 3-inch service near the main entrance off Serramonte Boulevard while the existing fire service for the site is served from an 8-inch line from Callan Boulevard. The existing Jefferson Union High School District Workforce Housing project is fed from the existing 10-inch main.

Proposed System

The proposed project will construct a new public water main within the new streets and provide new domestic water, fire water, and irrigation water services to the proposed buildings. All proposed services are anticipated to be fed from a portion of the existing 10-inch main constructed with the previous project and new 10-inch water mains constructed with the new private streets. The on-site domestic water system consists of service lines from the public main to each building.

Water Generation Calculations

The City establishes water demand numbers for different types of building uses. A summary of existing demands, proposed building type, area, and number of units, and area of irrigated landscape area is included in the entitlement documents. This information will be used by the City to determine the water demand for the proposed project. The flows generated by the proposed project and the reduction in flows from the existing building and landscaping being removed will be used in the City's model to determine if the City's water system has enough capacity to serve the project.

D. DRY UTILITIES

Dry utility infrastructure modifications and additions will be required and will be built out in phases to accommodate and support the development. Utility providers serving the Plan Area include PG&E, Comcast, and AT&T.

PG&E recently installed infrastructure to serve Parcel A and maintains service to the existing Comcast Building and School Building. Data/Telecom services were also extended to serve the development at Parcel A.

A joint trench will be provided in the Private Streets to extend the utility providers' infrastructure throughout the development to serve the Parcels. Dry utilities will be coordinated with the appropriate utility provider to establish new service routes to support the Plan Area.

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7. Implementation

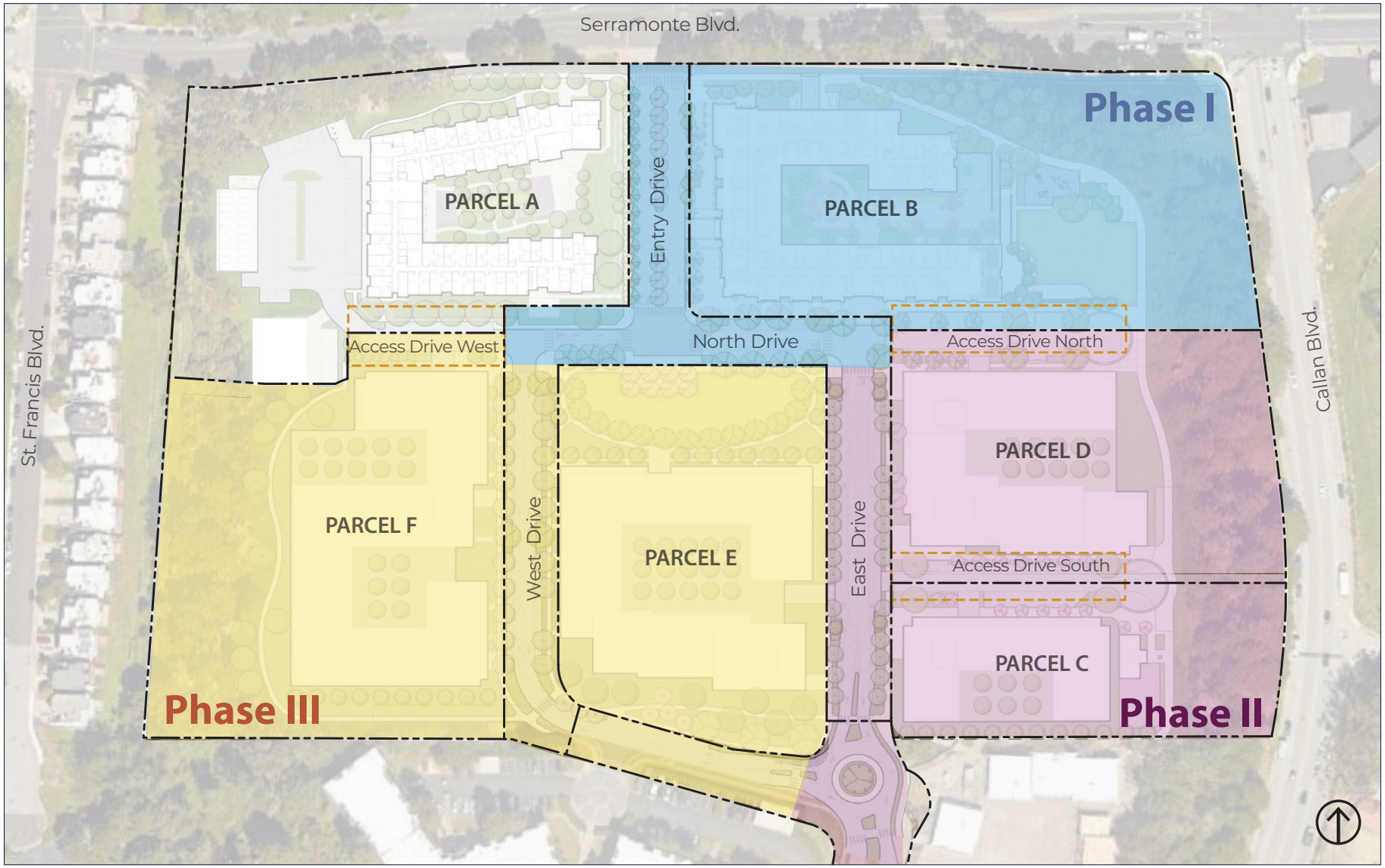
A. PHASING

The Plan Area is to be built-out in phases over a period anticipated to be eight to twelve years but may be up to 15 years. Each phase of development includes the infrastructure necessary to support development, open space and public improvements associated with specific parcels as follows and as shown in Figure 7.1:

- **Phase I** is the development of Parcel B housing, retail, Overlook Park, North Drive, north side of North Access Way and associated utility improvements.
- **Phase II** is the development of Parcel C affordable housing, Head Start, East Drive, south side of North Access Way, South Access Way and Parcel D housing, and associated utility improvements.
- **Phase III** is the development of Parcel E housing and Central Park together, Parcel F housing, West Drive, and associated utility improvements. Parcel E or Parcel F may develop independently and in any order.

The number of phases, number of units, and timeline for the project build-out will ultimately depend on market conditions. The rate of the buildout of housing will fluctuate with the regional economy, capital expectations and availability, costs for development and the conditions of the Daly City housing market.

Figure 7.1 Phasing



B. CONFORMANCE REVIEW

Planning and engineering review and approval of development applications shall be in accordance with the Daly City Municipal Code and the Precise Plan conformance review process as shown in Figure 7.2: Conformance Review and Approval Process.

Planning Review

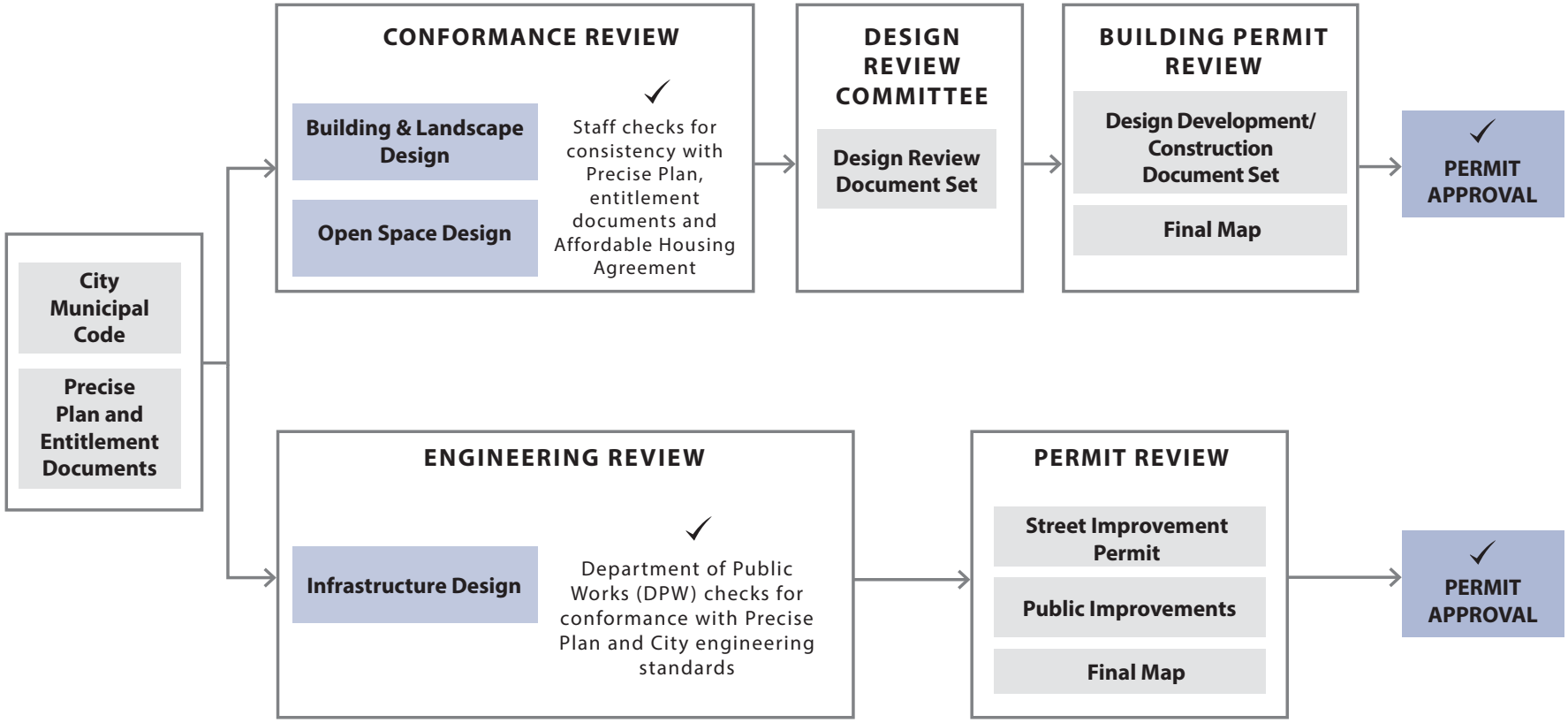
Development applications shall be submitted to the City for Design Review in accordance with Daly City Municipal Code. Planning staff shall review the application for consistency with the Precise Plan's goals, development standards and design guidelines and applicable entitlement documents. The Precise Plan is consistent with and implements the Daly City General Plan.

Land Uses in the Plan Area shall be permitted according to the general category of uses submitted with this Precise Plan. A use proposed which is not similar in character to an identified use by general category may be permitted upon securing a use permit. Changes that reflect minor differences between the Precise Plan and construction documents, including modifications in the location of off-street parking, changes in the phasing of development, the distribution of private open space, the design of private street systems, and building design, may be approved by the city planner, if in the opinion of the planner, the change is not substantial. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change achieves the design intent of the Precise Plan.

Engineering Review

The applicant shall apply for approval of final subdivision maps and improvement plans per the Precise Plan, City of Daly City's Municipal Code and City Engineering Division standards. The development application for a final subdivision map shall be consistent with the approved tentative map for horizontal infrastructure, including utilities, streets, roads, sidewalks, and other improvements, and shall be submitted at the same time as a development project submittal. Final subdivision maps and improvement plans may address all or a portion of the Plan Area per the general direction on phasing per Section A above.

Figure 7.2 Conformance Review and Approval Process



C. ENTITLEMENT DOCUMENTS

By Resolution No. [ ] the City Council approved text and map amendments to the General Plan to enable high density residential and mixed-use residential development. By Resolution No. [ ] the City Council approved the update to the Serramonte Del Rey Precise Plan, which modified land use designations and created a new street and open space network. The District and the City of Daly City entered into a Development Agreement to secure vested development rights and terms for an Affordable Housing Agreement. The City Council approved a Tentative Map indicating the subdivision of the District lands into parcels with infrastructure and open space improvements. The City of Daly City, as the lead agency under the California Environmental Quality Act (CEQA) prepared the project's Environmental Impact Report (EIR) to disclose to the City, general public and other agencies the environmental impacts of the project. By Resolution No. [ ] the City certified the EIR for the project, adopted findings, statement of overriding considerations [if needed] and a Mitigation Monitoring and Reporting Program (MMRP). The Precise Plan is consistent with and will implement the MMRP as approved by the City Council.

D. PROCESS FOR AMENDING THE PRECISE PLAN

An applicant can request an amendment to the Precise Plan as part of future development application. The applicant shall provide a narrative describing the requested change, a rationale for why the change is needed and how the change will achieve the design intent of the Precise Plan. Amending the Precise Plan shall follow the requirements of the City's Zoning ordinance as of the date of project approval.

E. CALIFORNIA ENVIRONMENTAL QUALITY ACT

All proposals for development shall be subject to the mitigation measures specified in the Environmental Impact Report (EIR) certified by the City Council as part of this Precise Plan. Subsequent environmental review of development of Phase I, Phase II, or future phases of development shall be reviewed for compliance with the EIR and MMRP prepared for this Precise Plan and the California Environmental Quality Act.

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Acknowledgements

Jefferson Union High School District

Board of Trustees

- Andrew Lie
- Carla Ng-Garrett
- Nick Ochipinti
- Kalimah Salahuddin
- Rosie Tejada

District Staff

- Toni Presta, Superintendent of Schools
- Tina Van Raaphorst, Associate Superintendent of Business Services
- April Hawkins, Director of Communications & Staff Housing
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- John D. Nibbelin, Chief Deputy County Counsel

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PLACEWORKS

ORANGE COUNTY • BAY AREA • SACRAMENTO • CENTRAL COAST • LOS ANGELES • INLAND EMPIRE • SAN DIEGO

change.org

Petition details Comments Updates



Help Save Daly City's Only Community Garden on Ohlone Land and Territory

Started July 3, 2021
Petition to Vice-Mayor, City of Daly City Juslyn Manalo and **12 others**

4,559
Signatures

5,000
Next Goal

Support now

Sign this petition

Why this petition matters



Started by **Debbie Santiago**

When my family moved to Daly City in 2004 my son discovered a beautiful community garden within walking distance of our home. Growing fruits and vegetables with friends and neighbors helped teach my son and niece to respect and share earth's bounty.

My mother and I are enrolled members of the **Washoe Tribe of Nevada and California**. Together we hold small ceremonies in the Daly City Community Garden and sing traditional Wašiw songs to honor Mother Earth and all her beauty. The garden has given my family a sense of peace and harmony.

Over the past two decades gardeners have nurtured the land and Mother Earth has responded by providing a second chance for indigenous plants, hummingbirds, hawks, bees, frogs, Mission Blue Butterflies, California Gartersnakes, and deer that drink from seasonal wetlands. Everything you see and touch in the garden is living and sacred. Please help me save it.

Here's the Problem: High School District Trustees Plan to Bulldoze Daly City's Only Community Garden

Daly City, the second most populous city in San Mateo County, with a population of 104,901 according to the 2020 census, is home to only one community garden. However, this single food forest is under threat because Jefferson Union High School District (JUHSD) intends to demolish it. This community garden, an urban oasis and a vital food source for residents for over two decades, is located at 699 Serramonte Blvd in Daly City. Shockingly, the district's plan is to repurpose this sacred space into a dump site for asphalt and construction debris as part of a 15-year phased development project that includes the construction of five apartment buildings, eventually totaling 1,113 rental units. It's important to note that these units will be built on public school district property and leased to a private property management company.

The local Sierra Club chapter, along with various other community organizations including the NAACP, have communicated their concerns to the City, urging them to preserve this invaluable garden space.

Spare the Garden: Don't Bulldoze It, Dump on It, Or Build Over It

The current site for the garden is ideal because the ridgeline above the garden protects a fruit

Support now

Sign this petition

Ramaytush Ohlone, the original inhabitants of the San Francisco Peninsula, who sustained themselves through hunting, fishing, and gathering. The garden and the surrounding trees not only provide valuable community resources but also contribute to preserving this green space with cultural and historical importance.

School District's Heavy-Handed Tactics Targeting Gardeners

District trustees who support demolishing the garden directed staff to implement an authoritarian culture of intimidation and fear. In 2020, as the Covid pandemic spiked JUHSD began ramping up harassment. School district tactics included verbally berating gardeners by telling them to stay away, erecting an 8’ cyclone fence with a padlocked gate, installing a video surveillance system near the gate, installing a loudspeaker, cutting off water from all garden spigots and removing redwood trees. Additionally, gardeners were required to pay for fingerprints and an FBI background check to access the garden by appointment. Staff said they were concerned about crime however when asked if the school district had reported any incidents to police administrators said no crime was reported. Toni Presta, Superintendent of JUHSD has not refunded the public's money for fingerprints and background checks. Presently, JUHSD has allocated resources to employ security guards tasked with overseeing the garden. Unfortunately, there have been reports of security personnel engaging in drug use, both within the garden and in the adjacent parking area, which concerns gardeners.

History of Ancestral and Cultural Genocide

In 1769, Spanish colonizers arrived in Northern California and constructed missions to Christianize my ancestors and take our land. Between the years 1769 and 1834, the number of Native Californians dropped from 300,000 to 250,000. After California entered into the Union in 1850, the state government perpetrated massacres against the Ohlone people. Many of the leaders of these massacres were rewarded with positions in state and federal government. These massacres have been described as genocide. During the 1940’s through the 1960’s the state disenrolled eight-hundred tribes including the Ohlone to gain control of their land and territory. Native Californians who were relocated during this era faced culture shock and discrimination. Today, many of us are **leading the effort** for cultural and historical recognition of our tribes.

Privatization of Public Resources

Bulldozing Daly City's only community garden and killing trees to develop **market-rate**

Support now

plants, hundreds of trees, a seasonal wetland and wildlife including the Mission Blue Butterfly and the California Garter Snake.

The garden has a rich history of serving as a communal space for Indigenous families, Latinx families, and families of Color, allowing them to cultivate crops and raise chickens. Gardeners forage for plants that hold significance in the medicine and dietary practices of the Ramaytush Ohlone. Additionally, the garden serves as a site for multi-generational seasonal ceremonies led by Indigenous elders, encompassing approximately 2 acres of public land.

This garden is especially important because it's the only community garden in Daly City, where access to greenspace and parkland is extremely limited and underfunded. In recent years, the Daly City Council made the regrettable decision to defund Westmoor Park, a space they previously leased from JUHSD. Consequently, the park lease was terminated, and JUHSD is now utilizing the land to construct new office buildings for the elected board of trustees and administrators.

Regrettably, there appears to be a lack of accountability among locally elected officials who may not fully grasp the detrimental consequences of trading a public garden and park for market-rate housing. This shortsighted approach by the JUHSD Board of Trustees has resulted in detrimental policy decisions and an unwarranted focus on expansion that deviates from the District's stated mission of "Excellence Through Equity."

From the City of Daly City website:

- Daly City is the 9th most **densely populated** city in the entire country. And the City experiences one of the highest pollution burdens within the County of San Mateo.
- Overall, Daly City does not have a diverse urban forest, and this has much larger implications for long-term resilience. Forests that are not diverse succumb to external shocks quickly, like disease, drought, and storms.

Chronic Illness in San Mateo County

The 2013 San Mateo County Community Health Needs Assessment reported that the prevalence of asthma and diabetes increased significantly between 1998 and 2013. In only 15 years the asthma rate in San Mateo County jumped from 8% to 17.9% and chronic lung disease increased from 4.7% to 7.1%. Poor air quality in Daly City disproportionately impacts

Support now

income families.

The Sierra Club sent Daly City officials a letter that included the following concerns:

Land owned by the Jefferson Union High School District currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants, provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park.

There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and the unhoused.

The garden was initially established many decades ago as a therapeutic school garden project but swiftly transformed into a beloved community garden. Today, it stands as a cherished source of immense public benefit and a point of pride for the community. This garden not only offers opportunities for both active and passive recreation but also promotes healthy nutrition, a crucial aspect given the concerns surrounding malnutrition and obesity, especially considering the limited availability of community gardens in Daly City.

Furthermore, considering the low ratio of counselors to students in JUHSD, the garden plays a significant role in supporting student mental health. The shortage of community gardens in Daly City has had a detrimental impact on its residents, particularly during the COVID-19

Support now

given its significant population of minority families with deep-rooted traditions of actively tending to gardens, orchards, and farms. These practices are tied to food security and cultural traditions, making the presence of community gardens even more critical for the community's well-being.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. As global warming intensifies food costs will continue to increase and food scarcity will need to be addressed through community gardening. Gardens play a multifaceted role in mitigating climate change impacts by reducing urban heat islands, offering various ecosystem services, and improving stormwater retention.

From a socioeconomic standpoint, community gardens build trust, encourage community participation, improve responses to natural disasters, and bolster food security — all of which are pivotal elements in effectively adapting to and building resilience against the effects of climate change. Notably, unlike other green infrastructure solutions such as rain gardens, bioswales, and green roofs, community gardens are uniquely equipped to respond to a broader spectrum of stressors, encompassing economic, social, and political instabilities in addition to their environmental benefits.

Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events.

Stop Reducing Greenspace in Daly City

It is imperative that our elected representatives fulfill their responsibility to address nature-deficit disorder, a condition stemming from the chronic absence of community gardens, green spaces, and parks in Daly City. Nature-deficit disorder has far-reaching consequences, including elevated rates of physical and emotional illnesses, attention deficits, depression, substance abuse, sensory underutilization, and health issues related to poor dietary habits, insufficient physical activity, and acute asthma episodes triggered by unhealthy air quality. Extensive research indicates that nature-deficit disorder erodes ecological literacy and hinders stewardship of the natural world, fostering apathy in the face of climate change crises such as wildfires, sea level rise, and extreme heat – challenges that Daly City urgently needs to address.

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significant concerns about JUHSD's endorsement of government-sponsored segregation on public lands. Economic segregation is particularly worrisome, given that only a minimal 10% allocation has been designated for affordable apartments within the project. Additionally, the School District's strategy of concentrating all 111 affordable/low-income units within a single "poor door" building while distributing 1002 market-rate apartments across four other buildings is inconsistent with the city's Inclusionary Housing Ordinance and is expected to perpetuate low socioeconomic status and racial segregation.

Economic Segregation and Racial Segregation are Intertwined

Economic segregation occurs when individuals or families with lower incomes are confined to certain neighborhoods, or a single building within a multi-building development, due to affordability constraints. This pattern often results in racially homogeneous housing, as people of similar economic backgrounds often share similar racial backgrounds. Consequently, when families are concentrated in poor buildings, it creates racially homogeneous social networks that limit access to educational and employment opportunities. This perpetuates a self-reinforcing cycle that sustains economic disparities, economic segregation, and racially segregated housing.

Low Socioeconomic Status

Socioeconomic status (SES) encompasses not just income but also educational attainment, financial security, and subjective perceptions of social status and social class. SES can encompass quality of life attributes as well as the opportunities and privileges afforded to people within society. The relationship between SES, race and ethnicity is intimately intertwined. Research has shown that in terms of socioeconomic stratification, race and ethnicity often play significant roles in determining a person's SES (U.S. Census Bureau, 2009).

Communities affected by low SES, driven by factors like income-based housing segregation, share common experiences, including limited economic development, substandard health conditions, and fewer educational opportunities. Persistent low SES has been identified as a contributing risk factor that disproportionately affects communities of color residing in income-segregated housing. In contrast, affluent homeowners in predominantly white communities are less likely to experience low SES.

Social-Spatial Segregation

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children of a safe route to and from school. Social-spatial segregation is also apparent by the absence of a rooftop Jacuzzi spa for families in the affordable building, while it is provided to market-rate tenants on Parcel B. The proposed plans raise concerns of income-based discrimination, as emergency generators are exclusively installed in all market-rate buildings, with no provision for the low-income building. Additionally, placing an income segregated daycare center on Parcel C underscores its stigmatization as an income segregated area of the development.

Further Information Available Online

To access more information, please visit the **Daly City Community Garden Alliance** website. You can also stay updated on the garden's activities by following their Instagram account **@themysticalgarden**. **Historic photos**, **recent photos** and **wetland photos and videos** are also published online.

Your Support Matters

Join me in supporting community gardening in Daly City. By adding your signature to this petition, you are helping to ensure the preservation of Daly City's only community garden for generations to come. This is a comment on the Serramonte Del Rey Campus Redevelopment Project **Draft Environmental Impact Report**. This petition, addressing the Draft EIR (APN 091-211-230), is scheduled for delivery by 5:00 pm on Sept 8, 2023, to Daly City Planning Manager **Michael Van Lonkhuysen**, City of Daly City **Councilmembers**, and Jefferson Union High School District **Trustees.**

Thank you, Debbie Santiago

Community Garden Trees (hundreds of trees)

27 Redwoods
3 Madrone
2 Buckeye
4 California Coffee Bean
1 Bay Laurel
2 California elderberry
1 Laurel
2 Douglas Fir

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1 Catalina ironwood (donated by city)
5 Willow
20 Juncus patens (Spreading Rush)
14 Juncus lescurii (San Francisco Rush)
2 Blue Spruce
1 Potted Spruce
1 Alpine Source
1 Austrian Pine
1 Live Oak
1 Noble Fir
3 Maple (big)
2 Japanese Maple
1 Walking Stick Tree
1 White oak
(100+) Acacia

Community Garden Fruit Orchard (over 100 fruit trees)

3 Cherry
2 Plum
8 Nectarines
22 Apple
12 Currants, many varieties
5 Avocado
4 Pears
3 Olive
2 Loquat
2 Kumquat
2 Lemon
2 Buddha Hand Citrus Tree
1 Mexican Lime
1 Meyer Lemon
3 Banana Passion Fruit
6 Blackberries without thorns
1 Lemon Guava
1 Pomegranate
6 Blueberries Shrubs

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2 Mandarin Clementine
3 Grape Vines
1 Prickly Pear Cactus
2 Dragon Fruit Cactus
2 Peach

Wildlife (partial list):

- California Garter Snake
- California Vole (rodent)
- Coyote
- Bald Eagle
- Red-Tailed Hawks
- Skunks
- Raccoons
- Ravens
- Woodpeckers
- Hummingbirds
- Lizards (Alligator Lizard and Blue Belly)
- Owls
- Bats
- Frogs
- Mountain Lion (SDR near Skyline Ridge - Seen droppings and track prints)
- Squirrels

Butterflies:

- Mission Blue
- Monarchs

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- Painted Lady
- Regal Fritillary

Report a policy violation

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COMMUNITY

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GUIDES

How To Write A Petition

Do Petitions Work

What is the Right To Petition

How to Start a School Petition

English (United States)

Support now

Support now

AFFIRMATIVELY FURTHERING FAIR HOUSING (AFFH)

The Fair Housing Act requires HUD and its recipients of federal financial assistance to do more than simply not discriminate; they must take meaningful actions to overcome patterns of segregation and foster inclusive communities.

AFFH NOTICE OF PROPOSED RULEMAKING

On February 9, 2023, HUD published in the Federal Register a Notice of Proposed Rulemaking (NPRM) entitled "Affirmatively Furthering Fair Housing" (https://www.federalregister.gov/public-inspection/2023-00625/affirmatively-furthering-fair-housing). The proposed rule would faithfully implement the Fair Housing Act's statutory mandate to affirmatively further fair housing (AFFH), which directs HUD to ensure that the agency and its program participants proactively take meaningful actions to overcome patterns of segregation, promote fair housing choice, eliminate disparities in opportunities, and foster inclusive communities free from discrimination. The public comment period ended on April 24, 2023. HUD will take the upcoming months to review public comments

before making revisions and finalizing the rule. The public can check this webpage or at regulations.gov for the final version.

- Please read Secretary Fudge's op-ed (https://amp.cnn.com/cnn/2023/01/19/opinions/fair-housing-combat-discrimination-fudge/index.html), President Biden's Statement (https://www.whitehouse.gov/briefing-room/statements-releases/2023/01/19/statement-from-president-joseph-r-biden-on-the-department-of-housing-and-urban-developments-new-proposed-rule-on-affirmatively-furthering-fair-housing/), HUD's Press Release (/press/press_releases_media_advisories/HUD_No_23_013), AFFH NPRM Fact Sheet and Frequently Asked Questions (/sites/dfiles/FHEO/documents/AFFH%20Fact%20Sheet.pdf), and the Quick Reference Guide (/sites/dfiles/FHEO/documents/AFFH%20Quick%20Reference%20Guide.pd to learn more about the proposed rule.

The AFFH Interim Final Rule remains in effect during proposed rulemaking.

AFFH NPRM Briefing

HUD recorded a virtual briefing about the AFFH Notice of Proposed Rulemaking (NPRM). This comprehensive briefing covers the main components of the proposed rule and presents supplementary information that focuses on planning by Community Planning and Development program participants, planning by Public and Indian Housing program participants, and engagement by residents and community members.

Please use the links below to view the recorded briefing in English and Spanish:

- Notice of Proposed Rulemaking: Affirmatively Furthering Fair Housing Briefing (https://www.youtube.com/watch?v=ePoCc58MsmM) (English)
- Notice of Proposed Rulemaking: Affirmatively Furthering Fair Housing Briefing (https://www.youtube.com/watch?v=NnzFNqQKXxA) (Spanish)

American Sign Language interpretation is available.

What is AFFH?

Who must comply?

How does HUD implement the AFFH Mandate?

Why is AFFH part of the Fair Housing Act?

What is the legacy of the AFFH Mandate?

Resources

WHAT IS AFFH?

Title VIII of the Civil Rights Act of 1968, known as the Fair Housing Act (https://www.govinfo.gov/content/pkg/USCODE-2016-title42/html/USCODE-2016-title42-chap45-subchapI.htm), requires HUD and recipients of federal funds from HUD to affirmatively further the policies and purposes of the Fair Housing Act, also known as "affirmatively further fair housing" or "AFFH." The obligation to affirmatively further fair housing requires recipients of HUD funds to take meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics, which are:

Race

Color

National origin

Religion

Sex (including gender identity and sexual orientation)

Familial status

Disability

Generally, in administering programs and activities relating to housing and community development, the federal government, HUD, and its recipients must:

- Determine who lacks access to opportunity and address any inequity among protected class groups
- Promote integration and reduce segregation
- Transform racially or ethnically concentrated areas of poverty into areas of opportunity

WHO MUST COMPLY?

In general, the AFFH mandate applies to HUD and its grantees, as well as all executive agencies and departments of the federal government, and relates to the administration of any program or activity relating to housing and urban development.

HOW DOES HUD IMPLEMENT THE AFFH MANDATE?

On February 9, 2023, HUD published in the Federal Register a Notice of Proposed Rulemaking (NPRM) entitled "Affirmatively Furthering Fair Housing" (https://www.federalregister.gov/public-inspection/2023-00625/affirmatively-furthering-fair-housing). During proposed rulemaking, the AFFH Interim Final Rule (IFR) remains in effect.

For decades, HUD has required recipients of federal financial assistance such as States, local governments, insular areas, and PHAs (program participants) to engage in fair housing planning. Such planning has previously consisted of the Analysis of Impediments to Fair Housing Choice and the Assessment of Fair Housing and was done in connection with other types of planning required by program requirements, such as the consolidated plan, annual action plan, and PHA plan.

HUD implements the AFFH mandate in other ways, such as through its collection of certifications from program participants, provisions regarding program design in its notices of funding opportunity (NOFOs), affirmative fair housing marketing and advertising requirements, and enforcement of site and neighborhood standards.

HUD's 2021 Interim Final Rule, "Restoring Affirmatively Furthering Fair Housing Definitions and Certifications," (https://public-inspection.federalregister.gov/2021-12114.pdf) requires program participants to submit certifications that they will affirmatively further fair housing in connection with their consolidated plans, annual action plans, and PHA plans. In order to support these certifications, the IFR creates a voluntary fair housing planning process for which HUD will provide technical assistance and support.

The IFR also rescinded the 2020 Preserving Communities and Neighborhood Choice rule, which caused program participants to certify "compliance" with a regulatory definition that is not a reasonable construction of the Fair Housing Act's mandate to affirmatively further fair

housing. With the IFR, HUD put itself and its program participants back in a position to take meaningful steps towards improved fair housing outcomes.

The IFR does not require program participants to undertake any specific type of fair housing planning to support their certifications, and commits HUD to providing technical assistance to those that wish to undertake Assessments of Fair Housing (AFHs), Analyses of Impediments to Fair Housing Choice (AIs), or other forms of fair housing planning. HUD is currently providing resources to assist program participants.

Contacting HUD with questions about the AFFH Interim Final Rule (IFR) or TA support: Should HUD program participants have any questions about the AFFH IFR or TA support, they can contact the FHEO Policy Legislative Initiatives division at: AFFH@hud.gov (mailto:AFFH@hud.gov).

Learn more about HUD's proposed rule to further implement AFFH.

WHY IS AFFH PART OF THE FAIR HOUSING ACT?

For much of the late 19th and early 20th century, government at all levels throughout the United States, along with private developers, and mortgage lending institutions, played an active role in creating segregated living patterns and inequalities of opportunity. The federal government used the power of the military to remove Native Americans from their homelands, restricted federally insured mortgages on the basis of race and used "slum clearance" and "urban renewal" programs to demolish neighborhoods for infrastructure projects that largely benefitted white Americans at a significant cost to and

perpetuated the segregation of Black communities, Indigenous communities, and other communities of color. Private housing developers also used racially restrictive covenants that perpetuated segregation and restricted access to homeownership and other housing opportunities for communities of color, among many other forms of discrimination.

In 1967, following the "Long, Hot Summer of 1967," which consisted of over 150 race-related riots, President Lyndon B. Johnson established the National Advisory Commission on Civil Disorders, also known as the Kerner Commission. The Commission was tasked with investigating the causes of the riots that occurred in cities like Los Angeles, Detroit, Chicago, Newark, Milwaukee, and New York City. The final report of the Commission, issued in 1968, pointed to a lack of economic opportunity, failed government programs, police brutality, and racism, among other causes. The Commission's Report (/sites/dfiles/FHEO/documents/kerner_commission_full_report.pdf) is famously known for its declaration that "Our nation is moving toward two societies, one black, one white—separate and unequal."

In 1968, when Congress enacted the Fair Housing Act, one of the Act's co-sponsors, Senator Walter F. Mondale, explained that "the purpose that the proposed law was designed to replace the ghettos by 'truly integrated and balanced living patterns.'" Congress intended that HUD do more than simply not discriminate itself and intended for HUD to use its grant programs to assist in ending discrimination and segregation, to the point where the supply of genuinely open housing increases. As such, since 1968, the federal government recognized its role in creating segregated living patterns that

continue to have negative impacts on health, education, and the economy and its responsibility to undo the effects of policies, practices, and procedures that result in a lack of equity.

WHAT IS THE LEGACY OF THE AFFH MANDATE?

As recently as 2015, the U.S. Supreme Court (https://www.justice.gov/sites/default/files/crt/legacy/2015/06/25/tdhcainclusivec reaffirmed one purpose of the Fair Housing Act when it explained that "much progress remains to be made in our Nation's continuing struggle against racial isolation…The Court acknowledges the Fair Housing Act's continuing role in Moving the Nation toward a more integrated society."

HUD and the federal government continue to work toward achieving the integrated and more balanced living patterns envisioned by the Fair Housing Act in 1968. In 2021, the White House issued a Memorandum to the Secretary of Housing and Urban Development (https://www.whitehouse.gov/briefing-room/presidential-actions/2021/01/26/memorandum-on-redressing-our-nations-and-the-federal-governments-history-of-discriminatory-housing-practices-and-policies/), which declared that the affirmatively furthering fair housing provision in the Fair Housing Act, "…is not only a mandate to refrain from discrimination but a mandate to take actions that undo historic patterns of segregation and other types of discrimination and that afford access to long-denied opportunities." The White House, in 2021, also issued a number of Executive Orders that implicate HUD's responsibility for implementing the AFFH mandate, including Executive Order 13895 (https://www.federalregister.gov/documents/2021/01/25/2021-

01753/advancing-racial-equity-and-support-for-underserved-communities-through-the-federal-government), "Advancing Racial Equity for Underserved Communities Through the Federal Government" and Executive Order 13988 (https://www.federalregister.gov/documents/2021/01/25/2021-01761/preventing-and-combating-discrimination-on-the-basis-of-gender-identity-or-sexual-orientation), "Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation."

RESOURCES

HUD is providing resources to assist communities undertaking fair housing planning. These resources are intended to serve as guidance for program participants, and need not be submitted to HUD. These resources are for guidance purposes only and are not mandatory.

Fair Housing Planning Toolkit (/program_offices/fair_housing_equal_opp/fhp_toolkit)

This Fair Housing Planning Toolkit is a "How-To Guide" for HUD Program Participants. The modules in this Toolkit guide a Program Participant through undertaking Fair Housing Planning.

Please note: This Toolkit will be periodically updated by the Office of Fair Housing and Equal Opportunity (FHEO) as new information and resources become available.

Assessment Tool for Local Governments [PDF] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Local-Governments-2017-01.pdf) [Word] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Local-Governments-2017-01.docx)

The Assessment Tool for Local Governments may be used by local governments and any collaborating program participants that choose to conduct an Assessment of Fair Housing (AFH).

Assessment Tool for Public Housing Agencies [PDF] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Public-Housing-Agencies-2017-01.pdf) [Word] (/sites/dfiles/FHEO/documents/Assessment-of-Fair-Housing-Tool-For-Public-Housing-Agencies-2017-01.docx)

The Assessment Tool for Public Housing Agencies may be used by PHAs and any collaborating PHAs that choose to conduct an Assessment of Fair Housing.

Assessment Tool for States and Insular Areas [PDF] (/sites/dfiles/FHEO/documents/AFH-Assessment-Tool-for-States-and-Insular-Areas-2016-09.pdf)

The Assessment Tool for States and Insular Areas was not finalized by HUD in connection with the 2015 AFFH Rule; however, HUD is making the latest version of that document available to assist States and insular areas in conducting fair housing planning.

AFFH Rule Guidebook [PDF] (/sites/dfiles/FHEO/documents/AFFH-Rule-Guidebook.pdf)

The AFFH Rule Guidebook provides guidance regarding ways communities could affirmatively further fair housing, as well as how to use the Assessment Tools and the AFFH Data and Mapping Tool issued in connection with HUD's 2015 AFFH Rule.

AFFH Data and Mapping Tool (AFFH-T) (https://egis.hud.gov/affht/)
HUD will continue to update the

information provided relating to the AFFH-T

This publicly available, interactive tool provides access to HUD-provided data. Additional resources for using the AFFH-T include:

AFFH-T User Guide [PDF] (/sites/dfiles/FHEO/documents/AFFHT_4_0_User_Guide_Final_2017.pdf which explains how to use the AFFH-T.

AFFH-T Data Documentation, which explains the data methodology in the AFFH-T.

Data Documentation - AFFHT0001 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0001-September-2017.pdf)

Data Documentation - AFFHT0002 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0002-September-2017.pdf)

Data Documentation - AFFHT0003a (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0003a-September-2017.pdf)

Data Documentation - AFFHT0004 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0004-November-2017.pdf)

Data Documentation - AFFHT0005 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0005.pdf)

Data Documentation - AFFHT0006 (/sites/dfiles/FHEO/documents/AFFH-T-Data-Documentation-AFFHT0006-July-2020.pdf)

AFFH-T Known Issues, which is a document that describes issues known to persist in the AFFH-T.

AFFH-T Known Issues - July 2017 (/sites/dfiles/FHEO/documents/AFFH-T-Known-Issues.pdf)

AFFH-T Known Issues - September 2017 (/sites/dfiles/FHEO/documents/AFFH-T-Known-Issues-September-2017.pdf)

AFFH-T Known Issues - December 2017 (/sites/dfiles/FHEO/documents/AFFH-T-Known-Issues-December-2017.pdf)

AFFH-T Raw Data are files that contain the raw data included in the AFFH-T.

AFFHT0001 Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-July-2016.zip)

AFFHT0002 Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-AFFHT0002.zip)

AFFHT0003 Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-AFFHT0003.zip)

AFFHT0003a Raw Data (/sites/dfiles/FHEO/documents/AFFH-Raw-Data-AFFHT0003a-September-2017.zip)

AFFHT0004 Raw Data (/sites/dfiles/FHEO/documents/AFFHT0004a-AFFH-Raw-Data-Feb2018_0.zip)

AFFHT0005 Raw Data

AFFHT0006 Raw Data (/sites/dfiles/FHEO/documents/AFFHT0006-AFFH-Raw-Data-July2020_0.zip)

Fact Sheets

The following fact sheets were issued in connection with HUD's 2015 AFFH Rule and may be useful to program participants and their communities as they engage in fair housing planning.

- **AFFH Fact Sheet: The Duty to Affirmatively Further Fair Housing (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet.pdf)**
- **AFFH Fact Sheet: The Fair Housing Planning Process under the AFFH Rule (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-The-Fair-Housing-Planning-Process-Under-the-AFFH-Rule.pdf)**
- **AFFH Fact Sheet: Community Participation and AFFH – Guidance for Consolidated Plan Program Participants (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-Community-Participation-and-AFFH-Guidance-for-Consolidated-Plan-Program-Participants.pdf)**
- **AFFH Fact Sheet: Community Participation and AFFH – Guidance for Public Housing Agencies (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-Community-Participation-and-AFFH-Guidance-for-Public-Housing-Agencies.pdf)**
- **AFFH Fact Sheet: Transitioning to the New AFFH Process – Guidance for Consolidated Plan Program Participants (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-Transitioning-to-the-New-AFFH-Process-Consolidated-Plan-Program-Participants.pdf)**

- **AFFH Fact Sheet: How Program Participants Can Collaborate on Their AFH Submissions (/sites/dfiles/FHEO/documents/AFFH-Fact-Sheet-How-Program-Participants-Can-Collaborate-on-Their-AFH-Submissions.pdf)**
- **Guidance on HUD's Review of Assessments of Fair Housing (AFHs) (/sites/dfiles/FHEO/documents/Guidance-on-HUDs-Review-of-Assessments-of-Fair-Housing-AFH.pdf)**
- **AFFH Fact Sheet: Interim Final Rule (/sites/dfiles/FHEO/documents/10_6_21_AFFH_IFR_Fact_Sheet.pdf)**

Fair Housing Planning Guide – Volume 1 (/sites/dfiles/FHEO/documents/Fair-Housing -Planning-Guide.pdf)

Published in March 1996, the Fair Housing Planning Guide provides guidance on how to conduct an Analysis of Impediments to Fair Housing Choice.

Fair Housing Planning Guide – Volume 2 (/sites/dfiles/FHEO/documents/Fair-Housing-Planning-Guide_Vol_2_May_1996.pdf)

Originally published in May 1996, the second volume of the Fair Housing Planning guide provides guidance on grantee activities undertaken in connection with an Analysis of Impediments to Fair Housing Choice and how to affirmatively further fair housing.

Frequently Asked Questions

The **FAQs (/sites/dfiles/FHEO/documents/Frequently_Asked_Questions_7_14-21.pdf)** provide answers to frequently asked questions about the AFFH Interim Final Rule.

Videos

The Restoring Affirmatively Furthering Fair Housing Definitions and Certifications: Interim Final Rule Training (https://www.youtube.com/watch?v=pXzN0Mo3b3c)

Introduction to the AFFH-T Mapping Tool (https://youtu.be/JEYUnvBOqvI)

FHEO Technical Assistance (TA) Related to Affirmatively Furthering Fair Housing (https://youtu.be/JAlPI_Ztkp8)

Fair Housing Planning using the Analysis of Impediments AI to Fair Housing Choice (https://youtu.be/K69BFEZTDas)

Fair Housing Planning using the Assessment of Fair Housing AFH (https://youtu.be/hPBV_zPeIFI)

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CITY OF DALY CITY
2023-2031 HOUSING ELEMENT

Public Review Draft
May 2023

CITY OF
DALY CITY
GATEWAY TO THE PENINSULA



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CITY OF DALY CITY
2023-2031 HOUSING ELEMENT

Public Review Draft
May 2023

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CITY OF DALY CITY

Public Review Draft Housing Element

RHNA 6 (2023-2031 Planning Period)



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CITY OF DALY CITY

Public Review Draft Housing Element

RHNA 6 (2023-2031 Planning Period)



Introduction

From an urban planning perspective, nothing has impacted Daly City more than the construction of housing. Over the years, Daly City has provided new housing opportunities for many thousands of families, many of whom settled in the city at the close of World War II.

Like much of the Bay Area, housing demand has exceeded housing supply in Daly City for many years. While job centers in the Bay Area region have flourished, housing construction has not kept pace with the demand created by a vast influx of households taking advantage of the rich opportunities offered by the region's employers. In bedroom communities like Daly City, these economic forces have led to soaring housing costs, overcrowding, and illegal construction.

Even in the current market downturn, the housing market continues to impact the daily lives of households in Daly City and throughout the region. Steep increases in the cost of for-sale homes at the beginning of the decade have been replaced by scarce credit to construct new housing and a foreclosure crisis not seen since the Great Depression. This climate further challenges the abilities of the State and local governments to ensure equitable access to affordable housing.

What is a Housing Element?

State law requires each city and county to adopt a General Plan containing at least seven elements, including a Housing Element. Unlike the other mandatory General Plan elements, the Housing Element must be updated every eight years, is subject to detailed requirements of State law, and must be reviewed by the California Department of Housing and Community Development (HCD). Housing elements have been mandatory portions of general plans since 1969, reflecting the State recognition that the availability of housing is a matter of statewide importance and that cooperation between government and the private sector is critical to attainment of the State's housing goals. The regulation of the housing supply through planning and zoning powers affects the State's ability to achieve its housing goal of "decent housing and a suitable living environment for every California family" and is critical to the State's long-term economic competitiveness.

This Housing Element provides a comprehensive analysis of the status of housing in Daly City, and sets forth goals, policies, and programs (tasks) to improve the quality of the City's housing stock and increase housing opportunities. Like other parts of this General Plan, the Housing Element has been prepared within the context of urban transformation that will result from an ever-increasing population and mandates from State and regional agencies to build housing near existing transit. The policies contained within the element are intended to provide a framework for evaluating specific housing proposals; establish a

coordinated, realistic course of action for dealing with Daly City's concerns; and be a tool for decision makers when considering the approval of housing construction projects.

Legal Requirements

Housing element law requires local governments like Daly City to adequately plan to meet their existing and projected housing needs, including their share of the regional housing need. Housing Element law is the State's primary market-based strategy to increase housing supply, choice, and affordability. The law recognizes that for the private sector to adequately address housing needs and demand, local governments must adopt land use plans and regulatory schemes that provide opportunities for, and do not unduly constrain, housing development.

The Housing Element process begins with HCD allocating a region's share of the statewide housing need to Councils of Governments (COG) based on California Department of Finance (DOF) population projections and regional population forecasts used in preparing regional transportation plans. In Daly City, the Association of Bay Area Governments (ABAG) serves as the regional COG in the San Francisco Bay Area. In coordination with local governments, ABAG allocates the region's share of the statewide need to the cities and counties in the Bay Area. This allocation, which is discussed further within this document, is called the Regional Housing Need Allocation (RHNA, pronounced "ree-nuh").

As shown in **Table HE-**1, Daly City must plan for 4,838 units during the 2023-2031 planning period.

Table HE 1: Regional Housing Need, 2023–2031

Income Category	Allocation	Percentage
Very Low*	1,336	**27%**
Low	769	**16%**
Moderate	762	**16%**
Above Moderate	1,971	**41%**
Total	**4,838**	**100%**

Source: ABAG 2021

*Note: * It is assumed that 50 percent of the very low- income is allocated to the extremely low-income category.*

Content and Organization

The Housing Element is organized into the following sections and has been structured to comply with state housing element guidelines. The content of the sections is listed below.

Introduction: This section provides information on the State of California's requirements, the purpose of the Housing Element, the organization of the document, and General Plan consistency.

Public Outreach and Engagement: Describes the opportunities the City provided for public participation during preparation of the updated Housing Element.

Review of the 2015 Housing Element: This section contains an evaluation of the prior Housing Element and its accomplishments and analyzes differences between what was projected and what was achieved.

Daly City Housing Needs: This section focuses on demographic information, including population trends, ethnicity, age, household composition, income, employment, housing characteristics, housing needs by income, and housing needs for special segments of the population.

Fair Housing Assessment: Includes an assessment of fair housing that aims to combat discrimination, overcome patterns of segregation, and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.

Housing Sites Inventory: This section describes the City's housing resources as well as the City's existing housing stock and the potential areas for future housing development. This section also discusses opportunities for energy conservation, which can reduce costs to homeowners and infrastructure costs to the City.

Housing Constraints: This section analyzes potential governmental and nongovernmental constraints to housing development in Daly City. This includes the City's planning, zoning, and building standards that directly affect residential development patterns as well as influence housing availability and affordability. Potential nongovernmental constraints include the availability and cost of financing, the price of land, and the materials for building homes, as well as natural conditions that affect the cost of preparing and developing land for housing, and the business decisions of individuals and organizations (some examples are home building, finance, real estate, and rental housing that impact housing cost and availability).

Objectives, Policies, and Tasks: This section sets forth the City's objectives, policies, and tasks that are designed to address the housing needs in Daly City. Based on the findings of all of the previous sections, the objectives, policies, and tasks section identifies actions the City will take to meet local housing goals, quantified objectives, and address the housing needs in Daly City.

General Plan Consistency

State law requires that "the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies." The purpose of requiring internal consistency is to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing within the city.

The Housing Element has been reviewed for consistency with the City's other General Plan elements. The Daly City 2030 General Plan was last adopted in 2013. The policies and actions in this Housing Element are consistent with the policy direction contained in other parts of the General Plan. The City will continue to review and revise the Housing Element, as necessary for consistency, when amendments are made to the General Plan.

Per Assembly Bill (AB) 162 (Government Code Section 65302.g.3), upon the next revision of the Housing Element on or after January 1, 2014, the Safety Element shall be reviewed and updated as necessary to address the risk of fire for land classified as state responsibility areas, as defined in Section 4102 of the Public Resources Code, and land classified as Very High Fire Hazard Severity Zones, as defined in Section 51177. Senate Bill (SB) 379 (Government Code Section 65302.g.4) requires that the Safety Element be reviewed and updated as necessary to address climate change adaptation and applicable resiliency strategies. SB 1035 (Government Code Section 65302.g.6) requires that the Safety Element be reviewed and updated as needed upon each revision of the Housing Element or local hazard mitigation plan, but not less than once every eight years. SB 99 (Government Code Section 65302.g.5) requires that on or after January 1, 2020, the Safety Element includes information to identify residential developments in hazard areas that do not have at least two evacuation routes.

The City plans to review and update the current Safety Element incorporating all State law changes, including applicable laws and any additional requirements and General Plan guidelines from the State of California Governor's Office of Planning and Research (OPR).

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Public Outreach and Engagement

State law requires cities and counties to make a diligent effort to achieve participation from all segments of the community in preparing a Housing Element. Section 65583(c)(6) of the California Government Code specifically requires that "The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the Housing Element, and the program shall describe this effort."

The diligent effort required means that local jurisdictions must do more than issue the customary public notices and conduct standard public hearings prior to adopting a Housing Element. State law requires cities and counties to take active steps to inform, involve, and solicit input from the public, particularly low-income and racial and ethnic households that might otherwise not participate in the process.

Daly City developed a broad and diverse outreach plan designed to reach as many community members who live and work here as possible. To accomplish such a diverse outreach plan, the City partnered with other San Mateo County jurisdictions through the 21 Elements (http://www.21elements.com/) collaboration.

Outreach for All

To ensure that a wide range of residents were able to participate in the outreach process, including renters, workers, young families, youth, people of color, immigrants, refugees, non-English speakers, and people with disabilities, the City completed the following in corporation with 21Elements.

- Ensured foreign language translation and interpretation was included in our meetings and materials.
- Designed a website that was mobile friendly, with accessibility features and in multiple languages. (Lower-income residents, young adults, and people of color are more likely to use their phones to access online information.)
- Formed an Equity Advisory Group consisting of 18 organizations across San Mateo County that provided feedback on outreach and materials, and shared information about the Housing Element update and how to participate in the process with the communities they serve.
- Held meetings in partnership with community organizations (including an introductory meeting in Spanish with English interpretation).

Countywide Outreach Efforts

Website and Social Media

The City helped develop a countywide website available in five languages which was linked to the city webpage detailing our timeline, engagement activities, and resources, videos about the process in several languages, and a social media presence. As of February 2022, the website has been visited more than 17,000 times, with more than 20 percent from mobile devices.

Let's Talk Housing – Webinar Series

As part of outreach and engagement work for the 6th Cycle Housing Element Update, 21 Elements/Let's Talk Housing organized a countywide four-part webinar series to help educate and inform San Mateo County residents and stakeholders on regional and local housing issues.

The four-part series took place on Zoom in fall of 2021, focusing on the following topics and how they intersect with the Bay Area's housing challenges and opportunities:

- Why Affordability Matters
- Housing and Racial Equity
- Housing in a Climate of Change
- Putting it All Together for a Better Future

The series included speaker presentations, audience Q&A, breakout sessions for connection, and debrief discussions. The sessions were advertised and offered in English, Spanish, Mandarin, and Cantonese, though participation in non-English channels was limited. The meetings were well attended and attendees represented a range of age groups and races.

Key Themes of the Webinars:

- Housing affordability is a public health issue: Where we live impacts our health, economic equity, environmental and racial justice.
- The Three S's: Supply, Stability, and Subsidy: Increase housing supply, protect renters and vulnerable households by providing stability, fill the gaps with subsidies.
- Implement strategies to promote climate-ready housing.
- In addition to the webinar series, Let's Talk Housing also sponsored four "listening sessions" with City and County staff and key stakeholders, that convened more than 30 groups. These stakeholders represented organizations that focused on:
    - Building market-rate or affordable housing
    - Addressing fair housing issues
    - Advocating for affordable housing
    - Providing housing services.

Community Meetings

The City participated in several meetings and webinars in partnership with 21 Elements, including:

- **Introduction to the Housing Element** – A Housing Element overview with breakout discussion rooms that was part of a series of introductory meetings.
- **All About RHNA Webinar** – An in-depth dive into sites methodology.
- **Stakeholder Listening Sessions** – Four meetings where jurisdictions could listen to and interact with stakeholder groups arranged by topic. More than 30 groups participated.
- **Creating an Affordable Future Webinars** – A four-part series to help educate community members about local housing issues.

Daly City Residents Feedback

Although few residents attended, meaningful conversation at these community meetings were achieved. The participants reflected on how much they valued the city's racial diversity and the ways that the city's relatively affordable housing allows multiple generations to live nearby. At the same time, some community members were concerned about disappearing affordability and challenges to young families

in buying new homes. Conversation included ideas on how to increase participation, which included working with the Filipino community, and doing direct outreach to elders, including people who use the Serramonte Mall as a community hub.

Stakeholder Listening Session Series

Daly City joined 21 Elements for a facilitated series of listening sessions held between September and November 2021 to hear from various stakeholders who operate countywide or across multiple jurisdictions. The four sessions convened more than 30 groups, including fair housing organizations, housing advocates, builders/developers (affordable and market-rate), and service providers, to provide observations on housing needs and input for policy consideration. Key themes and stakeholder groups included the following.

Fair Housing: Concern for the end of the eviction moratorium, the importance of transit-oriented affordable housing and anti-displacement policies, and the need for education around accessibility regulations and tenant protections. Eight stakeholder groups provided this feedback, including the following:

- Center for Independence of Individuals with Disabilities (CID)
- Community Legal Services of East Palo Alto (CLSEPA)
- Housing Equality Law Project
- Legal Aid for San Mateo County
- Project Sentinel
- Housing Choices
- Public Interest Law Project
- Root Policy Research

Housing Advocates: Concern for rent increases and the need for ongoing outreach to underserved and diverse communities, workforce housing, deeply affordable and dense infill, and tenant protections for the most vulnerable. Six stakeholder groups provided this feedback, including the following:

- Housing Leadership Council
- Faith in Action
- Greenbelt Alliance
- San Mateo County Central Labor Council
- Peninsula for Everyone
- San Mateo County Association of Realtors

Builders and Developers: Local funding, tax credit availability, and concern that appropriate sites limit affordable housing while sites, construction costs, and City processes limit market-rate housing. Twelve stakeholder groups provided this feedback, including the following:

- Affirmed Housing (Affordable)
- BRIDGE Housing (Affordable)

- The Core Companies (Affordable, Market Rate)
- Eden Housing (Affordable)
- Greystar (Market Rate)
- Habitat for Humanity (Affordable)
- HIP Housing (Affordable)
- Mercy Housing (Affordable)
- MidPen Housing (Affordable)
- Sand Hill Property Company (Affordable, Market Rate)
- Sares | Regis (Market Rate)
- Summerhill Apartment Communities (Market Rate)

Service Providers: More affordable housing and vouchers or subsidies for market-rate housing are needed, along with on-site services and housing near transit, and jurisdictions should work with providers and people experiencing issues before creating programs. Ten stakeholder groups provided this feedback, including the following:

- Abode Services
- Daly City Partnership
- El Concilio
- HIP Housing
- LifeMoves
- Mental Health Association of San Mateo County
- National Alliance on Mental Illness
- Ombudsman of San Mateo County
- Samaritan House San Mateo
- Youth Leadership Institute

Equity Advisory Group

In alignment with community outreach best practices, it was important to include the guidance of and foster partnerships with community organizations to help ensure everyone's voices were heard during the Housing Element update. In response, an Equity Advisory Group (EAG) was formed consisting of 15 organizations or leaders across the county that are advancing equity and affordable housing. A stipend of $1,500 was originally provided for meeting four to five times over 12 months to advise on Housing Element outreach and helping get the word out to the communities they work with.

After meeting twice in 2021, it was decided the best use of the EAG moving forward would be to provide more focused support in 2022 based on jurisdiction need and organization expertise. To date, EAG members have facilitated and hosted community meetings in partnership with 21 Elements, collected community housing stories to put a face to housing needs, advised on messaging, and amplified events and activities to their communities. The EAG continue to work collaboratively with jurisdictions and

deepen partnerships, as well as connect community members to the Housing Element update process. All participating organizations are featured on the Let's Talk Housing website (https://www.letstalkhousing.org/orgs) and include the following:

- Ayudando Lations A Soñar (ALAS)
- Community Legal Services
- El Comite de Vecinos del Lado Oeste (El Comite)
- EPACANDO
- Faith in Action
- Housing Choices
- Housing Leadership Council
- Menlo Together
- Nuestra Casa
- One San Mateo
- Peninsula for Everyone
- Puente de la Costa Sur
- San Mateo County Health
- Youth Leadership Institute
- Youth United for Community Action

Affirmatively Furthering Fair Housing Survey

Through the 21 Elements process, an Affirmatively Furthering Fair Housing Survey was conducted that focused on housing issues. While the survey results are not specific to Daly City, they identify important conditions, issues, and needs that impact residents countywide. The survey findings were considered when drafting the fair housing assessment section of the Housing Element.

Countywide Key Takeaways

Below is a summary of key takeaways that emerged throughout the outreach process.

- **Housing is personal**: People often have differing views on housing because it is a very personal issue tied to feelings of safety, belonging, and identity. Often the comments reflected people's current housing situation. Those with safe, stable housing that they can afford were more concerned with change. Those without were more interested in bolder policies and more housing generally. Many people shared meaningful stories of being priced out of their communities or of their children not being able to live in the community where they grew up.
- **The price of housing is a major concern:** Many voiced concerns about the high cost to rent or buy a home today, either for themselves, friends, or family. It is an issue that touches a lot of lives.
- **More housing is needed:** Generally, people believe we need more housing, particularly affordable housing. However, there are diverging views on how to accomplish this, where housing should go, and what it should look like.

- **Single-family neighborhoods are polarizing:** While some people voiced their interest in upzoning single-family neighborhoods or eliminating them altogether, other homeowners want to protect them and in turn, the investment they have made.
- **Affordable housing is a top concern:** Many felt that more needs to be done to promote affordable housing. They also felt that developers should be eligible for incentives and opportunities that make them more competitive.
- **The process is too complicated**: There was significant concern that the development process was too slow and there was too much uncertainty.
- **Better information resources**: People wanted to know how to find affordable housing in their communities and navigate the process of applying for it.
- **Issues are connected**: Transportation, climate change, access to living wage jobs, and education opportunities are all tied to housing and quality of life. These issues are not siloed in people's lives and there is a desire to address them in interconnected ways.
- **Equity is on people's minds:** People want to talk about housing inequities and, even more so, discuss how to solve them. There was interest in ways to create new opportunities for housing and asset building for all that also address past exclusions.
- **Regional input matters but there's more to figure out:** It was valuable to build a broader sense of community and share resources at the countywide level. However, it was challenging to engage nonresident community members on jurisdiction-specific input.
- **Diversity in participation was a challenge:** Despite partnering with organizations to engage with the hardest to reach communities and providing multilingual outreach, achieving diversity in participation was challenging. In the wake of COVID-19, organizations already operating on limited resources were focused on supporting immediate needs, while the added stresses of life coupled with the digital divide added additional barriers for many.

Housing Element Workshops

The Planning Division held two community workshops on May 19 and June 2, 2022, to provide an overview of the City's 6th Cycle Housing Element and update residents on new State Housing laws that could affect the Housing Element update, e.g., SB9, AFFH, etc. Both meetings were identical in terms of their presentations by City staff, outlining the purpose and objectives of having a Housing Element, an overview of the City's Regional Housing Need Allocation and potential ways for meeting housing construction targets, and the process for updating the Element. Both meetings were held by video conference with notice distributed to approximately 240 community members, community organizations, and housing advocacy groups.

Staff estimates that approximately 10 members of the public attended the meetings, primarily the meeting on June 2. Concerns expressed by residents primarily focused around the desire for existing residents of the Midway Village housing redevelopment project (45 Midway Drive) to be provided preferential access to for-sale townhomes that will be under construction in a later project phase and the City's strategy to meet the City's Regional Housing Need Allocation. A resident also inquired as to how the City could incentivize development under SB 9 and SB 10. He suggested the City could provide low-interest rate loans to homeowners for the purpose of constructing accessory dwelling units. There was overall support for increased residential density in the City provided greater community benefits were incorporated into more-dense development.

Public Comments

The City will consider and incorporate public comments throughout the drafting of the Housing Element.

Noticing of the Draft Housing Element

Per California Government Code Section 65585, the draft Housing Element was made available for public comment for 30 days, from May 12 to June 11, 2023. Public comment was received, and an additional 10 business days was allowed to consider and incorporate public comments into the draft revision before submitting to HCD on June 26, 2023. The draft was made available on the City's website and was noticed to residents through the same methods as the Planning Commission and City Council meetings. Additional direct noticing was sent to local housing advocate groups.

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Review of the 2015 Housing Element

Per California Government Code Section 65588, each local government shall review its housing element as frequently as appropriate to evaluate all of the following: (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal; (2) the effectiveness of the housing element in attainment of the community's housing goals and objectives; (3) the progress of the city, county, or city and county in implementation of the housing element; (4) the effectiveness of the housing element goals, policies, and related actions to meet the community's needs, pursuant to paragraph (7) of subdivision (a) of Section 65583.

Progress Toward Meeting the 2015-2022 Regional Housing Needs Allocation

Each jurisdiction in California is responsible for accommodating its share of the region's housing needs. The process of determining each jurisdiction's share of housing needs is called the Regional Housing Needs Assessment (RHNA). The RHNA projection period for the previous Housing Element was from January 1, 2014, to October 31, 2022. The Housing Element planning period had a slightly different timeframe of January 31, 2015, to January 31, 2023.

The City of Daly City was assigned an RHNA of 1,350 units, divided into four income categories:

- Very Low-Income (less than 50 percent of the Area Median Income)
- Low-Income (50 to 80 percent of the Area Median Income)
- Moderate-Income (81 to 120 percent of the Area Median Income)
- Above Moderate-Income (greater than 120 percent of the Area Median Income)

Table HE-2 summarizes the City's accomplishments in meeting the RHNA during the previous RHNA projection period. Daly City met its RHNA obligation in all categories except very low income, and still was able to meet 50 percent of that requirement.

Table HE 2: Units Permitted During 5th Cycle RHNA Projection Period

Income Category	2015–2023 RHNA	2015	2016	2017	2018	2019	2020	2021	2022	Total Building Permits Issued	Percent Accom-plished
Very Low	400	38		21				147		206	52%
Low	188	15	7	183			18		6	218	100%+
Moderate	221	14	17	18	37	34	43	33	23	225	100%+
Above Moderate	541	89	140	17	22	81	215	46	81	691	100%+
Total	**1,350**	**156**	**164**	**256**	**96**	**152**	**280**	**226**	**110**	**1440**	**100%+**

Source: City of Daly City, 2023.

Efforts to Address Special Housing Needs

California Government Code Section 65588 requires that local governments review the effectiveness of the housing element goals, policies, and related actions to meet the community's special housing needs. As shown in **Table HE-3**, *Implementation of 2004 Housing Element Objectives and Policies (2015-2023)*, the City worked diligently to continuously promote housing for special-needs groups in a variety of ways. Some of the accomplishments are highlighted below:

- The City granted parking reductions for projects to help facilitate the development of affordable housing, which includes the 206-unit Brunswick apartments (AMG and Associates), 3001 Geneva Avenue townhouses (Habitat for Humanity), 45 Midway Drive – Midway Village (Mid-Peninsula Housing/County of San Mateo), and 493 Eastmoor Avenue (CORE). To increase affordable options into the local housing stock, the City permitted 360 accessory dwelling units (ADUs). Of these units, 96 were lower-income units.
- Through the Successor Agency, the City provided $2,420,000 for the Sweeney Lane Apartments on 6800 Mission Street. Additionally, the City provided $1,494,997 in HOME funds. Of the 51 affordable units, 6 units are for extremely low-income households, 45 are for lower-income households.
- To help increase homeownership opportunities for large families, the City provided $809,000 in City Housing Trust Funds to Habitat for Humanity Greater San Francisco for the Geneva Habitat Townhomes. The three-bedroom units were all allocated for lower-income households.
- During the planning period the City provided $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant-based rental assistance (TBRA) to households affected by COVID-19.
- To ensure housing for lower-income households (60 percent AMI or lower), the City awarded $2,917,380 in Permanent Local Housing Allocation (PLHA) funds for a proposed 72-unit affordable housing development known as 493 Eastmoor project. The City has conditionally allocated an additional $2,328,307 in HOME and HOME-ARP funds for this project. As of 2023, the project has been entitled but is still working to secure more funding.
- During the planning period, about 238 households were assisted through home repair programs. This included households assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of the 238 households assisted, 152 were special-needs groups (seniors/disabilities).
- The Daly City Partnership/Community Service Center received the following funds for COVID-19 relief activities, including $1,126,638 for rental assistance, $750,000 for emergency rental assistance, $120,00 for mental health services, $95,000 for food distribution. Mission Asset Fund received $820,000 for immigrant relief cash assistance.
- To help fund fair housing education and outreach during the COVID-19 pandemic, Legal Aid Society of San Mateo County received $100,000 in Community Development Block Grant (CDBG)-CV funds to provide eviction assistance, education, and outreach services in Daly City.

Progress Towards Meeting Housing Element Programs

Table HE-3 summarizes the programs from the 2015-2023 Housing Element. To the degree that such programs are recommended to be continued in the current Housing Element, these programs are reorganized and presented in the Housing Objectives, Policies, and Tasks section.

Table HE 3: Implementation of 2004 Housing Element Objectives and Policies (2015-2023)

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Housing Supply				
Policy HE-1: Maintain, and, where possible, create larger housing development sites throughout the City.				
Task 1.1	Increase the minimum property sizes in all commercial zones and R-3 Multiple-Family Residential zone and restrict the ability of existing sites within this zone to subdivide below the established minimum lot size. The minimum parcel shall be established at the time of the Zoning Ordinance update and shall be such that it promotes the construction of mixed-use and/or higher density multifamily development, as determined by the respective zone to which it applies.	Timeframe: 2015.	The City issued a request for proposal (RFP) for this effort in March 2022. PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 3.1, 3.2, 3.2, 6.1, 8.1, and 31.1. New Task 1.1
Task 1.2	Incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers and shall be commensurate with the size of the parcels being merged and/or created.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1. New Task 1.2
Policy HE-2: Support infill housing in existing neighborhoods by offering streamlined planning and environmental reviews.				
Task 2.1	Develop a Permit Streamlining Program that identifies specific ways to reduce the processing times of projects that increase the supply of housing. These projects shall include minor subdivisions involving the creation of four or fewer parcels and the construction of duplexes in the R-1/A Single Family/Duplex Residential Zone. The Program shall identify criteria for inclusion in the Zoning Ordinance that establish which project characteristics will qualify a project for	Timeframe: 2015.	No progress has been made on this program.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	streamlining and what method of streamlining will be utilized.			
Task 2.2	Continue to exempt infill housing development proposals from the California Environmental Quality Act (CEQA) if the proposal meets all of the requirements of CEQA Guidelines Section 15332.	Timeframe: ongoing.	During the 5th planning period, approximately 15 proposals qualified and were exempted from the CEQA Guidelines Section 15332.	Part of the City's process. Delete.
Task 2.3	Amend the automatic expiration for all discretionary land use approvals (including design review approval) from one year to two years, and amend the expiration provision to indicate that an applicant need only apply for a building permit within the specified two-year timeframe.	Timeframe: 2015.	The Planning Division was unable to complete this program, during the 5th planning period but expects to complete this task in 6th planning cycle. The City Council has however granted 18-time extensions to residential development projects in the planning period and has on occasion granted multiple extensions simultaneously to facilitate project viability.	Continue New Task 2.1
Policy HE-3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.				
Task 3.1	Within one year, of the Housing Element adoption, the City shall establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development, including, but not limited to the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue (approximately 65 acres), and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The City shall, as a part of this task, explore increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.2, 3.2, 6.1, 8.1, and 31.1. New Task 1.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 3.2	Review the existing design guidelines for mixed-use development to ensure the guidelines adequately address pertinent issues related to the construction of the mixed-use development both within existing neighborhoods and when higher-density development is proposed adjacent to lower-density neighborhoods. Amend these guidelines and augment with development regulations identified in Task HE 3.1 above to incorporate methods for repositioning mixed-use building mass away from lower-density neighborhoods.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to update will be form based code. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.3, 6.1, 8.1, and 31.1. New Task 1.3
Task 3.3	Amend the parking regulations to allow for a 30 percent parking reduction for all mixed-use development projects and clarify that the mixed-use parking reduction is allowed for buildings containing residential and retail components and parking available to both uses.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to this update will be form based code. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 6.1, 8.1, and 31.1. New Task 1.1
Task 3.4	For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently-funded HOA/POA amenities (e.g., van pools or car sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5 mile distance of a BART station. For the purpose of this task, a bus hub shall be defined as a location where significant numbers of passengers are exchanged from one mechanized mode of transport to another (e.g., bus transfer points, bus "park-n-rides", etc.)	Timeframe: 2015.	The City has continued to allow parking reductions for projects. These include the 206-unit Brunswick apartments, 3001 Geneva Avenue townhouses, 45 Midway Drive, and 493 Eastmoor Avenue, each of which are completely affordable. Additionally, the City has granted numerous reductions for parking to facilitate residential development in general, such as the 323-unit Serramonte Views project, a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	New Task 3.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 3.5	Amend the parking regulations to remove differentiation between single-family, multiple-family, and condominium uses for the purpose of parking regulations, and establish such regulations based on total bedroom count. This requirement shall also apply to residential additions and the provision of additional bedrooms within any existing dwelling.	Timeframe: 2015.	This task was completed in 2015.	Completed. Delete.
Task 3.6	Clarify that no parking reduction incentive (other than incentives allowed for senior affordable units) shall result in less than one parking space per unit. Any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households shall be however exempt from the minimum parking requirement identified by this task and instead a be subject to providing at least 0.5 parking spaces per unit.	Timeframe: 2015.	The City has defaulted to state law and will remove this program since it contradicts state law.	Delete.
Policy HE-4: Assure that standards for new housing construction comply with appropriate aircraft noise abatement requirements				
Task 4.1	All new housing development within the 65dB CNEL aircraft contour, as shown on the most recent FAA accepted San Francisco International Airport Noise Exposure Map, shall be constructed to achieve an interior noise level of 45 dB CNEL or less based on aircraft noise events.	Timeframe: 2015.	The City continued to all new housing development within the 65dB CNEL aircraft contour.	Continue and combine with Tasks 4.2 and 4.3. New Task 4.1
Task 4.2	For all development proposals with the 65dB CNEL noise contour, the City shall require a noise study that identifies the proposed project's compliance with requirement of Task 4.1 above. If the project qualifies for review under the California Environmental Quality Act (CEQA), the City shall incorporate the noise study and any mitigation measures into the CEQA document and shall adopt findings that the project, as conditioned, complies with the interior noise level requirement.	Timeframe: ongoing.	As projects come forward, the City continued to incorporate noise studies and mitigation measures into the CEQA document.	Continue and combine with Tasks 4.1 and 4.3. New Task 4.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 4.3	The City shall incorporate compliance with this policy into adopted CEQA compliance guidelines. The guidelines shall identify detailed compliance requirements, such as the methods of acceptable noise mitigation (insulation, windows, etc.).	Timeframe: 2015.	As projects come forward, the City continued to incorporate noise studies and mitigation measures into the CEQA document.	Continue and combine with Tasks 4.1 and 4.2. New Task 4.1
Housing Affordability				
Policy HE-5A: Allow the construction of additional second units throughout the City. (Note: Rename second units as accessory dwelling units)				
Task 5.1	Align the maximum neighborhood density applicable to second units to be consistent with the maximum neighborhood density allowed by the General Plan.	Timeframe: 2017.	The task was completed in 2015.	Completed
Task 5.2	Eliminate the required parking for small second units where the second unit is no larger than 400 square feet, the size of the home in which the unit is proposed is no greater than 1,600 square feet including the garage, and the existing home provides two legal, i.e., full-sized, parking spaces.	Timeframe: 2015.	The City defaults to state law and plans to make Accessory Dwelling Units to (ADU) amendments to ensure compliance with state law in Summer 2023. The City has not required parking for any ADU constructed in the City since January 2018.	Continue.
Task 5.3	Eliminate the requirement for owner-occupancy for second units where the applicant for a non-owner occupied second unit can demonstrate that the entire property is subject to professional property management by means of a written contract supplied to the City.	Timeframe: 2015.	The City defaults to state law and will amend this program to ensure compliance with Government Code 65852.2 (D)(xii)(6). The City has not required owner occupancy for any ADU constructed in the City since January 2020.	Continue and modify. New Task 5.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 5.4	Continue to offer same-day, express plan check permitting for all second units.	Timeframe: ongoing.	The City continued to ensure ADUs were permitted in the city. Between 2015 and 2022, the City permitted 365 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Delete.
Task 5.5	Monitor second unit construction and rental activity on an annual basis and report this information in the City's General Plan Annual Report.	Timeframe: ongoing.	The City continued to ensure ADUs were permitted in the city. Between 2015 and 2022, the City permitted 365 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Continue
Policy HE-5B: Reduce or eliminate the impacts of new construction to residents displaced by such construction.				
Task 5.6	The City shall evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and adjust as necessary.	Timeframe: 2017.	Although no progress has been made, no displacement has occurred. The City will look into how to address the minimal displacement concerns in the 6th Housing Element.	Continue and modify. New Task 5.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Vacant and Underutilized Sites				
Policy HE-6: Assure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation.				
Task 6.1	Remove the use permit requirement for mixed-use projects located in the (future) C-MU Commercial Mixed Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by-right," without requirement for discretionary approvals.	Timeframe: 2015.	PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed at the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 3.3, 8.1, and 31.1. New Task 1.3
Task 6.2	Amend the BART Station Area Specific Plan to redesignate the 8.7-acre Samtrans park-and-ride lot at 3501 Junipero Serra Boulevard (APNs 008-131-010 through 040 and 008-132-010 and 020) to the Specific Plan's High Density Residential designation. Simultaneously, amend the BART Station Area Specific Plan regulations to require at least 30 dwelling units per acre for new development and amend the development regulations provided within the Plan to comply with the balance of policies provided in this Housing Element.	Timeframe: 2015.	This effort was not completed as written. However, 7.1 acres of land were rezoned to zones that allow at least 30 dwelling units per acre, and an additional 147 units of lower-income housing is proposed on a site that was not part of the 5th Cycle Sites Inventory. The City did not have an unaccommodated need. See Table HE-42.	Delete.
Task 6.3	Amend the General Plan designation and Zoning Ordinance for the 1.15-acre property located on Brunswick Street across from Chelsea Court (APN 003-210-260) from Commercial Mixed-Use and C-2 Heavy Commercial, respectively, to Residential High Density and R-3 Multiple Family Residential District, respectively.	Timeframe: 2015.	This is the site of Brunswick Street Apartments. A 206-unit affordable senior housing complex that was constructed during the planning period. This project exceeded the Residential High-Density unit allowance.	Completed
Task 6.4	Work with Caltrans to ensure that access from Hickey Boulevard is achievable so as to allow residential development of the 2.49-acre housing	Timeframe: 2015.	During the planning period, the City worked with Caltrans; however, the property was not developed.	Completed

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	site located at 1050 St. Francis Boulevard. The maximum density at this site shall continue to reflect the permitted General Plan Medium Density designation currently attributable to the site, i.e., 35 dwelling units per acre.			
Task 6.5	Amend the Zoning Ordinance to require that, if after adopting the General Plan Land Use Map and Zoning Map, the City redesignates and/or rezones any site(s) included on the Potential Housing Sites Inventory List to a non-residential use or a residential use of less intensity than has been identified on the Potential Housing Sites Inventory List, the City shall replace the redesignated/rezoned site(s) with another site(s). The new site(s) shall allow the same or greater development intensity as the rezoned site(s) and shall be physically capable to providing the development intensity of rezoned sites(s) in terms of environmental restraints, infrastructure capacity, and similar constraints. The Ordinance shall specify that this requirement shall apply only to sites that are necessary to satisfy the City's Regional Housing Need Allocation (RHNA), but that any replacement site shall continue to satisfy the City's RHNA by income category.	Timeframe: 2015.	The City continued to maintain an inventory of sites available and appropriate for residential development at all income levels, and sites suitable for redevelopment and/or reuse. In keeping with state "no net loss" provisions (Government Code Section 65863).	Continue and modify New Task 6.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-7: Allow development density on all residentially-zones properties consistent with the General Plan Land Use Map and work with utility providers to ensure that adequate water supplies and sewer capacities are available to allow construction at such density, especially for development that includes housing units affordable to lower-income households.				
Task 7.1	Review and amend the Zoning Ordinance, if necessary, to ensure that residential densities identified on the General Plan Land Use Map can be reasonably constructed given property size, accessibility, and topography. For the purpose of calculating densities, the Ordinance shall be amended to describe a method for calculating residential density that is site specific, meaning that the land area calculated as part of the density prescription shall include the site only and no portion of adjacent right-of-way or adjacent public or private property.	Timeframe: 2015.	The City continued to ensure consistency for proposed projects during the planning period.	Delete.
Task 7.2	Upon adoption of the Housing Element, the City will provide a copy of the adopted Housing Element to each of the City's water and sewer providers, advising each of these agencies of the City's intention to comply with Government Code Section 65589.7, which requires these providers to grant priority service allocation to proposed developments that include housing units affordable to lower-income households.	Timeframe: 2015.	This task was completed in 2015.	Delete. Continue as policy.
Policy HE-8: Avoid rezoning properties that are presently designated or zoned for residential uses for non-residential uses.				
Task 8.1	Amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially-zoned or residentially-designated property to any zone or designation other than residential. To this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be	Timeframe: 2015.	The City hired PlaceWorks in 2022 to create the new Community Mixed Use (CMU) zone. The update will include a lot merger incentive. As of 2022, no incentives have been requested as a result of this program. The City expects this update to be completed by the end of 2023.	Continue, combine with Task 1.1, 3.1, 3.2, 3.3, 6.1, and 31.1. New Task 1.4

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the Potential Housing Sites Inventory List for which a replacement site has not been identified (see Policy HE-X above).			
Policy HE-9: Expand homeownership opportunities by facilitating condominium construction, while protecting renters from condominium conversions.				
Task 9.1	Encourage a variety of housing types and tenures for all income levels and assure access to housing by all groups of individuals.	Timeframe: Ongoing.	The City continued to ensure a variety of housing types and tenures for all income levels. Between 2018 and 2021, the City constructed 257 ADUs. Of these units, 96 were affordable to lower income households, 190 affordable to moderate income households, and 79 were affordable to above moderate-income households.	Delete, completed
Task 9.2	Amend the condominium regulations to include specific standards for a relocation program necessitated by condominium conversion that include requirements for the following: 1) an on-site relocation assistance office, 2) the return of all deposits and fees, 3) benefits for voluntary relocation after conversion approval, 4) benefits for forced relocation, 5) first right of refusal for tenants wishing to purchase and 6) rent stabilization during the entire conversion process.	Timeframe: 2015.	During the 5th planning period, no condominium conversion were proposed and the City therefore did not need to relocate residents as a result of condominium conversion.	Delete.
Policy HE-10: Use the financial and other resources available to the City to reduce the cost and increase the amount of affordable housing.				
Task 10.1	When such funds are available, the City shall use and leverage Federal, State and local funds (including Redevelopment Agency set-aside finds), tax credits, tax-exempt bonds, and private sources such as foundations to encourage the production of affordable housing. The City shall	Timeframe: ongoing.	During the 5th planning period, the City provided $1,494,997 in HOME funds and, through the Successor Agency, $2,420,000 for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	strive to leverage such funds, on average, every two years within the planning period.		units are for extremely low-income households, 45 are for lower-income households. Additionally, the City awarded $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are allocated for lower-income households.	
Task 10.2	Offer technical assistance to landowners and prospective developers regarding, for instance, regulatory guidelines, development potential, design solutions, and marketing data.	Timeframe: ongoing.	The City continued to work with landowners and developers as they approached the city.	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1
Task 10.3	Continue to routinely monitor, investigate, and utilize available new funding sources.	Timeframe: ongoing.	From 2014-2016, the City was awarded $743,073 in HOME funds to help fund the 6800 Mission project. From 2017 - 2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period the City provided $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting	Continue and combine with Tasks 10.2 and 10.3 New Task 9.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			households at 60% AMI or lower. As of 2023, the project has been entitled but is still working to secure funding.	
Policy HE-11: Continue to require affordable units in all new housing development and in new condominium conversions.				
Task 11.1	Enforce the requirements of the Inclusionary Zoning Ordinance to the extent that Task HE 11.2 below is addressed.	Timeframe: ongoing.	The City continued to enforce the requirements of the inclusionary zoning ordinance.	Continue and combine as applicable. New Task 10.1
Task 11.2	Provide as part of the General Plan Annual Report an analysis of the effectiveness of the Inclusionary Zoning Ordinance in creating long-term affordable renter- and owner-occupied housing units. The analysis shall identify housing developments subject to the Ordinance for which construction has been completed in the previous year, and shall qualitatively and quantitatively describe the extent to which the ordinance impacted the construction cost of market-rate units within these developments.	Timeframe: annual.	The city annually reports on the inclusionary Zoning Ordinance as a part of the the General Plan Annual Report. As shown in Table HE-1, the city had sufficient housing development in all income categories throughout the 5th cycle planning period and therefore has determined that the Inclusionary Zoning Ordinance is not a constraint but rather an important tool to ensure development for all income levels.	Continue and combine as applicable. New Task 10.1
Task 11.3	Amend the Inclusionary Zoning Ordinance and the condominium regulations to clarify that condominium conversions are subject to the Ordinance.	Timeframe: 2015.	The City amended the Inclusionary Ordinance to include condominium conversion regulations in December 2018.	Completed. Delete
Task 11.4	Through staff training, ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers, and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance.	Timeframe: ongoing;	The City prepared brochures to inform purchasers and developers about the City's Inclusionary Ordinance.	Continue and combine as applicable. New Task 10.2
Task 11.5	Adopt disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a	Timeframe: 2015.	This task has not yet been completed. The City plans to complete this task by 2026.	Continue and combine as applicable. New Task 10.3

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	certain size and valuation that could be subject to the City's inclusionary zoning ordinance.			
Policy HE-12: Provide regulatory incentives and streamline the permit process for development projects that contain deed-restricted affordable units.				
Task 12.1	Reduce delays in project approval and issuance of building permits by developing a plan check prioritization system that reduces the time required to complete the plan check review process for affordable housing projects, especially those projects which exceed the City's inclusionary zoning ordinance requirements.	Timeframe: 2015.	The City assists developers with the development process as projects come forward. The City has granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Modify. Combine with 12.4. New Task 11.1
Task 12.2	Continue to offer parking reductions offered in the current Zoning Ordinance that serve as an incentive to developers of low-income elderly housing provided a minimum age for residency of such units is established by the Ordinance (e.g., 62 years of age).	Timeframe: ongoing.	During the planning period, the City granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue New Task 11.1
Task 12.3	Establish regulations that allow parking reductions for all multiple-family housing developments containing low-income units, commensurate to the proportion of the project devoted to such units (currently a project must be 100 percent affordable to qualify for a parking reduction).	Timeframe: 2015.	The City continued to establish regulations that allowed for parking reductions. The City granted the 323-unit Serramonte Views, a 75 percent parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters. In addition to help facilitate the development of housing, the City has waived the state 20 unit requirement and had allowed development at 16 units per acre. The City will update code to comply with state law.	Delete.

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 12.4	Continue to offer streamlined environmental review for affordable housing development where authorized by the California Environmental Quality Act (Public Resources Code Sections 21159.20 through 21159.27 – Special Review of Housing Projects).	Timeframe: ongoing.	The City continues to streamline environmental review for affordable housing development.	Modify. Combine with 12.1. New Task 11.1
Policy HE-13: Consider financial incentives to increase the supply of rental housing for all household income groups including extremely low-income households.				
Task 13.1	Give priority expenditure of City housing funds to projects that will provide deed restricted affordable rental housing, especially to development projects that will provide extremely low-income units.	Timeframe: ongoing.	The City provided $1,494,997 in HOME funds for the development of the 6800 Mission project. The project has units for extremely low-income households.	Continue and combine New Task 12.1
Task 13.2	When funds are available, apply for and/or co-sponsor funding opportunities for the construction of rental housing. The City shall strive to make such applications, on average, every two years within the planning period.	Timeframe: ongoing.	The City provided $1,494,997 in HOME funds to help fund the 6800 Mission project. From 2017 -2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period, the City awarded $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting households at 60 percent AMI or	New Task 12.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			lower. As of 2023, the project has been entitled but is still working to secure funding.	
Task 13.3	Give priority expenditure of City housing funds (e.g., HOME, Affordable Housing Trust Fund, etc.) to projects that will occupy sites that have been previously developed.	Timeframe: ongoing.	During the 5th planning period, the City awarded $1,494,997 in HOME funds and, through the Successor Agency, $2,420,000for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6 units are for extremely low-income households, 45 are for lower-income households. Additionally, the City provided $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are allocated for lower-income households. The City provided $1,494,997 in HOME funds to help fund the 6800 Mission project. From 2017 -2022, the City was awarded $3,234,062 in both HOME and American Rescue Plan Program (HOME-ARP) funds. From 2020- 2022, the City was awarded $2,182,805 in PLHA funds. During the planning period, the City awarded $750,000 in HOME funds to the Community Service Center/Daly City Partnership to provide tenant based rental assistance (TBRA) to households affected by COVID-19. Lastly, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP	Continue and combine New Task 12.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			funds have been conditionally allocated for this project. The proposed projects are targeting households at 60 percent AMI or lower. As of 2023, the project has been entitled but is still working to secure funding.	
Policy HE-14: Assure access to services in Daly City for homeless individuals and families and address the special needs and circumstances of these individuals.				
Policy HE-15: Require adaptability and accessibility of residential units for disabled occupants and ensure that the Zoning Ordinance provides regulations that are sensitive to the needs of disabled occupants.				
Task 15.1	Maintain an active role in expanding accessibility and require all State and local accessibility codes to be met.	Timeframe: ongoing.	The City continued to comply with state law.	Ongoing process. Delete.
Task 15.2	Regularly monitor the implementation of the jurisdiction's ordinances, codes, policies, and procedures to ensure they comply with the "reasonable accommodation" for disabled provisions and all fair housing laws.	Timeframe: ongoing.	The City adopted development regulations for reasonable accommodation in 2014 and has approved 10 reasonable accommodation requests.	Completed. Delete.
Task 15.3	Continue to fund (as funding permits) and support home repair programs that assist residents in paying for various handicapped modifications in and around their homes.	Timeframe: ongoing.	About 238 households were assisted through home repair programs. This includes households assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of these, 152 were special-needs groups (elderly/disabled).	Continue New Task 14.3

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-16: Prevent housing discrimination based on age, race, religion, sex, ethnic background, or familial status, and work to ensure the safety and availability of Employee Housing.				
Task 16.1	The City shall assist in the implementation and enforcement of State and federal fair housing and civil rights laws and shall make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City shall work with the appropriate public interest agencies to vigorously pursue the matter and where discrimination is found, the City shall assist the relevant entity in prosecuting the matter.	Timeframe: ongoing.	The City continued to partner with Project Sentinel to assist with Fair Housing complaints. Project Sentinel provides fair housing services, including investigating housing discrimination, tenant and landlords dispute mediation, and house counseling programs.	Continue New Task 15.1
Task 16.2	The City will continue to contract with Project Sentinel to provide fair housing services to its residents and property owners. Services will include: 1. Distributing educational materials to property owners, apartment managers, and tenants every two years; 2. Making public service announcements (PSAs) via different media (e.g., newspaper ads and public service announcements at local radio and television channels) at least two times a year; 3. Conducting fair housing audits and public presentations with different community groups; 4. Responding to complaints of discrimination (i.e., in-taking, investigation of complaints, and resolution); and 5. Referring services to appropriate agencies.	Timeframe: ongoing.	The City continued to partner with Project Sentinel to assist with Fair Housing complaints. Project Sentinel provides fair housing services, including investigating housing discrimination, tenant and landlords dispute mediation, and house counseling programs.	Continue New Task 15.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 16.3	The City shall, to the extent of its jurisdiction, implement all the provisions of the Employee Housing Act (Government Health and Safety Code Sections 17030-17039) and work with the State Department of Housing and Community Development to do the same.	Timeframe: ongoing.	The City is planning to update the municipal code to ensure compliance with Health and Safety Code Sections 17021.5 and 17021.6.	Continue. New Task 15.4
Policy HE-17: Provide financial assistance to lower income households in emergency situations.				
Task 17.1	Continue to operate and support (as funding permits) the Housing Assistance Program that grants eligible lower income families, seniors, and persons with disabilities money to cover housing related emergencies (e.g., security deposits, temporary difficulty meeting rent payments).	Timeframe: 2015.	The Daly City Partnership/Community Service Center received the following funds for COVID-19 relief-related activities, including: • CDBG-CV for emergency rental assistance: $1,126,638 o HOME for emergency rental assistance: $750,000 o CDBG for mental health services: $120,000 o CDBG for food distribution: $95,000 • Legal Aid Society of San Mateo County received $100,000 in CDBG-CV funds for eviction assistance, education, and outreach services. • Mission Asset Fund received $820,000 in CDBG-CV funds for immigrant relief cash assistance.	Continue. New Task 16.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-18: Support a balanced distribution of quality residential care facilities.				
Task 18.1	Develop location regulations for larger residential care facilities that are not exempt from local zoning restrictions to provide objective standards to persons desiring to establish such facilities, while at the same time dispersing such facilities throughout the City.	Timeframe: 2015.	As a matter of policy the City treats all residential care facilities as residential uses, subject to Fire Department inspections.	Modify. New Task 17.2
Policy HE-19: Address the range of needs and encourage the production of additional housing opportunities for extremely low-income (ELI) households.				
Task 19.1	Provide an exception to the proposed zoning regulation identified in Task HE 3.7, whereby any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households would be exempt from the minimum one parking space per unit rule identified by this task (applies to projects qualifying for transit-proximate parking reductions) and instead be subject to providing at least 0.5 parking spaces per unit.	Timeframe: 2015.	During the planning period, the City granted the 323-unit Serramonte Views a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue and modify New Task 18.1
Task 19.2	Revise the Zoning Ordinance to waive the parking requirements altogether for ELI deed-restricted second units that are transit proximate, as described in Task HE 3.5.	Timeframe: 2015.	During the planning period, the City granted the 323-unit Serramonte Views a 75% parking reduction. The area is getting rezoned and is under construction. Of the 323 units, 56 will be for owners and 42 for renters.	Continue and modify New Task 18.1
Task 19.3	For any new housing development utilizing public funding or publicly owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for ELI households.	Timeframe: ongoing.	During the 5th planning period, the City provided $1,494,997 in HOME funds and $2,420,000 through the Successor Agency for the Sweeney Lane Apartments on 6800 Mission Street. Of the 51 affordable units, 6 units are for extremely low-income households and 45 are for lower-income households. Additionally, the City awarded $809,000 in City Housing Trust Funds for the Geneva Habitat Townhomes. All of the 6 units are	Continue and modify New Task 18.2

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			allocated for lower-income households.	
Policy HE-20: Support home sharing programs, such as that operated by HIP Housing, as part of a collection of policies, programs and practices for addressing the housing needs of those at the lowest income levels including seniors, those living with disabilities, those at risk of homelessness and female head of households.				
Housing Maintenance				
Policy HE-21: Encourage voluntary housing rehabilitation and reconstruction.				
Task 21.1	Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multifamily residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.	Timeframe: 2015.	While the City did not amend the Zoning Ordinance, approximately 238 households were assisted through the City's residential rehab program, Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities (CIID). Of the 238 households, 152 were special-needs groups (elderly/disabled). During the planning period, 20 seniors received residential rehab loans.	Continue and modify New Task 20.1
Policy HE-22: Encourage housing reconstruction after fire or other natural disaster.				
Task 22.1	Amend the Zoning Ordinance non-conforming building regulations to allow reconstruction of non-conforming buildings affected by fire or natural disaster subject to the land use regulations in place at the time of the original building construction if present development regulations are determined by the Director of Economic and Community Development to allow fewer total units than were originally permitted. This amendment shall allow such reconstruction provided the total unit count does not increase and the size of each replacement unit is substantially similar to the size of the original unit being replaced. The amendment shall not apply where the General Plan Land Use Map requires a higher minimum density than was provided in the building prior to the fire or natural disaster.	Timeframe: 2015.	While the City did not amend the Zoning Ordinance, the City continued to encourage the development of housing throughout the planning period. The City helped facilitate development through parking reduction and applying for monies such as HOME funds and PLHA funds. For example, as part of a proposed 72-unit affordable housing development known as 493 Eastmoor project, approximately $2,917,380 in PLHA funds have been allocated to the project. About $2,328,307 in HOME and HOME-ARP funds have been conditionally allocated for this project. The proposed projects are targeting households at 60% AMI or lower. As of	Continue and modify New Task 21.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
			2023, the project has been entitled but is still working to secure funding.	
Policy HE-23: Preserve existing low-income housing units that are at risk of being converted to market-rate housing				
Task 23.1	Monitor existing at-risk low-income housing units to determine if the owners plan to file a notice of interest to prepay the mortgage obligation. The prepayment would terminate the requirement that the units be rented to low-income individuals. The City should maintain an up-to-date list of public and private non-profit housing entities who can and will be able to purchase the at risk units should the necessity arise. The City should also maintain a current list of available financial resources to fund the potential purchase of these units.	Timeframe: ongoing.	During the planning period, no units were at risk of conversion to market rate.	Continue and modify New Task 22.1
Energy Efficiency				
Policy HE-24: Gradually increase energy and water efficiency standards for all new and existing housing while minimizing the costs of such standards.				
Task 24.1	Develop enhanced residential energy efficiency standards (Title 24, California Administrative Code) in all new residential construction which exceeds State-mandated requirements by five percent in 2015, ten percent in 2020, and twenty percent in 2030.	Timeframe: ongoing.	Daly City, in accordance with California housing law, establishes certain minimum requirements for residential construction. The City Building Department currently operates under the 2022 California Building Code (CBC), the 1997 Uniform Housing Code, the 2022 California Mechanical Code, the 2022 California Plumbing Code, and the 2022 California Electrical Code.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Task 24.2	Establish energy and water efficiency upgrade programs that promote energy and water efficiency upgrades in all existing residential buildings. Energy efficiency upgrades promoted as part of this program could include upgrades such as attic insulation, programmable thermostats, heating duct insulation, and water heater insulation. Water efficiency upgrades could include the installation of low-flow shower heads, where feasible, and retrofit of existing toilets to meet low-flush requirements as established by the City. Examples of programs developed as a part of this task could provide financial incentives (e.g., rebates, appliance buy-back, and similar programs) aimed at providing strong incentives to residential building owners to use the programs.	Timeframe: 2015.	Daly City runs the water and sewer services in the city. During the COVID-19 pandemic, the City advertised PG&E's customer protections brochures on the City's website. Additionally, the City advertised Peninsula's Clean Energy services and programs that provide homeowners in San Mateo County and the City of Los Banos interest-free financing and new rebates to install electric water heaters and heating and A/C equipment.	Continue New Task 23.2
Policy HE-25: Mandate the inclusion of green building techniques into most new construction.				
Task 25.1	Adopt amendments to the building code that require all City-funded affordable housing projects reach a Home Energy Rating System (HERS) score above 86 (the minimum Energy Star rating), or equivalent.	Timeframe: 2017.	Daly City, in accordance with California housing law, establishes certain minimum requirements for residential construction. The City Building Department currently operates under the 2022 California Building Code (CBC), the 1997 Uniform Housing Code, the 2022 California Mechanical Code, the 2022 California Plumbing Code, and the 2022 California Electrical Code.	Delete
Policy HE-26: Provide a greater number of street trees throughout Daly City's neighborhoods.				
Task 26.1	Amend the Zoning Ordinance to require street tree planting as part of the construction of any new home and any remodel to any residential structure exceeding 50 percent valuation of the structure being remodeled. The Ordinance shall require uniform street tree spacing within new neighborhoods of one tree per each 25 linear feet	Timeframe: 2015.	The City continued to encourage sustainable building practices on a project-to-project basis.	Delete

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
	of curb, to the maximum extent practical. All new street trees shall receive irrigation.			
Task 26.2	Amend the plan check process to ensure compliance with amended Zoning Ordinance provisions related to street tree planting. At a minimum, applicants and developers shall identify street tree placement on all utility plans submitted for City of public utility review and approval.	Timeframe: initially 2014, now ongoing.	The City continued to encourage sustainable building practices on a project-to-project basis.	Delete
Policy HE-27: Through the development of a Stormwater Management Program, ensure that all new development complies with applicable municipal stormwater National Pollutant Discharge Elimination System (NPDES) permits by incorporating controls that reduce water quality impacts over the life of the project.				
Task 27.1	In locations where high-density residential development is prevalent (e.g., east of Interstate 280), consider the use of the public right of way as an appropriate location for privately maintained stormwater treatment mechanisms.	Timeframe: ongoing.	The City continued to encourage sustainable building practices on a project-to-project basis. The 2020 Water Management Water Plan is available on the City's website.	Delete
Policy HE-28: Revise land use policies to meet or exceed the greenhouse gas reduction goals established in Assembly Bill 32 (reducing California's greenhouse gas emissions to 1990 levels by 2020).				
Task 28.1	Create and adopt a Climate Action Strategy Plan that establishes a greenhouse gas reduction goal, based on the baseline established in the respective Plan.	Timeframe: 2016.	The City created and adopted a Climate Action Strategy Plan in 2015.	Completed. Delete.
Task 28.2	Adopt progressive energy efficiency strategies similar to those adopted by the California Public Utilities Commission: 1. All new residential construction in California will be zero net energy by 2020; 2. All new commercial construction in California will be zero net energy by 2030; 3. Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and 4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.	Timeframe: 2016.	The City created and adopted a Climate Action Strategy Plan in 2015.	Modify New Task 23.1

Housing Element Program	Program Description and Objective	Timeframe in Housing Element	Program Evaluation	Recommendation
Policy HE-29(A): Promote alternative sources of energy in all homes.				
Task 29.1	Encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.	Timeframe: 2016.	The City continued to encourage sustainable building practices on a project-to-project basis	Continue and combine with Task 28.2 and 29.2. New Task 23.1
Task 29.2	Develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.	Timeframe: 2016.	The City continued to encourage sustainable building practices on a project-to-project basis.	Continue and combine with Task 28.2 and 29.1. New Task 23.2
Neighborhood Preservation and Character				
Policy HE-29(B): Ensure that additions of habitable space within existing dwellings are completed safely and in a manner consistent with the City's building and zoning regulations				
Policy HE-30: Require property owners to provide relocation assistance to renters displaced where rental units in which they live were constructed or are maintained in violation of the Daly City Municipal Code.				
Task 30.1	Require that property owners who place renters in units that violate the Municipal Code provide relocation assistance when the tenant must vacate the premises due to code enforcement activity. This policy will serve to protect particularly residents living in substandard illegal secondary units.	Timeframe: 2016.	During the 5th planning period, the City did not need to relocate residents as a result of building code violations.	Continue New Task 8.1
Policy HE-31: Ensure that, in instances where higher density mixed-use development is permitted adjacent to existing neighborhoods, the impacts of building height are decreased to the maximum extent feasible without reducing permitted General Plan density				
Task 31.1	Review the Mixed-Use Design Guidelines and Zoning Ordinance to ensure that the guidelines address impacts created by larger mixed-use buildings proposed adjacent to smaller buildings and amend the Guidelines and Ordinance as needed.	Timeframe: 2015.	The City issued an RFP for this effort in March 2022. PlaceWorks was chosen as the consultant to update the new Community Mixed Use (CMU) zone. The approach to update will be form based code. The City expects this update to be completed at the end of 2023.	Continue and Combine with Task 1.1, 3.1, 3.2, 3.3, 6.1, and 8.1. New Task 1.3

Daly City Housing Needs

General Demographics

Daly City had 102,875 residents in 2022, according to the most recent Department of Finance estimates, making it the second-largest city in San Mateo County, following the City of San Mateo with a population of 103,779). According to the 2015-2019 American Community Survey (ACS), Daly City's population decreased by 6 percent from 2020 to 2022 (**Table HE-4**). The Association of Bay Area Governments (ABAG) projects that Daly City's growth will increase over the next two decades, bringing the population to almost 120,000 by 2030.[1]

From a historical perspective, the population of Daly City increased greatly since 1930, most significantly in the decades immediately following World War II. Between 1950 and 1970, the City's population quadrupled to almost 67,000 people as the residential subdivisions of Westlake and Serramonte dotted Daly City's landscape west of newly constructed Interstate 280.

Daly City consists of a majority (59 percent) Asian population (**Table HE-5**). Approximately 12 percent of Daly City's residents are white, 3 percent are Black or African American, and 3 percent are mixed race or other. Of the total population, 23 percent identifies as Hispanic/Latinx. Latinx or Hispanic is not a separate racial category on the ACS, so all individuals who identify as Latinx or Hispanic also belong to another racial category as well (e.g.,- black, white, other).

As of 2019, the median age in Daly City was 39.7, which is similar to San Mateo County with a median age of 39.9. Approximately 25 percent of the city's residents are 24 years of age or younger, and 57 percent were between the ages of 25 and 64 (**Table HE-6**). The population 65 and overrepresented 17 percent of the city's population. Daly City, like other cities in San Mateo County, can expect to see a dramatic increase in the number of seniors as the baby boomer population ages.

Table HE 4: Daly City Population Growth

	Number			Percentage Change	
Year	**Daly City**	**County**	**Bay Area**	**Daly City**	**County**
1990	92,088	649,623	6,020,147	--	--
2000	103,625	707,163	6,784,348	13%	9%
2010	101,072	718,451	7,150,739	-2%	2%
2020	109,142	773,244	7,790,537	8%	8%
2022	102,875	744,662	n/a	-6%	-4%
2030 (Projected)	118,000	801,300	n/a	4%	10%
2040 (Projected)	129,700	862,800	n/a	7%	7%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019) and ABAG Projections 2040, Department of Finance E-5 Report, 2022.

[1] Although ABAG provides the most accurate population projects for the area, the projections are based on theoretical models, and often run high.

Table HE 5: Race and Ethnicity

	Daly City	Percentage	County
White	22,708	21%	51%
Black or African American	3,677	3%	2%
American Indian or Alaska Native	464	0%	0%
Asian/API	61,936	58%	29%
Native Hawaiian or Other Pacific Islander	1,441	1%	1%
Some Other Race	11,385	11%	11%
Two or More Races	5,066	5%	6%
Total population	**106,677**	**100%**	**100%**
Hispanic or Latino	24,407	23%	24%
Not Hispanic or Latino	82,270	77%	76%

Source: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 6: Age of Residents

	Daly City	Percentage
Under 5	4,752	4%
Age 5-14	9,048	8%
Age 15-24	13,421	13%
Age 25-34	18,271	17%
Age 35-44	14,718	14%
Age 45-54	13,324	12%
Age 55-64	14,921	14%
Age 65-74	10,068	9%
Age 75-84	5,458	5%
Age 85+	2,696	3%
Total	**106,677**	**100.0%**

Source: ABAG Data Packet, 2021 -- U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Housing Stock Characteristics

Housing Type, Tenure, and Vacancy

According to the 2015-2019 ACS, in 2019, Daly City had 31,796 homes (**Table HE-7**). Most of the households in Daly City (58 percent), the County (60 percent), and the Bay Area (56 percent) own their own homes (**Table HE-8**). A similar trend exists for renter-occupied households where less than half of the households rent in Daly City (42 percent), the County (40 percent), and the Bay Area (44 percent).

Almost half (47 percent) of the homes in Daly City are single-family detached homes, and 15 percent are single-family attached homes (e.g., condos or townhomes). A quarter (25 percent) of the population lives in larger apartment buildings of five units or more, and the remainder (12 percent) live in moderately sized buildings of two to four units. Mobile homes or other make up only 2 percent of the housing stock. See **Table HE-9** for details on building types in the city, county, and state.

Daly City has low vacancy rates (**Table HE-10**). According to 2022 data from the Department of Finance (DOF), the overall vacancy rate was 3.6 percent. When looking at vacancy rate by tenure, the homeowner vacancy rate was 1.0 and the renter vacancy rate was 1.8 percent. A housing market with a vacancy rate under 5 percent is considered to be a tight market. Tight markets can lead to high housing prices and subsequent higher rates of overcrowding.

Table HE 7: Total Housing Units

	Daly City		San Mateo County		Bay Area	
	Number	Percentage Change	Number	Percentage Change	Number	Percentage Change
2000	33,061	-	271,140	-	-	-
2019	31,796	3.98%	263,543	-2.8%	2,731,434	-

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 8: Tenure Type

	Daly City		San Mateo County		Bay Area	
Owner Occupied	18,534	58%	158,543	60%	1,531,955	56%
Renter Occupied	13,262	42%	105,000	40%	1,199,479	44%
Total Occupied Housing Units	**31,796**	**100%**	**263,543**	**100%**	**2,731,434**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 9: Building Type

	Daly City	Percentage	San Mateo County	State
Single-Family Detached	15,907	47%	55%	57%
Single-Family Attached	4,928	15%	9%	7%
2 to 4 units	4,187	12%	7%	8%
5+	8,354	25%	28%	24%
Mobile Home or Other	557	2%	1%	4%
Total	**33,933**	**100%**	**100%**	**100%**

Source: Department of Finance E-5 City/County Population and Housing Estimates, 2022

Table HE 10: Type of Vacancy

	Daly City	San Mateo County	Bay Area
Total Housing Units	32,978	277,773	2,904,094
Total Vacant	1,182	14,230	172,660
Total Vacancy Rate	3.6%	5.1%	5.9%
For rent	298	4,347	41,117
For-sale only	39	1,017	10,057
Rented or sold, not occupied	81	1,649	22,463
For seasonal, recreational, or occasional use	370	3,249	37,301
Other vacant	**394**	**3,968**	**61,256**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Housing Age and Condition

In addition to issues with affordability and overcrowding, housing can have physical problems, such as age or lack of facilities. An indication of the quality of the housing stock is its general age. Typically, housing over 30 years old is likely to have rehabilitation needs that may include plumbing, roof repairs, foundation work, and other repairs.

Nearly 70 percent of Daly City's housing stock was built between 1940 and 1980 (**Table HE-11**). Older housing can be more expensive to maintain and renovate. Almost the entire housing stock (approximately 96 percent) was built over 30 years ago, showing a high likelihood that a majority of the housing stock needs some type of rehabilitation. Only 4 percent of the homes have been built in the last quarter century.

The ACS reports other housing problems, including a lack of plumbing and kitchen facilities. Homes in Daly City have a small number of additional housing problems. Approximately 2 percent of renter units lack complete plumbing facilities while 0.4 percent of owner-occupied units lack complete kitchen facilities (**Table HE-12**).

Daly City's Economic and Community Development Department reports that a small number of houses or apartment buildings need major maintenance or repair. There were approximately 3,901 code enforcement cases opened between September 2019 and 2022. Of those 435 cases were due to unpermitted construction. These violations concerned construction without permits and did not include violations related to substandard housing issues. There were six cases classified as substandard, and 14 cases identified mold as a concern. The City has identified only a handful of units that are vacant and not habitable. The code enforcement department estimates that about 0.5 percent of the housing stock older than 10 years, which equates to about 50 percent of the housing stock, is in need of major rehabilitation with a few units needing replacement.

Table HE 11: Year Structure Built

	Daly City	Percentage
Built 1939 or earlier	2,475	8%
Built in 1940 to 1959	10,195	31%
Built in 1960 to 1979	12,209	37%
Build in 1980 to 1999	6,517	20%
Built in 2000 to 2009	1,128	3%
Built 2010 or Later	454	1%
Total	32,978	100%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 12: Number of Potential Housing Problems

	Owner	Renter
Lacking complete plumbing facilities	0.6%	1.6%
Lacking complete kitchen facilities	0.4%	0.1%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Rehabilitation Program

Residential Rehabilitation Program

The City administers a residential rehabilitation program that offers a variety of grants and loans. Grants are available to replace existing security bars on bedroom windows and exit doors. Seniors are eligible for grants of up to $2,500 for minor home repairs. The program offers low interest rate loans to low-income homeowners for roof replacement, window installation, or exterior painting and offers up to $1,500 for security bar retrofits. The city also offers complete rehab loan of up to $75,000 for homeowners. This loan includes a complete home inspection, termite report, cost estimate, work write-up, assistance with contractor selection, and a final inspection. Loans are also available to rehabilitate rental units.

This program is primarily funded with Community Development Block Grant (CDBG) funds, and as a result, is targeted to low-income households. The City is an entitlement jurisdiction and receives CDBG funds directly from the Department of Housing and Urban Development.

Community Development Block Grant Program (CDBG)

In addition to funding the City's Residential Rehabilitation Program, CDBG funds are used to support and fund several housing and housing-related programs carried out by various nonprofit agencies. More detailed descriptions of the programs administered by the nonprofit agencies can be found in the City's annual HUD Consolidated Plans. CDBG-supported programs serve low to moderate income persons.

Minor Home Repair

The City provides funding for minor home repair and installation of ramps, smoke detectors and/or grab bars. Minor home repair includes repair of windows, doors and plumbing fixtures. The City provides funding to three nonprofit agencies that assist Daly City residents with minor home repairs.

Household Characteristics

Household Size and Type

According to the DOF (Table HE-13), in 2022, Daly City had a relatively large average household size at 3.16, but this size has decreased slightly since 2011 (3.21 persons per household). For comparison, the average persons per household across San Mateo County was 2.7 and 2.81 for the State of California.

Looking at household types, half of all households (50 percent) in Daly City are married-couple family households, with 59 percent owning their own home (**Table HE-14**). Single-headed family households with children made up 23 percent of the population. Of the single-headed family households, 14 percent were female-headed households and 9 percent were male-headed households. Householders living alone made up 18 percent of all households.

Table HE 13: Household Size

		Daly City	San Mateo County	State
2011	Average Household Size	3.21	2.7	2.9
2022	Average Household Size	3.16	2.7	2.81

Source: Department of Finance E-5 City/County Population and Housing Estimates, 2022

Table HE 14: Household Type

Group	Owner Occupied	Percentage	Renter Occupied	Percentage	Total	Percentage
Married-Couple Family Households	10,843	59%	4,976	38%	15,819	50%
Householders Living Alone	2,923	16%	2,936	22%	5,859	18%
Female-Headed Family Households	2,525	14%	2,077	16%	4,602	14%
Male-Headed Family Households	1,422	8%	1,545	12%	2,967	9%
Other Non-Family Households	821	4%	1,728	13%	2,549	8%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Overcrowding

Limited affordable housing options can result in households living in overcrowded conditions. The U.S. Census defines an "overcrowded" household as 1.01 or more persons per room, excluding bathrooms, porches, balconies, foyers, halls, and half-rooms. "Severe overcrowding" occurs in households with more than 1.5 persons per room.

Daly City has a larger percentage of overcrowded units compared to the county (**Table HE-15**). About 8 percent of units in the city are overcrowded, and 5 percent are severely overcrowded. These percentages are higher than the county at 5 percent and 3 percent, respectively. The 2015-2019 ACS reports that renters have a much higher rate of overcrowding at 13 percent, and 10 percent are severely overcrowded. The rate of overcrowding for owners (5 percent) is much lower but still high, and 2 percent of owner households are severely overcrowded. Rates of overcrowding are closely linked to instances of overpayment and affordability.

Table HE 15: Number of Overcrowded Units

	Daly City	Percentage	San Mateo County	Percentage	Bay Area	Percentage
Not overcrowded	27,403	86%	242,599	92%	2,543,056	93%
Overcrowded	2,660	8%	12,333	5%	115,696	4%
Severely overcrowded	1,733	5%	8,611	3%	72,682	3%
Total Overcrowded	**4,393**	**14%**	**20,944**	**8%**	**188,378**	**7%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Household Income

Housing choices such as tenure (owning versus renting), housing type, and location are dependent on household income. On the other hand, household size and type often affect the proportion of income that can be spent on housing.

The California Department of Housing and Community Development (HCD) publishes annual tables of official federal and state income limits for determining these maximums for a variety of programs, including most of those on the website.

State statutory limits are based on federal limits set and periodically revised by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 Housing Choice Voucher (HCV) program. HUD's limits are based on surveys of local area median income (AMI).

The AMI for a family of four in San Mateo County in 2022 was $166,000. The commonly used income categories are as follows for a household of four:

- Extremely Low Income: Up to 30 percent of AMI ($0 to $55,900)
- Very Low Income: 31 to 50 percent of AMI ($55,901 to $93,200)
- Low Income: 51 to 80 percent of AMI ($93,201 to $149,100)
- Moderate Income: 81 to 120 percent of AMI ($149,101 to $199,200)
- Above Moderate Income: Above 120 percent of AMI ($199,201 or more)

Table HE-16 shows the maximum annual income level for each income group adjusted for household size for San Mateo County. The maximum annual income data are used to calculate the maximum affordable housing payments for households with different income levels and their eligibility for federal housing assistance.

Table HE 16: HCD 2022 Income Limits by Household, San Mateo County

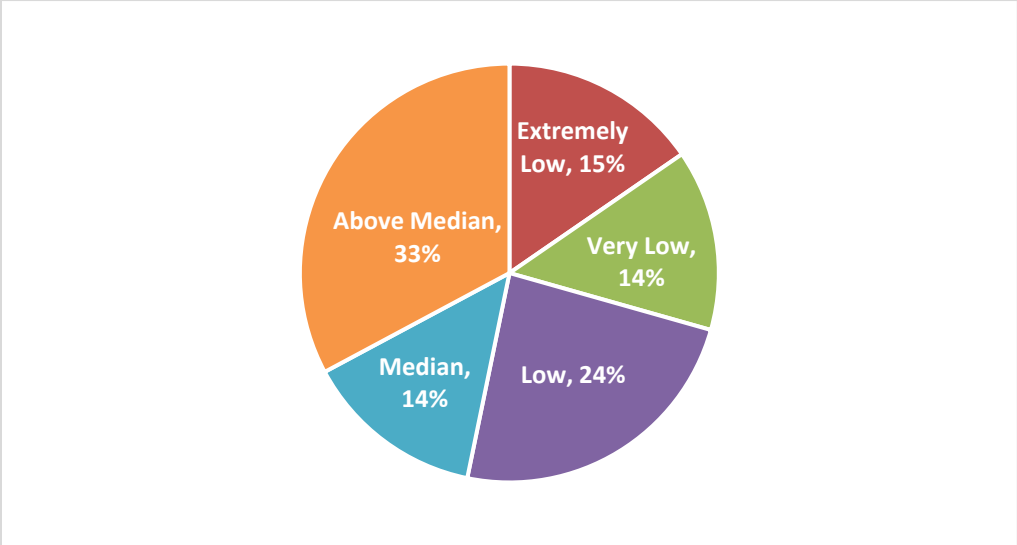
Income Category	1	2	3	4	5
Acutely Low	$17,450	$19,900	$22,400	$24,900	$26,900
Extremely Low	$39,150	$44,750	$50,350	$55,900	$60,400
Very Low	$65,250	$74,600	$83,900	$93,200	$100,700
Low Income	$104,400	$119,300	$134,200	$149,100	$161,050
Median Income	$116,200	$132,800	$149,100	**$166,000***	$179,300
Moderate Income	$139,450	$159,350	$179,300	$199,200	$215,150

** Bolding indicates the AMI for a family of four.*

Source: HCD State Income Limits 2022, San Mateo County

Daly City households have lower incomes than households countywide and in the Bay Area as a whole (**Table HE-17**). For Daly City and San Mateo County, this indicates that over half of households earn less than $166,000. In Daly City, 33 percent of the population earn above the AMI (**Figure HE-1**). At the other end of the spectrum, 53 percent of Daly City households make under $166,000 annually and are considered low-income households. Looking at tenure, (**Table HE-18**), the majority of renters are lower income households, and moderate and above moderate-income households tend to be owner occupied.

Figure HE-1: Household by Income Category



Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Table HE 17: Household Income

Income Category	Daly City		San Mateo County	Bay Area
Extremely Low	4,823	15%	13%	15%
Very Low	4,380	14%	11%	11%
Low	7,465	24%	16%	13%
Median	4,369	14%	10%	9%
Above Median	10,280	33%	49%	52%
Total	**31,317**	**100%**	**100%**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release

Table HE 18: Households by Income and Tenure

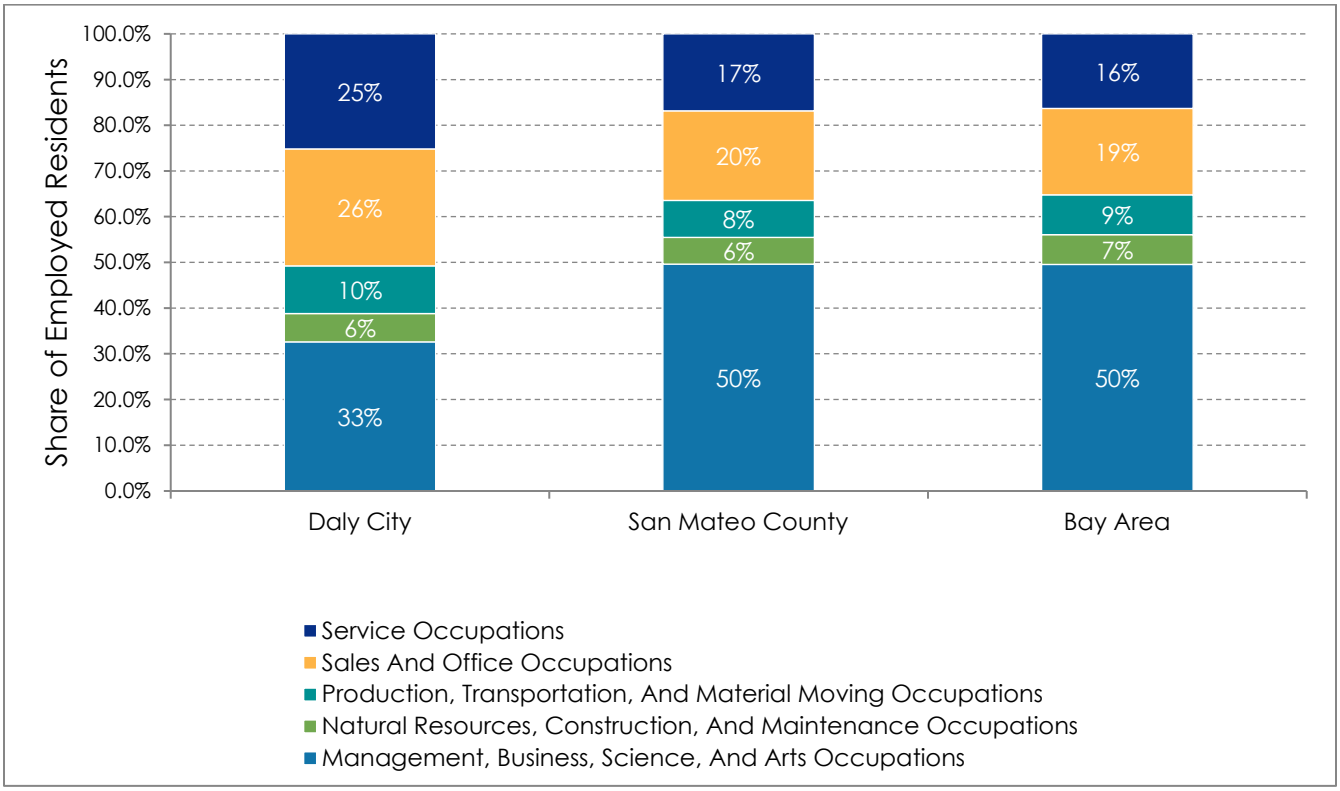
Income Category	Owner	Renter	Total		% Of All Households
Extremely Low	41%	59%	100%	4,823	15%
Very Low	37%	63%	100%	4,380	14%
Low	53%	47%	100%	7,465	24%
Median	63%	37%	100%	4,369	14%
Above Median	72%	28%	100%	10,280	33%

Sources: ABAG Data Packet, 2021; U.S. Department of Housing and Urban Development (HUD), Comprehensive Housing Affordability Strategy (CHAS) ACS tabulation, 2013-2017 release.

Workforce

Daly City is largely a residential community, and thus almost all Daly City residents leave the city to work. **Figure HE-2** shows the occupations for Daly City residents compared to the county and Bay Area. Additionally, **Table HE-19** shows the median earning for these different occupation groups. Management, Business, Science, and arts made up the highest percentage of occupations in Daly City with 33 percent. This same group also had the highest median earnings at $72,499. Assuming a household of four, with two working adults in this field, the household would earn, $144,998, and would fall into the low-income category.

Figure HE-2: Resident Employment by Occupation



Source: ABAG Data Packet, 2021 -- U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 19: Median Earnings by Occupation, Daly City

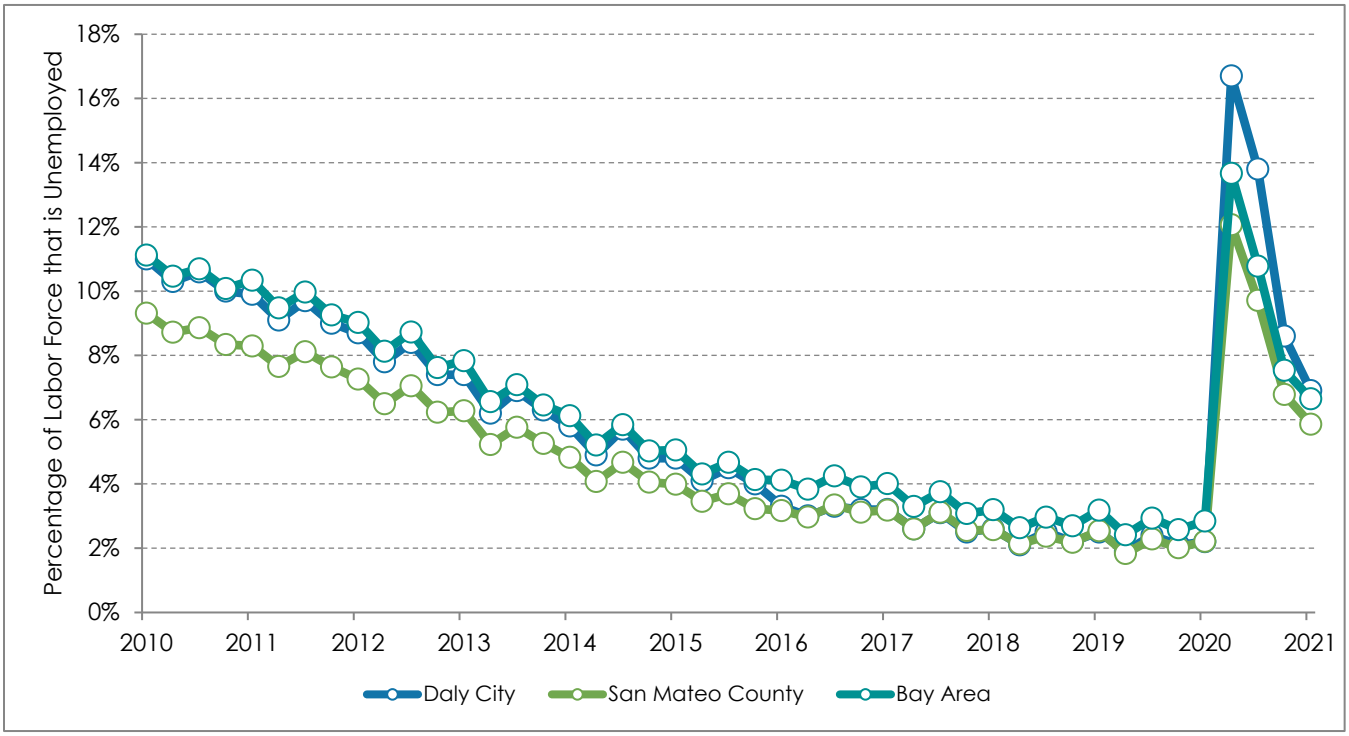
Occupation	Median Earnings	Median Earnings for Male	Median Earnings for Female
Management, business, science, and arts	$72,499	$80,621	$60,856
Service	$32,415	$39,334	$29,549
Sales and office	$34,328	$38,370	$31,868
Natural resources, construction, and maintenance	$47,160	$47,065	$67,000
Production, transportation, and material moving	$47,965	$50,667	$24,304

Source: U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Unemployment

According to the Employment Development Department, there were approximately 19,000 persons in the labor force in 2019 in Daly City, 416,000 in San Mateo County, and over 4 million in the Bay Area. Generally, the unemployment rate has decreased in the city similarly to the county and the Bay Area since 2010. However, in 2020, the unemployment rate increased exponentially from 2.2 percent in January 2020 to 16.7 percent in April 2020. This increase can most likely be attributed to the COVID-19 pandemic. As of January 2021, the unemployment rate decreased to 6.9 percent (**Figure HE-3**).

Figure HE-3: Unemployment Rate



Sources: ABAG Data Packet, 2021; California Employment Development Department, Local Area Unemployment Statistics (LAUS), Sub-county areas monthly updates, 2010-2021.

Housing Affordability

Home Prices and Affordability

According to 2020 data from the Zillow Home Value Index, the median home value in Daly City was $1,092,742 (**Table HE-20**). This is similar to the Bay Area overall but slightly lower than San Mateo County. According to Zillow, home prices in Daly City have increased by more than 55 percent since the start of the last Housing Element update in 2014.

As a result of climbing housing prices, a single person making a moderate income or less cannot afford to buy a home in Daly City. Likewise, a family of four making the median income or higher cannot afford a single-family home (**Table HE-21**). Given that half the housing stock in Daly City is single-family homes, and that more than half the population of Daly City is making less than a lower income, there are significant affordability concerns in terms of homeownership, especially if the market continues to rise.

Table HE 20: Median Home Values

	Owner-Occupied Units		
	Daly City	**County**	**Bay Area**
2013	$654,104	$888,354	$680,668
2014	$701,596	$957,191	$747,763
2015	$809,618	$1,110,183	$831,074
2016	$859,164	$1,160,303	$864,199
2017	$956,588	$1,310,332	$962,725
2018	$1,027,657	$1,394,704	$1,023,382
2019	$1,035,330	$1,363,234	$1,000,107
2020	$1,092,742	$1,418,334	$1,077,233

Sources: ABAG Data Packet, 2021; Zillow, Zillow Home Value Index (ZHVI)

Table HE 21: Ability to Pay for For-Sale Housing

	Annual Income	**Maximum Affordable Home Price**	**Median Priced Single-Family Detached Home**
Single Person			
Acutely Low Income	$17,450	$76,592	
Extremely Low Income	$39,150	$171,839	
Very Low Income	$65,250	$286,399	
Low Income	$104,400	$458,238	
Median Income	$116,200	$510,031	
Moderate Income	$139,450	$612,081	
Four Person			$1,092,742
Acutely Low Income	$24,900	$109,292	
Extremely Low Income	$55,900	$245,359	
Very Low Income	$93,200	$409,078	
Low Income	$149,100	$654,438	
Median Income	$161,050	$706,889	
Moderate Income	$199,200	$944,348	

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Notes:

1. Affordable cost 30 percent of gross household income spent on housing.

2. Affordable housing sales price is based on conventional 30-year loans at 6.00-percent interest and a 5-percent down payment.

3. Average value of homes in Daly City

Rents and Affordability

Rents in Daly City are comparable to rents in the county as a whole (**Table HE-22**). According to the 2015-2019 ACS, contract rent in Daly City was $2,116 a month in 2019, approximately a 36 percent increase since 2015. Rental rates in the county were slightly higher at $2,208 per month but lower when looking at the Bay Area at $1,849 per month in 2019. When comparing rents between the city, county, and Bay Area, the majority of rents ranged from $1,500 to $2,500 per month (**Table HE-23**).

In Daly City, a single-person and four-person household earning below the median income cannot afford the average unit (**Table HE-24**).

Table HE 22: Median Contract Rent

	Daly City		San Mateo County		Bay Area	
	Price per Month	Percentage Increase	Price per Month	Percentage Increase	Price per Month	Percentage Increase
2011	$1,399	-	$1,435	-	$1,285	-
2012	$1,411	1%	$1,461	2%	$1,323	3%
2013	$1,456	3%	$1,516	4%	$1,353	2%
2014	$1,493	3%	$1,565	3%	$1,396	3%
2015	$1,580	6%	$1,639	5%	$1,440	3%
2016	$1,680	6%	$1,747	7%	$1,521	6%
2017	$1,799	7%	$1,886	8%	$1,618	6%
2018	$1,949	8%	$2,049	9%	$1,737	7%
2019	$2,116	9%	$2,208	8%	$1,849	6%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 23: Summary of 2019 Rents

	Daly City	San Mateo County	Bay Area
Rent less than $500	1.8%	2.8%	6.1%
Rent $500-$1,000	4.6%	4.5%	10.2%
Rent $1,000-$1,500	13.4%	12.2%	18.9%
Rent $1,500-$2,000	23.7%	22.0%	22.8%
Rent $,2000-$2,500	27.8%	20.9%	17.3%
Rent $2,500-$3,000	16.4%	15.6%	11.7%
Rent $3,000 or more	12.3%	22.1%	13.0%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 24: Ability to Pay for Rental Housing

	Annual Income	Maximum Affordable Monthly Rent	2022 Market Rent	Affordability Gap
Single Person				
Acutely Low Income	$ 17,450	$436	$2,631	-2,195
Extremely Low Income	$ 39,150	$979	$2,631	-1,652
Very Low Income	$ 65,250	$1,631	$2,631	-1,000
Low Income	$104,400	$2,610	$2,631	-21
Median Income	$116,200	$2,905	$2,631	274
Moderate Income	$139,450	$3,486	$2,631	855
Four Person				
Acutely Low Income	$ 26,900	$ 673	$4,111	-3,439
Extremely Low Income	$ 60,400	$1,510	$4,111	-2,601
Very Low Income	$100,700	$2,518	$4,111	-1,594
Low Income	$161,050	$4,026	$4,111	-85
Median Income	$179,300	$4,483	$4,111	372
Moderate Income	$215,150	$5,379	$4,111	1,268

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Overpayment

A household is considered to be overpaying for housing if they spend more than 30 percent of their income on housing costs. Severely overpaying is defined as paying more than 50 percent of monthly household income for housing costs.

The ACS estimated that 6,734, or 20 percent, of all Daly City households, were overpaying for housing in 2019 (**Table HE-25**). Of those, 19 percent were owner-occupied households and 25 percent were renter-occupied households overpaying for housing (**Figure HE-4**).

Overall, renter households had a higher rate of overpayment than owner-occupied households.

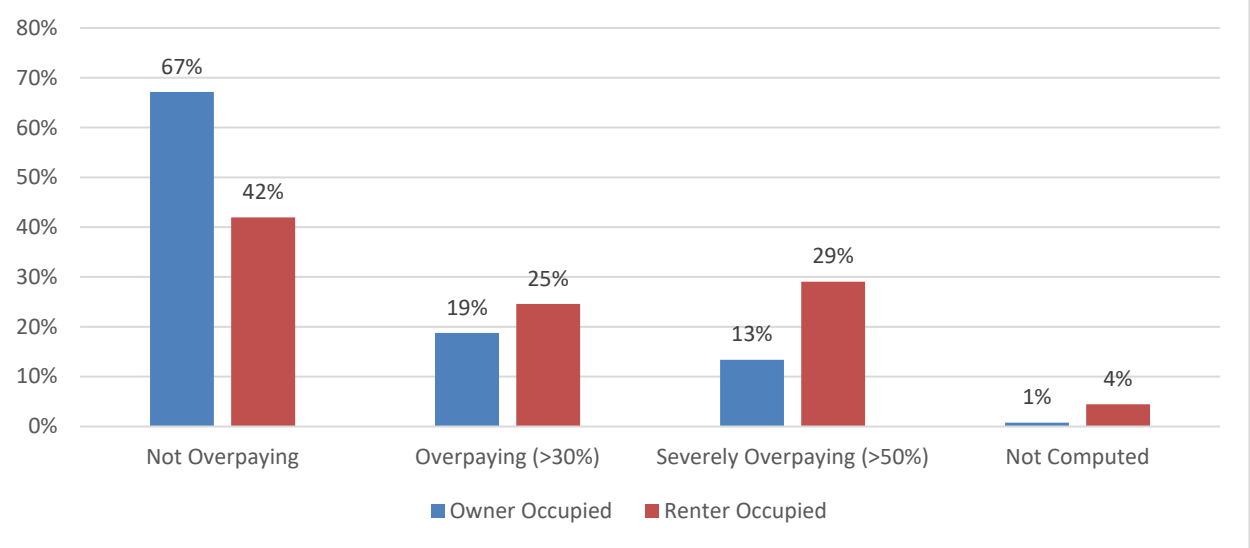
If there is not enough affordable housing in Daly City, lower-income people may choose to live elsewhere and commute into the city to work. Those who do live in Daly City may live in overcrowded units and have extremely limited money to dedicate towards other necessities, such as food, transportation, and medical care. Extremely low-income households paying more than 50 percent of their income towards housing are at greater risk for becoming homeless.

Table HE 25: Households Overpaying for Housing

Tenure	Income Category	Daly City	
Owner-occupied	Not Overpaying	12,445	67%
	Overpaying	3,475	19%
	Severely Overpaying	2,477	13%
	Not Computed	137	1%
	Total	**18,534**	**100%**
Renter-occupied	Not Overpaying	5,563	35%
	Overpaying	3,259	21%
	Severely Overpaying	6,330	40%
	Not Computed	724	5%
	Total	**15,876**	**100%**
Total	Not Overpaying	18,008	52%
	Overpaying	6,734	20%
	Severely Overpaying	8,807	26%
	Not Computed	861	3%
	Total	**34,410**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Figure HE-4: Households Overpaying by Tenure



Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

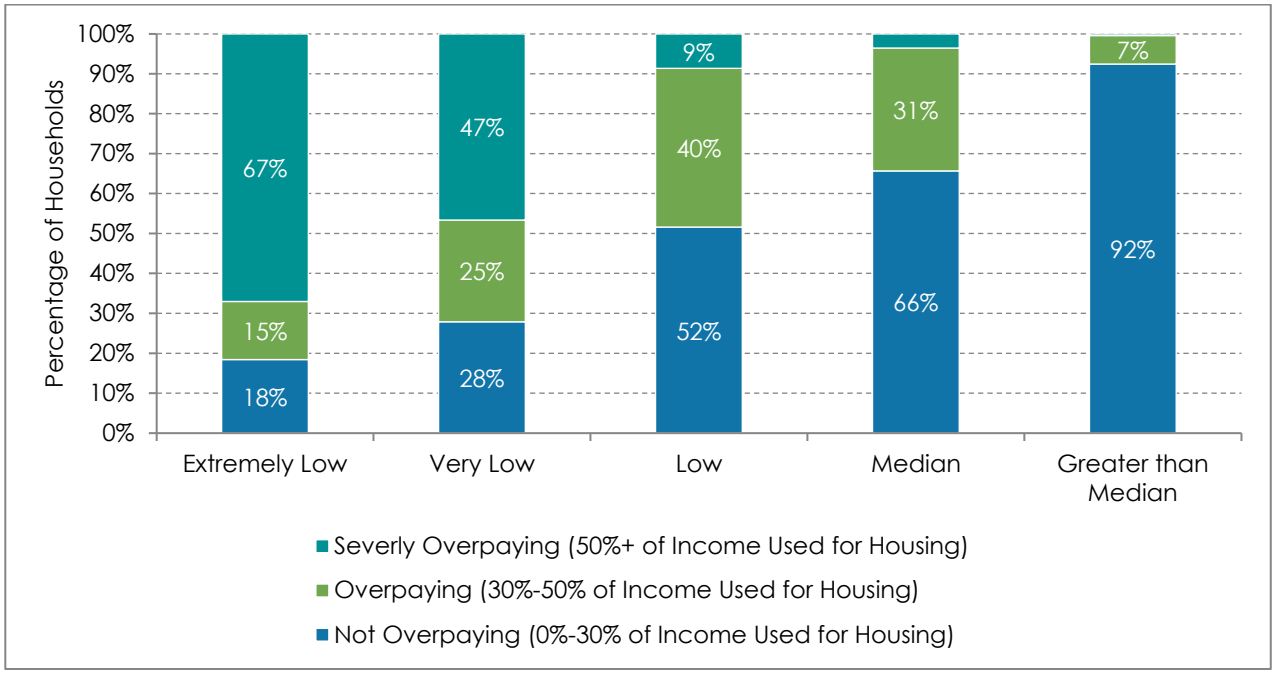
Lower-Income Households Overpaying

Cost burden tends to disproportionately affect lower-income households. **Figure HE-5** shows the relationship between low-income households and the varying degrees of cost burden. Overall, the majority of Daly City's low-income households overpay for housing costs, which include utilities and rent for renting households, and mortgage payments, insurance, real estate taxes, and utilities for home-

[1]

owning households. As shown in **Figure HE-5**, the percentage of cost-burdened households increases as annual income decreases. Daly City's extremely low-income households (earning up to 30 percent AMI, or $24,900 annually) experience the highest rates of cost burden, with 67 percent of households paying over 50 percent of monthly income toward housing costs.

Figure HE-5: Low-Income Households Overpaying



Sources: ABAG Data Packet, 2021; 2013-2017 CHAS.

Inventory of At-Risk Units

As required by California Government Code Section 65583, the Housing Element must analyze the extent to which below-market rate units are at risk of converting to market-rate housing. If there are at-risk units, the element should include programs to encourage preservation of these units or to replace any that are converted to market rate. The units to be considered are any units that were constructed using federal assistance programs, state or local mortgage revenue bonds, redevelopment tax increments, in-lieu fees or an inclusionary housing ordinance, or density bonuses. Housing is considered to be "at risk" if it is eligible to be converted to non-low-income housing due to: (1) the termination of a rental subsidy contract, (2) mortgage prepayment, or (3) the expiration of affordability restrictions. The time period applicable in making this determination is the 10-year period following the last mandated update of the Housing Element, which in the case of Daly City, is 2023 to 2031.

According to California Housing Partnership Corporation (CHPC), as of 2020, there were 673 affordable/assisted units in Daly City. Of those units, 161 units in two projects are at risk of converting to market rate in the next 10 years, by 2031 (**Table HE-26**). However, St Andrews Community that has an expiration of less than ten years is owned by Mercy Housing and is categorized as low risk by CHPC.

This section identifies the low-income units at-risk of converting to market-rate units in Daly City during the next 10 years and evaluates the likelihood of conversion.

Table HE 26: Assisted Units in Daly City

Name	Address	Funding Source	# of Units	# of Affordable Units	Affordable Units Expiration	Expiration 10 years or less
6800 Mission Family Housing	6800 Mission St.	LIHTC	52	51	2069	No
Brunswick Street Apartments	4619 Brunswick St.	LIHTC	206	204	2070	No
Hillcrest Gardens	35 Hillcrest Dr.	HUD	40	39	2047	No
Hillside Terrace	1293 Hillside Blvd.	CalHFA	18	4	2072	No
Midway Village Phase 1	47 Midway Dr.	LIHTC	147	145	2074	No
School House Station & Vista Grande (Site A)	99 School St.	LIHTC	71	69	2067	No
St. Andrew Community*	2070 Sullivan Ave.	HCD; HUD	50	49	2032	Yes*
Villa Fontana Apartments*	50 E. Market St.	HUD	120	112	2024	Yes*
Total			**704**	**673**		
Total At Risk				***161***		

** = Unit at risk of conversion in next 10 years.*

Sources: ABAG Data Packet, 2021; California Housing Partnership, 2022.

Cost Analysis of Preservation and Replacement

The following analysis examines the cost of preserving the at-risk units and the cost of producing replacement rental housing comparable in size and rent levels to the units that might convert to market-rate prices. In addition, this analysis will compare the costs between preservation and replacement.

Acquisition and Preservation Costs. The factors that must be used to determine the cost of preserving low-income housing include property acquisition, rehabilitation, and financing. Actual acquisition costs depend on several variables, such as condition, size, location, existing financing, and availability of financing (governmental and market). Based on the current market for multifamily buildings throughout San Mateo County, prices ranged from $450,000 per unit for a 76-unit complex building in Burlingame to $500,000 per unit for a 12-unit complex in San Mateo. To preserve the 112 affordable units in the Villa Fontana apartments at a comparable per-unit cost, the total cost would likely be between $50,400,000 and $56,000,000. For the 49 affordable units in St Andrews Community, the total cost would likely be between $52,200,000 and $58,000,000. Additionally, if the property needs significant rehabilitation, or financing is difficult to obtain, the overall cost to preserve the affordable units may increase.

Replacement costs. The cost of developing new housing depends on a variety of factors, such as density, size of units, location and related land costs, and type of construction. Land costs in the Bay Area are among the highest in the nation. The cost to replace 112 at-risk units in the Villa Fontana Apartments and 49 units in St Andrews Community has been estimated using 21 Elements Baird+ Driskell San Mateo and Santa Clara Counties Development Counties Development Costs. The per-unit replacement cost is estimated to be $732,500 based on a 10-unit project and $786,500 per unit for a 100-unit project. Consequently, the replacement cost for the 112-unit Villa Fontana Apartments would range from $82

million to $88 million. To replace the 49 affordable units in St Andres Community, the replacement costs would range between $36 million and $38 million.

Rent Subsidy. Housing affordability can also be preserved by seeking alternative means of subsidizing rents such as Tenant Protection Vouchers, which are a subset of the HCV program. Under HCVs, HUD pays the difference between what tenants can pay (defined as 30 percent of household income) and what HUD estimates as the fair-market rent on the unit. Based on HUD's 2022 fair-market rents and income limits, the subsidy needed to preserve a unit at an affordable rent for a four-person, extremely low-income household would be an estimated $1,688 per month for a two-bedroom unit, or $20,256 per year. For 30 years, the subsidy would be approximately $607,680 and subsidizing all 161 units at risk of converting to market rate at extremely low-income rents would cost approximately $97,836,480 for 30 years.

The subsidy needed to preserve a unit at an affordable rent for a very low-income household would be an estimated $681 per month, or $8,166 per year. For 30 years, the subsidy would be about $244,980 for a 4-person household. Subsidizing all 116 units at a very low-income rent for 30 years would cost an estimated $28.4 million.

In San Mateo County, a four-person, low-income household's ability to pay exceeds the fair-market rent for a two-bedroom unit.

Resources for Preservation

The types of resources available to preserve the at-risk low-income housing units in Daly City fall into two categories: (1) entities, such as public agencies or nonprofits, with the interest and capacity to purchase and/or manage at-risk units; and (2) financial resources available to purchase existing units or develop replacement units.

Public and nonprofit agencies. As part of the research for this section, local and regional private, nonprofit housing organizations were contacted. They could not make a commitment to purchase the at-risk units in the future because the need to assume ownership and management of these units is speculative at this stage. They did state, though, that they were interested and would be willing to work with Daly City to preserve the long-term affordability of these units if necessary. The organizations contacted were Mid-Peninsula Housing Coalition, Citizens Housing Corporation, and Mercy Charities Housing.

The California Housing and Community Development Department (HCD) also maintains a list of qualified organizations, including nonprofit housing developers, who are interested in being given first right of refusal on any upcoming sale of federally subsidized at-risk rental units to keep the units affordable.

Public financing and subsidies. As a result of the high cost of purchasing and developing housing, intense competition for available funding, and restrictions on the use of funds, financing for the preservation and/or replacement of at-risk units will likely come from multiple sources. The following funding sources have been identified for use in purchasing at-risk units in Daly City. Because new funding sources may become available in the future, the list below should not be viewed as comprehensive.

1) State Programs

The State provides several financial resources for housing development activities, including the preservation or replacement of at-risk units, through its various agencies. Since many of the State housing programs have a competitive funding cycle, Daly City would, if the situation arose, identify the amount of funding needed to preserve or replace at-risk units and apply to the appropriate programs.

a. **State Housing and Community Development Funds:** HCD offers a variety of loans and grants for housing development. One current program is the Multifamily Housing Program, which awards deferred loans for acquisition, rehabilitation, and new construction. As part of SB2 in 2017, the State established the Permanent Local Housing Allocation (PLHA) program which now provides funds to the city for various housing activities.

b. **CalHFA Funds:** The California Housing Finance Agency (CalHFA) operates several programs targeting both multifamily and single-family housing. CalHFA's multifamily housing development programs offer a range of loans to assist in the acquisition and development of affordable rental units.

c. **Tax Credits:** The California Tax Credit Allocation Committee, under the State Treasurer's Office, implements the federal and state low-income housing tax credit (LIHTC) programs, which are available to eligible acquisition, rehabilitation, and/or new construction projects annually through a competitive application cycle. State tax credits can only be received on approval for federal tax credits. Because of the highly competitive nature of the funding process, projects awarded tax credits are targeted to very low-income renters. Public or private developers are eligible to apply.

2) CDBG Funds

Through the federal Community Development Block Grant (CDBG) program, the City provides grants and loans to a wide range of housing and neighborhood development activities. As an entitlement grantee, Daly City receives CDBG funds directly from HUD each year. The City has received an average of $900,000 to $1 million in annual CDBG funding from HUD which is allocated to various funding categories including housing, capital improvements and public services. CDBG-funded activities include rehabilitation, public services (i.e. homelessness, illiteracy, childcare), plans to develop infant toddler center, economic development – micro enterprise assistance, sidewalk curb ramps, and contracts with local nonprofits for housing rehabilitation.

Over the last four fiscal years, an average of $1.1 million has been allocated annually towards housing activities. The City allocates its annual CDBG fund to the City's Residential Rehabilitation Program, grants, and low interest loans are available to eligible single-family and multifamily property owners. During the planning period, 238 households were assisted through the home repairs programs, of these households, 152 were special-needs groups (seniors/with disabilities). In response to the COVID-19 pandemic, the City received additional CDBG funds (CDBG-CV) which it used to provide emergency rental assistance for low income households affected by the pandemic.

3) HOME Funds

Daly City, as a Participating Jurisdiction, directly receives Home Investment Partnership Program (HOME) funds from HUD. The City receives an annual allocation of $350,000 in HOME funds and is allocated towards affordable housing development.

4) Other HUD Funds

Subject to annual congressional appropriations, HUD will provide most – and in some cases all – of the financial incentives necessary for acquisition or maintenance of federally subsidized at-risk projects with existing owners or other public or private entities like nonprofit organizations. Some HUD funding sources include the following:

- Restructured and/or renewed Section 8 contracts between existing owners and HUD to maintain or extend affordability of at-risk units. Villa Fontana Apartments chose this option by participating in HUD's Mark Up to Market Program and delaying any possibility of an opt out for five years.

- Section 8 Vouchers are available to tenants in at-risk multifamily units whose owners terminate their project-based Section 8 contracts to prevent any displacements. These owners can then voluntarily accept Section 8 tenant-based vouchers or else the tenants can seek out another rental unit since the vouchers are portable. If the tenants move, the vouchers will only pay up to the difference of the HUD rent standard and 30 percent of the tenant's monthly income.

Regional Housing Needs Allocation

The Regional Housing Needs Allocation (RHNA) addresses housing demand across income levels and coordinates housing policy throughout California. Each jurisdiction in the Bay Area (101 cities, 9 counties) is given a share of the anticipated regional housing need. The Bay Area's regional housing need is generally allocated by HCD and finalized though negotiations with ABAG. However, in San Mateo County, jurisdictions formed a sub-regional agreement and divided the countywide need themselves.

According to the RHNA, Daly City will need to ensure there is land available for a total of 4,838 new units between 2023 and 2031 (**Table HE-27**). Approximately 41 percent of those units will be for households making more than moderate income, 16 percent will be for households making moderate income, 16 percent for low-income, and 28 percent for very low-income and extremely low-income households.

Table HE 27: Regional Housing Needs Allocation 2023 - 2031

	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total
Atherton	94	54	56	144	348
Belmont	488	281	283	733	1,785
Brisbane	317	183	303	785	1,588
Burlingame	863	497	529	1,368	3,257
Colma	44	25	37	96	202
Daly City	**1,336**	**769**	**762**	**1,971**	**4,838**
East Palo Alto	165	95	159	410	829
Foster City	520	299	300	777	1,896
Half Moon Bay	181	104	54	141	480
Hillsborough	155	89	87	223	554
Menlo Park	740	426	496	1284	2,946
Millbrae	575	331	361	932	2,199
Pacifica	538	310	291	753	1,892
Portola Valley	73	42	39	99	253
Redwood City	1115	643	789	2,041	4,588
San Bruno	704	405	573	1483	3,165
San Carlos	739	425	438	1133	2,735
San Mateo City	1777	1023	1,175	3040	7,015
South San Francisco	871	502	720	1,863	3,956
Woodside	811	468	433	1121	2,833
Unincorporated San Mateo County	90	52	52	134	328
Total	**12,196**	**7,023**	**7,937**	**20,531**	**47,687**

Source: Association of Bay Area Governments, Final 2023-2031 Regional Housing Need Allocation by County

Special Housing Needs

Certain groups have greater difficulty in finding decent, affordable housing because of their special circumstances. Special circumstances may be related to employment and income, family characteristics, disability, and household characteristics.

State Housing Element law states that special-needs groups include the following: senior households, disabled persons, developmentally delayed persons, large households, female-headed households with children, students, homeless persons, and farmworkers. This section provides a discussion of the housing needs facing each group.

Seniors

Seniors face many housing challenges as they age, including a fixed budget, higher medical costs, and greater likelihood of disabilities.

According to the 2015-2019 ACS, approximately 17 percent (18,222 persons) of the City's population were senior residents (65 years or older). Senior-headed households made up approximately 23 percent (7,295 households) of the households in Daly City (**Table HE-28**). The majority of senior households were owner-occupied households (66 percent) and had incomes less than 80 percent AMI. The majority of renter-occupied households (39 percent) had incomes in the extremely low-income category. Overall, 67 percent of seniors were considered low income.

Seniors in Daly City, like seniors in San Mateo County at large, are significantly more likely to be homeowners than renters. Thus, housing concerns for seniors in Daly City might include retrofits to allow seniors to age in place (stay in their current home as they get older). Often, homeownership means greater housing security.

As the large baby boomer population ages, Daly City, like the rest of San Mateo County, is expected to see a growing senior population.

Table HE 28: Senior Households by Income Level and Tenure

	Owner	Percentage	Renter	Percentage	Total	Percentage
Extremely Low (0%-30% of AMI)	1,010	21%	970	39%	**1,980**	**27%**
Very Low (31%-50% of AMI)	825	17%	475	19%	**1,300**	**18%**
Low (51%-80% of AMI)	1,060	22%	510	21%	**1,570**	**22%**
Median (81%-100% of AMI)	545	11%	135	5%	**680**	**9%**
Above Median (>100% of AMI)	1,385	29%	380	15%	**1,765**	**24%**
Total Seniors	**4,825**	**100%**	**2,470**	**100%**	**7,295**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Persons with Disabilities

Persons with disabilities face many challenges when looking for housing. There is a limited supply of handicap-accessible, affordable housing generally, and the supply is especially tight near transit. Being near transit is important because many people with disabilities cannot drive. People with disabilities are also often extremely low income due to the challenge of securing long-term employment, and to higher medical bills. Additionally, because some people with disabilities, particularly developmental disabilities, have lived with their parents, they often do not have rental or credit history. This makes it harder for them to compete for the limited housing that is available. The ACS defines six aspects of disability: hearing, vision, cognitive, ambulatory, self-care, and independent living.

- Hearing difficulty: Deafness or serious difficulty hearing
- Vision difficulty: Blindness or serious difficulty seeing even when wearing glasses
- Cognitive difficulty: Serious difficulty concentrating, remembering, or making decisions due to a physical, mental, or emotional condition
- Ambulatory difficulty: Serious difficulty walking or climbing stairs
- Self-care difficulty: Difficulty dressing or bathing (Activities of Daily Living [ADL])
- Independent living difficulty: Difficulty doing errands alone, such as visiting a doctor's office or shopping due to a physical, mental, or emotional condition

According to the 2015-2019 ACS, 9,680 individuals (19 percent) over age five in the City of Daly City had one or more disability (**Table HE-29**).

In Daly City, more than a third (75 percent) of the senior population has some kind of disability. The most common disabilities among seniors in Daly City are ambulatory disabilities (23 percent of the population) and independent living disabilities (19 percent).

Table HE 29: Type of Disability

Disability Type	Percentage
Vision Disability	1.4%
Hearing Difficulty	2.6%
Cognitive Disability	2.9%
Ambulatory Disability	5.3%
Self-Care Disability	2.4%
Independent Living Disability	4.4%

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Developmental Disabilities

California Government Code Section 65583(a)(7)) requires the City to include the needs of those with a developmental disability within the community in its analysis of "special needs groups." According to Section 4512 of the Welfare and Institutions Code, "developmental disability" means a disability that originates before an individual attains 18 years of age; continues, or can be expected to continue, indefinitely; and constitutes a substantial disability for that individual. It includes intellectual disabilities, cerebral palsy, epilepsy, and autism. This term also includes disabling conditions closely related to intellectual disability or requiring similar treatment but does not include other conditions that are solely physical in nature.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled persons require a group living environment where supervision is provided. The most severely affected persons may require an institutional environment where medical aid and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The California Department of Developmental Services currently provides community-based services to approximately 360,000 people with developmental disabilities and their families through a statewide system of 21 regional centers, 4 developmental centers, and 2 community-based facilities. The Golden Gate Regional Center is 1 of 21 regional centers in California that provides point-of-entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

According to the Department of Developmental Services, from 2019-2020, the Golden Gate Regional Center served 41 percent of the age group 0 to 17 and 59 percent for ages 18 and over for developmentally disabled residents in Daly City. **Table HE-30** provides an estimate of the number of developmentally disabled residents by age in Daly City.

Many people with developmental disabilities are unable to secure long-term employment. This results in many people relying on Supplemental Security Income (SSI) and many earn 10-20 percent of the AMI.

People with developmental disabilities have various housing needs and housing situations. Almost all (83 percent) of Daly City residents with disabilities live with a parent or legal guardian (**Table HE-31**). An additional 7 percent live in community care facilities, while 10 percent live in Foster/Family Home, Independent/Supportive Living, Intermediate Care Facility, or "Other."

Table HE 30: Age of People with Development Disabilities

Age 18+	397
Age Under 18	272
Total	**669**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 31: Living Arrangements of People with Developmental Disabilities

	Number	
Lives with	**Daly City**	**Percentage**
Home of Parent/Family/Guardian	547	83%
Community Care Facility	49	7%
Foster/Family Home	31	5%
Independent/Supportive Living	9	1%
Intermediate Care Facility	20	3%
All Others	5	1%
Total	**661**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Trends that are affecting the people with developmental disabilities include California's moves to reduce institutionalization, aging family caregivers not being able to continue providing in-house care, and the growing wave of people with autism.

- **Deinstitutionalization** – In 1977, California, passed the Lanterman Developmentally Disabled Services Act, to minimize the institutionalization of developmentally disabled people, help them remain in their communities, and allow them to live their lives as similar to non-disabled people as possible. To accomplish this end, the state has been closing large institutional care facilities, resulting in more people with disabilities being integrated into the community. However, this has increased the demand for community-based independent living options to serve the needs of the developmentally disabled.
- **Aging Baby Boomers Unable to Care for Their Children with Developmental Disabilities** – Almost three quarters of people with developmental disabilities live with a parent or caregiver, and many of these caregivers are baby boomers. As these caregivers age, their ability to continue to care for their developmentally disabled children will decrease to the point where it is no longer possible. This trend is also going to be a factor in the increased need for community-based independent living options for the developmentally disabled. Many service delivery systems and communities are not prepared to meet the increasing need.
- **Increasing Numbers of People with Autism** – There is a large number of people with developmental disabilities that have autism. They have been brought up as independent members of the community and want to remain independent and involved in the community. There is a coming need to supply community-based independent living options for these individuals.

Disability Policy Recommendations

The three major needs for people with disabilities are low cost (subsidized) rents, handicapped accessible homes, and buildings near public transportation. These needs are very similar to the desires of other segments of the population. Policies that promote affordable housing generally are also good for the disabled community. Specific recommendations from the Golden Gate Regional Center include (and the City of Daly City's provision of each):

- Jurisdictions assisting with site identification for low-income developments – the City Housing Manager provides this information
- Policies to promote accessible homes – the City has adopted a Reasonable Accommodation Ordinance
- Inclusionary zoning – the City has adopted an inclusionary zoning law
- Second units – the City has adopted a flexible second ordinance
- Mixed-use zoning – the City allows mixed-use development in a number of zones

Additionally, some people with development disabilities need supportive housing that is affordable and near public transit. In supportive housing, additional services are provided at the home.

Single-Headed Households

Households headed by a single parent can have special needs due to the economic limitation of earning only one income, and the challenges of childcare without a partner. Although gender equality has made strides over the past 50 years, women continue to earn lower incomes than men. Therefore, female-headed households in particular have specific housing needs that must be addressed. Female-headed households can have special needs that include low-cost housing suitable for children and located near

schools and childcare facilities. Innovative, shared-living arrangements, including congregate cooking and childcare, could also be appropriate.

Of total single-headed households, female-headed households make up 8 percent and male single-headed households made-up 4 percent in Daly City. The most vulnerable female-headed households can be those where women are living with children without a partner. According to the 2015-2019 ACS, Daly City has 4,602 such households (**Table HE-32**). Of total households, single-headed households represent 15 percent, of such households, 8 percent are owners and 7 percent are renters. Female-headed households are more likely to be living under the poverty line than other households: 8 percent of female-headed households in Daly City are under the poverty line. An additional approximately 2,967 households are headed by males.

Table HE 32: Single-Headed Family Households

	Female-Headed Family Households		Male-Headed Family Households		Total Single-Headed Family Households out of All households[1]	
Tenure	**Number**	**Percentage**	**Number**	**Percentage**	**Number**	**Percentage**
Owner	2,525	8%	1,422	4%	3,947	21%
Renter	2,077	7%	1,545	5%	3,622	27%
Total Single Headed Households	4,602	15%	2,967	-	7,569	24%
Female Households Below Poverty Level	364	8%	-	-		

1. Totals calculated using 2015-2019 households count of 31,796, of which, 18,534 are owner occupied, and 13,626 are renter occupied.

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Large Households

Large households are defined as households with five or more members living in the same home. Large households are a special-needs group because of the difficulty in finding adequate and affordable housing. Many jurisdictions have few large homes, and often these larger homes are significantly more expensive than smaller ones.

According to the 2015-2019 ACS, large households made up 17 percent of all household in the city in 2019 (**Table HE-33**). Of those large households, 19 percent were renters and 17 percent owned their home. Approximately 51 percent of large family households in Daly City were classified as either very low- or low-income households, while the remaining 49 percent fell into the moderate- or above moderate-income category.

When looking at the available housing stock, a majority of the city's rental housing stock consists of individual single-family homes and apartment buildings for rent with multifamily only comprising 37 percent of the housing stock in Daly City (**Table HE-34**). The City recognizes that lower-income large families are most likely in need of rentals with a greater number of bedrooms. There were approximately 16,881 dwelling units with three or more bedrooms in Daly City, an amount that exceeds the current estimated needs for large families.

Table HE 33: Households of Five or More by Tenure

	Owner	Percentage	Renter	Percentage	Total	Percentage
1-person household	2,923	16%	2,936	22%	5,859	18%
2-person household	5,458	29%	3,261	25%	8,719	27%
3-person household	3,501	19%	2,334	18%	5,835	18%
4-person household	3,571	19%	2,248	17%	5,819	18%
5- or more person household	3,081	17%	2,483	19%	5,564	17%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Table HE 34: Housing Units by Bedroom Size

	Owner	Percentage	Renter	Percentage	Total	Percentage
No bedroom	270	1%	1,675	13%	1,945	6%
1 bedroom	537	3%	4,250	32%	4,787	15%
2 bedrooms	4,125	22%	4,058	31%	8,183	26%
3-4 bedrooms	12,654	68%	2,965	22%	15,619	49%
5 or more bedrooms	948	5%	314	2%	1,262	4%
Total	**18,534**	**100%**	**13,262**	**100%**	**31,796**	**100%**

Sources: ABAG Data Packet, 2021; U.S. Census Bureau, American Community Survey 5-Year Data (2015-2019)

Persons Experiencing Homelessness

Homelessness in San Mateo County

The San Mateo County Continuum of Care announced in October 2022 that to end homelessness they will be focusing on prevention by moving homeless people into permanent housing instead of shelters by increasing the stock of affordable housing and launching a new local voucher program. The voucher program will launch in 2023 and will help fill in the gap between rent paid by formerly homeless individuals and families with extremely low incomes and the actual rent to avoid evictions. Funding for the program will be subject to future approvals by the Board of Supervisors. Additionally, the County began the construction of its first Low-Barrier Navigation Center. The center includes 240 units. On these units, 168 units are 200 square feet and include an in-unit bathroom. Of the 240 units, 72 units are 100 square feet, and the residents of these units will have access to community bathrooms. The total capacity is for 260 residents.

According to a 2022 countywide homeless survey, there are 1,092 homeless people living in San Mateo County (**Table HE-35**). About 84 percent of the homeless population was living in San Mateo County when they became homeless.

The homeless population in San Mateo County are both sheltered, meaning they live in emergency shelters, transitional housing, treatment centers, or other similar institutions; and unsheltered, meaning they live on the street, in encampments, or in a vehicle.

The number of homeless individuals living on the street in San Mateo County has increased since 2013, while the number living in a recreational vehicle (RV) has risen to 26 percent and those living in a car has decreased by 40 percent. The number of people living in an encampment has risen dramatically from 1 percent in 2013 to 16 percent in 2022. The remaining 34 percent are living on the street, safe parking, or "other" place.

The vast majority of homeless people are single adults (who may be living with another adult, but no children). However,109 households (8.7 percent) were families experiencing homelessness. Of the 109 families, 88 (81 percent) were staying in emergency shelters or transitional housing and 14 percent were staying in safe parking programs. Only 5 families (5 percent) were living in vehicles outside of safe parking programs and 1 family (1 percent) was observed living on the street. Most of the unsheltered population were White (62 percent) and male (74 percent). Notably, 22 percent of the unsheltered homeless population has an alcohol and drug problem, while 25 percent of the sheltered population has a similar problem. **Table HE-36** contains demographics of the county's homeless population and **Table HE-37** shows the location where homelessness first occurred. **Table HE-38** lists the county's homeless population by location as of 2022.

Homelessness in Daly City

As of the 2022 San Mateo Homeless Census, 49 unsheltered homeless people lived in Daly City. The number of unsheltered homeless people has declined over the past five years from a high of 66 in 2019.

Table HE 35: Homeless Count

	Daly City	County		
Year	Unsheltered	Unsheltered	Sheltered	Total
2017	17	637	616	1,253
2019	66	901	611	1,512
2022	49	1,092	716	1,808
2017-2022	32	455	100	555
2017-2022	65%	42%	14%	31%

Source: 2022 One Day Homeless Count and Survey

Table HE 36: Demographics of Homeless Population

	County			
	Emergency Shelter	**Transitional Housing**	**Unsheltered**	**Total**
	582	134	1,092	1,808
Demographics by sleeping location				
Age				
Under 18	20%	51%6	3%	12%
18-24 years old	3%	13%	3%	4%
25+ years old	77%	35%	94%	84%
Gender				
Female	41%	52%	25%	32%
Male	59%	47%	74%	67%
Transgender	0%	1%	1%	0%
Not Singularly Female or Male	<1%	0%	0%	0%
Questioning	0%	0%	0%	0%
Ethnicity				
Non-Hispanic/Non-Latin (a) (o)(x)	67%	37%	47%	53%
Hispanic/Latin (a) (o) (x)	33%	63%	53%	47%
Race				
White	59%	60%	62%	61%
Black, African American, or African	19%	12%	20%	19%
Asian, or Asian American	5%	1%	7%	6%
American Indian, Alaska Native, or Indigenous	4%	4%	6%	5%
Native Hawaiian or Pacific Islander	7%	16	0%	3%
Multiple Races	6%	7%	5%	5%
Other Characteristics				
Chronically Homeless	43%	-	42%	39%

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness.

Table HE 37: Location when Homelessness Occurred

	County
Living in San Mateo County when became homeless	84
Other County in California	12%
Other State	3%
Refused	1%

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness

Table HE 38: County Homeless Population Location 2013-2022

	2013	2022	Change
Street	15%	16%	7%
Car/Van	41%	30%	-27%
Safe Parking	11%	16%	45%
Tent/Encampment	1%	16%	1500%
RV	19%	26%	37%
Other	12%	2%	-83%
Total	**2,281**	**1,092**	**-1,189**

Source: 2022 San Mateo County Homeless Census and Survey, prepared by the San Mateo Human Services Agency, Center on Homelessness

Homelessness Assistance

The City provides funding to one agency that operates homeless shelters in the County. LifeMoves (formerly Shelter Network) operates Family Crossroads, a transitional shelter for families located in Daly City. This shelter also provides supportive services to help connect their clients to other services that they may need.

The Daly City Community Service Center, operated by Daly City Partnership, serves as one of the core, or primary entry, social service agencies in the county. The Center's mission is to promote and improve the quality of life for the residents of Daly City, Colma, and Broadmoor through the provision of quality crisis intervention services, either directly or by referral to the appropriate provider. A vital housing-related service through the Center is the distribution of motel vouchers to families and individuals who need temporary emergency shelter. Also, the Center offers a comprehensive needs assessment and is able to provide housing-related information and referrals. The City provides in-kind support for the Center. The Center is located in a City building that is provided to Daly City Partnership rent-free. During COVID, the City provided funding to the Center to fund an emergency rental assistance program.

Farmworkers

Farmworkers are traditionally defined as persons whose primary incomes are earned through seasonal agricultural labor. Farmworkers typically have special housing needs because of their relatively low income and the unstable nature of their job (i.e., having to move throughout the year from one harvest to the next).

According to the California Department of Education, California Longitudinal Pupil Achievement Data System (CALPADS), since 2016, there have not been migrant worker students in Daly City. The 2002-2018 U.S. Census Bureau, Longitudinal Employer-Household Dynamics, Residence Area Characteristics reports that there were 258 job holders in Daly City classified as Agriculture and Natural Resources, making up 0.4 percent of the total job industry. According to the U.S. Department of Agriculture, Census of Farmworkers, hired permanent farmworkers (those working more than 150 days) in San Mateo County has decreased by 56 percent and seasonal (working less than 150 days) have decreased by 57 percent.

The Housing Element, in **Task 13.4**, provides that the City shall, to the extent of its jurisdiction, implement all of the provisions of the Employee Housing Act (Government Health and Safety Code Sections 17030-17039) and work with HCD to do the same.

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Fair Housing Assessment

This Fair Housing Assessment follows the April 2021 State of California Guidance for AFFH. The study was conducted as part of the 21 Elements process, which facilitates the completion of housing elements for all San Mateo County jurisdictions.

The section includes the following

Fair Housing Enforcement and Outreach Capacity reviews lawsuits/enforcement actions/complaints against the jurisdiction; compliance with state fair housing laws and regulations; and jurisdictional capacity to conduct fair housing outreach and education.

Integration and Segregation identifies areas of concentrated segregation, degrees of segregation, and the groups that experience the highest levels of segregation.

Access to Opportunity examines differences in access to education, transportation, economic development, and healthy environments.

Disparate Housing Needs identifies which groups have disproportionate housing needs, including displacement risk.

Other Relevant Factors analyzes the local and regional context that may influence access to fair housing.

Sites Inventory Analysis examines the distribution of sites, unit capacity, and affordability to meet the RHNA with the lens of affirmatively furthering fair housing.

Contributing Factors and Fair Housing Action Plan identifies the primary factors contributing to fair housing challenges and the plan for taking meaningful actions to improve access to housing and economic opportunity.

Fair Housing Enforcement and Outreach Capacity

This section discusses fair housing legal cases and inquiries, fair housing protections and enforcement, and outreach capacity.

Fair housing legal cases and inquiries. California fair housing law extends beyond the protections in the Federal Fair Housing Act (FHA). In addition to the FHA protected classes—race, color, ancestry/national origin, religion, disability, sex, and familial status—California law offers protections for age, sexual orientation, gender identity or expression, genetic information, marital status, military or veteran status, and source of income (including federal housing assistance vouchers).

The California Department of Fair Employment in Housing (DFEH) was established in 1980 and is now the **largest civil rights agency in the United States**. According to its website, the DFEH's mission is "to protect the people of California from unlawful discrimination in employment, housing and public accommodations (businesses) and from hate violence and human trafficking in accordance with the Fair Employment and Housing Act (FEHA), Unruh Civil Rights Act, Disabled Persons Act, and Ralph Civil Rights Act."[2]

DFEH receives, evaluates, and investigates fair housing complaints. It plays a particularly significant role in investigating fair housing complaints against protected classes that are not included in federal legislation and therefore not investigated by HUD. DFEH's website provides detailed instructions for filing a complaint,

[2] https://www.dfeh.ca.gov/aboutdfeh/

the complaint process, appealing a decision, and other frequently asked questions.[3] Fair housing complaints can also be submitted to HUD for investigation.

Additionally, San Mateo County has a number of local enforcement organizations, including Project Sentinel, the Legal Aid Society of San Mateo County, Bay Area Legal Aid, and Community Legal Services of East Palo Alto. These organizations receive funding from the county and local jurisdictions to support fair housing enforcement and outreach and education in the county.

From 2013 to 2021, **135 fair housing complaints in San Mateo County were filed with HUD, and 8.9 percent (8 complaints) were in Daly City (see Table HE-39),** although complaints may include more than one issue. Countywide, most complaints cited disability status as the bias (52.6 percent), followed by familial status (19.6 percent) and race (16.3 percent),. In Daly City, the most common bases for complaints were familial status (87.5 percent) and race and disability (37.5 percent each). The issues associated with these complaints included refusal to rent, refusal to negotiate for a rental, and failure to make reasonable accommodation.

Countywide, 64 cases were closed following a "no cause" determination; 50 were closed following successful conciliation or settlement; 16 complaints were withdrawn by the complainant after resolution; and 5 complaints were withdrawn by the complainant without resolution. The majority of fair housing inquiries in 2020 were submitted by residents of the cities of San Mateo, Redwood City, Daly City, Pacifica, East Palo Alto, and Menlo Park.

Table HE 39: Fair Housing Complaints by Basis

Basis	San Mateo County		Daly City	
	Number	Percentage	Number	Percentage
Disability	71	52.6%	3	37.5%
Race	22	16.3%	3	37.5%
National Origin	21	15.6%	1	12.5%
Familial Status	40	29.6%	7	87.5%
Sex	6	4.4%	0	0
Retaliation	11	8.1%	0	0
Religion	4	3.0%	0	0
Total Cases*	**135**		**8**	

Source: HUD, 2021

**Note: Each case may cite multiple bases of discrimination, so the total number of bases may exceed the total number of cases.*

In addition to formal complaints, 147 inquiries were made during the same time. Of these, 25.9 percent had no valid issues, 39.5 percent of claimants failed to respond to HUD, 17.0 percent had no valid basis, 6.8 percent decided not to pursue further, 4.1 percent had other dispositions, and the remainder of claimants did not file in a timely manner. While the majority of the cases filed during this period did not have cause, that does not necessarily mean there is no discrimination occurring. Therefore, the City has identified **Tasks 15.1 and Task 15.2** to ensure residents and housing providers are aware of fair housing laws, rights, and requirements as well as resources available to residents should they experience

[3] https://www.dfeh.ca.gov/complaintprocess/

discrimination. Further, the City will work with local and regional fair housing providers to facilitate trainings for housing providers to prevent discriminatory actions and behaviors.

The National Fair Housing Alliance (NFHA) reported a "negligible" decrease in the number of complaints filed nationally between 2019 and 2020. The primary bases for complaints nationally were nearly identical to San Mateo County's: disability (55 percent) and race (17 percent). Familial status represented 8 percent of complaints nationally, whereas this basis comprised 14 percent of cases in the county.

NFHA identifies three significant trends in 2020 that are relevant for San Mateo County:

- First, fair lending cases referred to the Department of Justice from federal banking regulators have been declining, indicating that state and local government entities may want to play a larger role in examining fair lending barriers to homeownership.
- Second, NFHA identified a significant increase in the number of complaints of harassment—1,071 complaints in 2020 compared to 761 in 2019.

Finally, NFHA found that 73 percent of all fair housing complaints in 2020 were processed by private fair housing organizations rather than state, local, and federal government agencies—reinforcing the need for local, active fair housing organizations and increased funding for such organizations.[4]

Outreach and capacity. The City's website provides a link to the Regional Assessment of Fair Housing—approved by HUD in November 2017.[5] Housing resources are also available on the City's website, but not specific information about the Fair Housing Act or resources for residents experiencing discrimination in housing.[6] The City has included **Tasks 15.1 and 15.2** to improve the accessibility of fair housing information on the website and in public buildings for residents experiencing housing discrimination. This could include consolidating all applicable fair housing information on one web page by providing contact information for local fair housing organizations and legal assistance as well as general information about the Fair Housing Act and discrimination.

In compliance with Government Code Section 11135 et seq., the City offers translation services by request for all public meetings and offers accessibility accommodations to ensure equal access to all programs and activities operated, administered, or funded with financial assistance from the state, regardless of membership or perceived membership in a protected class.

Compliance with State law. The City of Daly City enforces fair housing and complies with fair housing laws and regulations through a twofold process: review of local policies and codes for compliance with State law, and referral of fair housing complaints to appropriate agencies. The following identify how the City complies with fair housing laws:

- Density Bonus Law (Government Code Section 65915). The City has included **Task 11.5** to amend the density bonus ordinance to allow up to a 50.0 percent increase in project density depending on the proportion of units that are dedicated as affordable, and up to 80.0 percent for projects that are completely affordable, in compliance with State law.

[4] https://nationalfairhousing.org/2021/07/29/annual-fair-housing-report-shows-increase-in-housing-harassment/
[5] https://www.dalycity.org/352/Reports
[6] https://www.dalycity.org/BusinessDirectoryII.aspx?lngBusinessCategoryID=47

- No-Net-Loss (Government Code Section 65863). The City has identified a surplus of sites available to meet the Regional Housing Needs Assessment allocation. In total, the City's surplus unit capacity is 251, consisting of 52 lower-income units, 85 moderate-income units, and 114 above moderate-income units.
- Housing Accountability Act (Government Code Section 65589.5). The City does not condition the approval of housing development projects for very low-, low-, or moderate-income households or emergency shelters unless specified written findings are made.
- Senate Bill 35 (Government Code Section 65913.4). The City will comply with SB 35 by establishing a written policy or procedure, as well as other guidance as appropriate, to streamline the approval process and standards for eligible projects by June 2025 (**Task HE 11.4**).
- Senate Bill 330 (Government Code Section 65589.5). The City complies with SB 330, relying on regulations for processing preliminary application for housing development projects, conducting no more than five hearings for housing projects that comply with objective general plan and development standards, and making a decision on a residential project within 90 days after certification of an environmental impact report or 60 days after adoption of a mitigated negative declaration or an environmental report for an affordable housing project. However, the City has also included **Task HE 11.4** to establish a formal application process compliant with SB 330.
- California Fair Employment and Housing Act and Federal Fair Housing Act. The City provides protections to residents through referrals to legal assistance organizations, such as Legal Aid Society of San Mateo County, and has included **Tasks HE 15.1 and 15.2** to provide information to tenants and landlords about fair housing rights and responsibilities as well as to refer cases to fair housing services providers.
- Review Processes (Government Code Section 65008). The City reviews affordable development projects in the same way as market-rate developments except in cases where affordable housing projects are eligible for preferential treatment, including but not limited to residential sites subject to AB 1397.
- Assembly Bill 686 (Government Code Section 8899.50). The City has completed this Assessment of Fair Housing and identified programs to address identified fair housing issues in Section VII, Contributing Factors and Fair Housing Action Plan.
- Equal Access (Government Code Section 11135 et seq.). The City provides translation services for all public meetings and materials and offers accessibility accommodations to ensure equal access to all programs and activities operated, administered, or funded with financial assistance from the State, regardless of membership or perceived membership in a protected class.

Housing specific policies enacted locally. Daly City identified the following local policies that contribute to the regulatory environment for affordable housing development in the city.

Local policies in place to encourage housing development.

- Reduced parking requirements
- Condominium conversion
- Inclusionary housing ordinance
- In-lieu fees (inclusionary zoning)
- Homeowner repair or rehabilitation programs
- By-right development
- Surplus Public Lands Act
- Acquisition or rehabilitation conversion
- Housing development impact fee
- Home-sharing programs
- Density bonus ordinance

Local barriers to affordable housing development.

- Extremely high land cost/value
- Non-existence of vacant land in general
- Lack of land zoned for multifamily development
- Height limits on multifamily developments
- Difficult parcel consolidation due to multiple (different) property owners
- Minimum lot sizes
- Excessive parking requirements

Local policies that are NOT in place but would provide the best outcomes to addressing housing shortages.

- Rent stabilization
- Parking reduction
- Fee incentives for parcel mergers
- Commercial linkage fees
- Parcel merge / significantly increased minimum lot sizes

Local policies in place to mitigate or prevent displacement of low-income households.

- Condominium conversion regulations
- Inclusionary zoning
- Promoting streamlined processing of ADUs
- Fair housing legal services

According to the California Department of Housing and Community Development AFFH Data Viewer (HCD data viewer), Daly City does not have any public housing buildings. However, the city does have seven census tracts with a moderate share of household units using housing vouchers (5 percent to 15 percent) and one area of the city with substantial (30 percent to 60 percent) housing voucher utilization.

Compared to nearby Brisbane and Pacifica, **Daly City appears to be accommodating to renters with housing vouchers** because the city has a greater share of voucher holders compared to the surrounding communities. The presence of housing voucher users indicates available rental supply to house these residents.

Integration and Segregation

This section discusses integration and segregation of the population by protected classes, including race and ethnicity, disability status, familial status, and income status. The section concludes with an analysis of racially and ethnically concentrated areas of poverty and affluence.

Integration and Segregation

Integration generally means a condition in which there is not a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a particular type of disability when compared to a broader geographic area.

Segregation generally means a condition in which there is a high concentration of persons of a particular race, color, religion, sex, familial status, national origin, or having a disability or a type of disability in a particular geographic area when compared to a broader geographic area.

Source: California Department of Housing and Community Development Guidance, 2021, page 31.

Race and ethnicity. Generally, the demographic characteristics of Daly City are consistent with the overall characteristics of San Mateo County. However, Daly City has a much larger proportion of Asian/Asian Pacific Islander (API) residents than San Mateo County (59 percent compared to 30 percent countywide) and a much smaller non-Hispanic White population (12 percent compared to 39 percent countywide). Daly City's populations of Hispanics (23 percent), Other/Multiple Races (3 percent), and Black or African Americans (3 percent) are similar to the county's population distribution.[7] Older residents are less diverse, with 29 percent of the population older than 65 years identifying as White compared to only 18 percent of the population for children less than 18 years old, **which may indicate increasing diversity in Daly City,** and conversely, a declining share of White residents.

Racial and ethnic minority populations generally have higher rates of poverty and lower household incomes compared to the non-Hispanic White population throughout the Bay Area. In Daly City, however, though Black or African American households and other or multiple races have the highest rates of poverty—13.3 and 10.3 percent, respectively—Asian (6.5 percent) and Hispanic (8.2 percent) households have lower rates of poverty than non-Hispanic White (8.4 percent) households.

Geospatially, all of Daly City's census tracts[8] are majority Asian, with varying degrees of concentration. Five of the city's census tracts are predominantly Asian, in which the Asian population is more than 50.0 percent higher than the next most populous racial and/or ethnic group.

Dissimilarity and isolation indices. Segregation is the separation of demographic groups into different geographic locations or communities, resulting in uneven distribution across geographic space. The ABAG MTC AFFH Segregation Report (March 2022) analyzes neighborhood-level segregation in a local jurisdiction as well as segregation between jurisdictions in the Bay Area. Historically, racial segregation stemmed from explicit discrimination against people of color, such as restrictive covenants, redlining, discrimination in mortgage lending, and land use decisions that influenced housing choices. The map of Daly City in **Figure HE-6** offers a visual representation of the spatial distribution of racial groups within the jurisdiction, showing the percent of the population of each census tract that is non-white.

[7] The share of the population that identifies as American Indian or Alaska Native is less than 1 percent.
[8] Majority census tracts show the predominant racial or ethnic group by tract compared to the next most populous.

The Dissimilarity Index, or DI, is a common tool that measures segregation in a community. The DI measures the degree to which two distinct groups are evenly distributed across a geographic area. The DI represents the percentage of a group's population that would have to move for each area in the county to have the same percentage of that group as the county overall. DI values range from 0 to 1—where 0 is perfect integration and 1 is complete segregation. DI values between 0 and 0.39 generally indicate low segregation, values between 0.40 and 0.54 generally indicate moderate segregation, and values between 0.55 and 1 generally indicate a high level of segregation. In Daly City, the DI for People of Color/White is 0.19, indicating a fairly low level of segregation for People of Color. Further, this index score has decreased since 2000 from 0.24. The highest segregation (0.32) is between Latinx and White residents, meaning that 32.0 percent of Latinx residents would need to move to a different neighborhood to create perfect integration between Latinx residents and White residents. However, this index has also decreased from 0.37 in 2000, reflecting ongoing integration in Daly City.

African Americans are the only racial group facing consistently high segregation in San Mateo County, although African American residents in Daly City have what is considered a low segregation index compared to most other jurisdictions in the county and the ABAG region as a whole. Only the jurisdictions of Belmont, Burlingame, Colma, and Foster City have lower segregation values than Daly City. African American/White segregation, as measured by the dissimilarity index, has decreased over time in Daly City, from 0.27 in 2000 to 0.20 in 2020, reflecting increasing integration. In contrast, Hispanic and Asian residents are more segregated (relative to White, non-Hispanic residents) today than in 1990. These groups have also experienced the strongest growth in the county. Residential settlement patterns of these two groups during the past 25 years appear to have influenced segregation.

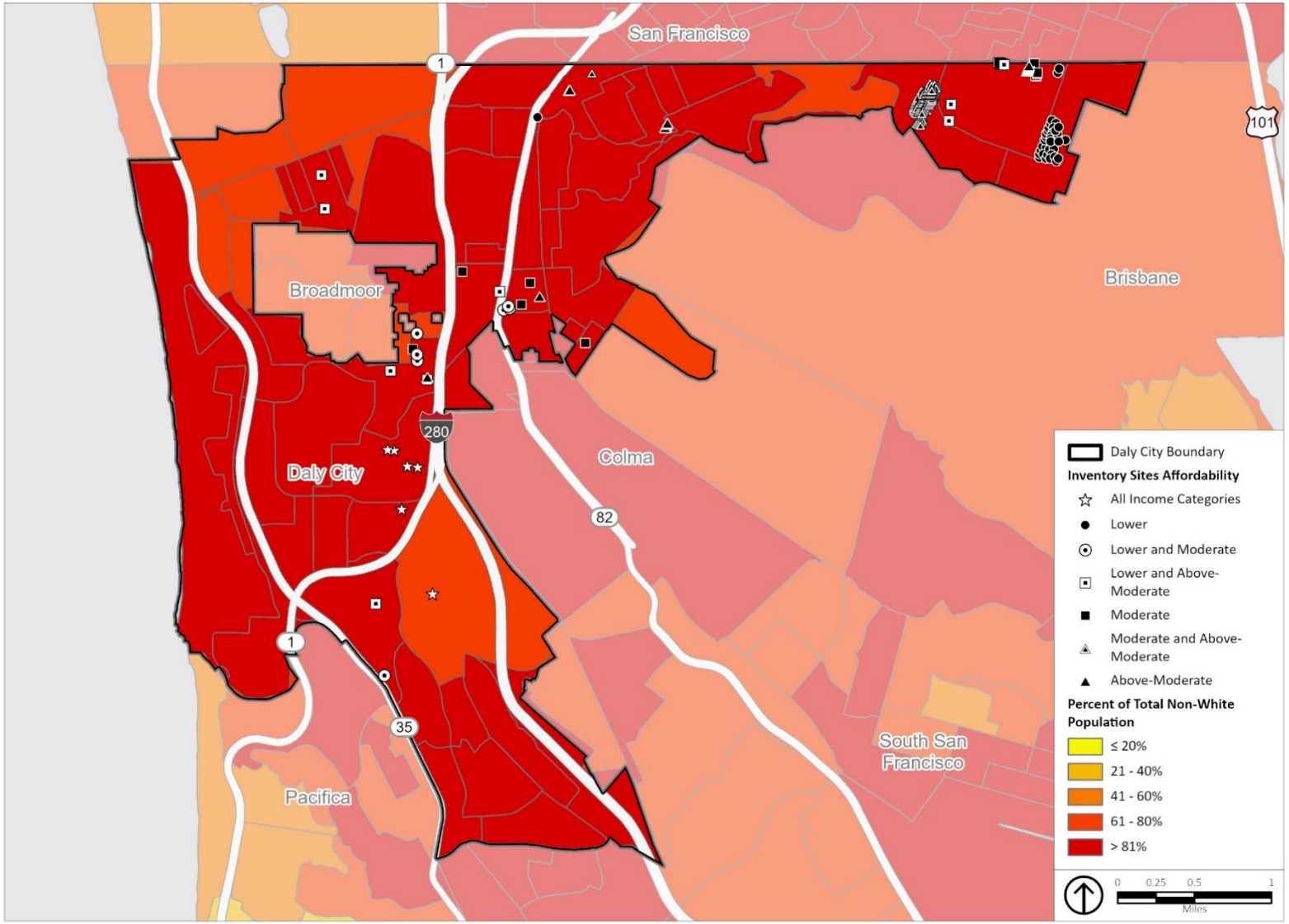
The Isolation Index is interpreted as the probability that a randomly drawn minority resident shares an area with a member of the same minority. It ranges from 0 to 100 and, as with the DI, higher values tend to indicate higher levels of segregation. In Daly City, the most isolated racial group is Asian residents, meaning that the average Asian resident lives in a neighborhood that is predominantly Asian. Other racial groups are less isolated, meaning they may be more likely to encounter other racial groups in their neighborhoods. Among all racial groups in this jurisdiction, the Isolation Index for White residents has changed the most over time, becoming less segregated from other racial groups, from a score of 0.23 in 2000 to 0.14 in 2020. Although the Black/African American population makes up only a small proportion of the city's population, their Isolation Index has also changed significantly over time, from 0.05 in 2000 to 0.03 in 2020, as Asian/Pacific Islander and Latinx populations become more predominant.

In Daly City, 59.0 percent of residents identify as Asian, 23.0 percent as Hispanic or Latinx, 12.0 percent as White non-Hispanic, and 3.0 percent each as Black and Other. In comparison, in San Mateo County as a whole, 30.0 percent of residents identify as Asian, 24.0 percent as Hispanic or Latinx, 2.0 percent as Black, and 39.0 percent as White non-Hispanic. Since 2010, the Asian population in Daly City has increased from 53.0 percent, the White non-Hispanic population has decreased from 18.0 percent, and the Black population has decreased from 5.0 percent. The proportion of Hispanic or Latinx residents in Daly City has remained the same since 2010.

In Daly City, census tracts with the lowest proportions of non-White populations (60.0 to 80.0 percent) are found in the northwest quadrant in the vicinity of Serramonte Center, with the remainder of the city above 80.0 percent non-White. Overall, the distribution of communities of color has not changed significantly over the past decade. The two centrally located census tracts, south of Eastmoor Avenue and north of Cabrillo Highway/Southgate Avenue, have the highest proportion of Asian residents, between 65.9 to 73.9 percent of the population, and also had the highest representation of Asian residents in 2010, from 66.2 to 72.6 percent of the population. Further, census tracts at the southern end of the city have high proportions of Asian residents, above 68.0 percent, with a similar proportion in 2010.

ABAG's assessed measures of segregation above highlighted the concentration of Asian-identifying residents in Daly City, with the proportion of this population increasing over time.

Figure HE-6: Percentage of Population Non-White



Source: ESRI, 2018

Disability status. Persons with disabilities typically have special housing needs due to physical or developmental capabilities, fixed or limited incomes, and higher health costs. Seniors typically experience disabilities at higher rates. **The share of the population living with at least one disability is 9 percent in Daly City** compared to 8 percent in San Mateo County. Five census tracts in the city have a disability rate between 10 percent and 20 percent of the population, and two of these tracts are along the northern edge of the city (**Figure HE-7**). In the Hillcrest neighborhood east of Junipero Serra Boulevard, the disability rate is 12.5 percent. Although only 16.8 percent of the population in the tract are seniors, 60.2 percent of persons with disabilities are elderly, likely supporting the slightly elevated disability rate overall. In the upper Westlake neighborhood, north of John Daly Boulevard, 11.2 percent of the population experience a disability. Seniors comprise 25.1 percent of the population, and 69.7 percent of the population experiencing a disability are seniors.

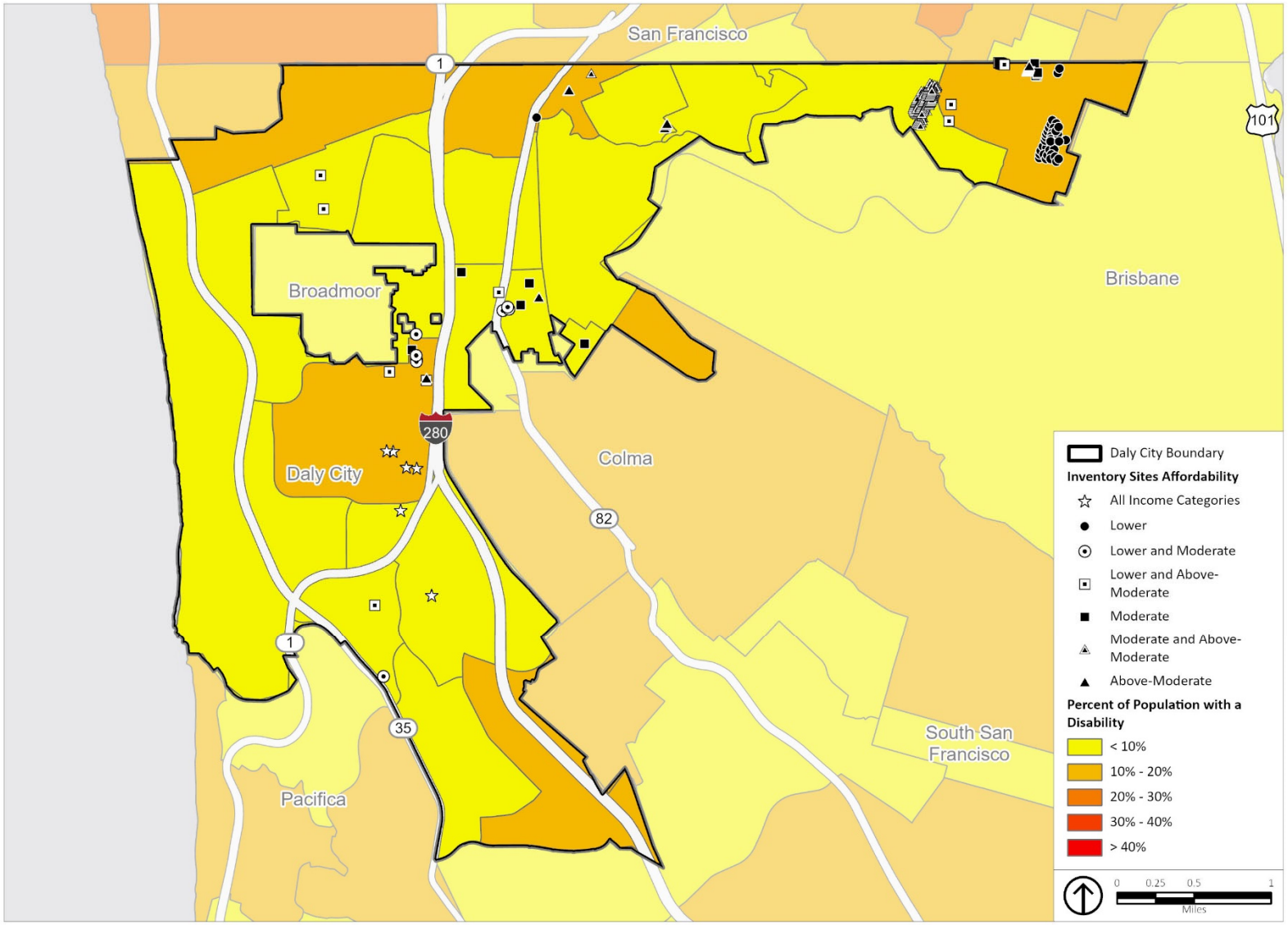
Higher rates of disability (12.5 percent) are found in the central portion of the city in the St. Francis neighborhood. Of the population with a disability in this tract, 77.1 percent are seniors, though seniors comprise only 9.7 percent of the tract population. An affordable age-restricted multifamily complex is in this tract, as are two nursing home facilities and the Seton Medical Center. In the southeastern Gellert Boulevard neighborhood, the rate of disability is 11.2 percent, of whom 34.2 percent are elderly, a lower proportion than in the other three tracts, and a slightly higher share of White non-Hispanic residents than the citywide average. Geographic concentrations of people living with a disability may indicate increased access to services, amenities, and transportation that support this population.

The areas with disability rates over 10 percent have changed over time, shifting from the two upper Westlake neighborhood census tracts in 2010 to the two census tracts north of John Daly Road. Senior populations in the two upper Westlake tracts were 11.8 percent and 17.4 percent in 2010, compared to 6.3 percent and 17.2 percent in 2019. This shift also correlates with a decrease in the proportion of non-White population and a fairly significant increase in median income.

To meet the needs of residents with disabilities throughout the city, there are 12 licensed adult residential care facilities with capacity for 68 residents and 17 elderly assisted living facilities with a combined capacity for 503 residents. The San Mateo Transit District's (SAMTRANS) Redi-Wheels (bay side) and Redicoast (coast side) Paratransit services are also available to residents and visitors in Daly City and throughout the San Mateo service area. Redi-Wheels and Redicoast are available to riders who cannot use conventional accessible bus transit services due to physical, visual, or cognitive disabilities. However, all SAMTRANS buses and light rail services (connections to BART and Caltrain stations) are also accessible for persons using wheelchairs and include announcements of key destinations for persons with visual disabilities. Persons with disabilities may ride all Bay Area public transit systems at a discount if they hold a Regional Transit Connection Discount Card, Medicare card, or Department of Motor Vehicles Disabled Placard Identification Card. There are also multiple private medical transportation providers offering services in Daly City.

The City has included **Task 14.2** to encourage the development of ADUs that are accessible to persons with a disability and has included **Tasks 14.1 and 14.2** to provide reasonable administrative accommodations where needed to ensure the availability of housing to persons with disabilities.

Figure HE-7: Percentage of Population with a Disability



Source: ACS, 2015-2019

Familial Status. Familial status can indicate specific housing needs and preferences. A larger number of nonfamily or single-person households indicates a higher share of seniors living alone, young adults living alone or with roommates, and unmarried partners. Higher shares of nonfamily households indicate an increased need for one- and two-bedroom units.

Daly City's households are mostly made up of 2-person households (27.4 percent) and 3- to 4-person households (36.6 percent). Single-person households and large families (5 or more persons) make up a similar proportion of households in the city, at 18.4 percent and 17.5 percent, respectively. Married-couple households make up a majority of Daly City households (49.8 percent), compared to 18.4 percent of householders living alone, 14.5 percent headed by single females, and 9.3 percent headed by single males. The remainder of households (8.0 percent) consist of other household compositions. Approximately 30.0 percent of all households have at least one child under the age of 18.

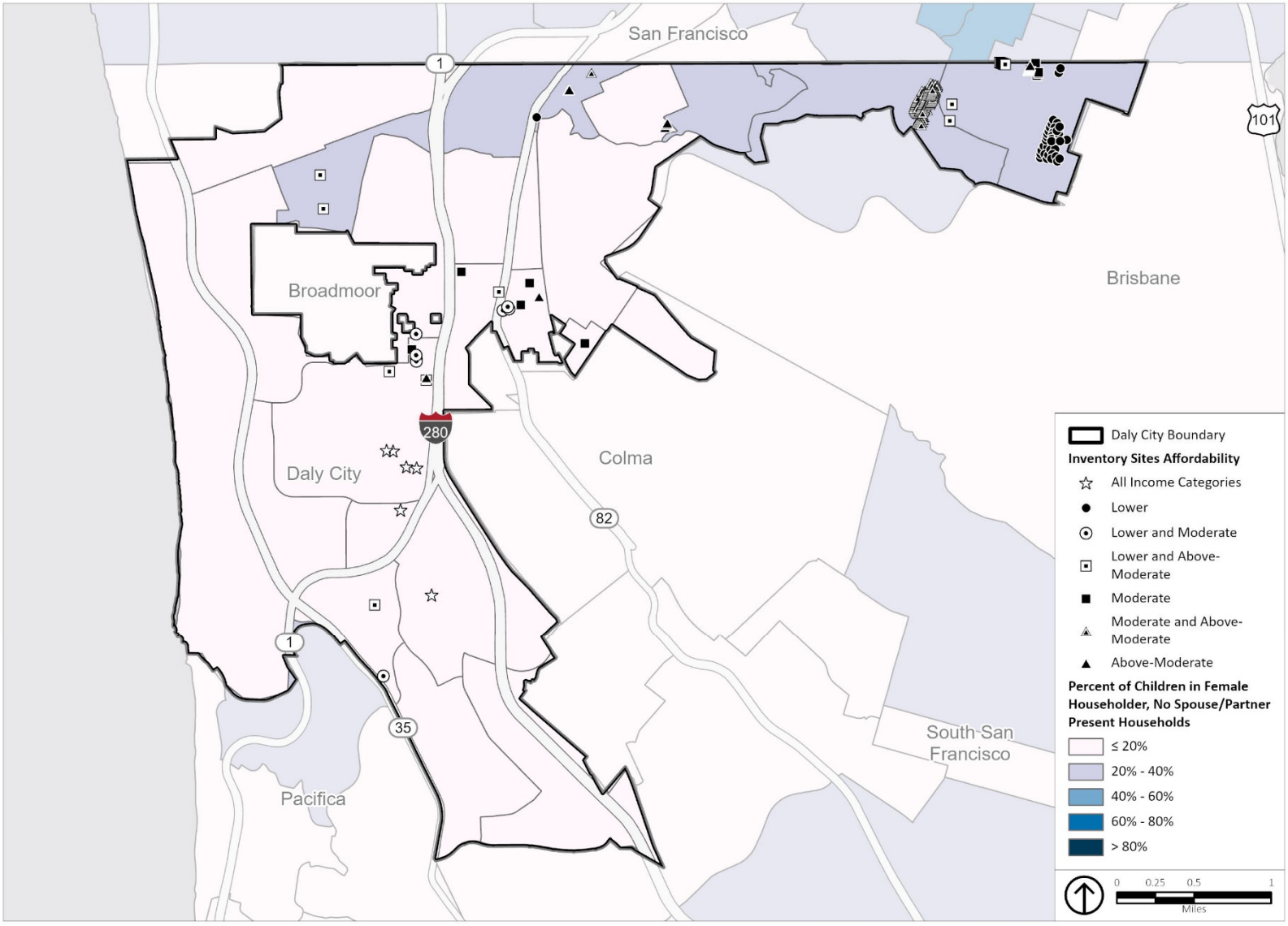
Compared to the county and larger Bay Area, Daly City has a slightly smaller proportion of married-couple households (49.8 percent, compared to 55.2 percent and 51.2 percent, respectively) and a higher proportion of single-parent households (23.8 percent compared to 14.9 percent and 15.2 percent). In addition, Daly City has a lower proportion of single-person households (18.4 percent compared to 22.3 percent in the county and 24.7 percent in the region) and a higher proportion of large-family households (17.5 percent compared to 10.9 percent and 10.8 percent).

While there are no spatial concentrations of single-person households in the city, there are two census tracts in the northern part of the city where the proportion of children in single-parent, female-headed households exceeds 20.0 percent, as shown in **Figure HE-8**. These tracts are in the upper Westlake neighborhood west of Interstate (I-) 280 and the Hillside/Vista Grande neighborhood east of I-280, where two deed-restricted multifamily complexes are located. These neighborhoods are accessible to commercial, service, and recreation amenities as well as the BART/SAMTRANS transfer center transit opportunities.

The majority of married-couple households live in owner-occupied housing (68.5 percent), as do the majority of female-headed family households (54.9 percent), and persons living alone reside in owner- and renter-occupied housing in equal proportions. The number of housing units available by number of bedrooms and tenure is generally consistent with the familial status of the households that live in Daly City. Compared to the county, Daly City's larger proportion of family households and smaller proportion of single-person households is reflected in the number of bedrooms and tenure of the housing stock in the city.

To encourage the development of affordable housing and promote housing mobility for families of all types, the City has included Tasks 1.1 through 1.5 which will create new opportunities for housing development in the C-MU zone and will amend the zoning code such that two commercial zones will permit mixed-use development by-right. As part of Task 3.1, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents. The City will also encourage the development of ADUs through Task 5.1, which can be an affordable housing type for lower-income households.

Figure HE-8: Percentage of Children in Female-Headed Households



Source: ACS, 2015-2019

Household income. The household income distribution by percentage of area median income (AMI) in Daly City differs from the county. The share of households making greater than 100.0 percent AMI is significantly less (32.8 percent) than in the whole county (48.9 percent), and the proportion of households with incomes below 80 percent of the AMI is greater (53.2 percent) than countywide (40.9 percent). As shown in **Figure HE-9, Median Household Income**, the highest median incomes are in the northwest corner, along Skyline Boulevard at the western edge of the city in the Westlake Northwest neighborhood (east of Skyline Boulevard in vicinity of Westridge Avenue), and in the southern portion of the Serramonte neighborhood between Skyline Drive and I-280. Additionally, two census tracts in the northeastern section of the city in the Crocker and Southern Hills neighborhoods have median incomes above $125,000; as do several neighborhoods along the east side of Hillside Boulevard from Brunswick Street to the lower Hillside neighborhoods north and south of East Market Street in the southeastern corner of the city.

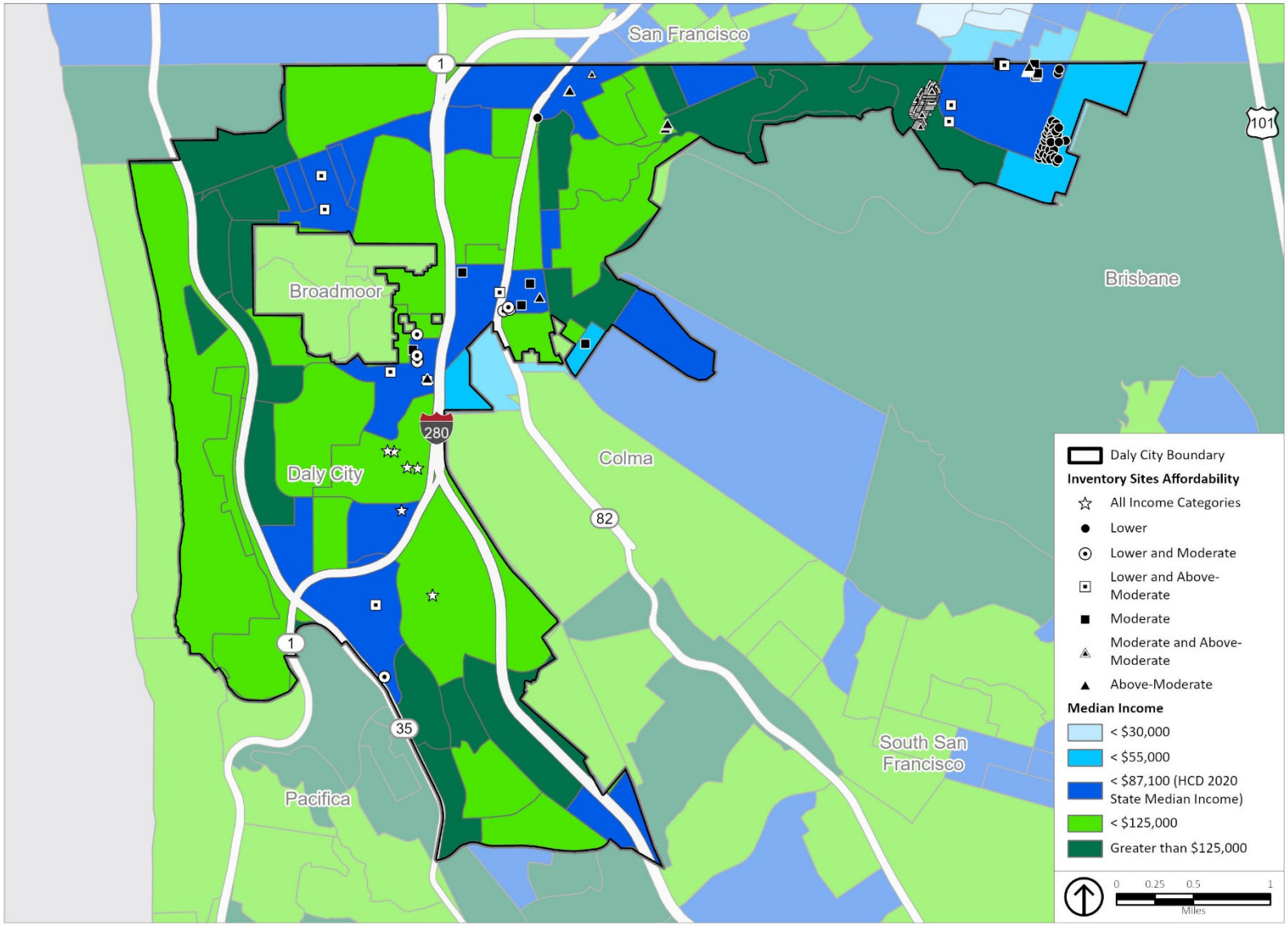
A large proportion of census tracts in the city have median incomes between the state median and $125,000. These are found in the northern portion of the city in the Westlake Park area; the eastern Hillside and Lincoln Park neighborhoods; the Original Daly City neighborhood adjacent to the Lake Merced Golf Course, which includes 51 deed-restricted multifamily units; west of Skyline Boulevard; the two central St. Francis and Serramonte neighborhoods; and the eastern portion of the Broadmoor neighborhood adjacent to I-280. There is also a small neighborhood east of the Colma BART Station and bounded by Market Street to the north, A Street to the south, and Hillside/Chester Streets to the east that has a median income of $109,326 and includes 112 units of deed-restricted multifamily housing.

Conversely, the lowest-income neighborhoods are found in the central area of the city at the convergence of I-280 and State Route (SR-) 82 (Mission Street) on the west side of the Colma BART Station, with a median income of $42,087, and in the Bayshore neighborhood to the east of the Cow Palace, including a 145-unit deed-restricted multifamily complex. The majority of this tract consists of an unincorporated island, within which are three deed-restricted multifamily complexes (providing 209 affordable units), which likely influences the low median income in the tract, because the incorporated city portion of this tract is developed primarily with light industrial and nonresidential uses. The remainder of the city has median incomes between $55,000 and the state median and contains many multifamily and duplex housing complexes. These are found in the Eastmoor neighborhood west of the Colma BART Station; the Franciscan Park neighborhood at the southeast tip of the city; the Plymouth Circle neighborhood at the southern boundary of the city, which is predominantly duplex housing types; the Fairmont neighborhood west of the Serramonte Center commercial area, which includes several higher density apartment complexes; the older neighborhoods north and southwest of Merced Extension Triangle area at the confluence of I-280 and Junipero Serra Boulevard; and the Outer Mission neighborhood at the northern edge of the city. While rents and home prices in Daly City are high throughout the city, higher density products may be marginally more affordable and attractive to households earning slightly lower incomes, thus resulting in a slightly lower median income.

In 2014, the lowest median income in the city was in the Westlake Shopping Center neighborhood ($48,929), which now ranges from $57,275 to $75,021. The central area surrounding the Colma BART Station was also in the lower-income category ($53,505). In 2019, the median income in the area southwest of the Station fell to $46,087 while the areas to the north and east had increased to $69,261 and $109,327, respectively. Additionally, the Fairmont neighborhoods west of Serramonte Center have increased from $53,941 in 2014 to a range in the three block groups between $70,050 to $82,115 in 2019. The remainder of the city has maintained similar median income distribution patterns, although incomes rose in all census tracts between 2014 and 2019. However, it is important to note that the available data in 2014 was at the tract level, and data in 2019 was at the block group level, providing a more specific perspective on income patterns. Considering these changes in data, the relatively small changes in median income in each of these notable neighborhoods do not appear to reflect exclusionary income patterns over time.

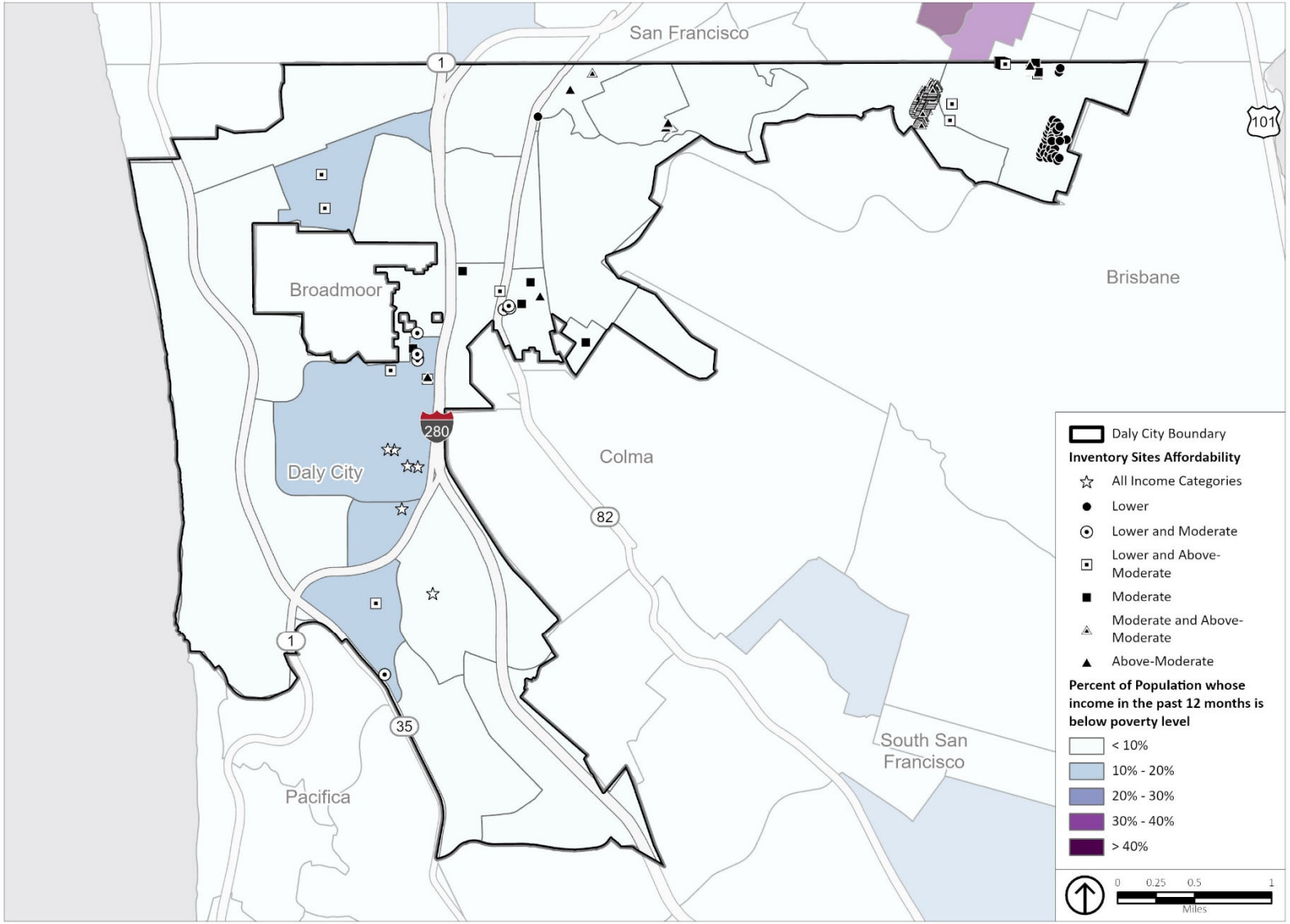
The poverty rate in the city is approximately 7.8 percent, compared to 6.4 percent in San Mateo County. As shown in **Figure HE-10**, Percentage of Population with Incomes Below the Poverty Level, the majority of the city has poverty rates below 10 percent, with a concentration of tracts with rates above 10 percent in the central portion of the city west of I-280. These are primarily residential neighborhoods in the vicinity of larger commercial centers with a mix of higher-density residential products and older single-family neighborhoods. The central Westmoor neighborhood has a poverty rate of 11.4 percent, reflecting a negligible change from 11.5 percent in 2014. The poverty rate in the St. Francis neighborhood west of Serramonte Center (10.4 percent) decreased significantly from 19.5 percent in 2014, with a concurrent increase in median income from $53,924 to $71,196. The highest rate of poverty (19.3 percent) is in the Westlake Shopping Center tract, encompassing several higher density multifamily complexes. In 2014, this area had a poverty rate of 16.4 percent. In contrast to the rising poverty in this tract, the median income in this area has increased by 14.6 percent, as discussed above, although other areas of the city have experienced increases of over 25.0 percent. This increase in poverty rate, reflecting a greater share of extremely low-income households, may suggest growing income discrepancies in this area of the city as the median income increases at a higher rate throughout most of the city and a larger share of higher income households citywide. **Higher poverty rates between 10 percent and 20 percent are concentrated in census tracts west of I-280**.

Figure HE-9: Median Household Income



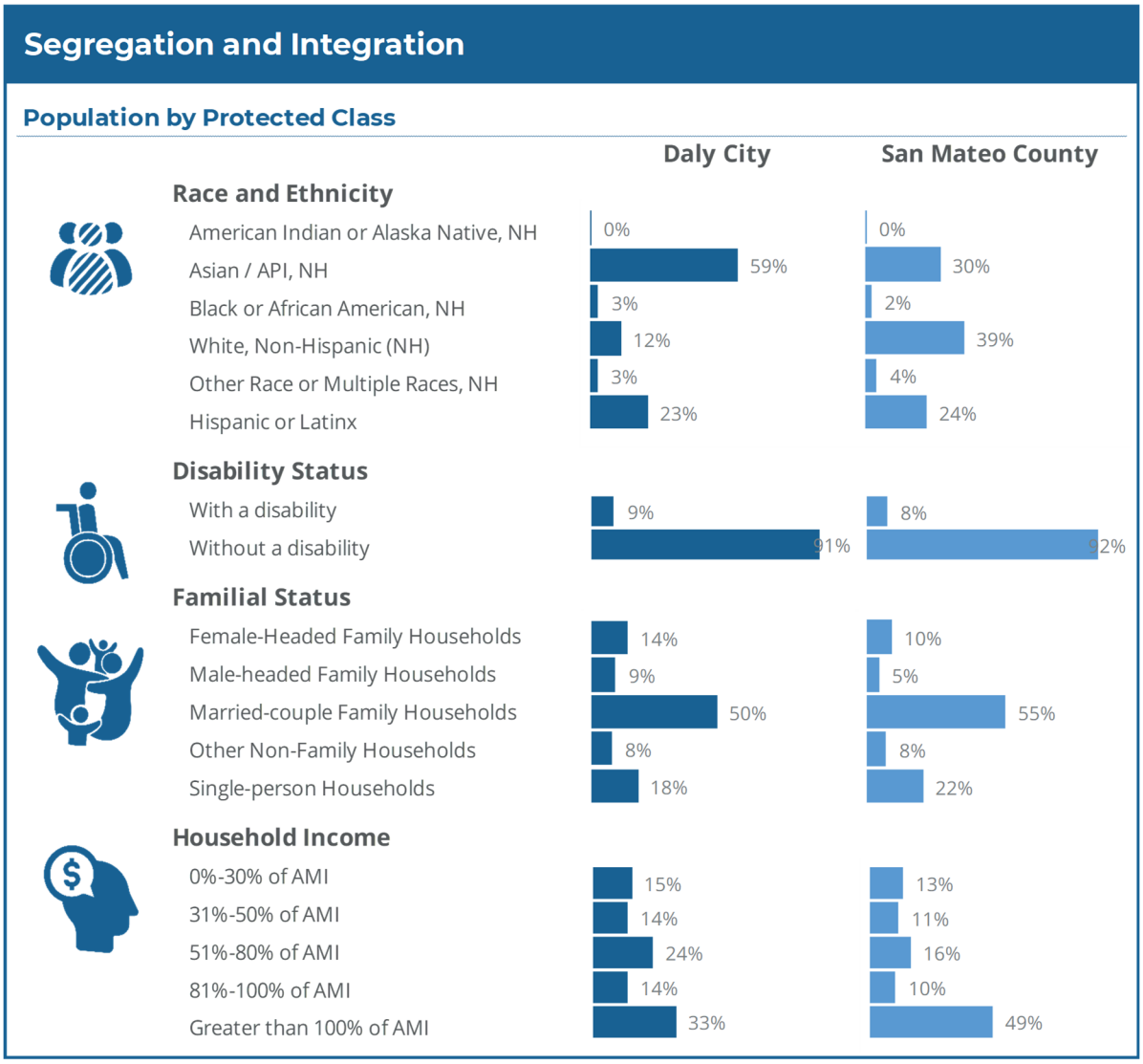
Source: ACS, 2015-2019

Figure HE-10: Percentage of Population with Incomes Below the Poverty Level



Source: ACS, 2015-2019

Figure HE-11: Segregation and Integration by Protected Class



Racially or ethnically concentrated areas of poverty and affluence. A Racially or Ethnically Concentrated Area of Poverty (R/ECAP) and a Racially Concentrated Area of Affluence (RCAA) represent opposing ends of the segregation spectrum—from racially or ethnically segregated areas with high poverty rates to affluent, predominantly White neighborhoods. Historically, HUD has paid particular attention to R/ECAPs as a focus of policy and obligations to AFFH. Recent research out of the University of Minnesota Humphrey School of Public Affairs argues for the inclusion of RCAAs to acknowledge current and past policies that created and perpetuate these areas of high opportunity and exclusion.[9]

It is important to note that R/ECAPs and RCAAs are not areas of focus because of racial and ethnic concentrations alone. This study recognizes that racial and ethnic clusters can be a part of fair housing choice if they occur in a nondiscriminatory market. Rather, R/ECAPs are meant to identify areas where

[9] Goetz, E. G., Damiano, A., and Williams, R. A. (2019). "Racially Concentrated Areas of Affluence: A Preliminary Investigation." *Cityscape: A Journal of Policy Development and Research*, 21(1), 99–124.

residents may have historically faced discrimination and continue to be challenged by limited economic opportunity; conversely, RCAAs are meant to identify areas of particular advantage and exclusion.

R/ECAPs

HCD and HUD's definition of a Racially/Ethnically Concentrated Area of Poverty is:

- A census tract that has a non-White population of 50 percent or more (majority-minority) or, for nonurban areas, 20 percent, AND a poverty rate of 40 percent or more; OR
- A census tract that has a non-White population of 50 percent or more (majority-minority) AND the poverty rate is three times the average tract poverty rate for the county, whichever is lower.

Source: California Department of Housing and Community Development Guidance, 2021.

As described previously, the population throughout Daly City is predominantly non-White. Therefore, for this study, the poverty threshold used to qualify a tract as an R/ECAP was three times the average census tract poverty rate countywide—or 19.1 percent. In addition to R/ECAPs that meet the HUD threshold, this study includes edge or emerging R/ECAPs that hit two-thirds of the HUD-defined threshold for poverty—emerging R/ECAPs in San Mateo County have two times the average tract poverty rate for the county (12.8 percent).

In 2010 there were three census tracts that qualified as R/ECAPs (19.4 percent poverty rate) in the county and 11 that qualified as edge R/ECAPs (13 percent poverty rate). **Two of the 2010 edge R/ECAPs were in Daly City**—which means they are majority minority and have a poverty rate two times higher than the countywide census tract average. One of the tracts is east of the convergence of SR-35 and the Pacific Coast Highway—west of the Serramonte Center. The other edge R/ECAP is in the far eastern part of the city, in the Bayshore neighborhood near the Cow Palace Arena and Event Center.

Neither of these tracts has indicators that meet the edge R/ECAP definition in 2019, but they are areas with higher rates of poverty and may be considered areas of concentrated poverty relative to the city. In 2019 there were two census tracts that qualified as R/ECAPs (19.1 percent poverty rate) in the county and 14 that qualified as edge R/ECAPs (12.8 percent poverty rate). **One of the 2019 R/ECAPs was in Daly City**—which means it is a majority minority tract and has a poverty rate three times higher (19.3 percent) than the countywide census tract average. This tract is near the Westlake Shopping Center—just north of Broadmoor and west of the Lake Merced Golf Club.

The demographic characteristics of this R/ECAP include:

- 52.9 percent of residents report being Asian, and 21.8 percent are of Hispanic origin, compared to 59 percent and 23 percent, respectively, for the city overall; 30 percent and 24 percent for the county; and 27 and 24 percent for the Bay Area. The edge R/ECAP area has a moderate segregation rating for Asian and Hispanic residents based on the HCD segregation index map and a diversity index between the 73rd and 78th percentile.
- The non-White population has increased since 2010, from 75.3 percent to 88.6 percent in 2019, with the greatest increase in the Asian population.
- Persons with disabilities in the edge R/ECAP area are represented at a lower rate (5.4 percent) than in the city overall (9.1 percent).

- 19.3 percent of residents in this area live below the poverty level as of 2019, an increase from 16.4 percent in 2010.
- Median household income is in the very low-income category, with median incomes between $57,275 and $75,021, compared to the San Mateo County median income of $143,100. This census tract is adjacent to the BART-Daly City Station, which also has median incomes in the very low-income category, although higher than the Westlake Shopping Center neighborhood.
- 21.6 percent of households in the tract are married couples, lower than in the majority of the city. Approximately 10.6 percent of adults live alone, and 24.4 percent reside in "nonfamily" households (e.g., living with roommates) and 17.8 percent in other family living arrangements. Between 20.0 and 40.0 percent of children in this tract live in a single-female-headed household.
- 95.0 percent of the housing units in the R/ECAP are rented, compared with 49.6 percent in the city overall.
- Housing development surrounding the shopping center and in the northeastern corner of the tract are multifamily housing types, which make up 93.3 percent of the housing units in the R/ECAP, offering more housing diversity compared to predominantly owner-occupied tracts in the northwestern section of the city. However, because 95 percent of the households are renters, it is likely that the majority of single-family housing units in the R/ECAP have been converted to rental properties. The predominance of high density development and rental tenure may contribute to the area's relative affordability, higher proportion of unmarried-couple household configurations, and lower median incomes.
- The presence of housing units that are occupied by Housing Choice Voucher holders is less than 1 percent in the R/ECAP, lower than or similar to surrounding areas west of I-280.
- The R/ECAP has one of the highest rates of renter cost burden in the city—63.0 percent of renters—and 32.1 percent of owners are cost burdened. This level of cost burden is not unique to this tract, however, with similar rates in the Bayshore, St. Francis, and Westmoor neighborhoods. However, according to the Location Affordability Index, the R/ECAP offers better affordability than many areas of the city, and proximity to the Daly City BART (27.6 percent of commuters use public transit) and Westlake Shopping Center provide access to resources.
- Approximately 14.5 percent of households live in overcrowded conditions, which is similar to other lower-income tracts but higher than immediately surrounding tracts.

Given the above demographics in this census tract, potential edge R/ECAP status appears to be driven in part by the availability of relatively affordable rental units, although almost two-thirds of households overpay for rental housing—with access to the BART transit station, shopping and services, positive educational attainment scores, and an increasing proportion of non-White populations with lower-median incomes in the context of the region.

To increase housing mobility for lower-income households, the City has included **Tasks 1.1 through 1.4** which will create new opportunities for housing development in the C-MU zone. As part of **Task HE 3.1**, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents, and in **Task 18.1** the City will reduce the required parking for projects that include at least 20 percent of units for extremely low-income households. The City will define and permit single-room occupancy units, which can be more affordable to extremely low income households, as part of **Task HE 18.3**. Through **Task HE 1.5**, the City will amend the zoning code such that two commercial zones will permit mixed-use development by-right. The City will also encourage the development of ADUs through **Task HE 5.1**, which can be an affordable housing type for lower-income households.

RCAAs

HCD's definition of a Racially Concentrated Area of Affluence is:

- A census tract that has a percentage of total white population that is 1.25 times higher than the average percentage of total white population in the given COG region, and a median income that was 2 times higher than the COG AMI.

Source: California Department of Housing and Community, 2022.

RCAAs are generally understood to be neighborhoods in which there are both high concentrations of non-Hispanic White households and high household income rates. Similar to the importance of identifying R/ECAP areas, which helps to identify areas that are segregated by race/ethnicity and poverty, it is also necessary to identify racially concentrated areas of wealth to further compare these patterns.

Using 2015-2019 data from the American Community Survey, HCD developed a mapping tool that demonstrates the "location quotient" (LQ) for each California census tract; this quotient represents the percentage of total White population for each census tract compared to that of the average percentage in the council of governments (COG) region. In order to determine the RCAAs, HCD takes the census tracts with a LQ of more than 1.25 and a median income that is 1.5 times higher than the COG region (or 1.5 times the State AMI, whichever is lower). The tracts that meet these criteria are assigned a numeric score of 1, which indicates that they have an accumulation of high incomes and a White population, i.e., a Racially or Ethnically Concentrated Area of Affluence. RCAAs are the inverse of R/ECAPs in that they illustrate where self-segregated and/or exclusive wealthy White neighborhoods are potentially located.

By the definition of RCAAs, there are no racially concentrated areas of affluence in Daly City. However, for this study, the threshold used to qualify as a potential concentration of affluence is a median income two times higher than the COG AMI, or $241,680. There are no census tracts in the city that have median incomes at this level—the highest income in the city is $193,523 in the northwest corner of the city in the vicinity of Thornton State Beach.

Access to Opportunity

This section discusses disparities in access to opportunity among protected classes including access to quality education, employment, transportation, and environment.

Access to Opportunity

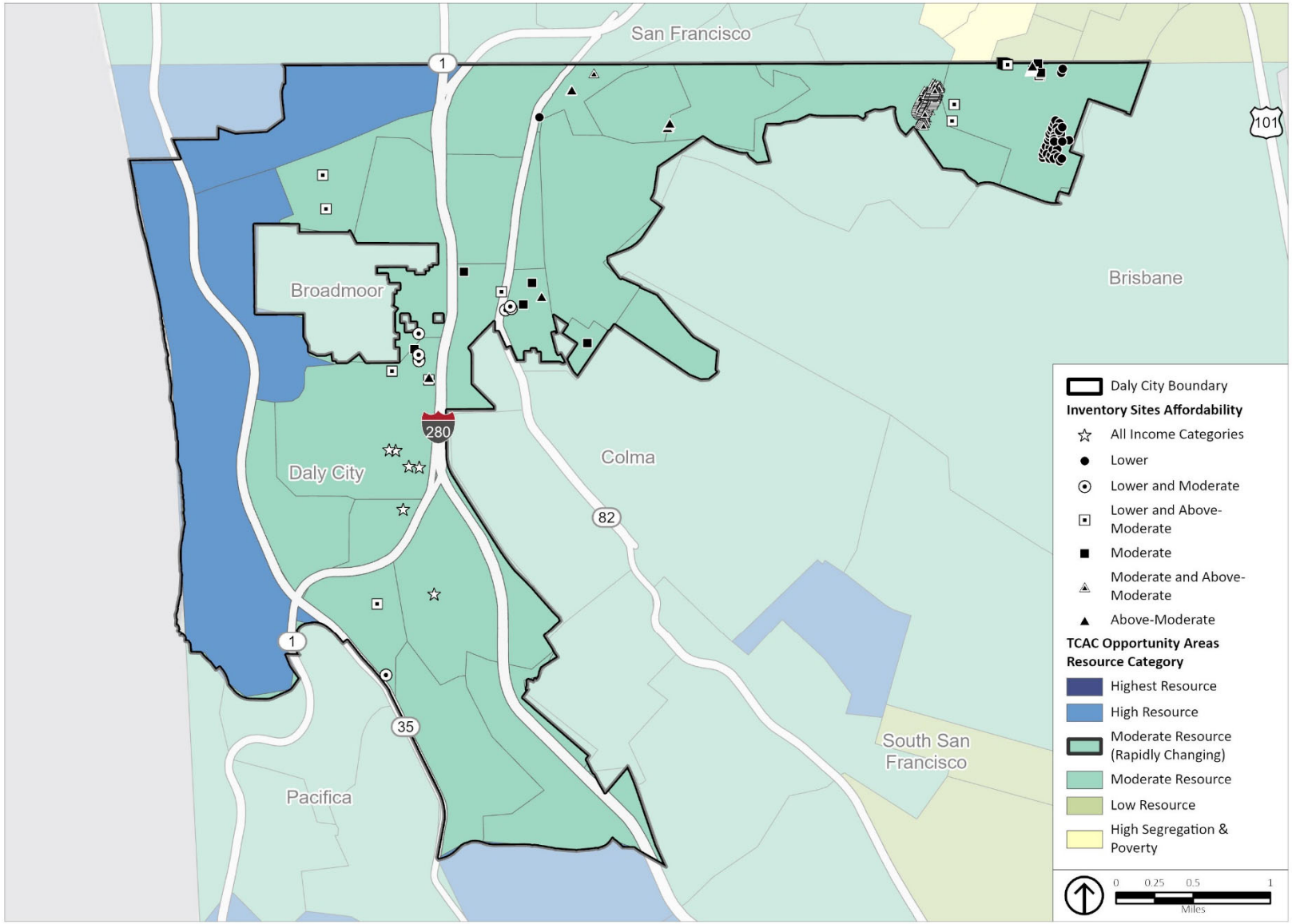
Access to opportunity is a concept to approximate place-based characteristics linked to critical life outcomes. Access to opportunity oftentimes means both improving the quality of life for residents of low-income communities, as well as supporting mobility and access to 'high resource' neighborhoods. This encompasses education, employment, economic development, safe and decent housing, low rates of violent crime, transportation, and other opportunities, including recreation, food and healthy environment (air, water, safe neighborhood, safety from environmental hazards, social services, and cultural institutions).

Source: California Department of Housing and Community Development Guidance, 2021, page 34.

The California Tax Credit Allocation Committee (TCAC) in collaboration with HCD developed a series of opportunity maps that help to identify areas of the community with good or poor access to opportunity for residents. These maps were developed to align funding allocations with the goal of improving outcomes for low-income residents—particularly children.

The opportunity maps highlight areas of highest resource, high resource, moderate resource, moderate resource (rapidly changing), low resource and high segregation and poverty. TCAC provides opportunity maps for access to opportunity in quality education, employment, transportation, and environment. Opportunity scores are presented on a scale from zero to one and the higher the number, the more positive the outcomes. The Opportunity Area designations for Daly City are shown in **Figure HE-12**.

Figure HE-12: TCAC Opportunity Areas



Source: TCAC, 2021

Education. TCAC's education score is based on math proficiency, reading proficiency, high school graduation rates, and the student poverty rate. According to TCAC's educational opportunity map, shown in **Figure HE-13**, most census tracts in Daly City score between the 25th and 75th percentile; opportunity scores are presented on a scale from zero to one and the higher the number, the more positive the outcomes. In Daly City, **census tracts with the best educational outcomes, in the 50th to 75th percentiles, are west of I-280, with two tracts along Cabrillo Highway (Route 1) east of Skyline Boulevard scoring in the 49th percentile.** With the exception of the Bayshore neighborhood at the northeastern corner of the city, which has educational domain outcome scores below the 25th percentile, the remainder of the city has educational opportunity scores between the 25th and 50th percentiles. The Bayshore area also has a high concentration of populations with low- to moderate-income compared to the rest of the city, high rates of children in female-headed households, a 96.9 percent non-White population, and an affordable multifamily complex with 145 deed-restricted units, which may contribute to the score. This neighborhood has its own school district which contains one elementary school.

Daly City is served by three school districts—Jefferson Union High School District, South San Francisco Unified School District, Bayshore Elementary School District, and the Jefferson Elementary School District. All three school districts experienced decreases in enrollment from 2010 to 2020—South San Francisco saw a 12.0 percent decrease in enrollment while Jefferson Union and Jefferson Elementary both experienced a 5.0 percent decrease in enrollment. **All three districts lost students during the COVID-19 pandemic.**

All three school districts' enrollment by race and ethnicity are similar to the countywide distribution. However, each school district has a higher proportion of Filipino students (Jefferson Union 29.0 percent, Jefferson Elementary 25.0 percent, South San Francisco 23.0 percent compared to 8.0 percent countywide) and a smaller proportion of White students (Jefferson Union 14.0 percent, Jefferson Elementary 11.0 percent, South San Francisco 6.0 percent compared to 26.0 percent countywide). Jefferson Union and Jefferson Elementary have a smaller proportion of Hispanic students compared to the county (31.0 percent and 36.0 percent compared to 38.0 percent countywide), while South San Francisco Unified has a greater proportion (48.0 percent compared to 38.0 percent countywide).

Jefferson Union has a higher share of English learners (36.0 percent compared to 20.0 percent countywide) and students who qualify for reduced lunch (44.0 percent compared to 29.0 percent countywide) than the county, while Jefferson Elementary has a smaller share (14.0 percent and 27.0 percent, respectively). South San Francisco Unified also had slightly higher shares of English learners and students who qualify for reduced lunch (21.0 percent and 34.0 percent) than the county. Jefferson Elementary and South San Francisco Unified also have 1 percent of their respective students experiencing homelessness.

Many high schoolers in the county met admission standards for a University of California (UC) or California State University (CSU) school. While Jefferson Union had one of the lower rates of graduates who met such admission standards (48.0 percent) among high school districts in San Mateo County, the school has seen a significant increase in the percentage of students who meet these benchmarks over the last five years (from 21.0 percent in 2016-17). **Black and Hispanic students in Jefferson Union High School District were less likely to meet the admission standards with rates of 23.0 percent and 32.0 percent, respectively.** Census tracts with the highest proportion of Hispanic/Latinx residents above the citywide average of 23.0 percent of the total tract population include the neighborhoods between I-280 and Mission Street from the northern boundary to the unincorporated Colma community, including the neighborhoods surrounding the Colma BART Station and the downtown, and encompassing seven affordable multifamily housing complexes; the Outer Mission neighborhoods; the Franciscan Park neighborhood; and the Bayshore Heights/Cow Palace neighborhoods, all within portions of the city with lower anticipated educational domain opportunities. The 2015 to 2019 ACS data indicates that Black households (72.0 percent of total household with incomes below 80 percent of AMI) and Hispanic or Latinx households (62.0 percent of total household with incomes below 80.0 percent of AMI) have lower incomes compared

to Asian and White non-Hispanic households, which is a factor often contributing to lower educational outcomes. As well, these neighborhoods reflect the highest rates of children in single female-headed households, which often contributes to economic challenges. Based on above statistics for English learners and disadvantaged students, these concentrations of students are likely to be experiencing lower educational outcome opportunities.

Conversely, South San Francisco Unified, which has the lowest rate among all high school districts in the county (41.0 percent), has seen their rate of graduates who met such admission standards significantly decline over the last five years (57.0 percent in 2016-17). However, 73.0 percent of Asian students meet those standards—a 32.0 percentage point gap. **Hispanic and White students in South San Francisco Unified School District were less likely to meet the admission standards with rates of 27.0 percent and 44.0 percent, respectively**, although only a very small proportion of the city south of Hickey Boulevard falls within this district.

Jefferson Elementary school district had a 17.0 percentage point gap between their overall chronic absenteeism rate (12.0 percent) and their chronic absenteeism rate among Black students (28.0 percent). However, while this is an important indicator of need, the overall representation of Black population under the age of 18 in the city is 3.0 percent, which would not contribute to large concentrations of chronic absenteeism. South San Francisco Unified also had an 18.0 percentage point gap between their overall chronic absenteeism rate (13.0 percent) and their chronic absenteeism rate among Pacific Islander students (31.0 percent).

While Jefferson Union has the lowest dropout rates in the county—just 3.0 percent of students—the highest dropout rates were found among Black (7.0 percent) and Hispanic students (6.0 percent), suggesting that factors of lower median income, access to resources, high rates of children in single female-headed households, language barriers for Hispanic or Latinx students, and higher rates of poverty likely contribute to lower educational outcomes and high school dropouts. South San Francisco Unified had one of the highest dropout rates in the county at 9.0 percent, with White (12.0 percent) and Hispanic (11.0 percent) students accounting for the highest rates.

Transportation. The San Mateo County Transit District (SamTrans) acts as the administrative body for transit and transportation programs in the county, including SamTrans and the Caltrain commuter rail, with rapid transit access to San Francisco from the Daly City and Colma BART stations. SamTrans provides bus services in San Mateo County, including Redi-Wheels paratransit service, discussed in Section II. SamTrans provides a range of route selections depending on origin location, service area, express, multicity, and San Francisco commuter services. Routes that originate at the Daly City BART Station include: 110, 120, 121, 130, 131B, and the ECR. Routes with stops at the Serramonte Center include: 112, 120, 121, 122, 130, 130B, and 38 school connector to South City High. Routes with stops at the Colma BART Station include: 112, 120, 122, 130, and ECR with connections to San Francisco on BART.

In 2018, the Metropolitan Transportation Commission (MTC), which covers the entire Bay Area, adopted a coordinated public transit and human services transportation plan. While developing the coordinated plan, the MTC conducted extensive community outreach about transportation within the area. That plan—which was developed by assessing how well seniors, persons with disabilities, veterans, and people with low incomes are served—was reviewed to determine gaps in services in Daly City and the county overall. Below is a summary of comments relevant to Daly City and San Mateo County.

> San Mateo's PCC and County Health System, as well as the Peninsula Family Service Agency provided feedback. The most common themes expressed had to do with pedestrian and bicycle needs at specific locations throughout the county, though some covered more general comments such as parked cars blocking sidewalk right-of-way and a desire for bike lanes to accommodate motorized scooters and wheelchairs. Transportation information, emerging mobility providers, and transit fares were other common themes.

> While some comments related to the use of car share, transportation network companies (TNCs), or autonomous vehicles as potential solutions, other comments called for the increased accessibility and affordability of these services in the meantime.[10]

Transit improvements recommended particularly for Daly City included: "More bus shelters at the Daly City Kaiser Permanente are needed."

A partnership between the World Institute on Disability and the MTC created the research and community engagement project TRACS (Transportation Resilience, Accessibility & Climate Sustainability). The project's overall goal is to "stimulate connection and communication between the community of seniors and people with disabilities together with the transportation system—the agencies in the region local to the San Francisco Bay, served by MTC."[11] TRACS highlights that improving accessibility requires engagement with the community because there are no "watch-dog" systems in place to hold agencies accountable.

As part of the TRACS outreach process, respondents were asked to share their compliments or good experiences with MTC transit. One respondent who had used multiple services said, **"It is my sense that SamTrans is the best Bay Area transit provider in terms of overall disability accommodation."**

The San Mateo County Transit District updated its "Mobility Plan for Older Adults and People with Disabilities" in 2018. According to the district, the **county's senior population is expected to grow more than 70 percent over the next 20 years, and the district is experiencing unprecedented increases in paratransit ridership**. Additionally, Daly City "contains many of the census tracts with the highest concentrations of older adults [in the county] (above 1,500 per square mile), followed by San Mateo."[12] The plan is targeted at developing effective mobility programs for residents with disabilities and older adults, including viable alternatives to paratransit, partnerships, and leveraging funding sources.[13]

MTC also launched Clipper START in 2020—an 18-month pilot project that provides fare discounts on single transit rides for riders whose household income is no more than double the federal poverty level.[14]

AllTransit is a transit and connectivity analytic tool developed by the Center for Neighborhood Technology (CNT) that is used for the advancement of equitable communities and urban sustainability. The tool analyzes the transit frequency, routes, and access to determine an overall transit score at the city, county, and regional levels. Based on these factors, Daly City has a performance score of 8.4 out of 10, meaning there is an excellent combination of trips per week and number of jobs accessible, enabling numerous people to take transit to work. This score is higher than San Mateo County as a whole (with a score of 6.1). The data also indicates that 99.8 percent of all jobs in the city are within one-half of a mile of transit, and 99.6 percent of the city's workers live within one-half of a mile of one of the transit routes. The rate of commuters who use transit is high, with 20.5 percent traveling by public transit.

[10] https://mtc.ca.gov/sites/default/files/MTC_Coordinated_Plan.pdf
[11] https://wid.org/transportation-accessibility/
[12] https://www.samtrans.com/Planning/Planning_and_Research/Mobility_Plan_for_Older_Adults_and_People_with_Disabilities.html
[13] Ibid
[14] https://mtc.ca.gov/planning/transportation/access-equity-mobility/clipperr-startsm

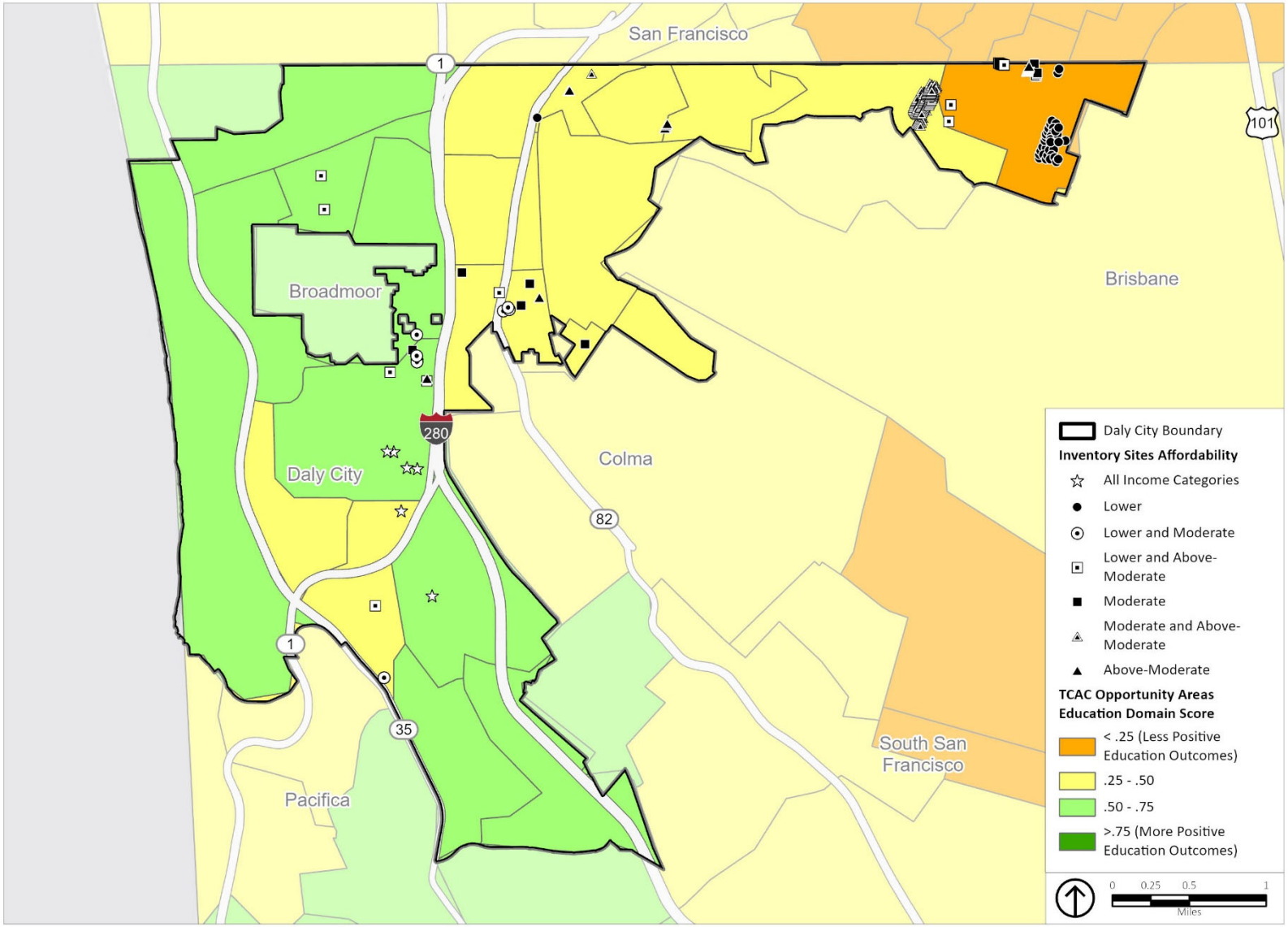
Employment. The top three industries by number of jobs in Daly City include **health and educational services, arts and recreation services, and retail**. Daly City has a lower job-to-household ratio when compared to the county (0.59 and 1.59, respectively), **indicating a shortage of jobs for the number of households that live in the city**. The city also has a higher unemployment rate—6.9 percent compared to the county's 5.9 percent.

TCAC's economic opportunity score comprises poverty, adult educational attainment, employment, job proximity, and median home value. Overall, nearly all of Daly City scores between 0.5 and 0.75, reflecting relatively positive economic outcomes. Only two tracts, one directly north of Broadmoor in the Westlake Center tract, the other entirely west of Skyline Boulevard, have **low to moderate economic opportunity scores** in the city.

Conversely, HUD's job proximity index, shown in **Figure HE-14**, shows **Daly City has the furthest proximity to jobs** in the entire county, with almost the entire city scoring below the 20th percentile on a scale from zero to 100, where 100 is the closest proximity to jobs. However, it is likely that this ranking is based on the assumptions that employment hub opportunities are the City and County of San Francisco and the San Francisco Airport.

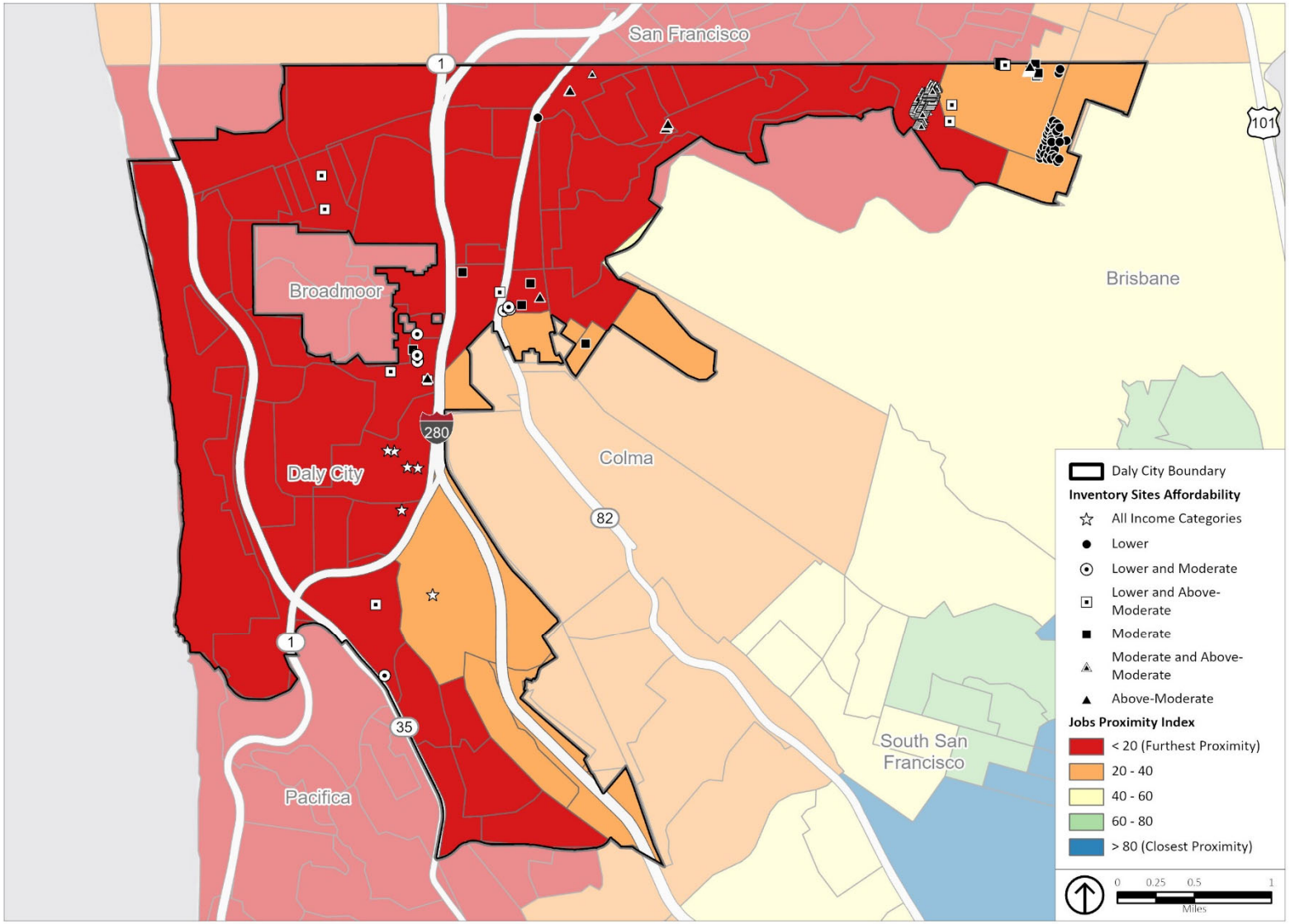
Through **Tasks 1.1 through 1.4**, the City will establish a Commercial Mixed-Use zone, and will remove the conditional use permit requirement for mixed-use development in the C-1 and C-2 zones as part of **Task 1.5**. Mixed-use development can create new job opportunities in close proximity to housing, potentially reducing the length of required commutes.

Figure HE-13: TCAC Education Score



Source: TCAC, 2021

Figure HE-14: HUD Jobs Proximity Index



Source: HUD, 2014-2017

Environment. Daly City is an urbanized area with predominantly residential and commercial uses. However, proximity to major roadways and I-280 may contribute to adverse environmental conditions.

A disadvantaged community or environmental justice community ("EJ Community") is designated by the California Environmental Protection Agency (CalEPA) as areas that fall in the 25 highest scoring census tracts for environmental pollution and other hazards, and may or may not have a concentration of low-income households, high unemployment rates, low homeownership rates, overpayment for housing, or other indicators of disproportionate housing need.[15] In February 2021, the California Office for Environmental Health Hazard Assessment released the fourth version of CalEnviroScreen, a tool that uses environmental, health, and socioeconomic indicators to map and compare communities' environmental scores. In the CalEnviroScreen tool, communities that have a cumulative score in the 75th percentile or above (25 percent highest score census tracts) are designated disadvantaged communities under SB 535.[16] CalEnviroScreen percentiles in Daly City are shown in **Figure HE-15**. The cumulative score for each census tract includes an exposure score, with a low score being a positive outcome, for each of the following:

- Ozone concentrations
- $PM_{2.5}$ concentrations
- Diesel particulate matter emissions
- Drinking water contaminants
- Children's lead risk from housing for children
- Use of certain high-hazard, high-volatility pesticides
- Toxic releases from facilities
- Traffic impacts[17]

Communities that are identified as disadvantaged communities based on their cumulative pollution exposure score are targeted for investment through the State cap-and-trade program. However, the condition of these communities poses fair housing concerns due to disproportionate exposure to unhealthy living conditions. Overall, Daly City scores relatively well on environmental outcome, with an average score in the 47.6th percentile. indicating that there are no areas that meet the criteria of a disadvantaged community or are disproportionately exposed to high levels of pollutants compared to other census tracts in the state. These scores reflect generally positive environmental conditions for residents of Daly City.

The primary indicators leading to higher scores in the city, as reported by OEHHA's CalEnviroScreen 4.0, are, in order of significance: low birth rate, linguistic isolation, diesel particulate matter (PM), lead in older homes, traffic, asthma, groundwater threats, hazardous waste, and education, all at or above the 49th percentile. In Daly City, the northern portion of the city, including the Pointe Pacific, Franciscan Park, Westlake/Westlake Northwest, Westlake South of Westmoor, and the Serramonte Center neighborhoods, and adjacent tracts to the south along I-280 to the central boundary of the city, see more positive environmental conditions compared to central areas. The most adverse environmental conditions are

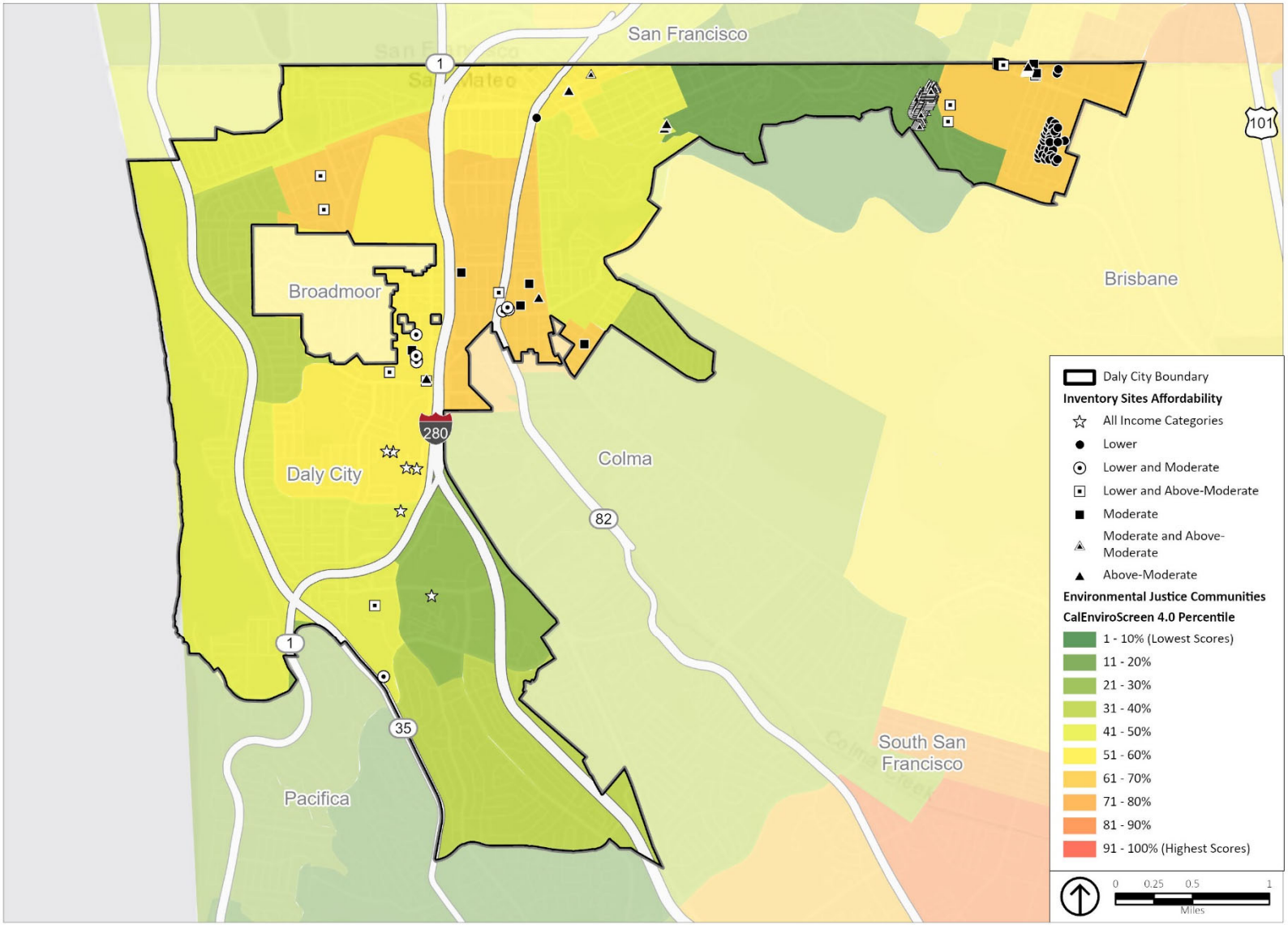
[15] California Health and Safety Code § 39711
[16] California Office of Environmental Health Hazard Assessment. *SB 535 Disadvantaged Communities*, June 2017. https://oehha.ca.gov/calenviroscreen/sb535
[17] California Environmental Protection Agency, California Office of Environmental Health Hazard Assessments. *Update to the California Communities Environmental Health Screening Tool: CalEnviroScreen 4.0 Public Review Draft*, February 2021. https://oehha.ca.gov/media/downloads/calenviroscreen/document/calenviroscreen40reportd12021.pdf.

found in the central areas along I-280; north, east, and west of Broadmoor; in the original downtown; Westmoor and St. Franciscan neighborhoods; and the Bayshore and Cow Palace neighborhoods. The siting of affordable multifamily rental complexes largely coincides with census tracts with scores above the 50th percentile.

While Daly City is not considered an area of potential concern regarding fair housing in relation to disproportionate exposure to environmental hazards and a concentration of vulnerable populations by SB 535, I-280 runs through the center of the city, Highway 35 runs north to south through the western portion of the city, and Highway 82 parallels I-280. The locations of these major transportation corridors pose a potential environmental concern for adjacent residential areas, which may face increased exposure to traffic emissions and particulate matter. CalEnviroScreen reports that the pollution burden for diesel PM is above the 67th percentile, and traffic in these areas exceeds the 86th percentile. Further, the higher scores in these tracts are also attributed to socioeconomic factors, which generally fall above the 68th percentile, particularly cost burden, health factors, and linguistic isolation.

In San Mateo County, cumulative pollution exposure scores are relatively consistent among similarly situated suburban and urban communities. Scores increase in higher industrial areas, such as in the vicinity of the San Francisco Airport.

Figure HE-15: CalEnviroScreen 4.0 Percentile



Source: CalEnviroScreen 4.0

Disparities in access to opportunity. Data show that racial and ethnic minorities are more likely to live in low and moderate resource areas compared to non-Hispanic White residents. However, with the exception of Hispanic residents, the distribution of racial and ethnic residents in Daly City is relatively similar for those living in low, moderate, and high resource areas. While non-Hispanic White residents are more likely to live in high-resource areas, **Hispanic residents are more likely to live in low- and moderate-resource areas**.

TCAC's composite opportunity score for Daly City shows that census tracts in the northwest area of the city fall within high-resource areas while the rest of the city is in moderate-resource areas. The Social Vulnerability Index (SVI) provided by the CDC—which ranks census tracts based on their ability to respond to a disaster—includes socioeconomic status, household composition, race or ethnicity, and housing and transportation. **The central area of the city, bordered by I-280 to the west and Hillside Boulevard to the east, is most vulnerable according to the SVI**.

Daly City does not have any disadvantaged communities as defined under SB 535, where "disadvantaged communities are defined as the top 25.0 percent scoring areas from CalEnviroScreen along with other areas with high amounts of pollution and low-income populations."[18]

Disparities specific to the population living with a disability. Nine percent of the population in Daly City are living with at least one disability, compared to 8 percent in the county. The most common disabilities in the city are ambulatory (5.3 percent), independent living (4.4 percent), and cognitive (2.9 percent). The spatial distribution of Daly City residents with a disability is shown earlier in **Figure HE-7**.

Disability

"Disability types include hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty."

For the population 65 and over, the share of the population with an ambulatory or independent living difficulty increases. As mentioned above under access to transportation, San Mateo County is rapidly aging, therefore this population with a disability is likely to increase.

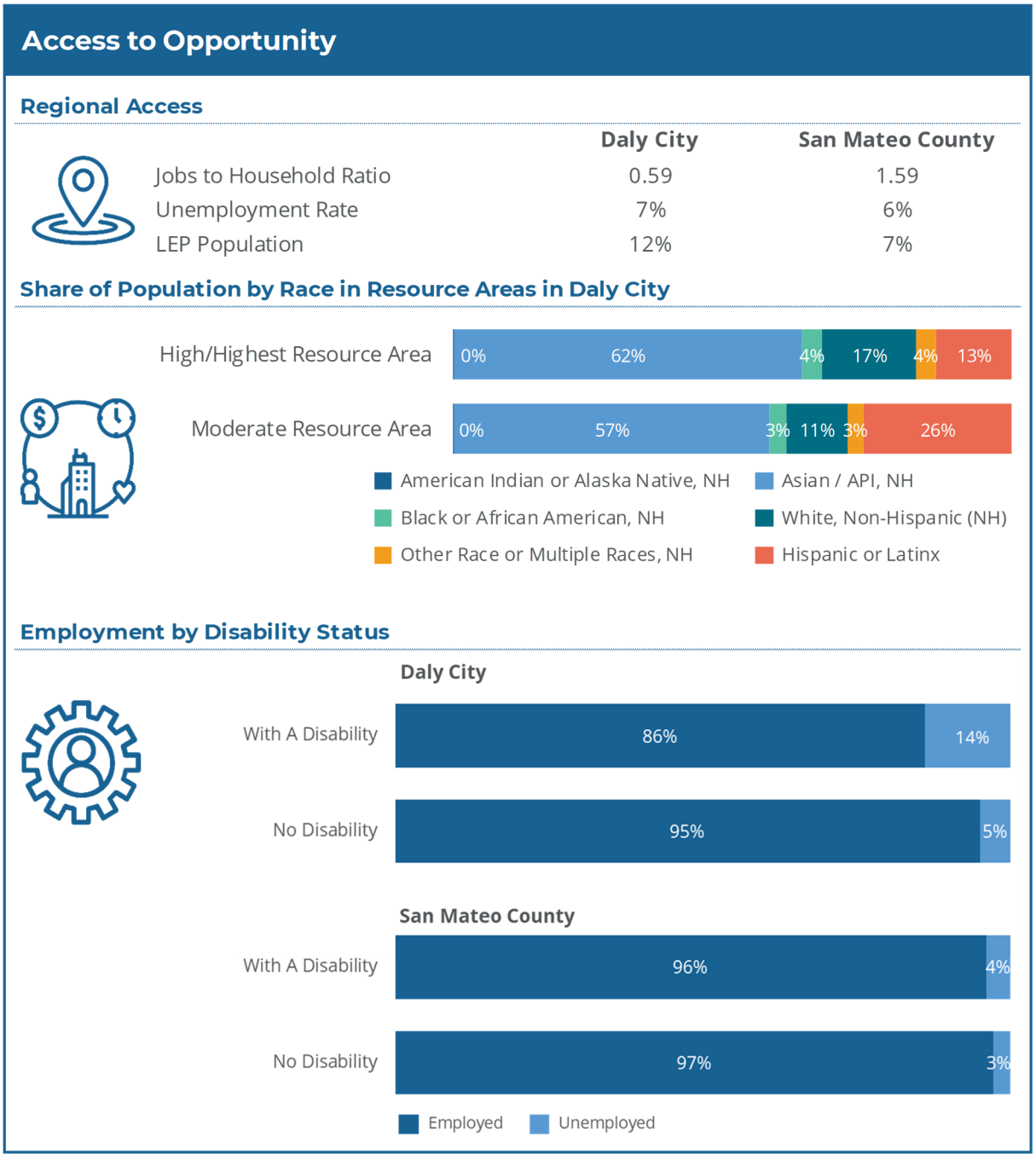
Unemployment is disproportionately high among residents living with a disability—14.0 percent compared to 5.0 percent for residents without a disability in Daly City—particularly when compared to the county where the disparity is not as high. Countywide, the unemployment rate for residents with a disability is 4.0 percent, compared to 3.0 percent for residents without a disability. High unemployment rates among this population point to a need for increased services and resources to connect this population with employment opportunities.

Residents living with a disability are primarily concentrated geographically along the I-280 corridor. This is likely due to increased transportation access and access to support services.

Source: California Department of Housing and Community Development Guidance, 2021, page 36.

[18] https://oehha.ca.gov/calenviroscreen/sb535

Figure HE-16: Access to Opportunity



Disparate Housing Needs

This section discusses disparate housing needs for protected classes, including cost burden and severe cost burden, overcrowding, substandard housing conditions, homelessness, displacement, and other considerations.

Disproportionate Housing Needs

"Disproportionate housing needs generally refers to a condition in which there are significant disparities in the proportion of members of a protected class experiencing a category of housing need when compared to the proportion of members of any other relevant groups, or the total population experiencing that category of housing need in the applicable geographic area. For purposes of this definition, categories of housing need are based on such factors as cost burden and severe cost burden, overcrowding, homelessness, and substandard housing conditions."

Source: California Department of Housing and Community Development Guidance, 2021, page 39.

Housing needs. Since 2000, population growth in Daly City has generally aligned with the Bay Area but lagged behind the county. Daly City experienced its most significant loss in population during the Great Recession. **Population growth slowed again from 2019 to 2020, likely due to the emergence of the COVID-19 pandemic.**

Since 2015, **the housing that has received permits to accommodate growth has largely been priced for above moderate-income households**, with 359 units permitted for above moderate-income households. **However, the city has also issued nearly 300 permits for low-income housing.** Additionally, the city has permitted 132 permits for moderate-income housing and 59 permits for very low-income housing. The Housing Needs Data Report for Daly City indicates new construction has not kept pace with demand throughout the Bay Area, "resulting in longer commutes, increasing prices, and exacerbating issues of displacement and homelessness."[19]

The variety of housing types available in the city in 2020 are predominantly single family (62.0 percent) and medium- or large-scale multifamily (24.0 percent). From 2010 to 2020, the multifamily inventory increased more than single family, and the city has a greater share of multifamily housing compared to other communities in the region.[20]

Nearly 70.0 percent of the housing inventory in Daly City was constructed from 1940 to 1979. As such, the city's units are older, lack energy efficiency, could be costly to adapt for disability accessibility, and may have deferred maintenance if households cannot afford to make improvements.

Compared to San Mateo County, the city's owner-occupied housing market has a smaller share of units priced between $1 and $1.5 million—14.0 percent of units in the city fall within this price range compared to 23.0 percent in the county. Similarly, units priced above $2 million make up less than 1.0 percent of the city's housing stock compared to 19.0 percent in the county. According to the Zillow home value index, home prices have experienced significant increases in the county.

Rents have increased at a slower pace compared to the for-sale market—however, median rents increased more rapidly from 2017 to 2019. Rent increases have likely been dampened by the COVID-19 pandemic. Compared to the county, **Daly City has fewer luxury rental units**—12.0 percent of units rent for more than $3,000 in the city compared to 22.0 percent in the county.

Cost burden and severe cost burden. **Close to half of all renter households in Daly City are cost burdened**, spending more than 30.0 percent of their gross income on housing costs, and one in five are extremely cost burdened, spending more than 50.0 percent of their gross income on housing costs. Cost burdened

[19] Housing Needs Data Report: Daly City, ABAG/MTC Staff and Baird + Driskell Community Planning, 2021.
[20] Housing Needs Data Report: Daly City, ABAG/MTC Staff and Baird + Driskell Community Planning, 2021.

households have less money to spend on other essentials like groceries, transportation, education, healthcare, and childcare. Extremely cost burdened households are considered at risk for homelessness.

A greater portion of households in Daly City (42.0 percent) struggle with cost burden compared to the county (37.0 percent). Lower-income households are more likely to experience housing cost burden. Two-thirds of households earning less than 30.0 percent AMI—considered extremely low-income households—are severely cost burdened, compared to less than 1.0 percent of households earning more than 100.0 percent of AMI.

There are **disparities in housing cost burden in Daly City by race and ethnicity and family size**. Black or African American (54.0 percent) and Hispanic households (49.0 percent) experience the highest rates of cost burden in the city. Non-Hispanic White (36.0 percent cost burdened) and both Asian and other/multiple race households (39.0 percent) experience the lowest cost burden.

Large family households—considered households with five or more persons—experience less cost burden, at a rate of 36.0 percent compared to all other households at 42.0 percent. Cost burdened renter households are primarily concentrated west of I-280 and in the northeast part of the city, just north of San Bruno Mountain State Park.

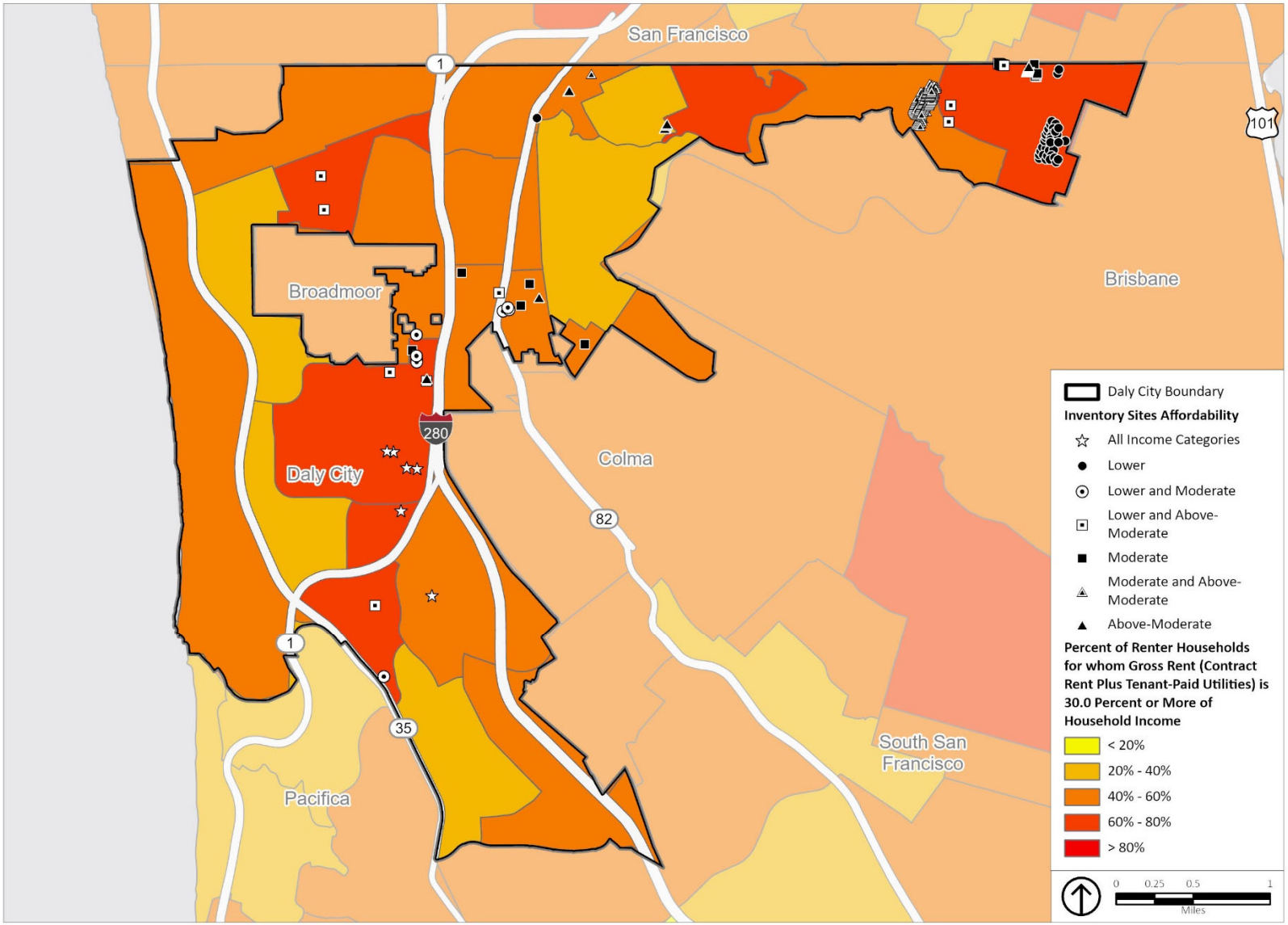
Figure HE-17 demonstrates the distribution of overpayment by renters for tracts throughout Daly City. While renters throughout the city experience housing cost burden, overpayment by renters is more severe in the Westlake Center (63.0 percent) and Campus Drive Serramonte (66.2 percent) neighborhoods, which correspond to the highest proportion of renter-occupied units in the city (at 95.0 and 82.9 percent of households respectively) as well as the highest rates of poverty and very low median incomes, between $57,275 and $71,186. In the Original Daly City and Hillside neighborhoods, 74.6 percent of households are renters and 55.4 percent are cost burdened, with median incomes in the very low-income range between $69,261 and $80,284. Additionally, although a lower proportion of households in the Westmoor Park and St. Francis neighborhoods are renters (39.2 percent), 61.6 percent pay more than 30 percent of their income toward housing costs. Median incomes range between very low in the neighborhood between Southgate Avenue and Cabrillo Highway (SR-1) adjacent to Serramonte Center, to low in the St. Francis neighborhood, with between 10.4 percent and 11.6 percent of the population earning incomes below the poverty level.

Similar overpayment conditions are found in the Bayshore Heights neighborhood, where 44.9 percent of households are renters, the median income is considered very low, and 66.3 percent of renters overpay for housing. Within the Southern Hills neighborhood, only a small proportion of households (17.0 percent) are renters and, although the median income is in the moderate category ($130,625), the majority of renters (65.8 percent) are cost burdened. In addition, in the west Hillside/Citrus Avenue and Merced Extension Triangle neighborhoods, where renters comprise between 44.0 and 50.7 percent of the households, an average of 46.0 percent of renters are cost burdened. These areas with high renter overpayment generally coincide with rates of overcrowding above 15.0 percent, with the exception of the Mission Hills neighborhood, which has a very low rate of overcrowding. Compared to neighboring cities in the county, renter occupants in Daly City experience housing cost burden at similar rates.

Figure HE-18 shows the distribution of homeowners in Daly City paying more than 30 percent of their income on housing. The intensity of housing cost burdens for homeowners is comparable to that of renters, with the majority of the city seeing homeowner overpayment rates between 40.0 and 60.0 percent. However, within the neighborhoods west of Skyline Boulevard, and north of John Daly Boulevard from the coast to the junction of SR 1 and I-280, homeowner cost burden is below 40.0 percent, correlating with predominantly single-family development, homeowner rates above 70.0 percent, moderate to above moderate median incomes, and the highest concentration of White non-Hispanic residents in the city. This area also has poverty rates between 15.0 percent and 30.0 percent, and although homeowner

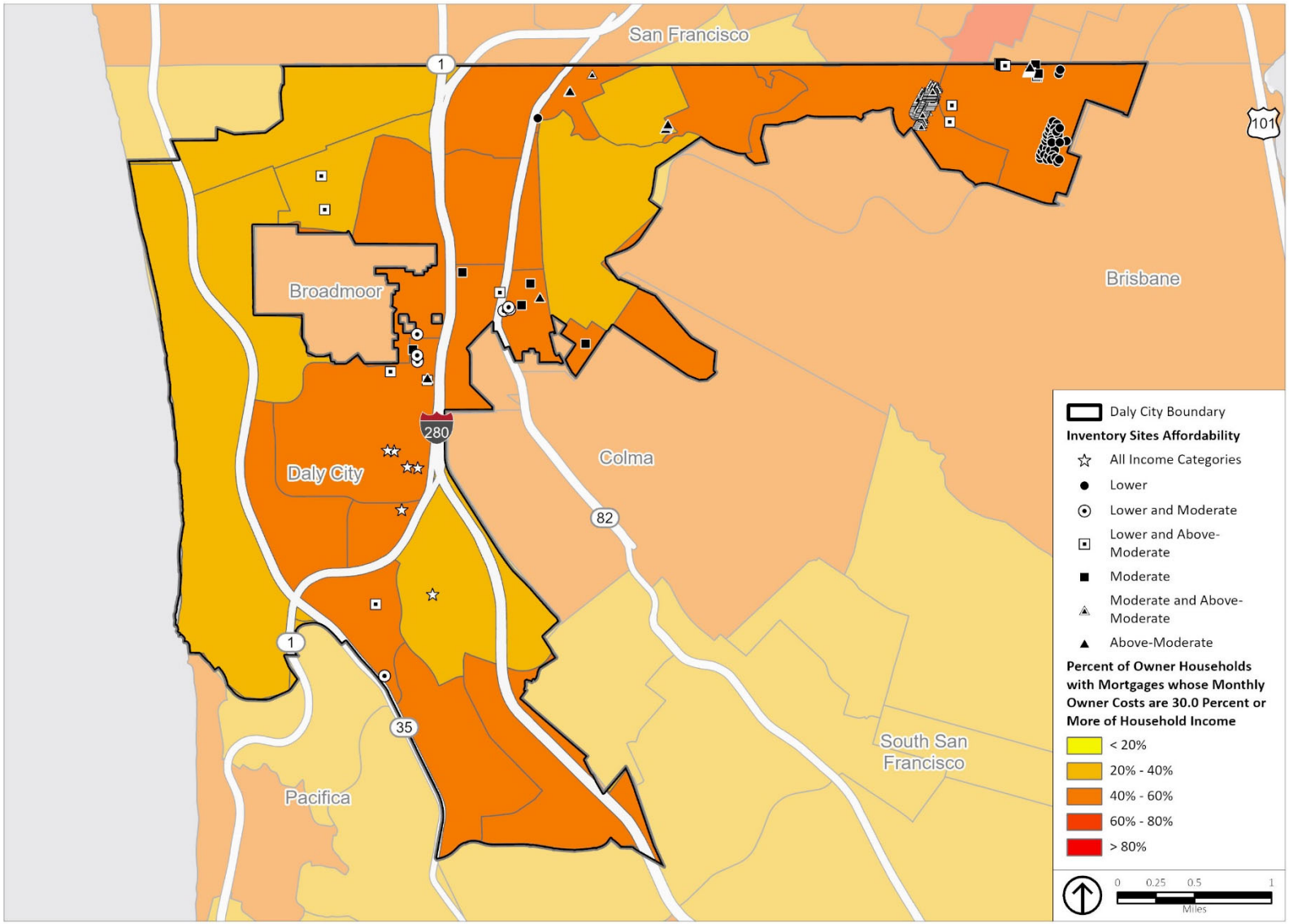
overpayment is relatively low, 50.0 percent of the small proportion of renters in these neighborhoods are cost burdened. Homeowner overpayment below 40.0 percent is also found in the Hillside Park neighborhood and the Crocker neighborhood in the vicinity of Lincoln Park, with moderate incomes and a larger proportion of Asian residents. Renters, while comprising less than 30 percent of the households in these neighborhoods, experience overpayment at similar rates. However, unlike the western area of the city, between 15.0 to 16.5 percent of households in these neighborhoods are overcrowded, which could indicate that families or household members are doubling up in order to afford their housing. Cost burden by homeownership is slightly more apparent in Daly City compared to neighboring cities such as San Carlos, Menlo Park, Redwood City, and East Palo Alto. It should also be mentioned that even in areas previously identified as being of higher income levels (upwards of $125,000), residents throughout the city still experience cost burdens regardless of occupancy type and income.

Figure HE-17: Renter Overpayment



Source: ACS, 2015-2019

Figure HE-18: Owner Overpayment



Source: ACS, 2015-2019

Overcrowding. In response to a disparity between household income and housing costs in a community, some households may not be able to buy or rent housing that provides a reasonable level of privacy and space. According to both California and federal standards, a housing unit is considered overcrowded if it is occupied by more than one person per room (excluding kitchens, bathrooms, and halls).

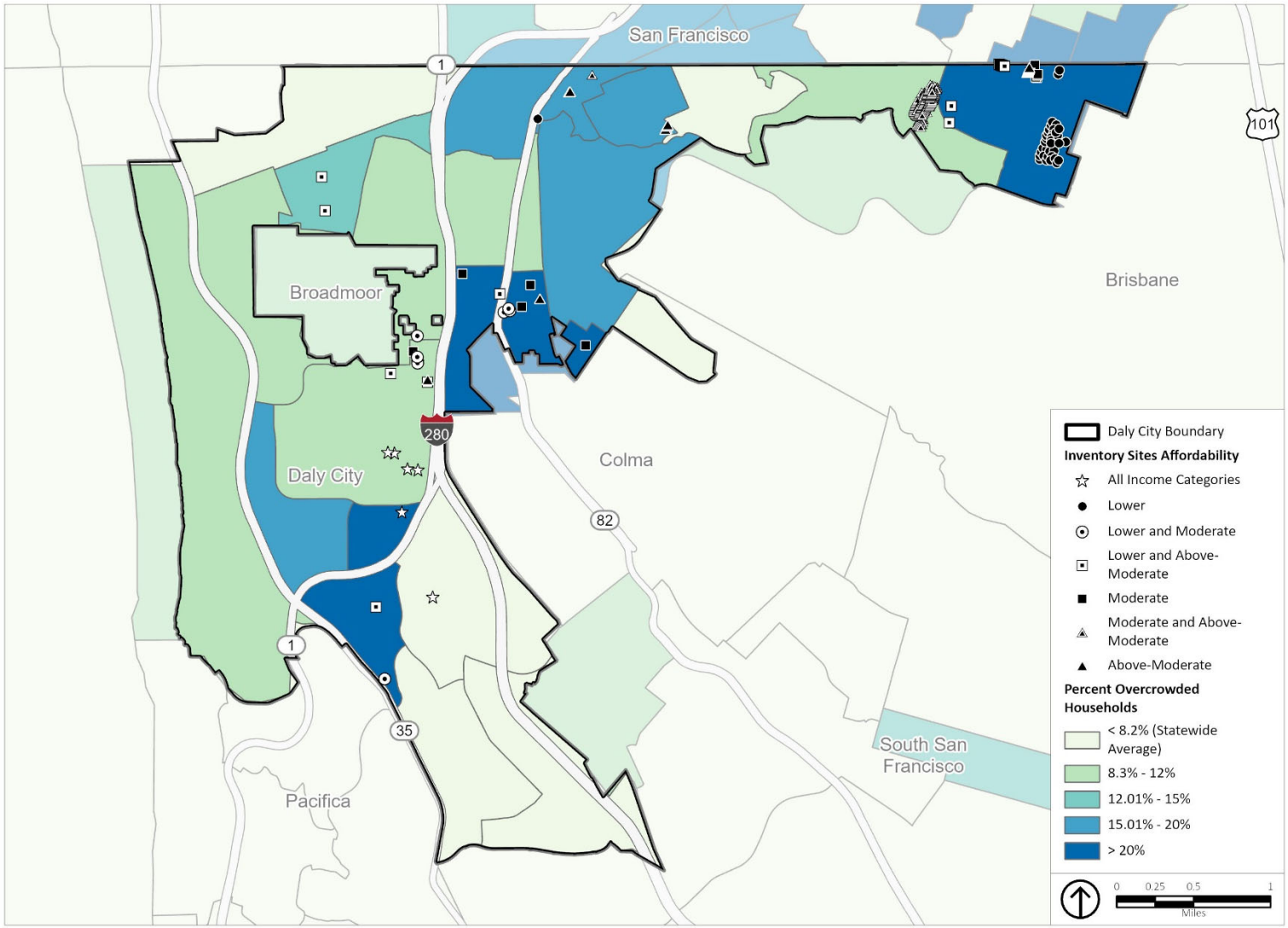
Fourteen percent of households in Daly City are overcrowded, compared with only 8.0 percent in the county. However, renter households are more likely to be overcrowded, with nearly 22.0 percent of households with more than one occupant per room compared to 8.0 percent of owner households.

As demonstrated in **Figure HE-19**, overcrowded households in Daly City are concentrated in the Westlake Shopping Center neighborhood (14.5 percent), southern St. Francis/Campus Drive and Serramonte (each at 27.9 percent), a portion of the Westmont neighborhood south of Westmoor Avenue and west of Skyline Boulevard (16.8 percent), northern Crocker (16.5 percent), Daly City BART (15.6 percent), Hillside/Pacific Pointe (15.1 percent), and Original Daly City (22.4 percent) neighborhoods. The majority of these areas have lower median incomes (**Figure HE-9, Median Household Income**) and are predominantly non-White with an Asian majority and an average of 30.0 percent Hispanic residents (**Figure HE-6, Percentage of Population Non-White**). These areas also experience higher levels of housing cost burden (**Figure HE-18, Overpayment by Homeowners,** and **Figure HE-17, Overpayment by Renters**) for both homeowners and renters, and in the northern and Westlake neighborhoods, a higher incidence of children in single female-headed households. It is likely that residents live in these areas due to the low cost of housing compared to other parts of the region or, conversely, as a result of a shortage of units to accommodate households at appropriate sizes and within their price range.

Regionally, Daly City, as well as other cities such as San Mateo, Redwood City, and East Palo Alto, has a relatively high percentage of overcrowded households in comparison to the county as a whole.

Racial and ethnic minorities are more likely than non-Hispanic White households to experience overcrowding. Hispanic (21 percent), Other/Multiple race (20 percent), and Asian (16 percent) households experience the highest rates of overcrowding. Low- and moderate-income households are also more likely to be overcrowded.

Figure HE-19: Rate of Overcrowding



Source: CHHS, 2020

Displacement. Owner households generally enjoy greater housing stability than renter households, which are more mobile. In Daly City, **21 percent of income-assisted rental units are at high or very high risk for conversion to market rate**, a total of 112 out of 528 total units in the city. In San Mateo County, 417 units are at risk—8 percent of the total assisted housing units in the county. Source: https://www.sensitivecommunities.org/.

Displacement Sensitive Communities

"According to the Urban Displacement Project, communities were designated sensitive if they met the following criteria:

- "They currently have populations vulnerable to displacement in the event of increased redevelopment and drastic shifts in housing cost. Vulnerability is defined as:
  - "Share of very low-income residents is above 20 percent

    AND
  - "The tract meets two of the following criteria:
    - "Share of renters is above 40 percent
    - "Share of people of color is above 50 percent
    - "Share of very low-income households (50 percent AMI or below) that are severely rent burdened households is above the county median
    - "They or areas in close proximity have been experiencing displacement pressures. Displacement pressure is defined as:
      - "Percent change in rent above county median for rent increases, 2014-2020

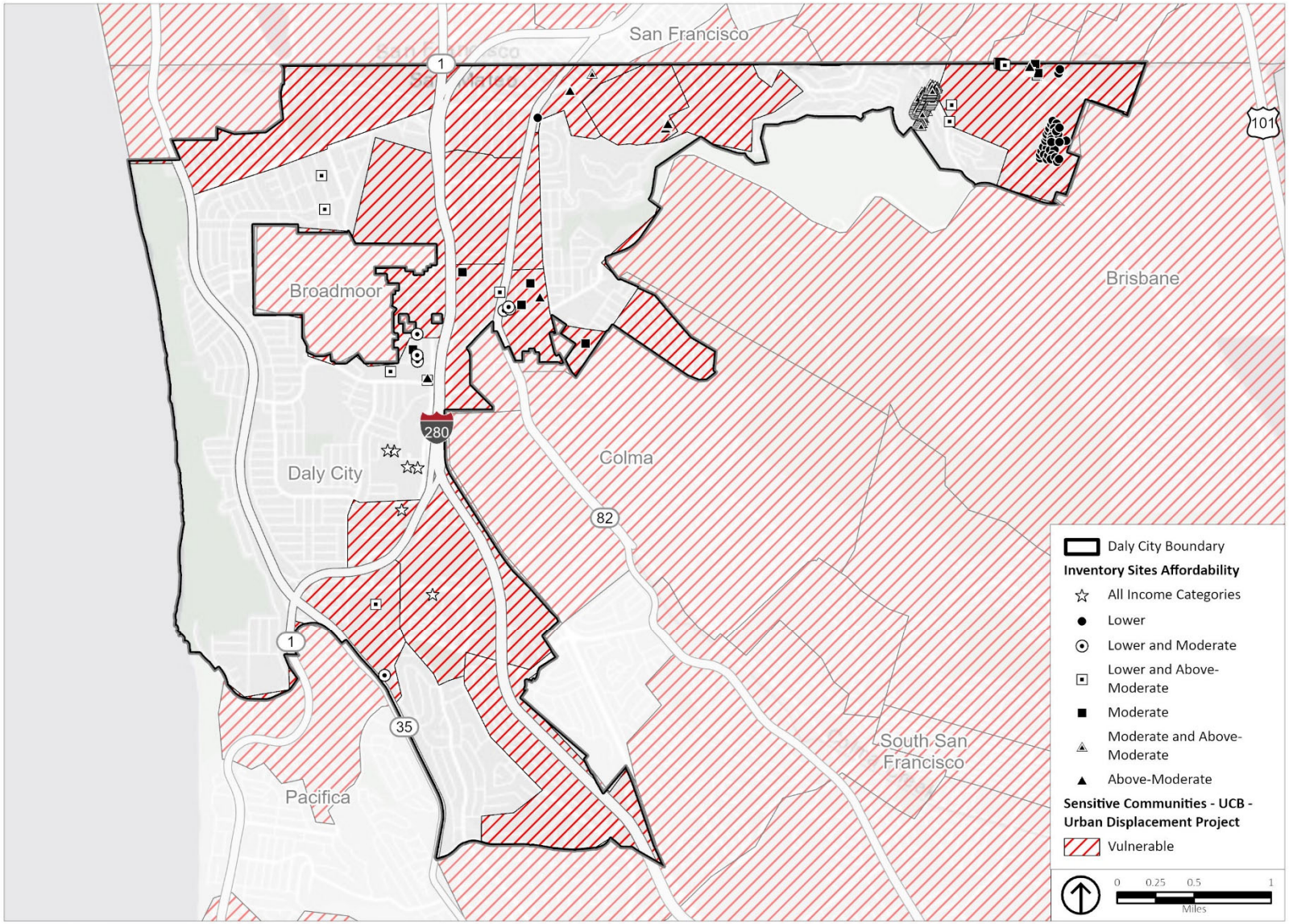
"OR

- "Difference between tract median rent and median rent for surrounding tracts above median for all tracts in county (rent gap)"

Residents of 11 census tracts in the city are vulnerable to displacement—these same tracts generally have higher shares of renter households (**Figure HE-20**). Displacement risk is not attributed to flood hazard; outside of minimal areas adjacent to the Pacific Ocean and the BART Colma Station, **there are no areas in Daly City that are included in the Special Flood Hazard Areas determined by the Federal Emergency Management Agency (FEMA) as having a 1.0 percent chance of flooding annually.**

To address various potential causes for displacement, the Housing Element includes **Task 8.1** which will protect renters from displacement caused by condominium conversions using federal, state, and local funds as available. The City will also leverage available funding to encourage the production of affordable housing and will provide technical assistance as part of **Task 9.1**. The City will continue to provide fair housing services and education to tenants and landowners to prevent housing discrimination as part of **Tasks 15.1 and 15.2**. The City will also continue to operate and support the Housing Assistance Program as part of **Task 16.1** to provide emergency financial assistance grants to eligible lower-income families, seniors, and persons with disabilities to cover housing-related emergencies.

Figure HE-20: Communities Vulnerable to Displacement



Source: UCB Urban Displacement Project, 2021

Substandard housing. Substandard housing is housing that poses a risk to the health, safety, and/or physical well-being of residents. When looking at the age of the housing stock, particularly for rental units that often require larger investment to maintain, the oldest units are located in the northern portion of the city, in the Southern Hills, Daly City BART, and Westlake Park neighborhoods. Of these neighborhoods, Daly City BART has the lowest median income ($76,413 to $ 96,691) and the highest percentage of rental units built prior to 1949. Therefore, the City has identified **Task HE 14.3** to provide rehabilitation assistance loans and target outreach regarding rehabilitation assistance in this neighborhood, and any others where there is identified rehabilitation need.

Additional data on housing condition is very limited, with the most consistent data available across jurisdictions found in the American Community Survey (ACS)—which captures units in substandard condition as self-reported in census surveys. In Daly City, renter households are more likely to have substandard kitchen and plumbing facilities compared to owner households. Generally, a low share of households are lacking kitchen or plumbing. For renters, 1.6 percent are lacking kitchen facilities while less than 1 percent are lacking plumbing. For owners, less than 1 percent are lacking either kitchen or plumbing facilities.

Through **Task 14.3** the City will continue to provide CDBG-funded residential rehabilitation loans to eligible low-income homeowners and rental property owners. Additionally, as part of **Task 23.2** the City will develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.

Homelessness. In 2022, 1,808 people were experiencing homelessness in the county, an increase of 191 persons from 2019—39.6 percent of people were in emergency or transitional shelter and the remaining 60.4 percent were unsheltered. The majority of unsheltered people experiencing homelessness were in households without children (91.2 percent). Of the households with children, 82.0 percent were residing in an emergency shelter or transitional housing; the remainder were unsheltered persons living in safe parking areas or in their vehicle.

The majority of people in adult-only households were unsheltered (72.0 percent), aged 25 or older (96.0 percent), male (73.0 percent), non-Hispanic/non-Latin (56.0 percent), White (63.0 percent), and were not considered chronic homeless (55.0 percent). **Populations that were overrepresented in the homeless population compared to the general population include residents that identify as American Indian or Alaskan Native (5.0 percent of the homeless population compared to less than 1.0 percent of general population), Black (19.0 percent of homeless, 3.0 percent of total population), White (61.0 percent of homeless, 54.0 percent of total population), and Hispanic (47.0 percent of homeless percent, 25.0 percent of population).** People struggling with chronic substance abuse (18.9 percent), severe mental illness (28.0 percent), and domestic violence (6.7 percent) represented a substantial share of the homeless population in 2022.

To better understand the impacts of the COVID-19 pandemic on homelessness, the survey administered to people experiencing unsheltered homelessness were asked whether the COVID-19 pandemic was the cause of homelessness and about their vaccination status. Among those surveyed, 15.0 percent reported that the COVID-19 pandemic caused them to become homeless. Of this subset of the population, the most common causes were loss of job (44.0 percent), eviction (10.0 percent), having their rent raised (5.0 percent), and having their work hours reduced (5.0 percent).

In Daly City in 2022, 49 unsheltered persons were counted, a decrease from 66 in 2019. The total number of sheltered homeless residents from Daly City is not included in the 2022 Point in Time count. While Daly City's population represents 14 percent of the total county, only 4.0 percent of the unsheltered population were present in the city. Demographic information is not available at the city level; however, it is reasonable to conclude that persons experiencing homelessness share similar demographics with those

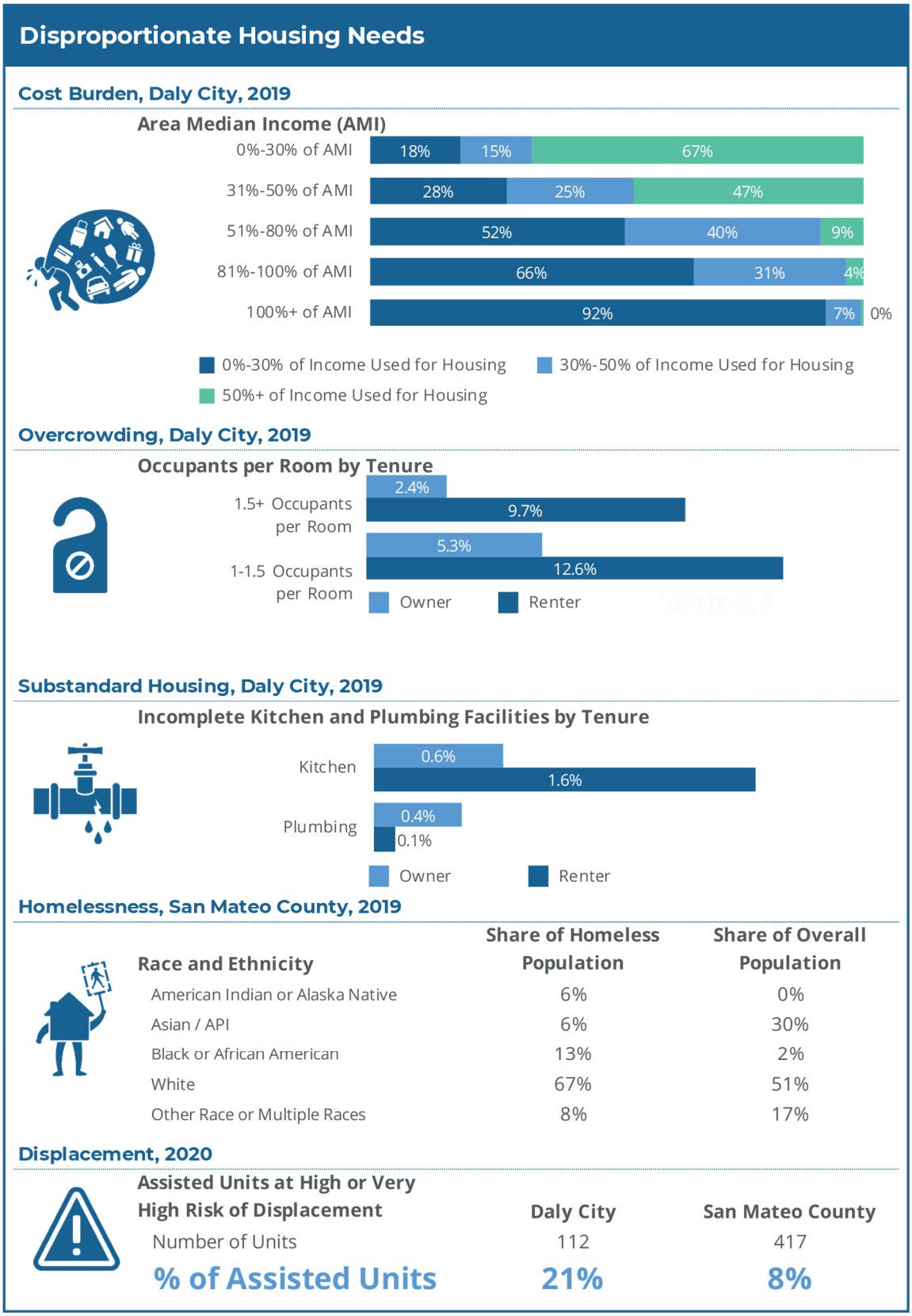
who are living in poverty and/or face severe cost burden. In Daly City, the highest rates of poverty were among Black residents (13.3 percent), American Indian residents (10.8 percent), and Other or Multiple races, including Hispanic and non-Hispanic (10.3 percent).

In Daly City, areas where homeless community members are frequently noticed are generally concentrated around Mission Plaza, Westlake Shopping Center, in front of the Walgreens on San Pedro Road, and around the bus turnaround at Top-of-the-Hill (Mission Street and John Daly Boulevard). Each of these locations is within easy walking access to transit, connecting homeless residents to services and resources they may need throughout the city and the Bay Area. Services in Daly City for homeless residents include Family Crossroads and the Daly City Community Service Center. Family Crossroads is operated by LifeMoves, a nonprofit organization aiding homeless individuals transition to stable housing. The facility is located in the Daly City BART neighborhood and provides interim housing for 15 families experiencing homelessness. The Daly City Community Service Center is located in the Broadmoor neighborhood and is one of eight core San Mateo County agencies that addresses homelessness and provides services for the population. The Center offers case management and safety net services, including rent and utility assistance, food pantry and distribution, shelter referrals, Diaper Club Program, clothing, toiletries, and household items support. All services provided by the Center are available in English, Spanish, Tagalog, Cantonese, and Mandarin.

The City will continue **Policy 19** and make referrals to home-sharing programs which can provide essential housing to those at risk of homelessness. The City will also adopt management standards for emergency shelters as part of **Task 13.1**. To ensure sufficient local shelter for those experiencing homelessness, the City will revise its zoning code to permit Transitional and Supportive Housing in compliance with State Law through **Task 13.3** and will additionally define and permit the development of low-barrier navigation centers in **Task 13.2**.

Access to mortgage loans. ***Disparities by race and ethnicity are also prevalent for home mortgage applications, particularly in denial rates. Hispanic (38 percent denial rate) and Black or African American (36 percent) had the highest denial rates for mortgage loan applications in 2018 and 2019. Conversely, non-Hispanic While (22 percent) and both American Indian or Alaska Native and Asian (25 percent) households have the lowest denial rates during the same time.***

Figure HE-21: Disporportionate Housing Needs



Other Relevant Factors

History of segregation in the region. The United States' oldest cities have a history of mandating segregated living patterns—and Northern California cities are no exception. ABAG, in its recent Fair Housing Equity Assessment, attributes segregation in the Bay Area to historically discriminatory practices—highlighting redlining and discriminatory mortgage approvals—as well as "structural inequities" in society and "self segregation" (i.e., preference to live near similar people).

This history of segregation in the region is important not only to understand how residential settlement patterns came about, but more importantly, to explain differences in housing opportunity among residents today. To summarize, not all residents had the ability to build housing wealth or achieve economic opportunity. This historically unequal playing field in part determines why residents have different housing needs today.

Researcher Richard Rothstein's 2017 book *The Color of Law: A Forgotten History of How Our Government Segregated America* chronicles how the public sector contributed to the segregation that exists today. Rothstein highlights several significant developments in the Bay Area that played a large role in where the region's non-White residents settled.

Pre-civil rights San Mateo County faced resistance to racial integration, yet it was reportedly less direct than in some Northern California communities, taking the form of "blockbusting" and "steering" or intervention by public officials. These local discriminatory practices were exacerbated by actions of the Federal Housing Administration, which excluded low-income neighborhoods, where the majority of people of color lived, from its mortgage loan program.

According to the San Mateo County Historical Association. San Mateo County's early African Americans worked in a variety of industries, from logging to agriculture to restaurants and entertainment. Expansion of jobs, particularly related to shipbuilding during and after World War II, attracted many new residents into the peninsula, including the first sizable migration of African Americans. Enforcement of racial covenants after the war forced the migration of the county's African Americans into neighborhoods where they were allowed—housing segregated into less desirable areas, next to highways, and concentrated in public housing and urban renewal developments.

Daly City is notable for its relatively small lot sizes—spurred by the development of affordable homes to accommodate demand in the post–World War II housing boom. As such, the city has been accommodating "missing middle" housing demand for many decades and continues to serve as a provider of missing-middle ownership housing for the greater region.[21]

Still, while Daly City was unique in providing homes to returning vets, public- and private-sector regulations and actions prevented purchases of those homes by buyers of color, including returning veterans. Daly City's Westlake neighborhood was financed with Federal Housing Administration guarantees that carried covenants that prevented homes from being sold to non-Whites. Recorded deeds specified that only "members of the Caucasian or White race shall be permitted" to occupy sold homes—the exception being "domestics … employ[ed] on the premises."[22] Daly City neighborhoods that did not carry such covenants were racially and ethnically diverse, and sales were made to persons of color to

[21] https://www.kqed.org/news/11882379/how-daly-city-became-one-of-the-most-densely-populated-cities-in-the-country
[22] Rothstein, Richard, *The Color of Law: A Forgotten History of How Our Government Segregated America,* 2017.

accommodate workforce needs.[23] This history explains Daly City's relative diversity, which has been maintained over time, as discussed previously.

The segregating effect of blockbusting activities is well documented in East Palo Alto. In 1954, after a White family in East Palo Alto sold their home to an African American family, the then-president of the California Real Estate Association set up an office in East Palo Alto to scare White families into selling their homes ("for fear of declining property values") to agents and speculators. These agents then sold these homes at overinflated prices to African American buyers, some of whom had trouble making their payments. Within six years, East Palo Alto—initially a "whites only" neighborhoods—became 82 percent African American. The FHA prevented re-integration by refusing to insure mortgages held by White buyers residing in East Palo Alto.

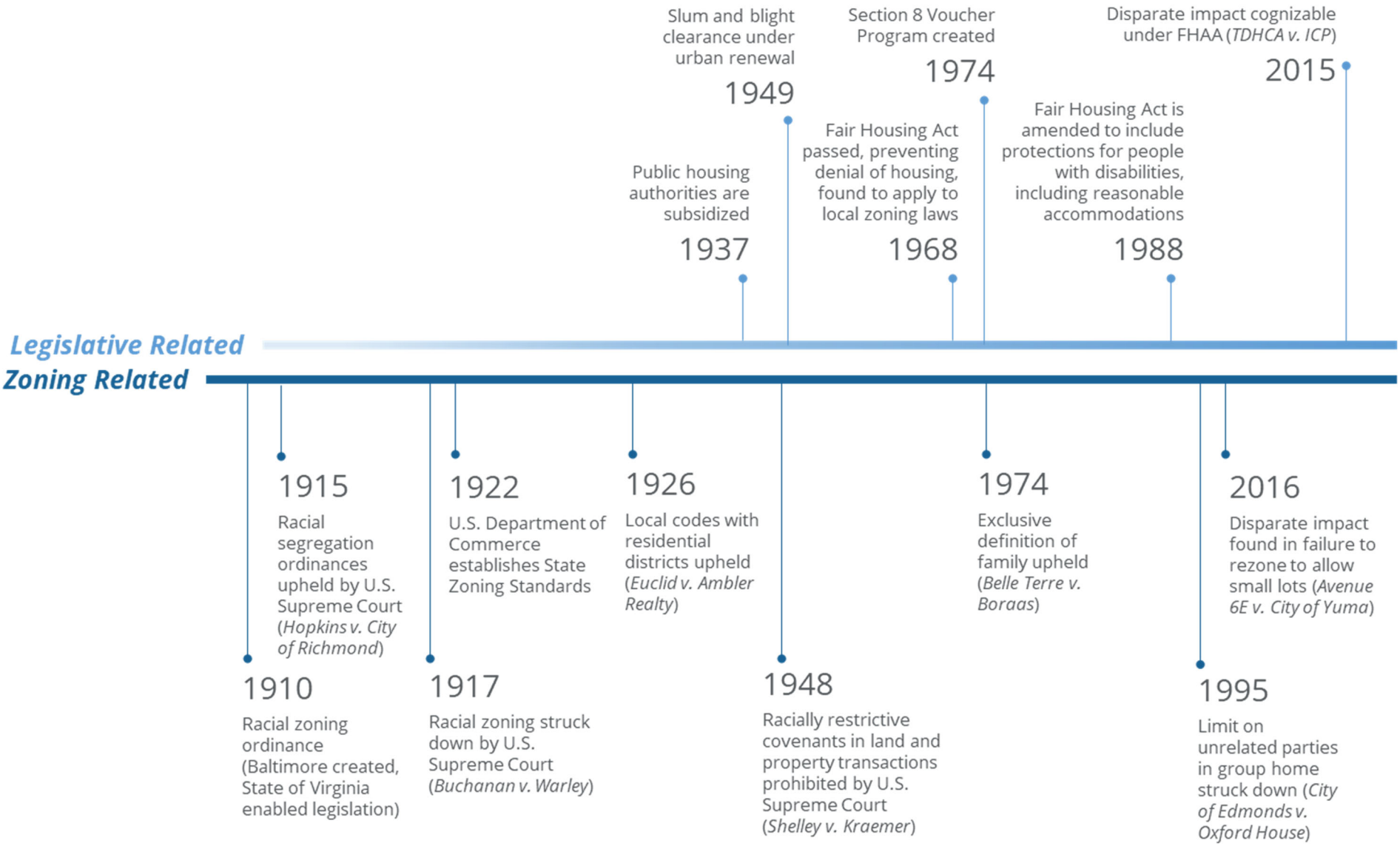
Throughout the county, neighborhood associations and city leaders attempted to thwart integration of communities. Although some neighborhood residents supported integration, most did not, and it was not unusual for neighborhood associations to require acceptance of all new buyers. Builders with intentions to develop for all types of buyers (regardless of race) found that their development sites were rezoned by planning councils, required very large minimum lot sizes, and\or were denied public infrastructure to support their developments or charged prohibitively high amounts for infrastructure.

The following timeline displays major federal acts and court decisions related to fair housing choice and zoning and land use (**Figure HE-22**). As shown in the timeline, exclusive zoning practices were common in the early 1900s. Courts struck down only the most discriminatory and allowed those that would be considered today to have a "disparate impact" on classes protected by the Fair Housing Act. For example, the 1926 case *Village of Euclid v. Amber Realty Co.* (272 U.S. 365) supported the segregation of residential, business, and industrial uses, justifying separation by characterizing apartment buildings as "mere parasite(s)" with the potential to "utterly destroy" the character and desirability of neighborhoods. At that time, multifamily apartments were the only housing options for people of color, including immigrants.

The Federal Fair Housing Act was not enacted until 1968, nearly 60 years after the first racial zoning ordinances appeared in U.S. cities. This coincided with a shift away from federal control over low-income housing toward locally tailored approaches (block grants) and market-oriented choice (Section 8 subsidies)—the latter of which is only effective when adequate affordable rental units are available.

[23] https://www.kqed.org/news/11883382/in-daly-city-the-bayanihan-spirit-is-alive-and-well

Figure HE-22: Major Public and Legal Actions That Influence Fair Access to Housing



Zoning and land use. Though exclusive and discriminatory zoning is no longer legal, current land use and zoning patterns influence neighborhood demographics, access to opportunities, and more.

The Othering & Belonging Institute, a UC Berkeley research center, published a report in 2020 analyzing the characteristics of communities in the Bay Area in relation to the proportion of single-family zoning. The research findings identified that in San Mateo County and across the Bay Area regionally, residents of cities with high levels of single-family zoning have greater access to resources, resulting in positive life outcomes. Predominance of single-family zoning aligned with higher median incomes, higher home values, more-proficient schools, and other factors that are similarly associated with the highest-resource designation in the TCAC/HCD opportunity maps. Single-family zoning predominates residential areas in the Bay Area; the average proportion of residential land zoned exclusively for single-family housing in Bay Area jurisdictions was found to be 85.0 percent. Only in two jurisdictions of the 101 surveyed (Benicia and Suisun City) did single-family zoning make up less than 40.0 percent of the jurisdiction's land area. However, access to high quality resources was greatest in jurisdictions with at least 90.0 percent of the land area designated to single-family zoning.

During the study, it was assessed that 89 percent of residentially zoned land in Daly City was zoned exclusively for single-family housing, putting it in the top 30.0 percent of jurisdictions in the Bay Area based on percentage of exclusively single-family land. All jurisdictions that had 80.0 to 89.0 percent of their land designated for single-family housing were considered moderately exclusive. In 2020, approximately 62.3 percent of Daly City's housing stock consisted of single-family homes. Of the remaining units, 24.4 percent were multifamily units in structures with five or more units, 11.6 percent were in duplex to fourplex structures, and 1.6 percent were mobile homes. While single-family zoning can create highly desirable places to live, higher entry costs associated with this housing type can pose a barrier to access for low- and moderate-income households, restricting access to economic, educational, and other opportunities that are available in higher-resource communities.

In Daly City, the R-3, R-4, and BMR zones permit higher density multifamily housing and are scattered throughout the city, though with concentrations along Mission Street and Highway 1/ Cabrillo and surrounding the Westlake Shopping Center and Serramonte Center. As described throughout this Assessment of Fair Housing, these areas tend to have more indicators of fair housing concerns, such as lower median incomes, higher rates of poverty, higher rates of overcrowding, and more. While multifamily offers valuable housing opportunities for lower- and moderate-income households, the limited and concentrated supply of suitably zoned land may result in patterns of income segregation. To combat this potential fair housing issue, the City has identified **Tasks 1.1 through 1.4** which will create new opportunities for dense housing development in the C-MU zone. As part of **Task 3.1**, the City will allow reductions in parking requirements for large housing projects near transit, which can lower the cost of construction and cost of living for residents. The City will define and permit single-room occupancy units, which can be more affordable to extremely low income households, as part of **Task 18.3**. Through **Task 1.5**, the City will amend the zoning code such that two commercial zones will permit mixed-use development by-right. The City will also encourage the development of ADUs through **Task 5.1**, which can be an affordable housing type for lower-income households.

Public Investment Patterns.

Public and private investment typically includes construction, maintenance, and improvements to public facilities, including infrastructure, acquisition of land, and major equipment. Historically, investment in the City of Daly City has been prioritized based on need and available funding, which has prevented disinvestment in any particular area of the city. However, any infrastructure or facilities in need of improvement are identified for investment in the City's 5-year Capital Improvement Plan (CIP). The CIP is funded from a variety of sources that can each be used for specific purposes. These funds are allocated to improve roadways and other transportation infrastructure, public utility infrastructure, complete

downtown projects, support affordable development, maintain parks, and other projects. Recent and upcoming projects include, but are not limited to:

- Affordable Housing:
    - 493 Eastmoor: 71-unit affordable housing project in pre-development (2023).
    - 3001 Geneva: 6 affordable townhomes developed by Habitat for Humanity. Construction completed in Spring 2022.
- Park improvements in the Bayshore neighborhood, including Bayshore Park, Bayshore Heights Park, and Linda Vista Retention Basin. This is a lower-income neighborhood with a moderate to high rate of children in single-parent, female-headed households.
- Street improvements including crosswalk and streetlight enhancements citywide to promote pedestrian safety and accessibility for all residents and visitors.

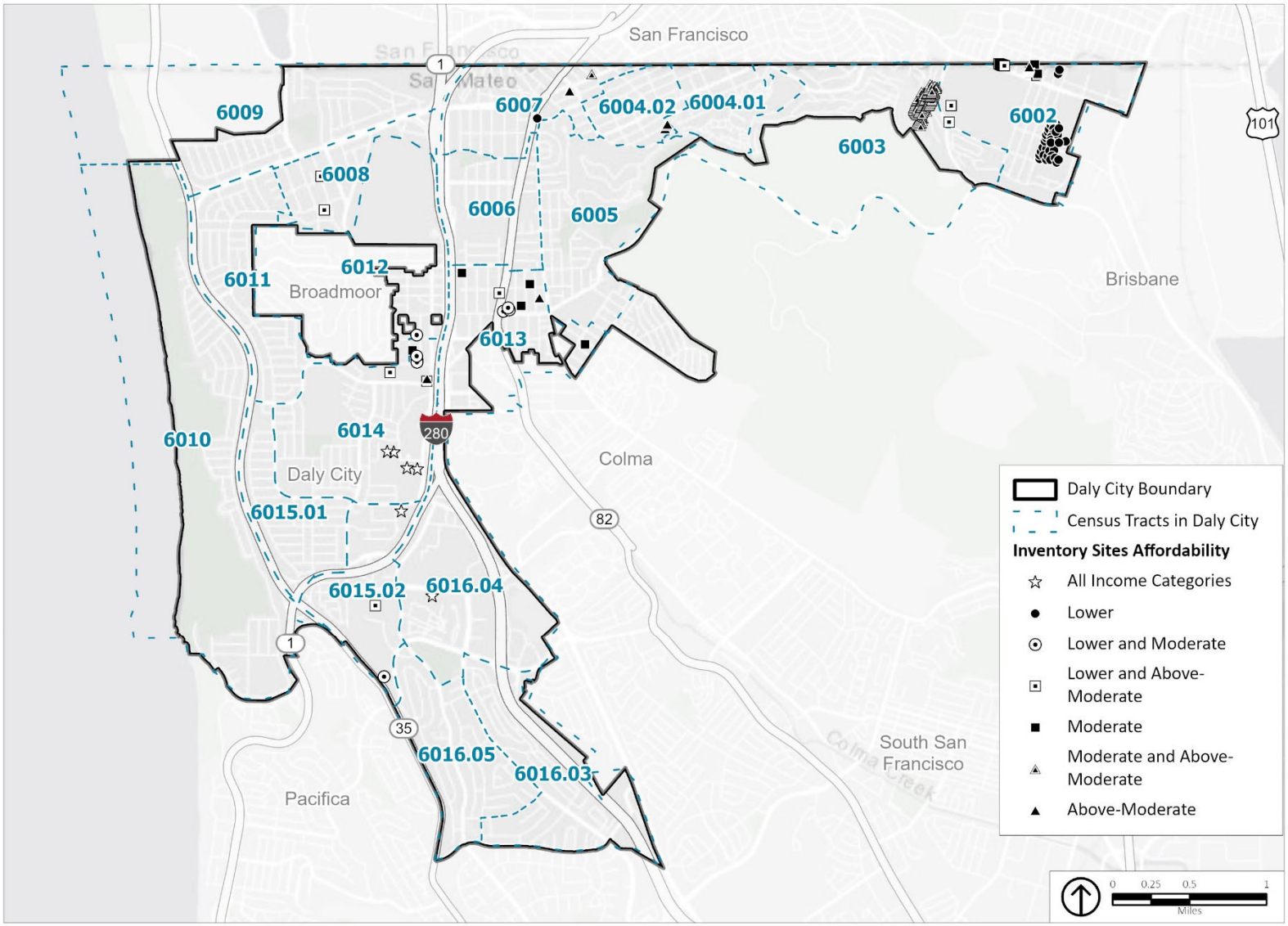
Priority is based on projects that will result in the greatest community benefit, mitigate existing issues, and address public demand and need, focusing on creating more public facilities, public safety, and recreational amenities for residents of the city. While there has not been any disproportionate investment to date, or conversely, disinvestment in any particular area of the city; the Community Development Department prioritizes use of CDBG funding for lower-income census tracts to facilitate place-based revitalization and equitable access to city amenities. Site Inventory Analysis

Assembly Bill (AB) 686 requires that all housing elements due on or after January 1, 2021, contain an Assessment of Fair Housing (AFH) consistent with the core elements of the analysis required by the federal Affirmatively Furthering Fair Housing (AFFH) Final Rule of July 16, 2015. Under California law, AFFH means "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics."

This section includes an analysis of the Housing Element's sites inventory as compared with fair housing factors. The location of housing in relation to resources and opportunities is integral to addressing disparities in housing needs and opportunity and to fostering inclusive communities where all residents have access to opportunity. This is particularly important for lower-income households. AB 686 added a new requirement for housing elements to analyze the distribution of projected units by income category and access to high resource areas and other fair housing indicators compared to citywide patterns to understand how the projected locations of units will affirmatively further fair housing. These demographic patterns will be analyzed at the census-tract level; **Figure HE-23** shows Daly City's census tracts along with the RHNA sites inventory organized by the income levels accommodated by each site.

It is worth noting that while these factors are discussed in terms of the expected income level that each unit is expected to accommodate, many projects and sites in the inventory are expected to develop with mixed-income housing, which will help to mitigate any potential over-concentration of lower-income sites within any one area of the city.

Figure HE-23: Daly City Census Tracts



Source: US Census (2010 Decennial)

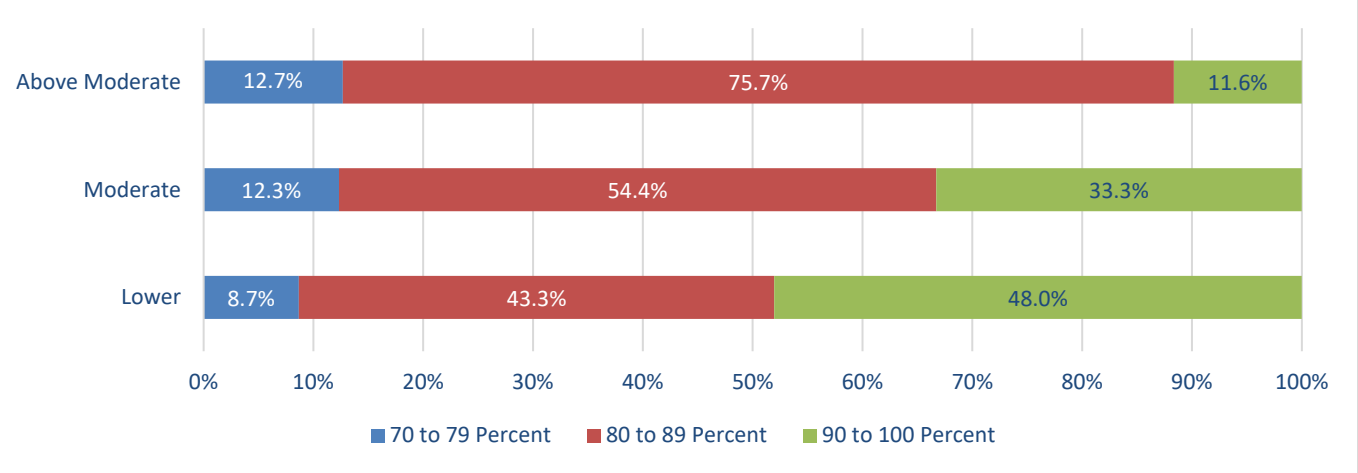
Race and Ethnicity

As is shown in **Figure HE-24**, all of the RHNA inventory sites are within census tracts where the population is at least 75 percent non-white. However, this is not reflective of segregation within the inventory sites, but instead of a higher concentration of non-white residents in the city overall. As shown in **Figure HE-24**, distribution of non-white residents is fairly even throughout the city.

Among lower-income inventory units, the highest percentage (48.0 percent) are in areas of the city where 90 percent or more of the population is non-white. A smaller but not insignificant percentage of lower-income units (43.3 percent) are within census tracts where 80 to 90 percent of the population is non-white. By comparison, while only 11.6 of the above moderate-income inventory units are expected to develop in areas where 90 percent of the population or more identify as non-white, 75.7 percent of above moderate-income units are expected to develop in areas where 80 to 89 percent of the population identifies as non-white. For the remaining inventory units, a lower percentage of the lower-income units than above moderate-income units are in areas with lower concentrations of non-white residents (8.7 percent and 12.7 percent of units, respectively). While higher-income units are better-represented in the areas with the lowest concentration of non-white community members, this is not the predominant location for above moderate-income units.

Just over half of moderate-income units in the inventory are estimated to develop in areas where 80 to 89 percent of the population is non-white. The smallest percentage of moderate-income units, 12.3 percent, are inventoried in areas where 70 to 79 percent of the population is non-white, and the remaining 33.3 percent are inventoried in areas where 90 or more percent of the population is non-white.

Figure HE-24: Percentage of the Population Non-White



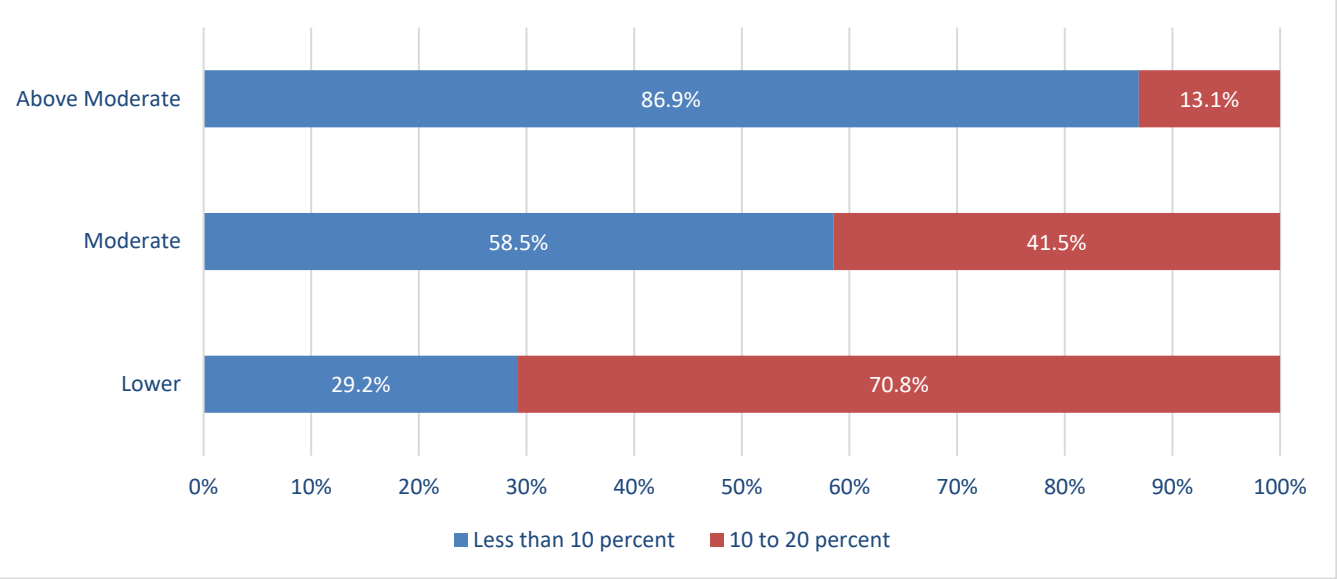
Source: ACS, 2015-2019.

Disability Status

As is shown in **Figure HE-25**, the majority of both above moderate- and moderate-income units in the RHNA inventory are expected to develop in areas where 10 percent or less of the residents report having a disability (86.9 percent of above moderate-income units and 58.5 percent of moderate-income units in these areas). In contrast, just under one-third of lower-income units (29.2 percent) are expected to develop in these areas. However, in the two census tracts with the highest percentage of residents with a disability, only 12.5 percent of residents in each tract report a disability, so the difference between the two groups of census tracts is not significant. Additionally, as shown in Figure 1-2, several of the sites in

these areas with higher levels of residents with disabilities are sites that are either currently developing as mixed-income projects or are expected to develop as mixed-income in the future.

Figure HE-25: Percentage of Inventory by Income Level, by Percentage of Residents with a Disability



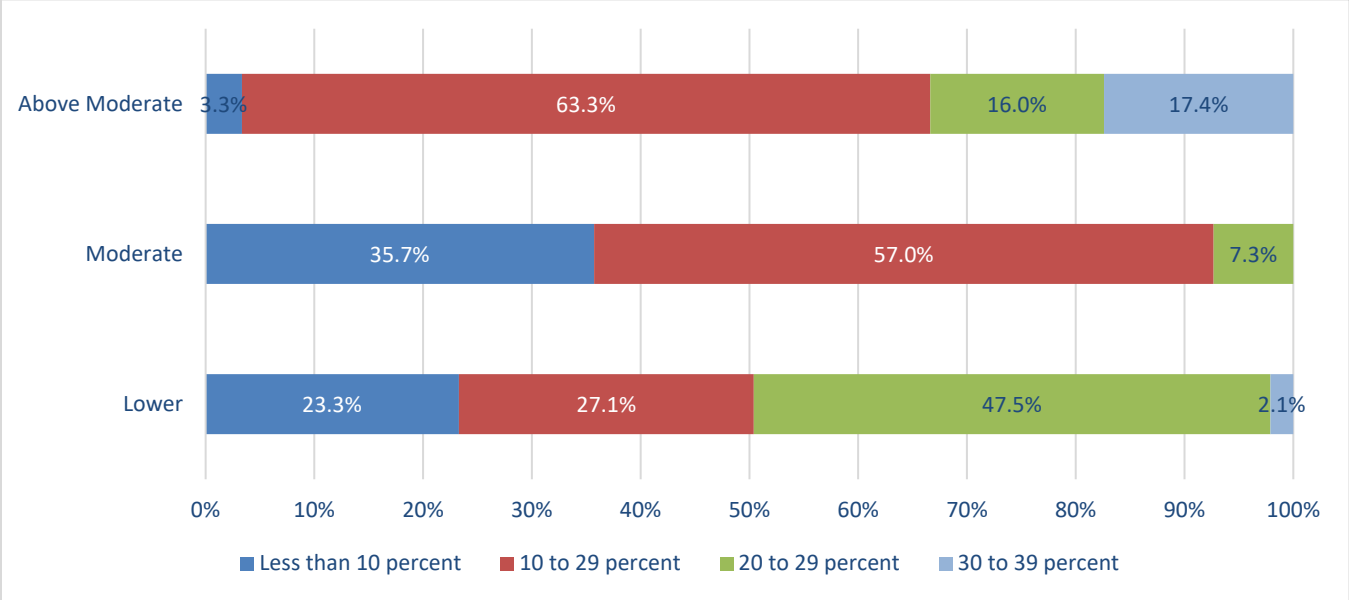
Source: ACS, 2015-2019.

Family Status

The majority of census tracts in Daly City do not have a significant population of children living within households with a single female head of household. As shown in **Figure HE-26**, areas of the city with the highest percentages of the population with this family status are in the northern parts of the city, adjacent to San Francisco. Sites in these areas include a few projects with lower-income units, such as a large affordable housing development at Midway Village, and some sites that are expected to develop for both lower- and above moderate-income households, However, there are also a large number of units in these tracts that are developing as single-family housing for above moderate- and moderate-income households.

The result of this mix of income levels within the areas with higher percentages of children in female-headed households is that 17.4 percent of above moderate-income units are expected to develop in tracts where between 30 and 39 percent of children live in female-headed households, compared to just 2.1 percent of lower-income units (see Figure 1-17). In contrast, 23.3 percent of lower-income and 35.7 percent of moderate-income units are expected to develop in areas where less than 10 percent of children live in female-headed households, compared to 3.3 percent of above moderate-income households. Because female-headed households have a higher likelihood of being lower-income, this distribution can help to prevent reinforcement of any historic overconcentration of lower-income households that may exist.

Figure HE-26: Percentage of RHNA Inventory by Income Level, by Percentage of Children in Households with Single Female Householder



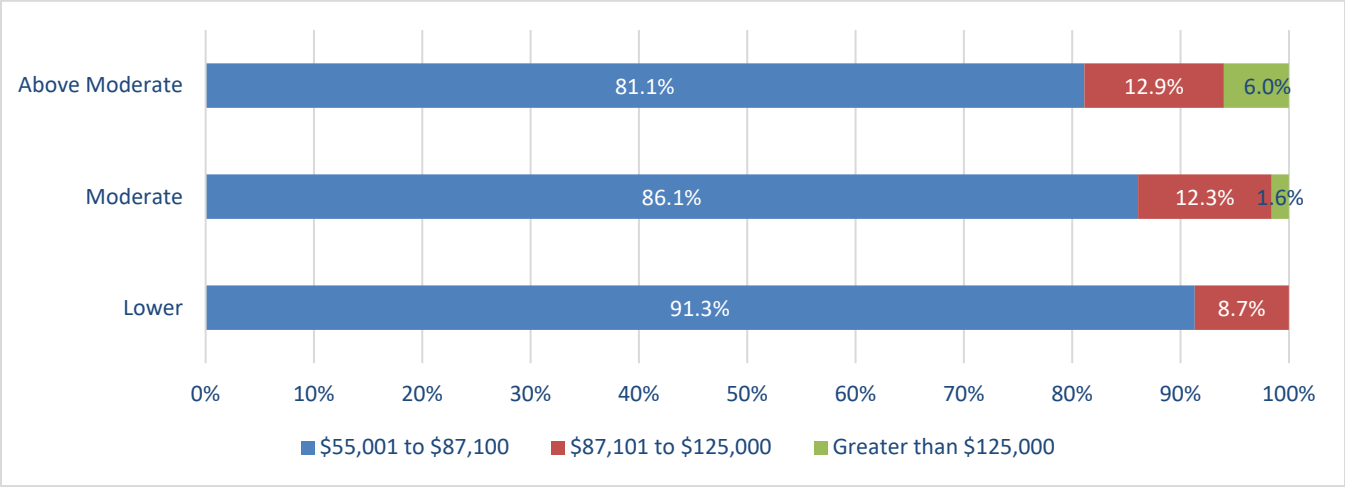
Source: ACS, 2015-2019.

Median Income

As shown in **Figure HE-27**, at the block group level, there are a few block groups with median annual incomes below $55,000. These are at three points on the eastern edge of the city. One of these block groups includes Midway Village, an all-affordable housing project, and another includes an all moderate-income project. Another set of block groups along the northern edge of the city has a median income of greater than $125,000 per year. Within this cluster of block groups is a single-family housing project that will include both moderate- and above moderate-income houses.

At the census-tract level, as shown in Figure-18, the city's RHNA inventory does not include any tracts with median incomes below $55,000 per year. This indicates that lower-income and higher-income areas of the city are relatively close together, such that they would be included in the same census tract but not the same block group. Accordingly, the majority of all units in the RHNA inventory are in census tracts with incomes between $55,000 and $87,100, the state median income. More than 80 percent of above moderate-income units (81.1 percent) and 91.3 percent of lower-income units are expected to develop in these areas, along with 86.1 percent of moderate-income units. Just over ten percent of moderate-income units (12.3 percent) are inventoried within census tracts with median incomes just above the state median, along with 8.7 percent of lower-income units and 12.9 percent of above moderate-income units. The small number of remaining sites, containing 6.0 percent of above moderate-income inventory units and 1.6 percent of moderate-income units, are in census tracts with median incomes above $125,000. This indicates that the majority of units across all income levels are expected to develop in the areas with the lowest incomes in the city, which can increase the overall amount of housing available to lower-income households without displacing them to other areas of the city.

Figure HE-27: Percentage of RHNA Inventory by Median Income Level



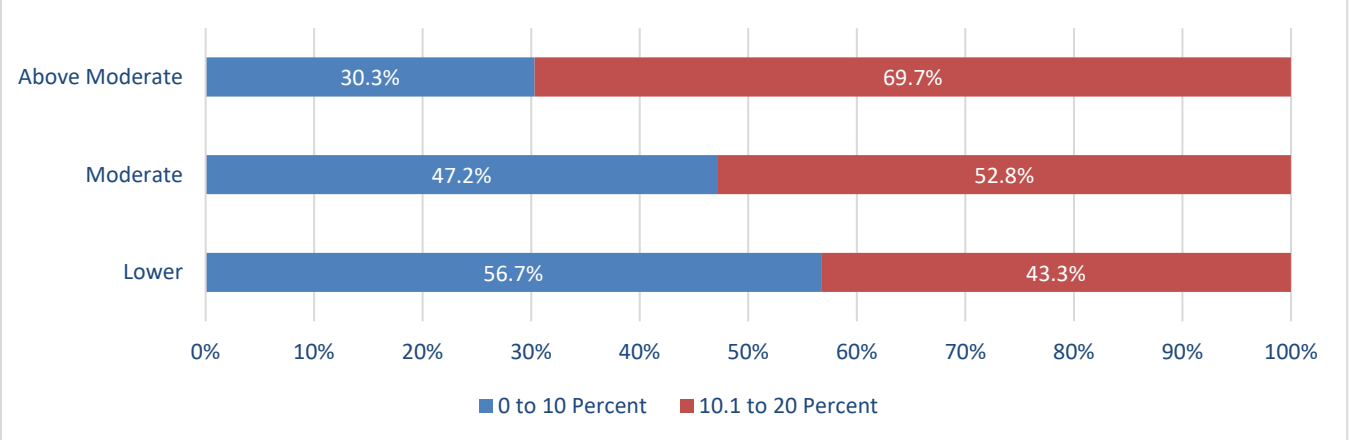
Source: ACS, 2015-2019.

Poverty Level

Daly City has relatively low levels of poverty in most of the city, as is shown in **Figure HE-28**. Most census tracts have less than 10 percent of their population living below the poverty level. Between 10 and 20 percent of the populations of three census tracts in the city have incomes below the poverty level. These are in the central part of the city. The majority of sites and projects in the RHNA inventory are mixed-income sites, so are not expected to increase the concentration of poverty in any of these tracts.

As is shown in Figure 1-19, more than two thirds of above moderate-income units in the sites inventory (69.7 percent) are in census tracts where between 10.1 and 20 percent of the population has an income below the poverty level. This will help to prevent over-concentration of lower-income households within the city. The siting of 56.7 percent of lower-income units and 47.2 percent of moderate-income inventory units within census tracts where less than 10 percent of residents live below the poverty level is also expected to create more housing mobility for lower-income households in the community.

Figure HE-28: Percentage of RHNA Inventory by Income Level, by Percentage of Population with Incomes Below the Poverty Level



Source: ACS, 2015-2019.

One Daly City census tract, 6002.00, is where 42.6 percent of the City's Housing Choice Voucher (HCV) recipients reside. This is in the Bayshore area of the city. Several mixed- and moderate-income inventory sites are within this census tract, as is the large lower-income housing project known as Midway Village. Though this project will concentrate a lot of lower-income housing units within one census tract, it is anticipated that this project will provide significantly more housing opportunities for lower-income households within their existing neighborhood as well as childcare facilities, recreation facilities, and a community center. Of the remaining census tracts where inventory sites are located, none contain more than 8 percent of voucher-holding households.

Racially or Ethnically Concentrated Areas of Poverty

As of 2019, there was one R/ECAP in Daly City, near the Westlake Shopping Center, just north of Broadmoor and west of the Lake Merced Golf Club. There are two pending projects in this area, and both are predominantly above moderate-income with a small number of lower-income units within each project. It is not expected that the development of these units will exacerbate existing concentrations of racial segregation of poverty.

Opportunity Areas

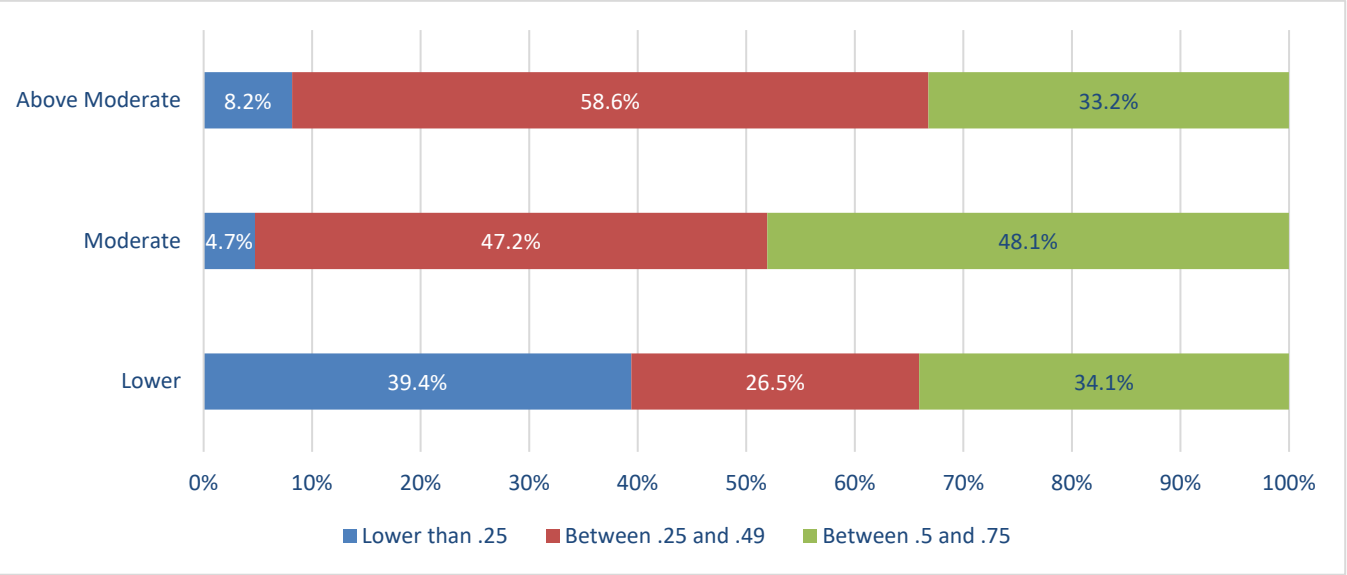
As shown in Figure 1-6, all of the sites in the RHNA inventory are in moderate-resource areas within the city per the 2021 TCAC Opportunity Areas designation. Census tracts in the inland part of Daly City are all designated moderate-resource areas, while the coastal areas are considered high-resource areas. Accordingly, no individual project is considered to over-concentrate lower-income units in lower-resource areas, nor will households in any of the lower-income inventory units be afforded notably increased access to resources as compared to other sites in the inventory.

Educational Attainment

According to the 2021 TCAC Education Domain Score, shown in **Figure HE-29**, the majority of the city has educational domain scores within the two middle quartiles of educational outcomes. However, one section of the northeast side of the city, in the Bayshore Heights area, was ranked in the lowest quartile of education outcomes statewide. The areas with the highest educational domain scores tended to be on the west side of the city, which is loosely correlated with some higher-income areas.

Because many of the sites in the RHNA inventory are in the center of the city, the majority of units in the inventory are within either the 25th to 49th percentile range or the 50th to 75th percentile range. However, there is a cluster of housing at all income levels within the Bayshore Heights neighborhood that has lower than 25th percentile educational attainment levels. Because Midway Village is in this area, a significant percentage of lower-income units in the inventory are located here; in total, 39.4 percent of all lower-income units are in this area. However, it is hoped that the childcare services provided as part of the project will improve early childhood education attainment levels. Additionally, 8.2 percent of above moderate-income units and 4.7 percent of moderate-income inventory units are sited in this area.

Figure HE-29: Percentage of RHNA Inventory by Income Level, by Educational Attainment Score



Source: TCAC, 2021.

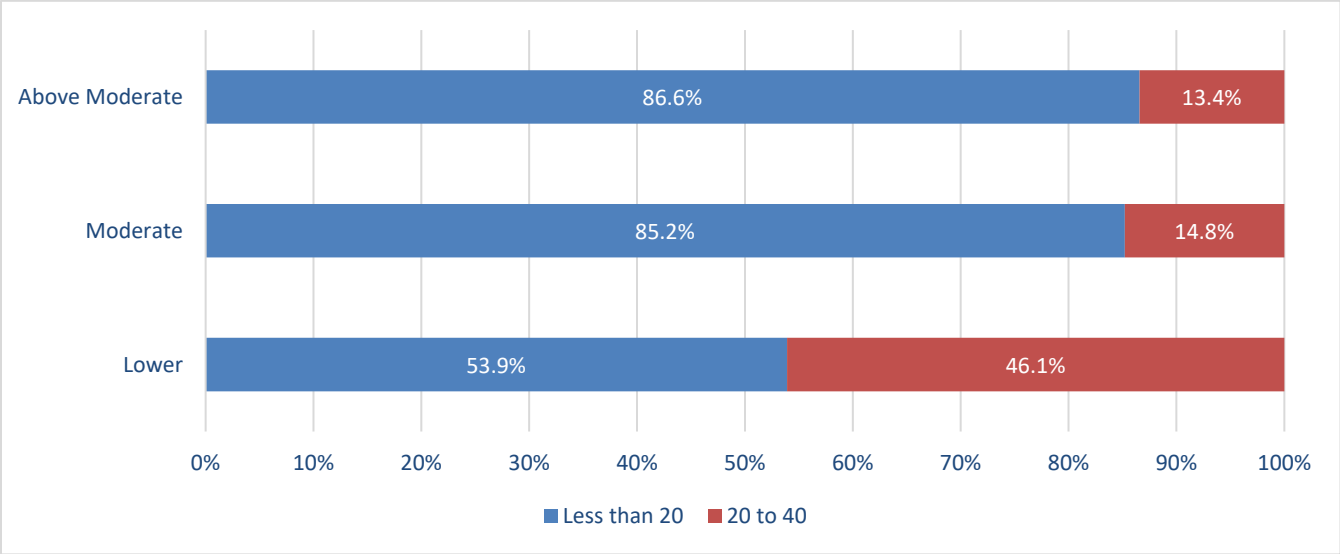
Transit Access

The majority of Daly City is within half a mile of what Caltrans classifies as a "High-Quality Transit Stop." This includes all units within the sites inventory at all income levels. These stops represent well-serviced transit routes and routes with service at least every 15 minutes during the peak period.

Jobs Proximity

Though the Bay Area is home to many large corporations that provide significant high-earning job opportunities, to access these jobs, residents of Daly City must travel significant distances. As is shown in **Figure HE-30**, HUD's jobs proximity index indicates that nearly all of the city has a proximity score of less than 20, indicating a far distance to jobs. Small areas on the eastern edges of the city, including the Bayshore Heights neighborhood, fall within the 20 to 40 score range, indicating closer proximity to job centers in the region. Just under half of the lower-income units in the sites inventory (46.1 percent) fall within this low-moderate score range of 20 to 40, primarily because of the cluster of lower-income units associated with Midway Village. Many of the remaining sites in these closer-proximity areas are mixed-income or moderate-income. As such, 14.8 percent of moderate-income units and 13.4 percent of above moderate-income units fall within this area. The present low rate of jobs proximity in the rest of the city may be improved through the development of future mixed-use projects or residential projects within mixed-use zones, of which there are many in the sites inventory.

Figure HE-30: Percentage of RHNA Inventory by Income Level, by Jobs Proximity Index

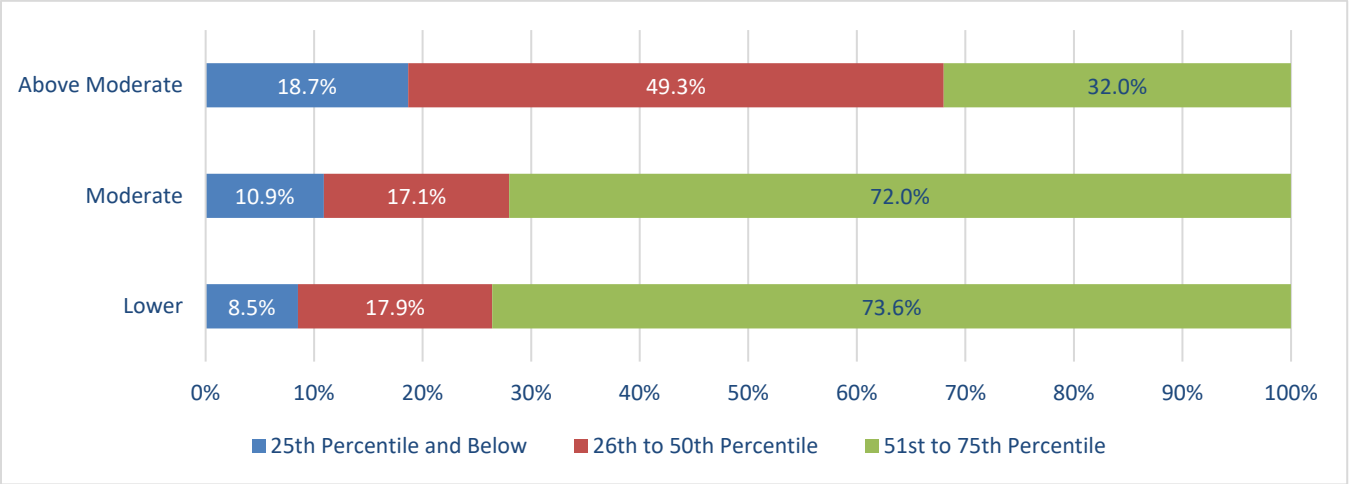


Source: HUD, 2014-2017.

Environmental

None of the census tracts in Daly City are considered disadvantaged or environmental justice communities, as designated by CalEPA under SB 535. As is shown in Figure HE-31, Daly City has moderate levels of environmental challenges throughout most of the city with some areas near the north and east sides of the city having better environmental pollution ratings. There is some clustering of lower-income sites within areas that are between the 51st and 75th percentile (Figure 1-22), in part because the Midway Village project is within an area with a score in this range. Though a number of pollution and demographic factors are considered as part of the CalEnviroScreen index, within Daly City census tracts around the SR-82 corridor and adjacent to the I-280 corridor tend to have higher scores; many mixed-income projects are located in these areas. As such, 73.6 percent of lower-income units in the sites inventory and 72.0 percent of moderate-income units are in areas with CalEnviroScreen scores in the 51st to 75th percentile, compared to 32 percent of above moderate-income units. This can create a challenging balance, as proximity to the highway can be a benefit for households that need to commute longer distances to their jobs by car. Projects farther from the highway tend to have better CalEnviroScreen scores, which includes 10.9 percent of moderate- and 18.7 percent of above moderate-income units that are in areas with CalEnviroScreen scores in the 25th percentile or better.

Figure HE-31: Percentage of RHNA Inventory by Income Level, by CalEnviroScreen Percentile

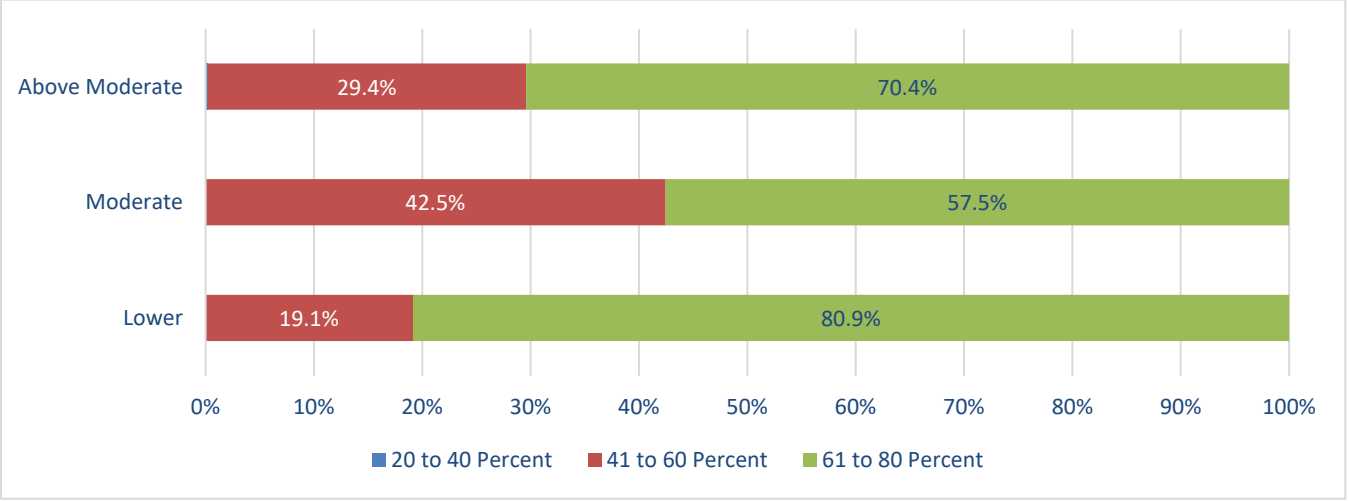


Source: CalEnviroScreen 4.0, 202.1

Overpayment

Rates of overpayment among renter households across the city, as shown in **Figure HE-32**, indicate relatively high rates of overpayment throughout much of the city. The majority of both lower- and above moderate-income units in the sites inventory (80.9 and 70.4 percent, respectively) are within areas where between 61 and 80 percent of renters currently overpay for housing (see Figure 1-23). The development of lower-income housing in these areas may provide greater opportunities for renter households overpaying for housing to seek more affordable housing opportunities within their current neighborhood. Just under half of moderate-income units in the sites inventory (42.5 percent) are in areas where between 41 and 60 percent of renters overpay for housing. Though these areas have lower rates of overpayment as compared to the areas where most lower- and above moderate-income inventory units are sited, this is not indicative of an area of over-concentration of moderate-income housing that is related to a city-level fair housing issue. Instead, it is indicative of the overall high cost of rental housing throughout the region.

Figure HE-32: Percentage of RHNA Inventory by Income Level, by Percentage of Renter Households Overpaying for Housing

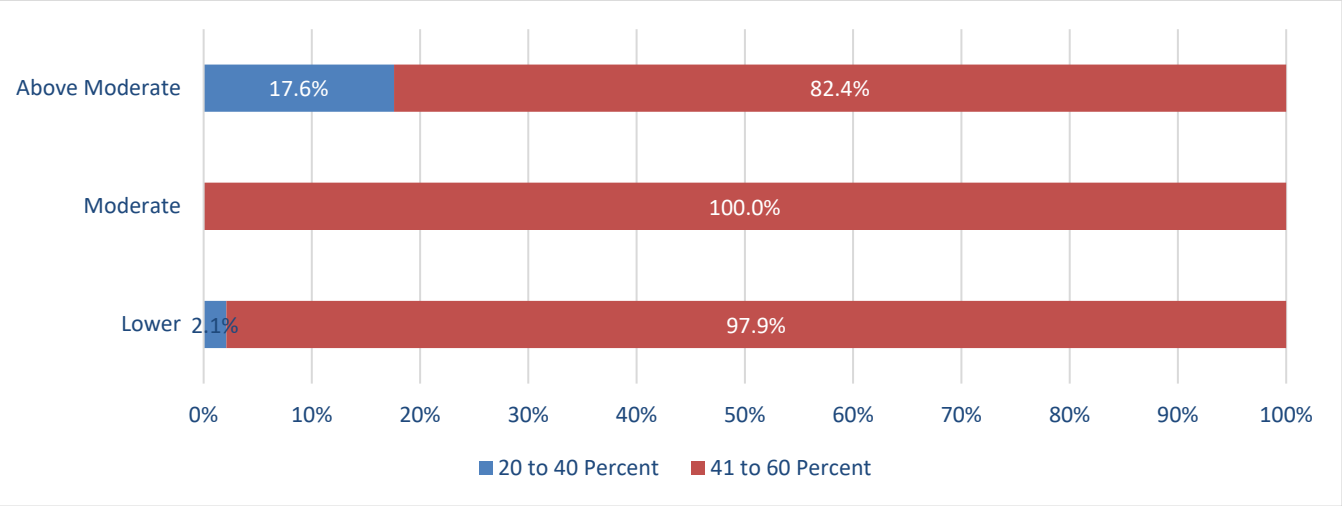


Source: ACS, 2015-2019.

Note: An additional 0.2 percent of above moderate-income households fall into the 20 to 40 percent category, but this percentage is too small to appear in the chart.

The majority of new housing development within the city over the current Housing Element period is expected to occur within census tracts where 41 to 60 percent of homeowner households pay at least 30 percent of their monthly income toward housing costs (**Figure HE-33**). A small number of units, mostly in the above moderate-income affordability category, are expected to develop in areas where only 20 to 40 percent of homeowners overpay for housing. These projects represent 17.6 percent of above moderate-income units and 2.1 percent of lower-income inventory units. This does not necessarily represent over-concentration that indicates a fair housing concern, as these areas of higher overpayment are also close to resources such as commercial areas and schools that are less proximate in areas with lower overpayment rates.

Figure HE-33: Percentage of RHNA Inventory by Income Level, by Percentage of Homeowner Households Overpaying for Housing

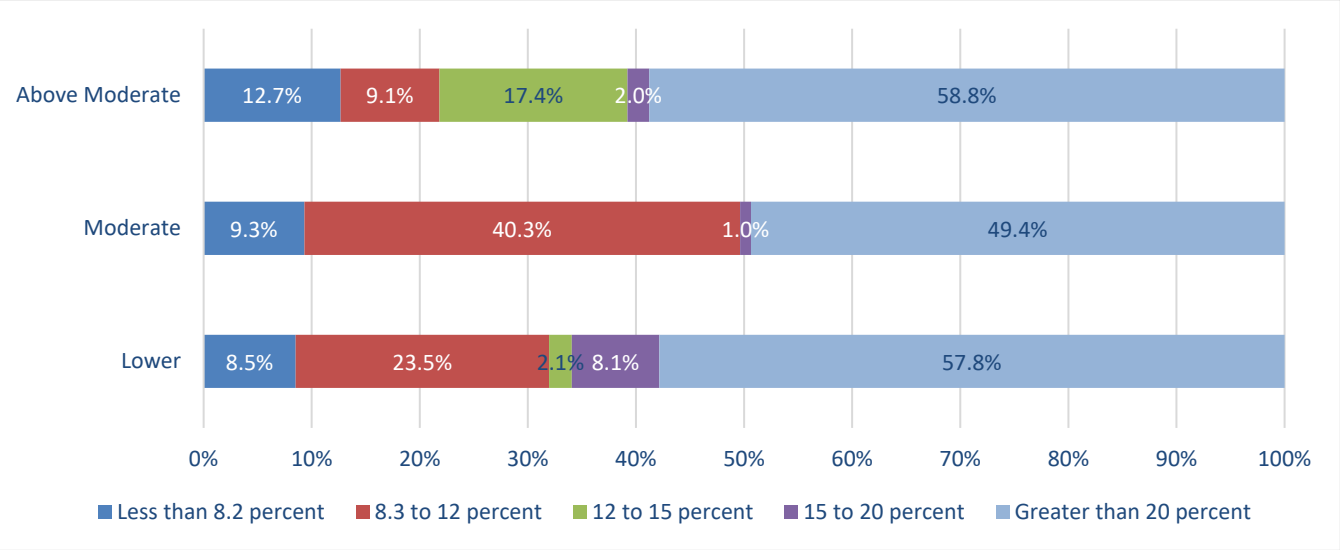


Source: ACS, 2015-2019.

Overcrowding

The rate of overcrowding within the city is higher than that of the county, with particular concentrations in neighborhoods with lower incomes such as the Original Daly City neighborhood, southern St. Francis/Campus Drive and Serramonte areas, Hillside/Pacific Pointe, part of the Westmont neighborhood, the Westlake Shopping Center neighborhood, the northern Crocker area, and the neighborhood surrounding the Daly City BART station (**Figure HE-19**). As shown in **Figure HE-34**, more than half of all lower- and above moderate-income units in the inventory (57.8 and 58.8 percent, respectively) are within areas of the city where more than 20 percent of households are experiencing overcrowding. Additionally, 49.4 percent of moderate-income units in the sites inventory are sited in areas with this rate of overcrowding. The number of inventory sites and projects within areas of above-average overcrowding rates is not indicative of disproportionate clustering in low-income areas but is related to the overall high cost of housing throughout the Bay Area. Because there are a large number of mixed-income sites and projects within the inventory, the small number of inventory sites that are in areas with a lower-than-average rate of overcrowding (i.e., lower than 8.2 percent of households) include units in multiple income levels. This includes 12.7 percent of above moderate-income units, 9.3 percent of moderate-income units, and 8.5percent of lower-income units.

Figure HE-34: Percentage of RHNA Inventory by Income Level, by Percentage of Households Overcrowded



Source: CHHS, 2020.

Vulnerability to Displacement

As is shown in **Figure HE-20**, much of the central and eastern sides of the city have been designated as communities sensitive to displacement. These areas include 76.2 percent of the lower-income units, 69.3 percent of moderate-income units, and 76.7 percent of above moderate-income units in the inventory. By encouraging the development of more housing, the City hopes to lessen the risk of displacement in these areas.

Contributing Factors and Fair Housing Action Plan

Primary Findings

This section summarizes the primary findings from the Fair Housing Assessment for Daly City regarding fair housing enforcement, outreach feedback-, integration and segregation, access to opportunity, disparate housing needs, contributing factors, and the City's fair housing action plan.

- **14.0 percent of fair housing complaints filed in San Mateo County from 2017 to 2021 were in Daly City—proportionate to the city's share of the county's population.** The most common issues cited in the city were refusal to rent and refusal to negotiate for a rental. Most complaints in the city were on the basis of familial status (4 complaints) and disability status (3 complaints).
- **Racial and ethnic minority populations generally have higher rates of poverty and lower household incomes and are disproportionately impacted by overcrowding and homelessness** compared to the non-Hispanic White population in Daly City. Additionally, racial and ethnic minorities are more likely **to live in low- and moderate-resource areas and be denied a home mortgage loan.**
    - Racial and ethnic minority populations generally have higher rates of poverty (Figure I-5) and lower household incomes (Figure I-4) compared to the non-Hispanic White population in Daly City.

- Racial and ethnic minorities are more likely than non-Hispanic White households to experience overcrowding (Figure I-12). Low- and moderate-income households are also more likely to be overcrowded.
- People who identify as American Indian or Alaskan Native, Black, White, and Hispanic are overrepresented in the homeless population compared to their share of the general population .
- Hispanic households are more likely to live in low- and moderate-resource areas than in high-resource areas (Figure I-6).
- ***Hispanic and Black or African American households have the highest denial rates for mortgage loan applications in 2018 and 2019.***

- Geospatially, **different outcomes are experienced in different parts of the city**. Areas west of I-280 are disproportionately impacted by high poverty and concentrations of cost burdened households; socially vulnerable areas are clustered around I-280 north into San Francisco; and the area east of I-280 experiences lower educational opportunity than areas west of the interstate. Collectively, the city experiences relatively positive economic and environmental outcomes and moderate resources scores, with overcrowded households distributed across the city.
  - Census tracts with higher poverty rates, between 10.0 percent and 20.0 percent, are all west of I-280 (Figure II-28).
  - Education opportunity scores are between 0.5 and 0.75 west of I-280—meaning this area has higher education scores compared to the rest of the city (Figure 1-7).
  - The city has moderate to high economic opportunity scores, between 0.5 and 0.75.
  - The city has moderately positive environmental scores, which account for $PM_{2.5}$, diesel PM, pesticides, toxic release, traffic, cleanup sites, groundwater threats, hazardous waste, impaired water bodies, and solid waste sites (Figure I-9).
  - Geospatially, the majority of Daly City falls within moderate-resource areas. (Figure I-6).
  - The Social Vulnerability Index (SVI) provided by the CDC ranks census tracts based on their ability to respond to a disaster. The areas adjacent to I-280 are the most vulnerable in Daly City according to the SVI.
  - ***Concentration (60.0 percent to 80.0 percent of households) of cost burdened households are west of I-280 and in the eastern portion of the city (Figure 1-10 and 1-11).***
  - Overcrowded households (Figure 1-12) and census tracts with populations vulnerable to displacement (Figure 1-13) are distributed throughout the city.
- ***Daly City has a slightly higher share of residents with disabilities (9 percent) compared to the county (Figure 1-2). Residents living with a disability in the city are more likely to be unemployed and are largely concentrated in areas around I-280. Finally, the aging population is putting a strain on paratransit access countywide.***
  - **Unemployment is disproportionately high among residents living with a disability—14.0 percent compared to 5.0 percent for residents without a disability in Daly City**—particularly when compared to the county .

- Hispanic and Black/African American students in Daly City—served by Jefferson Union High School District, South San Francisco Unified School District, Bayshore Elementary School District, and Jefferson Elementary School District—**experience poor educational outcomes compared to other students.** Many high schoolers in the county met admission standards for a University of California (UC) or California State University (CSU) school. However, **Black and Hispanic students in the Jefferson Union High School District were less likely to meet the admission standards, as were Hispanic and White students in the South San Francisco Unified District**.
- While Jefferson Union has the lowest dropout rates in the county—just 3.0 percent of students—**the highest dropout rates were still found among Black (7.0 percent) and Hispanic students (6.0 percent).** South San Francisco Unified had one of the highest dropout rates in the county at 9.0 percent, with **White (12.0 percent) and Hispanic (11.0 percent) students accounting for the highest rates.**
- More than **half of all renter households in Daly City are cost burdened**, spending more than 30.0 percent of their gross income on housing costs; one in three are extremely cost burdened, spending more than 50.0 percent of their gross income on housing costs (Figure 1-10). There are **disparities in housing cost burden in Daly City by race and ethnicity.**
- In Daly City, **21.0 percent of income-assisted rental units are at high or very high risk of conversion** to market rate, a total of 112 out of 528 total units in the city. Loss of these units would have a significant impact on affordability for very low-income renters.

Compared to the county and Bay Area, Daly City offers better access to homeownership due to the city's relatively large share of homes valued between $500,000 and $1 million (71.0 percent in the city versus 37.0 percent in the county and 40.0 percent in the Bay area). The city's rent distribution (Figure IV-6) is more closely aligned with the county, and Daly City has a smaller share of affordable rentals than the Bay Area overall (20.0 percent of Daly City's rental units rent for $1,500 and less per month compared to 35.0 percent in the Bay Area).

Contributing Factors

Through discussions with stakeholders, fair housing advocates, and this assessment of fair housing issues, the City identified factors that contribute to fair housing issues, as shown in **Table HE-40, Factors Contributing to Fair Housing Issues**. While the City has identified several strategies to address the fair housing issues, the most pressing issues are the:

- Presence of R/ECAP conditions and characteristics.
- Disproportionate housing needs of renters.
- Concentration of cost burdened households west of I-280 and in northeastern neighborhoods.
- Concentrations of lower-income households.
- Potential conversion of affordable housing to market rate and displacement of residents.
- Disproportionate housing needs among populations of color, especially among Hispanic and Black and African American households.

The combination of these factors presents challenges to housing and economic mobility in the short and near term for many households, particularly lower-income households. Prioritized contributing factors are **bolded** in **Table HE-40**, and associated actions to meaningfully affirmatively further fair housing related to these factors are ***bold and italicized***. Additional programs to affirmatively further fair housing are included in **Chapter 5, Goals, Policies, and Tasks**.

Table HE 40: Factors Contributing to Fair Housing Issues

Identified Fair Housing Issues	Contributing Factors	Meaningful Actions
Presence of potential R/ECAP in city	*Concentration of poverty in Westlake Shopping Center neighborhood* *89 percent of units in Westlake Shopping Center neighborhood are multifamily* *95 percent of households in Westlake Shopping Center neighborhood are renter households*	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Increased displacement risk for lower-income households	*Over half of renters are cost burdened* *Low production of affordable rental housing limits housing choices of all low-income households and has a disproportionate impact on populations of color* *Shortage of affordable rental housing*	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Concentration of cost burdened households west of I-280 and in northeastern neighborhoods	***High rates of renter-occupied housing*** ***High rates of female-headed households with children*** ***Less positive environmental scores*** ***Higher proportion of multifamily units*** ***Shortage of affordable rental housing***	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Concentrations of lower-income households	***High correlation of lower-income households in vicinity of Daly City and Colma BART stations*** ***Location of deed-restricted units*** ***Clustered zoning for higher density multifamily housing opportunities*** ***More naturally affordable housing in the Franciscan Mobile Home Park and older Original Daly City neighborhoods*** ***Lack of affordable housing in high-resource areas***	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3
Potential conversion of affordable housing to market rate and displacement of residents	***Affordability covenants identified to expire in 15.9 percent of deed-restricted units in planning period*** ***Limited affordable rental housing***	Task 22.1
Disproportionate housing needs among populations of color, especially Hispanic and Black and African American households	Historical actions that limited economic opportunity and homeownership Limited affordable housing High housing costs relative to wages	Task 5.1 Task 6.2, 6.3 Task 9.1 Task 11.1 Task 12.1 and 12.2 Task 15.3 Task 18.1, 18.2, 18.3

Housing Sites Analysis

State law requires that a local Housing Element include a projection of the housing units by income category for the forthcoming planning period and that the Association of Bay Area Governments (ABAG) determine the existing and projected regional housing needs of the Bay Area as well as each city's share of that regional need. The Government Code states that, "…a locality's share of the regional housing need includes that share of the housing need of persons at all income levels within the area significantly affected by the jurisdiction's general plan." Within San Mateo County, ABAG acknowledged the formation of the subregion for the purpose of developing the Regional Housing Needs Allocation (RHNA) in 2006. Daly City, together with 20 other jurisdictions within the county, participated in the development of the RHNA identified within this section.

Regional Housing Needs Allocation

The RHNA is the State of California-required process that seeks to ensure cities and counties are planning for enough housing to accommodate all economic segments of the community. The process is split into the following three steps.

1. Regional Determination: The California Department of Housing and Community Development (HCD) provides each region with a Regional Determination of housing need, which includes a total number of units split into four income categories. Daly City is within the region covered by ABAG. HCD provided ABAG with a Regional Determination of 441,176 units for the 6th Cycle RHNA (2023-2031). This is the total number of units that the cities and counties in the ABAG region must collectively plan to accommodate.

2. RHNA Methodology: Councils of Governments (COG), including ABAG, are responsible for developing an RHNA Methodology for allocating the Regional Determination to each city and county in the COG's region. This methodology must further specific state objectives, including, but not limited to, promoting infill, equity, and environmental protection; ensuring jobs-housing balance; and affirmatively furthering fair housing.

3. Housing Element Updates: Each city and county must then adopt a housing element that demonstrates how the jurisdiction can accommodate its assigned RHNA through its zoning. HCD reviews each jurisdiction's housing element for compliance with state law.

The City of Daly City's share of the regional housing need was determined by a methodology prepared by ABAG as part of the Regional Housing Needs Plan, adopted in December 2021. In accordance with ABAG's Regional Housing Needs Plan, the City must plan to accommodate a total of 4,838 housing units between June 30, 2022, and December 15, 2030. **Table HE-41** shows the City's RHNA by income category. Of the 4,838 total units, the City must plan to accommodate 1,336 units for very low-income households, 769 units for low-income households, 762 units for moderate-income households, and 1,971 units for above moderate-income households.

Table HE 41: Regional Housing Needs Allocation, 2023–2031

Income Category	Allocation	Percentage
Very Low*	1,336	**27%**
Low	769	**16%**
Moderate	762	**16%**
Above Moderate	1,971	**41%**
Total	**4,838**	**100%**

Source: ABAG, 2021.

Note: It is assumed that 50 percent of the very low-income category is allocated to the extremely low-income category.

Unaccommodated Regional Housing Need Allocation from the 5th Cycle

Task 6.2 in the 2015-2023 Housing Element stated that the City planned to amend the Bay Area Rapid Transit (BART) Station Area Specific Plan to redesignate the 8.7-acre Samtrans park-and-ride lot at 3501 Junipero Serra Boulevard to the Specific Plan's High Density Residential designation, and to simultaneously amend the BART Station Area Specific Plan regulations to require at least 30 dwelling units per acre for new development. This would have given the City an additional capacity of approximately 261 units that would allow for 30 units per acre and therefore be appropriate to meet a portion of the lower-income RHNA.

The City was not able to meet the rezone/redesignation deadline of 2015. However, as is described in **Table HE-42**, two alternative sites were rezoned to zones that allow at least 30 dwelling units per acre as part of projects that generated 197 units on 7.1 acres. Additionally, a residential site that was not part of the 5th Cycle Inventory was developed for residential use without a rezone. This generated 147 units on 4 acres that were not part of the inventory. As such, the need that would have been accommodated by the planned rezone was met through the alternative site rezones and project development.

Table HE 42: Alternatives to 5th Cycle Rezone to Meet Unaccommodated Need

Project	Units	Acres	General Plan Designation	Zoning	New General Plan Designation	New Zoning
Approved Project but Not in the 5th Cycle RHNA Inventory						
Midway Village Phase I	147	4.0	Residential – High Density (R-H)	R-3 Multiple Family Residential District	N/A	N/A
Rezoned Sites						
Jefferson Union High School District (JUHSD) Staff Housing	122	3.9	Commercial – Office (C-O)	Planned Development (PD-31)	Residential – High Density (R-H)	Planned Development (PD-31A)
Serra Station Townhouses (The Hub)	75	3.2	Commercial Mixed-Use (C-MU)	BC - BART Commercial	Residential – Medium Density (R-M)	PD-72
Total	**344**	**11.1**				

Source: City of Daly City, 2023.

Planned and Approved Projects

Daly City has a significant number of development projects that are seeking entitlements or that have been approved. **Table HE-43** summarizes the inventory of residential and mixed-use projects that are pending approval or that have current active entitlements. Figure HE-1 provides a map of all approved and pending projects along with the vacant and underutilized sites that will be used to meet the RHNA. Sites in this map are designated by the RHNA affordability levels that are expected to be accommodated by the site.

As of April 2023, there were an estimated 3,092 housing units in the pipeline that could meet a portion of the City's RHNA. Of these units, 974 are affordable to lower-income households, 83 affordable to moderate-income households, and 2,035 are assumed to be market rate. Affordability for lower- and moderate-income units are based on different sources, including the City's Inclusionary Zoning program, Housing Authority of San Mateo County requirements, the State Density Bonus, and public subsidies, such as HOME funds, Permanent Local Housing Allocation (PLHA), Section 8, Low Income Housing Tax Credits (LIHTC), and local Housing Trust funds.

Table HE 43: Planned and Approved Projects

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-041-280		Residential Low Density	Planned Development	18 (Total P-1 Site Area)	133 (Total P-1 Capacity)		1			
P-1	005-570-010		Residential Low Density	Planned Development				1			
P-1	005-570-020		Residential Low Density	Planned Development				1			
P-1	005-570-030		Residential Low Density	Planned Development				1			
P-1	005-570-040		Residential Low Density	Planned Development				1			
P-1	005-570-050		Residential Low Density	Planned Development				1			
P-1	005-570-060		Residential Low Density	Planned Development				1			
P-1	005-570-070		Residential Low Density	Planned Development				1			
P-1	005-570-080		Residential Low Density	Planned Development				1			
P-1	005-570-090		Residential Low Density	Planned Development				1			
P-1	005-570-100		Residential Low Density	Planned Development				1		Inclusionary Housing Ordinance (IHO)	
P-1	005-570-110		Residential Low Density	Planned Development					1		
P-1	005-570-120		Residential Low Density	Planned Development					1		
P-1	005-570-130		Residential Low Density	Planned Development					1		
P-1	005-570-140		Residential Low Density	Planned Development					1		
P-1	005-570-150		Residential Low Density	Planned Development					1		
P-1	005-570-160		Residential Low Density	Planned Development					1		
P-1	005-580-010		Residential Low Density	Planned Development					1		
P-1	005-580-020		Residential Low Density	Planned Development					1		
P-1	005-580-030		Residential Low Density	Planned Development					1		
P-1	005-580-040	Carter Street, Steve Courter Way and Martin St (Multiple Addresses in P-1 Project)	Residential Low Density	Planned Development					1		Entitled (All P-1 Parcels) This project is currently under rough grading in its entirety. Model home complex is the first vertical pending building permit approval now. With pre-sales occurring throughout the summer, construction should be under way late 23 early 24.
P-1	005-580-050		Residential Low Density	Planned Development					1		
P-1	005-580-060		Residential Low Density	Planned Development					1		
P-1	005-580-070		Residential Low Density	Planned Development					1		
P-1	005-580-080		Residential Low Density	Planned Development					1		
P-1	005-580-090		Residential Low Density	Planned Development					1		
P-1	005-580-100		Residential Low Density	Planned Development					1		
P-1	005-580-110		Residential Low Density	Planned Development					1		
P-1	005-580-120		Residential Low Density	Planned Development					1		
P-1	005-580-130		Residential Low Density	Planned Development					1		
P-1	005-580-140		Residential Low Density	Planned Development					1		
P-1	005-580-150		Residential Low Density	Planned Development					1		
P-1	005-580-160		Residential Low Density	Planned Development					1		
P-1	005-580-170		Residential Low Density	Planned Development					1		
P-1	005-580-180		Residential Low Density	Planned Development					1		
P-1	005-580-190		Residential Low Density	Planned Development					1		
P-1	005-580-200		Residential Low Density	Planned Development					1		
P-1	005-580-210		Residential Low Density	Planned Development					1		
P-1	005-580-220		Residential Low Density	Planned Development					1		
P-1	005-580-230		Residential Low Density	Planned Development					1		
P-1	005-580-240		Residential Low Density	Planned Development					1		
P-1	005-580-250		Residential Low Density	Planned Development					1		
P-1	005-580-260		Residential Low Density	Planned Development					1		
P-1	005-580-270		Residential Low Density	Planned Development					1		
P-1	005-580-280		Residential Low Density	Planned Development					1		
P-1	005-580-290		Residential Low Density	Planned Development					1		
P-1	005-580-300		Residential Low Density	Planned Development					1		

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-580-310		Residential Low Density	Planned Development					1		
P-1	005-580-320		Residential Low Density	Planned Development					1		
P-1	005-580-330		Residential Low Density	Planned Development					1		
P-1	005-580-340		Residential Low Density	Planned Development					1		
P-1	005-580-350		Residential Low Density	Planned Development					1		
P-1	005-580-360		Residential Low Density	Planned Development					1		
P-1	005-580-370		Residential Low Density	Planned Development					1		
P-1	005-580-380		Residential Low Density	Planned Development					1		
P-1	005-580-390		Residential Low Density	Planned Development					1		
P-1	005-580-400		Residential Low Density	Planned Development					1		
P-1	005-580-410		Residential Low Density	Planned Development					1		
P-1	005-580-420		Residential Low Density	Planned Development					1		
P-1	005-580-430		Residential Low Density	Planned Development					1		
P-1	005-580-440		Residential Low Density	Planned Development					1		
P-1	005-580-450		Residential Low Density	Planned Development					1		
P-1	005-580-460		Residential Low Density	Planned Development					1		
P-1	005-580-470		Residential Low Density	Planned Development					1		
P-1	005-580-480		Residential Low Density	Planned Development					1		
P-1	005-580-490		Residential Low Density	Planned Development					1		
P-1	005-580-500		Residential Low Density	Planned Development					1		
P-1	005-580-510		Residential Low Density	Planned Development					1		
P-1	005-580-520		Residential Low Density	Planned Development					1		
P-1	005-580-530		Residential Low Density	Planned Development					1		
P-1	005-580-540		Residential Low Density	Planned Development					1		
P-1	005-580-550		Residential Low Density	Planned Development					1		
P-1	005-580-560		Residential Low Density	Planned Development					1		
P-1	005-580-570		Residential Low Density	Planned Development					1		
P-1	005-580-580		Residential Low Density	Planned Development					1		
P-1	005-580-590		Residential Low Density	Planned Development					1		
P-1	005-580-600		Residential Low Density	Planned Development					1		
P-1	005-580-610		Residential Low Density	Planned Development					1		
P-1	005-580-620		Residential Low Density	Planned Development					1		
P-1	005-580-630		Residential Low Density	Planned Development					1		
P-1	005-580-640		Residential Low Density	Planned Development					1		
P-1	005-580-650		Residential Low Density	Planned Development					1		
P-1	005-580-660		Residential Low Density	Planned Development					1		
P-1	005-580-670		Residential Low Density	Planned Development					1		
P-1	005-590-010		Residential Low Density	Planned Development					1		
P-1	005-590-020		Residential Low Density	Planned Development					1		
P-1	005-590-030		Residential Low Density	Planned Development					1		
P-1	005-590-040		Residential Low Density	Planned Development					1		
P-1	005-590-050		Residential Low Density	Planned Development					1		
P-1	005-590-060		Residential Low Density	Planned Development					1		
P-1	005-590-070		Residential Low Density	Planned Development					1		
P-1	005-590-080		Residential Low Density	Planned Development					1		
P-1	005-590-090		Residential Low Density	Planned Development					1		
P-1	005-590-100		Residential Low Density	Planned Development					1		
P-1	005-590-110		Residential Low Density	Planned Development					1		
P-1	005-590-120		Residential Low Density	Planned Development					1		
P-1	005-590-130		Residential Low Density	Planned Development					1		
P-1	005-590-140		Residential Low Density	Planned Development					1		

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-1	005-590-150		Residential Low Density	Planned Development					1		
P-1	005-590-160		Residential Low Density	Planned Development					1		
P-1	005-590-170		Residential Low Density	Planned Development					1		
P-1	005-590-180		Residential Low Density	Planned Development					1		
P-1	005-590-190		Residential Low Density	Planned Development					1		
P-1	005-590-200		Residential Low Density	Planned Development					1		
P-1	005-590-210		Residential Low Density	Planned Development					1		
P-1	005-590-220		Residential Low Density	Planned Development					1		
P-1	005-590-230		Residential Low Density	Planned Development					1		
P-1	005-590-250		Residential Low Density	Planned Development					1		
P-1	005-590-260		Residential Low Density	Planned Development					1		
P-1	005-590-270		Residential Low Density	Planned Development					1		
P-1	005-590-280		Residential Low Density	Planned Development					1		
P-1	005-590-290		Residential Low Density	Planned Development					1		
P-1	005-590-300		Residential Low Density	Planned Development					1		
P-1	005-590-310		Residential Low Density	Planned Development					1		
P-1	005-590-320		Residential Low Density	Planned Development					1		
P-1	005-590-330		Residential Low Density	Planned Development					1		
P-1	005-590-340		Residential Low Density	Planned Development					1		
P-1	005-590-350		Residential Low Density	Planned Development					1		
P-1	005-590-360		Residential Low Density	Planned Development					1		
P-1	005-590-370		Residential Low Density	Planned Development					1		
P-1	005-590-380		Residential Low Density	Planned Development					1		
P-1	005-590-390		Residential Low Density	Planned Development					1		
P-1	005-590-400		Residential Low Density	Planned Development					1		
P-1	005-590-410		Residential Low Density	Planned Development					1		
P-1	005-590-420		Residential Low Density	Planned Development					1		
P-1	005-590-430		Residential Low Density	Planned Development					1		
P-1	005-590-440		Residential Low Density	Planned Development					1		
P-1	005-590-450		Residential Low Density	Planned Development					1		
P-1	005-590-460		Residential Low Density	Planned Development					1		
P-1	005-590-470		Residential Low Density	Planned Development					1		
P-1	005-590-480		Residential Low Density	Planned Development					1		
P-1	005-590-490		Residential Low Density	Planned Development					1		
P-1	005-590-500		Residential Low Density	Planned Development					1		
P-2	008-082-160	305 Eastmoor Avenue	Residential Medium-Low Density	Sullivan Corridor – Residential High Density (SC – R-H)	2.38	56	6	0	50	IHO	Under construction. Building permits issued July 22, 2022.
P-3	006-254-030	141 Third Avenue	Residential Medium Density	R-3 Multiple-Family Residential	0.71	15	0	0	15		Approved April 24, 2023. Next step is application for building permits.
P-4	004-243-130	717 Templeton Avenue	Residential – Low Density	R-1 Single-Family Residential	0.36	4	0	0	4		Approved. Building permit application submitted.
P-4	004-243-160		Residential – Low Density	R-1 Single-Family Residential							
P-4	004-243-170		Residential – Low Density	R-1 Single-Family Residential							
P-4	004-243-140		Residential – Low Density	R-1 Single-Family Residential							
P-5	008-082-180	1784 Sullivan Avenue	Commercial - Service	Commercial - Service		14	0	0	14		Approved March 2023 (AB 2097 used).

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-6	008-082-200	493 Eastmoor Avenue	Commercial Mixed-Use	Commercial - Service	0.37	72	72	0	0	Seven due to Affordable Housing Ordinance (AHO) requirements. All because of HOME-R. PLHA, Project-based Section 8, Tax Credits, and the City Housing Trust Fund	Entitled. This project is currently in building permit plan check. Assuming funding availability, construction is likely to commence Q1 2024.
P-7	004031260	6098 Mission Street	Commercial Mixed-Use	C-1 Light Commercial	0.25	36	0	7	29	Inclusionary Housing Ordinance (IHO) - Ownership	Approved. Project has building permits ready to issue.
P-8	005-050-240	1 Carter Street	Commercial Mixed-Use	C-1 Light Commercial	12.5	262	262	0	0	Inclusionary Housing Ordinance (IHO) and housing site, stated in pre-app. Bridge Housing project.	Pre-Application. Site plan in process. Bridge Housing project.
P-8	005-380-020	1 Carter Street	Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-010	2321 Geneva Avenue	Commercial Mixed-Use	C-1 Light Commercial	0.48	185	34	0	151	Inclusionary Housing Ordinance (IHO) and State Density Bonus.	Approval pending June 2023.
P-9	005-061-020		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-030		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-040		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-050		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-060		Commercial Mixed-Use	C-1 Light Commercial							
P-9	005-061-070		Commercial Mixed-Use	C-1 Light Commercial							
P-10	002170230 (Portion)	10 Park Plaza Drive	Commercial Mixed-Use	Planned Development	1.95	179	18	0	161		Approved. Initial project approval pre-dates Affordable Housing Ordinance, but 10% affordable to low income.
P-11	002-201-140	99 Southgate Avenue	Commercial Mixed-Use	Planned Development	1.93	214	21	0	193	Inclusionary Housing Ordinance (IHO)	This project was approved in April 2017. No building permit submittal yet.
P-12	005-064-250	2665 Geneva Avenue	Commercial Mixed-Use	Planned Development	1	9	1	0	8	Inclusionary Housing Ordinance (IHO)	This project was approved in Spet. 2022. No building permit submittal yet.
P-13	091-211-230	699 Serramonte Boulevard		Planned Development	18.1	1150	150	0	1000	Proposed development agreement, Inclusionary Housing Ordinance (IHO)	Negotiating development agreement. Phased project. Rezones completed.
P-14	005-330-020	45 Midway Drive	Residential - High Density	R-3 Multiple-Family Residential	15	408	408	0	0	Housing Authority of San Mateo County requirement	4 phases, Phase 1 completed. Design review is needed for the remaining 4 but all approved. Phase 1 of 147 already
P-14	005-330-030		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-040		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-050		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-060		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-070		Residential - High Density	R-3 Multiple-Family Residential							

Site Number	Assessor's Parcel Number (APN)	Site Address/ Intersection	General Plan Designation	Zoning Designation	Parcel Size (Acres)	Total Project Capacity per Plan/ Application	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units	Source of Affordability	Project Status
P-14	005-330-080		Residential - High Density	R-3 Multiple-Family Residential							constructed, 555 in the total project.
P-14	005-330-090		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-100		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-110		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-120		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-130		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-140		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-150		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-160		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-190		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-200		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-210		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-220		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-230		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-240		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-250		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-260		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-270		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-280		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-290		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-300		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-310		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-340		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-350		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-360		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-420		Residential - High Density	R-3 Multiple-Family Residential							
P-14	005-330-430		Residential - High Density	R-3 Multiple-Family Residential							
P-15	005-064-290	55 Calgary Street	Commercial - Retail and Office	Planned Development	0.34	7	0	0	7		In plan check
P-15	005-064-300		Commercial - Retail and Office	Planned Development							
P-15	005-064-310		Commercial - Retail and Office	Planned Development							
P-15	005-064-320		Commercial - Retail and Office	Planned Development							
P-15	005-064-330		Commercial - Retail and Office	Planned Development							
P-15	005-064-340		Commercial - Retail and Office	Planned Development							
P-15	005-064-350		Commercial - Retail and Office	Planned Development							
P-16	004-050-200	6225 Mission Street	Commercial Mixed-Use	C-1 Light Commercial		8	0	0	8		Pending application
P-16	004-050-190		Commercial Mixed-Use	C-1 Light Commercial							
P-17	006-244-080	7310 Mission Street	Commercial Mixed-Use	C-1 Light Commercial		17	2	0	15	Inclusionary Housing Ordinance	Entitled (approved May 2022). In plan check.
P-18	091-247-080	525 Serramonte Boulevard	Residential – High Density	R-3 Multiple-Family Residential	4.67	323	0	65	258		This project was approved in November 2018. No building permit submittal yet.
					TOTALS	**3,092**	**974**	**83**	**2,035**		

Source: City of Daly City, May 2023

Note: Sites with multiple parcels include site unit totals within the first parcel row. In Site P-1, 11 of the site's 133 units will be designated as affordable to moderate-income households; however, these may be different parcels within the site than the parcels indicated in this table.

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Sites Inventory and Analysis

State law requires each jurisdiction to demonstrate that sufficient land is zoned to provide housing capacity that is adequate to meet the RHNA for each income level. To determine housing capacity, City staff conducted a comprehensive inventory in March 2023 of all vacant and nonvacant developable land within the city limits that is zoned to allow for housing and available to develop within the Housing Element planning period. This section describes the methodology used to calculate the housing capacity on developable housing sites.

Figure HE-35 maps each site in Daly City's sites inventory that could accommodate a portion of the RHNA. **Table HE-46, HE-47, and HE-48** include a parcel-by-parcel listing of the vacant and underutilized sites that can accommodate portions of the RHNA. All sites are served by or planned to be served by infrastructure, with no constraints identified that would reduce capacity.

Sites Identified in Previous Housing Element

Pursuant to California Government Code Section 65583.2(c), a non-vacant site identified in the previous planning period and a vacant site that has been included in two or more previous consecutive planning periods cannot be used to accommodate the lower-income RHNA. An exception is if the site is subject to an action in the Housing Element requiring rezoning within three years of the beginning of the planning period to allow residential use by right for housing developments in which at least 20 percent of the units are affordable to lower-income households.

Sites 3, 4, and 7 have been included in the past two Housing Element cycles and are subject to California Government Code Section 65583.2(c). Sites 12, 14, and 15 are underutilized and were included in the last Housing Element cycle. The City has included Housing Element **Task 6.3**, which commits the City to allowing residential use by right on sites consistent with Government Code Section 65583.2(c), for housing developments in which at least 20 percent of the units are affordable to lower-income households.

Sites Appropriate for Lower-Income Housing

Housing element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households are sufficient to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; or (2) use default density standards deemed adequate to meet the appropriate zoning test. According to state law (California Government Code Section 65583.2(c)(3)(B)), the default density standard for Daly City is 30 dwelling units per acre. Default densities are established using population-based criteria, as detailed here:

- Incorporated cities within non-metropolitan/rural counties and non-metropolitan counties with micropolitan areas (15 units or more per acre)
- Unincorporated areas in all non-metropolitan counties (10 units or more per acre)
- Suburban jurisdiction (20 units or more per acre)
- Metropolitan jurisdictions (30 units or more per acre).

The City of Daly City falls into the Metropolitan Jurisdiction category, and will be using its R-2, R-3, Commercial-Mixed Use, and C-1 zones to meet the lower-income RHNA. All of these zones permit densities of 30 or more units to the acre.

Realistic Development Capacity Assumptions

This Housing Element uses the following assumptions regarding the realistic development capacity of vacant and underutilized sites identified in **Tables HE-46, HE-47, and HE-48.**

Vacant Sites Zoned for Exclusively Residential Uses

Of the nine vacant housing sites identified in **Table HE-46**, five sites are subject to zoning regulations that allow exclusively residential uses. The anticipated density on these sites ranges from 50 to 120 dwelling units per acre, largely reflecting the maximum permissible General Plan density currently attributable to each of these sites along with a planned change to the maximum permitted density in High-Density Residential/R-3 Zoning and Medium-Density Residential/R-2 Zoning as part of **Task 6.6**. The City has assumed that development will occur at approximately 90 percent of the maximum permissible density because development trends in Daly City have historically supported this assumption. Of the pipeline housing projects in traditional residential land use areas, the majority of multifamily housing development has maximized the density allowed by the General Plan Land Use Map through implementation of the planned development zone at the time of the project's development. **Table HE-44** shows recent examples of recent multifamily projects and the capacity at which they were developed. Both were developed in zones with no maximum density but show that both high-density and moderate-density projects above 30 dwelling units to the acre are able to develop in Daly City.

Table HE 44: Recent Development Examples, Multifamily

Project Name	Affordability	Acres	Project Status	General Plan / Zoning	Total Project Units	Max. Allowable Units	Realistic Capacity
Brunswick Street Apartments	Low/Very Low	1.15	Completed 2020	CMU/C-2	206	N/A – C-2 has no maximum	Developed at 179 du/ac
JUHSD Staff Housing	Low/Market	3.9	Building Permits Issued - 2020	CMU/PD-31A	122	N/A –	Developed at 31 du/ac

Source: City of Daly City, 2023.

du/ac = dwelling units per acre

Vacant: Mixed-Use Sites

Of the nine vacant housing sites identified in **Table HE-46** two sites are subject to zoning regulations that allow residential uses as part of a mixed-use project. The City will remove the requirement for a conditional use permit for residential uses in the C-1 and C-2 zones as part of **Task 2.2**. As with sites zoned for residential uses, the City has assumed that development will occur at approximately 90 percent of the maximum permissible density because development trends in Daly City have historically supported this assumption. **Table HE-45** shows recent examples of recent mixed-use projects and the capacity at which they developed.

Table HE 45: Recent Development Examples, Mixed-Use

Project Name	Affordability	Acres	Project Status	General Plan / Zoning	Total Project Units	Realistic Capacity
2665 Geneva Avenue Mixed Use	15% of Units at 60% AMI, Remainder Market-Rate	1.26	Constructed 2007	CMU/PD-65	72	Developed at 57 du/ac
6800 Mission Mixed-Use	100% Lower, including 30% Extremely Low Income	0.77	Constructed 2015	CMU/C-1 – No Maximum Density	52	Developed at 68 du/ac

Source: City of Daly City, 2023.

du/ac = dwelling units per acre

Vacant Sites Requiring Rezoning

The Seton Hospital site, Site 9, is not presently zoned for residential uses. However, as part of the development process, the site will be rezoned to R-3 with a General Plan land use designation of Residential-Very High (**Table HE-47**). These parcels are currently within the grounds of a large hospital campus and there is active interest on the part of the property owner in adding residential uses to these sections of the campus.

Additionally, the Planned Development zone at 525 Serramonte Boulevard (Site 7) and at 169 First Avenue (Site 8) will be adjusted to permit residential uses instead of hotel and office uses.

Both the Mission Street and Geneva Avenue corridors are presently zoned C-1 Light Commercial and are identified for rezoning to a newly developed C-MU Commercial Mixed Use in Tasks 1.1 through 1.5 primarily as a means to promote housing construction with ground-floor retail uses through a more streamlined development review process than currently exists. Neither the existing General Plan Land Use Element nor the Zoning Ordinance identifies a maximum residential density in the Retail and Office General Plan designation or C-1 Light Commercial zone designation for these areas. Based on recent development projects in the corridor, it is estimated that these will develop at a density of 75 units to the acre.

Non-Vacant Housing Sites

Of the 15 sites identified in **Table HE-48**, 6 sites are occupied by existing structures or parking lots. Of these six sites, four sites are occupied by existing greenhouses, nurseries, and other agricultural land uses that have an improvement-to-land value ratio of less than 1.0, supporting the notion that redevelopment of these properties is feasible and even likely, given the history of sites with agricultural uses being converted to residential uses in Daly City. In many cases, property owners have either expressed an interest in redeveloping their properties or have previously obtained land use entitlements to do so.

Site 11: E. Market between Mission Street and First Street. This privately owned site is populated by retail and parking lots and is partially vacant. It is believed that this site will re-develop during the planning period as developers have expressed an interest in the site, though no plans have been submitted at present.

Site 13: 1670 and 1698 Bryant Street. This 1.38-acre privately owned site is currently occupied by an operational auto repair garage that has previously been considered by a nonprofit housing developer for the construction of 48 apartments. The condition of the building, constructed in the 1950s, is average. The development capacity identified in **Table HE-48** reflects a development capacity based on the 57 units per acre density of the recently developed residential property across the street.

Compliance with the State's "By Right" Requirement

To fully comply with the State's "by right" requirement, which mandates that sites necessary to satisfy the City's RHNA not be subject to conditional use permit or other discretionary approvals, it will be necessary for the City to remove the use permit requirement for mixed-use projects in the (future) C-MU Commercial Mixed-Use zone and the C-1 and C-2 commercial zones that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. The requirement to complete this amendment is identified as **Task 1.3**.

Environmental Constraints

With the exception of a narrow stretch of coastal area, the majority of the city falls within the Federal Emergency Management Agency (FEMA) flood hazard designation X, an area of moderate flood risk that is lower risk than the 1 percent floodplain. All of the RHNA inventory is within this moderate flood risk area. No areas of the city are considered to have a heightened risk of wildfire, though the San Bruno Mountain State Park just outside the city is within a high fire hazard severity zone.

Table HE 46: Vacant Sites, Residential Permitted

Site Number	Assessor's Parcel Number	Site Address/ Intersection	General Plan Designation (Current)	Zoning Designation (Current)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity (90%)	Lower-Income Units	Moderate-Income Units	Above Moderate= Income Units
1	005-065-120	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial	75	0.38	29	26		26	0
	005-065-130	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
	005-065-140	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
	005-065-190	Geneva/Rio Verde NE Corner	Commercial Mixed-Use	C-1 Light Commercial							
2	006-221-190	130 Station Avenue	Residential High Density	R-3 Multiple-Family Residential	120	0.23	28	25		25	0
3	005-067-210	51 Oriente Street	Residential Medium Density	R-2 Two-Family Residential	50	0.57	29	26	26		
	005-067-220	51 Oriente Street	Residential Medium Density	R-2 Two-Family Residential							
4	091-211-340	1050 St. Francis Boulevard	Residential Medium Density	R-2 Two-Family Residential	50	2.49	125	112	56	56	0
5	006-234-030	89 Second Avenue	Residential High Density	R-3 Multiple-Family Residential	120	0.46	55	50		50	0
6	006-345-070	1590 Bryant Street	Retail and Office Commercial (C-R/O)	Retail and Office Commercial (C-R/O)	57	0.34	27	24	3	21	0
Total Vacant Site Capacity								262	85	177	0

Notes: Sites with multiple parcels include site unit totals within the first parcel of the site.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities.

Table HE 47: Vacant Sites – Proposed Rezone or Planned Development Update

Site Number	Assessor's Parcel Number	Site Address/Intersection	General Plan Designation (Current)	Zoning Designation (Current)	General Plan Designation (Proposed)	Zoning Designation (Proposed)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units
7	091-247-080	525 Serramonte Boulevard	Residential High Density	Planned Development	Commercial Mixed-Use	Planned Development (Permitting Residential)	135	1.30 (Portion)	176	158	158		
8	003-224-100	6401 Mission Street	Commercial Mixed-Use	Planned Development (Permitting Office)	Commercial Mixed-Use	Planned Development (Permitting Residential)	75	0.35	26	150	150	0	0
9	008-521-110	Seton Hospital - Southgate	Office (C-O)	Office Commercial (C-O)	Residential- High (R-H)	R-3	120	1.75 gross, 1.75 net	210	189	126	63	0
	008-104-110	Seton Hospital - West	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3	120	4.16 gross, 2.08 net	250	225	150	75	0
	008-104-120	Seton Hospital - West	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3							
	008-520-180	Seton Hospital - East	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3	120	5.48 gross, 2.74 net	329	296	197	99	0
	008-520-190	Seton Hospital - East	Public Facilities (PF)	HOSP	Residential- High (R-H)	R-3							
Total Vacant Rezone Capacity										**1,018**	**781**	**237**	**0**

Notes: Maximum density on Site 7 is based on the planned development density of project P-18, with which Site 7 is co-sited. Realistic capacity on Site 8 is based on previous/pending rezone application project capacity. Site 9 is divided into three sub-sections for site totals.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities. Where applicable, steep slopes are accounted for with decreased acreage.

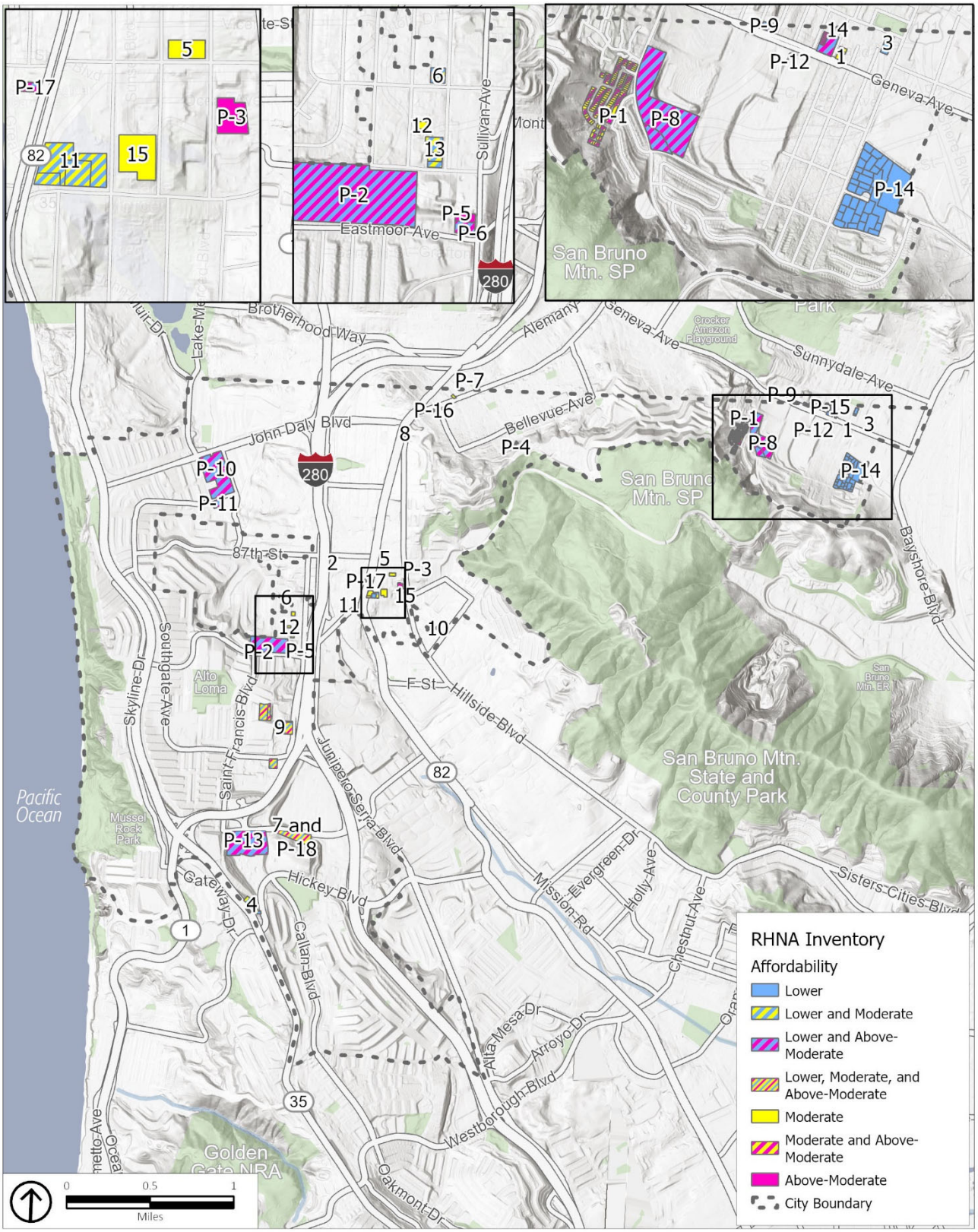
Table HE 48: Underutilized Sites

Site Number	Assessor's Parcel Number	Site Address/Intersection	General Plan Designation (Current)	Zoning Designation (Current)	General Plan Designation (Proposed)	Zoning Designation (Proposed)	Maximum Density (du/acre)	Parcel Size (Acres)	Total Capacity	Realistic Capacity (90%)	Lower-Income Units	Moderate-Income Units	Above Moderate-Income Units
Underutilized, Residential Permitted													
10	006-453-020	Lisbon Street	Residential Medium-Low Density	R-1 Single-Family Residential	*N/A*	*N/A*	20	0.27	5	5		5	
11	006-251-230	E. Market between Mission Street and First Street	Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*	40	0.78	31	28	8	20	
	006-251-210		Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*							
	006-251-220		Neighborhood Commercial Residential Above	C- 1 Light Commercial (BART overlay)	*N/A*	*N/A*							
12	006-346-170	Edgeworth Avenue	Commercial Mixed-Use	Residential Retail Commercial (C-R/R)	*N/A*	*N/A*	75	0.17	13	11		11	
13	006-346-280	1670 and 1698 Bryant Street	C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*	57	1.38	79	71	7	64	
	006-346-130		C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*							
	006-346-140		C-R/O Retail and Office Commercial	C-R/O Residential and Office Commercial	*N/A*	*N/A*							
14	005-064-210	Rio Verde Street	Residential Medium-Low Density	R-1 Single-Family Residential	*N/A*	*N/A*	20	0.40	8	7		7	
Underutilized, Rezone Required													
15	006-252-080	169 First Avenue	Residential Medium Low Density	R-3	Residential High Density	R-3	100	1.02	102	92		92	
		Total Underutilized Site Capacity								**214**	**22**	**155**	**0**

Notes: Sites with multiple parcels include site unit totals within the first parcel of the site.

The sites included do not have any environmental constraints or constraints related to contaminants, easements, site shape or size, compatibility with designated uses, or other physical conditions that would constrain development. Further, all sites have sufficient capacity for sewer, water, and dry utilities.

Figure HE-35: Location of Projects and Sites to Meet the RHNA



Additional Capacity Potential

Rezoning and Change of General Plan Land Use Designation

The City of Daly City is obligated by State law to ensure that appropriately zoned land exists in the city that would allow construction of all units in the RHNA. As part of **Task 6.5**, the City will make the following changes to its Zoning Code and General Plan Land Use Element:

- Increasing the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre.
- Increasing the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre.
- Increasing the permitted density in the Residential High Density General Plan Land Use Designation from 35.1 to 60 dwelling units per acre to 60.1 to 120 dwelling units per acre.
- Increasing the permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of 120.1 dwelling units per acre.
- Removing the conditional use permit requirement for residential uses in the C-1 and C-2 zones

Additionally, through **Task 6.6**, the City will ensure that zoning development standards are updated as needed to ensure consistency between zones and the Land Use Element.

SamTrans Park and Ride Lot

The SamTrans Park and Ride Lot (3501 Junipero Serra Boulevard) is owned by the San Mateo County Transit District and consists of an existing parking lot that provides daily paid parking for use by patrons to the Colma BART Station. The District has re-initiated a conversation with City for the site and received a letter of support from the City Council for potentially developing the entire 8.7-acre site in a mixed-use format. The City has long-been supportive of redeveloping the site and has provided policy guidance in the Land Use Element and previous Housing Element intended to allow for broader mix of land uses in a more intensive format than is currently provided by the BART Station Area Specific Plan. To this end, the Housing Element proposes a redesignation of the lot to the Specific Plan's Residential High Density designation and amending the designation language to require at least 30 dwelling units per acre. This designation change allows for the mixed-use building type sought by SamTrans, while permitting residential densities necessary to achieve the affordability levels sought by the City. Because the parameters and constraints associated with developing this property are unknown, this City is currently assuming a 261-unit yield (30 dwelling units per acre). However, these units are not being counted toward the RHNA total due to the unknown timeline for permitting and construction.

Accessory Dwelling Units

California Government Code Section 65583.1(a) states that a town, city, or county may identify sites for accessory dwelling units (ADUs) based on the number of ADUs developed in the prior Housing Element planning period, whether the units are permitted by right, the need for ADUs in the community, the resources or incentives available for their development, and any other relevant factors. Based on recent changes in state law reducing the time to review and approve ADU applications, requiring ADUs that meet requirements to be allowed by right, eliminating discretionary review for most ADUs, and removing other restrictions on ADUs, it is anticipated that the production of ADUs will increase in the 6th Cycle Housing Element planning period.

The City issued the following ADU building permits over the last four years:

- 2018 – 74 ADUs received building permits
- 2019 – 68 ADUs received building permits
- 2020 – 74 ADUs received building permits
- 2021 – 48 ADUs received building permits
- 2022 – 51 ADUs received building permits

On average, there are about 63 applications for ADUs approved each year. To promote ADUs, the City has included **Task 5.1** to promote the construction of affordable ADUs through several actions.

To determine assumptions on ADU affordability in the ABAG region, ABAG conducted a regional analysis of existing ADU rents and prepared a draft report in September 2021. The analysis resulted in affordability assumptions that allocate 30 percent of ADUs to very low income, 30 percent to low-income households, 30 percent to moderate-income households, and 10 percent to above moderate-income households. Affordability of ADUs projected to be built in the city during the planning period were based on the ABAG analysis.

Summary of Capacity to Accommodate the RHNA

Table HE-49 compares the City's RHNA to its site inventory capacity. Looking at the capacity in **Tables HE-43 and HE-46, HE-47 through HE-48** as well as the projected ADUs, the City has a total surplus of 249 units. Breaking this down by income category, the City has a surplus of 52 units in the lower-income (including extremely low-, very low-, and low-income) category, a 85-unit surplus in the moderate-income category, and a 114-unit surplus in the above moderate-income category. This does not include the SamTrans Park and Ride Lot site, which could provide an additional 261 units.

Table HE 49: Summary of Residential Capacity Compared to the 6th Cycle RHNA by Income Category

RHNA Category	2023-2031 RHNA	Vacant Site Capacity	Underutilized Capacity	Proposed/ Approved Projects	Projected ADUs	Total Capacity	Surplus
Very Low	1,336	866	15	974	302	2,157	52
Low	769						
Moderate	762	414	199	83	151	847	85
Above Moderate	1,971	0	0	2,035	50	2,085	114
Total	**4,838**	**1,280**	**214**	**3,092**	**503**	**5,022**	**251**

Source: ABAG 2021, City of Daly City, May 2023

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Constraints to Housing Production

Constraints to the maintenance, improvement, and construction of housing can generally be divided into two categories—governmental and nongovernmental. State law requires analysis of actual and potential constraints and identification of ways to reduce or overcome the constraints, where possible, to meet the identified housing needs. In many instances constraints represent a balance between the need for housing and other desirable goals. Where this is the case, the consideration of these other goals should be examined to make certain the constraint is not unnecessarily severe.

Governmental Constraints to Housing Production

Actions by local governments may impede housing construction, maintenance, and improvement in a variety of ways. For example, excessive fees or improvement requirements may discourage housing activity or possibly price housing above the level some groups can afford. Environmental impact reports (EIR) can be costly and create delays, although by State statute such analyses are mandatory. In some instances, the lack of available water and/or sewer facilities may temporarily diminish housing construction activity. The governmental constraints to housing development include land use controls in the form of the General Plan, specific plans, and zoning; building codes; fees and dedications; site improvements; permit processing procedures; and infrastructure constraints. Each of these potential constraints is discussed below.

Consistent with transparency requirements pursuant to Government Code Section 65940.1, subsections (a)(1)(A)) and (a)(1)(B)), all zoning and development standards, and fees are available on the City's website.

General Plan Land Use Designations

Daly City's 2013 General Plan contains five residential land use designations that communicate the City's policies related to residential development densities. These designations and their respective densities are identified in **Table HE-50.** However, **Task 6.5** has been included to increase the allowable densities in several land use designations.

Table HE 50: 2013 General Plan Land Use Designations

Land Use Designation	Density Limitations
Open Space Residential	0 to 2 dwelling units per acre
Low Density Residential	2 to 14.5 dwelling units per acre
Medium-Low Density Residential	14.6 to 20 dwelling units per acre
Medium Density Residential	20.1 to 35 dwelling units per acre
High Density Residential	35.1 to 50 dwelling units per acre
Very High Density Residential	Over 50 dwelling units per acre

Source: City of Daly City, 2013.

Specific Plan Designations

Subsequent to the adoption of the 1987 General Plan, the City adopted the BART Station Area (1993) Specific Plan and Sullivan Corridor Specific Plan (1998). Both of these specific plans contain land use designations and development regulations that replaced the land use designations and zoning regulations in these areas. Below is a short synopsis of each plan and its relevant residential designations.

BART Station Area Specific Plan. Prepared in conjunction with the San Mateo County Transit District, the BART Station Specific Plan was prepared in anticipation of the construction of the Colma BART Station (construction completed in 1996). The primary purpose of the Specific Plan was to identify a physical development plan for the area immediately adjacent to the new station in support of the transportation/transit role that the area was contemplated to fulfill in Daly City at the time. **Table HE-51** identifies the land use designations identified by the Specific Plan as allowing residential uses.

Table HE 51: BART Station Area Specific Plan Land Use Designations

Land Use Designation	Density Limitations
Low Density Residential	6 to 12 dwelling units per acre
Medium Density	12 to 25 dwelling units per acre
High Density Residential	25 to 55 dwelling units per acre
Mixed-Use Commercial/Office	Function of height/coverage limitations and parking regulations
Neighborhood Commercial	Function of height/coverage limitations and parking regulations

Source: City of Daly City, 2013.

Several significant high-density residential projects have been constructed within the BART Station Specific Plan Area. Most recently, Habitat for Humanity completed construction of a condominium project at 7555 Mission Street that provided 36 units (47 du/ac) of housing to lower-income households. Additional development potential exists at an underutilized SamTrans park-and-ride lot adjacent to the Colma BART Station. Although this site is presently designated Office/Convenience Retail, the potential does exist for a mixed-use project containing higher density residential uses. A six-acre portion of this site has in fact been identified for redesignation and rezoning to accommodate up to 50 dwelling units per acre.

Sullivan Corridor Specific Plan. The Sullivan Corridor Specific Plan was adopted as means to guide the revitalization of properties within the Sullivan Corridor, which is the area in the general proximity of City Hall, west of Interstate 280. The plan's land use designations were prepared to complement the construction of new public and commercial developments occurring in the area at the time, including the North County Health Center and the Colma BART Station. **Table HE-52** identifies the land use designations identified by the Specific Plan as allowing residential uses.

Developers of larger projects within the Sullivan Corridor Specific Plan Area can elect to have their projects reviewed by the Sullivan Corridor Committee, which consists of two city council members. Although review by the committee does add time to the development review process, developers are able to obtain valuable input from council members very early in the process. The estimated time for Sullivan Corridor Committee review is three to four weeks.

Table HE 52: Sullivan Corridor Specific Plan Land Use Designations

Land Use Designation	Density Limitations
Residential Low Density	0 to 14.5 dwelling units per acre
Residential High Density	None identified
Residential Retail Commercial	Maximum FAR of 1.0
Service Commercial	Maximum FAR of 3.0
Retail and Office Commercial	Maximum FAR of 5.0

Source: City of Daly City, 2023.

A significant residential construction project in this area has been a 208-unit (65 du/ac) mixed-use senior apartment complex at 165 Pierce Street. As an urban infill site, the project provides an example of the potential for the Sullivan Corridor Area to provide additional housing opportunities as vacant and underutilized sites in the area are developed or redeveloped. Construction of the project concluded in 2013. Most recently, the City Council in 2020 approved a seven-story, completely affordable, mixed-use building at 493 Eastmoor consisting of 72 apartments (205 du/ac). This project is currently in plan check for building permits.

Development Regulations

The Zoning Ordinance contains eight residential districts and four nonresidential districts in which residential development is allowed. The minimum lot area per unit and resulting densities of these districts are presented in **Table HE-53**. It is important to note that there is no land currently zoned R-4 in Daly City.

Table HE 53: Zoning District Designations and Densities

Zoning Designation	Lot Area, SF per DU	Resulting Density
MHP Mobile Home Park	1/200 minimum 1/2500 maximum	17.4–217.8 du/ac
R-1 Single Family	1/3,000	14.5 du/ac
R-1/A Single Family/Duplex	1/1,250	34.8 du/ac
R-2 Duplex	1/1,500	29.4 du/ac
R-2/A Two-Family Design	1/1,250	34.8 du/ac
R-3 Multiple Family	1/500	87.1 du/ac
BRM BART Multiple Family	1/1,750	25 du/ac
R-4 Multi-family/Professional	1/300	145 du/ac
C-1 Light Commercial District	1/300	145 du/ac
C-2 Heavy Commercial District	1/300	145 du/ac
PD Planned Unit Development	Flexible	Not Applicable
Pre-PD Pre-Planned Unit Development	Flexible	Not Applicable

Source: City of Daly City Municipal Code, 2023.

Commercial Mixed-Use Zone

The City is in the process of establishing a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development. The C-MU zone will encourage the development of higher-density multifamily residential development and mixed-used projects in close proximity to commercial areas. Once established, the zone will include the boundaries of the existing C-1 Light Commercial zone presently encompassing Mission Street and Geneva Avenue (approximately 65 acres) along with other areas. This zone will also incorporate a lot merger incentive allowance into the Zoning Ordinance whereby property owners electing to merge two or more adjacent lots for the purpose of development will be provided specific and significant incentives to do so (see also Land Use Element Task LU 1.2).

At the same time that the zone is put into place, the City will also establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. The design guidelines of the C-MU zone will include development regulations to reposition mixed-use building mass away from lower-density neighborhoods and will address impacts created by larger mixed-use buildings proposed

adjacent to smaller buildings. The zone's parking regulations will also allow for a parking reduction for all buildings containing residential and retail components where parking is available for both uses.

The City will also remove the use permit requirement for any mixed-use projects located in the C-MU Commercial Mixed-Use zone that contain a first-floor commercial component of a certain size and which provide a residential component resulting in an overall net density of at least 30 dwelling units per acre. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by-right," without requirement for discretionary approvals.

The City will amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially zoned or residentially-designated property to any zone or designation other than residential. For the purpose of this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the RHNA Housing Sites Inventory List for which a replacement site has not been identified.

As identified in **Table HE-54**, residential development is allowed within several commercial zones, most notably within the C-1 Light Commercial District. The C-1 zone encompasses all properties fronting Mission Street for its full length, and almost all of Geneva Avenue in the Bayshore neighborhood. Sites likely to yield large numbers of affordable housing units are within these two commercial corridors. In fact, several sites and pending projects identified in the Potential Housing Sites Inventory List are located on Mission Street or Geneva Avenue.

Table HE-54 identifies the development regulations for each of the above zones, as contained in the Daly City Zoning Ordinance. As shown in the table, the minimum lot sizes for both the R-3 Multiple Family and C-1 Light Commercial zones are 2,500 square feet in most instances. Both zones also allow the construction of single-family homes. In combination, these regulations allow owners of larger parcels to subdivide their parcels for single-family residential development or small commercial uses. This effectively causes scarce larger parcels that could be used for higher density mixed-use development to be underutilized. Similarly, the building heights for both the R-3 and C-1 zones are only six feet higher than that allowed in the R-1 zone (30 feet maximum versus 36 feet maximum), but the R-3 and C-1 zones allow six times the density allowed by the R-1 zone (87 du/ac versus 14.5 du/ac).

Because a 36-foot height limit may be appropriate for the C-1 Light Commercial zone in other parts of Daly City, the policy section of this Housing Element sets forth a requirement that the Zoning Ordinance be amended to establish a new Commercial Mixed-Use (C-MU) zone for areas encompassing Mission Street and Geneva Avenue, and establish development regulations in the Zoning Ordinance specifically for higher-density mixed-use development. To preserve larger commercial and residential sites, this Housing Element also requires that the Zoning Ordinance increase the minimum parcel sizes for all commercial and R-3 Multiple Family zones as determined necessary to promote the construction of higher density and/or mixed-use development. Likewise, the Housing Element commits the City to exploring increased building height within the C-MU zone, as determined sufficient to promote the construction of higher density mixed-use development within the zone. Further study of increased height along Mission Street and Geneva Avenue would be undertaken as part of the Zoning Ordinance update.

Table HE 54: Daly City Regulations for Residential Zones

Zoning District	Permitted Uses	Use Permit Required	Max. Building Height	Min. Lot Area	Floor Area Ratio	Min. Lot Width	Max. Lot Coverage	Min. Front Yard	Min. Side Yard	Min. Rear Yard	Lot Area per D.U.
R-1	Single-family	No	30 ft	3000 sf, 2500 sf*		33 ft, 25 ft*	50%, 55%*	15 ft	None	10 ft	3000 sf, 2500 sf*
R-1/A	Single-family	No	30 ft	2500 sf		25 ft	55%	15 ft	None	10 ft	
	Duplexes	Yes									
R-2	R-1	All uses permitted in this zoning classification (see above).									
	One two-family dwelling	No	36 ft	3000 sf, 2500 sf*		33 ft, 25 ft*	60%	15 ft	None	10 ft	1500 sf, 1250 sf
R-2/A	Single-family, two-family	No	30 ft	2500 sf		25 ft	60%	5 ft, 10 ft max	None	10 ft	
	Duplexes	Yes									
R-3	R-1, R-2	All uses permitted in this zoning classification (see above).									
	Multi-family	No	36 ft	3000 sf, 3500 sf*		33 ft, 25 ft*	755	15 ft	None	15 ft	500 sf
BRM	Small apartments, townhomes, flats	No	45 ft	5000 sf		50 ft	60%	5 ft, 10 ft max	None	15 ft	
	R-1, R-2	Yes									
R-4	R-1, R-2, R-3	All uses permitted in this zoning classification (see above).									
	Multi-family	No	FAR 3.5–1.0	10000 sf	3.5–1.0	100 ft	70%	15 ft	None	10 ft, 20 ft**	300 sf
MHP	Mobile homes	No	30 ft	2500 sf		30 ft	75%	5 ft	None	3 ft	
C-1	R-3	All uses permitted in this zoning classification (see above), except use permit is required.									
	R-4	No	36 ft	2,500 sf–3,000 sf		33 ft, 25 ft*	70%	None	None	None	300 sf
C-2	C-1	All uses permitted in this zoning classification (see above), except use permit is required and 7.0–1.0 FAR.									
	R-3	Yes		2,500 sf–3,000 sf	7.0–1.0	33 ft, 25 ft*	70%	None	None	None	300 sf
PD	A variety of uses or combination of uses are allowed in this zoning classification pending City approval of an applicant's planning application.										
Pre-PD	Serves as a transitional zoning classification for PD (see description of PD uses above).										

**For lots or subdivisions recorded prior to 1/1/49.*
***For buildings in excess of 3 stories.*
Other exceptions may apply.
Source: City of Daly City, 2023.

Parking Regulations

Parking requirements for new residential development are contained within the Zoning Ordinance as identified in **Table HE-55**. Because parking is a significant factor in multifamily and affordable housing construction costs, the constraints to housing production caused by parking regulations must be closely examined.

Table HE 55: Daly City Parking Regulations

Residential Type	Required Parking Spaces
Single-family	2 spaces for buildings of less than 1,500 sf 3 spaces for buildings between 1,500 and 2,000 sf 4 spaces for buildings between 2,001 and 2,500 sf 6 spaces for buildings of more than 2,500 sf
Two-family (Duplex)	2 spaces per unit; 4 per structure
Multiple-family, including condominiums	1 space per studio unit 1.5 spaces per one-bedroom unit 2 spaces per two-bedroom or larger unit
Mobile Home	One space for each mobile home, said space to be located on the individual trailer site (tandem parking permitted) One space per site for guest parking, the latter to be grouped in common area
Mobile Home Park	2 spaces per mobile home site Guest parking of 1 space per 10 sites Parking for recreation center and office of 1 space for every 500 square feet of gross floor area
Boardinghouse	1 space per rentable room, plus one space per every 200 square feet of kitchen and administrative office area
Secondary Unit	2 spaces, plus 2 per principal dwelling (4 total)
Emergency Shelter	0.75 covered or uncovered spaces per employee

Source: City of Daly City Municipal Code.

Currently, Daly City's Zoning Ordinance requires two parking spaces for each condominium unit or apartment with two or more bedrooms. This is the same parking requirement for single-family units. Reductions to the parking requirements are permitted by the Zoning Ordinance for development proposals that are determined to be exclusively for low-income households. Parking requirements for emergency shelters are based on the number of employees rather than the size of the building; however, the current requirement is not considered to be greater than other uses within the same zone.

Parking reductions are available for projects that serve low-income families or low-income seniors. Apartment complexes and condominiums designed and intended for the exclusive occupancy of low-income elderly persons shall provide at least one-fourth the normally required amount of off-street parking. Apartment complexes and condominiums designed and intended for the exclusive occupancy of low-income persons or families other than the elderly shall provide at least three-fourths the normally required number of spaces.

Accessory dwelling units shall provide one parking space per unit or per bedroom (studio units shall provide one parking space). These spaces may be provided as tandem parking on an existing driveway in the front setback. No parking spaces shall be required for an accessory dwelling unit in any of the following instances:

a. The accessory dwelling unit is located within one-half mile of public transit.
b. The accessory dwelling unit is located within an architecturally and historically significant historic district.
c. The accessory dwelling unit is part of the existing primary residence or an existing accessory structure.
d. When on-street parking permits are required but not offered to the occupant of the accessory dwelling unit.
e. When there is a car share vehicle located within one block of the accessory dwelling unit.

Generally, the City's residential development standards are consistent with the requirements of neighboring jurisdictions and accepted planning practice. There is anecdotal evidence, given high land costs in Daly City and throughout the region, that parking requirements could constrain the development of new and/or affordable housing.

Building Codes

The City enforces the 2022 International Building Code, as amended by the City. This code has established construction standards that add to the cost of housing development. Local code amendments have been made, though significantly reduced in comparison to past levels of amendment in an effort to allow greater uniformity of construction standards throughout the county. The remaining local amendments are minor and do not add significantly to the cost of housing, but significantly increase the long-term safety of residents, prevent fire spreading to adjoining homes, and improve insurance rates.

Current amendments include:

- Establishing that fees will be prescribed by Resolution of the City Council.
- Establishing that plan review and time limitation shall comply with Municipal Code General Regulations 15.00.040.
- Specifies the City's process for appealing decisions made by the City Building Official.
- Defines which City departments and officials correspond to roles defined by the Building Code.
- Specifies sizes of printed plans.
- Adds inspection and waterproofing requirements for exterior elevated elements such as balconies and stairway systems to avoid hazards such as deterioration from dry rot or decay.
- Provides compliance alternatives for evaluating a change of occupancy that increases the public safety, health, and general welfare of an existing building without requiring full compliance of a new building.

Fees and Dedications

Site improvements and exactions by the City, such as traffic signals or park in-lieu fees, increase the cost of development in Daly City. To better ensure equity in the application of fees related to new development, the City analyzed the needed public facilities associated solely with new development

and established a fee that allocates a "fair share" of cost to new residential and commercial development. Most off-site improvements needed to serve future growth are funded through the City's Public Facilities Fees.

All Bay Area cities charge fees in order to pay the costs to process, regulate, and mitigate the impacts of new development on City services and infrastructure. If fees are inordinately high, they can lead to higher costs and/or discourage housing development within the community.

Tables HE-56 through HE-58 show recent examples of the building and planning fees charged by the City of Daly City.

Based on a 2021 single-family home valued at $576,154.71, shown in Table HE-50, the City's Building Department fees represent an additional cost of 3 percent over the cost of construction. This is relatively low and not considered a constraint to development.

Table HE 56: Sample Development: Single Family

Fee	Category Total
Building	$17,549.17
Business License - Added Valuation	$576.15
Electrical	$360.84
Mechanical	$213.61
Plumbing	$239.66
Fee Total	**$18,939.43**
Home Valuation	**$576,154.71**
Fees as a Percent of Home Value	**3%**

Source: City of Daly City, 2021.

Based on a 2021 mixed-use project valued at $77,624,440, shown in **Table HE-57**, the City's Building Department fees represent an additional cost of 2 percent over the cost of construction. This percentage is relatively low and not considered a constraint to development. The first phase of the project included 147 units.

Table HE 57: Sample Development: Multifamily Affordable Project

Fee	Category Total
Permit Fees	$1,093,761.86
Plan Check	$375,441.07
Electrical	$14,380.74
Mechanical	$4,541.47
Plumbing	$12,877.26
Fee Total	**$1,501,002.40**
Project Valuation	**$77,624,440.00**
Fees as a Percent of Home Value	**2%**

Source: City of Daly City, 2021.

Based on a 2022, 72-unit multifamily home project valued at $43,758,000, shown in **Table HE-58**, the City's Building Department fees represent an additional cost of 2 percent over the cost of construction. This project was an affordable housing project in a mixed-use building. Some fees were noted to not be included in this estimate, including fire sprinkler and engineering permit fees, but it is not expected that these costs would drastically increase the fees as a percentage of the cost to construct. This percentage of construction cost is relatively low and not considered a constraint to development.

Table HE 58: Sample Development: Mixed Use Project, 72 Units of Affordable Housing

Fee	Category Total
Permit Fee	$672,306.48
Plan Check	$64,046.97
Electrical	$8,355.23
Mechanical	$16,238.97
Sewer Connection	$207,127.00
Plumbing	$19,604.97
Fee Total	**$987,679.62**
Project Valuation	**$43,758,000.00**
Fees as a Percent of Home Value	**2%**

Source: City of Daly City, 2022.

Additional public services charged by the City are based on the costs of providing public facilities to new development and reflect the AB 1600 fee program developed by the City and intended to mitigate the impacts of new development on public facilities. Public facilities funded through the AB 1600 fee include police, library, fire, administrative facilities, roadways, water, and wastewater. The fees are charged on the basis of geographic benefit zones, each with differing cost bases (**Table HE-59**).

Table HE 59: AB 1600 Fees

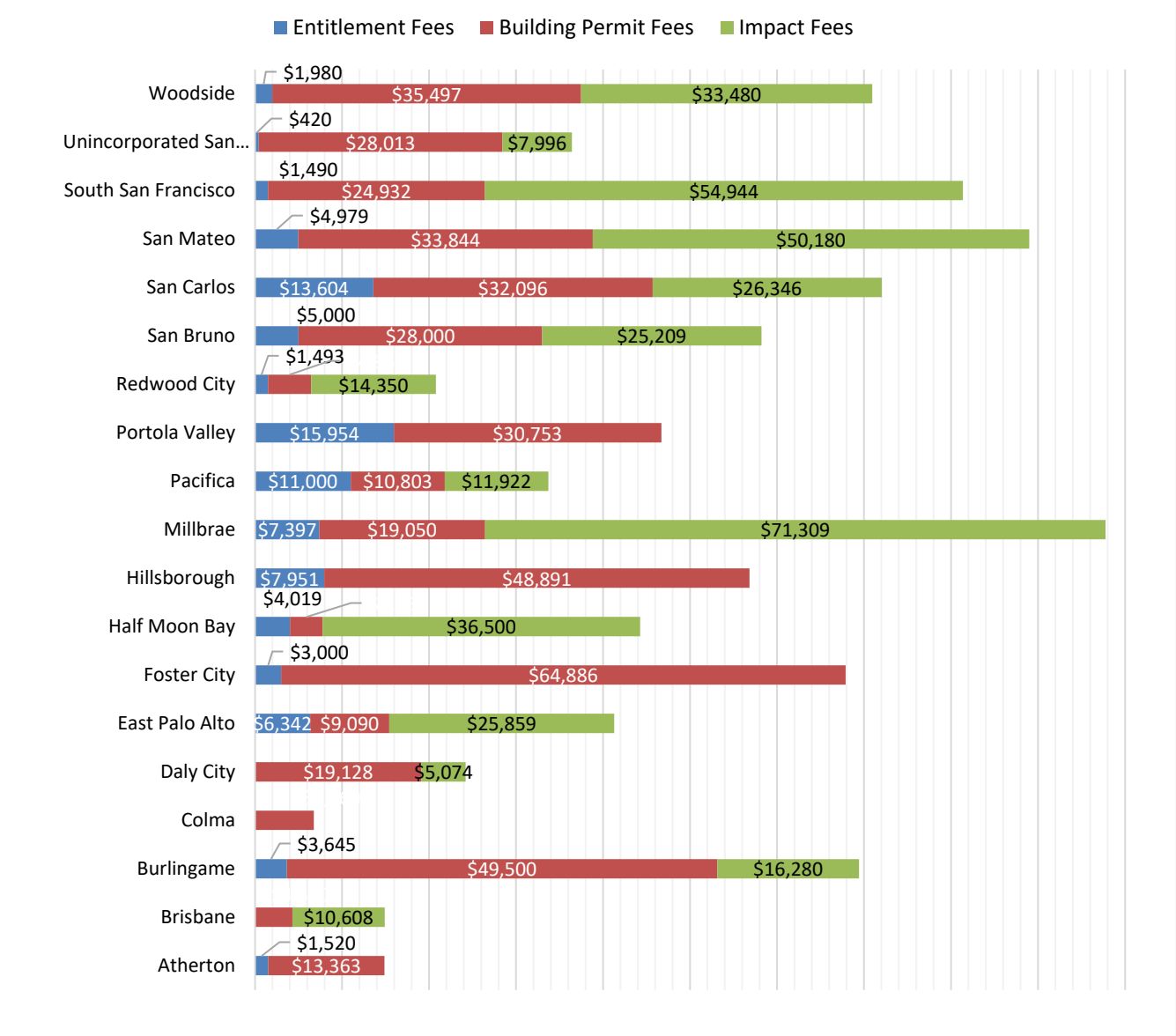
Benefit Zone	Fee per Square Foot
Zone 1	$3.36
Zone 2	$3.83
Zone 3	$3.25
Zone 4	$3.72
Zone 5	$9.36
Zone 6	$3.15
Zone 7	$2.71
Zone 8	$3.29
Zone 9	$2.71
Zone 10	$2.35
Zone 11	$2.71

Source: City of Daly City, 1999

Figures HE-36 and HE-37 and **Tables HE-60 and HE-61** provide a comparison of Daly City's entitlement, building, and impact fees to other jurisdictions in San Mateo County for both single-family and multifamily homes based on a prototype project. Estimates for single-family home fees are based on a 2,600-square-foot home in all jurisdictions but Atherton, Portola Valley, unincorporated San Mateo County, and Woodside. These jurisdictions were estimated based on a 5,000-square-foot home. The prototype multifamily project is based on a 10-unit building of 21,000 total square feet divided between two-bedroom and three-bedroom units. Among these jurisdictions, the median fee for the single-family and 10-unit condo prototypes are $58,209 and $345,742, respectively. As identified in the figures, Daly City's total fees for these two prototypes are $24,202 and $325,583, respectively.

While Daly City's fees are generally similar to those of adjacent jurisdictions for the single-family home prototype, the City's fees for the 10-unit condominium prototype are closer to the County-wide median. The City currently collects impact fees for schools and the AB 1600 fees described above.

Figure HE-36: Comparative Fee Analysis for Prototypical Developments: Single-Family Home (2022)



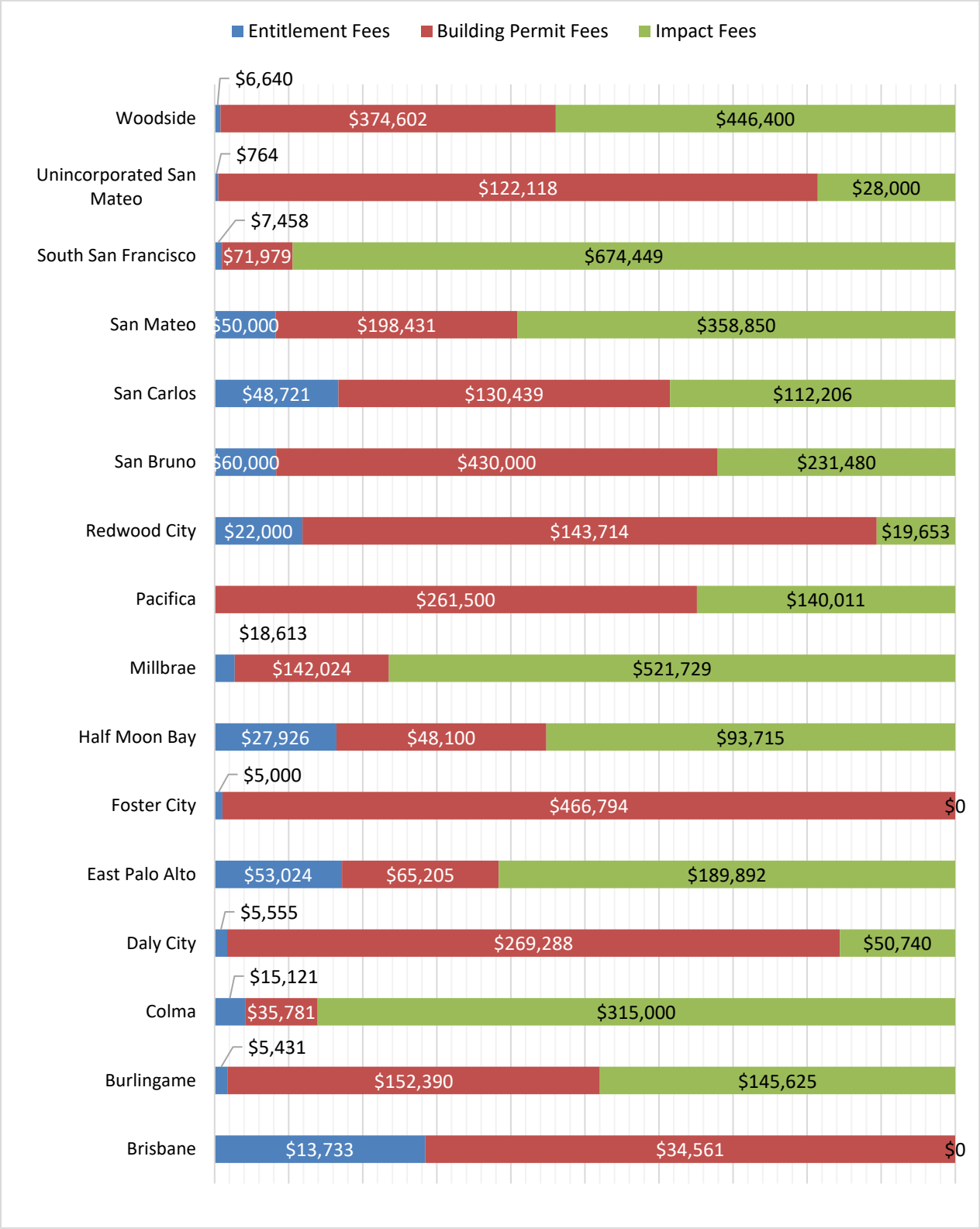
Source: 21 Elements Development Fees Survey (2022).

Table HE 60: Comparative Fee Analysis for Prototypical Developments: Single-Family Home (2022)

Jurisdiction	Entitlement Fees	Building Permit Fees	Impact Fees	Other Fees	Total
Atherton	$1,520	$13,363	$0	$1,058	$15,941
Brisbane	$0	$4,300	$10,608	$10,032	$24,940
Burlingame	$3,645	$49,500	$16,280	$0	$69,425
Colma	$0	$6,760	$0	$0	$6,760
Daly City	**$0**	**$19,128**	**$5,074**	**$0**	**$24,202**
East Palo Alto	$6,342	$9,090	$25,859	$39,576	$80,867
Foster City	$3,000	$64,886	$0	$0	$67,886
Half Moon Bay	$4,019	$3,750	$36,500	$8,300	$52,569
Hillsborough	$7,951	$48,891	$0	$14,250	$71,092
Millbrae	$7,397	$19,050	$71,309	$0	$97,756
Pacifica	$11,000	$10,803	$11,922	$0	$33,725
Portola Valley	$15,954	$30,753	$0	$6,216	$52,923
Redwood City	$1,493	$4,952	$14,350	$0	$20,795
San Bruno	$5,000	$28,000	$25,209	$0	$58,209
San Carlos	$13,604	$32,096	$26,346	$0	$72,046
San Mateo	$4,979	$33,844	$50,180	$0	$89,003
South San Francisco	$1,490	$24,932	$54,944	$0	$81,366
Unincorporated San Mateo	$420	$28,013	$7,996	$0	$36,429
Woodside	$1,980	$35,497	$33,480	$0	70,957

Source: 21 Elements Development Fees Survey (2022).

Figure HE-37: Comparative Fee Analysis for Prototypical Developments: 10-Unit Buildings (2022)



Source: 21 Elements Development Fees Survey (2022).

Table HE 61: Comparative Fee Analysis for Prototypical Developments: 10-Unit Buildings (2022)

Jurisdiction	Entitlement Fees	Building Permit Fees	Impact Fees	Other Fees	Total Fees	Total Fees/DU
Atherton	no data provided					
Brisbane	$13,733	$34,561	$0	$68,484	$116,778	$11,678
Burlingame	$5,431	$152,390	$145,625	0	$303,446	$30,345
Colma	$15,121	$35,781	$315,000	0	$365,902	$36,590
Daly City	**$5,555**	**$269,288**	**$50,740**	**0**	**$325,583**	**$32,558**
East Palo Alto	$53,024	$65,205	$189,892	0	$308,121	$30,812
Foster City	$5,000	$466,794	$0	0	$471,794	$47,179
Half Moon Bay	$27,926	$48,100	$93,715	0	$169,741	$16,974
Hillsborough	no data provided					
Millbrae	$18,613	$142,024	$521,729	0	$682,366	$68,237
Pacifica		$261,500	$140,011	0	$401,511	$40,151
Portola Valley	no data provided					
Redwood City	$22,000	$143,714	$19,653	0	$185,367	$18,537
San Bruno	$60,000	$430,000	$231,480	0	$721,480	$72,148
San Carlos	$48,721	$130,439	$112,206	0	$291,366	$29,137
San Mateo	$50,000	$198,431	$358,850	0	$607,281	$60,728
South San Francisco	$7,458	$71,979	$674,449	$7,670	$761,555	$76,156
Unincorporated San Mateo	$764	$122,118	$28,000	0	$150,882	$15,088
Woodside	$6,640	$374,602	$446,400	0	$827,642	$82,764

Source: 21 Elements Development Fees Survey (2022).

Although fees imposed by the City on new residential development add to the cost of housing, these fees are necessary to offset the impact to the City's infrastructure directly caused by new development. Although impact fees may seem to be a significant cost factor in residential development, their cost is often folded into the permanent financing of a residential development project, which is then paid over the term of home mortgage. This cost is a significantly lower factor than cost proportions devoted to private profit, such as interest charges, mortgage insurance, and realtor fees.

On- and Off-Site Improvement Requirements

In addition to permit processing and impact fees charged by the City, a new subdivision may be required to install improvements off-site, dedicate land for parks (or pay an in-lieu fee), or contribute to the cost for services provided to the project. These are typical costs associated with mitigating environmental impacts associated with a development, and they vary on a case-by-case basis depending on the anticipated impacts. While these costs are necessarily a part of new development in the city, the charges are carefully analyzed in each case to avoid imposing unnecessary requirements on new residential development. The City's on-site improvements are typical of most cities, stormwater treatment measures are required in most instances.

While new subdivisions typically require the construction of expensive infrastructure such as new roads, sewer trunk lines, and stormwater catchment systems, most new residential development in Daly City will continue to occur as denser buildings situated adjacent to existing infrastructure, either replacing existing

older buildings or vacant in-fill lots. This type of development is therefore able to forgo much of the expense typically associated with improvement of the public right-of-way. There are instances where utility upsizing may be required to accommodate a significant increase in the utility demand over a previously existing, less-intensive use. However, these costs are much lower on a per-dwelling-unit basis than the costs associated with acquiring land and constructing new utilities for a new subdivision.

As part of **Task 11.4** the City will establish a process for evaluating affordable housing projects for reductions in required improvements.

Density Bonus

At present, the City provides a density bonus for projects of five or more units that meet any of the following criteria:

A. At least 10 percent of the total units are designated for low-income households.

B. At least 5 percent of the total units are designated for very low-income households.

C. A senior citizen housing development, as defined in Sections 51.3 and 51.12 of the Civil Code.

D. At least 10 percent of the total units in a condominium project, as defined in subdivision (f) of, or in a planned development as defined in subdivision (k) of, Section 1351 of the Civil Code, are designated for moderate income households, as defined in Section 50093 of the Health and Safety Code, provided that all units in the development are offered to the public for purchase.

When an applicant seeks a density bonus and/or concessions as prescribed by Government Code Section 65915, the City will grant the density bonus and number of incentives or concessions required by that section unless it makes one of the following findings:

1. The concession or incentive is not required in order to provide for affordable housing costs, as defined in Section 50052.3 of the Health and Safety Code, or for rents for the targeted units to be set as specified in Section 65915(c) of the Government Code.
2. The concession or incentive would have a specific adverse impact, as defined in Government Code Section 65589.5(d)(2), upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

The following incentives and concessions are deemed not to have the adverse impact set forth in the subsection above:

1. Reduced setbacks so long as the project remains consistent with the city's general plan and any applicable design guidelines;
2. Increased maximum lot coverage so long as the project remains consistent with the city's general plan and any applicable design guidelines;
3. Increased maximum building height so long as the project remains consistent with the city's general plan and any applicable design guidelines;
4. Reduction in parking standards beyond that set forth in Government Code Section 65915(p); and
5. In addition to the additional density bonus provided in accordance with Government Code Section 65915(g) for land donations within one-fourth mile of an applicant's project, provision of the additional density bonus set forth in Government Code Section 65915(g) for land dedicated to the city that is located within one-half mile of the applicant's project so long as the applicant

demonstrates to the city's satisfaction that building the requisite number of affordable units on-site is infeasible and there is an identified source of funding for the very low income units.

The city will not, however, provide any direct financial assistance, waive fees or dedication requirements, or provide publicly owned land for a housing development as an incentive or concession.

Under current State law (Government Code Section 65915), cities and counties must provide a density increase up to 80 percent over the otherwise maximum allowable residential density under the municipal code and the land use element of the general plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with 100 percent of units affordable to low- or very low-income households. As part of **Task 11.6** in the Housing Element, the City will amend its guidelines to ensure compliance with current State law.

Zoning for a Variety of Housing

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population. This includes single-family housing, multifamily housing, manufactured housing, mobile homes, emergency shelters, and transitional housing, among others.

The Zoning Code outlines residential development permitted by right (P), permitted with a use permit (UP), or not permitted (NP). **Table HE-62** illustrates permitting requirements by zone for various residential uses in Daly City.

Table HE 62: Existing Entitlement Requirements by Zoning District

Building Type	Zoning Designations Allowing Residential Uses									
	R-1	R-1/A	R-2	R-2A	R-3	R-4	BRM	MHP	C-1[1]	C-2
Single family home (one unit)	P	P	P	P	P	P	P	NP	UP	UP
Accessory Dwelling Unit	P	P	P	P	P	P	P	NP	UP	UP
Duplex (two units)	NP	UP	P	P	P	P	P	NP	UP	UP
Multiple family (three or more units)	NP	NP	NP	NP	P	P	P	NP	UP	UP
Mixed Use	NP	NP	NP	NP	NP	NP	NP	NP	UP	UP
Residential Care Facility ≤ 6 persons	P	P	P	P	P	P	P	NP	UP	UP
Residential Care Facility > 6 persons	UP	NP	UP	UP	UP	UP	UP	NP	UP	UP
Emergency Shelter	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Single-Room Occupancy	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Manufactured Homes	NP	NP	NP	NP	NP	NP	NP	NP	NP	NP
Mobile Homes	P	P	P	P	P	P	P	NP	UP	UP
Transitional Housing	P	NP	P	P	P	P	P	NP	UP	UP
Supportive Housing	P	NP	P	P	P	P	P	NP	UP	UP
Entitlement Required: "P" = Permitted, "UP" = Use Permit Required, "NP" = Not Permitted										
[1]Dwellings not permitted in C-1 within the Coastal Zone.										

Source: City of Daly City Municipal Code.

Single Family

Single-family homes are currently permitted ministerially in the R-1, R-1A, R-2, R-2A, R-3, R-4, BRM, and C-R/O zones and with a Use Permit in the C-1 and C-2 zones.

Duplexes and Two-Family Homes

Duplexes, also called two-family homes, are currently permitted ministerially in the R-2, R-2A, R-3, R-4, and BRM zones and with a Use Permit in the R-1A, C-1, and C-2 zones. As part of **Task 6.7**, the City will amend the Zoning Ordinance to allow duplexes by right and without the requirement for design review in the R-1A zone, unless by objective standards.

Multifamily

Multifamily projects are permitted ministerially in R-3, R-4, and BRM zones and with a Use Permit in the C-1 and C-2 zones.

Accessory Dwelling Units (ADUs)

An accessory dwelling unit (ADU) is accessory to a primary residence and has complete independent living facilities for one or more persons. ADUs may include buildings of the following types:

- Detached: The unit is separated from the primary structure.
- Attached: The unit is attached to the primary structure.
- Converted Existing Space: Space (e.g., master bedroom, attached garage, storage area, or similar use, or an accessory structure) on the lot of the primary residence that is converted into an independent living unit.
- Junior ADU (JADU): A specific type of conversion of existing space that is contained entirely within an existing or proposed single-family residence.

To comply with Government Code Sections 65852.2 and 65852.26, ADUs must be permitted ministerially subject to objective design standards. At present, second units in an existing single-family home are permitted ministerially in all residential zones. **Task 5.1** will amend the Zoning Code to expand the ADUs permitted to include JADUs as a permitted use in addition to ADUs on the same lot. Additionally, **Task 5.1** will also clarify the language in the Zoning Code to replace the term "second unit" with "accessory dwelling unit" and will remove the owner-occupancy requirement.

Mobile Homes and Manufactured Homes

Under California Government Code Sections 65852.3 through 65852.5, jurisdictions must allow certified manufactured homes on all lots zoned for conventional, stick-built, single-family dwellings. The only difference in regulation between manufactured homes and conventional single-family dwellings may be with respect to architectural requirements. The City's Municipal Code currently permits mobile homes ministerially in the Mobile Home Park Zone and specifies in Section 15.40.020 that mobile homes be subject to all provisions of the zoning ordinance applicable to single-family residential structures, which complies with current State law. **Task 13.5** will review and amend the zoning code as clarify the inclusion of mobile homes as a permitted use in residential zones where conventional, stick-built, single-family dwellings are permitted.

Residential Care Facilities

Health and Safety Code Sections 1267.8 and 1566.3 require local governments to treat licensed group homes and residential care facilities with six or fewer residents no differently than other by-right single-family housing uses. "Six or fewer persons" does not include the operator, the operator's family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use and may not require licensed residential care facilities for six or fewer persons to obtain conditional use permits or variances that are not required of other family dwellings. Residential care facilities for six persons or fewer are currently permitted in any residential zone except for Mobile Home Parks without a permit. Residential care facilities for more than six persons are currently permitted in any residential zone except for Mobile Home Parks with a use permit. **Task 17.2** will amend the Municipal Code to allow residential care facilities, regardless of size, in all zones that permit residential uses of the same type, in accordance with the City's definition of family.

Single-Room Occupancy Units (SROs)

The Daly City Municipal Code does not currently permit or prohibit SRO units in any zone. In **Task 18.3** of the Housing Element, the City will identify at least one zone in which to permit SROs and will amend the Municipal Code to reflect this.

Low-Barrier Navigation Centers

Government Code Section 65662 requires that the development of Low-Barrier Navigation Centers be by right in zones where mixed uses are allowed or in nonresidential zones that permit multifamily housing. For a navigation center to be considered "low barrier," its operation should incorporate best practices to reduce barriers to entry, which may include, but is not limited to, the following:

- Permitting the presence of partners if it is not a population-specific site, such as for survivors of domestic violence or sexual assault, women, or youth
- Pets
- Ability to store possessions
- Providing privacy, such as private rooms or partitions around beds in a dormitory setting or in larger rooms with multiple beds

Task 13.2 has been included to amend the Municipal Code to comply with State law.

Transitional and Supportive Housing

Supportive housing is defined by Section 50675.14 of the Health and Safety Code as housing with linked on- or off-site services with no limit on the length of stay and which is occupied by a target population, as defined in Health and Safety Code Section 53260 (i.e., low-income person with mental disabilities, AIDS, substance abuse, or chronic health conditions, or persons whose disabilities originated before the age of 18). Services linked to supportive housing usually focuses on retaining housing, living and working in the community, and/or health improvement.

Transitional housing is defined in Section 50675.2 of the Health and Safety Code as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. It may be designated for a homeless individual or family transitioning to permanent housing. This housing can take many structural forms, such as group housing and multifamily units, and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Historically, the City has worked with nonprofit organizations and governmental agencies to assess needs, evaluate sites, and determine operational and acquisition costs. Otherwise, the City has not received nor expects to receive within the term of this Housing Element Update a request for new construction of these facilities. Existing buildings are being adapted for reuse to accommodate these needs more commonly than new buildings are constructed, typically without requiring any discretionary permits. Pursuant to Government Code Section 65583, transitional and supportive housing types are required to be treated as residential uses and subject only to those restrictions that apply to other residential uses of the same type in the same zone. **Task 13.3** will amend the City's zoning code to ensure compliance with State Law.

Employee and Farmworker Housing

The City does not have any land designated for agricultural uses. However, to comply with the State Employee Housing Act (Health and Safety Code Sections 17021.5 and 17021.6) the City will amend the zoning code to regard employee housing serving six or fewer employees as a single-family dwelling for purposes of applying land use and zoning regulations in **Task 13.4** of the Housing Element.

Emergency Shelter

The California Health and Safety Code (Section 50801) defines an emergency shelter as "housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or households may be denied emergency shelter because of an inability to pay." Emergency shelter for special needs populations is accommodated by the organizations that serve those particular populations and needs. When approached by these organizations the City has historically provided appropriate assistance as needed. The City has historically deferred to the San Mateo County Office of Housing, which has taken the lead role in San Mateo County to evaluate and provide for homeless population needs, facilities, and services. This County Office has concluded in the past that homeless needs for Daly City in addition to other neighboring communities are being served and met by the year-round operation of Safe Harbor in South San Francisco. Safe Harbor is an emergency shelter closest to Daly City and most likely to serve Daly City residents' needs for homeless facilities. Homeless counts and needs assessment by the County occur annually and biennially, respectively. No requests have been received for added emergency shelters.

Government Code Sections 65582 and 65583(a)(5)) require jurisdictions to identify zones where emergency shelters are permitted without a conditional use permit. Within identified zones, only objective development and management standards may be applied, given that they are designed to encourage and facilitate the development of or conversion to an emergency shelter. At present, emergency shelters are permitted by-right within the C-R/O zone, which allows residential uses by-right when part of a mixed-use project. The C-R/O zone is close to services and transit.

In accordance with Assembly Bill (AB) 2339 (2022), the Housing Element must identify potential sites for emergency shelters within zones that allow residential uses by-right. The following sites may be used for development of emergency shelters.

The City has identified APN 006-345-070 (0.34 acres in size) as appropriate for an emergency shelter. This parcels is close to services and transit. The City has an identified need of 49 persons. Assuming 200 square feet per person, the identified site exceeds the required square footage requirement and therefore meets the requirements of AB 2339.

As part of **Task 13.1**, the City will also adopt management standards for emergency shelters.

Extremely Low-Income Housing

Extremely low-income households typically consist of persons with special housing needs, including, but not limited to, persons experiencing homelessness or at risk of homelessness, persons with substance abuse problems, and farmworkers. Government Code Section 65583 requires the quantification and analysis of existing and projected housing needs of extremely low-income households. Housing elements must also identify zoning to encourage and facilitate supportive housing and single-room occupancy units. The R-3 zone allows for very high-density development, which has the potential to allow for housing affordable to extremely low-income households. In **Task 12.1** of the Housing Element, the City will identify potential funding sources on an ongoing basis to encourage the development of housing affordable to households in this income category. As part of **Task 18.3**, the City will also identify a zone in which to permit the development of SRO units.

Housing for Persons with Disabilities

Under SB 520, passed in 2001, State Housing Element law was amended to require localities to "analyze potential and actual constraints upon the development, maintenance and improvement of housing for persons with disabilities and demonstrate local efforts to remove governmental constraints that hinder the locality from meeting the need for housing for persons with disabilities."

With regard to fulfilling this requirement, the City has existing procedures and policies that enhance accessibility in its residential housing. The City enforces the accessibility provisions under Title 24 of the California Codes that apply to new construction of multifamily development with three or more dwelling units. The City has also adopted (2014) a reasonable accommodation ordinance, which provides a procedure for allowing the Director of the Department of Economic and Community Development to review and grant reasonable accommodation requests using the criteria identified. Central to the decision to grant the request is whether the requested accommodation would impose an undue financial or administrative burden on the jurisdiction or would require a fundamental alteration in the nature of the jurisdiction's land use and zoning or building program. If the Director can find that the request does not and is necessary to make housing available to an individual with disabilities protected under the fair housing laws, the Director may grant the request for reasonable accommodation in accordance with specific findings.

The City has also supported programs over the years to enable lower income households, including those with persons with disabilities, an opportunity to maintain and improve their housing, while providing them with needed financial relief. The City's Residential Rehabilitation Program, which offers grants and low interest loans, and the nonprofits, North Peninsula Neighborhood Services and Rebuilding Together, both of whom provide grants to low-income households as well, allow accessibility modifications as eligible activities. Another nonprofit, Center for the Independence of the Disabled (CID), solely undertakes accessibility improvements to housing for a person with disabilities. All four programs are funded annually with City CDBG funds. Reasonable Accommodations

Reasonable Accommodation Procedure. In 2014 the City established a formal reasonable accommodation procedure in order to ensure that the City's development standards do not present a barrier to community members with disabilities. A request for reasonable accommodation may be made by any individual with a disability, his or her representative, or a developer or provider of housing for individuals with disabilities, when the application of a land use, zoning or building regulation, policy, practice or procedure acts as a barrier to fair housing opportunities. Reasonable accommodations requests shall be reviewed by the Director of Community Development, after which the Director will issue a written decision. Appeals to an adverse decision may be made to the City Council.

The written decision to grant, grant with modifications, or deny a request for reasonable accommodation shall be consistent with fair housing laws and based on the following factors:

1. Whether the housing, which is the subject of the request for reasonable accommodation, will be used by an individual with disabilities protected under fair housing laws;
2. Whether the requested accommodation is necessary to make housing available to an individual with disabilities protected under the fair housing laws;
3. Whether the requested accommodation would impose an undue financial or administrative burden on the jurisdiction; and
4. Whether the requested accommodation would require a fundamental alteration in the nature of the jurisdiction's land use and zoning or building program.

Accessibility Requirements. The City does not presently have any explicit accessibility guidelines above and beyond those contained in the adopted Building Code.

Separation Requirements. The City's municipal code does not impose any separation requirements for group homes or residential care facilities.

Definition of Family. The Daly City Municipal Code defines a family as "one or more persons living together as a single housekeeping unit in a dwelling unit."

Permit Processing Procedures

The Zoning Ordinance identifies the residential types permitted, permitted with a use permit, or not allowed in each zone allowing residential uses. Permitted uses are those uses allowed without discretionary review and require only a building permit as long as the project complies with all development standards and design guidelines.

The permit requirements for each housing type allowed in each zoning district are identified in Table HE-55. As identified in the table, the development review process is very expedient for new residential development proposed in a residential zone. Most approvals may be made at the staff level, and Design Review Committee (DRC) approval is required only for projects where four or more units are proposed, and for which an entitlement necessitating a public hearing is required. The DRC, which consists of the two City Council members appointed by the Mayor, has the ability to approve non-discretionary projects or discretionary projects that are exempt from the requirements of the California Environment Quality Act. Otherwise, City Council certification of either a Mitigated Negative Declaration (MND) or Environmental Impact Report (EIR) is required. At the present time, there are no known environmental constraints affecting any housing sites identified in the sites inventory within the 2023-2031 planning period.

Despite the expediency of constructing new residential projects on residentially zoned land, the most significant additions to the housing supply in Daly City have occurred in multiple-family apartment and condominium buildings exceeding 50 dwelling units per acre. Due to permit requirements in place at the time of their construction, these types of buildings have typically been subject to a use permit (due to their location in the C-1 zone on Mission Street or Geneva Avenue), a subdivision map (because they involve a condominium), or both. In certain cases, typically involving projects outside the Mission Street/Geneva Avenue corridors, a rezoning may have also been required. In rare circumstances, an amendment to the General Plan Land Use Map may be required as a part of project approval.

All subdivisions (including condominium maps) and use permits must be approved by the City Council with a recommendation from the Planning Commission. Typical findings of a residential subdivision include that the project is consistent with the General Plan, that the site on which the subdivision is to be located is physically suitable for the number of lots proposed, and that adequate infrastructure exists to serve the

proposed subdivision. The findings for a use permit are similar, adding that the use is compatible with surrounding uses and the neighborhood character and that the project would not jeopardize the public health, safety, and welfare. Rezonings and General Plan amendments are legislative acts and are therefore not subject to written findings.

Staff has completed an analysis as to whether any of the findings identified in the preceding paragraph have been detrimental to project approvals, in terms of additional processing time, cost, and developer certainty. In a review of approximately 35 planning entitlement applications, including rezonings and major and minor subdivisions, that the City Council has considered since the adoption of the current Housing Element in 2004, in no instance did mandated findings present an obstacle to the Council granting these approvals. In fact, the City Council approved all 35 applications, adopting the required findings in each instance. **Table HE-68** provides the typical processing time by type of approval.

Table HE 63: Typical Processing Time by Type of Approval

Type of Approval or Permit	Typical Processing Time	Approval Body
Zoning Entitlements		
Building Permit (ministerial projects)	1 to 4 weeks	Staff
Design Review	4 to 6 weeks	Design Review Committee †
Use Permit	8 to 10 weeks	City Council
Variance	8 to 10 weeks	City Council
Coastal Development Permit (coastal zone only)	8 to 10 weeks	City Council ††
Parcel Maps	10 to 12 weeks	City Council
Subdivision Maps	10 to 12 weeks	City Council
Zone Change (to traditional zones)	10 to 12 weeks	City Council
Zone Change (to planned development zoning)	12 to 16 weeks	City Council
General Plan Amendment	12 to 16 weeks	City Council
† Processed concurrently for items approved by City Council	*†† May be appealed to Coastal Commission*	
Environmental Review		
Mitigated Negative Declaration	10 to 12 weeks	City Council
Environmental Impact Report	24 to 36 weeks	City Council

Source: City of Daly City Planning Division.

The time it takes for developers to secure any of the above entitlements varies depending on factors such as the nature, size, location, and complexity of the project, including the involvement of other agencies. Table HE-56 identifies the typical processing time most common in the entitlement process. It should be noted that, for projects requiring more than one entitlement, the City processes these entitlements concurrently. For example, the condominium map and environmental review for a new mixed-use project could be processed concurrently with the City Council's consideration of the subdivision map for the project. In 2008, the City Council adopted revisions to the Zoning Ordinance to allow concurrent processing of design review and other discretionary approvals that required Planning Commission and City Council approval. This change removed the requirement for projects which had been approved by the City Council to return to the Design Review Committee for additional review.

As identified in **Table HE-63**, typical permit processing times range from one week for simple projects where only a building permit is required to several months for more complicated projects involving substantial environmental review. Projects that require the preparation and adoption of an EIR are subject to the greatest processing time, often exceeding six months. The requirement for an EIR, however, is extremely

rare because the City in most instances has determined that a Mitigated Negative Declaration is sufficient for residential development projects.

Of the sites identified on **Table HE-43** on page 7, none required the preparation of the EIR. All projects were either processed through the adoption of a Mitigated Negative Declaration or a determination that the project is exempt from CEQA. CEQA grants exemptions to projects in urban in-fill sites that are five-acres or less in size, have adequate infrastructure in place to accommodate the number of units proposed, and do not require rezoning or General Plan amendment.

To assist in streamlining the development review process, the Planning Division developed design guidelines for both new single-family homes and mixed-use development, but the guidelines were never adopted and are implemented only informally. In anticipation that the City will receive more applications for larger mixed-use buildings, especially along Geneva Avenue and Mission Street, **Task 1.3** has been added to this Housing Element and commits the City to reviewing these existing design guidelines to ensure that they address instances where higher-density development is proposed adjacent to lower-density neighborhoods. Also, in an effort to increase developer certainty, a new task amending the automatic expiration for all discretionary land use approvals has been added as Task 2.3. Lastly, **Tasks 1.3 and 2.1** will remove the requirements for use permits for mixed-use projects in the C-MU, C-1, and C-2, zones.

In addition to design guidelines, the City offers developers an opportunity to receive feedback from a two-member ad hoc City Council Committee prior to committing to the entitlement process. These committee meetings are particularly useful to developers of affordable housing projects, where potential issues can be scoped in the initial stages and resolved to minimize or avoid the creation of conflicts or controversy that could derail an affordable housing project.

Design Review

The City does not have adopted objective design guidelines. Design review is required for projects with four or more units where the residential project is allowed by right. Per Chapter 17.45 of the City's Code of Ordinances, in approving a design review plan or site plan, the director of economic and community development, the design review committee, or city council must make the following findings:

A. The provisions of this chapter and any applicable guidelines are complied with;

B. The approval of the plan is in the best interest of the public health, safety and general welfare of the community;

C. General site considerations, including site layout, open space and topography, orientation and location of buildings, vehicular access, circulation and parking, setbacks, heights, walls, fences, public safety and similar elements have been designed to provide a desirable environment;

D. General architectural considerations, including the character, scale and quality of the design, the architectural relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements have been incorporated in order to insure the compatibility of this development with its design concept and the character of other adjacent buildings;

E. General landscape considerations of Chapter 17.41, Landscaping, have been provided to insure visual relief, to complement buildings and structures and to provide an attractive environment for the enjoyment of the public.

In **Task 2.2** of the Housing Element, the City will establish objective standards for design review and eliminate the requirements for Design Review Committee approval for all residential development.

Projects Developed Below Minimum Density

The City does not currently permit the development of projects below the minimum density required by the site's zone and land use designation. Were a developer to propose a project at a density below the minimum, this would require a heavily scrutinized rezoning and potentially redesignating other sites to replace RHNA units.

Senate Bill 330

SB 330, the Housing Crisis Act of 2019, established specific requirements and limitations on development application procedures. Housing developments for which a preliminary application is submitted that complies with applicable general plan and zoning standards is subject only to the development standards and fees that were applicable at the time of submittal. This applies to all projects unless the project square footage or unit count changes by more than 20 percent after the preliminary application is submitted. The developer must submit a full application for the development project within 180 days of submitting the preliminary application.

The City does not currently have a process in place to address SB 330. As part of **Task 11.4** the City will establish a formal application process that is compliant with SB 330.

Senate Bill 35

SB 35 requires jurisdictions that have failed to meet their RHNA to provide a streamlined, ministerial entitlement process for housing developments that incorporate affordable housing. The City does not currently have a process in place to address SB 35. As part of **Task 11.4** the City will establish a formal SB 35 application process.

Local Ordinances

Growth Management

There are no growth management policies in Daly City that would limit the City's ability to meet its housing needs.

Short-Term Rental Ordinance

The City established a short-term rental ordinance in 2020 to provide short-term lodging while also preventing the replacement of long-term housing with short-term rentals. The eligibility requirements are as follows:

A. Short-term rentals shall be permitted in single-family residences, condominiums, duplexes, townhomes, and properties with multiple rental units. For owner-occupied properties with multiple rental units, the owner of such property may only host a short-term rental in the dwelling unit that is their primary residence.

B. Short-term rentals shall not be permitted in inclusionary housing or other income-restricted housing units or on properties with accessory dwelling units or junior accessory dwelling units.

C. Vacation rentals, as defined in this chapter, are prohibited and shall not be operated in the city.

Inclusionary Zoning Ordinance (DCMC Chapter 17.47).

In recognition of the fact that neither federal nor state funding for affordable housing construction will be sufficient to fully address Daly City's affordable housing problem, nor will the private housing market likely provide affordable housing opportunities to low-income households, the City Council adopted an Inclusionary Zoning Ordinance in 2007. The City's Inclusionary Housing ordinance, Chapter 17.47 of Title 17 of the Daly City Municipal Code, was adopted in September 2007, then repealed and replaced by an Affordable Housing Ordinance adopted in April 2014 and revised in 2018. The Affordable Housing Ordinance requires the following:

Residential developments with fewer than 20 rental units or 15 ownership units will pay the required in Lieu Fees established in the City's Affordable Housing Fee schedule.

1. For-Sale Projects: twenty percent (20%) of the dwelling units in the Residential Development shall be sold at an Affordable Sales Price to households whose annual income does not exceed Moderate Income.

2. Rental Projects: ten percent (10%) of the dwelling units in the Residential Development shall be made available for rent at an Affordable Rent to households whose annual income does not exceed Low Income.

In lieu of constructing the on-site Inclusionary Units, a developer may elect to pay an Alternative In Lieu fee. These fees are used to increase and improve the supply of housing affordable to moderate-, low-, and very low-income households in the city.

Inclusionary zoning ordinances like Daly City's are sometimes perceived as adding to the cost of housing by requiring market-rate units in the particular project to subsidize the affordable units in that same project. The City's inclusionary zoning ordinance recognizes that there could be instances when the inclusionary housing requirements make market-rate housing more expensive. However, the City has made a conscious decision that the community's interests are best served by the adoption of the ordinance to address the environmental and job-housing balance inequities that would result if the City took no action to ensure that all income groups maintain access to the marketplace for new rental and for-sale homes.

As of April 2023, four for-sale projects have been subject to the Affordable Housing Ordinance. It is speculated that the market-rate units were used to subsidize the affordable units in the projects. In a 2019 policy brief on inclusionary zoning from George Mason University's Mercatus Center, researcher Emily Hamilton noted that for a mandatory inclusionary zoning program to avoid limiting the new construction of housing, the value of a local density bonus must outweigh the cost of providing affordable units[24]. However, Hamilton also noted that only two of the eight optional inclusionary zoning programs studied in the Washington DC metro area produced any affordable units during the study period, suggesting that an effective inclusionary program should remain mandatory. The City currently provides a robust density bonus program in addition to the inclusionary housing requirement. Additionally, in a 2015 study by Ann Hollingshead and published by the Lincoln Institute of Land Use Policy that was based on jurisdictions in California, weakening of inclusionary requirements is associated with an overall increase in the average

[24] Hamilton, E. (2019, September; rev. 2021, February). *Inclusionary Zoning Hurts More Than It Helps.* Mercatus Center at George Mason University. https://www.mercatus.org/research/policy-briefs/inclusionary-zoning-hurts-more-it-helps

cost of housing[25]. This increase is driven by an increase in the cost of below market-rate units that is not outweighed by the price decrease at the upper end of the rent spectrum.

To ensure the most effective implementation of the City's inclusionary zoning ordinance, two tasks have been added to the Objectives, Policies, and Tasks section of this Housing Element. **Task 10.2** requires that the City will ensure effective dissemination about the Inclusionary Zoning Ordinance to prospective property purchasers and developers and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance. **Task 10.3** mandates that the City adopt a disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City and that directs property purchasers to the City for additional details. This disclosure would be required for transactions of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.

Availability of Infrastructure

Since the vacant, residentially zoned properties are either small or moderate in size and are scattered throughout the city, it is unlikely that any development will create a serious, additional demand on existing services and infrastructure (i.e., water, distribution lines, sewer collection system, etc.). The North San Mateo County Sanitation District completed a $23 million modification to its treatment facility, increasing capacity from 8 million gallons per day to 10.3 million gallons per day. This expansion, completed in 1990, was in response to a serious lack of capacity that resulted in a sewer connection moratorium during 1986-87. The expanded capacity will easily serve all projected new growth.

Daly City's water system is served by primarily by the City but in small part by Cal Water, a private provider. This system should be adequate to serve future needs. Portions of the system, including the Bayshore neighborhood, will need expanded storage capacity to meet future fire flow requirements for residential development. In addition, Daly City is working with the San Francisco Public Utilities Commission to address integrated resource management issues associated with conjunctive use of supplemental surface water to recharge groundwater supplies, and development of tertiary recycled water as an irrigation source to local golf courses. These strategies are intended to extend available resources to meet projected water needs, but none of these improvements are perceived to pose a significant limitation to long-term residential growth.

Upon adoption of the Housing Element, the City will provide a copy of the adopted Housing Element to each of the City's water and sewer providers, advising each of these agencies of the City's intention to comply with Government Code Section 65589.7, which requires these providers to grant priority service allocation to proposed developments that include housing units affordable to lower-income households. This is included as **Policy HE 7**.

Dry Utilities

Electricity service is provided by PG&E. Landline telephone service is provided by AT&T, and home internet service is provided by several private companies, including Astound. It is not expected that additional housing development will put strain on the availability of these systems, nor it is expected that service providers will face challenges in serving new development with these utilities.

[25] Hollingshead, A. (2015, December). *Do Inclusionary Housing Policies Promote Housing Affordability?* Lincoln Institute of Land Use Policy. https://www.lincolninst.edu/publications/working-papers/do-inclusionary-housing-policies-promote-housing-affordability

Housing Within the Coastal Zone

Much of the area encompassed by the Coastal Zone in Daly City is developed with single-family detached homes built in the 1950s and 1960s as part of the Westlake neighborhood. Portions of the zone that are undeveloped include a 2.6-mile beach that is largely inaccessible due to steep and high coastal bluffs immediately west of the aforementioned homes. These bluffs are exceedingly steep and rugged and, as a result, largely preclude further development.

Since the City adopted its first Coastal Element in 1984, new private development has been sporadic, and none of it has introduced new residents to the area. Rather, nonseismic landslides caused a number of single-family homes in the Coastal Zone to be removed. None of these removed homes included deed-restricted affordable housing, and there are presently no homes that are known to be threatened by landslide activity.

Nongovernmental Constraints to Housing Production

Constraints attributable to the private market that affect the improvement, maintenance, and production of housing are generally categorized as nongovernmental constraints. The imbalance between housing supply and demand makes housing costs in the Bay Area among the nation's highest. The high costs of development, financing, and land are the greatest barriers to the provision of affordable housing.

Land Costs

Daly City's proximity to the San Francisco employment center and the rapidly increasing job opportunities there have created an environment that makes Daly City a desirable place to live. Market forces continue to push land costs upward, resulting in an increase in housing costs. As the cost of housing rises at a much greater rate than income, there is less opportunity for home ownership to a growing proportion of Daly City residents. Additionally, there is an increasing number of households who can barely afford the home they purchased and, as a result, cannot afford expenditures on routine maintenance and repair.

It is anticipated that land costs within the City's Priority Development Areas, especially along Mission Street, will increase over time as new development replaces older, existing residential buildings; infrastructure improvements take place; and the desirability of living closer to BART, Samtrans, and other public transit opportunities increases. While this evolution of land use would increase the overall volume of housing in the area, an unintended consequence could be an increase in housing overpayment, overcrowding, degraded housing conditions, and displacement of existing lower-income households unable to afford market-rate newer development.

According to a 2022 study performed by Century Urban, there were insufficient data points available from the last three years to evaluate land purchases of up to one acre for single-family development. However, in nearby Pacifica the median cost for land for the development of a single-family home was $447,500. For multifamily projects, the median per-unit land cost was $45,000. This was the lowest median cost per unit of any San Mateo jurisdiction included in the survey.

In anticipation that new development projects could impact existing residents negatively, Housing Element **Task 5.2** requires that the City evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and make adjustments as necessary.

Market Conditions

Another potential constraint to housing rehabilitation in some portions of Daly City is the uncertainty some property owners may feel toward the long-term prospects for upgrading a neighborhood. Areas where this could be a constraint are generally the older neighborhoods east of Interstate 280.

Many of the current building condition problems stem from the inability of some Daly City residents to pay for well-maintained, standard housing. In this regard, the housing problem is basically a problem of poverty. A low-income family cannot pay prevailing rents for decent housing without imposing a severe strain on the family budget. They have two choices: spend an inordinately high percentage of income to get a standard unit or spend a more reasonable amount and accept substandard housing.

Landlords may face a similar dilemma. Revenues received from a building must match the operating cost, including mortgage payments, taxes, insurance, and basic upkeep. If there are no tenants willing or able to pay the amount needed to maintain the building in good condition, costs are usually reduced by cutting back on maintenance and repair. Ignoring needed repairs causes the building to deteriorate—and with it, the neighborhood.

Construction Costs

Based an estimated generated by Century Urban as part of a 2022 study, construction cost, without considering land costs, financing, etc., for an average single-family home in San Mateo or Santa Clara County is approximately $420 per square foot, or $1,040,000 for a 2,600-square-foot home. For a small multifamily project with 10 units and 10,000 square feet of residential area as well as 3,750 square feet of surface parking, construction costs are estimated at $522 per square foot or $521,500 per unit, for a total construction hard cost of $5,215,000.

Availability of Financing

Financing costs reached an all-time high in the first part of this decade. The lack of affordable financing has led to a proliferation of creative financing packages including variable rate mortgages, balloon payments, interest-only loans, equity participation, and other techniques. The long-term outlook for interest rates is highly uncertain and will be influenced by such factors as deficit spending by the federal government, federal housing policy, borrowing needs of businesses and individuals, and the monetary policy of the Federal Reserve Board. These are all factors over which Daly City has little or no influence. In the spirit of the overall Housing Goal, the City must recognize the constraints in establishing realistic policies. The City has and should continue to sponsor and/or administer interest-rate-reducing programs (e.g., Housing Revenue Bond and Residential Rehabilitation Programs that benefit specific groups like low- and moderate-income households, first-time home buyers, and groups with special needs) as well as HOME funds, PLHA funds, and finding from the Housing Trust Fund.

Energy Conservation

In 2015 City enacted an expedited, streamlined solar permitting process that complies with the Solar Rights Act and AB 2188 (Chapter 521, Statutes 2014) to achieve timely and cost-effective installations of small residential rooftop solar energy systems. The adoption of these regulations expanded the ability of property owners to install solar energy systems while protecting the public health and safety.

The City Council voted to join Peninsula Clean Energy (PCE) in January 2016. Through this program, Daly City has been able to join with other local jurisdictions to combine their electricity demand to buy and develop clean energy sources on behalf of its residents.

The City has also joined Bay Area Sunshares, along with nearly 40 cities and employers across the Bay Area. The program offers discounts on solar energy and energy storage systems to residents as well as information on financing options. The City advertises the State program Energy Upgrade California, which provides incentives and rebates on energy efficiency upgrades and a home energy assessment.

The City provides Property Assessed Clean Energy (PACE) financing, through which homeowners can finance energy- and water-saving upgrades through their property tax bills. The City also advertises the State's Energy Upgrade California through its website to inform residents of additional incentives for improvements to electric, gas, heating, air conditioning, water, and waste systems.

Housing Objectives, Policies, and Tasks

The California Government Code Section 65583(b)(1) requires the Housing Element to contain "a statement of goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing." This chapter fulfills that requirement and builds on information in previous chapters to provide direction on key housing issues in Daly City.

Daly City's Housing Objectives

Daly City's Housing Element has the following objectives:

- Objective HE-1: Accommodate growing population by promoting housing construction.
- Objective HE-2: Explore a variety of alternative mechanisms to increase housing affordability.
- Objective HE-3: Use vacant and underutilized sites to provide future housing opportunities.
- Objective HE-4: Encourage a variety of housing types and tenures for all income levels and ensure access to housing by all groups or individuals.
- Objective HE-5: Ensure that the quality of housing is continually maintained or upgraded, and the existing housing supply is not negatively affected by reconstruction.
- Objective HE 6: Reduce unnecessary or wasteful energy practices and encourage more energy-efficient housing.
- Objective HE 7: Increase the supply of housing in a manner that does not negatively impact the quality of life in existing adjacent neighborhoods.

The information, analyses, recommendations, and programs (tasks) offered in this Housing Element are aimed at the accomplishment of a single housing goal, which was developed as part of the Envision Daly City process completed as part of the General Plan Update in 2009. Since considerable effort was expended to develop this goal, the City has continued this vision and has included it in the 2023-2031 Housing Element:

"Daly City will include well-designed housing choices for a variety of household incomes, life stages, and its diverse population with a good balance between ownership and rental units. Mission Street and Geneva Avenue will be urban corridors with unique mixed-use developments and public improvement projects that add to vibrancy of these streets."

This goal allows a wider range of choices for those who have few, if any, choices. The housing goal promotes opportunities to choose a location where they want to live; select a dwelling that meets their needs, both physically and financially; and improve their living environment. An underlying theme in Daly City's General Plan, which is especially true in the Housing Element, is that as each individual is better off with more choices in any decision, so are we all.

Policies and Tasks

Table HE-64 provides specific housing policies and the tasks necessary to implement the housing goal and identifies the specific department charged with implementing each policy's task, the estimated completion date for each task, and the funding source that the City will use to implement each task.

Table HE 64: Housing Element Objectives, Policies, and Tasks

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE.1: Maintain and, where possible, create larger housing development sites throughout the city.					
1.1	Establish a Commercial Mixed-Use (C-MU) zone for areas targeted for mixed-use development and establish development regulations, including reduced parking requirements, in the Zoning Ordinance specifically for higher-density mixed-use development. Implementation of the C-MU zone will encourage the development of higher-density multifamily residential development and mixed-use projects in close proximity to commercial areas.				
1.2	Allow for a lot merger incentive allowance in the C-MU zone whereby property owners electing to merge two or more adjacent lots for the purpose of development are provided specific incentives to do so. The incentive program shall establish incentives that are significant enough to promote voluntary lot mergers and shall be commensurate with the size of the parcels being merged and/or created (see also Land Use Element Task LU 1.2).				
1.3	Remove the use permit requirement for mixed-use projects in the C-MU Commercial Mixed-Use zone that provide a residential component resulting in an overall net density of at least 30 dwelling units per acre and which also contain a first-floor commercial component that occupies a proportion of the total building area identified by the Zoning Ordinance. Proposed development consistent with this density, the Zoning Ordinance, and any applicable design guidelines would be permitted "by right," without requirement for discretionary approvals. Review existing design guidelines to ensure that they address instances where higher-density development is proposed adjacent to lower-density neighborhoods	Planning Division	370 units for lower-income households, 44 units for moderate-income households, and 203 units for above moderate-income households.	By January 31, 2024	General Fund
1.4	Amend the Zoning Ordinance to identify specific findings for adoption by the Planning Commission and City Council when approving any rezoning or redesignation involving a residentially zoned or residentially designated property to any zone or designation other than residential. For the purpose of this policy, the C-MU (Commercial Mixed-use) zone shall be considered a residential zone. The findings identified by the Zoning Ordinance shall relate to finding that the rezoning or redesignation is necessary to ensure that the City will not be economically impaired, that the City has, since the Housing Element adoption, met its housing construction target, and that the rezoning or redesignation does not involve a property identified by the Potential				

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	Housing Sites Inventory List for which a replacement site has not been identified.				
1.5	Amend the Zoning Code to permit mixed-use development in the C-1 and C-2 zones without a use permit.	Planning Division	42 units of housing for lower-income households, 53 units of housing for moderate-Income households and 203 units of housing for above moderate-income households		General Fund
Policy HE.2: Support infill housing in existing neighborhoods by offering streamlined planning and environmental reviews.					
2.1	Amend the automatic expiration for all discretionary land use approvals (including design review approval) from one year to two years and amend the expiration provision to indicate that an applicant need only apply for a building permit within the specified two-year timeframe.	Planning Division	---	Within one year of Housing Element adoption	General Fund
2.2	The City will develop objective design guidelines and standards to provide clear and objective standards related to single family, multifamily, and mixed-use residential developments.	Planning Division	200 units of housing, including 100 units of lower-income housing.	Adopt objective design standards by January 2025 and implement thereafter.	General Fund
Policy HE. 3: Provide regulatory incentives for developers to construct higher-density mixed-use development along Mission Street, Geneva Avenue, and any other locations within close proximity to public transit.					
3.1	For larger projects (e.g., 50 units or more), allow further parking reductions for all development projects that provide permanently funded Home Owners' Association (HOA)/Property Owners' Association (POA) amenities (e.g., van-pools or car-sharing programs) to building occupants, are within 0.25 miles of any public bus hub, or are within 0.5-mile distance of a Bay Area Rapid Transit station.	Planning Division	200 units of housing for lower-income households and 100 units of housing for moderate-income households	Within one year of Housing Element adoption	General Fund
Policy HE. 4: Ensure that standards for new housing construction comply with appropriate aircraft noise abatement requirements.					
4.1	Comply with the most recent Federal Aviation Administration requirements (i.e., 45 decibel [dB] community noise equivalent level [CNEL] and 65 dB CNEL).	Planning Division	---	Ongoing	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE. 5A: Allow the construction of additional Accessory Dwelling Units (ADUs) throughout the city in compliance with state law.					
5.1	Encourage the construction of ADUs through the following actions, which are aimed at providing an increased supply of affordable units throughout the city, thereby increasing access to high resource established neighborhoods outside of the downtown and Opportunity Zone areas and help reduce displacement risk for low-income households. • Review and revise the City's ADU ordinance, as needed, including in response to recent changes in state law and/or future comments it may receive from the California Department of Housing and Community Development (HCD). • Amend owner-occupancy requirements as necessary to ensure compliance with Government Code 65852.2 (D)(xii)(6). • Clarify language in the Zoning Code to replace the term "second unit" with "accessory dwelling unit". • Continue to implement a public information and proactive outreach campaign via the City's website of the standards for ADU development, permitting procedures, construction resources, and the importance of ADUs to Daly City, including ADUs affordable to lower-income households. • Provide information to encourage residents to apply for ADUs, particularly where their homes already include space that is configured for a conforming ADU (e.g., carriage houses, au pair quarters, second kitchens on floors with separate entrances). • Produce a flyer regarding ADUs and make available at the Planning Department counter • At least annually, publish informational materials pertaining to ADUs through a combination of media, including the City's website and direct mailings. • Identify incentives for construction of ADUs with new development, which may include differing collection of impact fees for the square footage associated with the ADU until issuance of the certificate of occupancy. • Collect and monitor data on ADU production and affordability and identify additional capacity within 6 months, if needed.	Planning Division	Support the development of 503 ADUs, including 302 for lower-income households, 151 for moderate-income households, and 50 for above moderate-income households.	Review and revise the current ADU ordinance and amend by December 2024; make ADU materials available by December 2024 and implement proactive outreach campaign by June 2024, implement by June 2025; evaluate effectiveness of ADU approvals and affordability every other year, starting 2024; and identify additional site capacity, if needed, by 2025.	General Fund
Policy HE. 5B: Reduce or eliminate the impacts of new construction to residents displaced by such construction.					
5.1	Evaluate the potential impacts of displacement and adopt measures, as appropriate, to address the risk of displacement of existing residents. Displacement might be direct, caused by the redevelopment of sites with existing residential properties, or indirect, caused by increased market rents as an area becomes more desirable. If adopted, the City	Planning Division	Reduce displacement risk for 40 individuals or households.	Complete an evaluation by December 31, 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	would implement programs as appropriate to address displacement, monitor such programs annually for effectiveness, and make adjustments as necessary.				
Policy HE.6: Ensure that adequate development sites exist on the Potential Housing Sites Inventory List to ensure compliance with the City's Regional Housing Need Allocation.					
6.1	Develop and implement an evaluation procedure to ensure the City maintains sufficient land to accommodate the Regional Housing Needs Allocation (RHNA) throughout the planning period. Should the City fall into a no net loss situation, within 180 days, the City will identify a replacement site to ensure the remaining RHNA is being met.	Planning Division	---	Develop a monitoring program by January 2024; ongoing monitoring as zoning changes are proposed and/or as development is proposed on multifamily housing sites	General Fund
6.2	Pursuant to Government Code Section 65583.2(c), any nonvacant sites identified in the prior 5th Housing Element Cycle or vacant sites identified in two or more consecutive planning periods shall be provided by right when at least 20 percent of the units in the proposed development are affordable to lower-income households.	Planning Division	---	Implement with adoption of the Housing Element	General Fund
6.3	To accommodate a portion of the lower-income RHNA (473 units), the will City rezone 11.39 acres of vacant land (site 9 in Table HE-47) to the R-3 zoning district, allowing exclusively residential uses and a minimum of 20 units per acre that allows for at least 30 units per acre. Rezoned sites will permit owner-occupied and rental multifamily uses by right, pursuant to Government Code Section 65583.2(i) for developments in which 20 percent or more of the units are affordable to lower-income households and will be on site eight in the parcel listing. As reflected in the RHNA Inventory, the sites have the capacity to accommodate at least 16 units and will be available for development in the planning period where water, sewer, and dry utilities can be provided. The General Plan Land Use will also be amended to the Residential -High land use designation to ensure consistency. Additionally, the City will amend the current Planned Development zoning on sites 7 and 8 in Table HE-47 to allow for the development of 308 residential units.	Planning Division	781 units for lower-income households	By January 31, 2024	General Fund
6.4	The City will review and update the General Plan Land Use designation of sites assumed to meet the RHNA to ensure zoning and General Plan designations are compatible.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
6.5	Amend the General Plan Land Use Designations as follows to allow for additional capacity to meet the RHNA: Increase the permitted density in the Residential – Medium Low Density General Plan Land Use Designation from 14.6 to 20 dwelling units per acre to 14.6 to 35 dwelling units per acre. Increase the permitted density in the Residential – Medium Density General Plan Land Use Designation from 20.1 to 35 dwelling units per acre to 35.1 to 60 dwelling units per acre. Increase the permitted density in the Residential High Density General Plan Land Use Designation from 35.1 to 60 dwelling units per acre to 60.1 to 120 dwelling units per acre. Increase the permitted density in the Residential – Very High Density General Plan Land Use Designation to a minimum of120.1 dwelling units per acre.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund
6.6	Review and amend the City's Development Standards to ensure that they permit development of sufficient dimensions to achieve the levels of density that will be permitted in Task 6.5.	Planning Division	Facilitate the development of 555 units to accommodate lower-income households and 368 housing units to accommodate moderate-income households.	By January 31, 2024	General Fund
6.7	Amend Chapter 17.09 - R-1/A SINGLE-FAMILY/DUPLEX RESIDENTIAL DISTRICT to allow duplexes by right and without the requirement for design review, unless by objective standards. And amend Chapter 17.12 - R-3 MULTIPLE-FAMILY RESIDENTIAL DISTRICT and Chapter 17.21 - SC SULLIVAN CORRIDOR SPECIFIC PLAN DISTRICT (R-H) to: • Require that all new development be multiple family residential in nature only, constructed pursuant to the density parameters established by the General Plan, and without the requirement for design review, unless by objective standards; • Amend the maximum building height to 120 feet; • Amend the minimum lot area for new parcels to one acre; • Remove the maximum lot coverage; and • Remove the regulation pertain to lot area per dwelling unit (General Plan densities to be used instead).	Planning Division	Facilitate the development of 408 units to accommodate lower-income households, 140 housing units to accommodate moderate-income households, and 273 units to accommodate above moderate-income households.	By January 31, 2024	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
6.8	Establish an outreach and coordination program to connect developers, builders, and owners of non-vacant sites. The program shall: • Emphasize reaching out to owners of non-vacant sites to discuss any interest in redeveloping and available incentives. • Marketing and advertising these sites to the development community along with any incentives that might be available. • Establish biennial meetings with developers and builders.	Planning Division	Engage with 5 property owners of high-potential non-vacant sites each year.	Initiate by October 2024 and maintain throughout planning period on a biennial basis.	General Fund
Policy HE. 7: Allow development density on all residentially zoned properties consistent with the General Plan Land Use Map and work with utility providers to ensure that adequate water supplies and sewer capacities are available to allow construction at such density, especially for development that includes housing units affordable to lower-income households. Grant priority service allocation to proposed developments that include housing units affordable to lower-income households, in compliance with Government Code Section 65589.7 and provide a copy of the adopted Housing Element to each of the City's water and sewer providers following adoption.					
Policy HE.8: Expand homeownership opportunities by facilitating condominium construction, while protecting renters from condominium conversions.					
8.1	When such funds are available, use and leverage federal, state, and local funds, tax credits, tax-exempt bonds, and private sources such as foundations to protect affected lower income renters from displacement caused by condominium conversions. This may include working with non-profit developers, providing relocation information and assistance to affected tenants or subsidizing benefits for voluntary relocation.	Planning Division	50 lower-income units to reduce displacement risk.	Ongoing/as funds are available	General Fund, State and Federal Funds, or Private Donations as Available.
Policy HE.9: Use the financial and other resources available to the City to reduce the cost and increase the amount of affordable housing.					
9.1	When such funds are available, use and leverage federal, state, and local funds, tax credits, tax-exempt bonds, and private sources such as foundations to encourage the production of affordable housing. The City shall strive to leverage such funds, on average, every two years within the planning period. The City shall offer technical assistance to landowners and prospective developers regarding, for instance, regulatory guidelines, development potential, design solutions, and marketing data. City will continue to routinely monitor, investigate, and use available new funding sources.	Planning Division	50 lower-income units to reduce displacement risk.	Ongoing/as funds are available	General Fund, State and Federal Funds, or Private Donations as Available.
Policy HE.10: Continue to require affordable units in all new housing development and in new condominium conversions.					
10.1	Implement the Inclusionary Zoning Ordinance. Provide as part of the General Plan Annual Report an analysis of the effectiveness of the Inclusionary Zoning Ordinance in creating long-term affordable renter- and owner-occupied housing units. The analysis shall identify housing developments subject to the Ordinance for which construction has been completed in the previous year and shall qualitatively and quantitatively describe the extent to which the ordinance impacted the construction cost of market-rate units within these developments.	Planning Division	200 units of housing for lower-income households.	Annually review, amend within 6 months if identified as a constraint.	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
10.2	Provide information regarding the Inclusionary Zoning Ordinance to prospective property purchasers and developers and prepare paper and electronic brochures to assist these individuals to better understand and determine their obligation under the ordinance.	Planning Division	200 units of housing for lower-income households.	Staff training as needed. Make information about inclusionary zoning available online and in print continuously throughout the planning period.	General Fund
10.3	Adopt disclosure requirement about the existence of an inclusionary zoning ordinance in Daly City that directs property purchasers to the City for additional details. This disclosure would be required for transaction of properties over a certain size and valuation that could be subject to the City's inclusionary zoning ordinance.	Planning Division	---	January 2025	General Fund
Policy HE.11: Provide regulatory incentives and streamline the permit process for development projects that contain deed-restricted affordable units.					
11.1	Reduce delays in project approval and issuance of building permits by developing a plan check prioritization system that reduces the time required to complete the plan check review process for affordable housing projects, especially those projects that exceed the City's inclusionary zoning ordinance requirements.	Planning Division	881 units of housing for lower-income households	Ongoing	General Fund
11.2	Continue to offer parking reductions offered in the current Zoning Ordinance that serve as an incentive to developers of low-income elderly housing provided a minimum age for residency of such units is established by the ordinance (e.g., 62 years of age).	Planning Division	50 units of housing for low-income seniors.	Ongoing	General Fund
11.3	Establish a process for evaluating affordable housing projects for reductions in required improvements.	Planning Division	881 units of housing for low-income households.	Formalize a review process by 2025	General Fund
11.4	The City will develop a preliminary application form and procedure or will adopt the Preliminary Application Form developed by HCD, pursuant to Senate Bill (SB) 330. The City will also establish a written policy and/or procedure, and other guidance as appropriate, to specify the SB 35 streamlining approval process and standards for eligible projects under Government Code Section 65913.4. The applications will be available on the City's website for developers interested in pursuing the streamlined process or vesting rights.	Planning Division	Facilitate construction of 50 very low-income units and 50 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas.	Develop or adopt HCD's SB 330 preliminary application form by June 2025. Develop an SB 35 streamlined approval process by December 2025 and implement as applications are received.	General Fund
11.5	The City will review and revise the City's density bonus guidelines to ensure compliance with state law.	Planning Division	Facilitate construction of 100 units to increase housing mobility opportunities,	Within one year of Housing Element adoption	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
			prioritizing new opportunities in higher-resource areas.		
Policy HE.12: Consider financial incentives to increase the supply of rental housing for lower income household, including extremely low-income households.					
12.1	When funds are available, apply for and/or co-sponsor funding opportunities for the construction of rental housing, prioritizing opportunities for infill development in neighborhoods with lower proportions of renters, such as the Hillside, Crocker, and St. Francis neighborhoods. The City shall strive to make such applications, on average, every two years within the planning period. Give priority expenditure of City housing funds to projects that will provide deed-restricted affordable rental housing, especially to development projects that will provide extremely low-income units or affordable projects in higher-income neighborhoods, such as the Southern Hills, Westlake Park, and Hillside neighborhoods. Identify potential funding sources on an ongoing basis. Give priority expenditure of City housing funds to projects that will occupy sites that have been previously developed.	Planning Division	Facilitate construction of 50 very low-income units, 50 very low-income units, and 100 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas. This will include replacement of an estimated 15 units of housing to replace any units that are deemed beyond rehabilitation.	Review fund availability annually. Priority expenditure ongoing.	General Fund, HOME, CDBG
12.2	Use the City's Affordable Housing Trust Fund to increase and improve the supply of affordable housing.	Planning Division	Facilitate construction of 50 extremely low-income units, 50 very low-income units and 100 low-income units to increase housing mobility opportunities, prioritizing new opportunities in higher-resource areas.	Ongoing, allocate funds annually and as affordable projects are proposed.	Affordable Housing Trust Fund
Policy HE.13: Promote the development of special-needs housing, such as housing for seniors; housing for persons with physical, developmental, or mental disabilities; housing for extremely low-income persons, and female-headed households.					
13.1	Adopt management standards for emergency shelters, including, but not limited to, the following: The occupancy limit for any building proposed for occupation by an emergency shelter shall be no less or greater than that normally required. The maximum number of beds or persons permitted to be served nightly by the facility. The parking requirement for emergency shelters shall be quantified within the Zoning Ordinance and shall be based on demonstrated need. The parking requirement for emergency shelters shall be no greater than the requirement for other residential or commercial uses within the zone. The size and location of exterior and interior on-site waiting and client intake areas.	Planning Division	Facilitate the development of shelter services to serve at least 49 homeless community members.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	The requirement for continuous on-site management and the submission of a management plan to the City that identifies security mechanisms in place during hours that the emergency shelter is in operation. The proximity to other emergency shelters provided that emergency shelters are not required to be more than 300 feet apart. Regulations for the maximum length of stay by any individual within a calendar year within an emergency shelter.				
13.2	Amend the Zoning Code to permit low-barrier navigation centers, defined as low-barrier, temporary, service-enriched shelters to help homeless individuals and families quickly obtain permanent housing by right in zones where mixed uses are allowed or in nonresidential zones that permit multifamily housing (Government Code Section 65662; AB 101).	Planning Division	Facilitate the development of shelter services to serve at least 49 homeless community members.	January 2025	General Fund
13.3	Amend the Zoning Ordinance to ensure that transitional and supportive housing, is treated as a residential use and only subject to the same use in the same zone. Additionally, allow supportive housing as a permitted use without discretionary review in zones where multifamily and mixed-use developments are permitted, including nonresidential zones permitting multifamily uses (Government Code Section 65583(c)(3) and Section 65650).	Planning Division	Facilitate the development of 50 units of transitional housing.	January 2025	General Fund
13.4	Amend the Zoning Ordinance to ensure that local zoning, development standards, and permitting processes comply with Health and Safety Code Sections 17021.5 and 17021.6. Section 17021.5, which generally requires employee housing for six or fewer persons to be treated as a single-family structure and residential use. No conditional-use permit, zoning variance, or other zoning clearance shall be required for this type of employee housing that is not required of a family dwelling of the same type in the same zone. Section 17021.6 generally requires that employee housing consisting of no more than 36 beds in group quarters (or 12 units or less) designed for use by a single family or household to be treated as an agricultural use. No conditional-use permit, zoning variance, or other zoning clearance shall be required for this type of employee housing that is not required of any other agricultural activity in the same zone.	Planning Division	Facilitate the development of 50 units of employee housing.	January 2025	General Fund
13.5	Review and amend the Zoning Code as needed to allow mobile and manufactured homes, as defined by state law, as an allowed use in any residential zone that permits single-family residential uses, without the requirement for a use permit and subject to no greater zoning restrictions than residential uses in the same zone. Also ensure parking standards are consistent with state law.	Planning Division	---	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
Policy HE.14: Require adaptability and accessibility of residential units for disabled occupants and ensure that the Zoning Ordinance provides regulations that are sensitive to the needs of disabled occupants.					
14.1	Implement state requirements (Sections 4450 to 4460 of the California Government Code and Title 24 of the California Code of Regulations) regarding granting reasonable accommodations.	Planning Division	Assist 35 residents with reasonable accommodation requests to reduce displacement risk and improve housing mobility.	Ongoing, as applications are processed by the City	General Fund
14.2	Continue to administer the residential rehabilitation program funded by Community Development Block Grant (CDBG) funds, which offers grants and low-interest loans to eligible low-income homeowners and rental property owners whose units are occupied by 51% or more low-income renters. The different loans and grants include: Complete Rehab Loan, up to $75,000 at 1% interest Roof Only, Windows Only, and Exterior Paints Only loans Security Bars Retrofit Grant, up to $1,500 Senior Minor Home Repair Grant, up to $2,500 for persons 60 years and over Continue to provide CDBG funding to Rebuilding Together Peninsula, and Center for Independence for Individuals with Disabilities to provide minor home repair and home accessibility modifications for Daly City residents.	Planning Division	Fund home repair loans and grants for 100 households over the planning period.	Ongoing, annually provide funding to Rebuilding Together Peninsula, and Center for Independence.	CDBG
Policy HE.15: Prevent housing discrimination based on age, race, religion, sex, ethnic background, or familial status.					
15.1	Assist in the implementation and enforcement of state and federal fair housing and civil rights laws and shall make use of opportunities in its interaction with real estate offices, businesses, and other groups or agencies to eliminate housing discrimination. Where discrimination is suspected, the City shall work with the appropriate public interest agencies to vigorously pursue the matter and where discrimination is found, the City shall assist the relevant entity in prosecuting the matter.	Economic and Community Development Department, Housing Authority of County of San Mateo	Reduce displacement risk for 40 individuals or households resulting from housing discrimination.	Response to discrimination ongoing as suspected cases occur.	General Fund, Grant funding

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
15.2	Continue to contract to provide fair housing services to city residents and property owners. Services will include: Publishing information on fair housing laws and requirements on the City's website, updating at least annually or as changes are needed. Distributing educational materials on fair housing rights and responsibilities to property owners, landlords, apartment managers, and tenants at least every two years. Making public service announcements (PSAs) via different media (e.g., newspaper ads and public service announcements at local radio and television channels) at least two times a year. Conducting public presentations with different community groups at least annually, contracting this to local fair housing organizations as applicable. Responding to complaints of discrimination (i.e., in-taking, investigation of complaints, and resolution) as they are received. Deferring services to appropriate agencies as cases are received.	Planning Division	Reduce displacement risk for 40 individuals or households resulting from housing discrimination.	Publish information on fair housing laws within six months of Housing Element adoption and updated annually or as needed. Distributing educational materials to property owners, managers, and tenants at least every two years. Presentations to community groups at least annually. Response to discrimination ongoing as suspected cases occur.	General Fun
15.3	The Housing Authority of San Mateo County administers the Public Housing and Section 8 Voucher Programs throughout San Mateo County. There is no public housing in Daly City. he Housing Authority administers the HUD Section 8 Housing Choice Voucher (HCV) Program, which provides eligible very low-income renters with rental assistance subsidies. Tenant-based Section 8 HCVs are portable, which means tenants can continue using them when they move, while project-based Section 8 stays with the multifamily building as a development or operating cost subsidy. The City strongly supports the Section 8 Program's efforts to preserve affordable rental units in the County and will continue to maintain a cooperative working relationship with the County Housing Authority to preserve the program. To facilitate housing mobility for lower-income households through the HCV Program, the City will do the following: Provide a link to the Housing Authority of San Mateo County's HCV program webpage on the City's website by January 2024. Meet with the Housing Authority of San Mateo County by June 2024 to discuss the process of developing printed informational materials, with the goal of making materials available at public counters by June 2025. Work with the Housing Authority to disseminate information at least every other year to landlords and property owners on incentives for	Economic and Community Development Department, Housing Authority of San Mateo County	Work with the Housing Authority of San Mateo County to encourage at least 30 landlords and property managers in Daly City to register units with the Housing Authority in high-opportunity areas to promote access to resources and mobility for target households.	Provide information on the City's website by January 2024. Meet with the Housing Authority by June 2024 and develop informational materials by June 2025. Target outreach to property owners and landlords at least every other year.	HUD Section 8, General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	participating in the HCV program throughout the city to promote housing opportunities for all residents. Target informational materials to landlords and property managers in neighborhoods with low rates of HCV users currently, such as the Westlake Park neighborhood. Refer interested households to the Housing Authority of San Mateo County and encourage landlords to register their properties with the Housing Authority for accepting HCVs.				
15.4	The City shall, to the extent of its jurisdiction, implement all of the provisions of the Employee Housing Act (Health and Safety Code Sections 17030-17039) and work with the State Department of Housing and Community Development to do the same.	Planning Division	Facilitate the development of 50 units of employee housing.	Ongoing	General Fund
15.5	The City will continue to require homebuyer education for all BMR participants in ownership projects. The City will continue to participate as a member of the Housing Endowment and Regional Trust of San Mateo County (HEART SMC), which provides homebuyer education workshops throughout the County. The City will work with its BMR Administrator to offer relevant and important information to first-time homebuyers.	Planning Division	50 households	Annually Coordinate with the county, provide financial assistance on a project-by=project basis.	General Fund
15.5	To facilitate place-based revitalization for households at risk of displacement due to new development, the City will require replacement housing units subject to the requirements of Government Code, Section 65915, subdivision(c)(3), on sites identified in the site inventory when any new development (residential, mixed-use, or non-residential) occurs on a site that has been occupied by or restricted for the use of lower-income households at any time during the previous five years. This requirement applies to non-vacant sites and vacant sites with previous residential uses that have been vacated or demolished.	Planning Division	Replace any of units identified in the sites inventory if (a) they are planned to be demolished for purposes of building new housing, and (b) they are determined to be occupied by low-income households, provide assistance to prevent displacement of lower-income households due to loss of affordable units.	The replacement requirement will be implemented immediately and applied as applications on identified sites are received and processed.	General Fund
Policy HE.16: Provide financial assistance to lower-income households in emergency situations.					
16.1	Refer residents to the County Housing Assistance Program that grants eligible lower-income families, seniors, and persons with disabilities money to cover housing-related emergencies (e.g., security deposits, temporary difficulty meeting rent payments).	Planning Division	Reduce displacement risk for 40 individuals or households resulting from housing emergencies.	Ongoing, as funds are available	General Fund
Policy HE.17: Support a balanced distribution of quality residential care facilities.					
17.2	Amend the Zoning Code to allow residential care facilities for six or fewer persons in accordance with Health and Safety Code Section 1568.0831, and allow residential care facilities, regardless of size, in all	Planning Division	Facilitate the development of residential care facilities to support accommodation for 50 individuals.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	zones that permit residential uses of the same type, in accordance with the City's definition of family.				
Policy HE.18: Address the range of needs and encourage the production of additional housing opportunities for extremely low-income (ELI) households.					
18.1	Amend the Zoning Ordinance to reduce the required parking on one parking space per unit to 0.5 parking spaces per unit for any housing development that is willing to deed-restrict at least 20 percent of units for extremely low-income households.	Planning Division	Facilitate the development of 668 units of housing to accommodate extremely low-income households.	January 2025	General Fund
18.2	For any new housing development using public funding or publicly owned land, the City and project developer shall explore the inclusion of units specifically targeted to and restricted for extremely low-income households.	Planning Division		Ongoing/as needed	General Fund
18.3	Define and permit single-room occupancy (SRO) units, which are often more affordable to those with extremely low incomes. To further support the development or rehabilitation of SRO units and/or other units affordable to extremely low-income households, such as supportive and multifamily units, the City will continue to seek and pursue state and federal funds to offer a variety of incentives or concessions.	Planning Division		January 2025	General Fund
Policy HE.19: Refer residents to home-sharing programs as part of a collection of policies, programs, and practices for addressing the housing needs of those at the lowest income levels, including seniors, those living with disabilities, those at risk of homelessness, and female head of households.					
Policy HE.20: Encourage voluntary housing rehabilitation and reconstruction.					
20.1	Amend the Zoning Ordinance non-conforming building regulations to allow the voluntary reconstruction, restoration, or rebuilding of any multifamily residential building with three or more units. Examples of non-conformity may include unit count, parking provision, and building setback and height. Such reconstruction, restoration, or rebuilding shall be limited for both single-family and multiple-family buildings in the ways described by California Government Code Section 65852.25.	Planning Division	Allow for voluntary reconstruction, restoration, or rebuilding of 20 units.	January 2025	General Fund
Policy HE.21: Encourage housing reconstruction after fire or other natural disaster.					
21.1	Amend the Zoning Ordinance non-conforming building regulations to allow reconstruction of non-conforming buildings affected by fire or natural disaster subject to the land use regulations in place at the time of the original building construction if the present development regulations are determined by the Director of Economic and Community Development to allow fewer total units than were originally permitted. This amendment shall allow such reconstruction provided the total unit count does not increase and the size of each replacement unit is substantially similar to the size of the original unit being replaced. The amendment shall not apply where the General	Planning Division	Allow for voluntary reconstruction, restoration, or rebuilding of 20 units.	January 2025	General Fund

Task	Task Summary	Responsible Agency	Quantitative Objective	Timeframe	Funding Source
	Plan Land Use Map requires a higher minimum density than was provided in the building prior to the fire or natural disaster.				
Policy HE.22: Preserve existing low-income housing units that are at risk of being converted to market-rate housing.					
22.1	Monitor existing at-risk low-income housing units and take the following actions: • Contact property owners of units at risk of converting to market-rate housing within one year of affordability expiration to discuss the City's desire to preserve complexes as affordable housing. • Coordinate with owners of expiring subsidies to ensure the required notices to tenants are sent out at 3 years, 12 months, and 6 months. • Reach out to agencies interested in purchasing and/or managing at-risk units. • Work with tenants to provide education regarding tenant rights and conversion procedures pursuant to California law.	Planning Division	Preserve the affordability of 161 units of deed-restricted lower-income housing to reduce displacement.	Annually monitor units at risk of converting; coordinate noticing as required per California law.	General Fund
Policy HE.23: Encourage the use of energy- and water-efficiency standards in residential construction, rehabilitation, and remodeling.					
23.1	Adopt progressive energy-efficiency strategies similar to those adopted by the California Public Utilities Commission: • All new residential construction in California will be zero net energy by 2030; • All new commercial construction in California will be zero net energy by 2035; • Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and • All eligible low-income customers will be given the opportunity to participate in the low-income energy-efficiency program by 2030. • Additionally, the City will encourage, incentivize, or require all new major construction projects to pre-plumb for solar hot water and pre-wire for solar electric systems.	Planning Division	10 major projects will pre-plumb for solar hot water and pre-wire for solar electric systems	Adopt strategies by 2025	General Fund and Grant Funding, as Available
23.2	Develop a funding source to offer loans to residents and developers that invest in solar electric, solar hot water, wind, and/or other clean energy systems.	Planning Division	100 investments in clean energy systems	By 2028	State or Federal Grant Funding or Grants from Private Foundations, as Available

Quantified Objectives

Based on the objectives outlined in this Housing Element, the City has established the quantified objectives shown in **Table HE-65** to meet its housing needs over the 2023-2031 planning period.

Table HE 65: Quantified Objectives by Income Category

	Extremely Low	Very Low	Low	Moderate	Above Moderate
New Construction					
Tasks 1.1 through 1.4			370	44	203
Tak 1.5			42	53	203
Task 2.2			100	50	50
Task 3.1			200	100	
Task 6.3			781		
Task 6.4			555	368	
Task 6.5			555	368	
Task 6.6			555	368	
Task 6.7			408	273	
Task 10.1			200		
Task 10.1			200		
Task 11.1			881		
Task 11.2			50		
Task 11.1			200		
Task 11.4			881		
Task 11.5		50	50		
Task 12.1	50	50	100		
Task 12.2	50	50	100		
Task 13.3	50				
Task 13.4	50				
Task 13.5			50		
Task 14.1		35			
Task 14.2			100		
Task 15.4				50	
Task 15.5		25	25		
Task 17.2			50		
Tasks 18.1 through 18.3	668				
Rehabilitation					
Task 14.3			400		
Task 20.1				20	
Task 21.1				20	
Replacement					
Task 12.1			15		
Preservation					
Task 5.1			40		
Task 8.1			50		
Task 9.1			50		
Task 15.1			40		

	Extremely Low	Very Low	Low	Moderate	Above Moderate
Task 15.2			40		
Task 15.3	15	15			
Task 16.1			40		
Task 22.1			161		

Source: City of Daly City, May 2023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ANALYSIS POLITICS

Rep. Alexandria Ocasio-Cortez Releases Green New Deal Outline

February 7, 2019 · 5:01 AM ET
Heard on All Things Considered

Danielle Kurtzleben

4-Minute Listen

PLAYLIST Transcript



The Green New Deal legislation laid out by Rep. Alexandria Ocasio-Cortez and Sen. Ed Markey sets goals for some drastic measures to cut carbon emissions across the economy. In the process, it aims to create jobs and boost the economy.
Amr Alfiky/NPR

Updated 4:30 p.m.

Whether it's a deadly cold snap or a hole under an Antarctic glacier or a terrifying new report, there seem to be constant reminders now of the dangers that climate change poses to humanity.

POLITICS
Ocasio-Cortez Talks About Ambitious Plan To Combat Climate Change

Download

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Rep. Alexandria Ocasio-Cortez, D-N.Y., and Sen. Ed Markey, D-Mass., think they have a start to a solution. Thursday they are introducing a framework defining what they call a "Green New Deal" — what they foresee as a massive policy package that would remake the U.S. economy and, they hope, eliminate all U.S. carbon emissions.

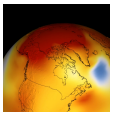
That's a really big — potentially impossibly big — undertaking.

"Even the solutions that we have considered big and bold are nowhere near the scale of the actual problem that climate change presents to us," Ocasio-Cortez told NPR's Steve Inskeep in an interview that aired Thursday on *Morning Edition*.

She added: "It could be part of a larger solution, but no one has actually scoped out what that larger solution would entail. And so that's really what we're trying to accomplish with the Green New Deal."

What is the Green New Deal?

In very broad strokes, the Green New Deal legislation laid out by Ocasio-Cortez and Markey sets goals for some drastic measures to cut carbon emissions across the economy, from electricity generation to transportation to agriculture. In the process, it aims to create jobs and boost the economy.



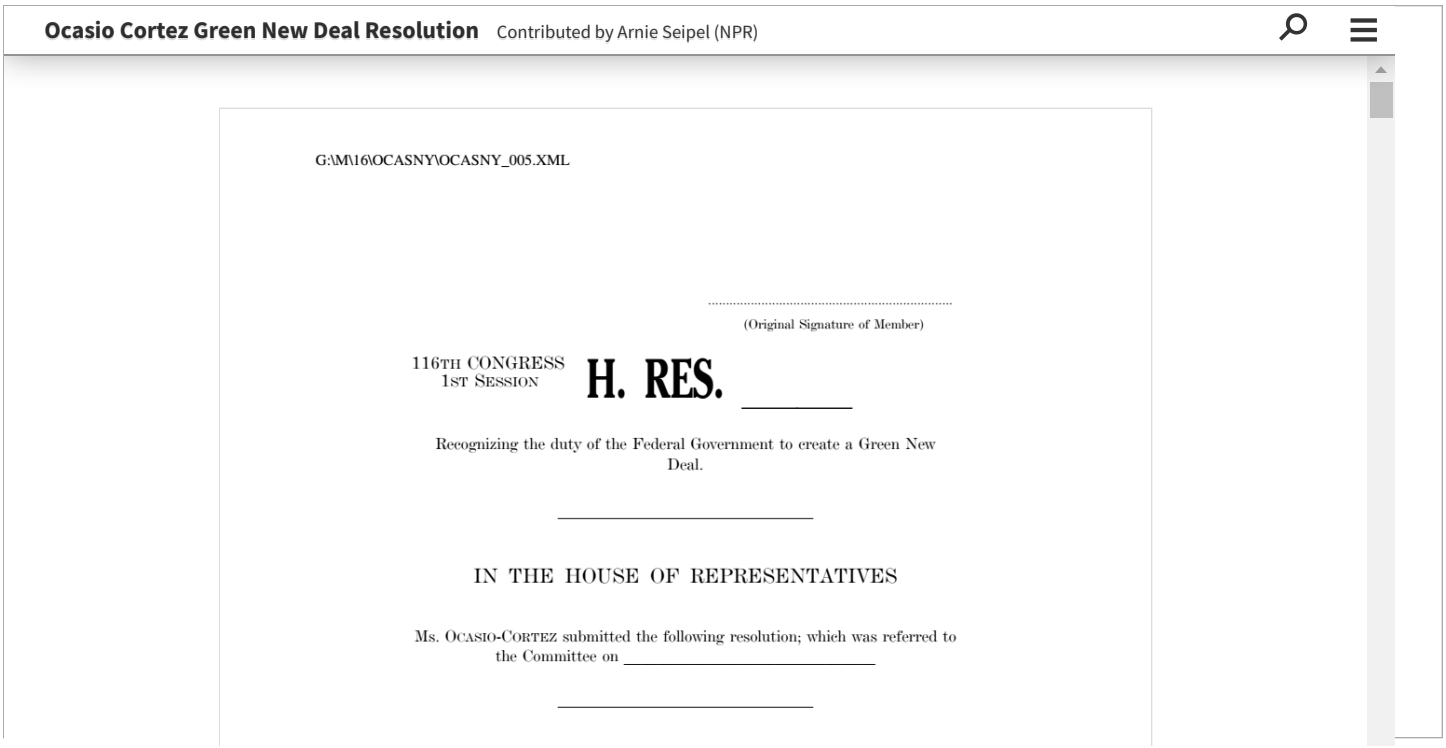
ENVIRONMENT

2018 Was Earth's Fourth-Hottest Year On Record, Scientists Say

In that vein, the proposal stresses that it aims to meet its ambitious goals while paying special attention to groups like the poor, disabled and minority communities that might be disproportionately affected by massive economic transitions like those the Green New Deal calls for.

Importantly, it's a nonbinding resolution, meaning that even if it were to pass (more on the challenges to that below), it wouldn't itself create any new programs. Instead, it would potentially affirm the sense of the House that these things should be done in the coming years.

Lawmakers pass nonbinding resolutions for things as simple as congratulating Super Bowl winners, as well as to send political messages — for example, telling the president they disapprove of his trade policies, as the Senate did in summer 2018.



What are the specifics of that framework?

The bill calls for a "10-year national mobilizations" toward accomplishing a series of goals that the resolution lays out.

(Note: Ocasio-Cortez's office released an updated version of the bill on Thursday. The earlier version, which we had included in a prior version of this story, is still available here.)

Among the most prominent, the deal calls for "meeting 100 percent of the power demand in the United States through clean, renewable, and zero-emission energy sources." The ultimate goal is to stop using fossil fuels entirely, Ocasio-Cortez's office told NPR, as well as to transition away from nuclear energy.

In addition, the framework, as described in the legislation as well as a blog post — containing an updated version of "FAQs" provided to NPR by Ocasio-Cortez's office — calls for a variety of other lofty goals:

- "upgrading all existing buildings" in the country for energy efficiency;
- working with farmers "to eliminate pollution and greenhouse gas emissions ... as much as is technologically feasible" (while supporting family farms and promoting "universal access to healthy food");
- "Overhauling transportation systems" to reduce emissions — including expanding electric car manufacturing, building "charging stations everywhere," and expanding high-speed rail to "a scale where air travel stops becoming necessary";
- A guaranteed job "with a family-sustaining wage, adequate family and medical leave, paid vacations and retirement security" for every

American;

- "High-quality health care" for all Americans.



GOATS AND SODA

Report: Global Warming Could Melt At Least A Third Of Himalayan Glaciers

Which is to say: the Green New Deal framework combines big climate-change-related ideas with a wish list of progressive economic proposals that, taken together, would touch nearly every American and overhaul the economy.

Are those ideas doable?

Many in the climate science community, as well as Green New Deal proponents, agree that saving the world from disastrous effects of climate change requires aggressive action.

And some of the Green New Deal's goals are indeed aggressive. For example, Ocasio-Cortez told NPR that "in 10 years, we're trying to go carbon-neutral."

According to Jesse Jenkins, a postdoctoral environmental fellow at Harvard's Kennedy School, that may be an unreachable goal.



POLITICS

What You Need To Know About The Democratic Socialists Of America

"Where we need to be targeting really is a net-zero carbon economy by about 2050, which itself is an enormous challenge and will require reductions in carbon emissions much faster than have been achieved historically," he said. "2030 might be a little bit early to be targeting."

Similarly, removing combustible engines from the roads or expanding high-speed rail to largely eliminate air travel would require nothing short of revolutionizing transportation.

Likewise, some of the more progressive economic policies — universal health care and a job guarantee, for example — while popular among some Democrats, would also be very difficult to implement and transition into.



POLITICS

Likely 2020 Democratic Candidates Want To Guarantee A Job To Every American

On top of all that, implementing all of these policies could cost trillions upon trillions of dollars.

Altogether, the Green New Deal is a loose framework. It does not lay out guidance on *how* to implement these policies.

Rather, the idea is that Ocasio-Cortez and Markey will "begin work immediately on Green New Deal bills to put the nuts and bolts on the plan described in this resolution."

And again, all of this is hypothetical — it would be tough to implement and potentially extremely expensive ... *if* it passed.

So did the idea of a Green New Deal start with Ocasio-Cortez?

Not at all.

POLITICS

Congressional Democrats Say Climate Change Is A Priority As They Control The House

LISTEN · 3:20 PLAYLIST Download Transcript

While the Green New Deal has in the last year or so grown central to progressive Democrats' policy conversations, the idea of a Green New Deal itself is well over a decade old. Environmentalists were talking about it as far back as 2003, when the term popped up in a *San Francisco Chronicle* article about an environmentalist conference.

It gained traction with a 2007 *New York Times* column from Thomas Friedman, where he used the phrase to describe the scope of energy investments he thought would be necessary to slow climate change on a large scale.

The phrase was also used around President Barack Obama's 2009 stimulus, which had around $90 billion worth of environmental initiatives.

While the idea gained some currency in Europe and also in the Green Party, it wasn't until after the 2016 election that it really gained broad popularity on the left in the U.S. (Vox's Dave Roberts has a more thorough history here).

This latest iteration is different both in the political energy that it has amassed and the grand scope it is taking. While it was a product of the progressive activist community, Ocasio-Cortez has been perhaps the most visible proponent of the plan and has helped it gain nationwide attention.

So will it pass?

That looks unlikely.

Yes, there's some energy for it on the left — some House Democrats have already said they will support the bill. However, there are indications House leadership isn't prioritizing the idea as much as those more liberal Democrats would like — Speaker Nancy Pelosi frustrated Green New Deal proponents by not giving them the kind of committee they wanted to put the policies together.

After the deal's Thursday release, she also cast the plan as simply one of any number of environmental proposals the House might consider.

"It will be one of several or maybe many suggestions that we receive," Pelosi told Politico. "The green dream or whatever they call it, nobody knows what it is, but they're for it right?"



ENVIRONMENT

Concern About Global Warming Among Americans Spikes, Report Says

In addition, it's easy to see how the bill could be dangerous for moderate House Democrats, many of whom come from swing districts and may be loath to touch such a progressive proposal.

Among Republicans — even those worried about climate change — the package, with its liberal economic ideas, will also likely be a nonstarter.

"Someone's going to have to prove to me how that can be accomplished because it looks to me like for the foreseeable future we're gonna be using a substantial amount of fossil fuels," said Rep. Francis Rooney, R-Fla., co-chair of the bipartisan Climate Solutions Caucus, speaking to NPR before the Green New Deal's text was released.

For his part, Rooney is in favor of a carbon tax, a policy he helped propose with a bipartisan group of lawmakers in November. Information from Ocasio-Cortez's office says that the Green New Deal could include a carbon tax, but that it would be "a tiny part" of the total package of policies.

Meanwhile, there's little chance of a Green New Deal getting a vote in the Republican-controlled Senate.

If it's not going to pass and it's not even binding, why is it worth even talking about?

It's worth talking about because it already is a politically powerful idea among Democrats.



POLITICS

Which Democrats Are Running In 2020 — And Which Still Might

Already, presidential candidates are being asked whether they support the idea of a Green New Deal, meaning it's easy to see the issue becoming a litmus test for some voters in both the 2020 congressional elections and the presidential election.

To more liberal Democrats, the prospect of such an ambitious economic and environmental package at the center of the 2020 campaign may be particularly energizing.

"I think it's like a really weird instinct that the Democratic Party develops to not be exciting intentionally," said Sean McElwee, co-founder of the progressive think tank Data for Progress. "Most of politics is getting people excited enough to show up and vote for you. And I think that a Green New Deal and Medicare-for-all — these are ideas that are big enough to get people excited and show up to vote for you."



SCIENCE

Massive Starfish Die-Off Is Tied To Global Warming

For her part, Ocasio-Cortez says that a policy like the Green New Deal could get voters excited enough to pressure their Congress members to support it.

"I do think that when there's a wide spectrum of debate on an issue, that is where the public plays a role. That is where the public needs to call their member of Congress and say, 'This is something that I care about,' " she told NPR, adding, "Where I do have trust is in my colleagues' capacity to change and evolve and be adaptable and listen to their constituents."

That said, it's easy to see how a Green New Deal litmus test could backfire on that front, endangering some Democrats — particularly in swing districts.

But it's not just about national politics. The national-level energy for a Green New Deal could boost efforts in cities and states. New York Gov. Andrew Cuomo, for example, has been pushing a Green New Deal in his state.

Aside from the politics, there's the fact that climate change remains an impending threat — one for which the world has yet to come up with a fix.

"It's a big legislation because it's a huge [expletive] problem! We're all going to die," said McElwee. "Every week it seems like the risks of climate change become more real, and the amount of devastation it is going to wreak upon humanity becomes larger, and that means we have to do bigger things."



ENVIRONMENT

Teen Inspires Youth Demonstrations Across Europe, Demanding Action On Climate Change

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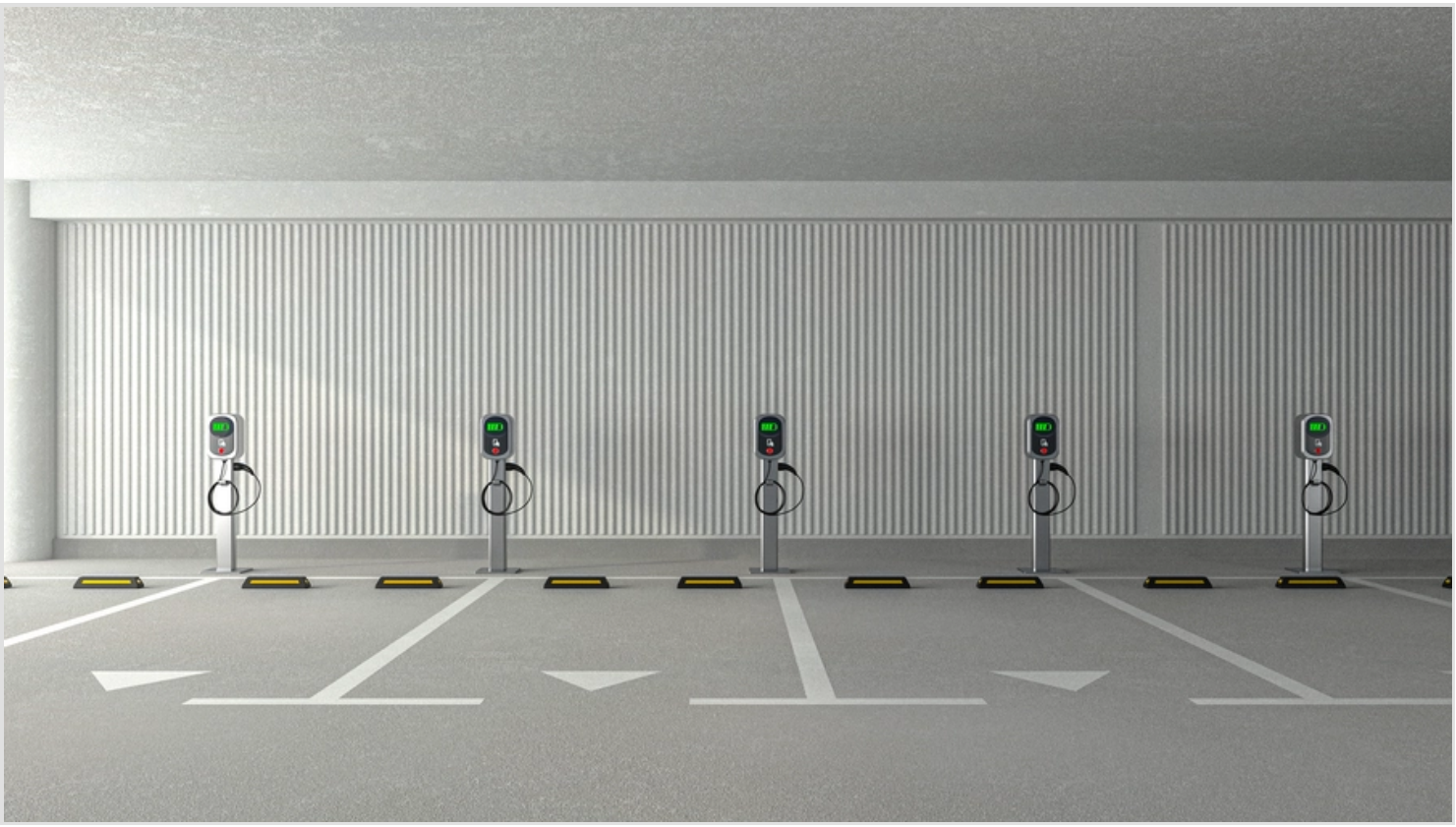

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Letter to the NAACP San Mateo Branch, Re: Serramonte Del Rey — Residential Segregation of Low-Income Families in Daly City



Nick Occhipinti · Follow
7 min read · Jul 4, 2022

1

July 2, 2022

Dear NAACP San Mateo Branch Housing Committee:

This letter is in support of the NAACP San Mateo Branch 1068 letter to the City of Daly City, Re: Serramonte Del Rey — Residential Segregation of Low-Income Families in Daly City. As a lifelong Daly City resident, high school teacher and Trustee with the Jefferson Union High School District (JUHSD), I not only disagree wholeheartedly with Trustee Kalimah Salahuddin's assessment of affordable housing policy in our city, I am compelled to point out the glaring inconsistencies and contradictions of the argument presented in her response letter to the NAACP — especially in consideration of the fact that a clear understanding of segregation and discrimination

should be grounded in an unambiguous interpretation of what that means in the field of public education, the foundation that civil rights law has established through landmark legislation with precedents set by Brown v. Board of Education and Civil Rights Movement throughout the 20th century to today.

There is no room for "separate but equal" doctrine and practice in our classrooms, schools or public facilities in any capacity. We are all familiar with the consequences — intended and otherwise unintended — of urban renewal and "revitalization" programs administered by public housing agencies that both indirectly and directly led to the segregation of communities, redlining and the disparities in generational wealth and educational and career opportunities that result from social stratification. Desegregation, in just about as many ways, begins with the work of local governance with our cities and school districts. This project aims to defy both of these mandates in its development, and sadly, without any clear plan or intent to provide community input or benefits. I say this as a fellow public official who serves on the same high school district school board as Trustee Salahuddin, having seen her and fellow trustees push the district to consistently fast-track the Serramonte Del Rey development for nearly 2 years, without good faith collaboration with community, adequate public input or regard for best practices in sustainable urban development. It should be highlighted that this is a proposed development on public land, and on an existing, active district school site — with a project kick-started using public bond money. Financing private developments on public land is already highly questionable and subject to a range of state and federal laws; doubling down on segregation of any proposed housing enterprise by a public agency is absolutely unacceptable.

The proposed housing development is an existing flashpoint of controversy in Daly City and the surrounding area of North San Mateo County for several reasons, and has met critical opposition from the community, including students, parents, school district teachers, staff, prominent environmental groups, local Native, Indigenous community leaders and public officials on a range of issues for over a year. Despite the fact that Daly City already faces several underlying issues surrounding a desperate need for affordable housing inclusive of low-income community and lack of any local rent stabilization measures — and a minimal minimum wage here in the inner Bay Area — this project aims to explicitly prioritize the needs of wealthy housing developers with luxury, market-rate housing that plans for 90% of a 1000+ unit, 10–15 year development in the largest, most ethnically diverse, majority immigrant-based, low-income city in San Mateo County. Daly City also has a well-documented history of housing discrimination and redlining, a development that has been exacerbated by the realities of the housing bubble, lack of tenant and renter protections and larger impact of gentrification across the Bay Area — that has forced the ongoing displacement of a generation of people and entire families throughout the city and neighboring areas in recent decades, including during the current pandemic.

Housing solutions need to begin with our most vulnerable residents, including those who are increasingly experiencing homelessness, possible eviction and rising rents that have never been adequately addressed or mitigated by real estate industry or local public officials in San Mateo County. None of these are addressed by this development, which plans not only to maximize public land for profit, it is in fact requesting the City of Daly City to violate its own Inclusionary Housing Ordinance in order to approve the plan and move forward with segregating affordable housing and delaying its development until a later phase, years after separate, luxury

housing has been started on site. It does not surpass the city's BMR requirement; it is explicitly requesting to ignore it. It should be noted at this point that Trustee Salahuddin, during the inception of this project, recently joined the Board of Directors of the Housing Leadership Council (HLC) of San Mateo County, which has endorsed a number of public and private housing projects across the county. This project, however, of those listed online by the HLC, is dually the largest current proposed project in San Mateo County, with 1000+ units, and is on track to rank with the lowest in terms of affordable housing and community benefits, defaulting at the legal minimum 10% allocation of the total units. There is nothing equitable or defensible about sidestepping inclusionary housing laws. These laws have been adopted at every major city in the State of California, and currently range at requiring by law a minimum of 15–25% affordable housing inclusion among cities, with the Association of Bay Area Governments recommending upwards of 25% in current and future projects in current RHNA estimates.

There is no equity in pushing high-rise, luxury apartment buildings in a community that has persistently faced housing discrimination for generations, and is now being gentrified, with proposed segregated housing on the same site. Why the HLC and other housing organizations would openly lobby for better public housing developments in other cities across the county and less affordable housing and more corporate-friendly deals on school land in our diverse, low-income community here in Daly City — the closest city to San Francisco — is not only highly questionable, it's insulting. The Serramonte area has historically been home to families living in low-income apartments with rising rents, local malls with low-wage retail and sales jobs and a glaring lack of equitable, sustainable public infrastructure. Gentrification has undeniably embodied modern resegregation, pronouncing existing racial disparities in access to fair housing, health care,

employment, education and public resources in cities across the nation. Gentrifying the area with luxury housing that excludes our community and any tangible benefits is not an answer to our needs. We cannot gentrify our way out of gentrification.

The arguments presented by Trustee Salahuddin on behalf of the project are misleading at best, and at worst, amount to an appeal for justifying segregation of publicly funded housing development. By juxtaposing the positive aspects of having one separate 100% affordable housing building with the regressive impacts of several high rise buildings with 0% — and nearly 1000 market rate units — she poses an argument with a central contradiction as its premise: that the overall housing development project she is pushing does not do more for People of Color in our community; in fact, it prioritizes corporate interests that, in detail, she emphasizes will promise to do far less. It does not simply provide "more roofs over heads for those most affected by our housing shortage"; it delays development of affordable housing for years and segregates those housing options, even when they are built. She deliberately misses the point; it's not just that we build housing, but how we build it, and who we build it for. It is not only disappointing to hear the perpetuation of talking points employed by the real estate lobby in lieu of an argument on behalf of the public interest — which is our express duty as public officials on a high school district school board — it is disturbing to see a public official dismiss the legacy and ongoing impact of housing discrimination in favor of corporate, private developers who have historically, irresponsibly and intentionally perpetuated this development in the name of profit for decades.

Federal law prohibiting segregation and barriers in access to public services also explicitly protects our students receiving services in Special Education from policies enabling discrimination, as outlined by Brown v. Board of

Education, the Individuals with Disabilities Education Act and the Americans with Disabilities Act. The tenets of providing Free and Appropriate Public Education, Least Restrictive Environment and current implementation of Inclusion of all of our students across classroom settings in our schools all stem from the foundation set by civil rights legislation central to public policy across education, housing and the range of public services we know today — and they serve to advance integration. This is something that every public school board official should embrace in every aspect of their understanding and handling of public policy. Her letter and role should not be misconstrued as speaking on behalf of our school board, educators or the district community.

Our role as public officials is to facilitate and elevate civic engagement and conduct our navigation of critical issues in our community in the public interest. Advocacy for private developers looking to cut corners on civil rights protections in public housing has no place in our roles and responsibilities as school board members. I will of course thank the NAACP for continuing to strongly advocate and raise awareness and engagement of these issues in our communities locally and nationally — and will keep them close to heart in my work actively addressing these issues for our students, families and community here with our school district.

Best,

Nick Occhipinti

JUHSD Board of Trustees

nocchipinti@jeffersonunion.net

Daly City | Serramonte Del Rey | Affordable Housing | Segregation | Gentrification



Written by Nick Occhipinti

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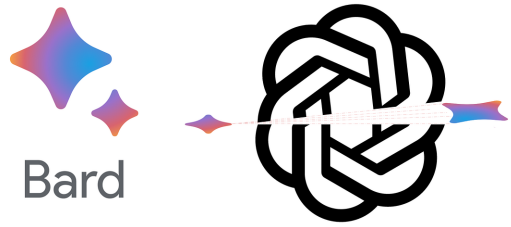

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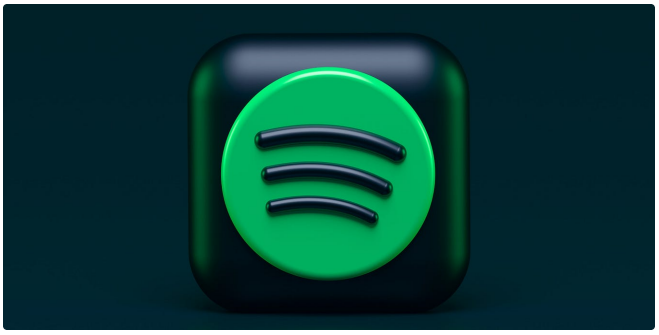

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Serramonte Del Rey Expansion Project: Timeline, 2018–2021



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This is a brief annotated timeline of the meetings, discussions, information and actions taken regarding Serramonte Del Rey (SDR), the SDR Expansion ("Revitalization") Project and its development over the past few years. *Please note that the current buildings being finalized in construction at SDR are the Faculty/Staff Housing Project (FSHP), a separate project approved and funded via Bond money in an election by local voters.*

Background

The Serramonte Del Rey school site is the former site of Serramonte High School and current home to the JUHSD District Office, several community-based tenants providing cultural, religious, sports and recreational programs, as well as a preschool, adult school and special education programs. *This Expansion Project at SDR would seek to bulldoze this entire area over the course of roughly 10 years, including two large existing green spaces outside of the current building area. These green spaces and open spaces would*

never be fully restored or replaced. These spaces include a community garden (The Garden at SDR) a public park (Westmoor Park) and all of the current SDR District Office and JUHSD school site — in order to clear the land for a luxury apartment complex — a massive project that was never voted on.

The SDR Expansion Project has only officially fielded community input from approximately 15–20 people in a handful of meetings over the past year. The elimination of Westmoor Park, for example, only fielded 1 comment — from a city employee — ultimately receiving 0 comments or public input and ignoring increasing concern from community and residents who have strongly voiced opposition to the project plans, both at Westmoor Park and SDR. These concerns have been raised and echoed by local students, parents, teachers, activists, leaders in our local Indigenous, Native community and environmental nonprofit organizations such as the Sierra Club. None of the critical input has been included in any of the project's plans; it has instead been fast-tracked to cut corners on environmental regulations whenever possible.

The voices of youth and community organizers have recently outlined how problematic the proposed development is, in addition to suggesting more sustainable, community-based uses for Public Lands designated for educational purposes. As a high school teacher and school Board Trustee with our District, I have raised many of these issues from the outset of the project's proposal, and have continuously voted against it. Despite this, my fellow Board Trustees have repeatedly lied in asserting that I "voted for this". I continue to be the only Board Trustee that has either questioned or voted against this project, which has been pushed aggressively by other Board Members and a handful of district staff with deliberately misleading information, most commonly used to distract the public from the fact that they are starting a real estate business on public school property.

The only way to counter lies and misinformation is with factual information; accordingly, this timeline provides links to the JUHSD Board Meetings (via YouTube) and their official Agendas (with the relevant Items and provided documents). All of this is public information. In addition, a request filed via the California Public Records Act (CPRA) regarding the SDR Expansion Project elicited 1181 pages of information from the District, including emails and related documents not previously shared. Screenshots of the document — which is not currently accessible publicly online — are also included here. The purpose of sharing all of this, of course, is to provide open access to public information and as a point of reference for the public to be able to actively, democratically engage in the decision-making process of public policy. These are the facts; the rest is up to you to decide. And yes, the bottom line for me remains crystal clear: our schools are not for sale.

2018

2/6/2018: 14.A.2. Facilities Subcommittee Update

"Next steps include bringing an agreement with Brookwood for the above work to the Board on March 6. Staff will also work with a space planner, Artik, to continue to explore short-term housing options for district office staff. Staff is also considering renting space at the medical office building on district property. Should the current district office be vacated a plan to notify tenants will need to occur by April for lease renewals."

3/20/2018: 14.B.1. Brookwood Associates

Preliminary presentation; Discussion Item.

Also:

15.A.1. RESOLUTION 2017/18–19: In Honor of the Parkland Shooting Victims and in Support of Greater Measures to Promote School Safety

4/3/2018: 13.B.1.1. Contract with Brookwood Associates for Consulting Services

8/1/2018: 14.A.1. Additional Scope of Work with Brookwood Advisors for Consulting

Services

11/7/2018*: 16.B.2. Faculty and Staff Housing Additional Scope of Work for Brookwood

Advisors

*1st Regular JUHSD Board Meeting recorded and posted online to YouTube

2019

3/5/2019: 4.B. Pursuant to Government Code 54956.8: CONFERENCE WITH REAL

PROPERTY NEGOTIATORS — Serramonte del Rey, 699 Serramonte Blvd., Daly City, CA 94015 — Negotiating Party/Agency: Brookwood Associates

10. REPORT OUT OF CLOSED SESSION: Minutes: Nothing to report.

6/4/2019: 14.A.3. Approval of Resolution 18/19–27: Authorizing the Execution, Delivery and

Sale of Certificates of Participation to Finance Predevelopment Costs Relating to District Properties

7/9/2019: 13.A.2. Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

2020

2/6/2020: 5.B.8. Service and Consultant Contract Approvals — HKIT Architects

4/14/2020: 4.B. PURSUANT TO GOVERNMENT CODE 54956.8: CONFERENCE WITH

REAL PROPERTY NEGOTIATORS — Westmoor High School (Westmoor Park), 131 Westmoor Ave., Daly City, CA 94015 — Negotiating Party/Agency: Brookwood Associates

10. REPORT OUT OF CLOSED SESSION: Minutes: Nothing to report. No action taken.

8/18/2020: 15.A.1. Contract with David J. Powers and Associates for California

Environmental Quality Act (CEQA) Consulting Services

15.A.2. Contract with HKIT Architects for Architectural Services

2021

2/2/2021: 13.A.1. Proposal from HKIT Architects to provide Need Analysis and Master

Planning

2/23/2021: 7. APPROVAL OF AGENDA

Minutes:

The Agenda was not initially approved.

Trustee, Nick Occhipinti wanted to make a motion to remove Items 15.A.1 and 15.A.2. Asked if those could be tabled, as he stated there was no information provided prior to the items. He wanted to table it, so Trustees could review the information before making an assessment and agreement.

Trustee Occhipinti motioned, with no second. Motion did not pass.

Trustees commented further regarding these items, as Trustee Occhipinti addressed concerns.

Trustee Occhipinti made a second motion to refer to committee for review, with no second. Second motion did not pass.

Vice President, Andy Lie made a motion to approve the Board Agenda as it is. Kalimah second.

Agenda was Board approved.

15.A.1. Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

Vote:

Yes Andrew Lie.

Yes Carla Ng-Garrett.

No Nick Occhipinti.

Yes Kalimah Salahuddin.

Yes Rosie Tejada.

15.A.2. 7–11 Committee Recruitment

Vote:

Yes Andrew Lie.

Yes Carla Ng-Garrett.

No Nick Occhipinti.

Yes Kalimah Salahuddin.

Yes Rosie Tejada.

4/12/2021**: City of Daly City City Council Regular Meeting (virtual) — 04/12/2021

1. Approving the Contract for Serramonte Del Rey Campus Redevelopment EIR

Consultant (YouTube Video clip; Item starts at 33:05)

**DC City Council Meeting

4/24/2021: 6.A.1. LCAP and Budget Work Study Session

[Trustees comment on Serramonte Del Rey project, despite the fact that it is not a part of the current LCAP; AFT 1481 Report targets Trustee N. Occhipinti; Trustees K. Salahuddin and VP A. Lie laugh at the mention of Earth Day; to note, this meeting is posted online out of order on YouTube, nearly 2 months later, due to President Tejada directing Superintendent T. Presta to not publicly post it, until after it was requested several times to be publicly posted, as mandated by law, by Trustee N. Occhipinti]

5/18/2021: 15.B.2. Update and Recommendation for the Serramonte Del Rey Revitalization

Project

Vote:

Yes Andrew Lie.

Yes Carla Ng-Garrett.

No Nick Occhipinti.

Yes Kalimah Salahuddin.

Yes Rosie Tejada.

6/15/2021: 7.A.1. Update on Design Development for New District Offices and Adult

Education Building

Minutes:

Mrs. Van Raaphorst presented briefly, and passed over to Jeff Evans of HKIT Architects.

Jeff Evans presented briefly, along with other staff members from HKIT.

Board asked questions and commented.

No other direction regarding the development plans of the new building at this time.

Visit our district YouTube Channel for precise details.

6/15/2021: Mitigated Negative Declaration (MND) process begins, re: Westmoor Park; no

official notice is provided to Board Members on the timeframe for community input or process.

District proceeds with Mitigated Negative Declaration, despite direction not being formally approved as an Action Item by Board at the 6/15/2021 Regular Meeting.

7/20/2021: 12.3.1.19. Renewal of Master Agreement with Brookwood Group

Vote:

Absent Andrew Lie.

Yes Carla Ng-Garrett.

No Nick Occhipinti.

Yes Kalimah Salahuddin.

Yes Rosie Tejada.

8/3/2021**: City of Daly City Planning Commission Regular Meeting

**DC City Planning Commission Meeting

8/17/2021: 15.C.1. Resolution №2021–22/3 adopting the Initial Study/Mitigated Negative

Declaration, CEQA Findings, Mitigation Measures, and Mitigation Monitoring and Reporting Program for the Jefferson Union High School District Office and Adult Education Project

15.C.2. Resolution 2021–22/4 Establishing a Real Property Advisory Committee and Appointing Committee Members

[Westmoor Park MND approved, fast-tracked over the summer while the EIR for SDR was still being completed; Votes on both Items not recorded in Minutes: YouTube Video clip; Item 15.C.1 at 1:26:05–2:00:28]

Vote (same for both Items):

Yes Andrew Lie.

Absent Carla Ng-Garrett.

No Nick Occhipinti.

Yes Kalimah Salahuddin.

Yes Rosie Tejada.

9/27/2021**: City of Daly City Council Regular Meeting

**DC City Council Meeting

[5–0 vote for a continuance of the item to consider approval of the SDR

Expansion Project Precise Plan, pending community input]

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Written by Nick Occhipinti

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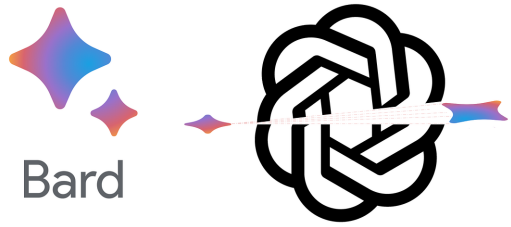



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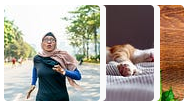

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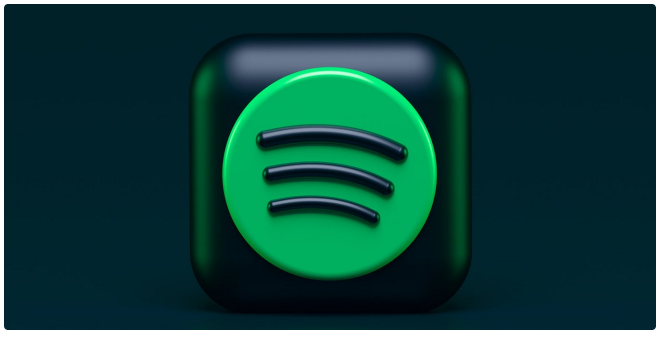



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The truth about Serramonte Del Rey and Westmoor Park



Nick Occhipinti · Follow

14 min read · Sep 26, 2021

By now, you may have heard something about Serramonte Del Rey, saving the Garden or Westmoor Park — that is, if you live, work or stay around the Daly City area. You may have noticed the brand new building popping up at the top of Serramonte Blvd. The first thing that you should know is that the new building under construction is a completely separate project that our community voted for in an election years ago — the Faculty / Staff Housing Project. It is affordable housing for JUHSD employees, which I do support. Most of us need affordable housing in our community; this is the little we can do to help our lower-paid staff pay the rent, save and hopefully live, work and stay with the district community.

I'm a member of the community, former student/alumni, high school teacher and currently a part of our JUHSD school Board of Trustees. I should also note that despite my constant advising and opposition, the rest of the Board of Trustees has been fast-tracking a separate real estate development throughout the pandemic, which is slated to erase a high school site,

community garden and public park — all without community input. The good news is, it's not too late to change course!

The current issue at question is this: There is a new, controversial proposal to build luxury apartments which would effectively demolish Westmoor Park as a package deal — this has been called the Serramonte Del Rey Expansion Project. It is as wrong and misdirected as it sounds. The expansion would actually eliminate Serramonte Del Rey altogether, and replace it with 90% luxury, market-rate apartments that our predominantly low-income community of renters cannot afford — a majority of which are people of color and immigrants, and multi-generational households. You read that right. This is a project that seeks to privatize Public Lands by starting up a real estate venture, using school property that currently houses essential educational facilities and programs.

Daly City is not untouched by gentrification; it was built around a history of housing discrimination and redlining in San Mateo County. The tech booms of 2000 and 2010 have caught up with the area, now seeing consistent housing projects popping up across the already packed residential and commercial landscape of the city area. It should be noted that the SDR site is both currently home to Summit Shasta Public School, a public charter high school and of course, was originally home to Serramonte High School, which opened in 1970, yet was shut down due to budget issues in 1981 in the aftermath of Prop 13's devastating impacts on low-income communities and school districts. The District tried generating revenue by leasing away half of the SDR site in 1985, creating the Serramonte Ridge Apartments and the Physicians Medical Center. Serramonte HS was reopened in 1993 only to be shut down again due to budget issues less than 2 years later in 1995, after the newly restructured Oceana High School in Pacifica had been threatened with closure. That means that the land-lease real estate revenue strategy had

failed in less than 10 years — and in an economy less troubled by the disparities and skyrocketing cost of living we're experiencing today. The loss to our district was devastating then, as it still is now. I would know — I was a high school freshman that year, and had a lot of friends at both high schools. The lesson: our schools belong to our students and community first — and our schools are not for sale. We cannot put a price on the future of public education.

Lack of rent stabilization, one of the lowest minimum wages in the SF Bay Area, the recent uptick in hate crimes against the Asian American community and ongoing high-profile and routine incidences of police misconduct and killings targeting primarily the Black and Latinx community — in addition to an unusually high rate of cooperation with ICE by San Mateo County Sheriff's office in defiance of CA Sanctuary State law — have all compounded to create a situation that has left many in the area under pressure and increasingly vulnerable without affordable housing, job security and even food security while living in a city lined with shopping centers, malls and a social and actual climate that generally sets a chill pace of daily living. So the question is: *what do the people of our city need — and what role do our public school districts play in supporting our cities across these issues — particularly in creating equity and affordability in housing, employment and education here in North San Mateo County, given that we are the closest cities in the Bay Area to San Francisco?*

The process around the JUHSD's navigation of this new project has been confusing from the start, because apparently, much of the discussion and decision-making process has been fast-tracked without public input, oversight or approval, also excluding myself, as a member of the school Board. It actually took a California Public Records Act request by a community member to finally disclose information that was withheld from

me, as a public official, despite my own repeated requests for transparency for nearly a year. Much of this centers on the actions of Board members and District staff who have tried to bulldoze a community garden that has been a part of Serramonte Del Rey for 20 years.

A Change.org Petition with over 3000 signatures in roughly a month speaks volumes. A website promoting the real estate project initiated by District staff with the direction of select Board members is a public relations advertisement for the project, without any public input or community voices — including no mention of my concerns or public statements in opposition to the project or those of many, including those of youth, community, established environmental agencies, such as the Sierra Club and local Indigenous, Native leaders who have called out serious environmental impacts of the proposed development from the start.

The Garden is an amazing part of our community, located directly adjacent to our District Office. It is one of the last and only cultivated green spaces in Daly City. There are state and federal laws that protect our environment, and land like this. As the world shifts to more sustainable practices in preserving and expanding environmental and cultural resources — especially with respect to Indigenous, Native communities locally and globally — federal leaders have called on local and state public agencies to implement new policy directives guiding responsible land use planning and urban development. This is unceded, Ramaytush Ohlone land, currently governed in the public trust under the direction of a local high school district. It is designated for educational purposes. What little green space we have left is not ours to simply sell or lease away forever. It is ours to give back, and to help cultivate it to give back as well, for the community.

Daly City ranks as one of the top 10 densest urban cities in the state and nation. Nothing about this development makes sense. We should be paying attention to the climate change we are seeing across our state and world. We should be listening to our community who have been working to sustain our green spaces and environment here locally. We should be listening to our youth fighting for climate justice. We should be listening to our Native, Indigenous community. We should be listening to science.

I am the only Trustee who has questioned this project since its presentation to the public, given the various ethical and procedural issues noted around the project from its start. The rest of the Board of Trustees have simply agreed with each other throughout the process — I should note here that I do not speak for any of them or as a spokesperson of the Board; I can only speak for myself on these issues, and advocate for the community that I have heard raise critical questions as well. Though Board Trustees will assert that the Board has taken action, they cannot assert that I joined this action and voted for this SDR Expansion Project, or that the community has ever had a reasonable opportunity or capacity to provide input on a project of this magnitude.

I did vote for a few things — mostly related to the separate, previous project, for Faculty and Staff Housing — which the Board has often deliberately used as spin to promote the controversial development (for consultants and what was explained as "additional scope" of work related to our District Office facility). What I did vote for was to place bond measures on the ballot during elections for the public to vote on funding improvements to our school facilities — as well as parcel taxes to help fund our teachers and staff, who are among the lowest-paid in the SF Bay Area.

As a former student and teacher in this district and the only member of this Board who works in public education, I know the severity of our funding and facility needs from firsthand experience working here and across local school districts for years. One of the school facilities to be renovated across our high school site upgrades is our District Office and Adult School, among other programs and services which have been a part of Serramonte Del Rey for years, and even decades. The original plan, in 2019, was to renovate the building — at Serramonte Del Rey. This is rarely mentioned, though that was the plan from the start. That's why we passed bond measures: to rebuild our schools, for our students. That's what the bond money is designated for; by law, it cannot be used to pay for staff salaries — either directly or indirectly.

That plan for the District Office quickly changed to relocating it to Westmoor Park, which apparently the District has control of (surprisingly, it turns out that the City of Daly City had rented it from the JUHSD for decades, for Parks & Recreation services). In recent years, the city ended its lease with the district, and Westmoor Park was not actively utilized by the school district. The plan to relocate the District Office was then explained as something more convenient for district programs, which was believable enough. As a Trustee, I still had questions about this, including primarily ensuring that the Park was kept intact as an open space and that the entire plan was environmentally sound — protecting the legacy, heritage trees and green space in our park and community. There is an environmental review process that mandates community input; this is part of the law, and requires public agencies to follow in good faith, appropriately with due diligence.

While there was no news from the consultants or any official Board reports about any plans for Serramonte Del Rey for over a year, the plan for Westmoor Park was being pushed along as the COVID-19 pandemic outbreak began in early 2020. The preliminary designs presented by the developers

aimed to build on the tennis courts and the outer outfield grassy area of the sandlot baseball field. Meanwhile, upstairs from Westmoor Park, Westmoor High School's soccer field was converted into new tennis courts, and new baseball and softball fields were built on the upper field — in addition to a new theater and classrooms being constructed behind the recently renovated swimming pool. I have to note that as nice as all that is, it is not a replacement of Westmoor Park — or its green space, which would be lost if we relocated our District Office there. I should also note that no community input or final approvals were made for this project over the course of this time.

I was assured that the community would have input throughout the process around the park, and that these needs would be attended to; instead, the Board moved to fast-track the process without any community input, and during a summer in the middle of a pandemic. Ultimately, none of my concerns or recommendations were addressed or included. Any motion I made in our meetings to revisit the item more appropriately at a later date was explicitly rejected by every member of the Board, who worked largely outside of public venues, with District staff, to fast-track the project.

I learned too late, as we all have now, that the entire project was basically a bait-and-switch to demolish our current District Office and clear the Public Land at Serramonte Del Rey for a privatization project that would ultimately be a lucrative deal for real estate developers, with marginal revenues for our District. The teachers' union leadership has sadly, aggressively promoted the real estate project in hopes of boosting staff salaries — though no financial data detailing how this would work has ever been publicly presented. I understand the despair of being a low-paid teacher in public education. I do not understand the desperation in selling schools as real estate without a price — or any prior negotiation or public input around that. In addition, the

rest of the Board has blocked any public discussion of this financial data — even ballpark estimates. None of it adds up.

What some members of the Board have consistently asserted is that they believe I voted for this project — this assertion is not true, and extremely misleading. The project changed direction several times, without my knowledge. If I had known that these projects were centered on setting up a real estate deal for private developers, I would have protested it publicly from the start. None of that information was ever disclosed, discussed or voted on until earlier this year.

It seems that Board members are claiming that there is a loophole in the vague language of our bond measures that can allow for private developers to build on district school property. If this is true, it is a loophole that I did not catch, because apparently, when it came to their planning behind closed doors, I was intentionally left out of the loop (which I began to suspect over time, and have confirmed with recently disclosed emails I was not privy to; we have the receipts). Even if this is ultimately possible, it is shameful and deceitful to exploit that vague clause and pursue that course in the name of profit. I should note that I still question the assertion that the bond money that our community voted for can be used as a basis for relocating school district facilities to launch a market-rate, luxury real estate development on school property — with little to no community benefits proposed.

In fact, as shocking as it is, according to Board members' comments in recent meetings, this is apparently what they had planned from the beginning — though the bond measure language does not reflect that. To ask the community for bond money for our students just so they could jumpstart a private business on school property sounds relatively illegal to me. Even if it is technically legal, we have to consider the questions that come with the

thought of selling or leasing away school district land that we would ostensibly never see used for public education in our community again. Here are some of the questions that I and community members have raised:

Even if these projects are legally possible and are approved by a majority of the Board, at what cost would school board members even want to consider this path? Why would teachers want to basically give away district land, just for a raise? How can we deem school property as "surplus property" with so little space here in the SF Bay Area, and in one of the most crowded cities in the state of California, right next to San Francisco? What about the educational needs of future generations of students and families in our community? How do luxury apartments help anybody struggling to pay the rent in a city with roughly half of its residents being renters, and earning low incomes, with one of the lowest minimum wages in the Bay Area?

What little information I did receive prior to Board actions, including votes on items pertaining to consultants to continue doing their work, was included in vague updates included in a non-public internal memo called the Weekly Recap. I later learned that none of these updates reflected the full depth of discussion and actions taken by Board members and District staff with consultants and developers outside of public meetings — directions which I never approved of. On occasion, some updates in the memo amounted to administrative hearsay. I have recently read disclosed email correspondence via the Public Records request that confirms this.

More importantly, I have had to repeatedly ask and ultimately demand that videos of our public meetings discussing these matters be posted to YouTube when other Board members have explicitly directed District staff to not disclose them. This has been a very slippery slope for public officials seeking to hide from public engagement online during the pandemic; Board

members have actually expressed publicly that they don't want people to show up to our meetings, particularly with reference to this project. If public officials would rather conduct business in private, they should seriously reconsider their ability, roles, responsibilities and place in the public arena. Democracy can be complicated, but this is not; the people have a right to know, a right to speak and a right to be heard.

The official plans for the luxury apartment SDR Expansion Project and District Office relocation to Westmoor Park were presented this year, in 2021. I have voted to revisit or reject these items with a No vote every time. As I started increasingly asking questions about these processes at our public Board meetings, I was abruptly shut down, voted down and even censored at meetings. At one point, the Board attempted to hold a vote to prevent the consultants from even answering my questions, live, in the middle of a recorded meeting. When I called attention to the need to consider the environmental impacts of these projects, Board members asserted that parking lots were more important in our community, and at one point, even laughed at the notion of Earth Day in this discussion. Yes, it's all on YouTube. Feel free to check the timeline for official video clips and documents of public information that outline the process.

At this point, the debate over these projects is not over. You still have a voice and a say in this process — no matter what some may say. We cannot afford to stay the course and risk losing the last of our public lands in the Serramonte and Westmoor areas. Don't believe anyone who says it's a done deal. This is a bad deal — and if we are looking at any deal, it should reflect the tenets of the Green New Deal, which has been readily adopted into current and proposed legislation at the federal level, acting as the basis for our national and statewide plans for recovery through the pandemic, wildfires and various natural disasters directly linked to climate change. As

disappointing as it is to see how my colleagues have conducted themselves in public service, their political choices cannot define the voice of our community.

Disappointingly, even local union leadership has echoed the talking points of the real estate lobby in recent months, including presenting threats around election endorsements. Disgraceful as that is, my responsibility remains with the people in our community — primarily our students, the youth, who — along with our Native, Indigenous community and environmental nonprofit organizations — have also spoken out publicly about these projects. It is our job and oath as democratically elected public officials to defend and promote public service with full engagement of our community.

Fast-tracking luxury real estate is a lost cause, a race to the bottom. High-income people do not need more options; that literally helps nobody. At this moment, it is our primary duty to help our community heal and recover first — here in Daly City, the Bay Area, statewide, nationally and globally. We can build something else, something better — but first we have to stop, reflect and reimagine what that is — together. The future is never set. Most of it is up to us to leave to the next generations. We have to trust their voices. When they have a chance to be that change, they are, and it is always for the best. And then, we can truly define what it means to build back better.

Daly City | Serramonte Del Rey | Westmoor Park | Gentrification | Green New Deal



Written by Nick Occhipinti

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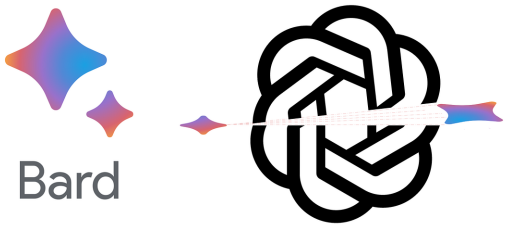

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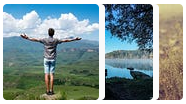

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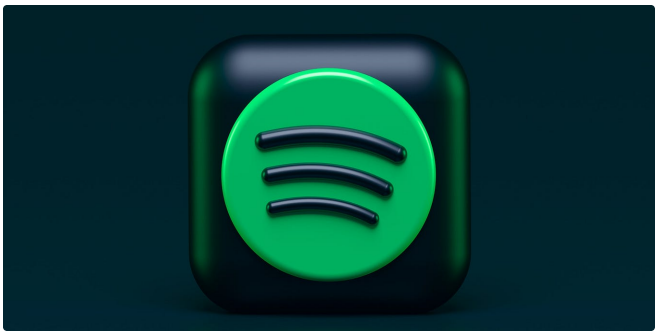

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Public housing and the legacy of segregation

Feedback

Susan J. Popkin

August 19, 2013



Fifty years after the March on Washington, we are still dealing with the legacy of the federal government's decision to permit local housing authorities to build huge public housing developments in poor, black communities.

As my colleagues and I discussed in our 2008 book, *Public Housing and the Legacy of Segregation*, the consequences of this decision were disastrous for both residents and

communities. Instead of offering poor, African-American families decent housing and new opportunities, public housing helped reinforce patterns of concentrated poverty and racial segregation.

The original motivation for building this housing was to alleviate poverty—to clear slums and provide decent, affordable places to live. Much of this housing was intended for the many African-American families who had made their way north as part of the Great Migration and were now crowded in tenements that lacked basic facilities—running water, flush toilets, and reliable heat.

Initially, it seemed like these new developments might live up to their promise. In St. Louis and Chicago, the opening of high-rise developments like Pruitt-Igoe and Robert Taylor Homes were greeted with great fanfare, touting the modern, clean apartments.

Feedback

But these developments were built in already poor, racially segregated communities. Chicago and Washington, D.C. constructed new highways and train lines that cut residents off from the rest of the city. These "modern" high-rises quickly became national symbols of the failures of the War on Poverty, suffering all the ills of chronic poverty and disadvantage: female-headed households, high rates of unemployment, low levels of education, shocking levels of physical and mental illness, and most of all, overwhelming drug trafficking and violent crime. After just 15 years, the St. Louis Housing Authority declared its showplace Pruitt-Igoe uninhabitable; film of the 1975 demolition of the homes made the national news.

Many factors contributed to the failures of public housing in the United States.

- Poor design and construction coupled with ineffective management meant that the buildings quickly deteriorated.
- The large numbers of multi-bedroom units meant that the properties were dominated by big families, creating an "unnatural" adult-child ratio that contributed to vandalism and disorder.
- The Department of Housing and Urban Development (HUD) failed to provide adequate funding for operations, prompting housing authorities to hike tenant rents, driving out those who could afford better options.
- The Brooke Amendment, passed in 1969, capped rents at 30 percent of tenants' income and provided operating funds, but made public housing less attractive for working

families with higher incomes.

- The Reagan administration, under pressure to do something about the rise in homelessness, gave homeless families and individuals priority for public housing.
- As conditions deteriorated, families who could afford better options fled, leaving behind a population increasingly dominated by the poorest and most vulnerable families.

The transformation of public housing that began in the 1990s with the HOPE VI program has led to the demolition of much of the worst housing. New mixed-income developments constructed with today's best design principles have replaced dilapidated properties in many cities. And the Section 8 voucher program has offered poor families the opportunity to find housing in the private market, sometimes even providing assistance with finding housing in areas that should offer greater opportunity—better schools, parks, and access to jobs.

Feedback

But, while these efforts mean that many residents are now living in better housing in safer neighborhoods and have a better quality of life, even the most ambitious efforts have done little to help lift these families out of poverty. As we concluded in our book, until we as a nation are willing to have an honest conversation about the legacy of racial segregation in public housing, these families are likely to continue to be left behind.

Public housing photo from Shutterstock

RESEARCH AREAS

Race and equity | Housing

TAGS

Federal housing programs and policies | Poverty | Infrastructure | Housing markets | Federal urban policies | Racial segregation | Housing affordability | Housing subsidies | Inequality and mobility | Racial barriers to housing | Structural racism

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Daly City school district looks to boost funds by developing surplus land

By Ida Mojadad
Dec 28, 2021

1 of 2



The Serramonte del Rey project site in Daly City would build 1,100 units of housing with 10% designated as affordable,...

One Daly City school district has a different approach to raising badly needed revenue: Build predominantly market-rate housing on district land and reap part of the profits.

School districts have increasingly turned to their surplus land to either sell or build housing for their teachers and other educators to help stabilize their workforce, as well as school finances. Jefferson Union High School District, which encompasses Daly City and part of Pacifica, is looking

to tap its extra land for a large residential development that goes beyond educator housing. But critics say if a past venture is any indication, the funds gained for the school district could be underwhelming. At the same time, affordable housing in the area could be farther out of reach for local residents. Moreover, the controversial project would remove a swath of green space in a city that has little of it now.

The proposed project known as Serramonte del Rey would build 1,100 units of housing with just 10% designated as affordable, not including its 122-unit building for educator housing already approved and under construction. The district has not yet said how much money the project would bring.

It has the enthusiastic approval of the district's teacher's union and its students who are desperate for stability in the classrooms, assuming the increased revenue goes toward salary raises. The district argues the Serramonte del Rey development is necessary because Jefferson Union is one of the least-funded high school districts in San Mateo County, losing about 25% of its staff annually.

District officials say building on the 22 acres of land at Serramonte and Callan boulevards, across from the Serramonte Center shopping mall, would bring much-needed revenue. It would mean there would be no need to ask residents to vote on another parcel tax to be paid by property owners.

Tina Van Raaphorst, Jefferson Union's associate superintendent of business, estimates annual profits would be in the millions after the housing is built out in 10-15 years. A developer has not yet been publicly identified or a deal struck.

"The necessity (to build) has really come about due to the lack of funding for education overall," said Kalimah Salahuddin, who sits on the Jefferson Union Board of Trustees. "If someone can show me another way to do this and make money for the school district without having to raise property taxes, I'd be for it. We've done this in the past."

Jefferson Union is in the unusual position of not only pursuing a market-rate housing project but also having completed a similar project. The district enlisted a developer in 1985 to turn district land into what is now known as Serramonte Ridge Apartments and receives 25% of the profits, according to the city planning document at the time.



The Serramonte Ridge Apartments in Daly City, another Jefferson Union High School District venture, did not live up to its promise, critics say. (Craig Lee/The Examiner)

Last year, Jefferson Union received $1.2 million from the property and $19.6 million over the past 16 years, which is as far back as the district's financial system shows. To put that into context, the yearly revenue amounts to about 1.8% of its $67.5 million annual budget, financing the equivalent of about 12 teachers of its 260 credentialed staff each year, according to Van Raaphorst.

Serramonte Ridge brought 396 units to Daly City, 20% of which were required to be affordable. But that requirement expired in September, leading to rent increases in affordable units, just as debate raged over Serramonte del Rey. The units will eventually transition to market rates.

Opponents of the Serramonte del Rey project point to Serramonte Ridge as a district venture that did not live up to its promise.

"It clearly was not a long-term sustainable investment that could sustain our district financially," said Nick Occhipinti, a Jefferson Union trustee who opposes the new project. "If the question is: should we do it again? The answer is clearly no and, at the very least, not with this plan. What we need is an alternative and it needs to come from the community."

The project contains no guarantee about how long some units will remain affordable.

The Housing Leadership Council of San Mateo County, a nonprofit network that aims to increase housing, backs the project and is not pushing for a higher or specific affordable housing percentage. But the group, whose board includes Salahuddin, wants the project to partner with a nonprofit developer or operator for the affordable housing portion to ensure it remains as such indefinitely.

“We want to see a proposal that provides deeply affordable housing as well as revenue to the school district,” said Leora Tanjuatco Ross, the Housing Leadership Council’s associate director and board member of housing advocacy group YIMBY Action. “We’re supporting as many homes as are financially feasible to make it happen.”

But Serramonte del Rey, as proposed, has angered community members seeking to protect rare green, recreational space in Daly City. A beloved community garden onsite, whose produce, users say, goes to food pantries, would be moved and considerably shrunk. And to make space for the development, district offices currently located at the site would relocate to Westmoor Park, a dilapidated but frequented green space for nearby residents lacking other options.

The Daly City City Council postponed approval of the project twice, citing concerns over the affordable housing component, and will revisit the project at its Jan. 10 meeting.

District officials have maintained the current proposal is the only way for the project to yield profits that will benefit the district.

However, Landis Graden, who assists Bay Area school districts in developing surplus land into workforce housing or selling the land through his real estate firm DCG Strategies, called the market-rate approach atypical.

“Market-rate housing doesn’t really do anything but exacerbate the local housing crisis in the community,” said Graden. But, he added, “The ability to have a balanced approach depends on the ability to cover costs. With market rate, it’s a higher probability you can cover the cost of construction.”

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Protesters to Take Stand Over School District Plans to Remove 20-Year-Old Daly City Community Garden

CBS NEWS BAY AREA

FEBRUARY 13, 2022 / 9:34 AM / CBS SAN FRANCISCO

DALY CITY (BCN) -- Community members plan to gather Monday afternoon at Daly City's City Hall to protest plans by the Jefferson Union High School District to remove a 20-year-old community garden to redevelop the Serramonte Del Rey neighborhood.

The school district plans to replace outdated district facilities with faculty and staff apartment housing and will eventually develop the site at Serramonte Boulevard, Campus Drive and Callan Boulevard with six buildings, including one up to 14 stories tall. Plans call for a walkable, bikeable neighborhood with shopping parks and nature trails.

The district sees the project as a future revenue stream and plans to include a community garden in the new space.

The group 4DalyCity will gather at 4:30 p.m. Monday to protest the project. The City Council approved the preliminary plan on Jan. 10, the district said.

Organizers said The Mystic Garden was started as part of a therapeutic school garden project and is a source of "great public benefit and community pride." An online petition to save it has more than 4,200 signatures.

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obstruct coastal ridgeline views and damage a ridgeline above the garden that ts from coastal fog and wind.

d Indigenous people are fighting to defend their lands it is extremely reckless of ceded Ramaytush Ohlone Land to add to the concrete jungle which is so-called green spaces we have in our city not only for us, but for the generations after us,"

the group said in a press release. "We believe in our local teachers being paid more along with the funding of our schools, but we cannot support a development that entails demolishing our community garden."

According to a district FAQ on the project, the current district facility has almost no green space outside of the community garden. The district said the new development will double the amount of green space, add a playground, and create "a true community garden."

However, protest organizers point out that it's unclear how a few garden plots will come close to replacing up to 1,000 trees and hundreds of plants.



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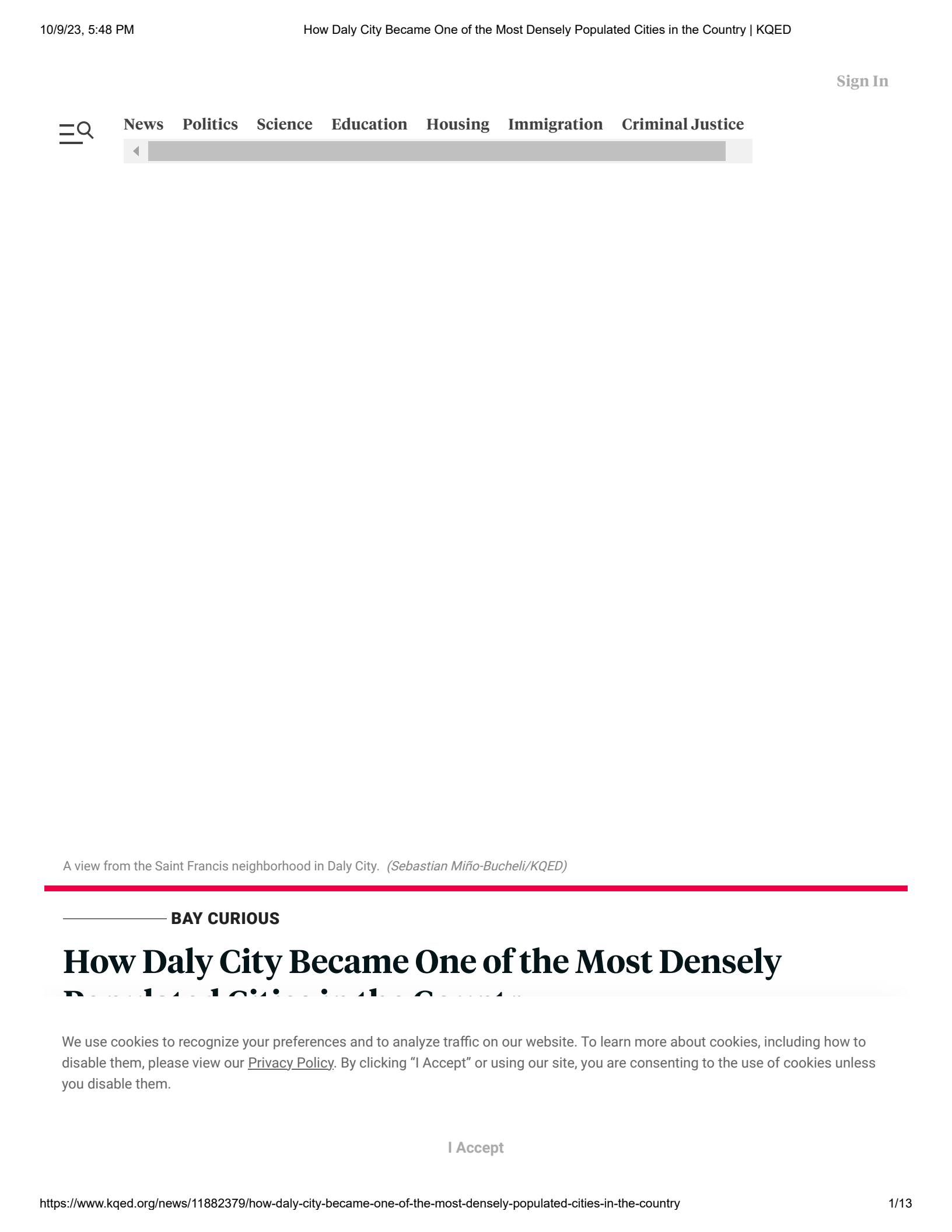

A view from the Saint Francis neighborhood in Daly City. *(Sebastian Miño-Bucheli/KQED)*

BAY CURIOUS

How Daly City Became One of the Most Densely Populated Cities in the Country

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In Daly City, looking down a block of manicured lawns and "cookie cutter houses," it's easy to feel like you're in the heart of suburbia. That's why listener Nick Crescenzi was surprised when a few years ago he read that Daly City is one of the densest cities in the country.

Nick, who works for the city's parks and recreation department, wanted to know how this suburb, with its malls, cineplex and drive-through restaurants came to rank alongside places like Boston, Chicago and, yes, San Francisco, in terms of the number of residents per square mile. According to a 2015 analysis of U.S. cities with populations over 100,000 people, Daly City is the 6th most densely populated.



Bay Curious is a podcast that answers your questions about the Bay Area. Subscribe on Apple Podcasts, NPR One or your favorite podcast platform.

The answer leads to a history unknown to many who haven't lived it, or to those who mistakenly choose to brush Daly City off like a B-side of a chart-topping single. And perhaps most importantly, the history shines light on some of America's cruelest policies.

Smaller Lots but Lots of Them

Daly City came to be densely populated for four main reasons, says Tatum Mothershead, director of economic and community development for Daly City: A relatively high percentage of land in Daly City is used for housing; on average, families in Daly City have more people in them than families in other places; the average lot size in Daly City is small; and lastly, the architecture of the homes that were built.

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Those rows of houses are said to have inspired Malvina Reynolds' anti-conformity song, "Little Boxes."

The average lot size for a house in Daly City is well below that in the rest of San Mateo County. If you drive down Mission Street, through the neighborhood that long-time residents call "Top of the Hill" and take a left on any of the side streets, many of the houses you'll see are either connected or within an arm's length of one another. Most of those residences were built before World War II, and on lots around 2,500 square feet.

Even when Daly City expanded in the the post-World War II housing boom, Daly City's parcel size stayed small, in large part because of the success of a housing developer named Henry Doelger.



For decades, a homeowners association enforced limits on the type of exterior changes that could be made to houses in Westlake, including what kind of trees

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"Henry Doelger was a very smart man and he could see the World War II housing boom coming," says Rob Keil, author of the book "Little Boxes: The Architecture of a Classic Midcentury Suburb," which was also made into a movie.

Doelger built a lot of military housing — very quickly — in the Bay Area during World War II. He also built about 11,000 homes in San Francisco, largely in the Sunset and Richmond districts. There's even a section deemed Doelger City, and Herb Caen, the former San Francisco Chronicle columnist, jokingly called the city's western coast line "the white cliffs of Doelger." But land in San Francisco was starting to be in short supply and Doelger was able to secure 1,350 acres of land just to the south of the city for a good price.

There, Doelger aimed to build Westlake, a city unto itself, that would be affordable for first-time homebuyers.

"From an economic standpoint, you obviously want to build as many homes on a piece of land

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A view of Westlake while under construction, near the intersection of Higate Drive and Southdale Avenue. The undeveloped area would become Westmoor High School. *(OpenSFHistory / wnp25.6643)*

In Westlake, Doelger gave people *juuust* enough room for a lawn and a bit of privacy. But not much.

"The lotting size attributed to the homes that Doelger built ... was 3,300 square feet, which is still significantly smaller than what we're seeing in other communities down the peninsula," says Mothershead. The tendency toward smaller parcels was continued by developers like the Gellert Brothers who began building in Daly City after Doelger.

As decades passed and Bay Area wealth grew, houses and their yards did, too.

"It's pretty typical that some of our neighboring communities have lots that are 5,000 square feet or greater," Mothershead said.

But 40% of Daly City's housing stock was built before 1950, before a super-sized McMansion was even something one might aspire to.

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A house in Daly City's Westlake neighborhood. *((Sebastian Miño-Bucheli/KQED))*

The nickname "The Henry Ford of Housing" was given to Doelger because he created so many ways to streamline the building process, saving himself time and money. Those innovations, coupled with the small houses and yards, allowed Doelger to make high-quality houses that first-time buyers could afford ... but that still made him a profit.

Doelger's innovations ran the gamut, from process to plumbing.

Waiting for trucks to be fixed could stall operations, so Doelger included a car repair shop in his operations. He built with redwood, but to keep costs down, he put his own lumber mill on what is now John Daly Boulevard. That mill would cut wood into pre-labeled components that were delivered straight to the worksites, where workers could start framing houses right away. Doelger even manufactured his own windows and doors.

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Today The Boulevard Cafe sits on the location where Henry Doelger built a former lumber yard to help streamline the construction of the Westlake subdivision. *((Sebastian Miño-Bucheli/KQED))*

The quest for efficiency carried into the floor plans that Doelger created. He was one of the first West Coast developers to use sheetrock, and because sheetrock came in 8-foot pieces, Doelger rarely incorporated ceilings that were taller than 8 feet high.

Bathrooms shared walls with kitchens to centralize a house's plumbing, a big cost cutter, says Keil. And the houses were "designed in such a way that they were easy to build."

Those easy-to-build floor plans often put all of the living space upstairs while the downstairs remained open as a basement or a garage. That design, in turn, contributes to how Daly City became so densely populated (and to the city's propensity for garage parties).

"Over time, people were finding that they could add habitable space at the ground floor level and they could do it for a very low cost," says Mothershead. "You can drive by a modest-looking house in Daly City and, you know, it probably doesn't look any different than a home

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A City Within a City

Doelger's vision for Westlake was much grander than what he had built before; he imagined a city within a city, and in many ways delivered on that idea.

"There was a bank, there was a post office, there were grocery stores," says Keil. "All the stuff was planned in advance so that the people who moved in right from the beginning had access to these things."

Doelger planned for parks and schools, and an outdoor shopping mall, a novelty at the time.

"If you lived out there, you were not in no man's land," says Keil. "You could go out and buy things you needed and not have to travel into San Francisco."

Soon, Daly City was getting noticed.

The Ladies' Home Journal magazine put it on its list of Top Ten Suburbs in America in 1975. Its schools were designed by architect Mario Ciampi and were featured in LIFE magazine. Community gatherings were held at the mall. Though many architects derided Doelger's designs, his attention to detail shone through — and still does — when one walks through Westlake. The corner windows, slanted roofs, detailed facades — buyers loved it all.

White buyers that is.

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A Westlake entry sign near Eastgate Drive and John Daly Boulevard. Black, Indigenous and other people of color were banned from owning houses in Westlake, as in most suburbs built during the post-World War II housing boom. *((Sebastian Miño-Bucheli/KQED))*

Discrimination by Law

"The federal government required Doelger not only to refuse to sell homes to African Americans, but to put a clause in every deed that prohibited the owner from reselling to African Americans or renting to African Americans," said Richard Rothstein, author of "The Color of Law," on KQED's Forum.

A lot of "The Color of Law: A Forgotten History of How Our Government Segregated America" is devoted to housing policy, with post-war housing developments like New York's Levittown and Daly City's Westlake serving as Rothstein's evidence that federal policy — not personal preference or economic differences — is largely what segregated America.

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"The only way someone like Doelger could have gotten the capital to build that subdivision was by going to the federal government and getting a guarantee loan," said Rothstein. And that was true for almost any developer who wanted to build on a large scale at that time.

In "The Color of Law," Rothstein discusses two attempts to build integrated housing developments in the Bay Area, one by the writer Wallace Stegner and the other by a local union. Both failed, Rothstein writes, as just about all attempts to build integrated housing did.

Other than architect and developer Joseph Eichler (the subject of another Bay Curious episode), Keil doesn't know of a housing developer who would sell to buyers of color. He adds that discrimination was so prevalent that even Willie Mays, the beloved Say Hey Kid, was barred from buying a house in San Francisco.

Racist policies not only kept families of color out of suburban neighborhoods like Westlake, they blocked families of color from one of the most consistent ways to build wealth in America.



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Rothstein notes that white families that bought homes in the mid-20th century used their equity and earnings to great advantage: "They used it to send their children to college. They use that to take care of emergencies and they use it to bequeath it to their children, who [use it for] down payments for their own homes. African Americans were explicitly denied those opportunities by federal government, not by banks, but by federal government in the mid-20th century."

Eventually, in 1968, the Fair Housing Act outlawed denying housing to someone based on their race.

Next week on the Bay Curious podcast, we'll look into how Daly City went from a predominantly whites-only population, to having a thriving Filipino community.



What do you wonder about the Bay Area, its culture or people that you want KQED to investigate? Ask Bay Curious.

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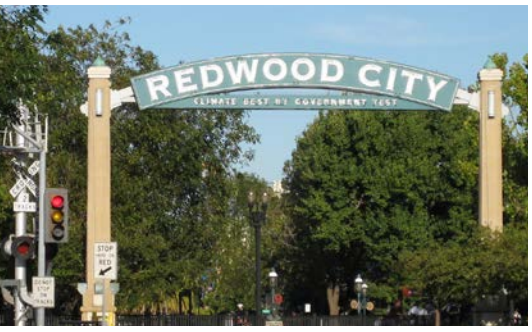
on Gentrification and Displacement in the San Francisco Bay Area



















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at the Institute of Urban and Regional Development

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The Center for Community Innovation (CCI) at UC-Berkeley nurtures effective solutions that expand economic opportunity, diversify housing options, and strengthen connection to place. The Center builds the capacity of nonprofits and government by convening practitioner leaders, providing technical assistance and student interns, interpreting academic research, and developing new research out of practitioner needs.

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Executive Summary

As regions across California begin to implement their Sustainable Communities Strategies (SCS) in compliance with Senate Bill 375, communities are increasingly concerned about how new transit investment and related infill development will affect the lives of existing residents, particularly low-income communities and communities of color. Locals are likely to benefit from improved mobility, neighborhood revitalization, lower transportation costs, and other amenities that spill over from the new development (Cervero 2004). However, more disadvantaged communities may fail to benefit, if the new development does not bring appropriate housing and job opportunities, or if there is gentrification and displacement of low-income and/or minority residents (Pollack, Bluestone, and Billingham 2010; Chapple 2009).

In 2009, we conducted a study on neighborhood's susceptibility to gentrification in the San Francisco Bay Area (Chapple 2009). In it, we quantified the impact of a diverse set of variables on neighborhood gentrification, finding that proximity to transit significantly predicted a neighborhood's later turnover and gentrification, which has been supported by more recent research as well (Pollack, Bluestone, and Billingham 2010). These finding are further supported by research linking proximity to transit with a property value premium of between 3 and 45% (Cervero and Duncan 2002b; Cervero and Duncan 2002a; Hess and Almeida 2007).

This research seeks to explore more closely the phenomena of gentrification and displacement in the San Francisco Bay Area, in an effort to better understand, predict and possibly prevent residential displacement. This report summarizes a year's worth of community-engaged research involving case studies on gentrification and displacement pressures in nine neighborhoods across the Bay Area. We utilized mixed methods of quantitative data analysis, stakeholder interviews, and field observations to better characterize the various types of changes and pressures being experienced in diverse neighborhoods across the Bay Area.

The San Francisco Bay Area

The 9-county Bay Area is one of the most expensive and challenging housing markets in the country. With over 7 million inhabitants, over a quarter of Bay Area households meet the Department of Housing and Urban Development's definition of severely housing burdened, dedicating more than 50 percent of their income to housing. Four of the ten most expensive counties in the United States are located in the San Francisco Bay Area, where minimum wage workers would need to work 4.7 full time jobs to afford a two-bedroom unit (Arnold et al. 2014). The recovery from the Great Recession, combined with a booming technology sector in Silicon Valley have resulted in rapid job growth at the top and bottom of the wage scale while the middle continues to shrink. Over a third of Bay Area workers earn less than $18 per hour, which is especially troubling in the Bay Area because of the high cost of living (Terplan et al. 2014).

The continued growth at both ends of the income range will place even more pressure on the region's housing market and transportation systems. Although planned new transit facilities will help to accommodate much of the population growth, they also present a challenge. Researchers generally agree that new transit investment will bring higher property values to the surrounding area (except in the immediate vicinity of the transit station). This could spur a process of gentrification, which will be beneficial to some – but not to those who cannot bear rent increases and are forced to leave the neighborhood.

By examining nine diverse Bay Area communities in depth, this report provides planners, advocates and city leaders with a rich understanding of how gentrification proceeds, as well as what features encourage displacement and what policies slow it.

Outline of the Report

This report proceeds as follows: In Chapter 2 we outline the methodology used for case study site selection, data analysis, and community-engaged research methods. The heart of the report is found in the individual case study chapters 3 through 11, divided into three groups according to the nature of change in each neighborhood:

Section 1: Neighborhoods Long Experiencing Pressures of Gentrification and Displacement

Chapter 3. San Francisco's greater **Chinatown** neighborhood has witnessed years of housing pressures. In part due to strong community organizing and planning restrictions, the core of Chinatown has stemmed the tide of gentrification and displacement, yet the greater area including the neighborhoods of Polk Gulch and parts of North Beach have witnessed significant change and loss of Asian households since 1980.

Chapter 4. Perhaps the icon of gentrification and displacement, **San Francisco's Mission District** has been the site of active community organizing for decades, which has perhaps maintained more affordable housing and minority-owned businesses than would otherwise be there. But the pressures that began during the dot com boom continue, as more and more industrial land shifts to high-end residential uses.

Section 2: Places Currently Undergoing Rapid Neighborhood Change

Chapter 5. Years of city planning and redevelopment around **San Jose's Diridon Station** have transformed the area into an affluent urban neighborhood, which is witnessing rapid development supported by the City's vision to create Urban Villages. Recent activism around the Station Area plan has reignited the call for affordable housing, yet it remains to be seen what funding will be available in this post-redevelopment era.

Chapter 6. The neighborhoods surrounding **North Oakland's Macarthur Bart Station** have undergone rapid demographic and physical change, associated with both its proximity to revitalizing commercial districts, affluent neighborhoods, and transit accessibility.

Chapter 7. As an immigrant gateway in the city of **Concord, the Monument Corridor** was severely impacted by the Great Recession. However, its proximity to the BART, as well as the active planning and downtown redevelopment efforts of City government, have resulted in active speculation and displacement of low income and Latino residents.

Chapter 8. In the heart of Silicon Valley, leaders of **Redwood City** are trying to redevelop the once nearly abandoned downtown to create an active job and housing center. Yet this planning and growth nearly ignores the needs of future low income workers and existing residents of surrounding neighborhoods, resulting in an acute risk of exclusionary displacement.

Section 3: Communities Vulnerable to Gentrification and Displacement

Chapter 9. The **Canal neighborhood** of San Rafael in the wealthy county of Marin continues to serve as a point of entry to immigrant communities, specifically of Latin American origin. The substantial stock of low quality multi-family housing, significant overcrowding, as well as the physical separation (i.e., highway and industrial/commercial land uses) has stabilized the neighborhood for the time being.

Chapter 10. The City of **East Palo Alto** was established on the principles of protecting housing of lower income communities of color in the affluent Silicon Valley. These principles have translated to some of the strongest tenant protections in the Bay Area, preserving the affordability of the community. Yet continued high income job growth combined with the lack of new or affordable housing in surrounding communities suggest growing pressures already felt by the community.

Chapter 11. A historically African American community, established during WW II, the unincorporated **Marin City** houses over half of its residents in subsidized housing. Despite being surrounded by affluent communities of Marin County and restricted in growth because of the County's value of preserving open space, Marin City continues to be home to low and moderate income families even after racial and demographic shifts.

Key Themes from the Nine Case Studies

Although the overall Bay Area exhibits many of the characteristics that scholars have documented in their studies of gentrification and displacement, we found wide variability in the nine case studies we explored and some contradictions of the basic underlying assumptions about these processes. Below we summarize our findings across the nine case areas, highlighting specific examples to illustrate seven key findings:

1) In contrast to how gentrification is discussed in the media and modeled in quantitative studies, it is not an endpoint that happened or didn't, but rather a complex, multi-stage process.

2) Researchers and practitioners alike often regard the relationship between gentrification and displacement as linear and sequential, yet in many of our cases we found that displacement precedes gentrification and that the two processes are often occurring simultaneously.

3) Due to data limitations, the literature on gentrification and residential displacement frequently is restricted to 4 to 13 year periods. However, the process of neighborhood change can often take much longer often preceding what is perceived to be rapid change felt in very hot real estate markets.

4) On average, roughly 15% of Americans move each year. There are many reasons for people to move and it is therefore often desirable for researchers to separate voluntary moves from involuntary moves. Yet, we found in many of our cases that such a distinction is nearly impossible to discern, making such dichotomies in quantitative research somewhat useless.

5) Due to analytical complexities, gentrification is often studied as a neighborhood phenomenon. Yet our research shows how the pressures of the housing and jobs market function at the regional scale, making an expansive lens particularly useful in understanding the processes of neighborhood change.

6) Despite continued pressures and much anxiety, many of the cases have shown remarkable stability. We explore some of the housing policy, community organizing, tenant protections and planning techniques used in the Bay Area that appear to have been somewhat successful in mitigating the pressures of gentrification and displacement.

7) The impact of public investment, particularly transit investment, on gentrification and displacement is not well understood. Although this study lacked the data on investment timing needed to ascertain the precise relationship between public improvements and neighborhood change, our research suggests that not just the investment itself, but also planning for the investment, can accelerate processes of displacement.

1. Gentrification as a process not an end-point

From the outset of this research our advisory committee, consisting of housing policy experts around the Bay Area, insisted that the ways in which gentrification has been conceptualized and modeled in the literature was wrong. "Gentrification is not an on-off switch" one of our committee members told us. Instead, they argued, it is a multi-stage process that may not be easily captured or discerned from the data. Taking this into consideration, we set out to analyze existing demographic and housing datasets. To gather initial feedback on our findings, we held a workshop with our community partners and advisory committee. Kicking off the workshop, a researcher from our team showed data for the Monument community in Concord, CA – a low income, Latino community living proximate to the train station and downtown. We showed data that demonstrated a reduction in income, educational attainment, and home sales price among other key indicators of neighborhood change. In the presentation, the researcher noted "this place shows little signs of gentrification" a statement that put many of our community partners in a state of unease. How could we discount the current housing pressures they argued? Concord was a place that was being actively primed for gentrification by the City and local property owners – therefore, they argued, we need to redefine how we see the place. What we saw as neighborhood decline they saw as an early stage of gentrification.

This view that Concord may be experiencing an early, or pre-gentrification phase, was in fact later validated by interviews with key informants. One landlord, for instance, told us that his building's proximity to the BART commuter train station was useful for "catering to the laptop crowd," that commute to work in San Francisco. He even boasted how he "got rid of… the 99% Latino" population that formerly lived in the complex, which he plans to convert into condominiums and sell once the market picks up again. Similarly, activists in the area report that following several years' worth of advocacy to improve walkability along the Monument Corridor in Concord, they are beginning to learn about active speculation and property flipping happening in the area, as property owners begin to capitalize on public improvements there.

Many of the other cases that we chose were similar to Concord in this regard. Furthermore, reorienting our understanding of gentrification as a process and not necessarily an end helped us to see places that are usually considered to be already gentrified (e.g., the Mission) as further along in the process but not necessarily at an end point as they continue to undergo a process of displacement and change.

2. Reframing the relationship between gentrification and displacement

Much of the academic literature as well as popular media frames the relationship between gentrification and displacement as a linear one: a neighborhood is disinvested and property values decline, it becomes attractive for its amenities or location, the difference between the rents property owners receive and the amount at which they can sell (e.g., the rent gap; see Smith (1987)) increases, higher income households and investors begin to value the neighborhood and start moving in and buying up property, and eventually the pre-existing community of low income households and people of color are displaced from their neighborhoods of origin. While this may certainly be the case in some neighborhoods, the linear relationship between revaluation, gentrification and displacement does not hold true for all the neighborhoods we studied, some of which instead witnessed this process in reverse.

The idea that displacement can in fact precede gentrification is not a new concept. In their seminal framing paper on displacement in 1978, Eunice and George Grier distinguish between disinvestment displacement and reinvestment displacement: "unrelated as they seem, these two conditions of displacement may be successive stages in the cycle of neighborhood change" (Grier and Grier 1978, p.3). Similarly, Peter Marcuse argued that when looking at the relationship between gentrification and displacement one must first consider the disinvestment of urban neighborhoods and subsequent displacement, which makes land ripe for investment with gentrification of "vacant" land. From this perspective gentrification can happen long after disinvestment-induced displacement (Marcuse 1986). On the other hand, investment-related displacement can also precede gentrification, a case made very clear during Urban Renewal and decades of Redevelopment.

Three of our cases that present early stages along the gentrification spectrum show signs of both disinvestment- and reinvestment-related displacement that precedes the types of demographic and physical changes characteristic of gentrification. For instance, stakeholders in the Canal area of San Rafael discussed the active disinvestment of landlords that often leads to displacement, while residents of public housing in Marin City face similar experiences, albeit from government disinvestment in public housing. In Concord, residents are witnessing both disinvestment- and reinvestment-related displacement simultaneously as discussed above, and all the communities studied are likely years away from being classified as gentrified according to their demographic characteristics. Similarly, and as will be discussed in the next section, San Jose's Diridon Station Area underwent significant redevelopment and displacement decades before the current housing boom and demographic shifts. Nearly all of our cases displayed these types of processes, and some in fact are currently experiencing the commonly recognized gentrification-induced displacement. Therefore, these processes are neither linear nor mutually exclusive, and it therefore takes a reframing to be able to capture the full scale of the processes.

3. Extending the time horizon of neighborhood change

Often popular media and residents describe gentrification as change occurring at a rapid rate – property values rising, people selling homes, and longtime residents moving out can feel like it's happening overnight. Yet, the neighborhood change narratives told by our

CBO partners and stakeholders often extended back decades, frequently referencing the historic actions of Cities and their Redevelopment agencies that displaced vibrant, albeit low-income, communities as well as the active disinvestment of the private sector.

One example of this can be seen in our case study of the Diridon Station area in San Jose. When we began the study, people looked dubious when we mentioned displacement in the area. People argued that few people actually lived in the vicinity of the station. This is certainly true when looking at the recent past. However, when extending our analysis to a thirty year timeframe, we saw in the data and archival analysis that considerable displacement preceded the current renaissance of the area. A pattern familiar to the model of Urban Renewal, in the 1980's the Redevelopment Agency made almost $2 billion in public investments, and devoted "nearly all its money and power," to an attempted revitalization of its downtown and surrounding areas (Terplan 2013). Redevelopment projects included construction of a convention center, a luxury hotel, expansion and construction of multiple museums, renovation and construction of parks and plazas, over 500 units of market rate and moderate income housing, and 1.2 million feet of new office space (Kutzman & Farragher, 1988) alongside the razing of a low-income Latino residential neighborhood totaling about 12 square blocks. The analysis of Census data also revealed the significant drop in population between 1980 and 1990 and the loss of approximately half of its housing units.

Ask any planner, developer or community activist and they will tell you that neighborhood change is a slow process that can take decades. Despite extensive recognition by practitioners and scholars alike, most research on gentrification and displacement to date has quantified it as change over a 10 year period or less, which may therefore significantly underestimate the magnitude of the problem. Peter Marcuse (1986) warned against such limited analysis that would underestimate the total number of displaced households when scholars ignore what he refers to as "chains" or cycles of displacement. These findings indicate a need to pay specific attention to the timing of public and private investments and disinvestments and the impact they have on communities over longer periods of time.

4. The false dichotomy of voluntary and involuntary displacement

Another key feature of contemporary studies of displacement and neighborhood mobility is the categorization of household moves as voluntary or involuntary. To many scholars (Freeman 2005; Ellen and O'Regan 2011), only involuntary moves can qualify as displacement (e.g., evictions). Furthermore, the voluntary nature of people's moves frequently enters into political debates about neighborhood change. In the Bay Area, scholars, activists, planners and many others debate these issues around the loss of low income and African American households from San Francisco and the simultaneous rise in the eastern cities in Contra Costa County like Antioch and Pittsburg, CA (Schafran and Wegmann 2012). Despite the obvious links and accounts of families moving east, many have argued that such moves are likely voluntary, resulting from a family's desires to move to the suburbs.

These issues have frequently emerged in our cases, especially when analyzing the loss of African American households. Our CBO partners, from diverse communities such as the public housing and entry homes of Marin City to the working class suburb of East Palo Alto, to the flatlands of Oakland, describe the loss of housing due to foreclosure or the simple inability to find nearby housing when normal life events lead to a move (e.g., having children). Communities in the South Bay, for instance, have shown that there is virtually no affordable housing in their communities, forcing residents to far out suburbs or to leave the Bay Area entirely. Despite what seems like a voluntary move perhaps because of childbirth or a desire for home ownership, many would argue that such decisions to leave their communities are anything but voluntary.
Again, we can hear the chiding from the early framers of displacement Eunice and George Grier (1978) who, despite using the term "forced" displacement, were careful not to equate it with involuntary. In fact, they conclude that:

> "For most residents to move under such conditions is about as 'voluntary' as is swerving one's car to avoid an accident. By the time the landlord issues notices of eviction, or the code inspector posts the structure as uninhabitable, few occupants may be left. Therefore we cannot define displacement simply in terms of legal or administrative actions – or even draw a clear-cut line between 'voluntary' and 'involuntary' movement." (p.3)

Similarly, in another early study of displacement, Newman and Owen (1982) argue that "low-income households who experience extremely large rent increases may technically 'choose' to move, but the likelihood that they had any real alternative is very small" (p.137). Perhaps above all, a household's motivation for moving is rarely known, making it particularly difficult to analyze. Although the National Housing Survey asking people's reasons for moving, the motivation is rarely known and can in fact be masked. For instance, in the case of the Mission we learned about the proliferation of tenant buy-outs that may seem voluntary on the books as tenants may be "choosing" to accept cash to move. However, the amount of actual choice in such decisions is up for debate. Furthermore, documenting the scale of this phenomenon is unknown. Although San Francisco has recently begun requiring landlords to register buyout negotiations with the City, experts believe what has been registered thus far to be significantly lower than actual buyouts. Furthermore, argues Sara Shortt of the Housing Rights Committee, "Too often tenants don't see [buyouts] as a choice or even a negotiated process" (Sabatini 2015).

From these cases we learned that although the distinction between voluntary and involuntary moves is conceptually sound, it is nearly impossible to analyze quantitatively and at scale. Some scholars have therefore eliminated the dichotomization of voluntary and involuntary displacement from their studies, either due to data limitations (McKinnish et al. 2010) or ideological disagreement (Atkinson et al. 2011), and have characterized displacement as the loss of any vulnerable populations including low income households, renters, and people of color among others. We employ a similar approach in the case studies presented in this report.

5. The value of the regional lens on housing markets and neighborhood change

From our complementary regional analysis of gentrification and displacement (Zuk 2015), we found that over half of Bay Area tracts are neither currently experiencing displacement nor are they at any significant risk of doing so in the near future. Yet, the prevailing narrative in strong market regions is that large swaths of their center cities are "at risk" for gentrification. Is it only a matter of time before the others "switch on"? Or is the dominant narrative being driven by extreme cases (e.g., the Mission)?

Although our regional analysis attempts to identify characteristics that had in previous years led to gentrification and displacement, for instance, proximity to a transit stations and jobs, rising housing prices and pre-war housing stock, among other factors, this kind of analysis will inevitably fail to capture the range of factors and events that can set the stage for gentrification and displacement in future decades. For instance, in the Concord case, as well as in many other neighborhoods across the country, planning and revitalization efforts have unfurled processes of housing speculation. But it may take years or decades for the switch to turn "on." Likewise, the rent gap is frequently a precursor of gentrification (Smith 1987). But homeowners and landlords do not respond overnight to the gap; their inclination to realize the gain will depend on their use value for the housing unit, among other factors.

The larger economic and regulatory environment is also a factor. For example, in San Francisco, the changing regional economy (from manufacturing to high-tech) combined with a loop-hole in the zoning code allowed light industrial buildings to be converted to "live-work" units without having to change zoning classifications, allowing conversions to proceed at a much faster clip, and accelerating gentrification.

Another underappreciated factor in neighborhood change is the issue of demographic succession. The aging of a generation, or the dying out of the first generation of an immigrant group, may set the stage for neighborhood transformation. But whether the generation chooses to remain in the neighborhood depends on a variety of factors not captured in secondary data, such as group affinity. These issues have emerged consistently in our cases, especially in places like Marin City and East Palo Alto, where community groups struggle to understand why the children of civil rights activists sell their parents homes. Finally, analysis at the tract level may be deceptive, since changes are often occurring at the micro-scale. For instance, some of the stable or at risk tracts we identify in our regional analysis may have had housing price appreciation on certain blocks and decline on others, what Wyly and Hammel (1999) memorably call "islands of decay in seas of renewal." We found as much in our ground-truthing exercise, where adjacent blocks often appeared to be at very different levels of investment.



Figure 1.1: From neighborhood to regional trajectories of displacement

Using the regional lens on neighborhood change, rather than simply focusing on strong markets, allows us to understand the variety of types. Gentrifying tracts are likely just the tip of the iceberg, and our current methods of secondary data collection and analysis may not be up to the task of describing the rest of the iceberg.

Finally, intra-regional mobility means that no community's housing or jobs market is acting in isolation. As described above, developers in Concord are reacting to changes in the San Francisco housing market and the Silicon Valley jobs market when they make long-term plans for redevelopment. The renters evicted or excluded from San Francisco put new pressures on communities like East Palo Alto, where families are doubling up. As housing conditions worsen on the periphery, the prospects of realizing profit from the rent gap improve. Thus the regional process of displacement makes it clear that reinvestment in one place works hand in hand with disinvestment in another. The regional lens helps us understand displacement as a dynamic and long-term process, rather than a singular event.

6. What mitigates the negative impacts of gentrification?

When looking across the nine case studies, we can begin to understand the variable scale of the displacement process and investigate what may be attenuating it in some places in comparison to others. Using the place categories presented above we roughly group our nine neighborhood case studies into 3 groups: 1) places that have been undergoing pressures of gentrification and displacement for many years and have potentially limited the magnitude due to years of strong community organizing, tenant protections and/or zoning restrictions (e.g., Chinatown and Mission); 2) places that are undergoing active redevelopment and/or speculation (e.g., Diridon, Redwood City, Macarthur, and Monument); and 3) places that have anticipated gentrification and displacement for a while due to their close proximity (and even enclosure by) affluent neighborhoods, but may not yet be experiencing it because of weaker housing markets or a large supply of public housing (e.g., East Palo Alto, the Canal and Marin City).

In general, we identify the following 5 factors as potentially attenuating the scale of displacement: 1) weak housing markets, 2) large and stable subsidized housing stock, 3) strong community organizing, 4) tenant protections, and 5) restrictive zoning.

Slower/weaker markets

A number of the cases we analyzed that may be characterized as being at very early stages of gentrification, showed little to no signs of such when looking at the numbers. Yet, when we spoke to stakeholders, we heard about their anxiety about housing pressures from surrounding affluent communities and some evidence of budding speculation. Especially when considering the time frame of our analysis, which encompasses the Great Recession, these are places that were struck by the foreclosure crisis, are slower to recover, and in general have weaker housing markets. From 2000 to 2013, for instance, the Canal neighborhood of San Rafael, where residential sales values actually declined by 30%, lost only 17% of its market rate housing units that were affordable to low income households, although it started off with very few. In contrast, the Macarthur Station Area of Oakland, which saw a 70% increase in sales values during the same time period, lost nearly 70% of its market rate affordable housing stock, or nearly 500 units. These differences may be due to the quality of the housing stock, proximity to undesirable land uses, or perhaps the overwhelming housing demand from low-income immigrants that flood the market and double up in homes. Nevertheless, the proximity to more affluent neighborhoods as well as jobs and other amenities heighten the risk in these communities leading to ongoing community anxiety over the prospects of gentrification and displacement.

Large and stable subsidized housing stock

Certainly the prevalence of income-restricted housing in a neighborhood guarantees the stability of low income populations, at least for the duration of the deed. This guarantee has been especially important for stabilizing the large proportion of low income households in Marin City, and even the number of households in the Mission which would have declined even more precipitously if it weren't for the doubling of the subsidized housing stock from 2000 to 2014 (excluding units that used only local sources of funding). Neighborhoods with few subsidized housing units (e.g., Macarthur Bart where only 7% of the housing stock is subsidized), saw a steeper decline in the number of low income households from 2000 to 2013, when it lost 523 low income households.

Tenant protections

Often the neighborhoods that have strong tenant protections (e.g., strong rent control and just cause evictions ordinances) are the same ones that are experiencing the largest gentrification and displacement pressures (e.g., the Mission). Tenant protections often arise out of community activism to dampen housing pressures in strong market communities. These pressures can often mask the benefits of strong tenant protections, yet the displacement effects would have likely been magnitudes larger without such protections.

Strong community organizing

No case with strong neighborhood protections existed in the absence of strong community organizing. In the case of East Palo Alto, the city was established by housing and social justice advocates that sought to ensure the stability of their communities in the long term. Similarly, Chinatown and the Mission have a long history of community organizing, which has led to both the production of subsidized units as well as other protections. The places that lacked such policies were also places where community organizations were notably absent (e.g., Redwood City and Concord).

Planning strategies

Finally, zoning and other planning strategies appear to have been the saving grace for neighborhoods like San Francisco's Chinatown. Certain height and use restrictions have made it virtually impossible to tear down existing single room occupancy and other low income units. Similarly, residential uses have been protected by limiting office conversions and buildings. The effects are clearly evident when comparing the loss of low income households in Chinatown Core and neighboring Polk Gulch. Whereas Polk Gulch lost 571 (14%) low income households between 2000 and 2013, Chinatown Core lost only 80 households (5%). In other places, such as the Mission, planning responses are being sought to correct previous actions that had negative consequences, such as the live-work ordinance.

7. How does public investment, particularly transit investment, shape gentrification and displacement?

Public investment, from infrastructure investment like bike lanes and landscaping, to fixed rail transit systems, can accelerate processes of displacement. As investment is planned, the very anticipation of change can lead to either disinvestment or investment, both of which can result in displacement. The implementation of the improvement is associated with property price increases (as shown by the hedonic price literature).

This study measured transit investment through proxies such as location relative to a rail transit station and use of transit in the commute to work. Lack of fine-grained data on the location and timing of other public infrastructure improvements made it impossible for this study to evaluate the effect of investment more broadly. However, we found a significant positive relationship between transit investment, gentrification, and displacement, although sometimes the time lag between rail investment and gentrification has been significant (e.g., Diridon, Macarthur, Mission, etc.).
The planning and implementation of transit improvements also shapes displacement in less tangible ways. As investment is planned – yet not funded in current budgets – a climate of uncertainty takes hold. Anticipating future changes, such as the arrival of the SMART train in San Rafael, residents may feel they have to move – yet, as noted above, this may not be a real choice.

In practice, there is a general expectation that public intervention, whether in the form of investment or policy changes like rezoning, will trigger a positive process of neighborhood transformation, often leading to gentrification and subsequent displacement. On average, redevelopment projects or highway improvements or new transit stations do generate increases

in local property values. But individual responses may vary. In our Bay Area cases, improved transit access in the form of BART meant one thing in the Mission, but another in Concord. Rezoning of the San Francisco downtown has put tremendous pressure on rents in Greater Chinatown, but rezoning of Uptown Oakland is not what is transforming Temescal.

Finally, the existence of transit investment creates the possibility of mitigating displacement. As improvements are planned, it is possible to create more subsidized housing and change local zoning to protect existing affordability. Awareness of the upcoming improvements can also help to spur community organizing.

Concluding Thoughts

The San Francisco Bay Area is undergoing rapid socio-spatial transformations that provide rich material for better understanding and modeling gentrification and displacement. In this report we show the invaluable insights that community-engaged research can provide and specifically highlight the need to more accurately define gentrification and displacement as a long term regional process that involves both investment and disinvestment.

The San Francisco region experiences demand for its housing from around the world, not just from in-migrants but also investors seeking to profit from the market's strength. Yet, these nine case studies illustrate the diversity of sub-regional housing markets, with lessons applicable to metropolitan areas around the U.S. The islands of affordability such as East Palo Alto and Marin City behave essentially as weak housing markets, characterized more by poor housing conditions than high rents. But housing dynamics in these neighborhoods unfold in relation to the ongoing competition for housing in the Bay Area's inner core. This study thus underscores the importance of using the region as the unit of analysis when examining gentrification and displacement.

Case Study Methods

This research builds on the methodologies utilized in past studies of neighborhood change, gentrification and displacement (Ellen and O'Regan 2011; Freeman and Braconi 2004; Newman and Wyly 2006; McKinnish, et al. 2010) by adding a layer of data validation and analysis through community-engaged participatory research.

Given the fact that community groups are often at odds with the results of academic, quantitative research on gentrification, these case studies sought to bridge the chasm through the validation and enrichment of our data analysis through community-engaged research. The community-engaged and ground-truthing components of this research were accomplished through two main venues: case studies and the validation of parcel and census data through field observations.

To select case study neighborhoods that were both geographically representative of the region and capture the myriad housing pressures felt by low income communities, a screening analysis was done to identify Census tracts that had recently undergone neighborhood change and would be classified as having undergone gentrification from 2000 to 2010 using the definition of gentrification put forth by Freeman (2005), modified slightly for the Bay Area:

-Housing price appreciation above the regional median
-Increase in educational attainment above the regional median
-Household income at or below the 40th percentile of regional household income (roughly 80% of median income, a standard definition of low-income) in the starting year (as the process begins).

Given the wide variability between counties in the Bay Area, with extreme wealth in the south bay counties (San Mateo, Santa Clara) and poverty in some north and east bay counties (Solano, Sonoma, Alameda) we chose to compare each tract to its respective county average, to reflect regional variability and change.



Figure 2.1: Case Study Communities

Additional preference was given to communities that were proximate to rail transit and were designated as Priority Development Area during the last regional planning process. A panel of regional stakeholders that were participating in the region's HUD Sustainable Communities Initiative analyzed the results and selected a final set of 9 neighborhoods around the Bay Area (Figure 2.1).

We used mixed methods to study demographic and housing changes in case study neighborhoods. We first analyzed indicators from the US Census and American Community Survey that are associated with processes of gentrification and residential displacement, and/or thought to influence susceptibility to such processes (Chapple 2009) from 1980 to 2010. Because of the changes in Census tract boundaries between decades, we used the Geolytics Neighborhood Change Database, which normalized historic Census data to 2010 Census Tracts, allowing for standardized comparisons across decades (Geolytics 2014). Data regarding real estate sales trends were obtained through Dataquick, Inc. In addition, qualitative data from stakeholder interviews and archival research were collected to provide richer neighborhood descriptions and a more in-depth understanding of how and why neighborhoods change.

Community Engagement

To engage community-based organizations (CBOs) in the case studies, request for proposals were released and 7 CBOs were selected to participate in the research, which was funded by the Regional Prosperity Plan of the Metropolitan Transportation Commission.

CBOs were engaged in three stages of the analysis: scoping, research validation/feedback, and ground-truthing of secondary datasets. Researchers met with CBO partners to scope the case studies by jointly selecting the neighborhood boundaries (based on Census tracts), discussing the most important indicators for each community, and identifying potential stakeholders to interview and important documents to review. Simultaneous to our research, CBO partners prepared narratives on how they perceived their neighborhood changed. Following preliminary analysis, two workshops were held in which the researchers presented preliminary analyses and CBOs presented their narratives. Rich discussion and feedback ensued. A second set of CBO analysis and feedback occurred after preliminary drafts of the cases were prepared.

Ground-truthing

In order to ground-truth the secondary datasets (Census and real estate data), a visual analysis tool was developed adapting similar methodologies used to observe gentrification and neighborhood change in Chicago (Hwang and Sampson 2014; see appendix for the observation tool developed for this study). We conducted an initial screening analysis of block-level Census and Assessor data to identify blocks that have recently undergone change in each case study area. Criteria used to select blocks included higher than average percentage change in tenure (from owner-occupancy to renter-occupancy or vice versa), percentage of white residents, and percentage of parcels sold since 2012. Upon initial screening, CBO partners were engaged to select the most important blocks to analyze from the screened list.

Researchers and community partners visited the selected blocks and recorded a set of indicators for each parcel on the block. These indicators include the primary land use, building type (multi-family, single-family, business, etc.), the number of units it appears to

Table 2.1: CBO Partner Organizations

Case Study Neighborhood	CBO Partner Organization
Chinatown, San Francisco	Chinatown Community Development Center
The Mission, San Francisco	People Organizing to Demand Environmental & Economic Rights (PODER)
Diridon Station Area, San Jose	Working Partnerships USA
Macarthur Bart Station Area, Oakland	Causa Justa :: Just Cause
The Monument Corridor, Concord	Monument Impact
Redwood City	San Francisco Organizing Project / Peninsula Interfaith Action
The Canal, San Rafael	Marin Grassroots
East Palo Alto	San Francisco Organizing Project / Peninsula Interfaith Action
Marin City	Marin Grassroots

Table 2.2: Selected Census Tracts

Case Study Neighborhood	Census Tracts Included in the Study
Chinatown, San Francisco	Chinatown Core: 113, 118 Polk Gulch: 109, 110, and 111 Chinatwon North: 106, 107 and 108
The Mission, San Francisco	177, 201, 202, 207, 208, 209, 210, 228.01, 228.03, 229.01, and 229.02
Diridon Station Area, San Jose	5003, 5008 and 5019
Macarthur Bart Station Area, Oakland	Temescal: 4011 Temescal-Broadway: 4012 Longfellow: 4010 Hoover-Foster: 4014 Koreatown-Northgate: 4013
The Monument Corridor, Concord	3361.01, 3361.02, 3362.01, 3362.02, and 3280
Redwood City	6100, 6101, 6102.1, 6102.2, 6102.3, 6105, 6107, and 6109
The Canal, San Rafael	1122.01 and 1122.02
East Palo Alto	6118, 6119, 6120, and 6121
Marin City	1290

hold, and indicators of recent investment such as permanent blinds and updated paint. Researchers also looked for signs of concern over safety, such as security alarm signage or barred windows, as well as signs of disinvestment, such as litter or debris, boarded windows, or peeling paint.

Finally, data collected from the observation tool was compared to Tax Assessor and Census data. The results of the ground-truthing exercise for each case study is included in the Appendix. Additionally, observations from community members encountered during the ground-truthing and CBO partners further enriched the analysis and validating of data and case study conclusions.

Final Review

Upon incorporating the results from the various stages of analysis, the final case study report was submitted to CBO partners. Researchers collected and incorporated feedback on the general tone of the report as well as specific points.

chinatown

Chapter 3: Community Organizing amidst Change in SF's Chinatown



Introduction

As one of the oldest ethnic enclaves in the US, San Francisco's Chinatown has been a major immigrant gateway as well as a cultural, economic and residential hub for the Bay Area's Chinese American and Asian American communities for over 150 years. Since establishment in 1848, it has experienced constant transformation as nexus of complex transnational sociopolitical forces—from immigration laws and trends to global movements of capital—that have evolved alongside Chinese American identity in the San Francisco Bay Area (Tan 2008; Li 2011).

Chinatown's current location (Figure 3.1) was established after the original neighborhood was destroyed in the 1906 earthquake and fire that razed over 80 percent of San Francisco. To this day, the official Chinatown neighborhood remains a relatively small land area of approximately 30 city blocks. With the rapid growth of the Chinese American population beginning in the 1960s, neighborhoods adjacent to the core area became home to many Chinese American families, and businesses and institutions serving the Chinese American community likewise began establishing themselves beyond the boundaries of Chinatown.

With this expansion, Chinatown has deeply influenced the evolution of these neighboring areas, which include portions of the historically affluent neighborhoods of Russian Hill, Nob Hill and Polk Gulch, as well as tourist hotspots like North Beach, which is known as San Francisco's Little Italy. For the purposes of this case study, we use the term "Polk Gulch" to refer to the western portion of Greater Chinatown, which includes sections of Nob Hill and Russian Hill between Van Ness Avenue and Leavenworth Street. We also use the term "Chinatown North" to refer to the areas directly North and Northwest of the official Chinatown boundaries, including portions of North Beach and Polk Gulch. The area officially

recognized as Chinatown is referred to as "Chinatown Core" in this case study. Though each of these areas has maintained their own distinct character and identity, each of their individual neighborhood changes have been deeply informed by development and market pressures in the others. As we analyze this intricate relationship between the Chinatown core and peripheral communities throughout this case study, we examine this entire geography as "Greater Chinatown." [3]

Historically, tensions between Greater Chinatown's core and periphery have manifested through competing demands on the City's limited housing stock – in particular, the vast need for affordable housing for low-income residents in Chinatown and the ever-increasing desirability of San Francisco real estate. The following case study explores the roots and impacts of this dynamic, seeking to elucidate possible implications for future neighborhood change and residential displacement throughout the different communities within Greater Chinatown.



Figure 3.1: Greater Chinatown Boundaries

[3] Greater Chinatown is a term that we use specifically to refer to the case study area. It should be noted that this is term is not colloquial. Though neighborhood boundaries and names are varied and contested, San Francisco residents generally use neighborhood names of Nob Hill, Polk Gulch and North Beach to refer to the geographies that we include in the term Greater Chinatown.

Overview and Historical Context

Since the 1960s, Greater Chinatown's population has included a large percentage of foreign-born, low-income Chinese American and Asian American families. Elderly residents have also consistently made up a significant share of the population; between 2009 and 2013, approximately 17 percent of Greater Chinatown's residents were age 65 and over (US Census Bureau).[4] While the Asian population's overall number has decreased over time, its influence remains present to varying degrees within all three neighborhoods. In 2009-2013, 55 percent of households within Greater Chinatown were Asian (Geolytics 2014).

Greater Chinatown is situated at the center of San Francisco's booming real estate market, with close proximity to the Financial District, Downtown, and affluent neighborhoods such as Russian Hill. Due to its prime location, it has consistently endured pressures of development and speculation that have transformed surrounding areas and much of San Francisco. Differing land use regulations between Chinatown Core and the rest of Greater Chinatown have led to varied patterns of neighborhood change throughout the area. While the Chinatown Core community has largely resisted displacement and gentrification, increasing market pressure and ongoing neighborhood improvements, such as the construction of the Chinatown Central Subway Station that is scheduled to open in 2016, may profoundly impact the area's affordability and further shift its demographics.

Chinatown's History

The area's built form is rooted in the early history of discriminatory policies directed at Chinese immigrants in the late 1800s, including the 1882 Federal Chinese Exclusion Act, which prohibited further migration of individuals from China until it was repealed in 1943 (Yip 1985). With this institutionalized halt in migration for nearly an entire century, Chinatown's built environment did not evolve from the influence of its earliest cohort of settlers, who were predominantly male contract laborers from Chinese provinces near Pearl River Delta. These men arrived in California in search of wealth during the Gold Rush and later also took on jobs in the railroad industry (Yip 1985). Few arrived with the intention of permanent settlement; rather, San Francisco, "was merely the point of arrival" (Yip 1985). Instead of a residential community, Chinatown initially functioned as a "provision station" for Chinese workers (Li 2011).

Within this context, much of Chinatown's housing was built as single room occupancy (SRO) residential hotels or small rooms in commercial structures or community spaces. Chinese immigrants, who were barred from property ownership, were subjected to discriminatory housing practices by absentee landlords seeking to maximize profits. Housing was thus poorly maintained and often overcrowded (Yip 1985).

After the US Civil War, anti-Chinese sentiment driven in part by labor disputes led to thousands of Chinese immigrants relocating to Chinatown for protection from racialized violence, which resulted in the neighborhood transforming into a permanent residential community (Li 2011). The Chinese community's spatial segregation and social isolation contributed to the development of "an impenetrable social, political, and economic wall" between Chinatown and the rest of San Francisco (Wang 2007). While the neighborhood's insularity allowed for the formation of strong social networks and a self-sufficient system of community institutions, small businesses and cultural activity (Yip 1985), it also reinforced a language barrier that still presents a challenge for socio-economic integration and contributes to persistently high poverty and unemployment rates (Wang 2007).

When Chinatown was rebuilt after the 1906 earthquake, Chinese immigrants were able to lease land from white landowners, who dictated the parameters of building design and construction (Asian Neighborhood Design 2008). With the goal of attracting tourists and outsiders, new Chinatown buildings were deliberately designed by white architects using elements intended to signify the community's heritage, with the hope that Chinatown would generate increased revenue for the City through commercial activity (Li 2011). During this period, much of the housing was reconstructed as SROs, which were considered economically efficient

In the 1960s, the liberalization of US immigration policy led to a population boom and subsequent shortage of affordable housing. Chinatown quickly became one of the densest neighborhoods in the country, with an overwhelming majority low-income renter population.

[4] This percentage of residents age 65 and over is a bit higher than in San Francisco as a whole, where 14.2 percent of residents were age 65 and over between 2009 and 2013 (US Census Bureau).

SROs and other small residential units were often overcrowded, in poor condition, and yet still expensive for very low-income residents (Tan 2008).

The influence of Chinatown Core on portions of North Beach (Chinatown North), Nob Hill, and Russian Hill (Polk Gulch) manifested between 1970 and 1990, when the Chinese American populations, mostly made up of families with US-born children, in these areas grew as previous immigrant communities moved out (Fujioka 2014). The incremental dispersal of the Chinese community during this period was informed by social changes brought about through the Civil Rights Movement, which facilitated challenges to norms of racial segregation (Li 2011). By 1990, the large proportions of Asian households in Chinatown North and Polk Gulch—73 and 49 percent, respectively—signified the establishment of the areas' connection to the Core Chinatown community.

Today, Greater Chinatown is still primarily renter-occupied, though the share of owner-occupied housing units has grown in recent years. With an estimated residential density of 85,000 people per square mile in the Chinatown Core (Tan 2008), overcrowding and housing affordability remain pressing issues for the community. Although most of Greater Chinatown has maintained its relative affordability in relation to the rest of San Francisco, the dramatic rise in real estate values and the cost of living in surrounding neighborhoods has driven increasing "rent gaps," or disparities between what existing residents pay and the amount landlords could charge in the current market (Smith 1979). This has spurred a resurgence of concern over possible residential displacement. This case study seeks to address these concerns by deconstructing the unique forces that have allowed the neighborhood to remain affordable and analyzing the implications that these factors may have for potential displacement and gentrification.

The Changing Chinatown Community

Chinatown residents make up approximately 4 percent of the San Francisco population. Though its density remains incredibly high, Chinatown's population decreased slightly since 1980, in contrast to a 21 percent increase in the overall San Francisco population (Table 3.1). This can be explained by the growing densification of other San Francisco neighborhoods, while by the 1990s, parts of Greater Chinatown were largely built out, with high rates of overcrowding.

However, as shown in Table 3.2, the population decline was not distributed evenly throughout Greater Chinatown. While Chinatown North experienced a population decline of 8 percent, Polk Gulch and Chinatown Core's populations increased by 4 and 12 percent, respectively, between 1980 and 2009-2013.

This discrepancy exemplifies a broader difference in degrees and types of neighborhood change between Chinatown North, Polk Gulch and the Chinatown Core, which will be explored further throughout this case study.

Greater Chinatown's general population decline coincides with a drop in its average household size between 1980 and 2009-2013, which fell across all three neighborhood areas, as shown in Table 3.3. In contrast, San Francisco's average household size increased nominally.

Table 3.1: Total Population in Greater Chinatown and San Francisco, 1980-2013

Year	Chinatown	San Francisco
1980	34,607	677,678
1990	35,938	723,959
2000	34,891	776,733
2009-2013	34,557	817,501
% Change, 1980 to 2009-2013	-0.1%	21%

Source: US Census 1980, 1990, 2000. (Geolytics, 2014). 2009-2013 American Community Survey 5-Year Estimates.

Table 3.2: Population Change in Chinatown by Area, 1980 to 2009-2013

Area	1980	2009 -2013	% Change, 1980 to 2009-2013
Chinatown Core	4,464	5,012	12%
Chinatown North	15,315	14,067	-8%
Polk Gulch	14,830	15,478	4%
Greater Chinatown	35938	33018	-4%

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates.

Table 3.3: Average Household Size in Greater Chinatown and San Francisco, 1980 to 2009-2013

Year	Chinatown	San Francisco
1980	2.22	2.27
1990	2.30	2.37
2000	1.97	2.36
2009-2013	2.03	2.31
% Change, 1980 to 2009-2013	-9%	1.8%

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates.

This trend also correlates with the slight growth in the share of non-family households in Greater Chinatown. Between 2009 and 2013, 61 percent of the neighborhood's 17,457 households were non-family households, up from 59 percent in 1980.

Greater Chinatown also saw a drop in the share of overcrowded households between 2000 and 2009-2013, as shown in Figure 3.3. Despite this decrease, its rate of overcrowding in 2009-2013—defined as more than one person per room—was still over twice that of San Francisco, which had 3 percent overcrowded and 3.3% extremely overcrowded units.

Combined declines in family households, average household size and overcrowding are often associated with the process of gentrification, and changes in Chinatown's racial/ethnic composition, further reinforce that possibility. Between 1990 and 2013 , the share of Asian households in the neighborhood decreased by 11 percentage points, corresponding with a growth of 5 percentage points in the share of white households. The largest change, however, occurred between 1990 and 2000.

Though the concentration of Asian residents between Chinatown North, Polk Gulch and Chinatown Core varied greatly during the baseline year of 1980, all three areas reflected a broader trend of a declining share of Asian households in the following decades. By 2010, the share of Asian households dropped by 10 percent in both Chinatown North and Polk Gulch, alongside a 7 and 6 percent increase, respectively, in the share of the white households. Chinatown Core showed a much slower rate of decline in the share of Asian households; by 2010 it fell by only 5 percentage points to 83 percent. Figures 3.5 and 3.6 depict these varying rates of change in concentration of Asian households across Greater Chinatown's census tracts.

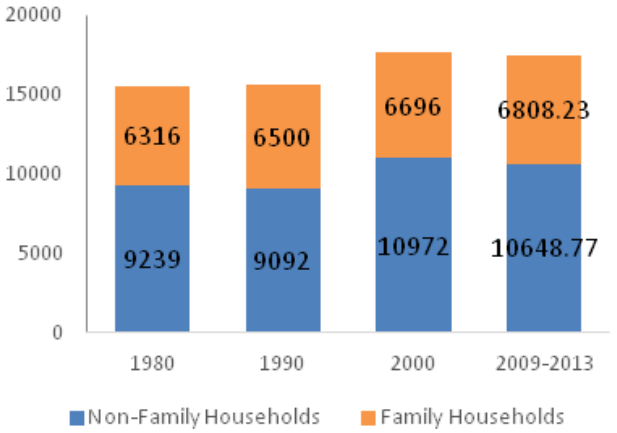


Figure 3.2: Households in Greater Chinatown, 1980 to 2009-2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates.

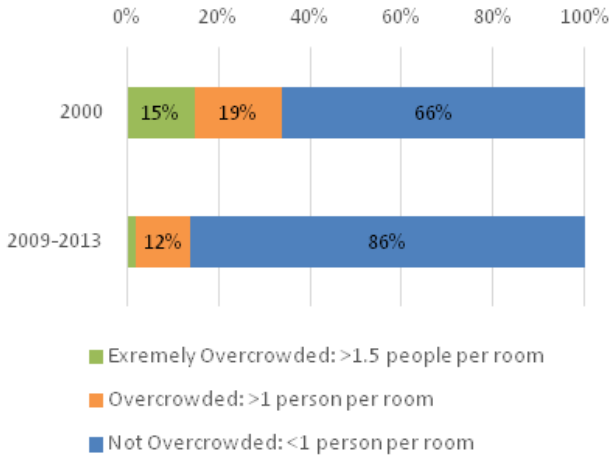


Figure 3.3: Overcrowded Households in Greater Chinatown, 1980 to 2009-2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates.

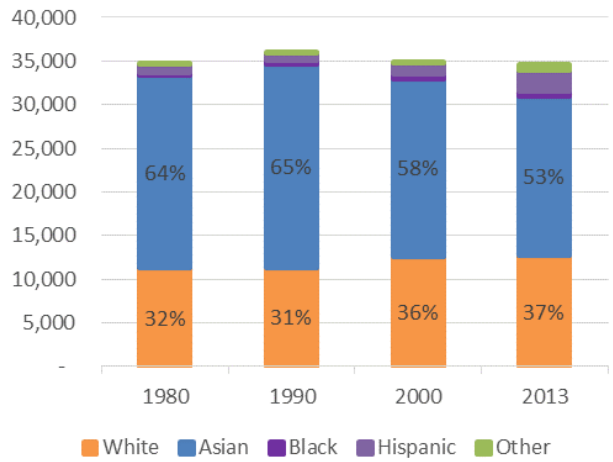


Figure 3.4: Racial/Ethnic Composition of Greater Chinatown Households, 1980-2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates.

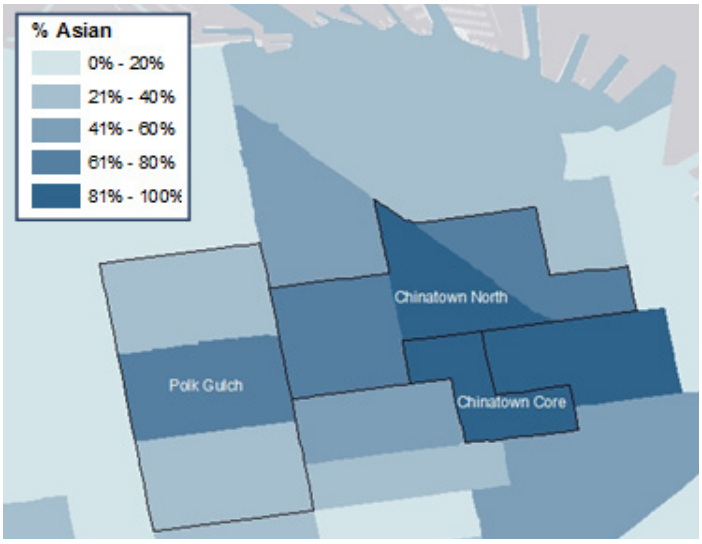


Figure 3.5: Asian Households as a Percentage of all Households in Greater Chinatown by Census Tract, 1980.

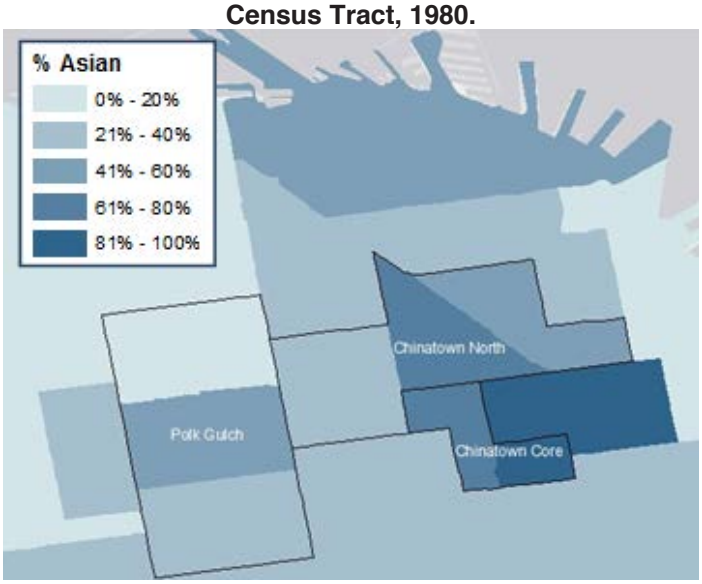


Figure 3.6: Asian Households as a Percentage of all Households in Greater Chinatown by Census Tract, 2010.

Source: US Census 1980, 2010 (Geolytics, 2014).

Educational attainment among Chinatown residents also increased as the share of white households increased, as shown in Figure 3.7
. By 2013, 48 percent of the population 25 and older had a college degree or higher. Polk Gulch is driving this figure; there, the same figure was 61 percent, compared to 21% in Chinatown Core.

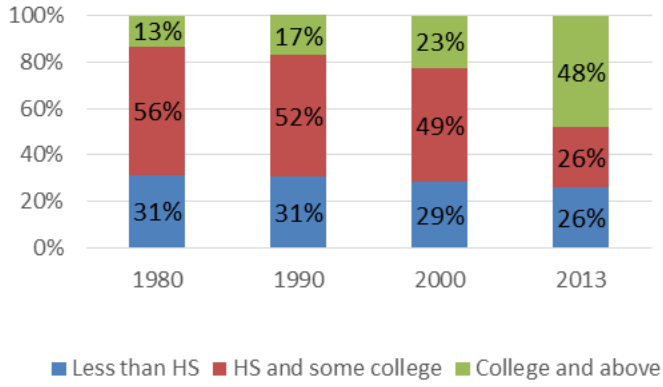


Figure 3.7: Educational Attainment in Greater Chinatown, 1980 to 2009-2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates.

Since the increase in educational attainment was concurrent with significant shifts in the population's racial/ethnic composition, this increase may signify new residents moving in, rather than existing residents achieving higher levels of education.

Data also show another key difference among the areas regarding the change in proportion of foreign-born residents. Between 1980 and 2013, the percentage of foreign-born individuals decreased by over 10 percentage points in Chinatown North and Polk Gulch. Meanwhile, the same figure decreased by only 4 percentage points in Chinatown Core. This suggests that the Chinatown Core has served as the primary immigrant gateway in Chinatown as the other two areas have become less accessible to first generation immigrant households.

This shift is likely attributable to changes in rental prices, which have deviated significantly by area. Figure 3.8 shows that in contrast to other areas and San Francisco overall, median rent in the Chinatown Core has remained exceptionally stable since 1980. This is primarily due to the large number of subsidized and rent-controlled units in Chinatown Core. By 2013, median rent in Chinatown North and Polk Gulch had approximately doubled the median cost of rent in the Chinatown Core.

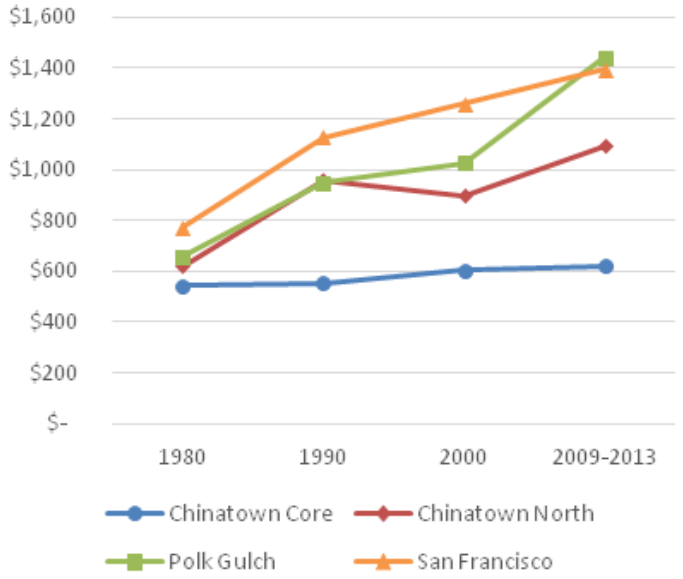


Figure 3.8: Median Rent in Chinatown and San Francisco (in 2010 dollars), 1980 to 2009-2013.

Source: US Census 1980, 1990, 2000 (Geolytics, 2014). American Community Survey 2009-2013.

An even closer look at the spatial differentiation in rental prices shows wide disparities within each of Chinatown's three areas at the tract level. The spread of Chinatown North's distribution is most notable; in 2013, Tract 107's median rent was only $575, compared to $1,455 in adjacent Tract 108.

Although Greater Chinatown's rental prices on average have maintained their affordability, data suggest that its community was deeply impacted by the recession, and as a result, the neighborhood has grown increasingly unaffordable for its residents. Between 2000 and 2009-2013, Greater Chinatown's median household income fell by 36 percent, and its poverty rate increased by 4 percentage points to 18 percent. Again, disaggregation by area shows that the recession's impact varied significantly by geography. As shown in Figure 3.9, Chinatown Core's poverty rate had more than doubled the rate of Polk Gulch's by 2009-2013.

Polk Gulch is the only area that saw an overall growth in median household income from 1980 to 2013.

Amidst increasing income stratification in Chinatown, low-income residents are very vulnerable to displacement. The extreme rise in percentages of rent- and mortgage-burdened households between 2000 and 2009-2013, as shown in Figure 3.11, serves as an indicator of this.

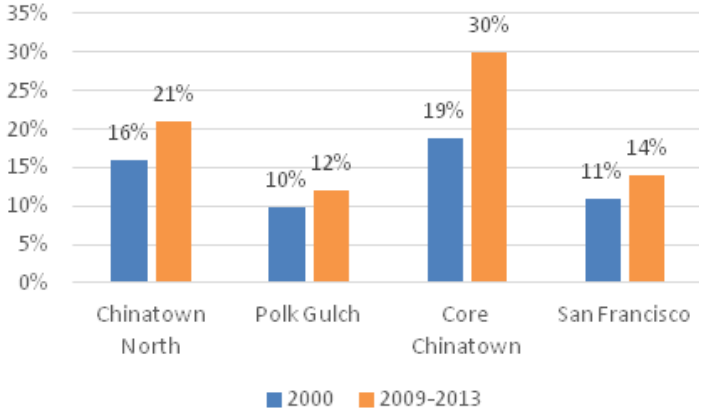


Figure 3.9: Poverty Rates in Greater Chinatown and San Francisco, 2000 to 2009-2013.

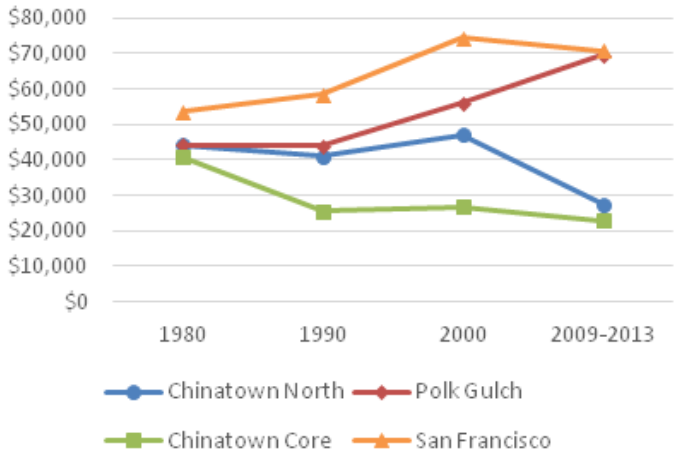


Figure 3.10: Median Household Income in Greater Chinatown and San Francisco (in 2010 dollars), 1980 to 2009-2013.[5]

Source: US Census 1980, 1990, 2000 (Geolytics, 2014). American Community Survey 2009-2013.

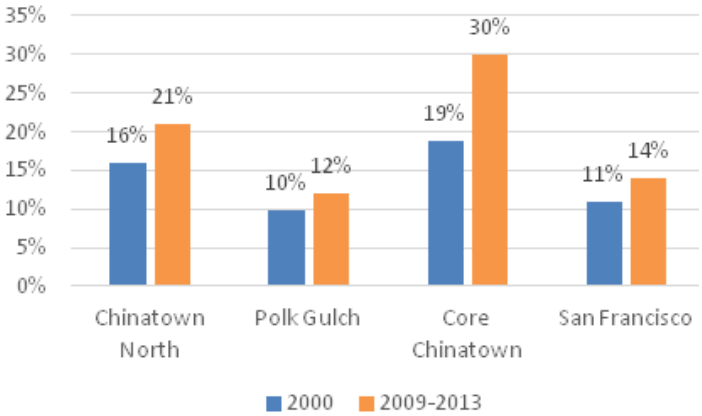


Figure 3.11: Rent- and Mortgage-Burdened Households in Greater Chinatown, 1980-2013.

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey. Burdened means paying more than a third of income towards housing costs.

[5] Data for 1980 is the average rent rather than the median rent.

Given the lower cost of housing in Chinatown than the City on average, displaced residents from Chinatown would likely struggle to find more affordable housing elsewhere in San Francisco and thus be forced out of the City as a whole.

The threat of displacement, which appears to have already impacted portions of Polk Gulch, seems to be rising in Chinatown North and inward toward Chinatown Core, which has largely resisted gentrification up to this point. If patterns of change in Polk Gulch and Chinatown North continue to diverge from those in Chinatown Core, the geography of what is considered Greater Chinatown may shrink as residents' connections to the Core community weaken.

Chinatown Housing Policy and Planning

In the face of external pressures of gentrification, a number of key policies and planning efforts have uniquely allowed Chinatown Core to maintain its historic character and accessibility to low-income San Franciscans. One of the most influential and comprehensive policy changes took place in 1986, with the adoption of the City Planning Department's official Chinatown Rezoning Plan as an amendment to the General Plan, which resulted in the designation of Chinatown as a mixed use area distinct from the downtown.

CCDC's predecessor, the Chinatown Resource Center, led this planning effort with the Chinese Chamber of Commerce and Asian Neighborhood Design. In the years prior, Chinatown Resource Center had worked tirelessly to stave off infringing developers, many of whom sought to purchase land for office uses (Chinn 2014). Between the mid-1970s to mid-1980s, approximately 1,700 residential units in Chinatown were converted to office use, and at the same time, an influx of capital from Asian firms drove up both commercial and residential rents (Li 2011). As these factors exacerbated the threat of displacement, the Chinatown Resource Center realized the unsustainability of this project-by-project approach and switched course toward advocating for structural changes to the neighborhood's land use policy in an attempt to slow development (Chinn 2014).

They organized residents behind oposed set of zoning regulations that were originally conceived of as part of a Chinatown community planning process that took place over several years prior (Chinn 2014), during which the San Francisco Planning Department had proposed a new Downtown Plan and housing advocates across the city sought to limit the proliferation of office buildings to preserve affordable housing (Li 2011). With the growing threat of speculation and encroaching development from the downtown, residents, community-based organizations, and City officials all exhibited political will for policy change, agreeing that action must be taken to preserve Chinatown's character and culture for its existing residents (Chinn 2014). The proposal, which specifically addressed the core portion of Chinatown, sought to downzone the neighborhood by setting lower height limits that would curb the neighborhood's development potential. Previous zoning had set limits at much higher than the prevailing scale of most existing buildings. This was due to the fact that Chinatown had originally been zoned as "a creature of downtown," resulting in regulations that did not align with the neighborhood's distinct character (Chinn 2014). The community's proposal was broadly viewed as a necessary, sensible shift toward land use policy that was indigenous to Chinatown (Chinn 2014).

The 1986 Rezoning Plan's central aim was to protect what the Planning Department acknowledged was a "virtually irreplaceable" resource of affordable housing in Chinatown. The plan effectively prohibited demolition, allowing it only "if that is the only way to protect public safety or for a specific use in which there is a high degree of community need," and furthermore banned conversion of residential buildings into different uses (San Francisco Planning Department).

Chinatown's large stock of SROs was granted further protection by the 1980 citywide Residential Hotel Ordinance, which made it very difficult for developers to convert residential hotel rooms to commercial use by requiring replacement of lost affordable units and mandating that 80 percent of the replacement cost be paid by developers to the City for conversions or demolitions (Fribourg 2009).

With these requirements in place, approximately 50 percent of the Chinatown Core's housing stock has remained SRO hotels (Tan 2008), and an estimated 92 percent of units are protected by the 1979 San Francisco Rent Control Ordinance (San Francisco Department of Public Health).

Nearly 30 years later, the 1986 effort can thus be considered to have essentially achieved its policy objectives to "preserve the distinctive urban character of Chinatown" and "retain and reinforce Chinatown's mutually supportive functions as a neighborhood, capital city and visitor attraction." (San Francisco Planning Department) However, some would problematize the lack of new development in Chinatown Core amidst the City's affordable housing shortage (Tan 2008). County Assessor data shows that since 1987, only 22 residential buildings have been constructed in Chinatown Core (Dataquick 2014). By comparison, 65 buildings in Chinatown North and 353 residential buildings in Polk Gulch have been built within the same time frame (Dataquick 2014). Construction of affordable housing in Chinatown Core has also been limited; the small stock of 342 subsidized and public units has not increased since 1990, despite increasing need (CHPC 2014). Thus, the neighborhood's land use policy has given rise to other unresolved challenges of supplying sufficient housing in San Francisco.

With few new housing units built in Chinatown Core after 1986, the vast majority—75 percent, compared to 61 percent in San Francisco overall—were built before 1949 (pre-World War II). A combination of age and weak code enforcement has led to many buildings falling into disrepair (Chinn 2014). Consequently, two mutually reinforcing phenomena have emerged in Chinatown Core: a shortage of supply and a declining quality of housing as buildings have deteriorated (Chinn 2014). With low profit potential, particularly for rent-controlled units, and exceedingly high demand throughout the neighborhood, owners are dis-incentivized to rehabilitate their rental units (Chinn 2014). In some cases, they have opted to take units off of the market to avoid necessary maintenance costs, which has further contributed to the broader housing crisis that most severely impacts lowest income individuals (Tan 2008).

Further pressure was placed on the housing stock as developers often opted to build commercial rather than residential buildings. By 1992, an estimated 25 percent of land was used for commercial activities, which led to a lack of parking and open space, while 50 percent was used for residential purposes. Landscape architecture scholar Chuo Li notes that these proportions differed greatly from New York and Chicago's Chinatowns, which had dedicated 70 percent of land to residential uses and 20 percent to commercial uses (Li 2011).

These constraints surrounding both redevelopment and rehabilitation have made Chinatown Core somewhat less desirable to residential real estate speculators (Chinn 2014). Since many buildings would likely require major rehabilitation and potentially demolition to allow for conversion into condos or tenancies in common (TICs), a conversion project would be a much more difficult and costly undertaking in Chinatown Core compared to other San Francisco neighborhoods that have been systematically impacted by such types of redevelopment. In some senses, then, Chinatown Core has avoided gentrification because other areas were—and continue to be—more susceptible to gentrification and/or lucrative for speculators seeking to flip residential properties (Chinn 2014).

Signs of Displacement

Despite Chinatown Core's ability to resist gentrification in the past decades, the threat of displacement looms large for the share of residents facing unemployment, poverty and rent or mortgage burdens. Gen Fujioka, Public Policy Manager at CCDC, notes that even the modest increases in rents for SRO units have led to both economic and exclusionary displacement. Though occurrences of eviction have been rare, these other factors suggest a tenuous future for the Chinatown Core.

Trends in other areas of Greater Chinatown present a starkly different picture of change. Fujioka explains that the Chinatown North and Polk Gulch communities have experienced "reoccurring waves of evictions," including Ellis Act and Owner-Move-In evictions, as well as "many more under-the-table evictions that are unrecorded" (Fujioka 2014). With a growing number of accounts from Chinese American residents of informal threats of buyout or eviction in these areas, anxiety over displacement runs high.

Without the force of the 1986 rezoning policy that applies only to Chinatown Core, the Chinatown North and Polk Gulch areas have not been immune to the proliferation of TIC or condo conversion. Tract level census data suggests that much of this activity is primarily occurring in Polk Gulch, where the share of owner-occupied units has gone from 9 to 16 percent between 1980 and 2013. According to an analysis of the San Francisco Department of Public Health of no-fault evictions during the period 2009-2012, approximately 34 no-fault evictions – which include evictions due to the Ellis Act, owner move-in and demolition—

have occurred in Polk Gulch, compared to 12 in Chinatown North and 1 on the border of Chinatown North and Chinatown Core (San Francisco Public Health Department 2014).

Census figures also show that this trend has generally corresponded with declines in the number of Asian households and increases in the number of white households. For example, in Tract 110 (in Polk Gulch), the number of Asian households decreased from 3,519 to 2,527 between 1980 and 2013—a decrease in share of total population of 22 percentage points. This corresponds with an increase in the share of white residents by 17 percentage points over the same time period (Geolytics 2014).

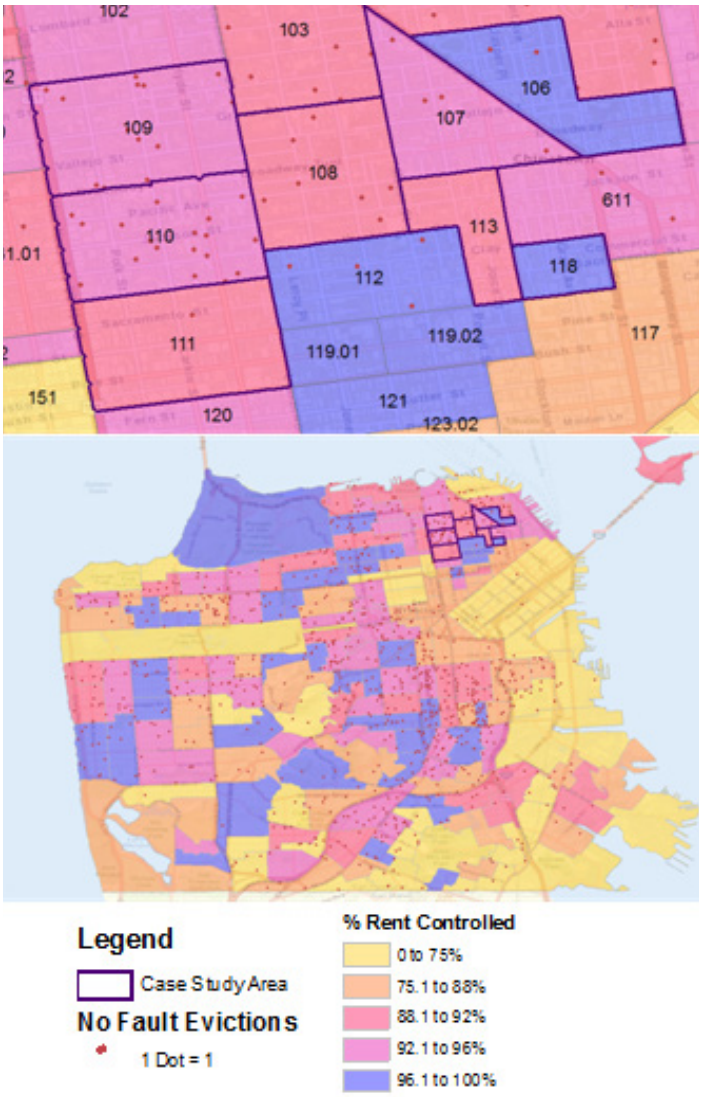


Figure 3.12: Instances of No-Fault Evictions and Percentage of Rent-Controlled Units in San Francisco by Census Tract (zoomed in to case study area).
Source: San Francisco Department of Public Health

In addition to the pressure of evictions and conversions, changes to the culture and dynamic of the Chinese American community have contributed to the shifting demographic composition of Greater Chinatown. As the foreign-born population that moved to Polk Gulch and Chinatown North in the 1970s has aged and passed on, some second generation Chinese Americans are not returning in adulthood to the neighborhood to establish their own homes (Chinn 2014). It is unclear whether this is due to exclusionary displacement or simply shifting preferences and/or circumstances among the second generation. Many are deciding to sell their parents' properties, which have often appreciated enormously in value, and are thus regularly purchased for conversion into condominiums or TICs (Chinn 2014).

Resistance to Displacement

Multiple layers of transformation signify a changing social fabric throughout Greater Chinatown. Nevertheless, a profound sense of community identity persists among Asian American residents as well as a broader set of Asian American individuals who live outside the area yet remain deeply connected to Chinatown's culture, institutions, and spaces. The driving force behind this sense of cohesion is a high rate of civic engagement, which has continued to shape Greater Chinatown's built environment since the 1986 rezoning victory. (Fujioka 2014)

With affordable housing as an unceasing concern in Greater Chinatown as well as all of the Bay Area, the Chinatown Community Development Center and other community-based organizations have formed resilient organizing networks with citywide reach. They have also brought their resident base into the broader movement around the right to the city. Recent campaigns have taken on the uptick in owner-move-in evictions that singled out elderly residents as well as Ellis Act evictions. Informed by a commitment to community-based neighborhood planning from the ground up, CCDC, together with tenant groups such as the 1,000 member Community Tenants Association, have won new eviction protections for seniors and residents with disabilities.

In preserving community spaces and connections throughout Chinatown, strong political engagement has also preserved tight social networks among Chinese American residents. These social connections have also played a key role in the neighborhood's ability to resist gentrification. For example, with apartment vacancies often posted only within local Chinese language newspapers rather than more broadly utilized forums such as Craigslist, information on housing availability is not widely accessible to the public. Property sales also typically occur within existing social networks, resulting in many real estate ownership turnovers occurring within the Chinese American community. Within Chinatown Core, these dynamics have maintained the racial and ethnic composition in spite of many other neighborhood changes.

Conclusion

The unique history of land use politics and policy in Chinatown—from the earliest days of forced segregation through to recent years of housing rights activism—has given rise to a complex set of challenges as well as community assets to address them. New infrastructure initiatives, such as the Chinatown Central Subway Station construction project, alongside ongoing work by community based organizations, will have a major impact on the community's future.

Data and information from residents suggest that while housing in Chinatown Core has been preserved for low-income individuals, many of whom are foreign-born Asian Americans, all of Greater Chinatown faces significant pressure as rates of rent- or mortgage-burdened households have skyrocketed since 2000.

Different factors within each area have driven this pressure. In Chinatown Core, they include internal circumstances such as high rates of poverty and unemployment among residents. On the other hand, pressures in Chinatown North and Polk Gulch appear to be rooted in external market forces, which have caused significant increases in rental costs.

While part of the broader picture of San Francisco's affordability crisis, the unduplicated factors that shape Chinatown's built form require a locally-tailored approach to preserving the neighborhood's livability and vibrancy.

As with the 1986 Rezoning Plan, the neighborhood's effectively mobilized resident base allows for potential solutions to be indigenous to the community. Continued organizing efforts by community groups like CCDC will be critical as both the population and the neighborhood's infrastructure continue to evolve.

mission

Chapter 4: Community Organizing and Resistance in SF's Mission District



Introduction

The Mission District is located in the southeastern region of San Francisco. Since the 1950s, the neighborhood has been San Francisco's Latino enclave. Prior to this time, the neighborhood was an Italian and Irish working-class neighborhood with an industrial character (PODER, 2014).

In this case study we will examine the time period from 1980 to 2013, with a focus on the changes caused by the rapid growth of the internet sector, alternatively known as the dotcom boom, in the late 1990s. The result of this rapid speculative growth was an increase in the cost of living and a rise in the cost of housing in the Mission, which led to the displacement of long-time residents. During this time, much of the industrial sector in the Mission District was wiped out (Casique, 2013). The changes experienced by the Mission during the dotcom boom are those typically associated with the traditional conception of gentrification, or the influx of investment and higher-income, usually White, residents to areas with low-income, often minority, residents.

New residents were—and are still—attracted to the amenities provided by higher density, the cultural richness of the neighborhood and to the transit accessibility of the area. Multiple bus lines as well as two BART stations (16th Street and 24th Street Mission Station) service the neighborhood for an easy commute to the financial district. The neighborhood is also close to the freeway and the Caltrain, which provide accessibility to the greater region, including Silicon Valley.

This first wave of gentrification is the main story in the neighborhood's shift from a lower-income Latino area to its present state. Although the bust of the dotcom bubble caused gentrification pressures to slow, the neighborhood has continued to be a high demand area, seeing an influx of high-income residents once again from the tech sector. However, this current wave of gentrification is taking place in a neighborhood context that has already undergone years of gentrification—not just with new residents who had moved in, but with an ongoing influx of new retail and public investment.

Today's ongoing battle over the Mission is therefore of a different kind, with weaker community organizations and fewer units left to gentrify. Many long-time residents are holding on and benefitting from the neighborhood's new investment and amenities, but there is even more pressure than before on the remaining affordable units and less of a community to defend them.

This case study examines demographic, housing, and commercial characteristics from 1980 to 2013 to identify changes and trends in the Mission District. After outlining basic demographic changes in the area between 1980 and 2013, we provide a close look at the dotcom boom period and the displacement effects this time of rapid change had on industrial, business, and residential uses, as well as the community's response. Next, we turn to an examination of housing in the area—perhaps the clearest way to observe gentrification, change, and displacement. We briefly outline some of the affordability concerns for residents, and then detail several strategies used to slow displacement, as well as strategies used to speed it up. Before concluding, we outline public investment in the area—which can contribute to gentrification—and recent commercial displacement.

Demographic Changes

The Mission District is home to almost 52,000 of San Francisco's approximately 818,000 residents (Table 4.1). Since 1980, the area has seen significant shifts in racial composition, occupancy, educational attainment, and median income. Tensions are growing among various groups with an interest in the fate of the Mission: lower-income Latino residents, tech

Table 4.1: Total Population SF & Mission District, 1980-2013

Year	San Francisco	Mission
1980	677,678	45,788
1990	723,959	51,640
2000	776,733	54,428
2013	817.501	51,578
Percent Change 1980-2013	21%	13%

Source: Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); ACS 2009-2013

sector employees who often work in Silicon Valley but prefer to live in urban neighborhoods like the Mission, longtime residents, small business owners, and others. These tensions have made news across the country as the Mission has in many ways become the poster-child of gentrification (Goode, 2013; Nieves, 2000). Understanding how these changes have taken place may provide some insight into the causes and indicators of residential displacement. From 1980 to 2000, the population of the Mission district swelled by about 19%, then declined slightly in 2013. In contrast, San Francisco's population has steadily increased in the last three decades.

The decrease in population from 2000 to 2013 may be linked to the steady decrease of family households since 1980 (Figure 4.2). The share of family households dropped to 38% in 2013 from 52% in 1980.

The decrease in family households is accompanied by a decrease in the Latino population, shifting from 44% in 1980 to 38% in 2013 while the White population increased from 36% to 43%. The racial and ethnic demographics of the Mission in 2013 is similar to the city's (Figure 4.3).

There were significant shifts in educational attainment from 1980 to 2013. The percentage of residents aged 25 or older with a bachelor's degree or higher increased from 18% to 52%, and the percentage without a high school diploma decreased from 41% to 17% in the same period (Figure 4.4).

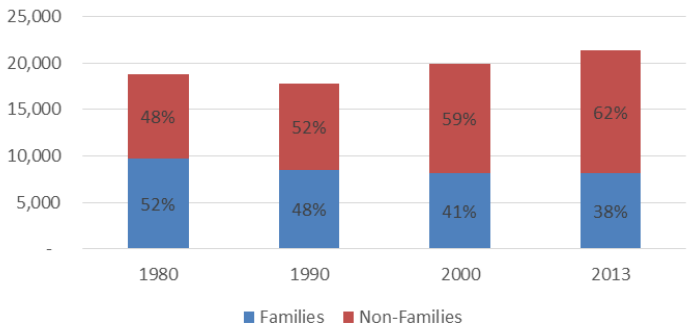


Figure 4.2: Number of Households in the Mission, by type 1980-2013

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); ACS 2009-2013

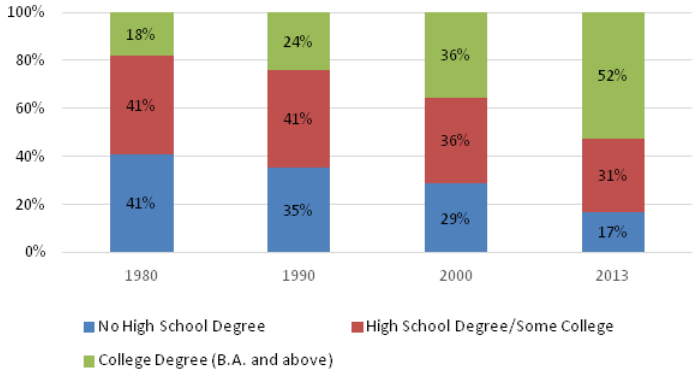


Figure 4.4: Educational Attainment in the Mission (1980-2013)

U.S. Census 1980, 1990, 2000 (Geolytics, 2014); ACS 2009-2013

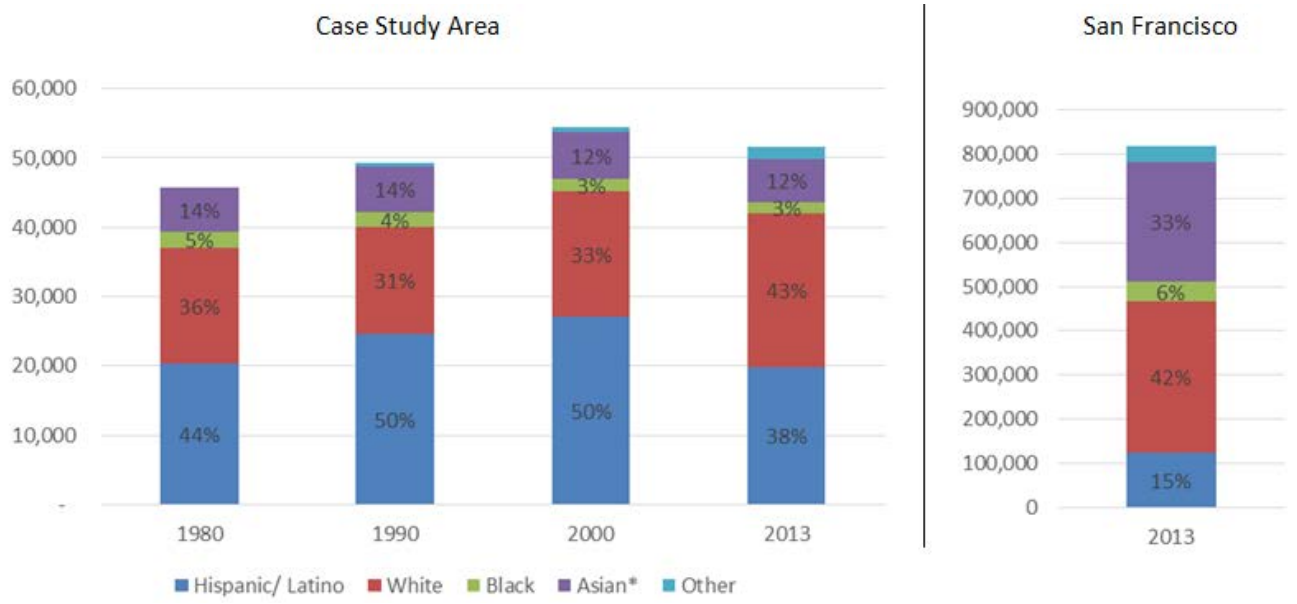


Figure 4.3: Race & Ethnicity in the Mission District by population and percent, 1980-2013, and San Francisco, 2013

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); ACS 2009-2013

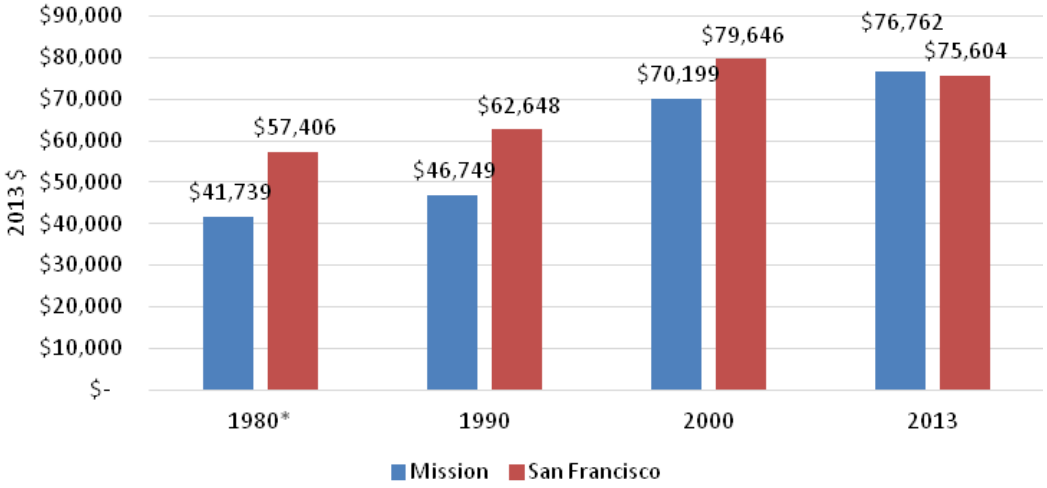


Figure 4.5: Median Income, Mission vs. SF (1980-2013), 2013 $

*Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); ACS 2009-2013 *Median income unavailable, average income used*

As may be expected, an increase in median income accompanied the increase in educational attainment in the study area. Median household income in the Mission District has risen significantly from 2000 to 2013, increasing at a faster pace than San Francisco overall (Figure 4.5).

The Dotcom Boom: Displacement of Industry, Business, and Residents– and Community Response

The dotcom boom in the late 1990s fundamentally changed the character of the Mission District. The boom hit its peak in 2000 and by 2002 was in decline. This short boom resulted in residential and commercial displacement (Casique, 2013). The industrial sector in the Mission is primarily located in the Northeast Mission Industrial Zone (NEMIZ), an area taking up the northeast corner of the Mission District. Even though the zone was designated in the midst of the dotcom boom, the market for industrial uses was "depressed," according to a stakeholder, and "a bunch of companies had moved out," like a brewing company and lumber yards. This devaluing of the land for industrial purposes due to the changing economy coincided with the growth of San Francisco as a result of the dotcom boom.

Industrial uses began to change to office space and housing. According to a community-based organization staff member, the emerging technology companies were in need of office space and able to pay higher rents, so they began converting former light industrial uses to office space; many of these offices, in turn, became empty after the dotcom bust, but light industrial uses did not return.

In terms of conversions to housing, a 1988 ordinance allowed the conversion of industrial spaces into so-called "live/work" spaces, where it is presumed a resident both lives and does their work (Casique, 2013). Advocated by artists, the live/work ordinance was seen as an opportunity to promote the art industry in the city by providing affordable housing arrangements in San Francisco (PODER, 2014). Under the ordinance, developers interested in constructing live/work units in the NEMIZ did not need to get the area rezoned nor did they need a conditional land use permit to build and therefore did not need to conduct an environmental impact report (EIR)—major hurdles for construction developers were able to avoid. As a result, many small developments "started springing up everywhere," according to one stakeholder, and began converting many industrial structures, vacated due to the changing economy, into expensive "live/work" spaces to house the new residents coming to work in the technology sector as a result of the dotcom boom. According to the San Francisco Housing Databook report issued by the SF Rent Board in 2002, 2,324 live/work units were constructed in San Francisco from 1987 to 2000.[6] Right before the dotcom crash, the number of constructed units peaked at 587 units in 1999, more than twice the amount of units built in any other year (SF Board of Supervisors, 2002).

[6] Only four units or more were counted which might result in undercounting.

Once it became clear that such conversions were possible, land values in the NEMIZ area began to rise, making remaining industrial uses difficult to sustain and resulting in business displacement (San Francisco Planning Department, 2002). The live/work ordinance allowed conversion without the requirement of hearings or public comment, allowing them to proceed unnoticed for a long time (Casique, 2013). Once advocates became aware of the situation, the Mission Anti-Displacement Coalition worked with Sue Hestor, a notable SF land use attorney, to force hearings at the Planning Commission and before the board of supervisors (PODER, 2014). Before the formation of the Mission Anti-Displacement Coalition, the "Committee for Jobs, Arts, and Housing had been raising concerns about the developers' scam on live/work developments," according to a community-based organization stakeholder.

Residential displacement in the Mission was also a concern during this period. Between 1990 and 1999, an estimated 925 households were evicted in the Mission (MEDA, as cited by Kennedy & Leonard, 2001). The Mission Anti-Displacement Coalition (MAC) was a major player during this time period, advocating for existing tenants' rights. According to a stakeholder involved with the Coalition, "the value of MAC's work is that unlike most other anti-gentrification work in other parts of the country…MAC focused not only on tenants' rights and stabilizing the neighborhood through that strategy but also on preserving space for local-serving businesses and [production, distribution and repair, or] PDR/light industrial space, especially given that those jobs paid often better [than other jobs available at the time]." Due to MAC's successful lobbying efforts, the San Francisco Board of Supervisors passed a moratorium on the live/work conversions and the production of market rate housing in the Mission that ultimately lasted two years (Casique, 2013).

Another of MAC's efforts was the creation of a "People's Plan." Published in 2005 after a community engagement process, it outlined community members' vision and priorities for the district, including economic, cultural, and community development, affordable housing, livability in the streetscape, environmental issues, transportation, and a specific land use map—essentially, a comprehensive plan for the Mission done by the people (The Mission Anti-Displacement Partnership, 2005). According to PODER, "aspects of this community-led effort were incorporated into the city's Eastern Neighborhoods Plan" (PODER, 2014). When asked to assess the impact of the People's Plan on the Mission, an organizer involved with the effort shared that he does not believe there was a "causal" effect on affordability in the neighborhood; instead, "market conditions in and of themselves eased some of the pressures on prices given the [dotcom] bust." However, he believed that even with the bust, rents were not decreased in a "substantive way." Instead, he believe that the planning process was significant for the "social capital" it built "by having trained people work on planning issues in the neighborhood and understand the zoning and planning conditions and how those decisions get made." [7]

A park that is currently under development at the intersection of 17th and Folsom Streets represents some of the successes of the People's plan. The park, will include a grassy area, playground, community gardens with trees bearing edible fruit, and public art that honors the Latino character of the neighborhood. multi-year community outreach process was conducted in partnership with PODER, starting in 2009. According to a staff member at PODER, community members were prepared to have meaningful engagement with the city due to the understanding of planning and zoning they developed working on the People's Plan. The staff member said that, the "areas that were rezoned through [the People's Plan] process in the 2000s are coming to fruition after these many years....that speaks to the social capital that has been built. Not just, 'let's rezone and forget about it.' But, 'let's make sure these policies come into fruition.' And we're going to be seeing that happening this year" when the park opens.

[7] The stakeholder also shared the following outcomes of the process: "The whole Mission Anti-Displacement Coalition and the People's Plan work did a couple of things. One, with MAC, I think it gave visibility to a new level of leadership in the neighborhood that was less accomodationist in terms of the interests of developers, of downtown, of some of these interests. And I think it pointed to a generational divide in the Mission in terms of the Latino 'old guard' and newer leadership...The People's Plan in particular, because of the need to engage with the city and community, I think it also helped the new generation... for understanding how these often arcane and technical issues like land use and zoning are addressed…How we need to be informed and engaged in these processes at the neighborhood and city level...there's an aspect of that reflected in the newer leadership."

Housing: Conditions for Residents

As is the case in the rest of the city, the housing market in the Mission District is competitive. In 2000, right before the dotcom bust, the vacancy rate was at an extreme low of 3%. In 2013 the vacancy rate jumped to 7.6%, representing the decline of the house market. This figure cannot be seen as representing current patterns of gentrification as the housing market has since rebounded.

In terms of tenure, there has been a slight decrease in the portion of occupied housing units that are rented: from 87% in 1980, to 76% in 2013, which is consistent with gentrification patterns.

Overcrowding, when more than 1 person per room lives in an apartment or home, was 50% lower in 2013 than 2000 (Figure 4.6). One explanation is the decrease in both family households and of the Latino population, as low- and moderate-income Latino households often live with extended family members in overcrowded living conditions (MEDA, 2011).

San Francisco has one of the most expensive housing markets in the nation and market rate rents in the Mission are reflective of the city's high cost of living. In 2013, the average price of a market-rate one bedroom apartment in the Mission District was $2,850 while the average for a two bedroom was $4,705 (Zumper, 2013). With 76% of residents in the Mission renting (as of 2013), these high rents prevent low-income households from moving into the neighborhood. Additionally, current residents experience a very high rent burden. From 2000 to 2013, the share of rent burdened households, those paying 35% or more of their income on housing costs, increased from 27% to 34%.

Despite high demand for the area, the Mission District has failed to see significant increases in its housing stock, thereby exacerbating pressures on existing housing (Table 4.2). This lack of new development was a common concern among the stakeholders interviewed. A realtor in the area discussed the difficulty in obtaining approvals for new buildings because of the lengthy environmental impact review process, which sometimes caused developers to walk away from projects. A senior staff person from an affordable housing developer spoke about the challenges of building new housing, in part due to the real estate market collapse and the elimination of redevelopment as a funding source for affordable housing in California.

Meanwhile, as few units are being constructed, 80% of households have recently moved in to their housing unit (Table 4.3). This puts upward pressure on the rents in the older housing stock.

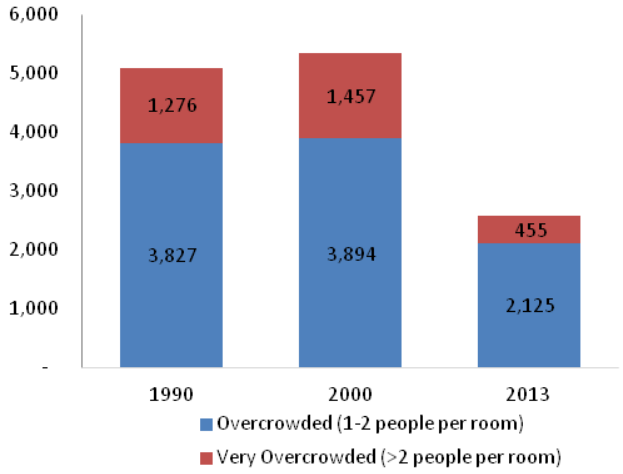


Figure 4.6: Overcrowded Units in the Mission (1990-2013)

Source: U.S. Census 1990, 2000 (Geolytics, 2014); ACS 2009-2013

Table 4.2: Number of Housing Units by Year of Construction

Total	23,106	
Built 2010 Or Later	96	<1%
Built 2000 To 2009	96	7%
Built 1990 To 1999	1,516	5%
Built 1980 To 1989	1,212	4%
Built 1970 To 1979	918	4%
Built 1960 To 1969	854	6%
Built 1950 To 1959	1,337	7%
Built 1940 To 1949	908	4%
Built 1939 Or Earlier	14,662	63%

Source: American Community Survey 2013 5-year estimate

Table 4.3: Mission District Percent of Householders who Moved in Last 5 Years, 1980 – 2013

Year	Percent Moved in Last 5 Years
1980	62%
1990	55%
2000	53%
2013*	80%

*Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013 *Note: The 2013 figure is the percent of households who moved in last 3 years.*

Rent Control

San Francisco's rent control laws protect tenants who live in multi-unit rental buildings built before June of 1979. The rent control ordinance limits the amount a landlord can raise the rent annually, based on the consumer price index. When the unit is vacated, landlords can raise the rent to market rate, also known as "vacancy decontrol".[8] Once the rent is raised, future rent increases are still governed by rent control. Therefore, while units may technically be considered rent controlled they may be unaffordable due to vacancy decontrol. To prevent landlords from evicting tenants in order to raise rents to market rate, the ordinance also includes a "just-cause evictions" clause requiring landlords to have a good reason for eviction such as chronic late rental payments or a nuisance complaint. There is no record of units that have undergone vacancy decontrol and their new base-rent.

We attempt to estimate the number of rent-controlled units in the Mission District by identifying parcels that contain a building with two or more units, built in 1978 or before, and are identified as an "apartment" or "flat" using tax assessor data from Alameda County (Figure 4.7). This estimation method is imperfect, as housing units that are condominiums, tenancies-in-common, or currently not rented (through the Ellis act) are not rent controlled. However, data on these exempt housing units are not available. Approximately 68% of units in the Mission census tracts are potentially rent-controlled. Eighty-nine percent of these units were built in 1939 or earlier (Figure 4.8). Older buildings are often highly desirable to wealthier residents due to their architectural value; that so many buildings in the Mission District are from the Victorian era increases the likelihood of displacement.

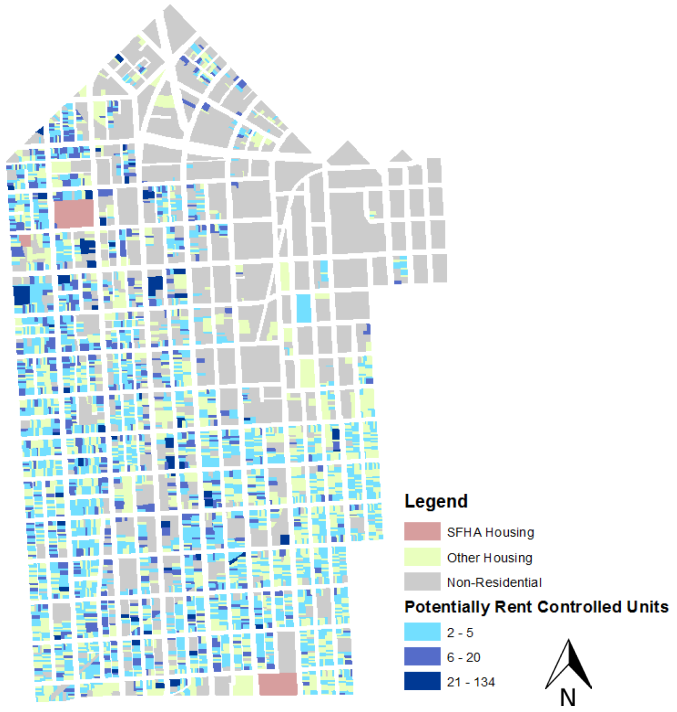


Figure 4.7: Potentially Rent Controlled Units
Source: Association of Bay Area Governments, 2014

As noted earlier, rent controlled apartments do not necessarily signify affordability due to vacancy decontrol; hence estimating the number of recently vacancy decontrolled units and when these vacancies occurred is important for the purpose of understanding affordability in the rent-controlled market. Our estimate suggests that a maximum range of between 18-28% of rent controlled units experienced rent increases due to vacancy decontrol between 2010-2013.[9] This is a maximum because, while we are reasonably sure that 18-28% of rent controlled units experienced turnover, it is not guaranteed that landlords would increase the rent when that turnover happens; therefore, the actual figures may be lower.

The map in Figure 4.9 shows that there is a high percent of vacancy decontrolled units in the tracts west of Valencia Street. A walk down Valencia Street shows a trend in higher-end commercial and retail stores. This

[8] SF's rent control ordinance never included vacancy control and due to the passage of Costa Hawkins in 1996, vacancy control was banned statewide.

[9] This estimate is derived using estimates of the total number of rental occupied housing units from the American Community Survey (2009-2013 five-year estimates) in combination with data from the San Francisco Public Health department on the percent of rental units in each tract that are subject to rent control. These data sources allowed us to estimate a number of units in each census tract that are subject to rent control. Since ACS figures are reported with a margin of error, we found a range for this figure. Then, we turned to ACS data for counts of renter households who had moved in since 2010. We multiplied this by the proportion of units in the tract subject to rent control (the Public Health data), assuming that the newly moved-in households moved into rent controlled and non-rent controlled units at the same proportion as exist in the tract. This figure—the number of rent control units that experienced turnover between 2010-2013—is taken to be the same as the number that experienced vacancy decontrol. We then divide this figure by the total rent controlled units in the tract to get the percent of units that experienced vacancy decontrol. To get the figures for the whole Mission, we simply add the counts from each tract of vacancy decontrolled units and total rent controlled units, and divide these sums.

trend, to be discussed in greater detail in a later section, might explain the higher vacancy decontrol rate in census tracts along Valencia Street as landlords may be taking advantage of the economic investment along the street to appeal to wealthier tenants.

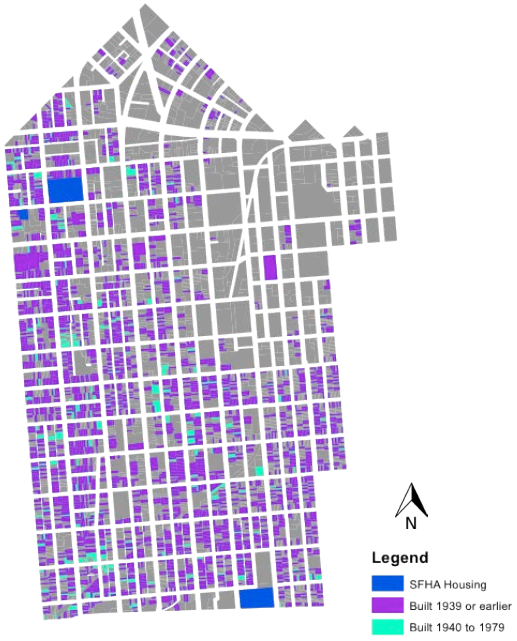


Figure 4.8: Housing built before 1979 by Block
Source: Association of Bay Area Governments, 2014

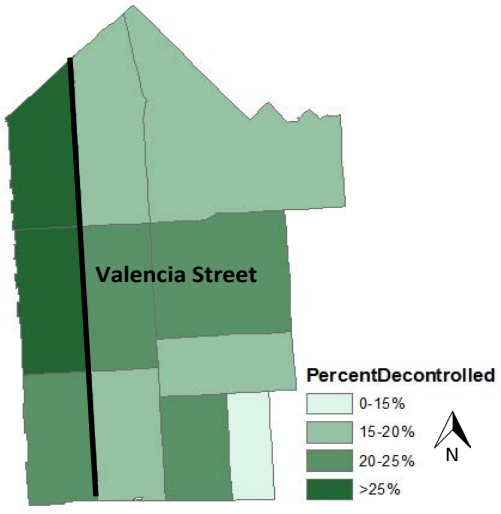


Figure 4.9: Percent of Units with Vacancy Decontrol by Census Tract
Source: 2009-2013 American Community Survey and San Francisco Public Health Department
("Proportion of Housing Stock that is Rent-Controlled or Affordable, San Francisco, CA | Data | San Francisco," n.d.)

Public and Subsidized Housing in the Mission

While many residents of the Mission struggle to afford rent, the area is host to a sizable stock of subsidized housing: nearly 2,000 units, as detailed in Table 4.4 (excluding any units built only with local funds, some of which are discussed in the next section). The neighborhood would have likely experienced even greater displacement rates without these units.

Table 4.4: Public and Subsidized Housing in the Mission, 2013

Type of Unit	# of units
Public Housing	170
Low-Income Housing Tax Credit	962
Section 8 New Construction	194
Section 202 (Senior Housing) New Construction and Substantial Rehabilitation	152
Project Rental Assistance Contract	115
Other (including Loan Management Set-Aside and others)	319
Grand Total	1,912

Source: HUD Yearly Data Picture (Department of Housing and Urban Development, n.d.) for Public Housing figure; (California Housing Partnership Corporation, n.d.) for the rest. Note these figures do not include residents who rent using tenant-based vouchers or units developed as part of SF's inclusionary ordinance or any subsidized units developed only with local funds.

Inclusionary Housing

Stakeholders said San Francisco's inclusionary housing ordinance has had a limited impact. Inclusionary Housing began as a policy in 1992 and later became "part of the Planning Code" in 2002; it was revised in 2006 and 2010 (San Francisco Mayor's Office of Housing and Community Development, 2014). The policy requires developers to build affordable units equal to 15% to 20% of a market-rate development or pay a fee in lieu of building such units. The policy has resulted in the creation of 1,560 units of below-market rental andownership units in San Francisco between 1992 and 2013 (Table 4.5).

Table 4.5: Inclusionary Housing, 1992 - 2013

	Projects with Inclusionary Units (On or Off-Site) or In-Lieu Fees	Projects Choosing On-Site Inclusionary Housing		Projects Choosing Off-Site Inclusionary Housing		Projects Choosing to pay Fee
	Total Number of Projects	Number of Projects	Number of Affordable Units	Number of Projects	Number of Affordable Units	Number of Projects
Mission District[10]	24	21	136	0	0	3
San Francisco	198	157	1,214	7	346	34

Source: San Francisco Mayor's Office of Housing and Community Development, 2014

However, a court ruling in 2009 has limited the impact of the ordinance. In the case, Palmer/Sixth Street Properties LP vs. City of Los Angeles, the California Supreme Court let stand a lower court's ruling that held jurisdictions may not mandate developers to build inclusionary rental units, since doing so entails the setting of rents by the city, which was banned by the Costa-Hawkins Rental Housing Act (California Planning and Development Report, 2009; Reuben, Junius & Rose LLP, 2009). The ruling does not affect inclusionary policies for ownership units. The city made revisions to the law in 2010 that "require developers to pay an affordable housing fee rather than construct inclusionary affordable housing" (San Francisco Budget and Legislative Analyst, 2012). That resulted in a significant decrease in the number of inclusionary units produced under the program, from 384 in 2008 to 32 in 2009, without a comparable increase in the fees paid, which could be related to the overall dynamics of the real estate market in these years (San Francisco Mayor's Office of Housing and Community Development, 2014).

Community Opposition to Development at 16th and Mission Streets

Some believe more housing for all income levels is needed to improve affordability in San Francisco, while others believe housing production should focus on affordability for low-income residents. An example of this tension is the proposed ten-story, 351-unit building on the corner of 16th and Mission Streets. The development is under community scrutiny, with the Plaza 16 Coalition leading the opposition. The new apartment complex would replace a Walgreens, a Burger King, a bar, a Chinese restaurant, a market and a parking lot (Elsen, 2014). Despite the fact that no existing tenants or housing would be displaced, the coalition argues that if this development were to proceed, it would result in business and residential displacement (Christopher, 2014). This type of opposition highlights the social and cultural complexity of gentrification. The 10-story luxury apartment complex represents development for new residents, leaving the Latino community feeling neglected and disrespected. According to a community-based organization stakeholder, the "Plaza 16 Coalition has made substantive arguments against the project ranging from the height, impacts on the adjacent school, traffic concerns, and yes, the pressures luxury condos have on housing prices in the neighborhood."

The developer of the 16th street Mission housing apartment complex has yet to determine how it will satisfy the city's affordable housing requirement (Dineen, 2013). Yet regardless of how the developer will satisfy the affordable housing requirement, residents oppose this development as the project represents a change in the Mission's character. In an article entitled, "Coalition protests 16th Street development", an organizer for Causa Justa :: Just Cause put this clash succinctly, "the height of these towers will keep Marshall Elementary [School] next door in a constant shadow….this project will literally overshadow the Latino students attending that school" (Christopher, 2014). While it may be true that residents will not be directly displaced by the development, the project will have an impact on surrounding businesses and could potentially increase the cost of living in the neighborhood. A city official explained that once new housing development happens "there is such a huge impact on the surrounding area, prices immediately respond." This same city official expressed skepticism that simply building more housing will make the Mission more affordable.

[10] As defined by the Mayor's Office on Housing; a map was not provided to compare to the area we have defined as the Mission.

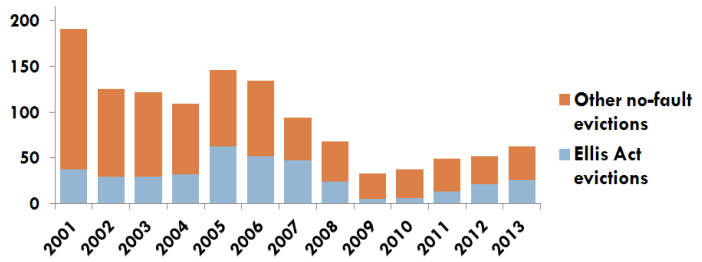
Ellis Act Evictions

Another highly public issue in the Mission has been the impact of the Ellis Act. The Ellis Act is a state law passed in 1985 that allows landlords to evict tenants building-wide by removing the building from the rental market entirely or for five years before being allowed to rent apartments at market rate. The result in San Francisco has been a decrease of rental options in a city where the supply of housing is already strained. The increase in the percent of residents who are homeowners from 13% in 1980 to 24% in 2010 may reflect, at least in part, Ellis Act condo conversions.

While the Ellis Act continues to be a subject of contention in the housing market debate, Figure 4.10 shows that the number of evictions has decreased since 2001. The number of Ellis Act evictions tends to mimic the health of the economy and housing market: in down periods, such as after the crash of the dot-com boom (2001-2004) and during the recent recession, evictions decrease. During up periods, such as in 2005-2007 during the height of the housing boom and more recently, as the economy has begun to recover, evictions increase.

A city official working in the government for the last three decades commented that the planning department saw the peak of Ellis Act evictions in the nineties. This is supported by compiled data from the time referencing 1998 as the "peak" year of Ellis Act evictions (Capps, 2014). The city official believes that since the Planning Department has authority over land use it could restrict the conversion of rental properties to ownership properties. For example, zoning changes or other policy interventions could restrict conversion or make it difficult to do, thereby deterring landlords from pursuing it.

Regardless of the fact that the total number of Ellis Act and no fault evictions has gone down since 2001, the total number of evictions for the Mission compared to the rest of the city has been very high during this twelve-year timeframe. The Mission District (represented in the report issued by the SF Board of Supervisors Budget and Legislative Analyst by the zip code 94110) had a higher number of Ellis Act and no-fault evictions than any other neighborhood, with 383 evictions and 1,222 notices, respectively. Between 2009 and 2013, of the seven neighborhoods with the most Ellis Act evictions, the Mission continued to exhibit the highest number of evictions with 71 evictions, a demonstration of its lucrative housing market (Table 4.6).



Ellis Act Evictions allow landlords to exit the rental housing business
Other 'no fault' evictions include those where the eviction is not a result of tenant's actions (e.g., owner move-ins, etc.)

Figure 4.10: No-Fault Evictions in the Mission, 2001-2013

Source: SF Rent Board as reported by SF Board of Supervisors Budget and Legislative Analyst, 2012

Table 4.6: Top Seven Neighborhoods for Ellis Act Evictions, 2009-2013

Neighborhood	Ellis Act Eviction Notices
Mission	71
Russian Hill./Polk Gulch	46
Castro/Eureka Valley	43
Outer Richmond	41
Inner Richmond	38
North Beach	37
Haight-Ashbury/Western Addition	29
Total	305
San Francisco Total	476

Source: SF Rent Board, accessed through (San Francisco Board of Supervisors Budget and Legislative Analyst, 2013)

Tenant Buyouts

In addition to evictions, tenant buyouts are another strategy in which landlords attempt to lure current tenants out of their homes with cash to increase rent for wealthier residents. The Mission district has experienced the highest concentration of buyouts from 2008-2014 ("Tenant Buyouts Are On The Rise In S.F., As Are The Dollars Involved - SocketSiteTM," 2014). Buyouts offer landlords several advantages over Ellis Act evictions: the landlord can immediately rent out the unit at market value and retain the option to convert units into condominiums at a later date. The total number of reported buyouts in SF went from 90 in 2007 to 175 in 2013[11] (City and County of San Francisco,

[11] The data reported by the SF Tenant Union likely undercounts the number of actual buyouts as these are self-reported by tenants.

Budget and Legislative Analyst's Office, 2014). The Mission district had the highest number of buyouts in 2008-2014 with 165 or about 28% of the total share of buyouts, however there is no requirement to report buyouts so these are likely underestimates. There is no regulation of the amount that must be paid for a buyout and sometimes tenants are offered just a few thousand dollars (City and County of San Francisco, Budget and Legislative Analyst's Office, 2014). San Francisco Supervisor David Campos has introduced legislation to regulate buyouts. One of the regulatory features he is proposing is to impose the condo conversion prohibitions that are already in place for no-fault evictions (Taylor, 2014).

Sales and Investment

While the percent of households who are mortgage burdened has stayed constant over time, the cost to buy a home has increased substantially since the 1980s in the Bay Area, San Francisco, and, especially, the Mission District, as shown in Figure 4.11 and Figure 4.12. The rise in price during the dotcom boom is clear, as is the more recent rise in costs between 2002-2007, then a slight downturn during the recession with a quick recovery since 2012. Single-family homes have shown more dramatic change, particularly recently in the Mission, whose home have shot up in price above San Francisco and the Bay Area.

Use Changes

The increases in housing prices have been paralleled by a gradual increase in the number of parcels whose land use is residential. Many of these are new construction, but others represent use changes. A small portion of parcels changed use each year, but in 2007, 9% of parcels with a commercial use had converted from other uses (mostly industrial and miscellaneous) and 5% of parcels with a residential use had converted from other uses (mostly commercial) (Dataquick, 2014).

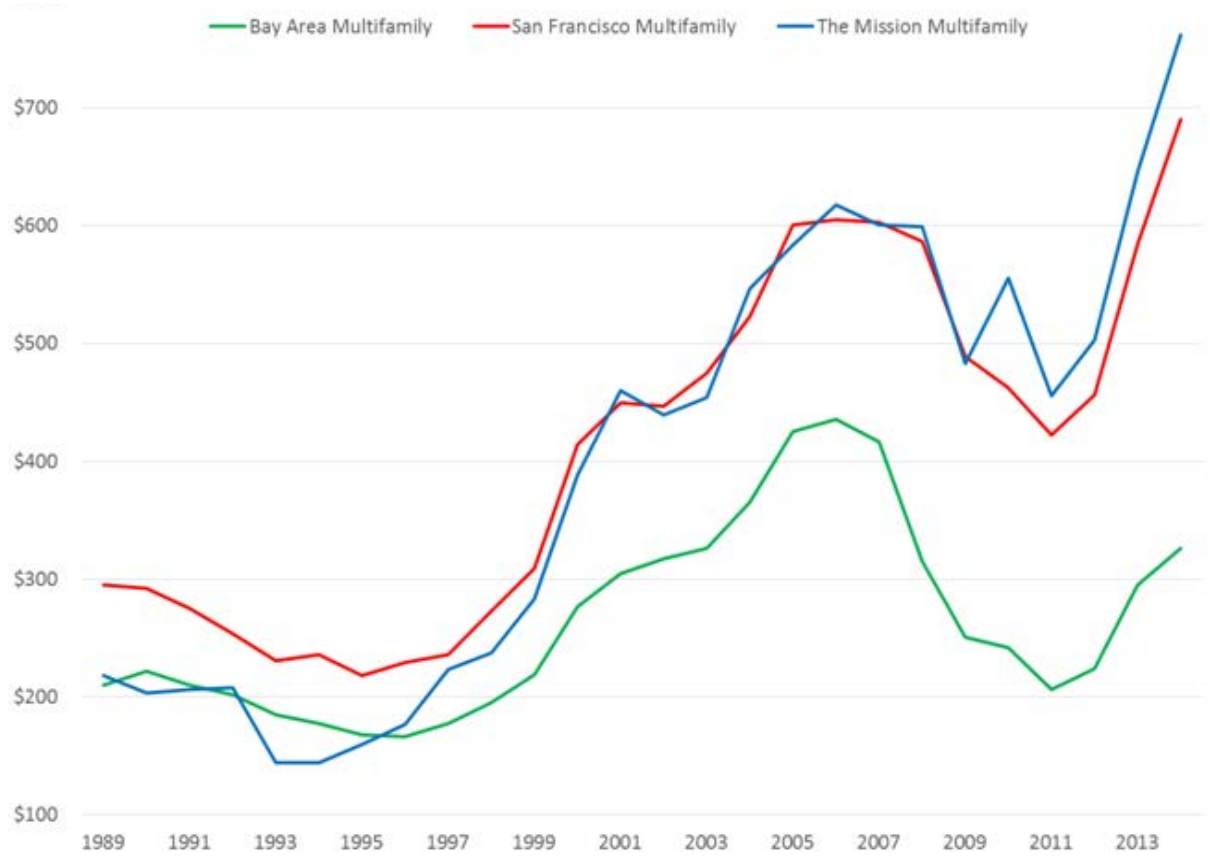


Figure 4.11: Median Sale Price per Square Foot – Multi-Family Properties

Source: Dataquick, "Bay Area" includes all tracts in the 9-county area)

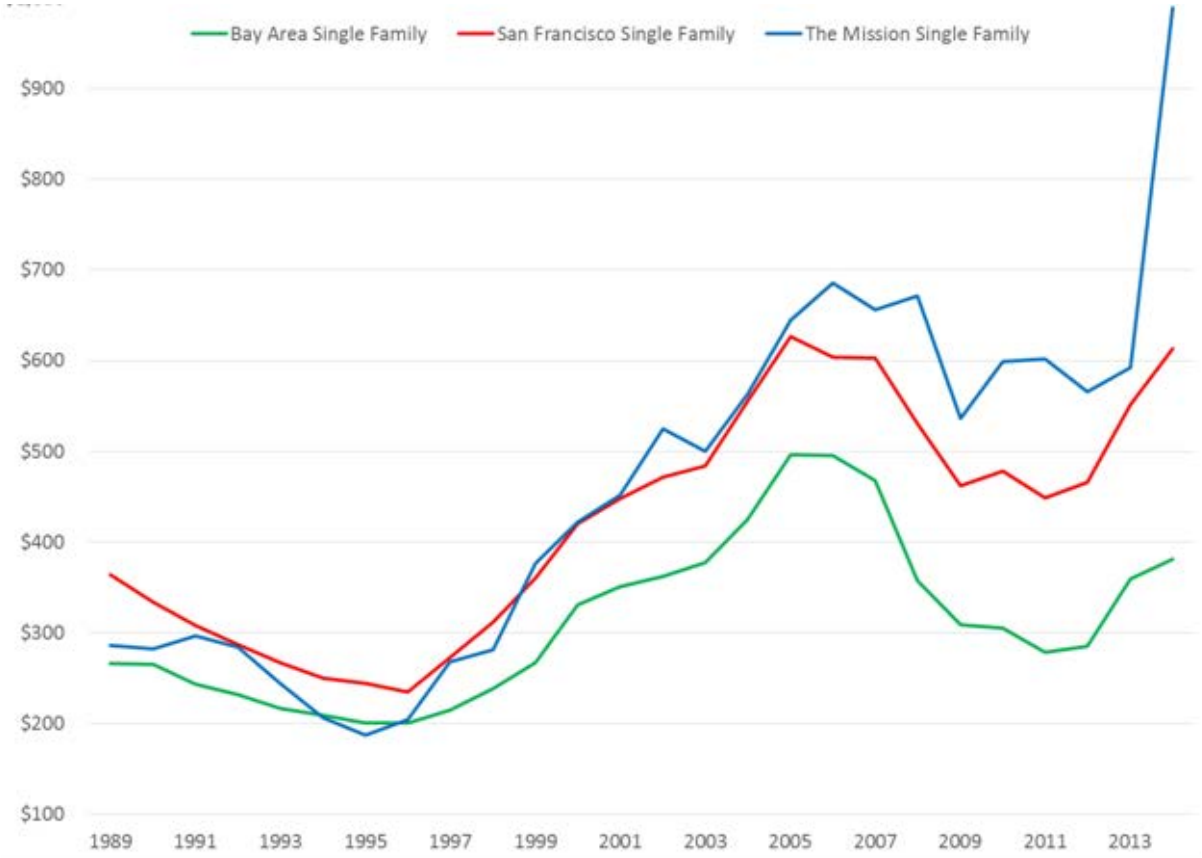


Figure 4.12: Median Sale Price Per Square Foot - Single Family Homes
Source: Dataquick, "Bay Area" includes all tracts in the 9-county area)

Private Investment

We examined trends in sales and building permit data to identify spatial characteristics of investment in residential property. This analysis has the potential to demonstrate how outside pressures and public investments impact patterns of private investment in the Mission District over time.[12] As Figure 4.13 shows, there are a higher number of residential sales in the northwest and central-western portions of the Mission. The northwestern concentration may be related to higher density of housing stock.

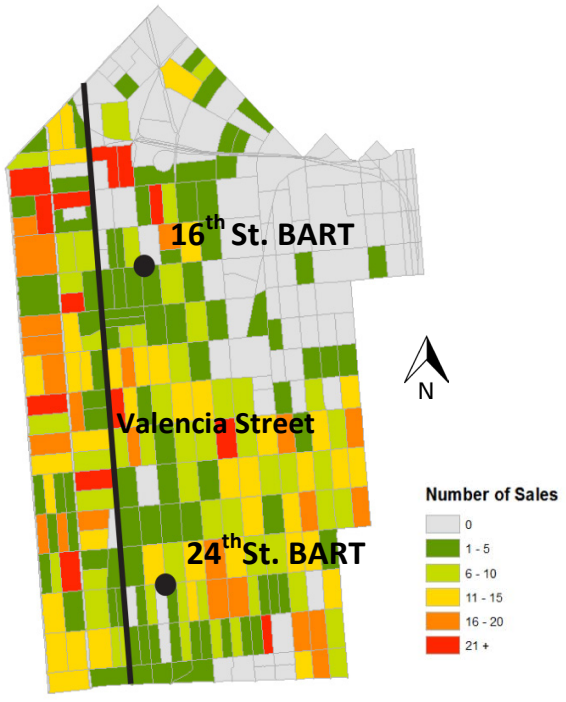


Figure 4.13: Number of Residential Sales by Block, 2003 – 2013

[12] Sales data was taken from the first quarter of 2003 through the fourth quarter of 2013 from DataQuick, (DataQuick, 2014). We joined the data to a shapefile containing San Francisco parcels and converted to point data using ArcGIS (ABAG, 2005). These points, which each represent a sale, were spatially analyzed and visualized at different geographies through spatial joining. Building permit data from the San Francisco Planning Department were analyzed similarly (San Francisco Planning Department, 2014a).

The number of residential sales peaked in 2003 and 2004, declined through the housing bubble burst, but appears to have stabilized (Figure 4.14). San Francisco as a whole recovered from the impact of the financial recession and housing market crash much faster than the rest of the nation.

Figure 4.15 displays the average residential sales prices per square foot in the Mission and shows a slightly different pattern than Figure 4.14, with the largest cluster of high prices seen in the southwest.

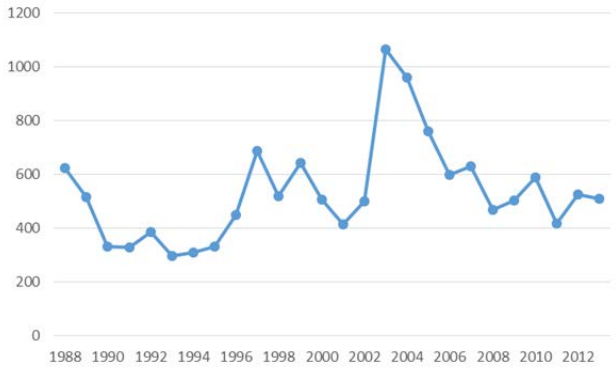


Figure 4.14: Yearly Total Number of Residential Sales in the Mission, 1988-2013
Source: Dataquick, 2014

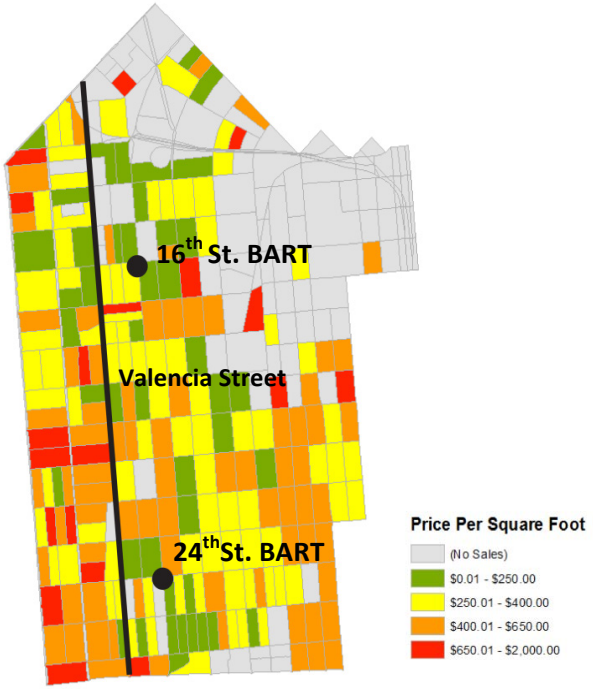


Figure 4.15: Average Residential Sales Price per Square foot by Block, 2003-2013

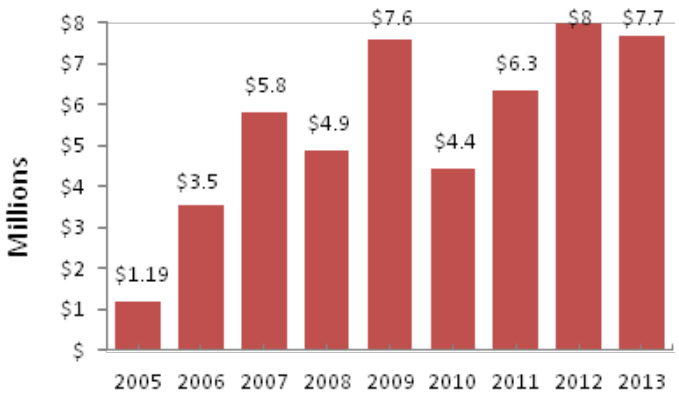


Figure 4.16: Total Annual Cost of Residential Permits in the Mission, 2005-2013
Source: San Francisco Planning Department, 2014

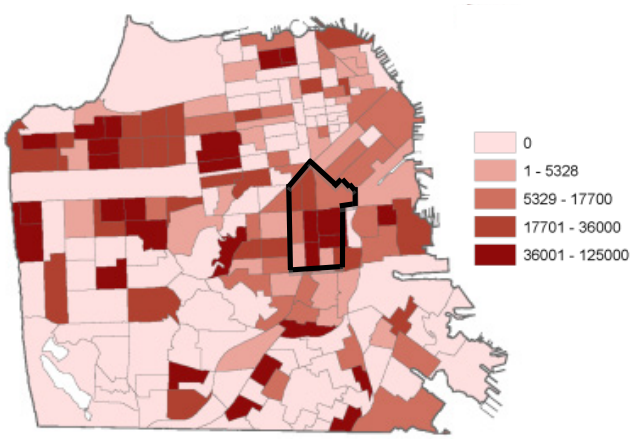


Figure 4.17: Average Permit Cost per Unit in the Mission by Census Tracts, 2005-2013
Source: San Francisco Planning Department, 2014a

The amount of private investment in residential properties has also been increasing since 2005 (Figure 4.16). The total annual value of permits (as ascertained through the cost of building permits) in the Mission increased by 545% from 2005 to 2013. When comparing investment in the Mission to the rest of the city, Figure 4.17 shows how parts of the Mission are averaging higher permitting investments per unit.

Public Investment

Public investment, in so far as it makes the neighborhood more desirable, has the potential to contribute to gentrification pressures. The public project that seems most clearly related to gentrification is one on Valencia Street between 15th and 19th streets completed

by the Department of Public Works in July 2010 at a cost of $6.1 million. In 2004 the Municipal Transportation Agency (MTA) began the planning for the Valencia Streetscape Project, which expanded and beautified sidewalks, resurfaced and restriped the street with bike lanes, and provided other infrastructure improvements (City of San Francisco, n.d.). The street looks nicer than nearby streets and, today, the commercial establishments along Valencia Street are mostly new places that serve a higher-income clientele (further analysis of commercial change is in the next section). By contrast, along Mission Street, another main commercial corridor in the district, more of the older, legacy resident-serving establishments are still around, and visible gentrification is less advanced. This may be, at least in part, connected to the completion of the Valencia street beautification process. Additional improvements (some completed, some planned) include several streetscape improvement projects, road diets, and new plazas throughout the district. These are detailed in an appendix.

Together, these projects signal an interest in the Mission on the part of city agencies. The investment they bring is a parallel and reinforcing factor to the other changes discussed here. One stakeholder interviewed said that a lot of residents see streetscape improvements like these as a sign of gentrification. All of these projects included public processes, and several affirm the Latino cultural identity of the neighborhood. They also ostensibly improve the neighborhood for existing residents. On the other hand, the improvements could contribute to residents' dissonance, especially if they feel the neighborhood is being upgraded for others or being made more attractive for outsiders to move in. The improvements may make the area even more desirable to higher-income people and, therefore, encourage gentrification and displacement.

None of the improvements include provisions to ensure permanent housing affordability for existing residents to stay in the neighborhood and enjoy the new streets, plazas, and parks. In this way, the investments may not benefit existing residents in the long run, representing a missed opportunity to stabilize the neighborhood.

Commercial Displacement

In order to understand how gentrification may put pressure on retail businesses, we evaluated data on commercial establishments from the National Employment Time-Series Database (NETS), a proprietary database (Walls & Associates, 2013). Using census tracts, we analyzed the data by dividing the Mission District into three distinct commercial neighborhoods shown in Figure 4.18 based on our own assessment of commercial uses.

In 1990, there were more retail businesses in the 24th Street corridor neighborhood than in the 16th St. BART neighborhood (Figure 4.19). Since then, the number of retail businesses has steadily declined in the 24th Street corridor and steadily increased in the 16th Street neighborhood. Today there are about twice as many businesses in the 16th Street BART neighborhood as in the 24th Street corridor.

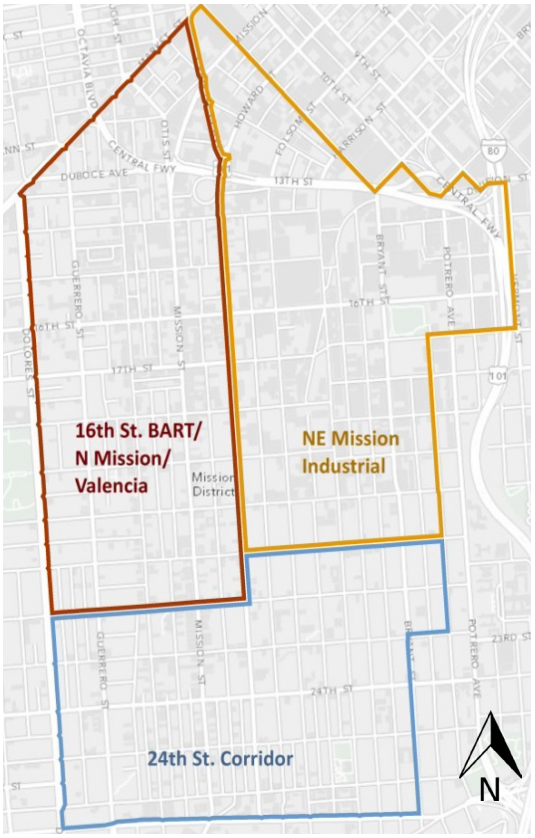


Figure 4.18: The Mission District, Commercial Neighborhoods

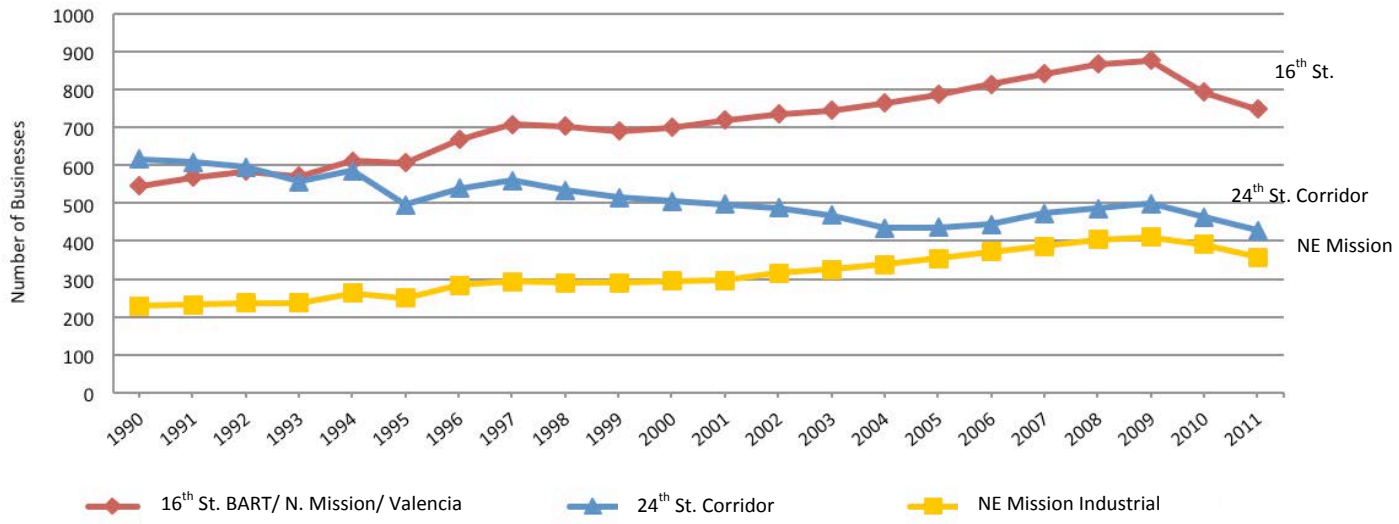


Figure 4.19: Number of Retail Businesses in the Mission, 1990-2011

Source: National Employment Time-Series (NETS) Database

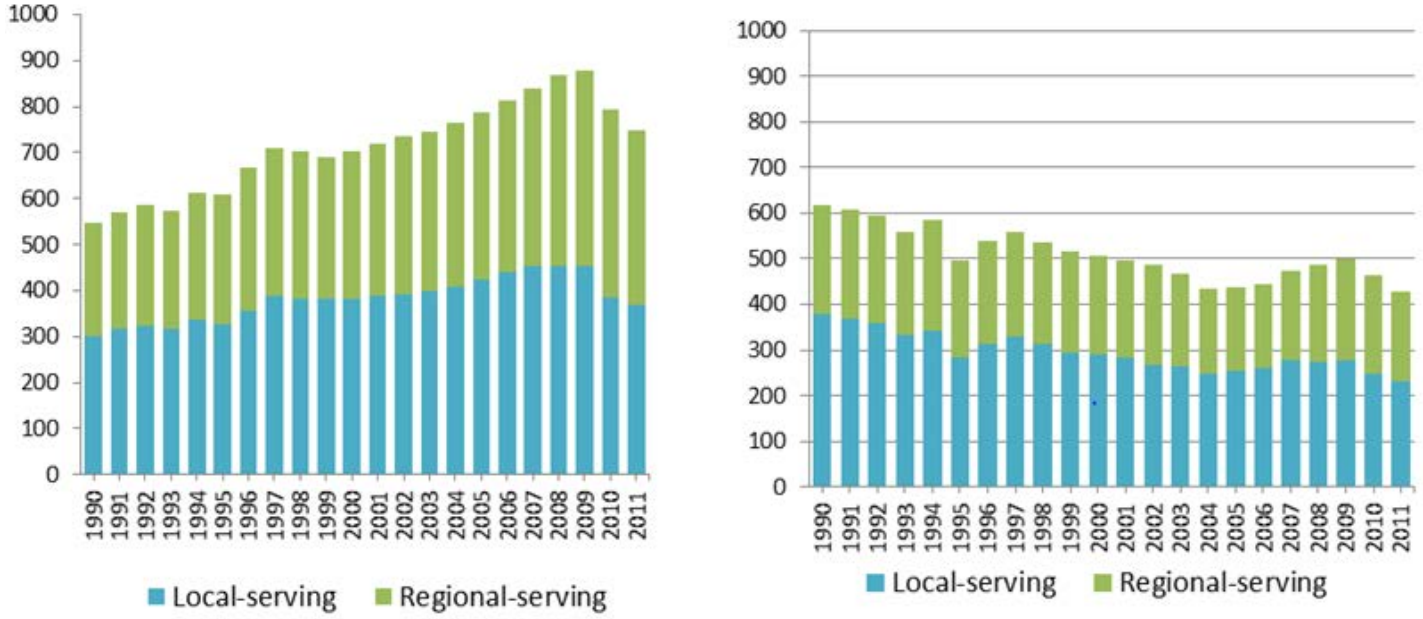


Figure 4.20: Total Number of Businesses, 16th St. BART (left) and 24th Street Corridor (right)

Source: National Employment Time-Series (NETS) database

Here, we compare trends in the 16th Street Bart and 24th Street Corridor areas[13]. The businesses in the 16th Street Bart neighborhood may face problems due to neighborhood gentrification, customer dislocation, and increased wage costs for their workers. Businesses along 24th street may feel less pressures, in part due to the activism that has led to protecting businesses and tenants in the area (Dicum, 2005).

To ascertain the change in local- versus regional-serving businesses, we categorize them based on their North American Industrial Classification System (NAICS) code into businesses that are more likely to serve local residents (such as markets, drug stores, and hardware stores) and businesses more likely to serve regional markets (such as department stores and furniture stores). In the 16th Street Bart neighborhood, growth has occurred in both local and regional serving businesses, while on 24th Street, local-serving businesses have decreased in number (Figure 4.20).

[13] The number of retail businesses in the Northeast Mission Industrial neighborhood increased slightly, but is lower than the other two neighborhoods; we exclude it from the remainder of our analysis.

This suggests that changes in the 16th Street area may be spurred both by changes in the local resident population and in the neighborhood's capacity to draw customers from the region. For example, this corridor is a night-life destination where people from outside come to visit restaurants and bars. Changes in the 24th Street corridor, by contrast, appear to be more related to changes in the local residential population, resulting in a decline in local-serving businesses, without comparable increases in regional-serving businesses.

When asked about how different parts of the Mission have experienced change differently, a non-profit stakeholder identified the 24th and Mission neighborhood as one that has maintained its character more than others, keeping a high percentage of Hispanic-owned retail businesses. However, an analysis of businesses owned by Hispanic people on the 24th Street corridor reveals a different story. Of the businesses that closed in recent years (2007-2010), nearly 50% of them were owned by Hispanics, compared to 38% of businesses that opened over the same time frame.[14] Additionally, the overall proportion of businesses owned by Hispanic people decreased from 40% to 36% between 2000 and 2011. Though this is a small change, it still shows a change in the character of local retail and minority owned businesses.

Nonprofit funding has changed since the first wave of displacement as well. During the first dotcom era, funding and staff were available to Mission Housing when it spearheaded MAC. Today, the organization has fewer resources. One stakeholder believes the "velocity of change" is faster today than the previous dotcom boom; another commented that, due to fewer resources, more-formidable opponents (large technology firms as opposed to smaller start-ups during the previous era), and the "Mayor's pro-tech agenda," the community's capacity to respond has diminished.

Conclusion

The Mission District is a potent example of the demographic and commercial changes that can occur in a high-demand location with walkability, accessibility, and access to amenities in the center of an expensive region. The data presented here show clear signs of change in the Mission.

[14] The corridor is defined as 24th Street between Mission and Potrero; note that this definition is different than that used in the other figures in this section. Source: NETS data and 2000 US Census. Methodology explained in appendix.

Over the last thirty years, the area has seen a decrease in the proportion of family households and a decrease in the Latino population, while the percentage of the population with a bachelor degree or higher and median income have both increased dramatically—all consistent with gentrification patterns.

Despite an increase in income, housing burden has increased in the Mission, demonstrating the neighborhood's high desirability and, therefore, high cost of living. Rent control, public and subsidized housing, and inclusionary zoning all seek to limit displacement and increase affordability for low income households, but all have shortcomings, and, overall, are only partially mitigating the intense displacement resulting from new investment.

Evictions and buyouts are two of the processes contributing to displacement. While the number of Ellis Act and no-fault evictions has gone down in the last decade, the Mission continues to see the highest rate of evictions in the city. Meanwhile, buyouts in the Mission are at a rapid incline, perhaps indicating a switch in landlords' tactics from evictions to buyouts.

A perennial question in anti-displacement policy is which of two approaches to pursue: preserving existing housing as affordable, or increasing production of new housing, either market-rate or affordable. Preservation, in the face of strong market forces, is difficult. As during the dotcom boom, today streams of high income workers are flooding the housing market, placing upward pressure on housing prices and encouraging landlords to use various tactics to raise rents. Furthermore, there is a dwindling supply of naturally affordable housing units left to preserve; most renters are already cost-burdened, and with vacancy decontrol, even rent control units can jump to market simply from someone moving. Strengthening eviction policies could limit these effects.

Increased production of market-rate units is considered an affordable housing strategy by some, but not all: the increased overall supply, some would argue, will bring down rents across the board. However, community opposition to this approach is fierce, as evidenced by the 16th and Mission project. While in the long run new housing may relieve pressure on rents, in the short term it is certain to contribute to upward pressure as the neighborhood gentrifies. In addition, the scarcity of land in the Mission means that new development will be limited. Can enough new housing be built that these supply effects will bring down rents?

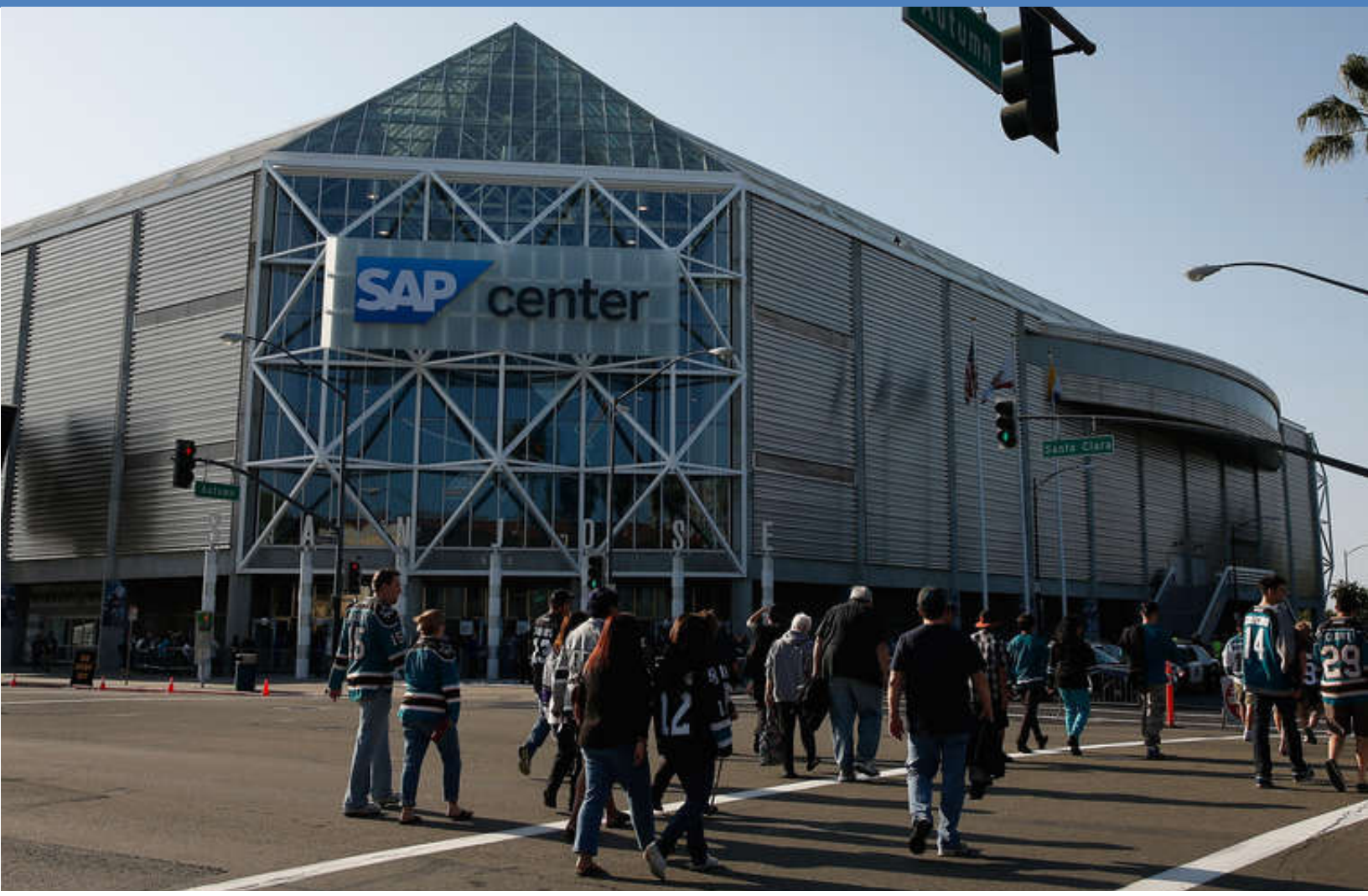
That is unlikely, especially since new housing is likely to be oriented toward the highest end of the market, given the larger trends in the economy.

Therefore, to ensure a long-term supply of affordable housing in the Mission, affordable housing production, in addition to preservation of the existing stock, is key. Inclusionary housing has produced only 136 units in the Mission in over twenty years; this policy's future impact will be limited due to recent legal changes. The area is host to nearly 2,000 units of affordable housing. But more will be needed to keep low-income families living in this area.

The Mission has already undergone significant gentrification and continues to experience displacement. This neighborhood has been here before: the dotcom boom at the turn of the century foreshadowed (and set the stage for) many of the changes facing it today. The capacity building activists engaged in at that time provide a foundation for residents and advocates to incorporate successful tactics—and new approaches—to the present situation. While Valencia Street on a Saturday night may be unrecognizable to residents from twenty years ago, the neighborhood still hosts a sizable Latino population, and, in the words of a community-based organization stakeholder, "contestation for place and the right to stay is still going on."

san jose

Chapter 5: Urban Redevelopment around Diridon Station



Urban Redevelopment around Diridon Station

Case Study on Gentrification and Displacement Pressures
around Diridon Station of San Jose, CA

Introduction

Within the Bay Area, San José stands out for long providing affordable homes for a wide range of incomes, and an ethnically diverse population including many immigrants. By annexing more and more land throughout the 20th century, San José's sprawling housing development has "carried the burden of housing for decades" in Silicon Valley, in the words of former Mayor Chuck Reed (Hepler, 2014b). It is now the biggest city in the Bay Area, and city leaders have their sights set on jobs, with a "jobs first" general plan meant to correct its jobs housing imbalance. As a city planner stated, San José is "the only city over 500,000 people that's a bedroom community" with a jobs-to-employed-residents ratio below 1 – "even Detroit is better than us!" At the same time, there are efforts in San José to move away from the city's suburban reputation with denser, concentrated development focused on "place-making" through designated Urban Villages. As it embarks on this path, it is not clear that the city will be affordable to low-income people who fill some of the new jobs that are created. This case study outlines this tension, discussing the new jobs focus and several development plans, as well as proposals and efforts to ensure these changes are inclusive of low-income people.

One major site of attention is Diridon Station, a transit hub on the western edge of downtown San José, with stops for Caltrain, Amtrak, VTA light rail, ACE, and multiple bus lines. The station is also a planned stop for BART's extension to San José and high-speed rail. While there is significant vacant and non-residential land surrounding Diridon, there are also surrounding neighborhoods that are home to low and middle-income residents where displacement spurred by rising housing costs is a major concern. Despite San José's strong track record of building housing, including deed restricted affordable housing, housing costs in San José are now at an all-time high, while wages for low-income workers are stagnant. Community members have raised concerns about the possibilities for their children to stay in the neighborhoods where they grew up, while service providers report increasing overcrowding, family stress, and need for emergency assistance.

Diridon is also the site of a Station Area Plan passed in June 2014, which includes plans for significant residential and mixed-use infill. The area overlaps with two "Urban Villages," corridors where the city hopes to target further residential and commercial development. Gentrification seems evident in some of the surrounding neighborhoods, particularly directly adjacent to the station, where new market-rate condominiums have been constructed in the past decade, and wealthy and highly educated residents have moved in. The area's trajectory will also be impacted by the policies laid out in San José's Housing Element, as the City struggles to come up with viable funding mechanisms for producing much needed affordable housing. There is also a significant historical component to this case, as the study area, particularly parts that overlap with downtown, saw direct displacement and destruction of housing units due to redevelopment in the 1980s and 90s. By taking a longer view, this history allows us to see how the area may have been primed for gentrification beginning decades earlier.

The case study begins with a qualitative discussion of some key residential neighborhoods surrounding Diridon Station, and their relationship to the census tracts included in the study area. It then reviews a number of demographic and housing indicators, based primarily on census data, for 1980 to 2013. Next, it explores the current planning contexts and struggles over housing affordability and rights in the area, concluding with comments on broader issues of income inequality.

The Diridon Station Area Neighboorhoods

Today the area surrounding Diridon Station is home to a wide range of neighborhoods and land uses, including industrial commercial areas, residential neighborhoods dominated by single-family homes, new luxury condominium development and lower income renter communities. In one interview, a San José resident and community organizer described the station as at "the intersection of a number of neighborhoods, but lack[ing] a strong identity of its own." Highway 87 and Highway 280 divide the station area from nearby neighborhoods to the east and south respectively (Figure 5.1). While Diridon Station itself is considered to be in downtown San José, Highway 87 creates a barrier between the station area and the denser parts of downtown; though one can walk or drive directly from the station to downtown, the highway limits high-density development in this area. The Diridon Station Area Plan, passed by the City of San José in June 2014 and discussed further below, does contain design recommendations to strengthen some of these connections, but the freeways will certainly remain defining features of the area.



Figure 5.1: Neighborhood Boundaries in Diridon Study Area

Note: Diridon Station is marked with a red star. Source: City of San José (City of San José, Planning Services Division, 2004)

Because the census tracts used in the demographic analysis for this case study do not neatly align with the neighborhoods surrounding the station, the census data can mask some of the diversity within the area. Stakeholder interviews, as well as neighborhoods descriptions provided by our partners at Working Partnerships USA, provide the additional context to introduce the neighborhoods in the following section. Figure 5.1 shows neighborhood boundaries developed by the City of San José as part of a neighborhood planning initiative in the late 1990's.

Tract 5003

The neighborhoods in this tract have experienced significant investment, including the opening of several large condominium buildings and a Whole Foods. The Garden-Alameda, a residential neighborhood between The Alameda and the light industrial commercial areas to the northeast of Stockton Ave, extends almost to Diridon Station, and has been a site of notable recent market rate residential development. While the majority of this neighborhood is just to the west of census tract 5003, and so technically outside of the study area analyzed for this case study, nearly every stakeholder interviewed agreed that the Garden-Alameda was a key factor in the area, and that is was one of the more desirable urbanized neighborhoods within San José. The Alameda is a site of ongoing streetscape improvements totaling $4.5 million in investment, and the corridor will continue to see attention from the City of San José, as it has been identified as one of 70 "Urban Villages" in San José's 2040 General Plan – areas where the city hopes to direct commercial and residential development (Donato-Weinstein, 2014; Field Paoli et al., 2014). A planner involved in economic development at the city stated in an interview "if you wanted to invest in property anywhere in San José, you should do it on The Alameda." A number of market-rate condo developments have been built along the boulevard in the past 10 years, including some major developments very close to Diridon Station and within census tract 5003. One example of this is the Plant 51 building, shown in Figure 5.2; an old cannery building that was converted to 265 market-rate condominiums in 2008. It is a 5 minute walk from Diridon Station and within the case study area ("Plant 51," 2011).



Figure 5.2: Plant 51 Condominium on The Alameda, a 5-minute walk from Diridon Station

Just across The Alameda from Plant 51, bordering the study area, a new Whole Foods Market has recently opened. Several stakeholders cited the Whole Foods as a "game-changer." One sustainable planning advocate involved the Diridon Station Area Plan stated that the new Whole Foods "could be considered a catalytic project, part of why we're seeing huge amounts of development" in the area. A spring 2014 article in the Silicon Valley Business Journal cited the "Whole Foods effect" as spurring further, high-end commercial and residential development. Right next to the new market, a mixed-use development including 132 luxury apartments is slated to break ground in 2015, and developers acknowledged that the grocery store was a big attraction, saying "It's not just a grocery store, it's exactly the one you would want" (Chandler Pratt & Partners, 2014; Donato-Weinstein, 2014). The higher end development along The Alameda has largely been welcomed by residents of the Shasta-Hanchet neighborhood, a wealthy neighborhood of primarily single-family homes adjacent to Garden-Alameda to the southwest.

This development along The Alameda borders the St. Leo's neighborhood, which is dominated by small single- family homes. Right next to Diridon station, a number of stakeholders identified St. Leo's as an area where both renters and owners are feeling pressures associated with rising property values (WP USA, 2014). The neighborhood is home to a lower-income, largely Latino immigrant population, including "long-standing local businesses with a working class feel" (WP USA, 2014). According to one local service provider, rising property values have encouraged longer-term residents who do own their homes to "cash out" and sell to younger buyers. In 2004 Georgetown Place, a development with 94 market rate units including condos and townhomes, was completed in St. Leo's. In an interview, the developer of that project described the neighborhood as a "very strong, desirable market…If somebody could wave a magic wand and say, 'OK right across the street from Georgetown was vacant property, you could build the same thing right now today'…I'd do it in a minute, it'd be perfect." The question for low- and middle-income residents of St. Leo's is whether this desirability will translate to benefits for them (WP USA, 2014).

Tract 5008

This tract contains neighborhoods with a mix of uses as well as part of downtown San Jose. To the southeast of Diridon station is the Delmas Park neighborhood. Located in a pocket created by highways 280 and 87, Delmas Park is east of Diridon Station in tract 5003, and contains a mix of commercial, light industrial and residential uses. In this area, a challenge is to successfully create a pedestrian- and transit-friendly environment, with commercial uses that serve residents, without displacing the industrial uses that provide viable jobs (WP USA, 2014). The neighborhood is the site of a prominent affordable development, the Delmas Park Apartments, a mid-rise building completed in 2007 with 123 below-market-rate apartments ranging from $575 per month for a studio to $1,498 per month for a two-bedroom (Delmas Park Apartments, n.d.). The project is aimed primarily at providing housing for teachers (Simonson, 2007).

Tract 5019

This tract hosts a commercial corridor (West San Carlos) surrounded by older residential neighborhoods which have experienced varying levels of change. Like the Alameda, West San Carlos has been slated as an Urban Village in the San José General Plan. A planner described this commercial corridor as "full service, with a gritty character… it is the most practical street in the whole city! … [P]eople think of it as pretty funky, and we got push back from the community – we want to keep the funk."

West of the study area on the south side of West San Carlos is the Buena Vista neighborhood. While it is only partially within the census tracts explored in this case

study, stakeholders repeatedly identified this neighborhood as an area where low-income renters, many of them Latino immigrants, faced rising housing costs and immediate threats of eviction. When discussing the Urban Villages plan, a city planner noted that while along the Alameda, "the issue is inclusion, in West San Carlos we're more worried about displacement." There are additional concerns about displacement of locally owned commercial establishments in favor of chain stores. We return to this neighborhood and to issues faced by renters there later in the case study.

Demographic and Housing Changes

The study area overall saw significant population growth from 1980 to 2013, but only after a loss in population in the 1980s. As shown in Table 5.1, population growth accelerated in the 2000s. The area's growth has gone in an opposite trajectory as San Jose as a whole, which showed a faster pace of growth during the 1980s and 1990s.

Not all of the areas around the station grew at the same rate. For example, Tract 5008 lost population from 1980 to 2000, after which it grew by 35% from 2000-2013. Tract 5003 experienced the same trend. Tract 5019 showed a steady increase in population throughout the decades, with a dramatic increase between 2000 and 2013.

Table 5.1: Total Population in Diridon Study Area and City of San José, 1980-2013

Year	Diridon Study Area		San Jose	
	Total	Change (%)	Total	Change (%)
1980	7,668	--	629,442	--
1990	7,133	-7%	782,225	24%
2000	7,761	9%	894,943	14%
2013	11,662	50%	968,903	8%
Percent Change 1980-2013	--	52%	--	54%

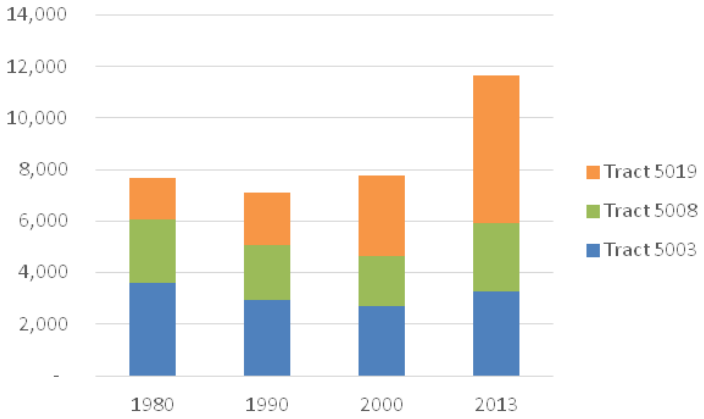


Figure 5.3: Total Population in Diridon Study Area by Census Tract, 1980-2013

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

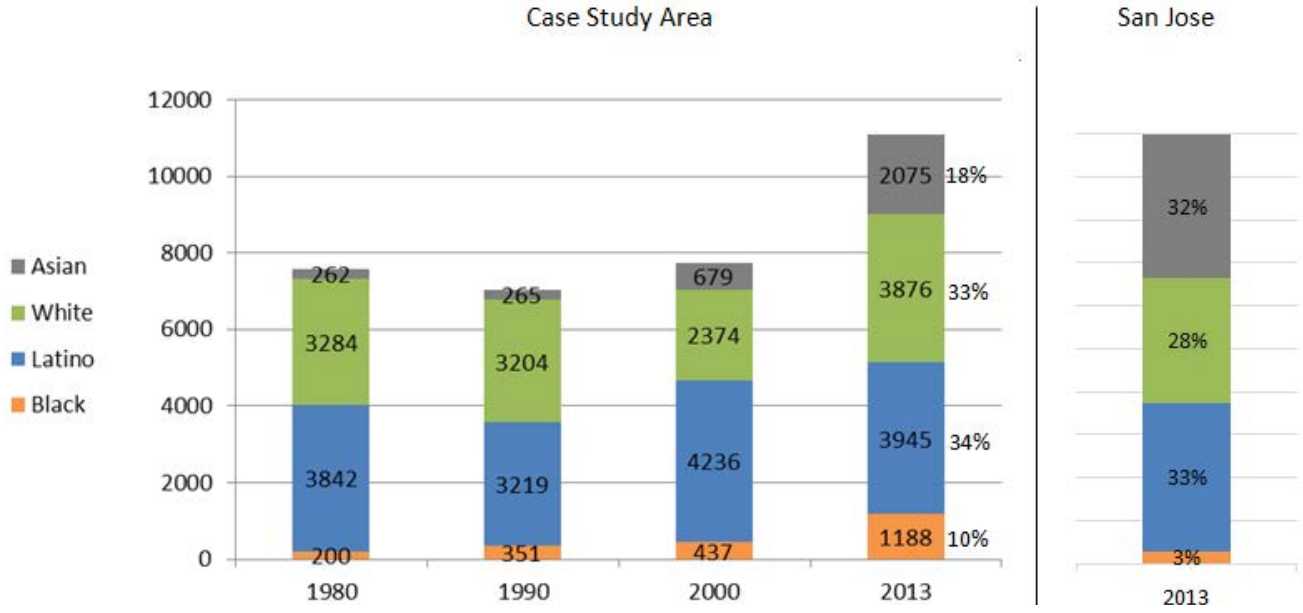


Figure 5.4: Race/Ethnicity, 1980-2013

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013. San Jose bar shows percent, not number of residents.

There were significant changes in the area's racial composition from 2000 to 2013, when the White and Asian population increased dramatically. Latinos decreased in this same time frame (Figure 5.4). Compared with the city of San José overall, the study area has a notably smaller percentage of Asian residents.

More dramatic than the changes in race and ethnicity, the study area has seen major changes in educational attainment in the past thirty years, shown in Figure 5.5. The percentage of residents without high school degrees has steadily decreased, while the percentage with college degrees has steadily increased, a common indicator of gentrification. The City of San José as a whole has shown similar increases in educational attainment, particularly since the 1990s. However, the increase in residents' educational attainment between 2000 and 2013 was quite pronounced in the Diridon Study Area.

Since 1980, the area has had a significantly lower percentage of family households than San José as a whole, which is an indicator considered to be related to gentrification (Chapple, 2009). Just under half of the households in the area were families in 2013. By way of comparison, ¾ of San José's 300,000 households were family households in 2013 (Figure 5.6). The median household income in the study area is just about even with San José overall. While median income in San José dipped during the recession, median income in the study area continued to climb. However, there are significant differences in income between the Census tracts. Most notably, Tract 5003, the site of major investment, saw a spike in household income from 2000 to 2013, surpassing median income in the city, as seen in Figure 5.7. This may be indicative of higher income residents moving in, many of whom likely moved into new housing built during this time period.
The study area has been dominated by renter households since 1980, and as Figure 5.8 shows, the percentage of renter occupied units changed little from 1980 to 2000. However, there was a notable shift from 2000 to 2013, when the percent of units that are owner-occupied jumped to 37% from 22% as new condominiums were built in the area.

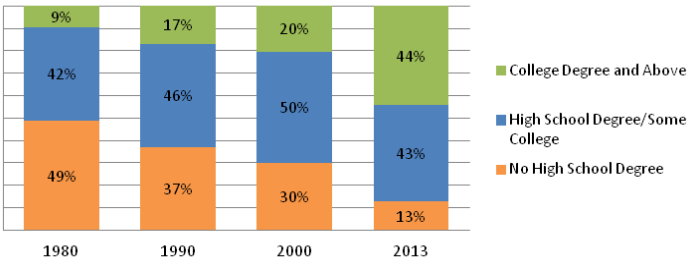


Figure 5.5: Diridon Study Area Educational Attainment, 1980-2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

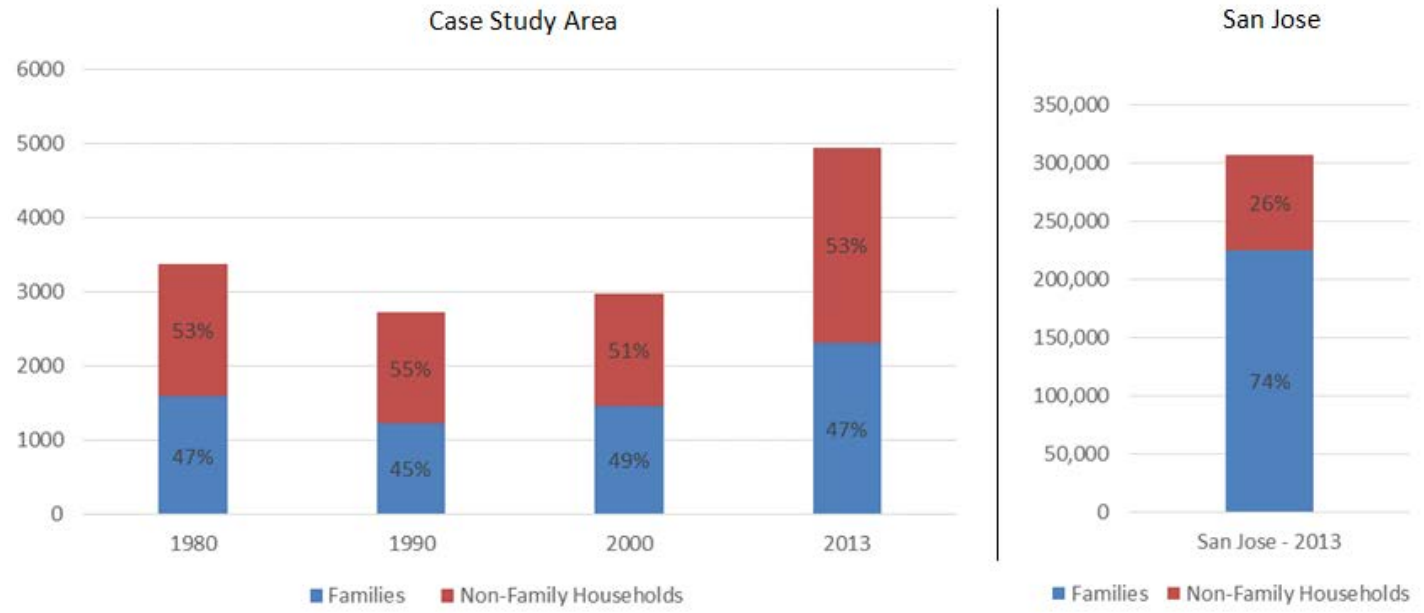


Figure 5.6: Household Composition in Diridon Study Area, 1980-2013, and San Jose, 2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

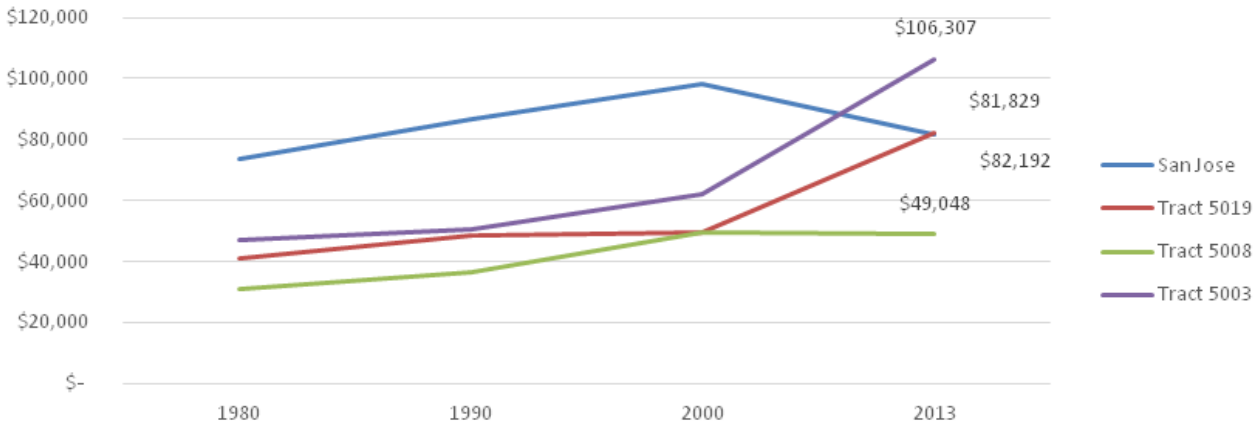


Figure 5.7: Median Income in Diridon Study Area by Census Tract, 1980 – 2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

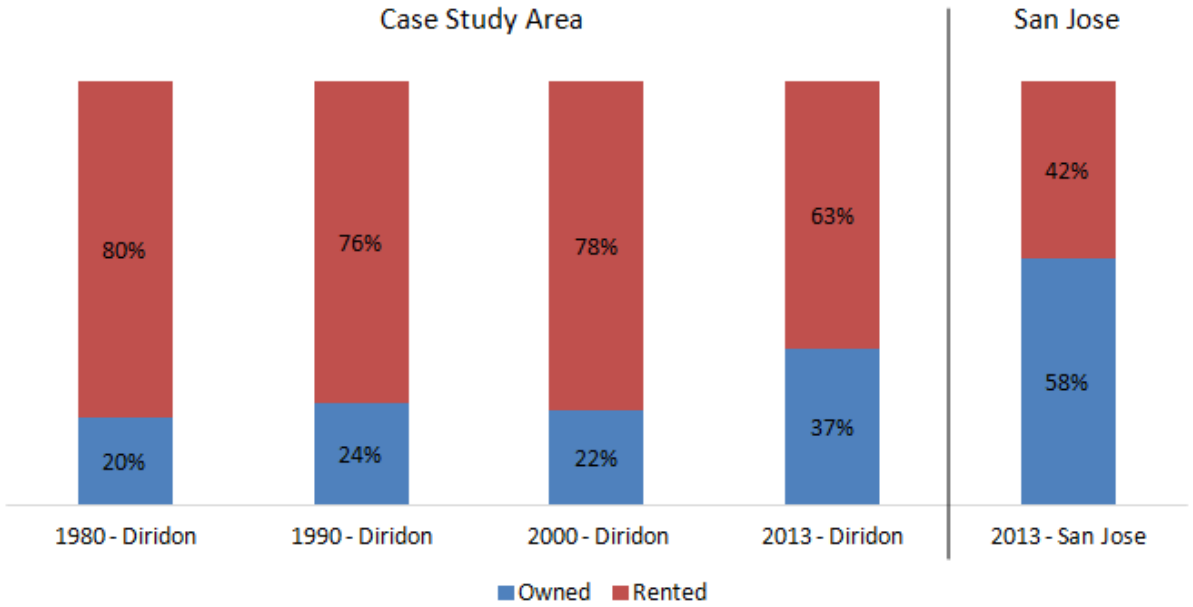


Figure 5.8: Housing Tenure in Diridon Study Area, 1980-2013, and San Jose, 2013

Source: US Census 1980, 1990, 2000; American Community Survey 2009-2013 (Geolytics, 2014)

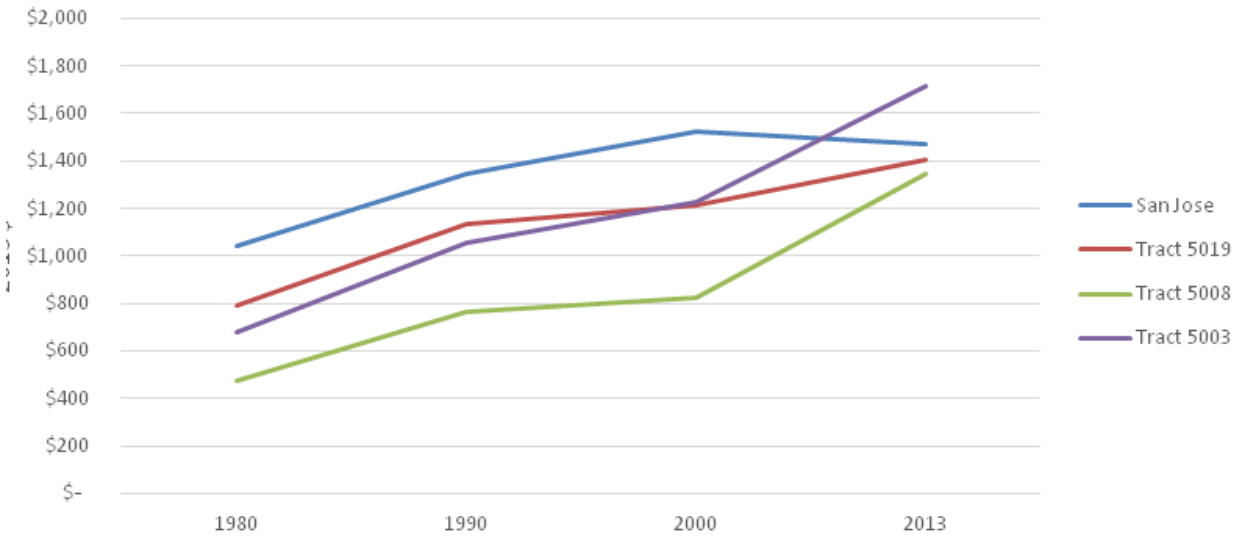


Figure 5.9: Median Monthly Rent in Diridon Study Area and San José, 1980 – 2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

The share of renter occupied units is still twice as high in the Diridon study area than in San José as a whole. Rents have been climbing in the study area since 1980, although historically they have been significantly lower than in the city as a whole, as shown in Figure 5.9. In the 2009-2013 period, rents shot up in Tract 5003 as new market-rate buildings were constructed, surpassing rents in the city.

Yet advocates have expressed concern that it is really within the last several years that housing costs have skyrocketed, and the recently released draft Housing Element confirms that rents in the city at large are at an all-time high with average the rent now at $2,169. This average underestimates the cost of newly constructed rental housing which can range between $2,200 - $2,700 per month for a one-bedroom unit and between $3,000 - $3,500 for a two-bedroom unit in North San José (City of San José, 2014). Figure 5.10 shows monthly rent per square foot for zip codes in the area from Zillow and shows that rent has indeed crept upwards in recent years.

Increases in rent have occurred as the area has added a significant amount of housing since 2000, as shown in Figure 5.11. Yet development activities, including a significant loss of housing units in the 1980s, may have primed this area for the gentrification it is experiencing today. The next section reviews some of the historical context of direct displacement in the study area.

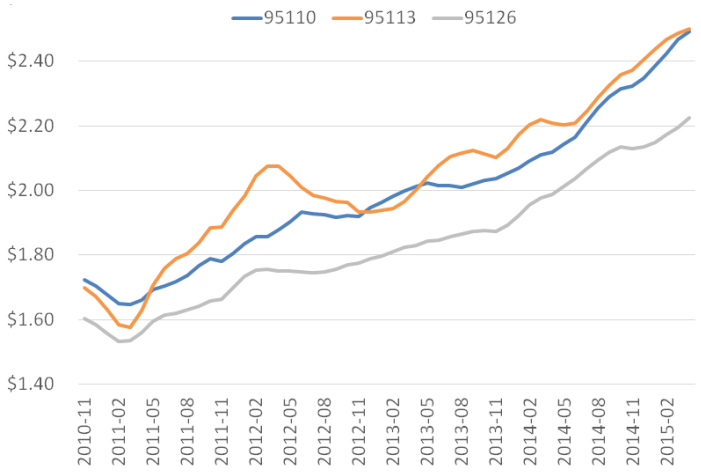


Figure 5.10: Monthly Rent Per Square Foot in Diridon Study Area by Zip Code, Nov 2010-Jan 2014

Source: Zillow 2014

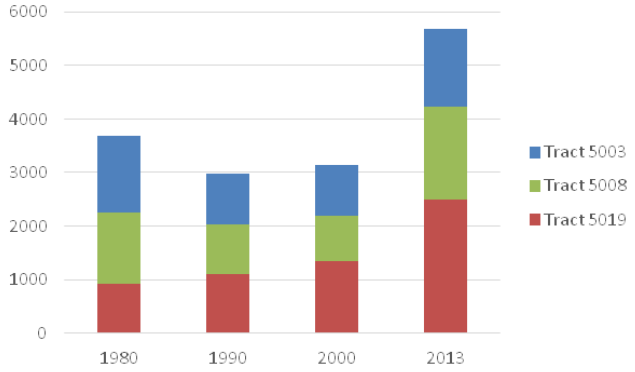


Figure 5.11: Total Housing Units in Diridon Area by Census Tract, 1980 – 2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

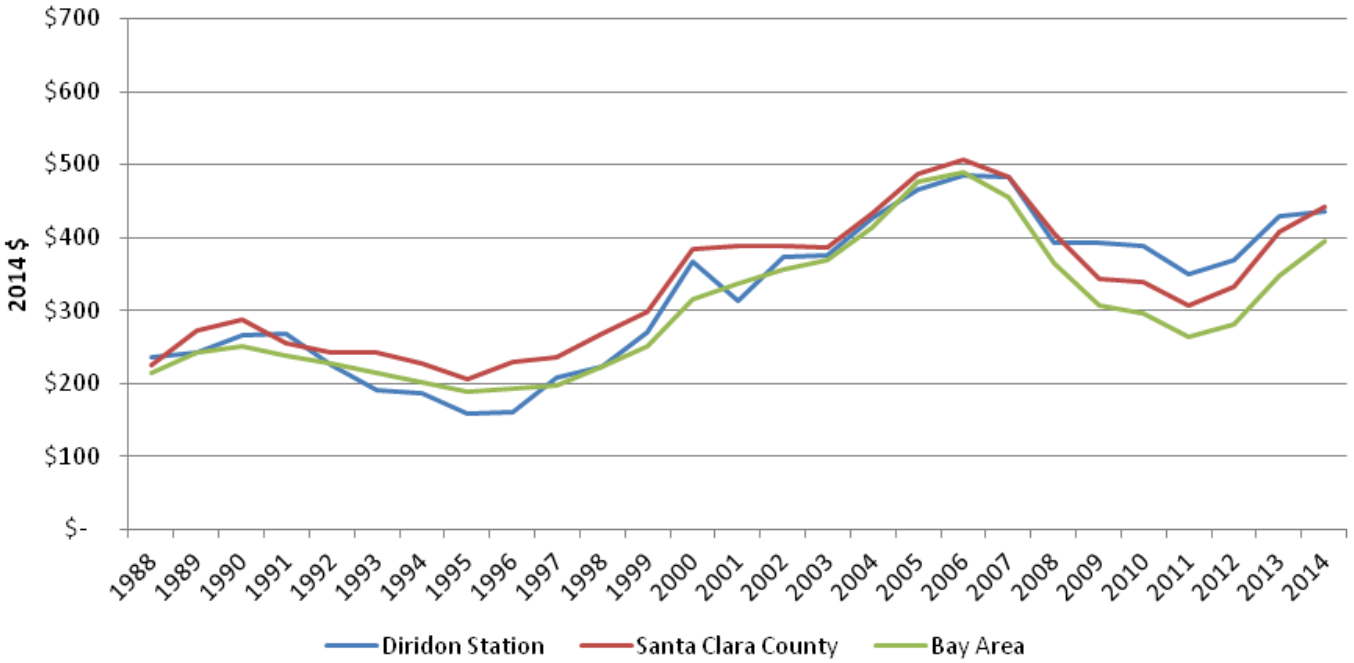


Figure 5.12: Median Sale Price Per Square Foot – Multi-Family Properties

Source: Dataquick , 2014; "Bay Area" includes all tracts in the 9-county area

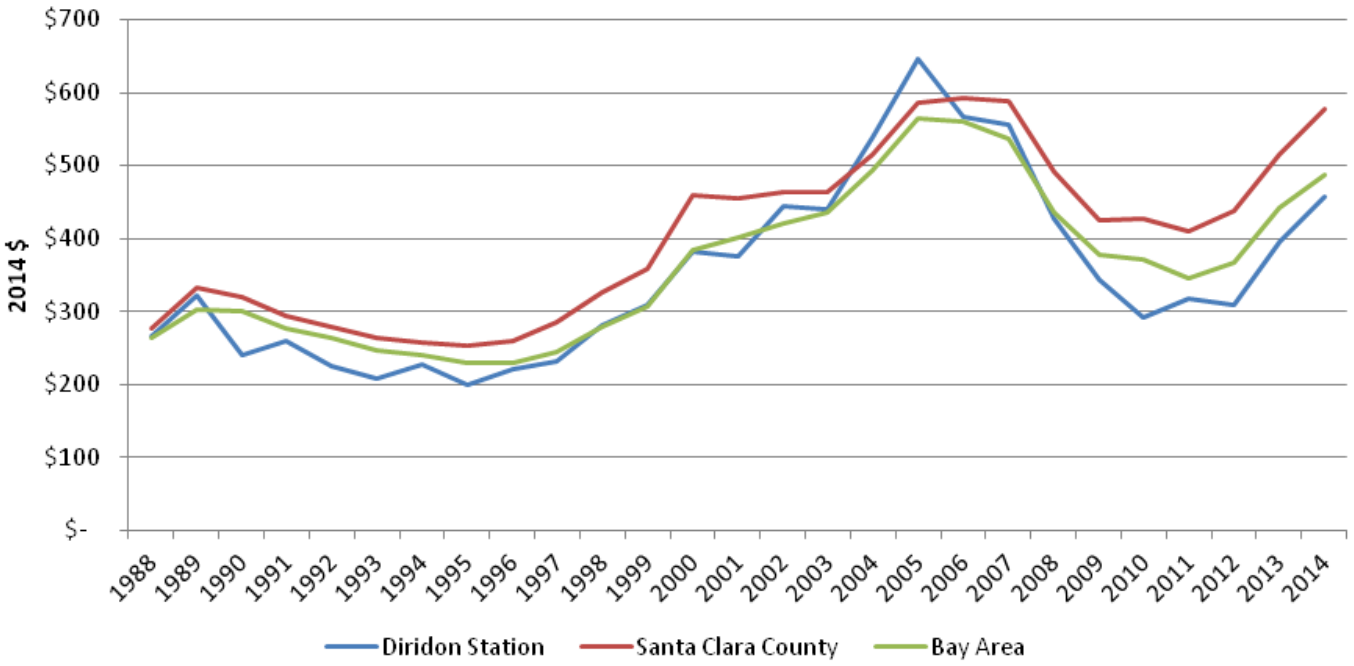


Figure 5.13: Median Sale Price Per Square Foot - Single Family Homes

Source: Dataquick, 2014; "Bay Area" includes all tracts in the 9-county area

While the Diridon Station Area neighborhoods have experienced other changes consistent with gentrification, multi-family and single-family home sales have closely tracked Santa Clara County and the Bay Area overall (Figure 5.12 and Figure 5.13). However, while the price per square foot of multi-family properties in Diridon Station had usually been lower than in Santa Clara County overall, beginning in 2009 it surpassed it; the recession hit the county harder than the case study area. For single-family homes, the opposite is true: the lows in Diridon Station were deeper than in the county overall, and the case study area only surpassed the county briefly in 2004-2005.

"No strangers to displacement"

As the population data discussed above shows, part of the study area lost residents from 1980 to 1990. As seen in Figure 5.11, while tract 5019 added housing units each year, tracts 5003 and 5008 both saw a major loss of units during the 1980s, and then large numbers of new units constructed in the 2000s. This loss of housing was due at least in part to the activities of San José's Redevelopment Agency, particularly in tract 5008, about half of which is east of Highway 87 and in downtown San José.

Before its dissolution in 2012, San José was known for having a particularly powerful Redevelopment Agency, and beginning in the 1980s the agency made almost $2 billion in public investments, and devoted "nearly all its money and power," to an attempted revitalization of its downtown (Terplan, 2013). The City achieved this by merging redevelopment tax revenues from across the city, so that revenues generated by redevelopment in north and south San José, could be used to fund development Downtown (Terplan, 2013). A number of the Agency's Downtown Project Areas, which were eventually merged into a single area, overlap with the study area. These Downtown Redevelopment Areas are shown in the map in Figure 5.14. Redevelopment projects included construction of a convention center, a luxury hotel, expansion and construction of multiple museums, renovation and construction of parks and plazas, over 500 units of market rate and moderate income housing, and 1.2 million feet of new office space (Kutzman & Farragher, 1988).

Three of the projects were the Guadalupe corridor transportation project, a widening of the Guadalupe River channel, and the construction of a large arena (now the SAP Center). From planning reports obtained about these three projects, we can get a sense of the nature of the displacement that was occurring. The transportation project, meant to improve State Route

85 and US Highway 101 with light rail, expressway and bicycle infrastructure, was projected to displace 225 people, mostly Hispanic (58%) and with lower incomes than San Jose at large (Santa Clara County, 1983). A second project, focused on combating flooding downtown, was to expand the river channel, which would displace 173 residents who were mostly Hispanic and renters paying below-market rents for housing units in "fair to poor condition…there was little maintenance being done" (Klingensmith, Arthur P. K, 1988). A third project was a large arena that replaced about 25 businesses but only two homes (Santa Clara County, 1987).

The flooding study, and several others, opens with an interesting high-level overview of the state of San Jose in the 1980s:

> "San Jose and the surrounding cities that make up Santa Clara County have become economic leaders in the Bay Area. In the not so distant past, San Jose was primarily an agricultural producing, packing and distribution hub. With the advent of high technology and computer related industries, the Santa Clara Valley has created a more balanced economic base" (Klingensmith, Arthur P. K, 1988).

This sense that San Jose's economy had changed significantly seems to be a driving motivation for the redevelopment at the time. This foreshadows today's jobs-focused development strategy.

The Guadalupe-Auzerias redevelopment area, partially contained within census tract 5008, was a low-income Latino residential neighborhood of about 12 square blocks. This neighborhood was selected in 1984 as the site for a pair of museums, the Technology Center of Silicon Valley and the Children's Discovery Museum (Novoa, 1985).[15] A relocation study for the technology center stated that:

> "[The area] has excessive substandard structures which have undergone major physical and economic decline since the 1950s. Since the construction of State Route 87 and US Highway 280, it has become an isolated neighborhood, suffering blight and deterioration caused by heavy commercial traffic, slight-to-moderate deferred maintenance structures, and inadequate lot sizes (City of San Jose, 1985).

[15] Both of these museums are located within tract 5008.

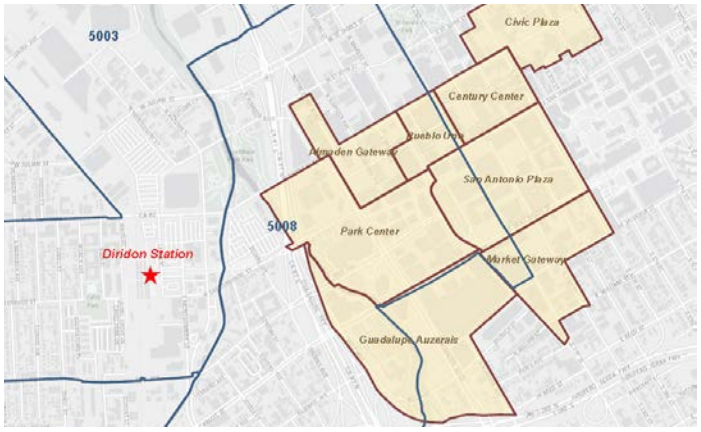


Figure 5.14: San José Downtown Redevelopment Areas

Source: Successor Agency to the Redevelopment Agency of the City of San Jose, (Redevelopement Agency of the City of San Jose, 2006)

The neighborhood was demolished, and about 300 households eventually displaced over the course of several years (Fujioka, 1986). In the words of one service provider who works with low-income renters in the city, and witnessed the Downtown's redevelopment, the neighborhoods around Diridon are "are no strangers to displacement. A whole barrio was displaced for the Children's Discovery Museum."

After mounting a fierce legal campaign, residents of Guadalupe-Auzerias who were evicted received a settlement package that included relocation benefits. Costs of moving would be covered by the city, and tenants received rental subsidies until the city could make new below-market rate apartments available, which were supposed to be "in reasonable proximity" to the downtown area (Farrell, 1986). Yet it is unknown how many of these residents actually returned to the neighborhood, and for some housing activists in San José, this process was indicative of the city's disregard for its low-income residents. One of the final buildings to be torn down in 1989 was one of downtown's few remaining single room occupancy hotels, described as "one of the last bastions of low- cost housing downtown" (Grant, 1988). In an op-ed in

the San José Mercury news, Gen Fujioka, who served as legal aid for Guadalupe-Auzerias residents, decried the downtown's redevelopment as gentrification, in an argument that parallels advocate's fears about San José's current planning strategies:

> This process of "gentrification" will, in turn, force out many existing residents and businesses. A retired cannery worker on a fixed income cannot compete on the rental market with an unmarried accounts manager with money to spare. Similarly, many neighborhood businesses will not be able to compete for commercial rentals with boutiques, espresso and fashion shops, and expensive restaurants…The irony here is that communities that have maintained the vitality of the downtown area through many lean years of marginal public and private services will now be pushed out of their historic neighborhoods exactly at a time when the area becomes, because of massive public investment, a "desirable" place in which to live and do business (Fujioka, 1986).

Redevelopment did provide the city with a robust fund for below-market rate housing, but advocates also raised concerns that spending was not focused enough on the residents with the lowest incomes. Half of the city's housing funds went to very low- and low-income households, with the remainder going to moderate-income households. In the late 80's a special task force on housing recommended that 85 percent of the funds should go to very low- and low-income households, arguing that then Mayor Tom McEnery's vision for downtown was too exclusive: "He wants yuppies—people who've got the money to spend in his 24-hour downtown" (Farragher, 1988). While these recommendations were not fully adopted, an advocate who is still active in housing issues today noted that to the extent that San José did build housing for households with the lowest incomes, it was in response to persistent community organizing. In the current planning context – such as the Diridon Station Area Plan, discussed next – advocacy and activism are still crucial parts of the equation for housing affordability.

The Diridon Station Area Plan

The city of San José passed the Diridon Station Area Plan (DSAP) in June 2014 for a 250-acre area surrounding Diridon Station, largely contained within census tract 5003. The area included in the DSAP is shown in Figure 5.15.

Diridon is already a significant transit hub, with stops for Caltrain, Amtrak, VTA light rail and multiple bus lines, and the station is a planned stop for both BART's extension to San José and high-speed rail. The DSAP, in the works for over five years, also assumes the inclusion of a proposed future baseball stadium just south of the station. This aspirational plan envisions an "iconic world class work of architecture for the new terminal building," as well as an urban design and land use overhaul to "establish the Station and surrounding area as the local, citywide, and regional destination," and "foster a vibrant public realm" emphasizing pedestrian and transit uses (Field Paoli et al., 2014, 1-9 - 1-10).

The DSAP prioritizes ground-floor entertainment and retail uses in the central area where the station is located, and an "Innovation District" to the north. This "high-intensity business district in an urban format," is designed specifically to attract high-technology businesses (Field Paoli et al., 2014, 2-1). The plan calls for increased residential densities and mixed-use development, projecting a total of 2,600 new units of housing, along with 420,000 square feet of retail and nearly 5 million square feet of office space (Wampler, 2014). Owing to persistent efforts from local and regional advocates, it also contains language designed to ensure that at least 15% of new housing will be affordable to low- and moderate-income households, with some council members advocating for 20% (Beasley, 2014). The challenge now is ensuring there are mechanisms available to create that affordable housing – and concerns remain about whether 15% or 20% of housing will be enough to prevent displacement as property values rise.

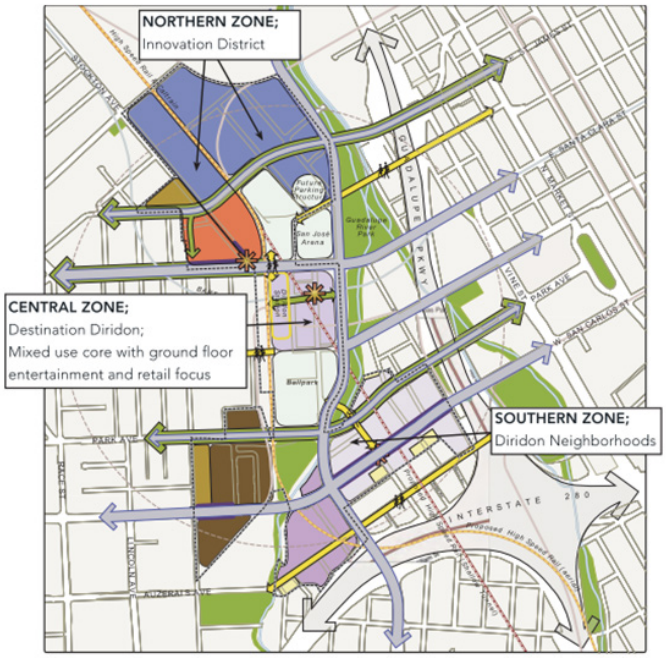


Figure 5.15: Diridon Station Area Plan
Source: City of San José (Field Paoli et al., 2014)

In an interview, one advocate noted that when DSAP planning began in 2009, San José was a clear leader in housing supply and housing affordability. At that point the city was confident that they had tools to ensure that at least 15% of housing would be affordable: "The draft plan was released in 2011, [it said], 'we recognize that affordable housing is important, we have an inclusionary zoning ordinance, and there's the redevelopment agency, so we're covered.'" Shortly after that, however, redevelopment agencies across California were dissolved, leaving a large shortfall in affordable housing dollars. Inclusionary zoning has also been limited due to legal challenges in San José and across California (Kirshbaum-Ray, 2013). In the statewide inclusionary housing case, Palmer/Sixth Street Properties LP vs. City of Los Angeles, the California Supreme Court let stand a lower court's ruling that held jurisdictions may not mandate developers to build inclusionary rental housing units, since doing so entails the setting of rents by the city, which was banned by the Costa-Hawkins Rental Housing Act (California Planning and Development Report, 2009; Reuben, Junius & Rose LLP, 2009). In the case of the DSAP, it may not apply, since it does not place the full burden on the developer to price the units below market, but simply requires that 15% of all units constructed end up affordable through whatever means, including grants and other public funding. The Palmer ruling does not affect inclusionary policies for ownership units. However the building industry's lawsuit against the City of San Jose's inclusionary law that applies to ownership units has now reached the California Supreme Court, potentially limiting this mechanism as well.

A draft Environmental Impact Report of the plan, released in December 2013, assumed that at least 15% of new housing in the station area would be affordable, even as the document acknowledged that there were no mechanisms to guarantee this percentage (Nzegwu, 2014). Public Advocates, a non-profit law firm and advocacy organization, argued in their comments that "affordable housing and anti-displacement strategies must be a concrete part of the Final Plan and its implementation" or that significant environmental impacts would result, for example through increasing vehicle miles travelled if available housing does not address the needs of new workers (Nzegwu, 2014).

Two community groups, Greenbelt Alliance and Public Advocates, came together in a coalition with several organizations with an interest in the plan to submit a letter voicing concern about several aspects, including requesting a higher proportion of units affordable--20% instead of 15%. The letter received attention from the city, according to a stakeholder, and in particular by one council member, Donald Rocha, who, following this advocacy, came forward in support of much stronger terms to ensure affordable housing. In a memo to the mayor and city council, Rocha plainly recognized that economic realities necessitated more stringent affordable housing objectives, "to help ensure that Diridon is a neighborhood open to all of our citizens." The concerns expressed by Rocha in some ways echoed those of advocates who felt low-income residents were being excluded from downtown redevelopment decades earlier:

> "I am mindful that while high-tech clusters and impressive architecture may be necessary components for a great city, they are not the only components. An iconic station building will need janitors to clean the floors. Knowledge workers will need teachers to educate their kids. An entertainment zone needs waiters and a stadium needs ushers. The stations and stadiums, the prestigious tech companies-all will rely, at least in part, on the labor of people who do unglamorous work for modest pay and spend a good portion of their income on just getting by. I believe there should be some consideration in our plan for them" (Rocha, 2014).

Ultimately, the recommendations that Rocha made were adopted by the city in the Final DSAP, which stated that, "[i]t shall be the policy of this plan to achieve a rate of affordable housing production at 15% of the housing units built within the plan area" (Field Paoli et al., 2014). It recommends considering policies that would direct any fees generated by new housing either within the Diridon planning area or to immediately adjacent neighborhoods. The DSAP then identifies a suite of potential strategies to achieve affordable housing goals, including:

-Impact fees
- Development agreements
-Public-private partnerships
-Tax increment financing
-Assessment districts
-Planning tools such as density bonuses, overlay zones, or public benefits conferred through rezonings
- Development of affordable housing on publicly owned land
-Use of proceeds from development of publicly owned land to fund affordable housing
-Phasing of market rate residential units contingent on achievement of affordable housing targets
(Field Paoli et al., 2014)

Some of these are only just starting to be explored, and may not end up being viable in San Jose. Activists have been successful in elevating the issue of housing affordability within the planning department. Even if new, subsidized housing is built, it may not be enough for San José's low-income workforce. Ensuring the policies are implemented will require ongoing pressure and organizing as described by one stakeholder: "The city of San José is totally burnt out on Diridon… but as advocates…we've gotta keep their feet to the fire."

Jobs-Housing Strategies: Urban Villages and the Housing Element

Urban Villages

The DSAP also sits within a web of other policies and plans, including San José's Urban Village strategy and recently-released Housing Element. As previously mentioned, the major current planning and "placemaking" strategy within San José is its Urban Villages plan, articulated in Envision San José 2040, the General Plan update passed in 2011. 70 sites in total have been identified as Urban Villages and two of them intersect with the study area: The Alameda and West San Carlos. The vision articulated for Urban Villages across the city aspires to planning ideals of livability and sustainability:

> "…active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth attractive to an innovative workforce and consistent with the plan's environmental goals. Urban villages will enable location of commercial and public services in close proximity to residential and employee populations, allowing people to walk to services while also providing greater mobility for the expanding senior and youth segments of the population." (City of San Jose, 2011)

Urban villages are also a primary strategy in the city's attempt to remedy its jobs-housing imbalance, wherein the city has a disproportionate amount of housing. San José intends to develop plans for each site, and sites without specific plans are currently open only to commercial and mixed-use development. The City hopes that this strategy will pave the way for value capture mechanisms – such as a housing impact fee currently in the works – but housing advocates are wary of the short-term impacts of the jobs first approach, and want explicit policies to ensure that Urban Villages are affordable for the lowest income households. As described by one stakeholder:

> "[Y]ou have the Planning and Economic Development staff saying that San Jose has, for so long, been housing the region's folks, and now it's time to put a stake in the ground and overemphasize jobs…They are working on the housing impact fee and looking to the raising of land value in Urban Villages, and we should be strategic in how we capture some of that. [But we] think some of that should be focused on preventing displacement."

In interviews, advocates and activists also raised the issue of the jobs-housing fit, rather than just a focus on jobs-housing balance. This "fit" measures the extent to which an area provides sufficient housing for the low-wage workers employed there. In this regard, despite being a regional leader in producing both market-rate and affordable housing, there are still major gaps in affordability for San José low-wage workers. While the jobs-housing balance ratio is relatively low at 1.18 for San Jose, the low-wage jobs-housing fit is much greater at 3.98 meaning that there are almost 4 low-wage jobs to every affordable housing unit (UC Davis Center for Regional Change). The UC Davis Center also estimates that there is an affordable housing deficit of 18,416 units in the city, which is high compared to other cities in Santa Clara county. San José's former mayor Chuck Reed expressed in a recent interview that the city would continue to gauge success based on the overall ratio of jobs-to-employed residents: "The low-income jobs versus low-income residents is an interesting question, but it doesn't address the fiscal sustainability that drives our interest in improving the jobs to housing ratio" (Hepler, 2014a). To follow the intent of the Urban Villages, as walkable places where people live and work, the City should pay attention to this jobs-housing fit, since the new commercial and retail development will likely create low-wage jobs, whose workers will only be able to live nearby if affordable housing is constructed.

Housing Element

The city has completed a draft Housing Element for 2014-2023 in which it attempts to craft a strategy for meeting the state mandated Regional Housing Needs Allocation: over 35,000 units of new housing in the

next seven years (by 2022), with over 15,000 of those units for households with low or very low incomes. As context, the city produced less than half that amount in a previous 7-year period: between 1999 and 2005 the city added 6,361 affordable units through new construction and made provisions for another 10,152 units through rehabilitation and acquisition (City of San Jose Department of Housing 2006). The draft Housing Element lays out a variety of potential strategies, similar to the list presented in the DSAP (City of San José, 2014). This increase in housing is critical given projected employment growth of 147,000 jobs between 2010 – 2040 (Association of Bay Area Governments & Metropolitan Transportation Commission, 2013).

One avenue San José is pursuing to fund affordable housing is a housing impact fee, with a nexus study completed in June 2014 and a City Council resolution to adopt it in November of that year. The nexus study calculated the city's maximum legally defensible impact fee at about $28 per square foot per new market rate apartment, and in its initial policy recommendation, the city's Housing and Community Development Division recommended a fee of $17 per rentable square foot, which was later adopted by the City council (Corsiglia, 2014). The total subsidy required for building a new unit of affordable housing, as reported in draft Housing Element, ranges from about $77,000 to $136,000, and one advocate involved in the DSAP acknowledged, "the housing impact fee is great, the problem is, it is just a trickle of money – it's very small when compared to the need." According to another stakeholder, the impact fee would not come anywhere close to restoring previous funding for affordable housing; an organizer said that advocates were "pushing the housing impact fee because it is viable politically, [but] other tools are more ideal – those that won't ebb and flow with the market." They raised the idea of a parcel tax, but recognized that new taxes presented a major political challenge. Other strategies advocates are looking at include Cap & Trade funding, commercial impact fees, boomerang funds, and more, according to a stakeholder.

Weak Renter Protections

Parallel to the focus on producing new affordable units, there are concerns about San José's existing rental stock. The city has relatively weak protections for renters, with no just cause required for eviction, and a rent control ordinance that several interviewees described as full of loopholes. The City has stated an intention to revisit existing renter protections in its Housing Element, a possibility that city planners also raised in interviews, but no clear timeline has been set for such a process. This issue is a significant concern in the neighborhoods along West San Carlos, such as Buena Vista. As mentioned above, the West San Carlos corridor has been designated as an Urban Village. The area includes an unincorporated county pocket, and is home to many undocumented immigrants, many whom are distrustful of the City and face immediate needs associated with housing rights and immigration status. In an interview, one advocate described the challenges in attempting to mobilize low-income parents at a local school to get involved in long term planning processes at the city:

> "We found it difficult to engage, the principal told us they were distrustful of the City, they hear about all this redevelopment, and they're not quite sure how it's going to benefit them. They're dealing with being [undocumented], they have landlords that illegally lock them out of their apartments…and planning out 30 years is not that important…We needed to address immediate needs, they didn't know what their rights were…And then they we're wondering, how come San José doesn't have better tenant protections?"

One reason the City lacks stronger tenant protections is its relatively smaller share of renters: 42% of occupied housing units rent. This means there is a smaller political base to support better protections, according to a stakeholder. In the short-term, advocates have partnered with legal aid organization to offer fair-housing workshops, hoping this will spur community organizing that can also push for longer term strategies. But this also points to the need to ensure that renters in sites slated as Urban Villages are not directly displaced through evictions as the areas become more desirable sites of investment. Advocates who are wary of the Urban Village strategy fear that without protections, displacement will lead to homogenization as lower-income households move out. And one planner at the City of San José predicted this could occur in Buena Vista: "It will become more educated and more affluent. It will reflect that the middle class is shrinking, and those that don't fall in that category will be moving out of the area. When the patriarch and matriarch die the kids will sell the house and move to Stockton." In response to this, a second planner had a somewhat more optimistic approach: "It depends on how successful we are at creating inclusive, equitable communities."

Affordability Means Higher Wages

Ultimately, getting to jobs-housing-fit in San José will require not only affordable housing, but living wages. Like the Bay Area at large, San José faces persistent economic inequality. According to a San José planner, new affordable developments will not be able to meet the need on their own: "the Gini coefficient [a measure of inequality] for Silicon Valley is the highest in the country…There is a market failure and disconnect between the labor and housing markets." If San José's efforts to attract new commercial development are successful, at Diridon Station and across the city, new jobs will continue to produce the service sector jobs that support higher wage industries. Under that scenario, even housing advocates acknowledge that housing on its own will not be enough to ensure new employees can live in the city, too: "Wages are stagnant and costs just keep going up. It isn't just that we need more affordable housing, people need to be earning more money. That's why we not only have overcrowding, but also people working two jobs. This is a whole societal issue and not just one thing is going to fix it." This is part of the reason many of affordable housing advocates are also involved in living wage activism.

Conclusion

Organizing around increasing wages has had success: Working Partnerships USA, a community-based organization, was involved in a 2012 effort that raised the minimum wage from $8 to $10 an hour, with inflation indexing. The issue is "widely and deeply felt among residents," according to a stakeholder, and San Jose "led the recent wave of cities" increasing their minimum wages.

In addition, following Working Partnerships USA's August 2014 report "that highlighted the poor working conditions of janitors, security guards and other contract staff, supplied by third-party companies" at large technology companies, Google committed to putting security guards on its payroll; Apple has followed suit in March 2015 (Ribeiro, 2015). With a coalition of workers, faith leaders, and other organizations, they launched a new effort, Silicon Valley Rising, in February 2015, "to advance the singular cause of raising the standard of living for the often 'forgotten' workers and families in the Silicon Valley tech economy" (Working Partnerships USA, 2015). The coalition is focused on raising wages and increasing affordable housing. Organizing efforts like these are key to addressing displacement pressures in San Jose, especially given the overall political dynamic in San Jose, well summarized by this stakeholder:

> Of the urban cities in Santa Clara county, San Jose has the worst tax base…during the 1960s and 1970s, it was just endless urban sprawl, which you could get away with fiscally before Prop 13—obviously no longer true. So San Jose has been frantically trying to play catch up and is very much aware that its imbalance between residential development and industrial/commercial development is a cause of much fiscal distress, so San Jose is very reluctant to allow housing development of any kind—market rate or affordable. So the general plan reflects that political view. San Jose wants more jobs, more industrial/commercial development, and doesn't want to continue to be the housing location for the whole county.

Existing community organizing among residents around issues like immigration may provide a base for organizing on issues related to housing and resisting displacement (WP USA, 2014). Recent efforts have focused on implementing a housing impact fee to collect a city-wide pool of money to fund affordable housing; establishing a just cause evictions policy; and creating a value capture mechanism for the increased densification associated with urban villages. Legislation directing city staff to study and propose new tenant protection policies is working its way through the Council. These would include expanding rent control, implementing a "just cause" evictions policy, a mobile home park conversion ordinance, a policy prohibiting discrimination based on source of income, and more(Agenda: May 13, 2015, n.d.).

Challenges remaining in San Jose include how to ensure that the goal of 15% of new housing in the Diridon Station Area be affordable to the low income is reached, particularly given the legal restrictions on inclusionary housing. Impact fees seem to be a promising development, but several stakeholders have pointed out these are often minimal and difficult to use effectively. One stakeholder felt a "value capture" scenario, wherein part of the increased value of upzoned land is given to the city to invest in affordable housing, is probably the best way to go. That stakeholder felt that, before any zoning is changed in the Diridon Station area, there should be either a citywide or urban village-specific public benefits zoning policy implemented. As investment continues flowing into the Diridon Station area, these and similar policies may be the only way to avoid continued displacement.

macarthur

Chapter 6: Accessibility and Investment in North Oakland



Accessibility and Investment in North Oakland

Case Study on Gentrification and Displacement Pressures in the MacArthur Area of Oakland, CA

Introduction

The current economic and real estate market boom in San Francisco and Silicon Valley have produced profound ramifications for neighboring Bay Area cities, contributing to a regional crisis of housing availability and affordability that has resulted in marked demographic shifts. With its close proximity to San Francisco and transit accessibility via the BART system, the City of Oakland has been deeply impacted by this phenomenon, which emerged as many of Oakland's institutions and residents endeavored to recover from the Great Recession of 2008. Many residents, community organizations, and city leaders have expressed concern over residential displacement, anxious that as San Francisco becomes increasingly unaffordable, its residents will move to Oakland and extend a ripple effect of gentrification throughout the East Bay.

The MacArthur Station Area (Figure 6.1), which includes the neighborhoods known as Longfellow (part of North Oakland), Hoover-Foster (part of West Oakland), Temescal, Pill Hill, and Koreatown-Northgate (KONO), exemplifies the nexus of these regional and macroeconomic trends. Centrally located among the five residential neighborhoods is the MacArthur BART Station, a major transit hub for the Bay Area with an average of 8,826 people exiting at the station on a typical weekday (BART 2015). Since its construction in 1972, the station has played a defining role in the area's development. Staff at the community-based organization Causa Justa :: Just Cause (CJJC) explain that "the gentrifying pressures on this area rest fundamentally on the neighborhood's connectivity, its access to major freeways, a BART transfer station, and the 1 and 57 bus lines. The transportation connections become even more important as San Francisco's workforce moves east, seeking cheaper rents" (CJJC 2014).

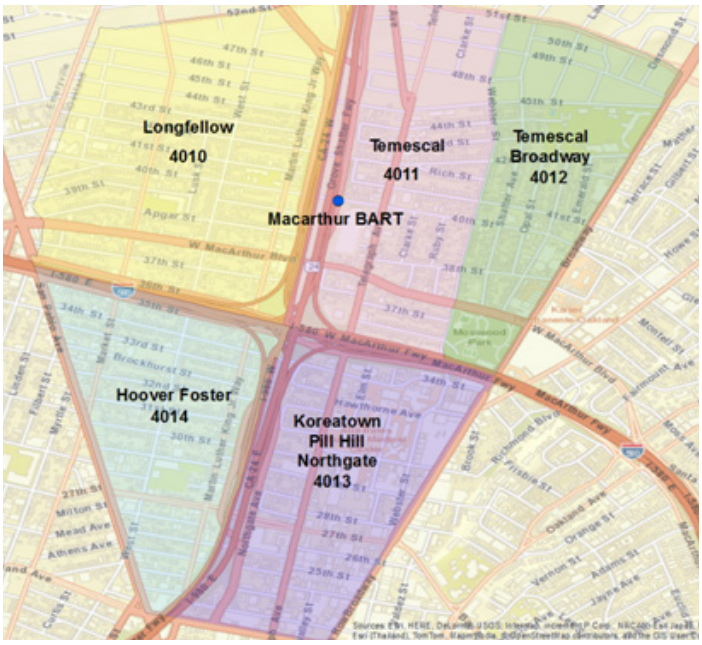


Figure 6.1: MacArthur Area Neighborhoods by Census Tract

Divided by the major freeways of I-580 and CA-24 (Grove-Shafter Freeway), the five neighborhoods—each with its own unique history and demographic profile—have responded differently to the housing crisis, as measured by various indicators of change. However, as a whole, the MacArthur area's proximity to retail corridors, historically affluent neighborhoods like Piedmont and Rockridge, and transit-oriented development (TOD) have made its neighborhoods particularly appealing to both homebuyers and renters from outside the vicinity. A 2009 Center for Community Innovation study classified the Temescal, Pill Hill, and Koreatown-Northgate neighborhoods as highly susceptible to gentrification and the Longfellow and Hoover-Foster neighborhoods as moderately susceptible (Chapple 2009).[16]

MacArthur's development potential has been factored into official city and regional plans, as indicated by the area's designation as a Priority Development Area (PDA) in Plan Bay Area, the region's long-range plan for transit-oriented development (ABAG and MTC

[16] This study evaluated the susceptibility of Bay Area census tracts to gentrification based on an index of factors that influenced gentrification in the 1990s. Among the top factors included in the index are the availability of recreational and/or youth facilities, availability of public space, percent of workers taking transit, and percent of dwelling units with three or more cars.

2013).[17] Under Plan Bay Area, the City of Oakland is expected to absorb a major portion of the region's population growth and housing demand in future decades, with a projected 30 percent growth in housing units (51,000 units) by 2040—the third-largest overall increase after San Jose and San Francisco (ABAG & MTC 2013). The majority of the city's growth is expected to occur within Oakland's six Planned PDAs.

Total households in MacArthur PDA are expected to increase by 40 percent, reaching an estimated 13,410 by 2040. The vision for this area centers on the MacArthur Transit Village, a mixed-use development expected to house 1,000 new residents over the next decade and provide 42,000 square feet of retail space (DCRP Transportation Studio 2014). The Transit Village includes plans for an affordable housing development with 90 income-restricted units (MacArthur Station 2014). In implementing its vision for a "vibrant hub of transit, housing, shopping and recreation that reduces dependency [on] vehicles by placing new residents near both transit and employment opportunities," the City plans to improve streetscapes, build a new BART plaza, and support the development of "abundant housing choices" (ABAG & MTC 2012, 10). Planning efforts for the Transit Village were initiated in 1993, and construction finally began in 2011 (Alameda County Transportation Commission 2010, MacArthur Station 2014).

Much of the transit-oriented development planned for the MacArthur area and surrounding PDAs has emphasized economic development in commercial districts. Initially under the authority of the Oakland Redevelopment Agency known as CEDA (Community and Economic Development Agency), the City's efforts in this area have included the Broadway/MacArthur/San Pablo Redevelopment Plan, the Broadway-Valdez Specific Plan and support for the Temescal/Telegraph and Koreatown-Northgate Business Improvement Districts (BIDs). These and other related initiatives have spurred much public advocacy and debate regarding affordable housing, livability and gentrification in Oakland that we discuss later in this report.

The impact of these economic development strategies, which are part of confluence of multiple potentially gentrifying forces, remains challenging to parse. This case study endeavors to understand the specific impact of many of these factors on the MacArthur area neighborhoods' susceptibility to gentrification and displacement.[18]

Neighborhood Historical Context

The neighborhoods within the MacArthur Station Area reflect a long history of residential segregation along racial lines, with persisting impacts that shape their built environment today. The "radically unequal patterns of capital investment" (Self 2005, 136) from the 1940s onward throughout Oakland have not only informed demographic differences among the MacArthur neighborhoods, but also disparate levels of vulnerability to residential displacement.

The racial divide between African American and White residents became institutionalized as Oakland's African American population grew during the World War II era. Between 1950 and 1960, the city's African American population nearly doubled, from 55,778 to 100,000, as many migrated to the Bay Area in search of work (Self 2005, 160). Many of the available jobs were near the port in West Oakland, the city's industrial center. As a result, this neighborhood became one of Oakland's largest concentrations of African American residents.

By the end of World War II, the boundary between African American and White residents stood at 36th and Grove (later renamed Martin Luther King, Jr. Boulevard) Streets, a product of institutionalized discriminatory practices such as redlining, which made it "nearly impossible for African Americans to purchase homes and establish businesses east of Telegraph" (Norman 2006, 8). Across this entrenched boundary, Temescal, Longfellow, Rockridge and other neighborhoods of North Oakland, were home to Italian, Portuguese, and Irish immigrant families (Norman 2006, 91).

These neighborhood-based divides were promptly disrupted in the 1960s with the construction of the Grove-Shafter Freeway (CA-24) and other urban re-

[17] The MacArthur Transit Village PDA overlaps with much of the case study area, encompassing tracts 4010, 4011, 4012, and the northern half of 4013. Tract 4014 is included in the West Oakland PDA, and the southern portion of Tract 4013 is included in the Downtown PDA.

[18] While the Temescal neighborhood is made up of Tracts 4011 and 4012, for the purpose of this study, these are analyzed separately as distinct halves of the same geographic neighborhood (distinguished as Temescal to the west and Temescal-Broadway to the east) to illustrate differing trends within each tract.

newal projects, which cut through the area and ultimately catalyzed decades of economic decline through the 1980s (Norman 2006, 78). Aside from the many whose homes were demolished to make way for the freeway, hundreds of others left the area as the construction project "decimated entire commercial districts" of long-established local businesses and completely transformed the culture and community of affected neighborhoods (Norman 2006, 68).
This, coupled with WWII veterans who decided to resettle in the suburbs using their federal housing subsidies upon return, drove an exodus of White residents from the area. With this drastic change, the racial boundary became no longer relevant. As the Italian, Portuguese and Irish communities moved out, African American residents began to move into the North Oakland neighborhoods that were formerly inaccessible (Norman 2006). By the 1980s, the MacArthur area was predominantly African American.

The combination of national trends of deindustrialization, urban renewal, and White flight during the decades after World War II left a profound impact on Oakland and its African American residents. As White households left the city for surrounding suburbs, "investment and taxable wealth left the city" (Self 2005, 136). The industrial jobs that much of the African American community had relied on began to disappear as the nation shifted toward a service-oriented economy. Between 1990 and 2000, poverty rates rose significantly in all MacArthur neighborhoods except Temescal. Crime also became a pressing concern. Amidst lower residential property values, Temescal, Pill Hill and Koreatown-Northgate saw an influx of Korean, Ethiopian and Eritrean residents and businesses, while the share of African American families declined (Norman 2006). Following this, real estate prices in these areas east of the Grove-Shafter freeway began to rise, marking the onset of gentrification in the Temescal and Broadway neighborhoods. After 2000, merchant-initiated efforts such as the establishment of the Temescal/Telegraph Business Improvement District and government-led plans such as the Broadway-MacArthur-San Pablo Redevelopment Plan, Broadway-Valdez Specific Plan, and Telegraph Streetscape Improvements Project sought to advance economic development primarily in the neighborhoods east of the Grove-Shafter Freeway.

While real estate prices and median income rose in portions of Temescal, other MacArthur neighborhoods, particularly Hoover-Foster, continue to struggle with higher poverty, unemployment, and crime rates (Ostler 2007). These issues have correlated with one of Oakland's highest rates of vacancy and "occupied blight," a term used by the City of Oakland Building Services Department that refers to "interior habitability issues that are generally derived from tenant complaints, as well as structural defects or failures" that may have significant implications for residents' health (Urban Strategies Council 2014).[19]

These challenges in Hoover-Foster, considered in comparison to trajectory of Temescal, illustrate the range of neighborhood differences within the MacArthur area. With an eye toward these differences as well as the context of disparate impacts of institutionalized racism across the MacArthur neighborhoods, the following section examines the demographic changes within MacArthur since 1980.

Demographic Changes

US Census data shows that the MacArthur area population increased 12% from 1980 to 2013, though growth was not consistent among the neighborhood tracts over this thirty-year period. From 1980 to 1990, the study area saw a 3% increase overall – from 17,722 people to 20,092 people – with the most rapid growth occurring in Pill Hill and Koreatown-Northgate. By 2000, growth in Hoover-Foster peaked, and by 2013 the neighborhood population had decreased to 4,340 people (from 4,738 in 2000). Population in Longfellow also decreased between 2000 and 2013. Meanwhile, the Pill Hill and Koreatown-Northgate neighborhood saw a large increase in population between 2000 and 2013. This uneven change, which may be related to the recession and foreclosure crisis from 2007 and 2011, or even a decrease in household size associated with gentrification, is explored further below.

Racial and Ethnic Changes

Reflecting the broader trend of demographic change throughout Oakland, the MacArthur area experienced a major decrease in the number of African American residents since 1980. As shown in Figure 6.2, in 1980, over 64 percent of the study area was home to African-American households while the White population made up 25% of residents. By 2013, the African American population had fallen to 34% while the White population climbed to 34%. The total decrease in the African American population between 1980 and 2013

[19] Examples of "occupied blight" include damaged structures, plumbing or electrical problems, and the presence of debris or mold (Urban Strategies Council 2014).

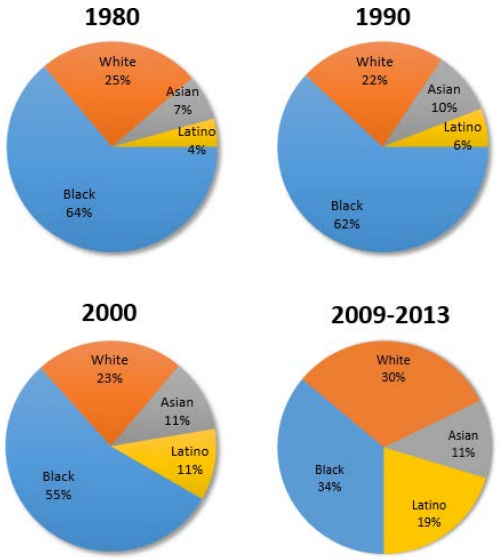


Figure 6.2: MacArthur Area Population by Race/Ethnicity, 1980-2013.

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

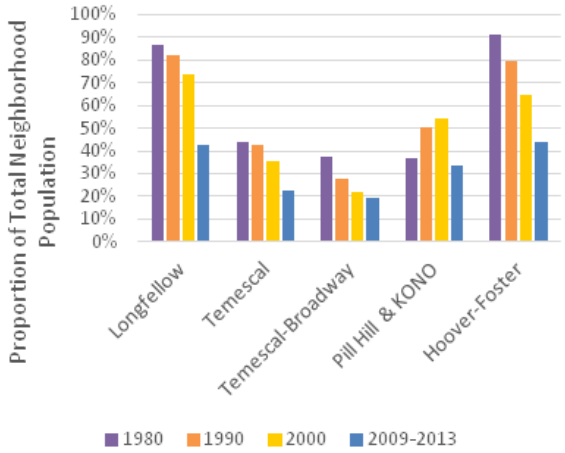


Figure 6.3: MacArthur Area African-American Population by Neighborhood, 1980-2013.

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

equaled 4,829 individuals – a drastic 42% reduction that corresponds with a 32% increase in the White population during the same period. Figure 6.3 shows that the sharpest declines in number of African American residents occurred in Longfellow and Hoover-Foster, which together accounted for 4,030 – or 83 percent – of African American residents who moved out during the thirty year period.

While the MacArthur area has housed far more renters than homeowners (Figure 6.4) the rates of both homeownership and tenancy among African American households further illustrate the stark declines among African American households by tenure (Figures 6.5 and 6.6). Since the 1990s, the share of White homeowners has more than doubled. By 2013, 41 percent of owner-occupied units across all five neighborhoods were owned by White householders while 35 percent were owned by African American householders – a marked decrease from 1990, when African American households comprised 64 percent of the area's homeowner population. Similarly, the share of African American households fell for the renter population, from 62 percent in 1980 to 38 percent in 2013. Though the share of African American homeowners has more severely declined than the share of the African American renters, the overall number of African American renter households lost was nearly triple the number of homeowner households lost for the same period.

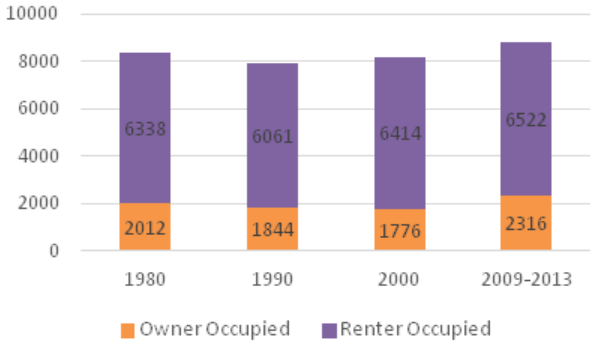


Figure 6.4: MacArthur Occupied Housing Units by Tenure, 1980-2013.

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

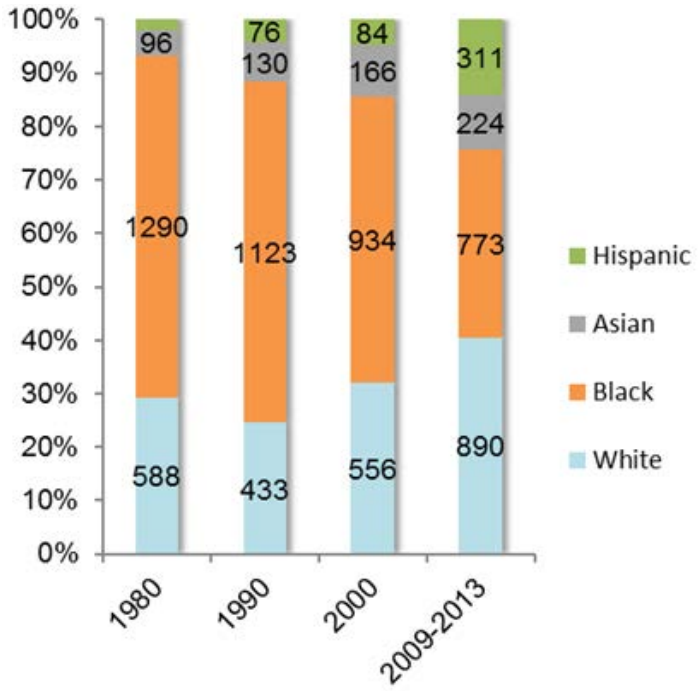


Figure 6.5: Macarthur Station Area Homeowners by Race/Ethnicity, 1980-2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

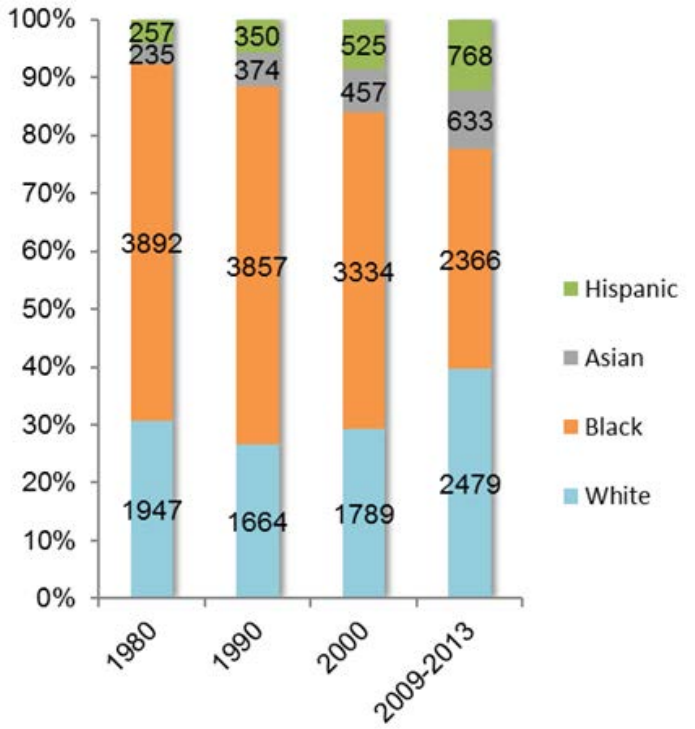


Figure 6.6: Macarthur Station Area Renters by Race/Ethnicity, 1980-2013

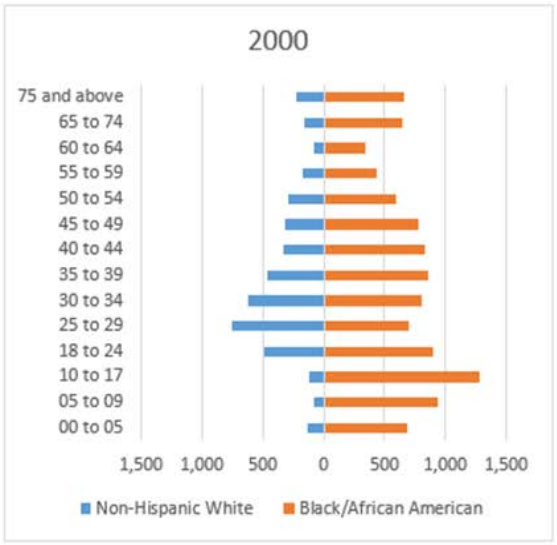
Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

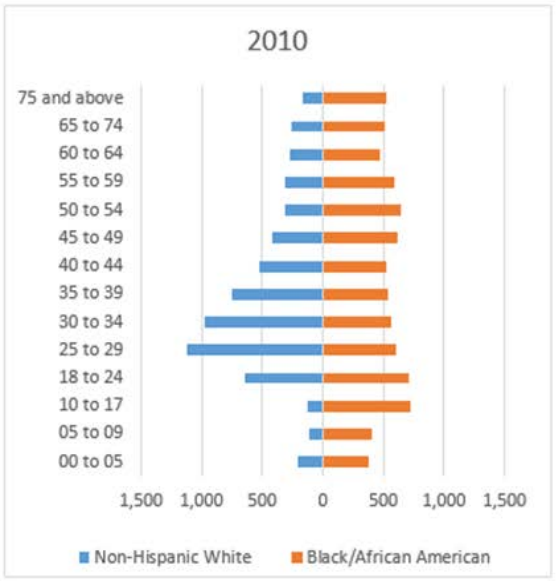
From 2000 to 2010, most of the decrease among the African American population occurred among residents under the age of 44, with even greater decreases among the youth population, which suggests that the population change can be attributed to African American families, rather than senior citizens, leaving the area (Figures 6.7 and 6.8).

Nonetheless, individual neighborhoods show an uneven distribution of these outcomes. For example, in Hoover-Foster, 42 percent of adults in 1980 had not completed high school. This rate held at about 40 percent through 2000, until dropping sharply to 26 percent by 2013. Despite this decrease, Hoover-Foster had the highest percentage among the MacArthur neighborhoods.

Education, Income, and Poverty

Along with dramatic changes in population demographics, the MacArthur area saw an increase in educational attainment over the 30 year period. In 1980, 14 percent of residents had a college degree; this increased to 38 percent in 2013 (Figure 6.9).





Figures 6.7 and 6.8: MacArthur Area Non-Hispanic White and Black/African American Populations by Age, 2000 and 2010

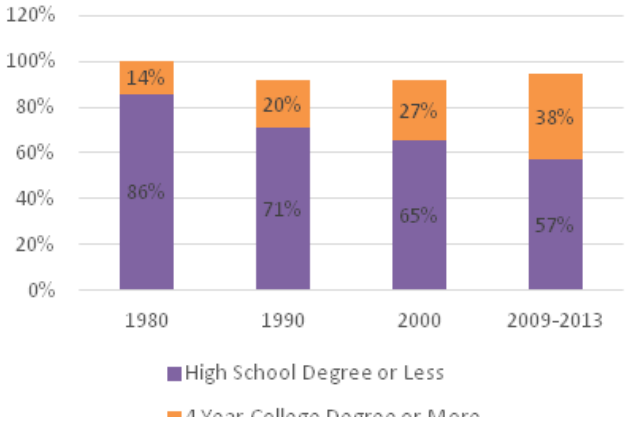


Figure 6.9: MacArthur Educational Attainment, 1980-2013.

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

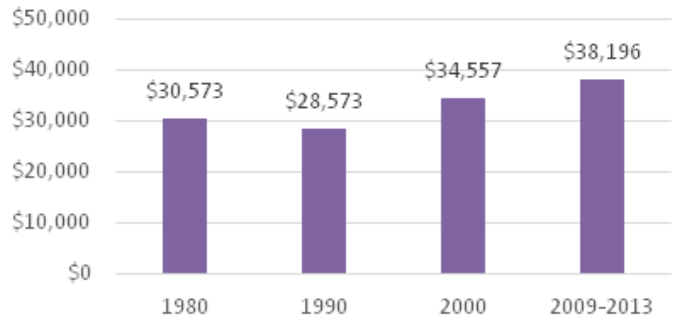


Figure 6.10: MacArthur Median Household Income, 1980-2013 (in 2010 dollars).

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

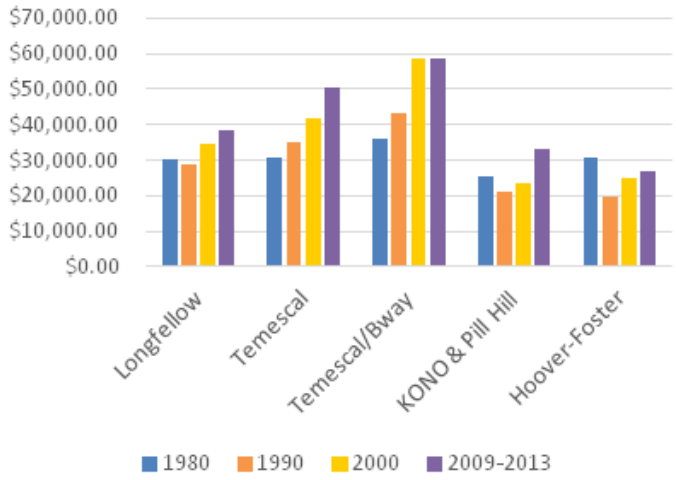


Figure 6.11: MacArthur Median Household Income by Neighborhood, 1980-2013 (in 2010 dollars).

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

Nonetheless, individual neighborhoods show an uneven distribution of these outcomes. For example, in Hoover-Foster, 42 percent of adults in 1980 had not completed high school. This rate held at about 40 percent through 2000, until dropping sharply to 26 percent by 2013. Despite this decrease, Hoover-Foster had the highest percentage among the MacArthur neighborhoods of adults that had not completed a high school education. Conversely, Temescal/Broadway began 1980 with 22 percent of its residents not graduating high school. That percentage decreased to 8 percent in 2000, and then 4 percent in 2013. Moreover, only 16 percent of Hoover-Foster's population in 2013 had earned a college degree or higher, compared to 52 percent of Temescal and 56 percent of Temescal-Broadway.

College graduation rates in Koreatown-Northgate and Longfellow lag behind Temescal and Temescal-Broadway, but their increase has been as rapid. Koreatown-Northgate's college educated population more than doubled— from 12 percent in 1980 to 33 percent in 2013. Similarly, Longfellow's college-educated population went from 7 percent in 1980 to 34 percent in 2013.

Coupled with major shifts in the MacArthur area's racial/ethnic demographics, these data suggest that the 30 year changes in educational attainment are due to a higher level of education among newcomers in specific neighborhoods.

The area's median household income also changed significantly within the time period, rising nearly 25 percent between 1980 and 2009-2013 (Figure 6.10). However, when disaggregated by neighborhood, median household income rose modestly in Longfellow and Pill Hill/Koreatown-Northgate, and dropped in Hoover-Foster. Much of the growth is limited to both Temescal tracts, indicating a trend of gentrification in the neighborhood that has gone on for some time.

As a whole, the MacArthur area has seen little fluctuation in poverty rates since 1980, although the number of impoverished residents has declined substantially since the poverty rate spiked in 2000 (Table 6.1).

Table 6.1: MacArthur Area Poverty Rate, 1980 to 2009-2013

Year	Total Residents	% of Population
1980	4664	27%
1990	4606	26%
2000	6217	32%
2009-2013	5159	26%

Table 6.2: Poverty Rate by Neighborhood, 1980 to 2009-2013

Neighborhood	1980	1990	2000	2009 -2013
Longfellow	29%	29%	31%	25%
Temescal	25%	17%	20%	15%
Temescal/ Broadway	19%	18%	11%	10%
Pill Hill/ KONO	30%	27%	40%	33%
Hoover- Foster	30%	34%	50%	40%

But as with household income, disaggregated figures show that the Longfellow and Hoover-Foster neighborhoods west of CA-24 have seen consistently higher rates of poverty at the neighborhood scale. As the income gap between neighborhoods within the MacArthur area increases, areas with disproportionately high poverty rates may be particularly vulnerable to residential displacement.

Recent data for Hoover-Foster may be indicative of such a circumstance. Between 2000 and 2010, Hoover-Foster experienced a major drop in its poverty rate – from 50 to 27 percent (2,365 to 918 individuals) – that was unparalleled among other neighborhoods in the area.[20] Such a stark change, combined with a population decrease of 424 (the only population decrease in MacArthur for this decade) suggests that a significant portion of Hoover-Foster's population below the poverty line may have been displaced between 2000 and 2013. This change is explored further in the following section.

Residential Displacement among Homeowners

The story told by demographic and socio-economic trends in Hoover-Foster contribute to a larger picture of the severe impacts of the Great Recession and foreclosure crisis on the MacArthur area and Oakland overall, with over 10,000 properties foreclosed citywide between 2007 and 2011 (Urban Strategies Council 2012).

Between 2006 and 2014, 195 properties (2.3 percent) were foreclosed within the case study area. Of the 195, 67 percent occurred west of the Grove-Shafter freeway in Longfellow and Hoover-Foster (Figure 6.12). This is equivalent to an approximate 2.5 percent foreclosure rate in Longfellow and 5.0 percent in Hoover-Foster. These neighborhoods, which as previously detailed, have historically been home to the highest concentrations of African American households in the MacArthur area, correspond with nationwide reports that show high-risk lending practices by banks and subsequent foreclosures have disproportionately impacted the African American community (Housing and Economic Rights Advocates 2007).

[20] ACS 5-year estimates show that Hoover-Foster's poverty rate between 2009 and 2013 was 40 percent, suggesting that it rose back to levels comparable to 1990 after a drop in 2010.

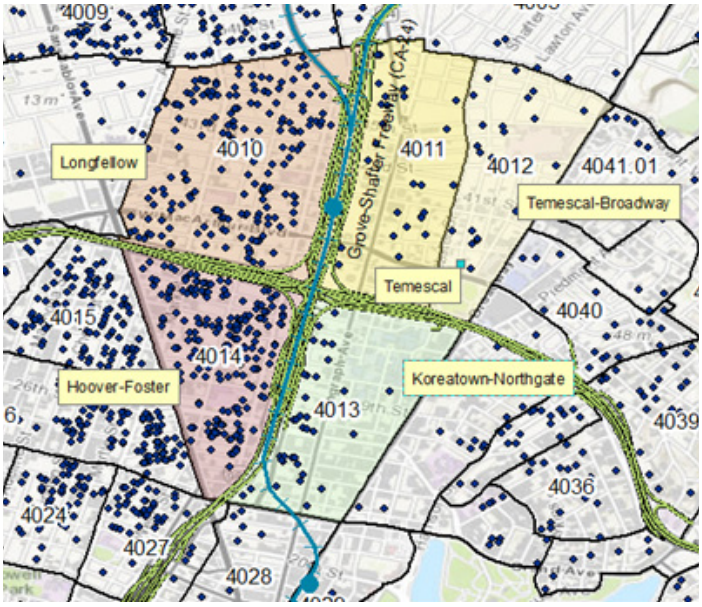


Figure 6.12: 2006-2014 MacArthur Foreclosures by Neighborhood
Source: Open Oakland 2014

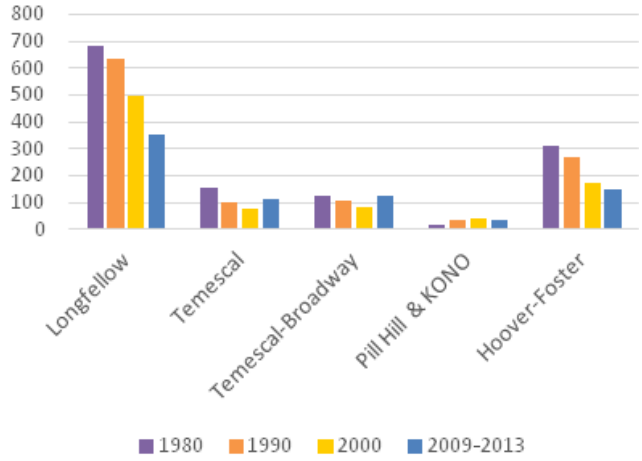


Figure 6.13: Number of African American Owner-Occupied Households by Neighborhood, 1980-2013.
Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

However, a closer look at the numbers of African American owner-occupied units shows that the decrease in African American homeownership began decades prior to the Great Recession. The largest decreases occurring between 1990 and 2000 for both Longfellow and Hoover-Foster, with the downward trend continuing more gradually through the height of the foreclosure crisis. This initial decrease corresponds with an increase in mortgage-burdened households between 1980 and 1990 (Figure 6.14). Mortgage-burden rates for 2013, which reached 78 percent in Hoover-Foster, demonstrate the extent of the housing affordability crisis after the Great Recession.

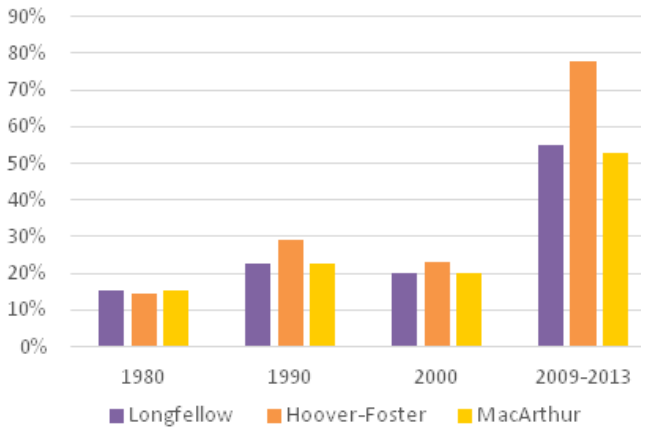


Figure 6.14: Percent of Mortgage-Burdened Households in Longfellow and Hoover-Foster, 1980-2013.
Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

Fueled by the real estate market, outside investment and "flipping" properties have become commonplace in the tracts of West Oakland closest to transit, according to local real estate agents. The Urban Strategies Council produced a report in 2011 quantifying the level of investment on foreclosed properties throughout Oakland. According to the report, 81 percent of the homes sold in Oakland between 2007 and 2011 were to banks or other financial institutions. Of these, 42 percent were sold to investors looking to "flip" the homes for a profit, where 93 percent of homes acquired by investors were located in flatland neighborhoods like Hoover-Foster – the same neighborhoods targeted by sub-prime lenders before the foreclosure crisis (Urban Strategies Council 2011).

Such transactions have contributed to the rapid change of these neighborhoods. Sales data from the Alameda County Assessor's Office shows that the prevalence of flipping corresponds with hot real estate markets of the dot com boom at the turn of the century and the over-heated market prior to the housing crisis, with most incidences occurring within Longfellow and Hoover-Foster.[21] Furthermore, Hoover-Foster's vacancy rate spiked to 27 percent in 2010 from 11 percent in 2000, making it the highest in the area and nearly double the vacancy rate of MacArthur as a whole (14 percent).[22] This may be indicative of the turnover that occurs with flips, as new owners evict current residents and allow units to remain vacant while waiting for property values to increase.

On the other hand, between 2000 and 2013, the number of owner-occupied units in the MacArthur area increased from 22 to 26 percent. This could indicate a change in the mix of housing offered in the area due to a combination of conversion to owner-occupied units due to owner- move-in, condo conversion of multi-unit buildings, and new construction.[23]

While flips have been more prevalent in the neighborhoods west of the Grove-Shafter Freeway, sales prices have been highest in Temescal and Temescal-Broadway (Figure 6.15). The architectural character of Temescal's housing stock may play a role in the area's desirability. 70 percent of the housing stock in the study area was built before 1949. These older homes tend to be bought and renovated by middle- and high-income earners as they migrate into older urban environments. Therefore, the presence of these architectural types within the housing stock – craftsmans, Victorians, and pre-war bungalows – may itself be an indicator of risk for gentrification. Housing in the Pill Hill/Koreatown-Northgate area tends to be slightly newer in comparison to the other tracts, with 58 percent built before 1949, whereas housing in the Temescal-Broadway area tends to be older, with 80% of housing built before 1949. This indicates a strong vulnerability to gentrification, realized in the 1980s and 1990s.

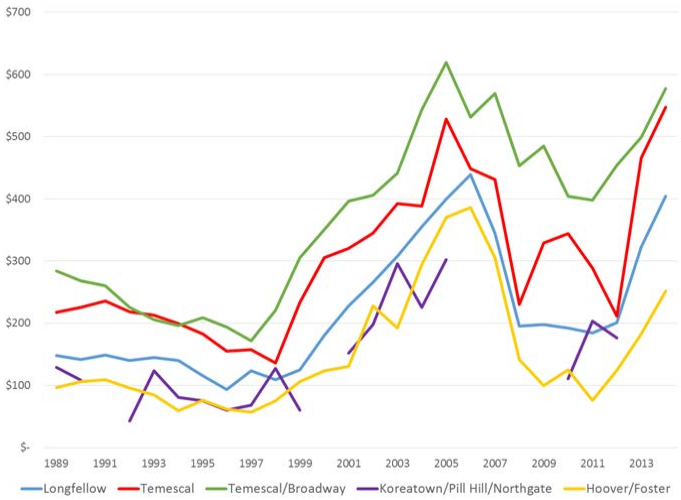


Figure 6.15: Median sales price per square foot for single family units in in MacArthur by Neighborhood, 1989 – 2014
Source: Dataquick (2014)

[21] A parcel was classified as flipped if assessor data showed that it changed ownership more than once in a two-year period.

[22] Five-year estimates from the American Community Survey indicate that the vacancy rate has since decreased, with a 19 percent vacancy rate between 2009 and 2013.

[23] Since 2000, approximately 500 new units have been constructed, with the majority (52 percent) built in Pill Hill/Koreatown-Northgate (Dataquick).

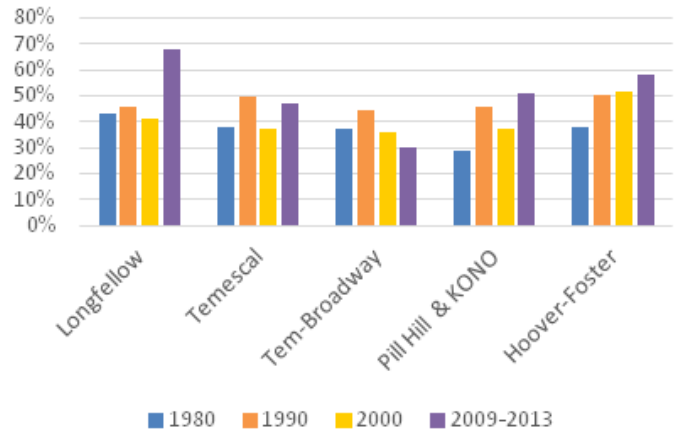


Figure 6.16: Percent of Rent-Burdened Households in MacArthur by Neighborhood, 1980 to 2009-2013.

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

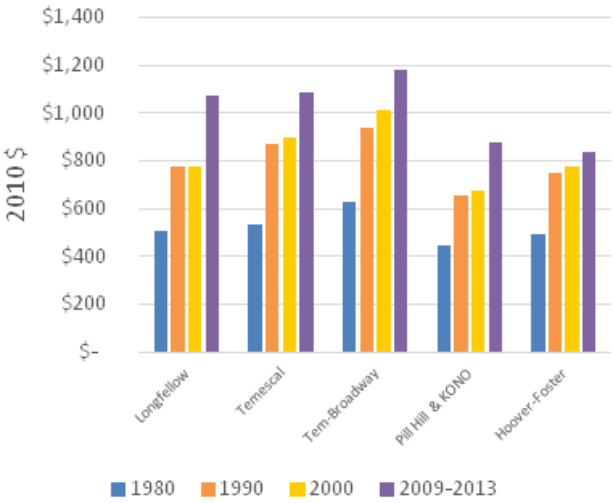


Figure 6.17: Change in Median Rent by Neighborhood, 1980-2013.

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 American Community Survey 5-Year Estimates

Loss of Affordable Rental Units

The decreased share of renter-occupied units raises concern about the vulnerability of MacArthur's renter population, which comprised approximately 74 percent of the total units in 2013. Similar to homeowners, by 2013 over half of renter households were spending over 30 percent of their income on housing, making the majority of the population susceptible to displacement (Figure 6.16).

The increase in rent-burdened households corresponds with an increase in median rent in all 5 neighborhoods. Adjusted for inflation, average rent in the study area tracts rose from $520 per month in 1980 to just over $1,000 by 2013 (in 2010 dollars). According to Zillow.com, the 2014 median rent for zip code 94609, which makes up the central majority of the study area, was $1,876, indicating a steep rise in rents in recent years.[24] As depicted in Figure 6.17, rental prices increased nominally between 1990 and 2000 but rose significantly by 2013, with the highest median rent in the Temescal-Broadway neighborhood. While rents in Longfellow, Pill Hill & Koreatown-Northgate and Hoover-Foster were comparable in in 1990 and 2000, by 2013, the median rents in Longfellow and Pill-Hill & Koreatown-Northgate surpassed Hoover-Foster's.

By measuring the median contract rent in each neighborhood against average household income, CJJC analyzed potential rent gaps to understand housing pressures and potential movement of high-income newcomers to the area. This analysis reveals the largest differences between average monthly income and median rent are generally among the northern-most portions of Longfellow, Temescal and Temescal-Broadway (CJJC, 2014). For example, one block group in Temescal-Broadway has a median contract rent of $1,404 and a median monthly income of $7,416, yielding a rent gap of $6,013. This difference suggests more affluent households are pricing out lower-income households and potentially driving up prices of formerly "naturally affordable" units. Moreover, areas with large rent gaps may indicate greater redevelopment and profit potential for landlords, which would trigger further gentrification (Smith 1979). CJJC's analysis suggests that the Longfellow neighborhood may be especially vulnerable within this context, with rent gaps on some blocks between $3,500 and $4,700.

Subsidized Housing

These rent increases throughout the MacArthur area pose major challenges for families who rely on housing choice vouchers to afford housing. With public housing authorities generally only able to set a maximum payment standard for Section 8 property owners at 120 percent of fair market rent (HUD Housing Choice Voucher Program Guidebook 2001), landlords

[24] Zillow data provides information on the price of rental units that are currently on the market, rather than for all units in an area.

can often earn a larger profit by renting their units to non-voucher holders in the private market. Moreover, due to the lengthy waitlist, households may wait several years before they can receive Section 8 assistance.[25]

With the challenges related to voucher-based subsidies, other subsidized units such as public housing and inclusionary units built with Low Income Housing Tax Credits (LIHTC) are important to preserving affordability in MacArthur and Oakland overall. Currently, nearly all of the MacArthur area's 611 subsidized housing units across 10 separate developments are located in the Pill Hill & Koreatown-Northgate and Hoover-Foster neighborhoods; in contrast, only 6 units are located in Longfellow, and none exist in Temescal (CHPC 2014). Approximately one half (328) of the total are designated as senior housing (CHPC 2014). This may contribute to the relatively stable population numbers of senior citizens between 2000 and 2013.

Due to the elimination of funding for local redevelopment agencies statewide, affordable housing development projects have become even more challenging to finance in Oakland. Previously, the City's Community and Economic Development Agency (CEDA) awarded approximately $20 million per year in funding to develop affordable housing throughout the city, but in 2014, its successor agency's funding pool had shrunk to $3 million (Musiker 2015).

However, archived CEDA reports on the Broadway/MacArthur/San Pablo Project Area that covered portions of Temescal/Temescal-Broadway and Pill Hill show that Redevelopment Agency funds were not used to build a single unit of affordable housing between 2000 and 2009. All of the 373 units built within this time period did not have income restrictions. In order to meet redevelopment requirements for the production of 56 low and moderate income and 23 very low-income units for the 2000-2009 compliance period, the City constructed two developments, with a total of 203 affordable units, outside of the Project Area (City of Oakland 2009, 14).[26]

CEDA's dissolution also disrupted the implementation of Redevelopment Area plans, including those for the MacArthur Transit Village and others within the Broadway/MacArthur/San Pablo Project Area. With an expanding need for below market rate units, these issues further exacerbate mounting market pressures on the existing housing stock.

Commercial Gentrification

Another marker of increased market pressure is change in surrounding commercial districts. Changes in the commercial environment of gentrifying neighborhoods have been seen as both an instigator and consequence of residential demographic change (Chapple and Jacobus 2009). Researchers have shown that retail and commercial amenities signal to middle class residents that a low-income neighborhood is changing, consequently attracting new residents (Brown-Saracino 2004). On the other side, others have shown how shifting buying power and cultural preferences of new residents in gentrifying neighborhoods may influence the mix of retail in nearby commercial corridors (Chapple and Jacobus 2009). Many scholars believe that commercial gentrification results in the disappearance of small, mom-and-pop stores and the arrival of boutiques, chains or commercial establishments that do not serve the needs of the existing, low income residents (Zukin et al. 2009). In its analysis of the MacArthur neighborhoods, CJJC notes that commercial development in major retail nodes—both within the MacArthur area, such as the Temescal/Telegraph Corridor, and outside of it, such as Bay Street and other retail centers in Emeryville—has played a role in defining neighborhood change (CJJC 2014).

Temescal/Telegraph Corridor

Centrally located within the case study area, the Temescal/Telegraph retail corridor may be a key "gentrifying pressure" on the MacArthur area as a whole, with

[25] The Oakland Housing Authority's Section 8 Housing Choice Voucher waitlist was last opened in 2011 (Oakland Housing Authority, 2013). At the end of fiscal year 2011, there were 10,007 households on the general (tenant-based subsidy) wait list. These households were chosen by lottery among the over 55,000 households who applied to be on the wait list (Oakland Local 2013). OHA reported that at the end of FY 2011, there was a combined total of 26,362 households on all wait lists for public housing, Section 8 and other mixed finance subsidized housing in the city (Oakland Housing Authority 2011).

[26] These two developments, Fox Courts and Jack London Gateway, also fall outside of the case study area. California Redevelopment Law credited the City with one unit toward its affordable housing production requirement for every two units built outside of the Project Area (City of Oakland 2009, 14).

the greatest vulnerability in neighborhoods west of the Grove-Shafter Freeway (CJJC 2014). The Temescal/Telegraph Corridor, which consists of a six-block strip of small locally owned businesses along Telegraph Avenue, runs through some of the most affluent neighborhoods in the MacArthur area that have gentrified in recent decades (CJJC 2014). With the support of the Temescal Business Improvement District, the "hip" and "cool" neighborhood strip boasts signs touting its restaurants, shopping, and authentic local flavor. While the neighborhood was once home to Italian, then African, and then Korean immigrants, it is now a predominantly White, middle to upper middle class hotspot. National media has described the neighborhood as "Oakland's answer to San Francisco's Mission District and the city of Berkeley drawing a mix of yuppies and plaid-wearing hipsters" (Woo 2009), and the "hippest part of Oakland" (Haber 2014).

To understand patterns of change among the Corridor's business mix, we evaluated data on commercial establishments from the National Employment Time-Series Database (NETS), which provided information on sales and number of establishments for businesses by North American Industrial Classification System (NAICS) code (Walls & Associates 2013). We categorized each business as either local-serving or region-serving based on its NAICS code, following a method used by Koebel and Chapple and Jacobus which classifies specific business types as most likely to serve local market areas (Koebel 2002; Chapple and Jacobus 2009). These types—which include grocery and food product stores, restaurants, financial institutions, salons and barbershops, and laundromats—are detailed in the table below.

Additionally, data gathered through ground-truthing was used to compare current businesses and businesses that existed in 2007, which were inventoried as part of the 2007 Temescal/Telegraph Merchant Survey (Munektyo, Simundza, and Chapple 2007).[27]

As the neighborhood's desirability has increased since 2000, the Temescal/Telegraph Corridor has undergone significant change. Of the 224 commercial parcels along the Corridor, 49 percent turned over between 2007 and 2014. Twenty-five percent of the businesses replaced by 2014 were retail businesses, and another 17 percent were restaurants or food service establishments. The greatest amount of change in business type occurred among service establishments, with 35 percent replaced by 2014.

Nearly all local-serving businesses that have turned over were replaced by new local-serving establishments. NETS data show that in fact, the ratio of regional to local-serving businesses has remained fairly consistent over time (Figure 6.18). However, certain names of new businesses suggest that, while they may still be local-serving, they cater to a new local demographic—one that differs from the clientele of replaced businesses. For example, several African/African American hair salons and barber shops[28] are among the replaced businesses, which reflects the decline in African American residents throughout the MacArthur Area.

Table 6.3: 'Local-serving' Business Types

NAICS code	Business type
444130	Hardware Stores
445110	Supermarkets and Other Grocery (except Convenience) Stores
445120	Convenience Stores
445210	Meat Markets
445220	Fish and Seafood Markets
445230	Fruit and Vegetable Markets
445291	Baked Goods Stores
445292	Confectionery and Nut Stores
445299	All Other Specialty Food Stores
445310	Beer, Wine, and Liquor Stores
446110	Pharmacies and Drug Stores
451212	News Dealers and Newsstands
522120	Savings Institutions
522130	Credit Unions
522190	Other Depository Credit Intermediation
522291	Consumer Lending
722330	Mobile Food Services
722410	Drinking Places (Alcoholic Beverages)
722511	Full-Service Restaurants
722513	Limited-Service Restaurants
722514	Cafeterias, Grill Buffets, and Buffets
722515	Snack and Nonalcoholic Beverage Bars
812111	Barber Shops
812112	Beauty Salons
812113	Nail Salons
812310	Coin-Operated Laundries and Drycleaners
812320	Drycleaning and Laundry Services (except Coin-Operated)

[27] The date of this survey poses a limitation to this methodology, as the Temescal district's commercial revitalization began prior to 2007. Many of the businesses that can be considered part of this revitalization (because they were established after 2005) were already in place by 2007 and are classified here as having not been replaced. Thus, this analysis only captures a partial extent of the changes since associated with the present wave of commercial revitalization.

[28] Among these are ADOM Hair Braiding, Hair Extraordinaire, Ebony Men, My Sista My Brotha Beauty Salon, Destiny 2000 and Madingo Braids.

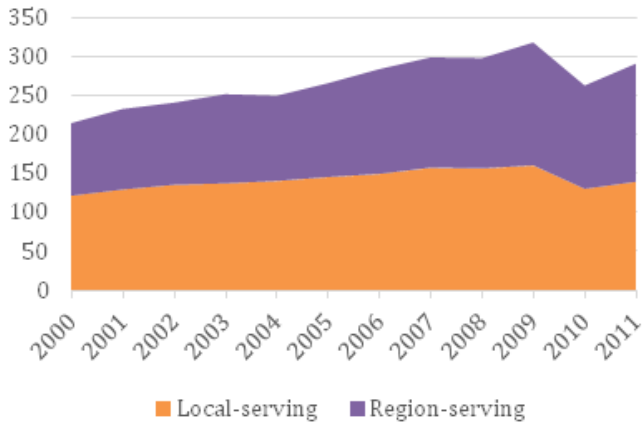


Figure 6.18: Number of Business Establishments, Temescal/Telegraph Corridor, 2000-2011.
Source: National Employment Time Series Dataset

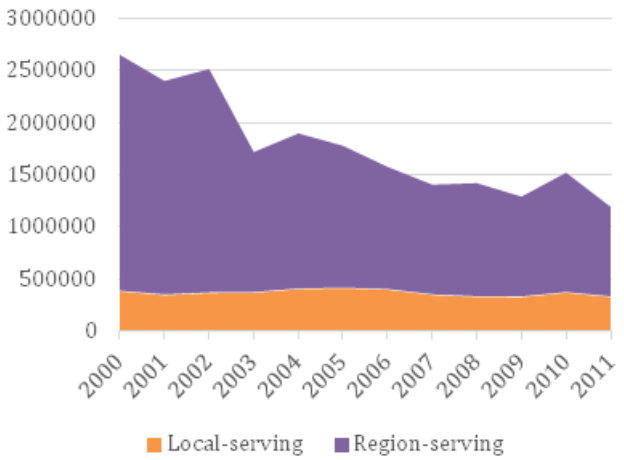


Figure 6.19: Average Sales per Establishment, Temescal/Telegraph Corridor, 2000-2011.
Source: National Employment Time Series Dataset

However, this data also reveals that regional-serving businesses have generated much more revenue per establishment than local-serving businesses since at least 2000. Furthermore, average sales per establishment have fluctuated greatly over time—and resulted in an overall decrease since 2000—for region-serving businesses, while staying fairly consistent for local-serving businesses (Figure 6.19). Thus, despite the relatively even distribution in the number of local and regional-serving businesses, the Corridor's business patterns appear to be susceptible to changes in regional consumer preferences and spending power.

Business Improvement Districts and City of Oakland Planning Efforts

Changes along the Corridor correlate with the founding of the Temescal/Telegraph Business Improvement District (BID) in 2005. The BID notes in its 2015 Management Plan that sales tax revenues within its boundaries have risen 32 percent within the past 10 years, despite an overall 4 percent decline in citywide sales tax revenues (New City America 2014). It attributes this success as well as the "new identity" of the Temescal commercial district to the organization's physical improvement and marketing activities, which have included installation of pedestrian street lights and pole banners, sidewalk sweeping and graffiti abatement, underwriting of several public events and street fairs, and coordination of social media marketing (New City America 2014).

The Temescal/Telegraph Corridor's evolution can provide insight into the future of surrounding residential areas as well as nearby commercial districts. With the Temescal district's revitalization viewed as a model of positive economic development, business and commercial property owners in Koreatown-Northgate (KONO) followed a similar path by forming their own BID (called a Community Benefit District) in 2007 and engaging heavily in marketing efforts that brand KONO as "the neighborhood that defines the new Oakland," and an "up and coming community that has become the 'unofficial' hub of arts and culture in the Bay Area." This identity is reflected in the Broadway-Valdez District Specific Plan (BVDSP), which envisions the area as a "new, re-imagined 21st Century neighborhood" that emphasizes destination retail (City of Oakland 2014).

Adopted in 2014 after a six-year planning process that started with funding from CEDA, the BVDSP includes a vision for development along Telegraph Avenue and Broadway in the form of housing projects, complete streets transportation plans, and retail upgrades. Among the planned new establishments is a development called "the Shops at 30th and Broadway," which will be anchored by a higher-end Sprouts Farmer's Market grocery store. The image and target demographic of this development stand in contrast to a Grocery Outlet Bargain Market located just across the street that has served the community for much longer. The developer's online marketing materials explicitly demonstrate its intention of catering its retail toward affluent residents by including an income map that shows "major access to and from Piedmont and the Oakland Hills" (Lockehouse & Portfolio Development Partners, LLC 2012).

This development is guided by the City of Oakland's "Retail Enhancement Strategy," which was first developed in 2008 to address the issue of retail gaps and leakage, which leads to the loss of potential sales tax

revenue from resident purchases made in neighboring municipalities (Conley Consulting Group 2008). With this plan guiding citywide development projects, including the MacArthur Transit Village, the implications of commercial gentrification on neighborhood change are important to consider.

Development interest in the Broadway-Valdez corridor has recently taken off; a January 2015 article in the San Francisco business times states that "The area… is attracting big interest in the way of mixed-use projects. Applications have been pouring in since the city finalized its specific plan for the transit-rich area" (Azevedo 2015). A private developer of a mixed use project that was the first to receive entitlements under the BVDSP states that this 435-unit development will target supporting medical staff and millennials who can't afford San Francisco rents" as tenants (Azevedo 2015).

As demand for real estate in the Broadway-Valdez area grows, it is likely that market rate development will quickly outpace subsidized housing development and leave few viable opportunity sites available to affordable housing developers. City institutions and community-based organizations continue to grapple with the question of how to effectively manage neighborhood change in order to support inclusive economic development and prevent displacement. Early drafts of the BVDSP focused primarily on sales tax revenue generation and failed to directly address affordable housing needs in the plan area (Wampler 2015). In 2008, a coalition of community groups known as the Better Broadway Coalition launched a campaign to ensure that the Broadway-Valdez Specific Plan included strong affordable housing measures and goals (Great Communities Collaborative 2014). The coalition also pushed for economic development strategies that would benefit residents through local hiring and living wage policies (Wampler 2015).

As a result of this advocacy, the adopted plan includes a target of 15 percent of new homes to be affordable for low- and moderate-income households as well as language on anti-displacement strategies and workforce housing (City of Oakland 2014).

While the plan includes a stated policy to "explore the formulation and adoption of a comprehensive citywide affordable housing policy that addresses concerns from all constituents," it remains vague in terms of actions that the City will commit to in order to preserve affordability in the area (City of Oakland 2014). Thus, implementation of the Broadway Valdez Specific Plan may provide a crucial leverage point for resident and community engagement. Organizations involved with the Better Broadway Coalition have called for an affordable housing impact fee that would contribute to a sustained source of funding for affordable housing production and preservation in Oakland. The City has embarked on a nexus study to explore the specifics of a possible impact fee, but further advocacy is needed (Wampler 2015).

Conclusion

With major revitalization projects slated for central locations within MacArthur, the area's desirability will likely continue to increase, placing further strain on the housing stock and continuing to drive change block-by-block. The implications of this change on low-income residents must be considered pre-emptively, so as to not exacerbate the existing affordability crisis.

While MacArthur has passed the peak of the latest foreclosure crisis, many residents remain vulnerable to displacement, and the full impact of the foreclosures is yet to be determined as properties continue to rapidly change hands and sales prices climb. The data points to increasing severity of the affordability crisis, with continuously rising rents and a tremendous jump in rates of housing burden.

As discussed throughout this case study, the housing affordability crisis' varied manifestations, whether in the form of foreclosures, high vacancy rates and flips, or increasing rent gaps and changing retail patterns, paint a picture of residential displacement in the various MacArthur neighborhoods that may remain an ongoing threat, especially for low-income households. In this, MacArthur is not an exception, but an example of trends throughout the rest of Oakland. These current housing dynamics in MacArthur are born of a long history of institutionalized racial discrimination, with the most notable impact on the area's African American residents. Any efforts to achieve equitable development must take this history into account.

As much of the region's challenges are actively debated and addressed in MacArthur, changes in the area provide an opportunity for advocates, researchers, community leaders, and government officials to inform regional solutions through careful tracking of MacArthur's ongoing neighborhood change and evaluation of tested anti-displacement strategies.

concord

Chapter 7: Signs of Speculation in the Monument Corridor



Signs of Speculation in the Monument Corridor

Case study on Gentrification and Displacement Pressures
in the Monument Corridor of Concord, CA

Introduction

Located in the heart of Contra Costa County, the City of Concord was primarily settled in the decades following World War II. Returning veterans viewed the small-town feel and verdant land that expanded to the foothills of Mount Diablo as a desirable and inexpensive place to settle. As its population grew exponentially over the next several decades, the land was quickly consumed by suburban single-family homes. In 2010, approximately 175,600 people resided in the City of Concord.

The city continuously prioritized policies that promoted auto-dependency, accommodating its growing population by facilitating access between housing subdivisions and the highway through the expansion of thoroughfares and widening of streets. Though BART opened its Downtown Concord station in 1973, it has largely remained underutilized. The city's development of office parks downtown was instead paired with the dedication of funds for the construction of parking garages around the periphery of the commercial corridor (Dymond, 2000).

The city failed to link the BART station to its commercial and residential nodes (Waterhouse, 1973). Office tenants began to leave Concord in the 1980s, and the once booming downtown now holds empty office buildings and underutilized storefronts. Without other incentives to attract new residents or visitors to the city, Concord has watched its neighbors in the region prosper, while its own tax base lags behind and its population growth stagnates. Between 2002 and 2011, the number of jobs located in the city has decreased by 9.6 percent, from 49,465 to 44,717 (US Census Bureau, 2014).

Despite these economic development challenges, Concord real estate has grown more desirable in recent years, with housing prices on the rise since the 2007-2011 recession and new development throughout the city. In 2012, the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) designated about 620 acres



Figure 7.1: One of the many partially occupied office buildings in Downtown Concord

around the Downtown BART station as a priority development area (PDA). PDAs are eligible to receive funding that encourage transit oriented development (TOD) and infill housing. As a result, Concord has been working to craft a new Downtown Specific Plan that will implement strategies to promote new downtown investment (City of Concord, 2014). At the heart of the plan is the Downtown Concord BART station, which the city envisions will be the vehicle to attract new economic activity to Concord. To this effect, the city has created a half-mile buffer around the BART station, where it plans to improve pedestrian access and intensify land uses to create an environment conducive to attracting new residents, jobs, and businesses to its core. In particular, Concord officials hope that by promoting housing density within the PDA the city will attract a new demographic to Concord, enabling it to spur economic growth and to join its neighbors to share in the prosperity of the Bay Area region.

With an increase in available resources for development, interest in downtown Concord is growing, spurring concern among affordable housing advocates. The Bay Area has seen a steady rise in rents for the past three years with Contra Costa County experiencing an 8% increase since the second quarter of 2011 (Carey, 2014). While TOD and infill housing development often seeks to address affordability issues, tran-

sit-development induced residential displacement can be a potential impact. The Monument neighborhood is one area of particular concern. A 3.8 square mile area largely bounded by I-242 and Monument Boulevard, a central city artery that easily connects the highway to the downtown (Figure 7.2), this predominantly low-income, Latino neighborhood may be vulnerable to residential displacement. This case study analyzes the demographic and housing characteristics of the Monument over three decades to determine the potential impact of investment on neighborhood change and residential displacement.

The Monument Community

The Monument neighborhood makes up 12% of the total area and is the most populated region in the city of Concord. The 2009-2013 American Community Survey provides an estimate of around 24,000 residents. Since 1980 this figure has increased by 67% (see Appendix A). Despite this huge jump, this number is largely considered to be an underestimated figure. Monument Impact estimates a figure closer to 37,000 residents. The discrepancy can likely be attributed to the large number of undocumented residents, a population that typically remains undercounted in Census due to fear that providing information to the Census Bureau may alert Immigration and Customs Enforcement (Monument Impact, 2014).

The majority of the immigrant population are from Mexico and Central America and tend to have lower educational attainment and income than the rest of the Concord population. Forty three percent of Monument residents were born abroad are non-naturalized. This figure differs greatly from the city of Concord where only fourteen percent of the total population is non-naturalized foreign born. This high foreign born demographic in the Monument may explain the weak political power of this community expressed in some stakeholder interviews.

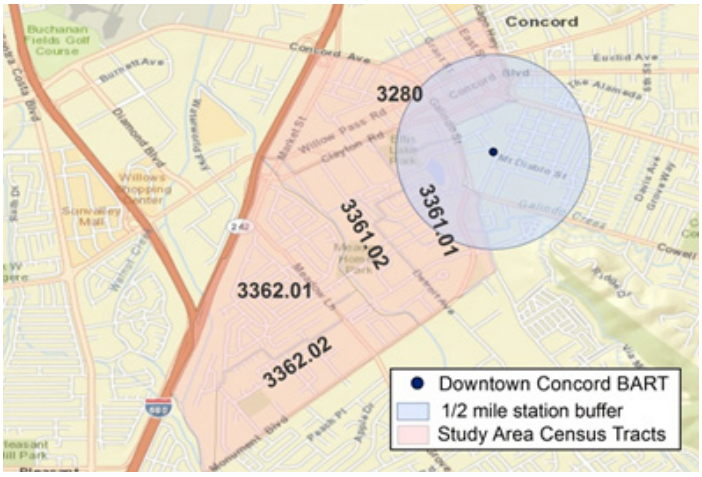


Figure 7.2: Map of the Monument study area

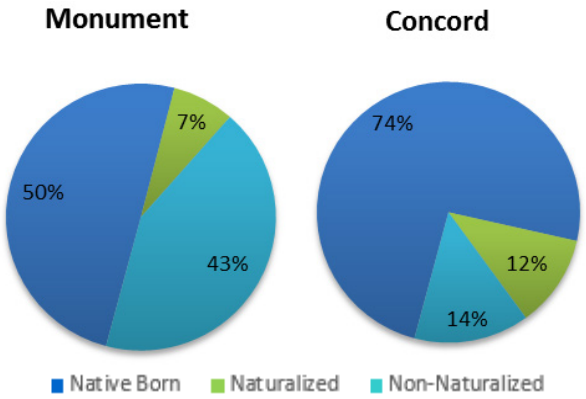


Figure 7.3: Percentage of Native and Foreign born, 2009-2013.

Source: American Community Survey 2009-2013

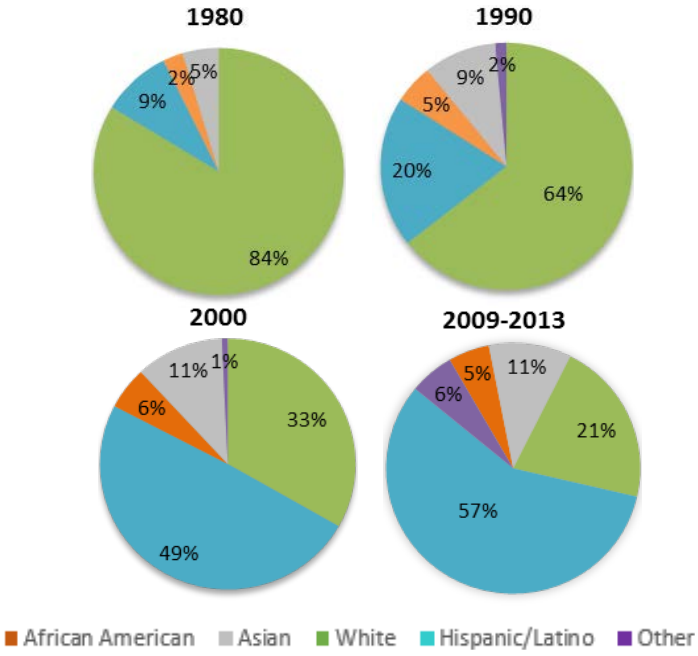


Figure 7.4: Residential Racial and Ethnic Composition, Monument, 1980 to 2009-2013.

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013.

Since 1980, the Monument neighborhood has seen a huge racial and ethnic demographic shift. The White population has steadily declined over this period of three decades while the Latino population has experienced considerable growth (See Figure 7.4). In 2010 Latinos comprised 63 percent of the population while

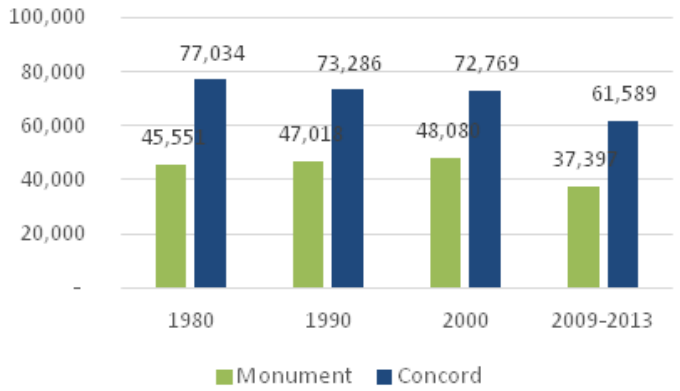


Figure 7.5: Median Household Income, Monument & Concord, 1980 to 2009-2013 (In Constant 2010 Dollars)

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

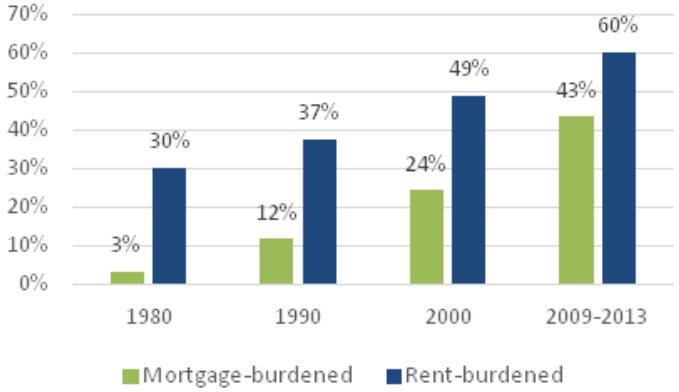


Figure 7.6: Housing Cost Burden in the Monument, 1980 to 2009-2013

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

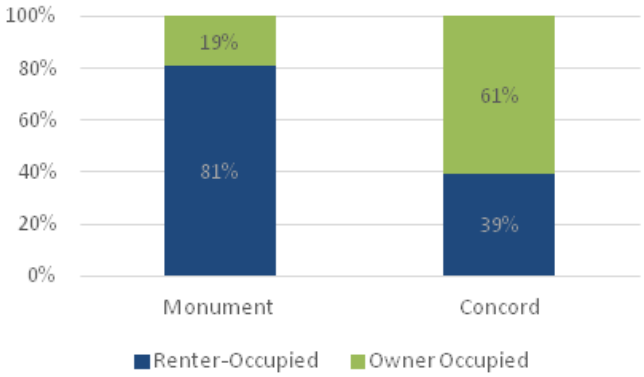


Figure 7.7: Occupied Units by Tenure, Monument vs. Concord, 2009-2013

Source: American Community Survey 2009-2013

Whites only accounted for 20 percent. This is nearly the inverse of the city's racial and ethnic distribution, which in 2013 consisted of 51 percent of Whites and 31 percent of Latinos (See Appendix).

Educational attainment in the Monument has not seen major increases in the college-educated population, which is another marker of gentrification (See Appendix). This may indicate that large-scale displacement has not yet occurred. However, this neighborhood contains many precursors associated with gentrified neighborhoods. For instance, the high percentage of ethnic minorities in the Monument increases residential susceptibility to displacement. This is true even when accounting for income (Newman & Wyly, 2006). Additionally, from 2000 to 2013 nonfamily households increased from 37% to 52% of total households, another marker of gentrification. Finally, residents in the Monument are significantly poorer than the rest of the city. In 2013 the Monument had a poverty rate of 23% -- over twice the poverty rate of the city, which stood at 9% (See Appendix). Median incomes in the Monument declined between 2000 and 2013 by 22 percent (Figure 7.5).[29]

With increasing costs of rent, the gap between income and median rents has widened at a rapid rate. The median gross rent increased by 15 percent when adjusted for inflation, from $948 in 2000 to $1,167 in 2013. As a result of these trends, the percentage of rent-burdened households in the Monument has grown as well. In 2000, 49 percent of households were rent-burdened, meaning the household paid 30 percent or more of their income on rent (Figure 7.6).[30] Already a high figure, by 2013 60 percent of households suffer from rent- burden.

Even though the rate of overburdened households increased between 2000 and 2013, Census data appears to show that there was a decline in the number of renter- and owner-occupied units that are overcrowded (See Appendix). Stakeholders who work closely with community residents, however, tell a different story. Several different stakeholders have recounted a similar narrative about overcrowding in the Monument. According to them, it is not uncommon for multiple families to live under the same roof. In some shared apartments, families sleep in separate bedrooms, but according to one stakeholder, it is also not uncommon for families or single adults to share rooms or occupy living room spaces to cope with rising housing costs.

Since 1980, tenure split has remained constant in the Monument and in Concord overall (see Appendix). The tenure split is drastically different, between the two areas, however. As seen in Figure 7.7, 81% of Monument residents rent while only 39% of residents in Concord rent. Renters are at greater risk of displace-

[29] Average, rather than median, income are reported for 1980.

[30] Average, rather than median, rents are reported for 1980.

Table 7.1: Monument, Housing Units & Vacancy Rate

Year	Total Housing Units	Vacant Units	Vacancy rates
1980	7285	392	5%
1990	7623	467	6%
2000	8133	257	3%
2009- 2013	8729	816	9%

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

Table 7.2: Rate of Foreclosure, Monument vs. Concord

Area	Average Owner-Occupied Units (2000 & 2010)	Foreclosed Homes (2006-2009)	Rate of Foreclosure
Monument	1,848	421	23%
Concord	41,834	2,402	6%

Source: U.S. Census 2000 & 2010, American Community Survey 2006-2010, Zillow 2014.

ment than homeowners, especially since Concord has few tenant protections, making Monument residents very vulnerable to displacement pressures.

Vacancy in the Monument has increased dramatically from 2000 to 2013, jumping from 3% to 9% over the 13 years (Table 7.1). The higher vacancy rate is likely due to the housing crisis and recession of 2008. Concord's vacancy rate is much lower, at 6.5% in 2013. A higher vacancy rate can signify disinvestment in the Monument, which can ultimately lead to gentrification. Landlords may prefer to leave units empty instead of dealing with maintenance or until the market rebounds. In turn, developers can purchase land/buildings cheaply and still make an acceptable profit after the cost of rehabilitation (Smith, 1979). The fact that Concord's vacancy rate in 2013 was much lower suggests that the Monument residents may be faced with this type of disinvestment.

An analysis of foreclosure data collected from the height of the housing crisis revealed that like much of California, Concord and the Monument community were impacted by the decline of the housing market and the economic recession. Using the 2000 and 2010 average of owner-occupied units as proxies to estimate the rate of units in foreclosure, we found the rate of foreclosure in the Monument was almost four times greater than the rate of foreclosure in Concord. While a 23% foreclosure rate in the Monument is a very large figure, it is likely a conservative estimate. The three years only represent a snapshot of the housing crisis that arguably lasted at least five to seven years or more when considering the lingering effects of the economic recession.

The Housing Market Heats Up

Stakeholders have indicated that evictions due to foreclosure are no longer a problem, but without mechanisms in place to safeguard against rent spikes and to protect tenants against unfair evictions, tenants' residential stability is tenuous, at best. Homebuyers and investors that have acquired foreclosed properties in the Monument paid rock-bottom prices; but values are rapidly beginning to recover. Concord's home values experienced an 8.6% increase in home value from 2013 (Zillow, 2014). According to RealtyTrac, the estimated monthly mortgage payment in the Monument is $1,079, while the average rent for a three-bedroom house is $1,740. A stakeholder from a service organization confirmed that it is increasingly becoming commonplace for residents to pay upwards of $1,500 for a small, rundown apartment in the Monument.

Aside from growing rents, Monument residents face hurtles to owning a home as homeownership is being catered to attract a younger and wealthier demographic. A news article published by SFGate in February 2014 entitled "Oakland, Concord among top cities to flip to hipsters," highlights Concord as a desired location for "home flipping," whereby a homebuyer purchases a property with no intent to occupy it (Erwert, 2014). Instead, the objective is to resell the property quickly, and at a higher price than what was originally paid for it. The article goes on to provide a four-step "how-to" info-graphic, attributed to RealtyTrac that explains the process:

1. Identify hot hipster housing market with good profit on flip.
2. Find foreclosure homes or other bargain buys.
3. Rehab to hipster tastes.
4. List + market the home. Close the deal.

Monument's zip code, 94520, is specifically listed within the top 10 hipster housing markets with good returns

on flips. This is not surprising considering the neighborhood's high foreclosure rate. As a methodology, the article explains how RealtyTrac filtered zip codes by 15 percent of the population with an age group of 25 to 34 and where 15 percent take public transit or walk to work. Finally, if the median home prices that are no more than five times the median income of the neighborhood and at least 10 homes have flipped in 2013, the zip code is considered prime for hipster flipping.

With steep declines in the average sales prices for both single family and multi-family residential properties in 2008 (Figures 7.8 and 7.9), Monument's housing market became extremely advantageous for real estate investors and developers. The area's profit opportunity has increasingly drawn their attention, and prominent markers of change, such as two newly constructed high-rise apartment buildings, can be found throughout the neighborhood.

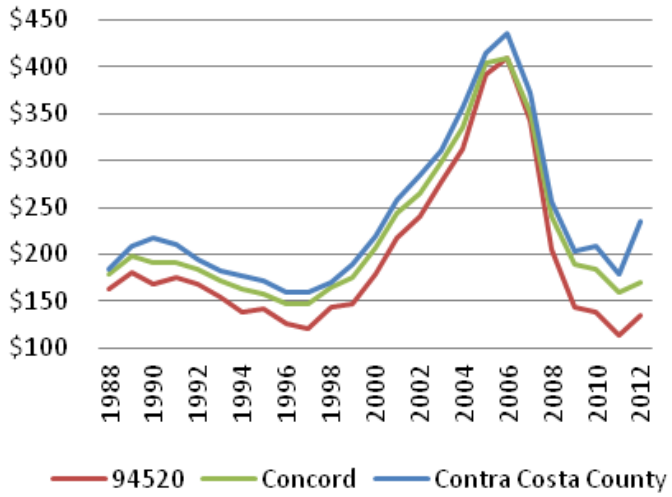


Figure 7.8: City and County Sales Price per Square Foot, 1988-2012

Source: Zillow 2014.

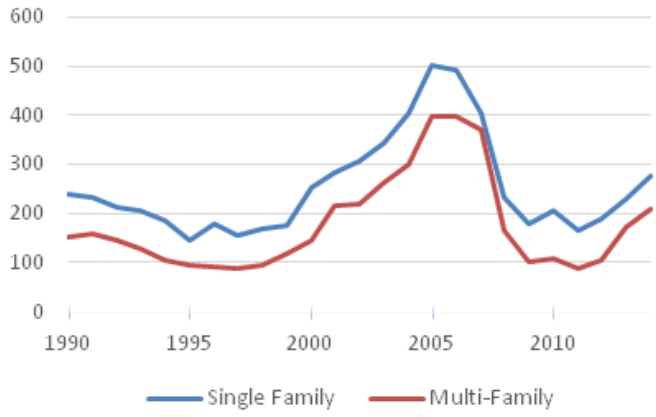


Figure 7.9: Monument Average Sales Price per Square Foot, 1990 to 2013

Source: Dataquick 2014.

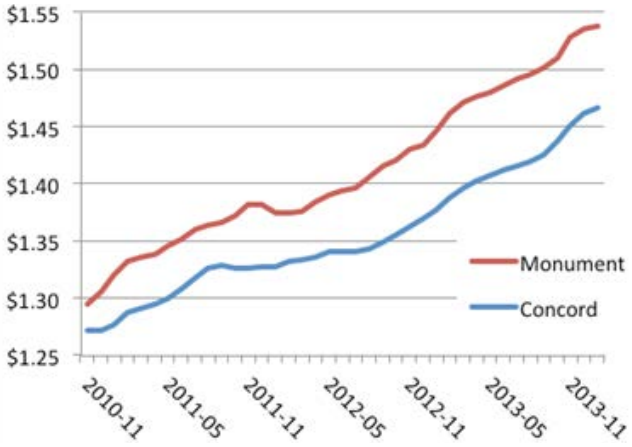


Figure 7.10: Average Rent per Square Foot, Monument vs. Concord, 2010 to 2013

Source: Zillow 2014.

Investment for the New, Neglect for the Old

Many of the post-recession housing opportunities are advertised for a wealthier population coming from neighboring cities. Low-income residents living in disinvested communities, such as those in the Monument, are unlikely to reap the benefits. The discrepancy between investment for outsiders and disinvestment in current residents is highlighted through stakeholder interviews. A landlord who owns a large apartment complex on the edge of the neighborhood spoke without qualms about their intention to continually mark-up rents. While this developer certainly warrants competitive rates in return for their investment into the property, they are also not bashful about their motivations and interests. Even though they believe BART in downtown Concord to be a "waste of money," they do not hesitate to use their complex's proximity to BART as a marketing tool, aiming to "cater to the laptop crowd" that commutes via BART to work in San Francisco. Though the complex is located within the Monument community, this developer has willfully dissociated the complex from the Monument, and they proudly describe how they "got rid of… the 99% Latino" population that formerly lived in the complex. Ultimately, they plan to convert the units into condominiums and sell them once the market picks up again.

This developer's intention demonstrates the potential for neighborhood change in the Monument community, moving towards more expensive rental housing and catering to a more highly educated, higher wage earning demographic. Their comments reveal the imbedded racial tensions of residential displacement as-



Figure 7.11: A Luxury Apartment Complex Located in Downtown Concord

sociated with gentrification. As developers, real estate agents and other actors cater to the younger, affluent White population, communities of color are either displaced or excluded from the benefits of an improving neighborhood.

Meanwhile, as rents are increasing the quality of life is not necessarily improving. Interviews revealed a severe bed bug infestation that plagues the multi-family units where low-income residents live.

According to a stakeholder interviewed from a tenants' rights advocacy organization, the bed bug infestation has been a problem in the Monument for almost two years. The City's reluctance to address the issue, they believe, stems from a refusal to acknowledge it as a public health concern, placing responsibility on individual landlords while simultaneously refusing to hold them accountable through citations. Several stakeholders have mentioned that tenants in the Monument do not feel well represented by local elected officials.

Pushed by the continued backing from a tenants' rights advocacy organization, the City of Concord enacted a bed bug policy in late March of 2014 acknowledging bed bugs as a nuisance and enabling code enforcement to issue citations to landlords who refuse to mitigate the bed bug issue in their buildings (Bed Bug Response Pilot Program, March 2014). Still, because code enforcement is managed by the local police department, many tenants who are undocumented immigrants and unfamiliar with their legal rights, remain fearful about drawing attention to themselves. They fear deportation or that unsanctioned living conditions like overcrowding, if discovered, will lead to eviction. Even when residents have brought issues to property managers, community organizations have also found that managers often fail to raise these concerns with the property owners, effectively serving as a "cover" for the owners who do not comply with housing codes. In other cases, residents have decided to move out, feeling that it is the only means of dealing with an issue.

Neglect of Monument housing is coupled with the fact that Concord does not have any tenant protection policies in place. The city has no rent stabilization policy nor do they have a just cause eviction ordinance. In addition, there is also no system in place at the city level to track evictions in Concord. Without these and other tenant protections, it will be difficult for residents to take advantage of this new Bed Bug policy.

Because of the area's profit potential and desire of developers to bring in new residents who will pay higher rents, some stakeholders see the combination of neglect and lack of tenant protections as a means for property owners to intentionally push current residents out.

Challenges to Affordable Housing Production

Like the rest of the Bay Area, there has not been enough new housing production in Concord to meet the needs of current and potential residents. From 2007-2014, very few units have been built in Concord and of these units, almost all are above moderate-income housing (Housing Element, 2010). Concord has fallen short of its regional housing needs allocation (RHNA) for 2007-2014. In addition, there is recognition that there is a shortage of very low- and low-income housing units in Concord. While there are currently 1,031 subsidized housing units in the Monument—a significant increase since 1980 (Figure 7.12)—the need for more affordable housing units persists.

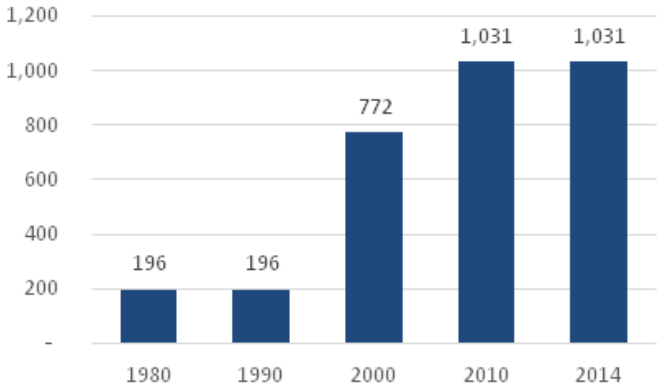


Figure 7.12: Subsidized Housing Units in the Monument, 1980 to 2010

Source: California Housing Partnership Corporation 2014

In the 2010 Housing Element plan, the city conducted an analysis of the previous plan from 2003 and found that despite the land available for affordable housing, the city did not produce enough units in the very low-, low-, and moderate-income categories. Concord only produced 35 percent of its RHNA for these three categories (Housing Element, 2010). Additionally, 80% of units counted towards the RHNA were rehabilitation of old units and not new housing. However, in the same time frame, the City did produce more than twice the amount required for above-moderate income housing units.

The City of Concord has policies that have been put in place recently in order to encourage development. The Concord housing element includes two overlay zones for Concord - an affordable housing overlay zone and a transit station overlay district. The transit station overlay district has only been in effect since August 2012 and was created to promote increased residential density and commercial activity within a half-mile of the perimeter of the Downtown Concord BART station. The development code for the transit station overlay district specifies that the maximum density of the base district can be increased up to 25 percent for residential projects.

As a result of efforts from prominent housing advocacy organizations in the East Bay, the Concord 2010 Housing Element included an affordable housing overlay zone. This overlay zone was put in place to incentivize affording housing development and to encourage affordable housing developers to build developments in areas of Concord where multifamily residential housing is permitted. The city has since shifted to an Affordable Housing Incentive Program, which was adopted as part of the City's Development Code update in 2012 (Ryan 2015). This program allows for additional incentives for projects that include affordable units and allows for additional density bonuses. Under the eligibility guidelines for this program, a rental project must have at least 40% affordable units - at least 20% must be affordable to very low-income households while at least another 20% must be affordable to very low or low-income households (Housing Element, 2010). While no affordable units have been built in the overlay zone yet, staff from Concord's Community and Economic Development Department note that the City has experienced recent interest from developers since its Downtown Specific Plan was adopted in June 2014.

Aside from the affordable housing incentive program, the zoning code outlines the parameters for the inclusionary housing ordinance and the density bonus program. Under the inclusionary housing ordinance both rental and ownership projects are required to include 10% of low-income housing or 6% of very low-income housing. If eligible, developers have the option of paying in-lieu fees instead of providing inclusionary units in a project. These fees go into a city general fund dedicated to affordable housing and can also be used for administering affordable housing programs. To mitigate the financial impacts of the inclusionary housing ordinance, the City may grant the following incentives for affordable housing development: financial assistance, density bonus, and expedited application processing.
Despite having policies in place to promote housing production, a very low supply of affordable housing is being built in Concord. Staff report that no units have been added to development projects through the density bonus ordinance, which was adopted in 2012 (Ryan 2015). The lack of affordable housing construction, however, is in line with overall construction trends; approximately only 10 infill residential units have been built in Concord since 2012 (Ryan 2015).

Even if housing production starts to pick up in Downtown Concord, the City's desperation for any kind of development may result in acquiescence to the preferences of developers who may opt to exclude affordable housing from the development, despite the incentive measures in place. Second, there is a perception that Concord is "naturally affordable" due to the lower rental costs in Concord compared to other parts of the Bay Area such as San Francisco. According to a City staff member, Concord has plenty of the "affordable" housing products and what it is missing is the "market-rate type of product." The language in the 2010 Housing Element reflects this view despite evidence that the "naturally affordable" housing may be at risk of moving into this higher market rate category. A key finding of the housing needs analysis was that "Housing cost has become more affordable compared to three or four years ago, during the peak of the San Francisco Bay Area housing boom" (Housing Element, 2010). The city concludes this despite the fact that real income has gone down since 2000 and housing-burden as increased.

There is a discrepancy among city officials between the acknowledged low supply of affordable housing

in Concord and what the city really wants, which is more economic development and housing, especially market-rate housing. According to one city stakeholder, Concord wants the downtown area to be a "robust economic engine that operates 24/7 with residents living there and enjoying the amenities of downtown". This requires drawing in new residents who can afford to live in these potential market-rate developments and who would want the type of lifestyle that would require a downtown to be bustling 24/7. Lastly, even though these affordable housing incentive polices are incorporated into the city's housing element and development code, which gives them more authority, stakeholders expressed concern that the local city government lacks the political will to address the affordable housing situation.

Conclusion

For a long time, Monument residents lacked a voice and weren't included in the city's decision-making process. These issues have largely been influenced by the demographic characteristics of Monument residents, which discourage them from interacting with local officials. Despite these challenges, there is a growing grassroots movement in Concord demanding protection for residents in the Monument. Community-based organizations such as Monument Impact have made significant strides in building residents' capacity to advocate for themselves and fostering a culture of civic engagement through leadership development programs, neighborhood action teams, and a range of skills-building workshops. A tenants' rights advocacy organization is currently trying to "create a culture of fighting back" and "build a tenants' rights movement" in Concord.

For a community that has historically been afraid to speak up about injustices, strengthening the advocacy and organizing capacity of these residents is the first step to building a stronger voice for Monument residents. Monument residents and organizations that serve them were not an integral part of the Downtown Concord planning process due to the disconnect between development in downtown and its implications for Monument residents.

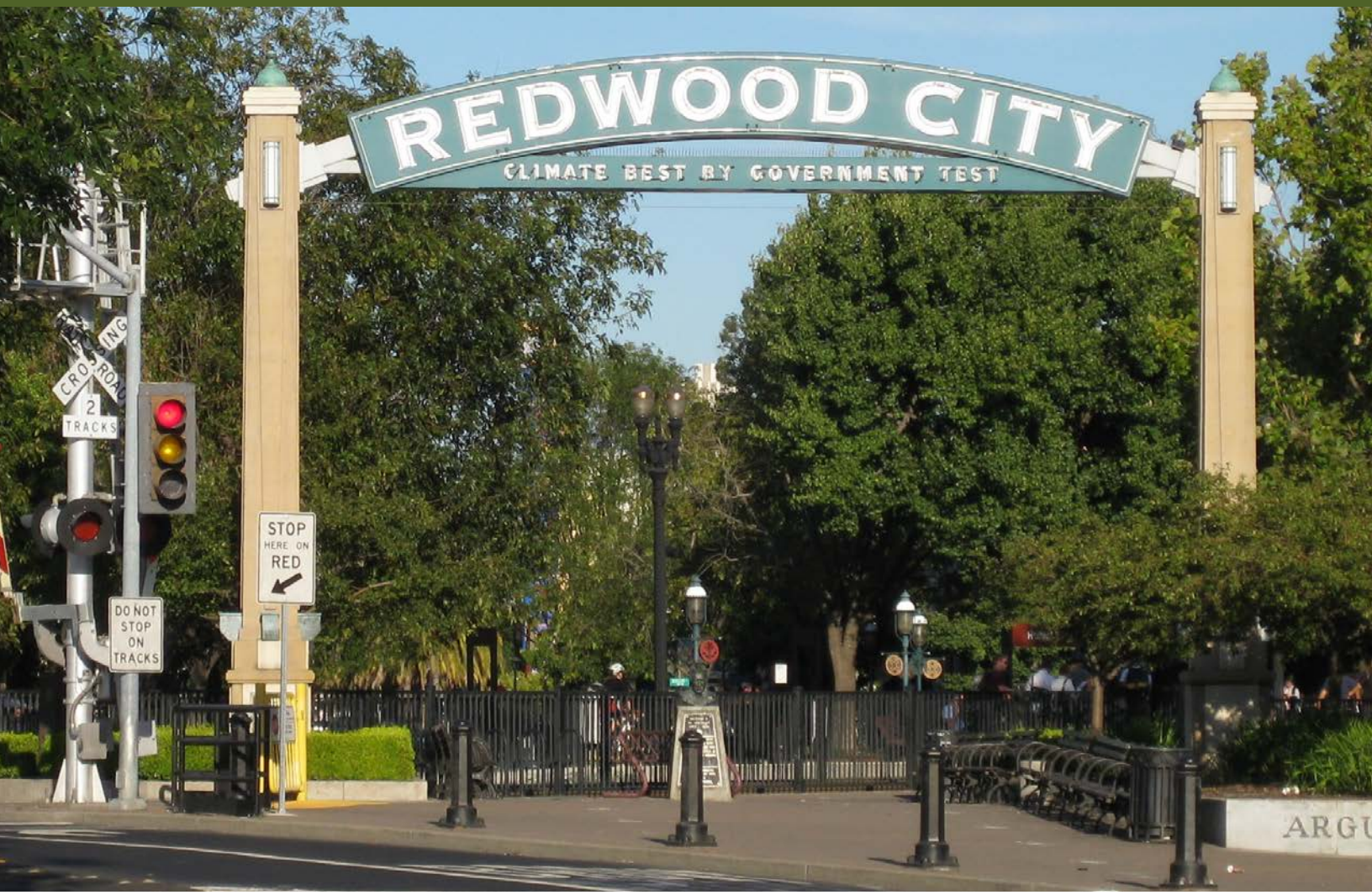
The data shows that Monument residents have many characteristics of neighborhoods at risk of gentrification including a large ethnic minority population and a very high renter population. Residents suffer from extremely high rent burden and the neighborhood suffers from a high vacancy rate, a potential indicator of disinvestment. Developers are capitalizing on the impact of the housing crisis through "home flipping" strategies meant to attract a white, young, and wealthier population.

Multiple stakeholders who were interviewed as part of this case study expressed that the diversity of residents is one of the city's key strengths. In recent decades, the Monument has served as a point of arrival for immigrants to the Bay area that search for better opportunities. Like so many of its neighbors in the region, the loss of affordable housing in Concord and especially in the Monument is threatening to fundamentally change the character of the city and displace residents who already have limited access to housing choices.

Concord is at a critical juncture where it can alter its trajectory by electing to protect its most vulnerable community. If Concord officials truly value diversity, they will safeguard measures to allow all residents to prosper from the economic growth that results from the downtown plan.

redwood city

Chapter 8: New Urbanism and Downtown Revitalization



New Urbanism and Downtown Revitalization

Case Study on Gentrification and Displacement Pressures in Redwood City, CA

Introduction

Redwood City is on a path toward immense change. Located on the southeastern edge of the San Francisco Peninsula in the affluent San Mateo County, the city of more than 75,000 residents is currently the site of an intense economic development scheme. The foremost goal behind this effort is to put to rest the old moniker "Deadwood City," which has been used over the past several decades by locals to characterize the moribund downtown area. With revitalization, city officials envision their downtown as a new hub for entertainment and commerce in the region and as a home to affluent residents ("The Downtown Precise Plan" 2011). This vision, however, is not necessarily in harmony with Redwood City's historic role as a home for low- and middle-income families on the Peninsula. As city officials try to insert their town into the thriving Silicon Valley economy, policies are needed to ensure that its current low- and moderate-income residents receive some of the benefits of development and are still able to afford to live there as the cost of living rises. This case study explores provisions for affordable housing in the current development scheme in Redwood City to assess potential displacement pressures.

We begin with an overview of Redwood City today, placing a particular focus on the history and potential future of development in the downtown area. We next turn to the downtown development plan and examine the issues it will create in terms of displacement. We then review the affordable housing policies currently in place and evaluate the types of jobs that are likely to be created as the city grows. We find a need for affordable housing construction to accommodate future increases in the low-wage workforce. Redwood City risks displacing and excluding low-income earners if it does not put in place stronger supports for affordable housing construction.

Geography

To understand the potential for displacement associated with economic development in Redwood City, we analyzed the changes in the downtown area relative to the local and regional context. We studied eight census tracts: 6102.2, the downtown area as defined by the city in its Downtown Precise Plan (DTPP), and the immediate surrounding tracts 6100, 6101, 6102.1, 6102.2, 6102.3, 6105, 6107, and 6109. These tracts were chosen because of their proximity of the Caltrain station, which is the focal point of development. One of the census tracts (6105) includes a portion of the unincorporated North Fair Oaks neighborhood, a low-income area.

Demographic Profile

As Redwood City strategically attracts wealthy employers, employees, and developers to its downtown, the surrounding neighborhoods may become vulnerable to being displaced from what is now one of the most affordable cities on the Peninsula. The high proportion of minority residents exacerbates this vulnerability, as language barriers, racism, and discrimination lead to weaker representation in city politics.

Income and Poverty

Redwood City's median household income in 2013 was $79,419, compared with $88,202 for San Mateo County. This figure, though, obscures the larger income discrepancy between Redwood City and neighboring communities like Atherton. Of the 20 incorporated cities in San Mateo County, Redwood City has one of the lowest median income levels ("Social Explorer" 2014). The Redwood City Caltrain station may be considered an emblem of the city's efforts to tap into the regional economy: The biggest income gap between two neighboring Caltrain stations less than three miles apart occurs between Redwood City and Atherton, with a median income of $193,000 (M. Green 2013).

There are also significant income disparities among Redwood City's neighborhoods. Figure 1, below, shows each tract's median income in 2013. There are lower-income communities immediately surrounding downtown and to its southeast in the Stambaugh Heller and Redwood Village neighborhoods, and much

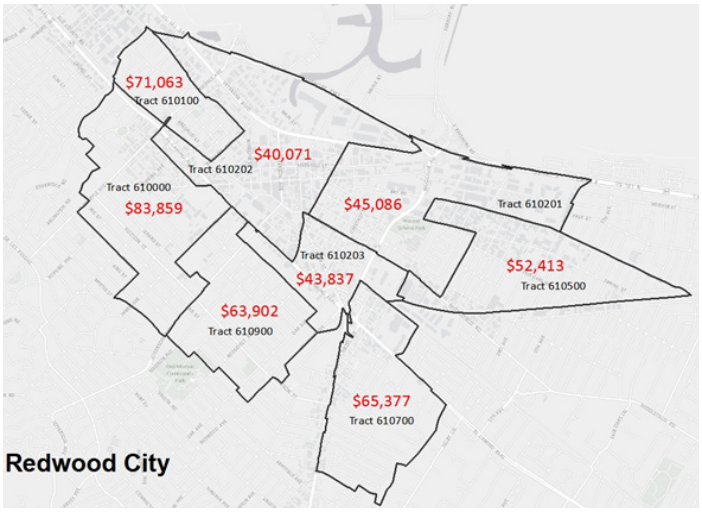


Figure 8.1: Median Household Income Levels in Study Tracts, 2013

Source: 2009-2013 American Community Survey

wealthier Oak Knoll/Edgewood neighborhoods to the northwest and in the hills. Seven out of eight of our study tracts have average incomes below the city median.

In addition, the poverty rates differ substantially between the study area and San Mateo County, and between the tracts, as shown in Table 1. Poverty rates have risen between 1980 and 2013 in six of the eight tracts in all but two tracts, 6100 and 6101, which have historically been more affluent than other tracts in the study area. It is also worth noting the sharp rise in poverty rates in Tracts 6102.3 and 6109 in the last ten years between 2000 and 2013.

Population and Family Changes

The study area has seen significant population growth overall from 1980 to 2013, however, much of this growth took place between 1980 and 1990, as shown in Table 2. Since 1990, population growth has slowed down substantially. Redwood City downtown growth was much higher than the county's as a whole between 1980 and 1990. In the last decade the study area's population declined while the county's growth continued but at a slower pace. It is worth noting that not all of the areas in and around downtown grew at the same rate. The areas on the east side of El Camino Real Road, a relatively dense area with residential duplex, multi-family homes and commercial strips, grew much more quickly that areas on the west side of it.

Since 1980, the majority of households in the study area have been families, as shown in Figure 2. The ratio of family to non-family households has increased.

Table 8.2: Population, 1980 – 2013

	Redwood City		San Mateo County	
Year	Total	Change (%)	Total	Change (%)
1980	25,668	--	587,289	--
1990	31,950	24%	649,623	11%
2000	35,831	12%	707,161	9%
2013	37,564	5%	729,543	3%

Table 8.1: Poverty Rates in Redwood City Tracts compared to San Mateo County, 1980-2013

	1980	1990	2000	2013	Percent change 1980-2013	Percent change 2000-2013
San Mateo	6%	6%	6%	8%	2%	2%
Study tracts average	10%	13%	9%	14%	4%	5%
6100	6%	5%	4%	2%	-4%	-2%
6101	15%	6%	7%	4%	-11%	-3%
6102.1	14%	17%	13%	20%	6%	7%
6102.2	14%	16%	8%	17%	3%	9%
6102.3	14%	17%	6%	25%	11%	19%
6105	9%	20%	16%	24%	15%	8%
6107	9%	10%	8%	10%	1%	2%
6109		10%	4%	14%	6%	10%

Source: US Census, 1980, 1990, 2000 (Geolytics 2014); American Community Survey 2009-2013

Percent change 1980 - 2013	--	46%	--	24%

Source: US Census 1980, 1990, 2000 (Geolytics 2014); American Community Survey 2009-2013

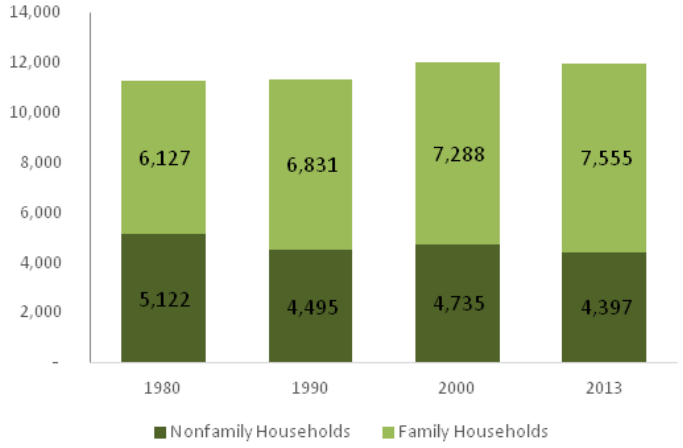


Figure 8.2: Total Households in Redwood City, 1980 – 2013

Source: Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

Race and Ethnicity

Income disparities mirror racial demographics. The population of Latino residents in these eight census tracts has increased overall from 26% to 60% of the total from 1980 to 2013, but these changes vary significantly by tract, with Latino residents overrepresented in lower income tracts. In keeping with this trend, these lower income tracts have a higher proportion of minority residents compared to the city as a whole, where just 40% are Latino. In particular, it is worth noting that a high proportion of Latino families live in the North Fair Oaks neighborhood adjacent to Redwood City. This area contains some older homes on smaller lots and many older apartment buildings. At the same time, the area is providing flexible space for businesses, including new technologies and light industrial uses. It has a concentration of low-income people and, depending on how Redwood City's development progresses, could face displacement pressures in the future as a result. There have been significant changes in the study area's racial composition from 1980 to 2013, as shown in Figure 3, as the percentage of Hispanic and Latino population has increased steadily, while the White population has fallen. The proportions of Asian and Black populations have remained fairly constant over the four decades.

Housing

The housing stock in the study area has grown by approximately 1,000 units between 1980 and 2013, as shown in Table 3. This represents a 9% increase, which is relatively low especially when considering the 46% population increase during the same time period. The vacancy rate has remained low overall.

Table 8.3: Redwood City Housing Units and Vacancies, 1980-2013

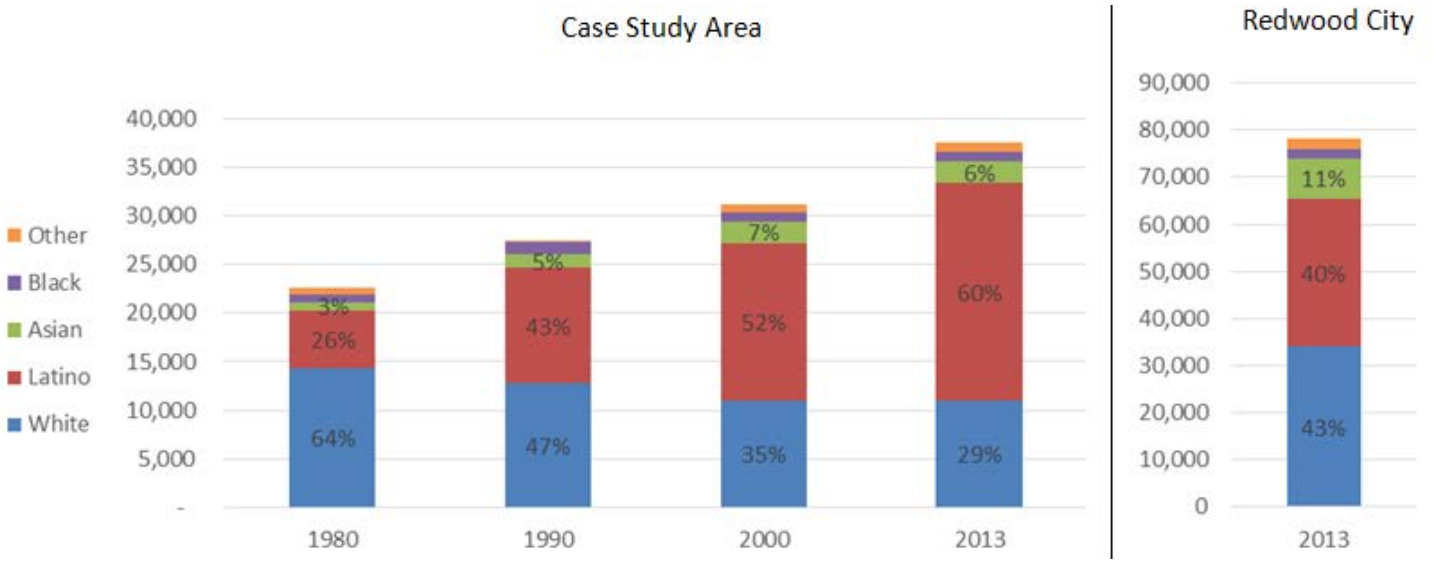


Figure 8.3: Redwood City Race/Ethnicity by Percent, 1980 – 2013

Source: Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

Year	Total Housing Units	Vacant Units	Vacancy Rate
1980	11,541	367	3%
1990	11,980	554	5%
2000	12,117	258	2%
2009-2013	12,585	633	5%

Source: U.S. Census 1980, 1990, 2000 (Geolytics 2014); American Community Survey 2009-2013

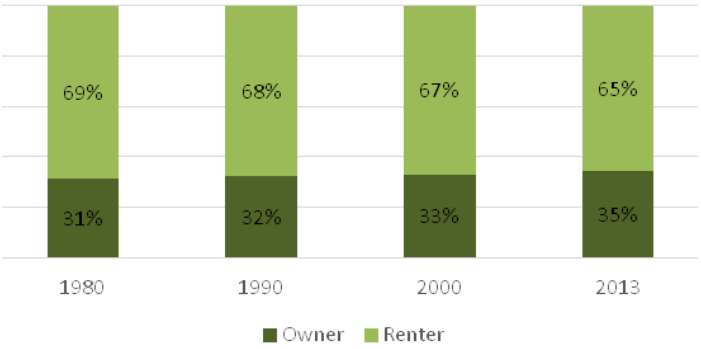


Figure 8.4: Housing Tenure in Redwood City, 1980-2013

Source: U.S. Census 1980, 1990, 2000 (Geolytics 2014); American Community Survey 2009-2013

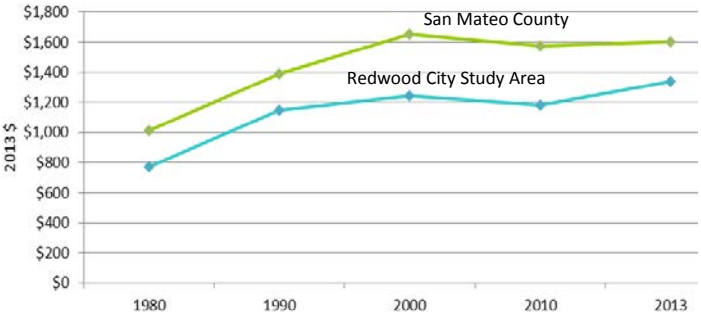


Figure 8.5: Median Rent, 1980-2013

Source: U.S. Census 1980, 1990, 2000, 2010 (Geolytics 2014), U.S. Census 2013 ACS 5-year estimates

The study area has many more renters than owners (Figure 4), which makes the residents here more susceptible to displacement.

Costs for Renters and Owners

Both the study area and San Mateo County as a whole have seen a steady increase in rents over time, except for the period 2000-2010 when rents declined due, as shown in Figure 5. By 2013, the median rental price in the study area had risen above the pre-recession level, increasing faster than the county as a whole. Rising housing costs that are comparatively low compared to the surrounding area may indicate susceptibility to gentrification.

While the Downtown area has historically had a lower housing cost compared to the County overall, this is changing given new construction there, with rents starting at $4,000 and up, according to a stakeholder. Households in Downtown face significant housing cost burdens, defined as paying 35% or more of income towards housing costs. Figure 6 shows a substantial proportion of households in the study area bear heavy housing cost burdens, particularly rental households. Both mortgage and rent burdens have climbed since 1980 but increased more sharply between 2000 and 2013. By 2013, 59% of households in the study area were rent burdened.

Overcrowding

In 2000, over 40% of households in the study area reported "overcrowding" or "extreme overcrowding". However, overcrowding decreased over the following decade with 17% of households being overcrowded and 11% reporting extreme overcrowding in 2010, and the trend continued into 2013, as shown in Figure 7. The level of overcrowding in the study area in 2013 is similar to that of Redwood City as reported in the Housing Element 2015-2023 draft report. Despite this progress, Redwood City still has a higher numbers of overcrowded rental homes than elsewhere in the county and overcrowding remains a key concern (Housing Element 2015-2023, September 2014).

Home Ownership

Overall, sale prices have trended upward between 1988 and 2014, with the spike and decrease of the housing bubble evident in the mid-2000s (Figure 8 and Figure 9). This trend could increase the risk of displacement of low-income residents.

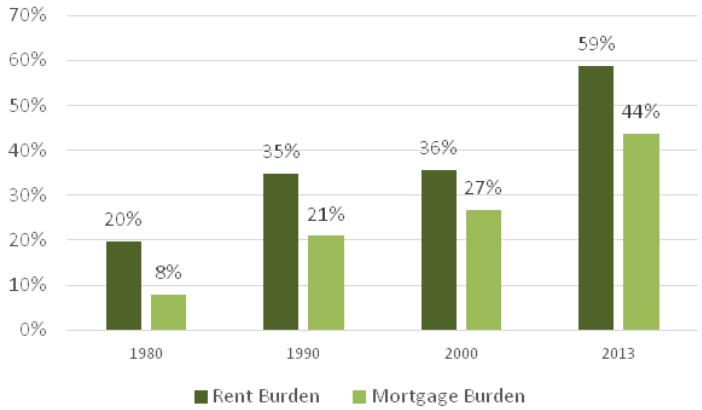


Figure 8.6: Redwood City Percentage of Housing Units with Rent or Mortgage Burdens, 1980-2013

Source: U.S. Census 1980, 1990, 2000 (Geolytics 2014); American Community Survey 2009-2013

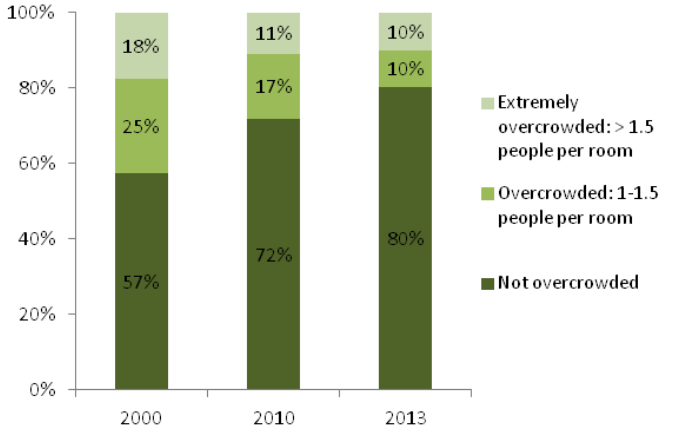


Figure 8.7: Redwood City Overcrowding by Percentage of Housing Units, 2000, 2010 and 2013

Source: U.S. Census 2000 (Geolytics 2014); American Community Survey 2006-2010 and 2009-2013

Trajectory of Change

The Downtown Precise Plan

The downtown area has seen an especially severe decline in income, which poises it for reinvestment. While the census tract that encompasses Redwood City's downtown has historically housed few residents there are plans to substantially increase the housing supply through market rate development. This raises questions about how residents in surrounding low-income census tracts will fare as the economy shifts to keep pace with the surrounding boom.

Adopted in 2011, the Downtown Precise Plan (DTPP) is the guiding framework for the economic revitaliza-

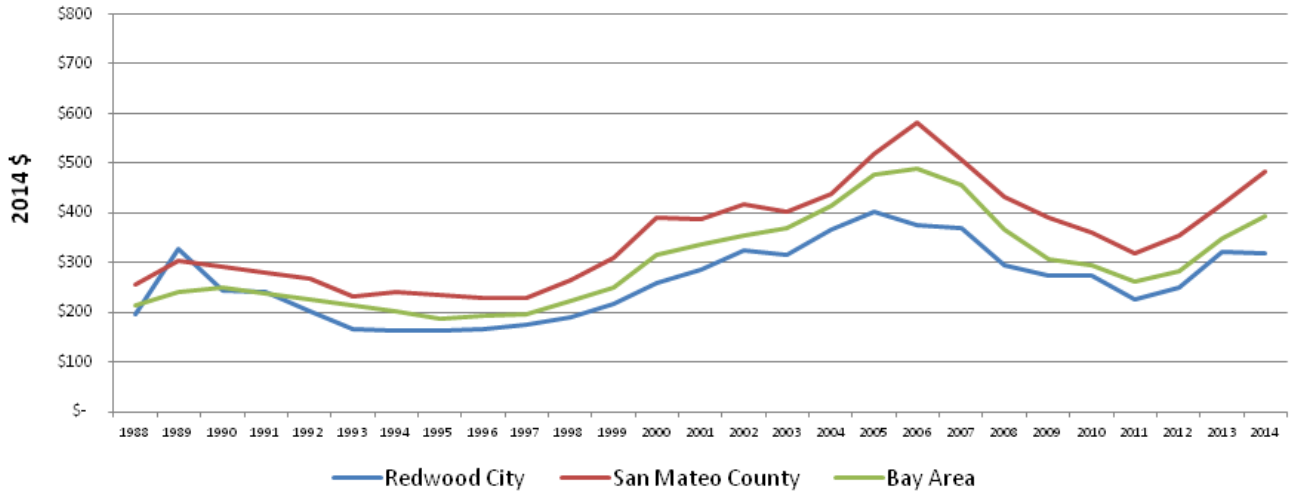


Figure 8.8: Median Sale Price per Square Foot – Multi-Family Properties

Source: Dataquick; "Bay Area" includes all tracts in the 9-county area)

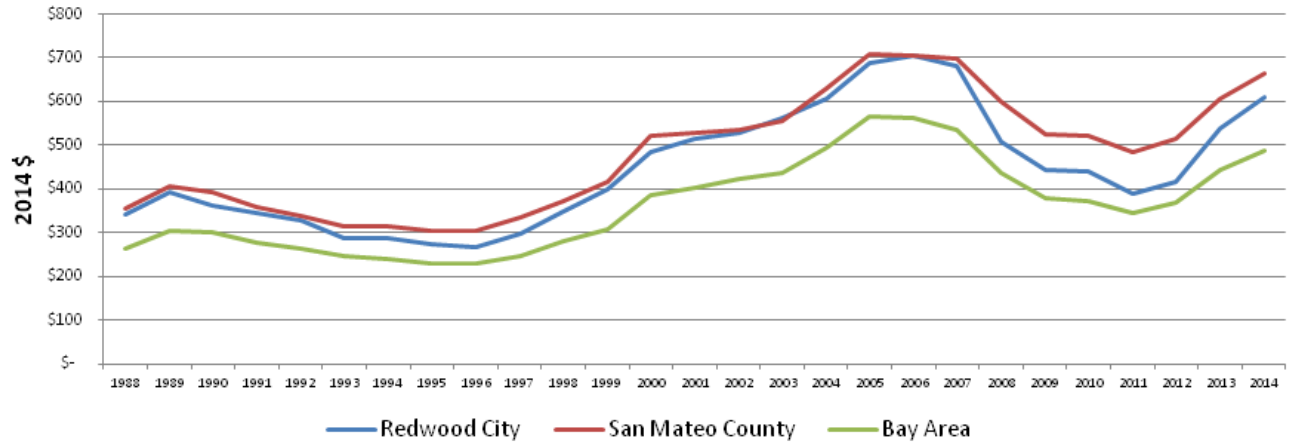


Figure 8.9: Median Sale Price Per Square Foot - Single Family Homes

Source: Dataquick; "Bay Area" includes all tracts in the 9-county area)

tion of Redwood City. It introduces a number of incentives intended to jumpstart activity by reducing restrictions on development. For example, "among the most important elements of the DTPP was the implementation of Form-Based codes and By-Right Zoning. Many building entitlements in the DTPP area now come through administrative approvals in an amazing 6 month or less," according to a stakeholder. Local officials hope that an influx of investment dollars will make Redwood City desirable to the high-tech sector in Silicon Valley. The strong transportation connectivity via Caltrain, the Dumbarton Bridge, and El Camino Real makes it an especially ripe location.

The DTPP is centered on bolstering commercial life downtown and bringing restaurants, shops, and housing that supports the lifestyle of these workers, common characteristics of transit-oriented development (TOD). This strategy will be enhanced by Redwood City's history as the oldest city on the Peninsula, which has endowed it with art deco theaters and other pieces of historic architecture. If the DTPP is successful, more people will be able to live and work in the area and more families will want to take trips downtown.

What does the DTPP look like? Here it bears repeating that local officials want to do away with the "Deadwood City" title. The enthusiasm around this rebranding is evident in the film noir produced by Mayor Jeffrey Gee and pictured below in which they bury a plaque inscribed with "Deadwood City" in the foundation of a new building (City of Redwood City 2014a). They will do whatever they can to avoid scaring off developers with burdensome restrictions and to attract higher-income households with disposable income to support

The 2014 State of the City Movie:
"Where is Deadwood City?"



Figure 10: Redwood City 2014 State of the City Movie: "Where is Deadwood City?"

a new consumer economy downtown. Conversations with stakeholders revealed that the strategy of development could be characterized as a "trickle down" approach in which the presence of higher income residents is believed to benefit lower income residents. The DTPP thus justifies overriding regulations or restrictions that apply to the rest of the city. By doing so, the DTPP creates a zone of exception in the downtown area where policies that are meant to address social concerns of the municipality as a whole will be weakened to incentivize development. For example, density and zoning restrictions have been removed or minimized in the DTPP, nullifying the effect of a density bonus ordinance that is intended to incentivize affordable housing. The plan adopts a form-based code, privileging a New Urbanism aesthetic that will support nightlife and fine dining.

Importantly, there is very little housing downtown, about 830 units, according to the 2010 Census. Our review shows that about 240 of these units are affordable but this high proportion reflects the fact that these units were erected under Redevelopment and that they were built downtown at a time when no one else wanted to live there (San Mateo County Department of Housing 2012). With new development, Redwood City is hoping that at least 2,500 units will be constructed downtown. There are already about 1,300 units slated for construction in the vicinity, though none of these appears guaranteed to be affordable. In fact, almost all of them are described as luxury. Additionally the plan calls for 500,000 square feet of office space, 300,000 square feet of which have already been built (City of Redwood City 2014b).

Considering all of the above, the availability of affordable housing is an ongoing concern among residents in Redwood City. Of course, local officials could not have anticipated the dissolution of the state's redevelopment agencies, which put into jeopardy millions of dollars that could have gone towards affordable housing development. In light of this change, housing advocates and community organizers are wary that that development downtown will increase unaffordability without providing adequate new affordable units, and there are signs that this is already happening. Community service providers report that many lower income families are struggling to afford to stay in their homes, doubling up with extended families and passing down real estate between generations because purchasing new homes are not within reach. Maintaining ownership in this way is one anti-displacement strategy that is being employed by residents, but Redwood City is

an increasingly renter-dominated market. As the population increases and the economy shifts to attract a regional market, tenant protections and subsidized affordable housing development is critical to maintaining the affordability of Redwood City for middle and low income people on the Peninsula.

While there have been few recorded instances of direct displacement related to development in downtown given its small population size, there is a risk of potential exclusionary displacement in the future in that low income residents will not be able to move into the area. Community organizations are responding by preemptively putting in place measures to protect against the displacement that is likely to occur.

Weak Provisions for Affordability

A lack of affordable housing in the context of Redwood City's current growth trajectory will contribute to displacement pressures. However, even now there is a shortage of housing to accommodate downtown workers. The short supply will put pressure on the prices of existing units downtown, which is likely to create spillover demand in adjacent neighborhoods and push rent upwards. The neighborhoods adjacent to downtown are currently accessible to low-income earners, but this will change as rents rise. While affordable housing is frequently cited as a key concern in the City's general plan, there are no policies explicitly driving its construction. Furthermore, the DTPP originally included no provision to include affordable housing, and, partly due to the loss of redevelopment, there are no mechanisms in place to extract revenue for affordable housing from profitable ventures in the downtown core (though recent council action, discussed below, may change this).

The city has already seen a significant spike in housing development since 2011, the year that Redevelopment was dissolved and the DTPP was adopted. Within the following two years, 1,172 residential units were built, all of them market rate (McKeag 2013). Following the dissolution of Redevelopment, Redwood City community organizations have pushed the city council to pass an inclusionary housing ordinance to harness some of the gains of development for the city's low income population and ensure that 15% of all new units are below market rate. The city council has repeatedly struck down this ordinance on the basis of the Palmer v. City of Los Angeles decision, a court ruling that severely undermined the power of California cities to mandate affordable housing development for rental development. Palmer ruled that inclusionary housing mandates violate the 1995 Costa-Hawkins Act, which guarantees a landlord's right to set the initial rental rate of proprietary units, thereby disallowing inclusionary zoning in market rate rental developments (it does not apply to inclusionary ownership units). Anecdotally, interviews suggest the city council is generally uncooperative on passing affordable housing legislation because of fear that any regulation will be harmful to economic development goals. Other cities are using impact or other fees to work within the new policy landscape.

Reviewing the General Plan's Housing Element, fifteen of the twenty-four implementation goals relate to affordable housing. Of these programs, inclusionary zoning, a commercial linkage fee, or a housing impact fee have the greatest potential to bring new affordable units to the city alongside market rate development. The Redwood City Planning Department was responsible for completing a nexus study on the potential for a commercial linkage fee to provide funds for affordable housing to the city by 2011 ("Housing Element" 2009); in 2014 the city agreed to participate in a countywide nexus study, which served as the basis for a development impact fee. At public meetings, community members have expressed support for exacting fees on developers ("Redwood City 2015- 2022 Housing Element Update Workshop #1" 2013).

The city is currently in the process of updating its housing element for 2015-2023, and inclusionary housing remains a key debate. 21 Elements, a coalition of 21 Peninsula governments undertaking a planning alignment process, has recently reported on Redwood City's progress towards the housing goals that are delineated in its housing element. While the housing element sets quantified goals for affordable housing development and identifies the parties responsible for investigating progressive policy opportunities, few of these specific goals have been met. Between 2007-2013, 228 units of housing affordable to very low-, low-, and moderate-income households were produced in Redwood City—21% of their regional allocation (Association of Bay Area Governments 2015) . The city has plans to invest further in affordable housing via Habitat for Humanity, use a publicly-owned lot downtown for affordable housing, and continue to administer its low-interest loan program for home improvements (Jeffrey Gee, personal correspondence, 2015). While the housing element committed the city to providing

subsidies for affordable housing downtown and along major corridors, no subsidy was allocated in 2012.

Despite this record, the city has taken steps to address affordable housing: The city has in place flexible zoning for "alternative" housing models, a revision of development standards for secondary units, and a program to provide assistance to first time homebuyers who may eventually "move up" into market rate housing. The city also distributes funds to support rehabilitation of some low income housing for both renters and owners.

One new policy, is a Community Benefits program for Redwood City that would require developers to contribute towards "specific benefits or amenities…as part of their future development projects" (City of Redwood City 2015). The city has held community workshops where, in combination with an online poll, residents' general preferences for community benefits were identified, with affordable housing emerging as the top priority (Redwood City 2015). Going forward, specific guidelines the city intends to update the Planning Commission and City Council at a hearing, after which a project schedule will be created (City of Redwood City 2015). Moving forward the City will develop a specific plan for implementation of the framework, which may include updating development fees and requirements, on-site community improvement incentives, and establishment of a community fund.

In October 2015, the Council passed several new bills related to affordable housing. These included: implementing an affordable housing impact fee (ranging from $5-25 per square foot for developers of projects over 5,000 square feet) that is anticipated to raise over $3 million per year; instructing staff to pursue occupancy taxes for short-term rentals through sites like Airbnb, to be used for affordable housing; taking a step towards making it easier for homeowners to build accessory dwelling units; and amending the Downtown Precise Plan to allocate 15% of the new downtown housing units to be affordable to very-low and low-income households (Silverfarb 2015; J. Green 2015). The latter action is meant to add certainty to the development process for two pending affordable housing developments—a Habitat for Humanity project and one on a city-owned parcel—that together would offer up to 157 affordable units; the amendment allows these developments to be "considered under the first phase of the Downtown Precise Plan and associated Environmental Impact Report," while also allowing one or two more developments within the "reserved allocation" (City Manager, Redwood City 2015).

ers to contribute towards "specific benefits or amenities…as part of their future development projects" (City of Redwood City 2015). The city has held community workshops where, in combination with an online poll, residents' general preferences for community benefits were identified, with affordable housing emerging as the top priority (Redwood City 2015). Going forward, specific guidelines the city intends to update the Planning Commission and City Council at a hearing, after which a project schedule will be created (City of Redwood City 2015). Moving forward the City will develop a specific plan for implementation of the framework, which may include updating development fees and requirements, on-site community improvement incentives, and establishment of a community fund.

Table 8.4: Projected Job Growth in Downtown Redwood City from 2010 to 2025 by Industry

Industry	Change in Employment from 2010 to 2025	Share of Redwood City Jobs Located Downtown in 2011	Projected Jobs Downtown by 2025
Agriculture and Natural Resources	0	0.16	0
Manufacturing, Wholesale and Transportation	1440	0.16	230
Retail	1250	0.25	307
Financial and Professional Services	4610	0.1	479
Health, Educational and Recreational Service	2670	0.31	820
Other Jobs	2460	0.37	919
Total	12430	0.22	2754

Source: ABAG; U.S. Census Bureau

Table 8.5: Scenarios for New Employees Living in Downtown Redwood City by 2025

Industry	Projected Jobs Downtown by 2025	Scenario 1 (0.4%)	Scenario 2 (8.8%)	Scenario 3 (25%)
Agriculture and Natural Resources	0	0	0	0
Manufacturing, Wholesale and Transportation	230	1	20	57
Retail	307	1	27	77
Financial and Professional Services	479	2	42	120
Health, Educational and Recreational Service	820	3	72	205
Other Jobs	919	4	81	230
Total	2754	11	242	688

Source: ABAG; U.S. Census Bureau

Table 8.6: Projections of Low-Wage Employees Living in Downtown Redwood City by 2025

Industry	Employed Living Downtown by 2025 in Scenario 1	Employed Living Downtown by 2025 in Scenario 2	Employed Living Downtown by 2025 in Scenario 3
Retail Trade	1	29	77
Educational Services	0	4	12
Arts, Entertainment, and Recreation	3	59	166
Accommodation and Food Services	0	2	7
Other Services (excluding Public Administration)	1	12	33
Total	5	106	296

Source: ABAG; U.S. Census Bureau; California Department of Housing and Community Development;

Jobs-Housing Mismatch

A lack of mechanisms to promote the construction of affordable housing downtown will be particularly problematic if Redwood City's economic development strategy succeeds, given the types of jobs that will likely be created. An increase in restaurants, shops, and entertainment venues will bring many low-wage jobs. Without an adequate housing supply for those who will hold these jobs, the New Urbanism principles of walkability, diversity, and sustainability that are guiding development downtown will be negated as more workers commute by car. Likewise, the carbon emissions that are saved by transit-oriented development will be offset by any increased traffic on the roadways.

To evaluate the degree to which job creation in downtown Redwood City will affect demand for affordable housing, we projected the number of low-wage workers who will choose to live downtown by 2025. The results show that at least 296 new affordable units in the downtown alone will need to be constructed to accommodate the low-wage workforce.

Our analysis began with an estimation of job growth in Redwood City in the next 10 years, based on employment forecasts for each city in the region from the Association of Bay Area Governments (ABAG). In a 2009 report, ABAG predicted that Redwood City would add more than 12,000 jobs between 2010 and 2025. The majority of this growth was expected to occur among financial services and professional jobs, but all industries other than agriculture were expected to experience double-digit growth.

For the purposes of this study, we narrowed the ABAG projections to the downtown area. We used the Census Bureau's Longitudinal Employer-Household (LEHD) data, which contains information about the types of jobs found within a specified area, to evaluate the industry composition downtown.

As Table 4 shows, about 2,754 new jobs are expected downtown. Not all new employees will live downtown. Some will choose to stay at their current homes and commute to work. To account for place of residence, the projections were further narrowed so that they

show the share of the workforce that will opt to live near where they work. Three scenarios were created for this figure: one based on the current share of downtown employees who live downtown (0.4%); another using the current share of Redwood City employees who live in Redwood City (8.8%); and a third using a survey of Californians' living preferences (25%) (Nelson 2011). Table 5 contains the results. The first and second scenarios are clearly too low, and cannot account for imminent growth. The third scenario better accounts for the preferences of Californians, one-third of whom said they would pay more to be able to walk to where they work, a portion that was even higher among low-income earners. To account for 25% of new workers opting to live downtown, new units for 688 workers will be needed.

Finally, we used the California Regional Economies Employment Data, which contains average annual wages in San Mateo County at the detailed industry level, to determine which of these anticipated jobs would be low wage. The industries were broken down into more granular categories and the share of each located downtown was again calculated using LEHD data. Annual household wage for a family of three was imputed by multiplying the average annual wage by the numbers of jobs per household (1.5). All jobs paying less than 80% of the median household income for a family of three in San Mateo County in 2014 ($81,450) were designated low income. Forty-four percent of all jobs projected downtown will be low-income.

The results, shown in Table 6, indicate that affordable units to house 296 low-wage workers may be needed downtown. This projection makes up about 12% of the 2,500 units desired as part of the DTPP, which is close to the 15% allocation that would have been required under redevelopment. It would also account for about 26% of the city's Regional Housing Needs Allocation (RHNA) of low-income housing for 2014 to 2022.

It is important to note that these figures represent a floor of needed affordable units in downtown for several reasons. The wages are imputed from San Mateo County averages, which are likely to be skewed by high-income earners elsewhere in the county. Similarly, because the county cost of living is high, even those who earn above "low-income" wages will likely struggle to afford housing. Additionally, if economic development is successful in Redwood City, more jobs may be created than are currently forecast. The city's strategy specifically targets the low-wage retail, arts and entertainment, and food industries, which means these industries may also experience outsized growth, thus boosting demand for affordable housing
In light of these projections, the absence of policies to ensure that any affordable units are built in downtown Redwood City poses a problem.

Conclusion

Should the city succeed in its economic development goals, there will be a mismatch between housing supply and job growth that goes against the core of sustainable development. As our analysis has shown, there are no mechanisms in the DTPP to mitigate this imbalance. Despite a stated commitment to developing an affordable city, these sentiments lack substantiation in action. Stronger legal provisions are needed to make these commitments enforceable.

Affordable housing provisions elsewhere in the city are not sufficient to protect low-income residents against displacement pressures, or to ensure that new low-wage workers are able to reside close to their place of employment. An increasingly unaffordable downtown commercial center will not serve the needs of lower income community members, and continue to exclude these residents from the benefits of economic growth. Redwood City runs the risk of becoming increasingly segregated and inaccessible to the workers who will form that foundation of its new economy. Perhaps the city's newest affordable housing policies will help address this issue.

While affordable housing is critical, the jobs/housing analysis that we present also highlights the need to address low wages. In the wealthy Peninsula, weak earnings among workers who provide essential services occupations challenge their ability to meet basic needs. Along with housing policies, city governments in the region should consider adopting other policies such as living wage or other asset building strategies to ensure that all inhabitants share in the region's prosperity.

canal

Chapter 9: An Immigrant Gateway in San Rafael At Risk



An Immigrant Gateway in San Rafael at Risk

Case Study on Gentrification and Displacement Pressures
in the Canal Neighborhood of San Rafael, CA

Introduction

The Canal neighborhood is a dense, Latin American ethnic enclave in San Rafael, CA where most households are low-income (a quarter of families fall below the poverty level) and 71% of residents have only a high school degree or less. The area has grown over the last 20 years, largely due to immigration: Hispanics have increased from 47% of the population in 1990 to 80% in 2013. But housing stock has not grown as quickly, owing to how built out the neighborhood is already. This, along with high rents, has resulted in significant overcrowding in this majority-renter community, where most renter households pay more than a third of their income on rent. On top of all this, it is located in the highly affluent Marin County and is in a desirable water-front location. Taken together, these aspects of the neighborhood put it at a high risk for displacement should gentrification reach into the area in future years. Gentrification may well occur here, given its close proximity to the planned site of the downtown San Rafael station for the forthcoming SMART train, which will connect Marin and Sonoma counties. However, community stakeholders interviewed did not anticipate such gentrification reaching Canal for some time.

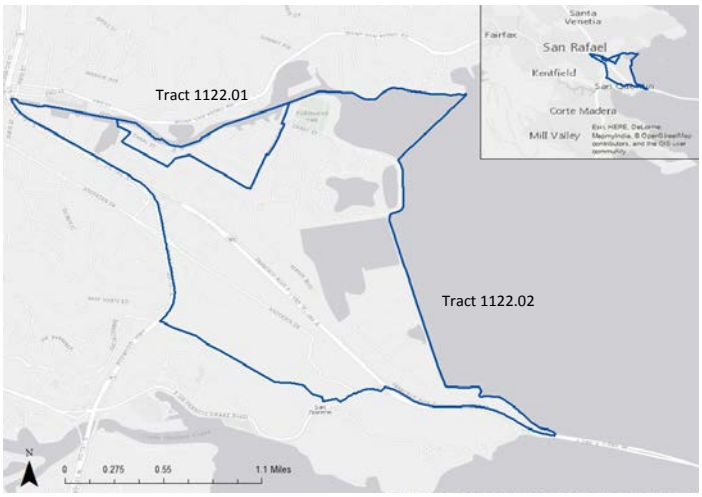


Figure 9.1: Canal Area of San Rafael

In this neighborhood profile, we outline demographic, housing, and other data on the Canal neighborhood to show its vulnerability to future gentrification and displacement. The case study area (the census tracts 1122.01 and 1122.02) are outlined in dark blue, with an area map for perspective.

Historical Context and Current Resident Concerns

Originally developed in the 1950s, Canal's growth has been defined by immigration, first from Vietnam and later from Latin American countries including El Salvador, Guatemala, and Mexico (Marin Grassroots 2014). It was one of the first communities in Marin that was receptive to African-American renters in the late 1970s, primarily due to growth in the Section 8 voucher program. Today, the area stands out in white, affluent Marin County as a pocket of low-income people of color. The Canal is a place where low-income workers can afford to live close to their jobs; 51% of Canal residents work within 10 miles of their home (Marin Grassroots 2014; U.S. Census Bureau LEHD Origin-Destination Employment Statistics). Recently, new development has included the Al Boro Community Center and an expansion of Pickleweed Park. Another major development was the opening of a full-service grocery store, Mi Pueblo, a major addition to a neighborhood that previously lacked such a store. A new County Health & Wellness Campus has also opened (Marin Grassroots 2014).

The Canal area is unique in Marin County. Besides its racial and socioeconomic characteristics being quite different from the county overall, it is also unusual in maintaining a stock of market-rate affordable housing; there are many multi-family rental buildings clustered together in the neighborhood. Responding to what one stakeholder called a "terrible slumlord situation" in Canal, the City, starting in 1998, stepped up its code

enforcement and encouraged the sale of many buildings to non-profit developers. This has brought some stability to the neighborhood. While one interviewee believes private developers are "more responsible" than before, perhaps inspired by non-profit developers' good management practices, others disagree.

A recent community-directed report, "Building Safe Communities through Strong Partnerships in the Canal" asserts that public safety is the chief challenge in the neighborhood, with "one out of five residents surveyed [saying] they were a direct victim of crime including gang violence, armed assault, theft, and domestic violence" (Voces Del Canal et al. 2014). Compounding this perception are other factors, such as the

mistrust of the police, poor neighborhood conditions, and violence. Police are physically present in the community but, according to the report, not focused on residents' most concerning issues. Poor neighborhood conditions include "inadequate street lighting," "lack of signage and safe pedestrian walkways," and lack of "neighborhood cleanliness." Other concerns included poor educational resources and highly limited "family economic mobility" (Voces Del Canal et al. 2014).

Overcrowding: A Major Concern in Canal

The population in Canal increased by 50% between 1990 and 2013 (Table 9.1). This growth was accompanied by a less dramatic increase in the number of households, meaning the average household size increased. The proportion of households that are families, and that are families with children, has also increased since 1990.

This population increase has not been accompanied by a commensurate increase in the stock of housing. In fact, there appears to have been very little development of new units in the past 10 years, according to Census data (which shows an increase in only 90 units between 2000 and 2013) and stakeholders (Table 9.2). Vacancies are minimal.

New immigrants, who may lack social capital and sufficient income to live elsewhere, turn to this enclave, where they may find friends or relatives from their home countries, according to one stakeholder. Presumably, landlords are aware of the highly limited housing stock and the limited resources of residents, and so charge rent accordingly; to afford these rents, many residents pack into units, resulting in significant overcrowding.

An overcrowded unit is defined as one with more than 1 person per room (which includes bedrooms and living rooms, but not kitchens or bathrooms). Overcrowding is a significant issue for the Canal Area, particularly in rental units, with 51% of rented units and 14% of owner-occupied units experiencing overcrowding (Table 9.3).

Table 9.1: Change in Population and Households in Canal

Year	Total Population	Total Households	Average Number of People per Household	Percent of Households Families	Percent of Households Families with Children
1990	7,972	2,700	2.95	60%	36%
2000	11,679	2,978	3.92	71%	52%
2013	11,884	2,993	3.97	74%	55%

Source: US Census, 1990, 2000; American Community Survey 2009-2013

Table 9.2: Housing Supply and Vacancies in Canal, 1990-2013

Year	Housing Units		Vacancies	
	Units	% Change	Units	% Change
1990	2,782	-	102	-
2000	3,053	10%	56	-45%
2013	3,132	2%	139	109%

Source: US Census 1990, 2000; American Community Survey 2009-2013

Table 9.3: Overcrowding in Canal, 1990-2013

Year	Rented Units	Owner-Occupied Units
1990	32%	5%
2000	62 %	12%
2013	51%	14%

Source: US Census 1990, 2000; American Community Survey 2009-2013.

Based on interviews with local stakeholders, overcrowding in this area exacerbates several other community and quality of life issues. It is not uncommon for three or four families to live in one unit, each family living in one bedroom, with as many as "eight or more persons" in a two-bedroom apartment (Marin Grassroots 2014). In addition to health risks, this introduces a safety risk for children as there may be unfamiliar people invited into their home. In addition, students in overcrowded homes have little space to do homework. Overcrowding also leads to a parking capacity problem, since many residents need a car to get to work (as detailed below). It has also led to community conflicts between Canal residents and nearby higher-income residents who complain when Canal residents park on their streets, according to a stakeholder. Indeed, in the morning, there is major traffic getting out of the neighborhood, which is partially related to limited street access.

Finally, "many of these apartments have environmental health issues but, because of many barriers, tenants often don't report these problems" (Marin Grassroots 2014). In the earlier-discussed community-directed report, residents recommended "safer and adequate housing, via better code enforcement and public housing services," indicating poorly-maintained housing as an ongoing concern (Voces Del Canal et al. 2014).

Resident Profile

Over the last 20 years, Canal's Hispanic population has grown dramatically, from nearly 3,800 people in 1990 to about 9,400 in 2013; meanwhile, whites, blacks, and Asians have decreased their proportion (Figure 9.2).

Of the Hispanic residents, most are Guatemalan, Mexican, and, to a smaller extent, Salvadoran (Table 9.4).

The Canal Area has consistently been an immigrant-receiving neighborhood, largely due to economic or civil strife in their home countries, according to one stakeholder. The proportions of foreign-born residents and residents who speak a language other than English at home have increased between 1990 and 2013 (Table 9.5). The number of recent immigrants remain high indicating that the neighborhood is still functioning as a gateway.

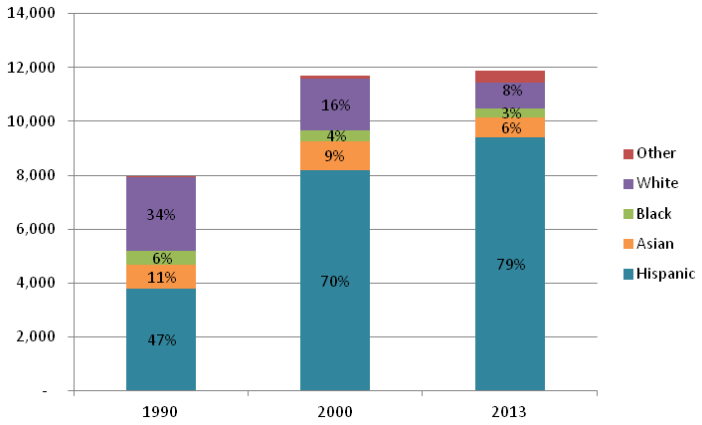


Figure 9.2: Population in Canal by Race/Ethnicity (1990-2013)

Source: US Census 1990, 2000; American Community Survey 2009-2013.

Table 9.4: Hispanic: Countries of Origin in Canal, 2013

Country of Origin	Number of People	Percent of Hispanic Residents
Guatemalan	3,442	37%
Mexican	4,172	44%
Salvadoran	897	10%
All Other Hispanic	894	10%

Source: American Community Survey 2009-2013.

Table 9.5: Canal Hosts a Large Immigrant Presence

Year	Foriegn Born Count	Percent Foreign Born	Number Immigrated in last 10 years	Percent Immigrated in last 10 years	Percent Language other than English spoken at home	Percent Limited English Proficiency
1990	4188	53%	3319	42%	51%	29%
2000	7452	64%	5169	44%	70%	39%
2013	7160	60%	4333	36%	74%	54%

Source: US Census 1990, 2000; American Community Survey 2009-2013

According to stakeholder interviews, the Asian and Pacific Islander population in the 1980s was largely made up of Vietnamese immigrants with refugee status after the Vietnam War. Over time however, the grown children from these families have largely moved away from the area. The current Vietnamese population is small and tends to be elderly.

Consistent with this influx of immigration, over the past three decades the area has experienced a general downward trend in the educational attainment of its residents (Figure 9.3). According to the 2009-2013 American Community Survey, 64% of US-born residents age 25 and older had only a high school degree or less, compared with 78% of foreign-born; therefore, the immigration patterns may be at least partially responsible for this downward trend in educational attainment.

With lowering educational attainment has come a decrease in median household income, which dropped sharply in 2009-2013 (Table 9.6).

The distribution of family income in Canal does not seem to follow any pattern, as seen in Figure 9.4. Over half of families earn less than $35,000, reinforcing the fact that the neighborhood is a low-income one. However, 17% of families earn more than $75,000, indicating a contingent of wealthier households, too. These households appear to be clustered in a large single-family development on the far west side of the area, which contains mostly single-family homes right along the canal.

With such low and declining incomes, it is no surprise that many families live in poverty. The percentage of families below the poverty level grew: from 20% in 1990 to 25% in 2013. Figure 9.5 shows the number of families in poverty over the same time frame.

Finally, unemployment has increased in Canal and, as of 2009-2013, was 12.2%--much higher than in Marin County overall (Figure 9.6). According to a stakeholder, because many of the residents in the Canal Area are undocumented immigrants, economic mobility has been a challenge as they try to "stay under the radar." Community members believe that the major driver of any change in the local economy or the local housing market will be immigration reform.

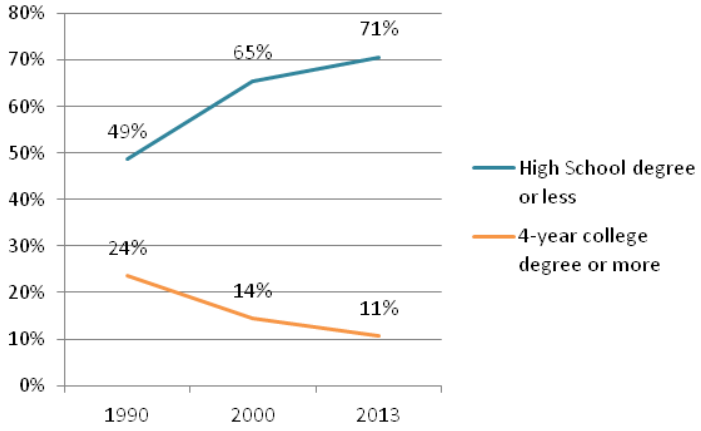


Figure 9.3: Educational Attainment of Population over 25, Canal, 1990-2013

Source: US Census 1990, 2000; American Community Survey 2013

Table 9.6: Median Household Income, Canal, 1990-2012, 2013 (2013 constant $)

Year	Median Household Income
1990	$ 57,469.08
2000	$ 54,924.75
2013	$ 43,448.50

Source: US Census 1990, 2000; American Community Survey 2009-2013.

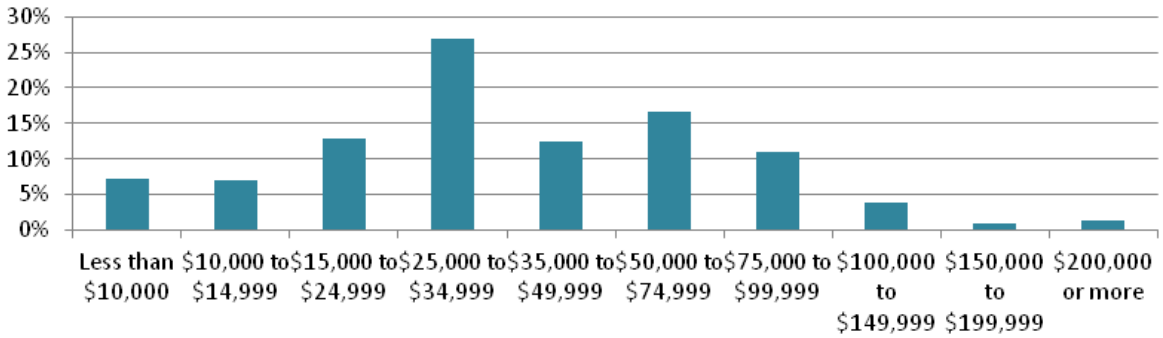


Figure 9.4: Income Distribution of Families, Canal, 2013, in 2013 $

Source: 2009-2013 American Community Survey

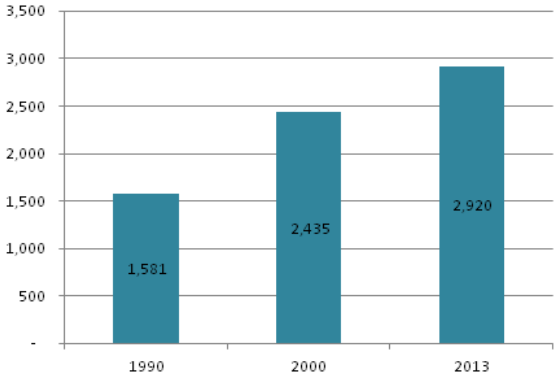


Figure 9.5: Number of Families in Poverty, 1990-2013

Source: US Census 1990, 2000; American Community Survey 2009-2013.

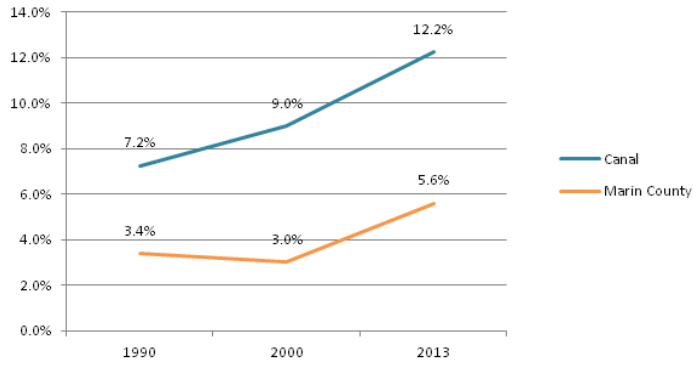


Figure 9.6: Unemployment, Canal vs. Marin County, 1990-2013

Source: US Census 1990, 2000; American Community Survey 2009-2013.

Housing Patterns

The housing stock in the Canal is in "bad shape" and owned by "a lot of landlords who are not that scrupulous…part of the reason why it's affordable is that it's really awful housing stock," according to a stakeholder we interviewed. The area is essentially built out and is one of the most densely developed areas in Marin County. This makes building more affordable housing a challenge. Additionally, another stakeholder commented that the area has been down-zoned: developers would not be able to build at the same density as existing buildings, which limits the appeal of the neighborhood to developers seeking profit. Plus, within San Rafael, there are always concerns about traffic impact. Together, these features limit developers' ability to tear down buildings and build more densely, making it far easier to renovate existing structures.

Marin County is notorious for having exclusionary policies and practices, including "strict zoning ordinances; restrictions on high-density, multi-family housing; insufficient outreach to non-English speakers; predatory lending practices; and negative stereotypes about low-income residents with Section 8 vouchers" (Green n.d.). In 2011, these came to a head when the county entered into a Voluntary Compliance Agreement with the U.S. Department of Housing and Urban Development (HUD) after it became clear the county was not in accordance with fair housing laws, civil rights laws, and had not updated its main fair housing document in seven years, two more than is allowed (Rachel Dornhelm 2011). The county's people of color are largely concentrated in the Canal area and Marin City, which was also cited in the HUD agreement.

Most housing units in Canal are rented—over 75%—meaning residents would be particularly vulnerable to displacement if market pressures begin to mount (Table 9.7).

Median rent has increased slightly over the past 20 years, from about $1,200 to nearly $1,350 (Table 9.8). However, over this same period, the proportion of renters who are cost-burdened has risen, reaching 71% in 2009-2013 (Table 9.9). Residents are considered rent or mortgage burdened if their monthly housing costs exceed 30% of their gross monthly income. One stakeholder believes that an influx of residents to Marin County paired with a stagnant housing stock is driving up rent; since incomes have actually decreased, residents' housing cost burdens have increased.

Table 9.7: Tenure in Canal, 1990-2013

Year	Total Occupied Units	Rented Units		Owner-Occupied Units	
	Number	Number	Percent	Number	Percent
1990	2,680	2,128	79%	552	21%
2000	2,997	2,206	74%	791	26%
2013	2,993	2,348	78%	645	22%

Source: US Census 1990, 2000; American Community Survey 2009-2013.

Table 9.8: Median Rent, Canal, 1990-2013, in 2013 $

Year	Median Rent
1990	$ 1,215.74
2000	$ 1,243.35
2013	$ 1,342.00

Source: US Census 1990, 2000; American Community Survey 2009-2013.

Table 9.9: Percent of Renters that are Housing Cost Burdened, Canal

Year	% Cost Burdened Renter	% Cost Burdened Owner-Occupier
1990	58%	54%
2000	53%	61%
2013	71%	44%

Cost Burdened defined as paying more than 30% of income on housing costs. Source: US Census 1990, 2000; American Community Survey 2009-2013

Canal experiences higher turnover than the county overall, though turnover has decreased over time: In 2013, 22% of Canal residents had moved in within the last three years. In 1990, 79% of Canal residents had moved within the last five years, compared with 52% in Marin County.

Public and Affordable Housing

The Canal neighborhood does not have any public housing, but it is host to two senior projects (combined 35 units) and four additional affordable buildings with 116 units total, plus 200 housing choice voucher holders who live in the area (California Housing Partnership Corporation 2015; BRIDGE Housing, n.d.; Department of Housing and Urban Development 2014). Several homeless shelters are located in the Canal area that serve people from all over the county, according to a stakeholder.

In the early 2000s, responding to the problems with rental housing stock in Canal, the city initiated a redevelopment process that, for one developer, resulted in two rehabilitations, for a total of 66 units. The apartments feature wall-to-wall carpeting at both, gas stoves in one building, decks or patios on some units, and a swimming pool, courtyard, and community room at one site (BRIDGE Housing, n.d.; BRIDGE Housing, n.d.). There were only enough funds available at the time to renovate these two sites.

Another stakeholder believes that the lack of affordable housing units is the biggest issue facing Marin County today. However, there is much opposition to affordable housing in the county from both the political right and left; many people believe that the presence of low-income residents will drive down their own property values.

Home Ownership

Canal has seen more variability in the number of property sales each year than Marin County as a whole, with spikes in 2004 and 2009 (Figure 9.7). Overall, though, very few homes are sold each year in Canal.

Home sale price-per-square-foot in Canal followed the trends of the Marin County and the whole Bay Area and was lower than both, showing once again its status as a relatively affordable neighborhood in Marin County (Figure 9.8 and Figure 9.9).

Condo Conversions

In the 1990s, there were a small number of changes from rental units to condominiums along the water in the Canal Area. A stakeholder made clear that these were not condominium conversions; instead, the buildings, when developed in the 1970s, had been built as condominiums, but were difficult to sell, so they were rented until the 1990s when they began selling them as condominiums. Another stakeholder believed the buildings that experienced this trend were primarily 1-2 story walk-up buildings, as opposed to larger apartment buildings. This was small in scale, and one stakeholder believes it did not result in much displacement. A representative of the city believed that no true condominium conversion had occurred in San Rafael in the last 20 years.

Local stakeholders do not envision displacement due to condo conversions to be a significant issue any time in the near future. This is in part because of the city's strict condominium regulations—conversions are not allowed unless the citywide vacancy rate is higher than 5%, and even then, the city "doesn't make it easy" to convert, according to a stakeholder. A second reason this stakeholder does not believe condominium conversions, or gentrification more generally, will come to Canal anytime soon is the strong reputation of the area as overcrowded, for immigrants, and "a place to start, but not a place to aspire to."

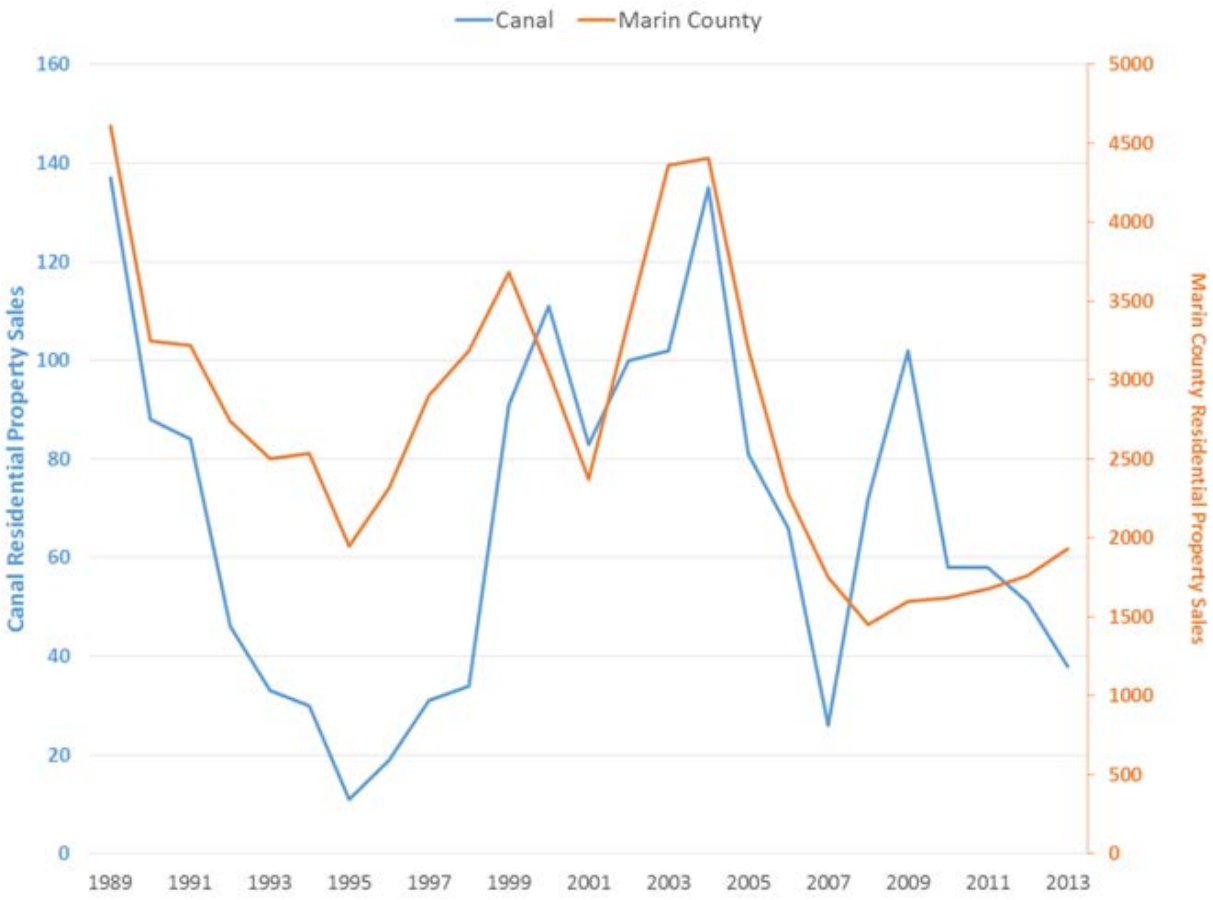


Figure 9.7: Number of Homes Sold: Canal

Source: Dataquick (2014)

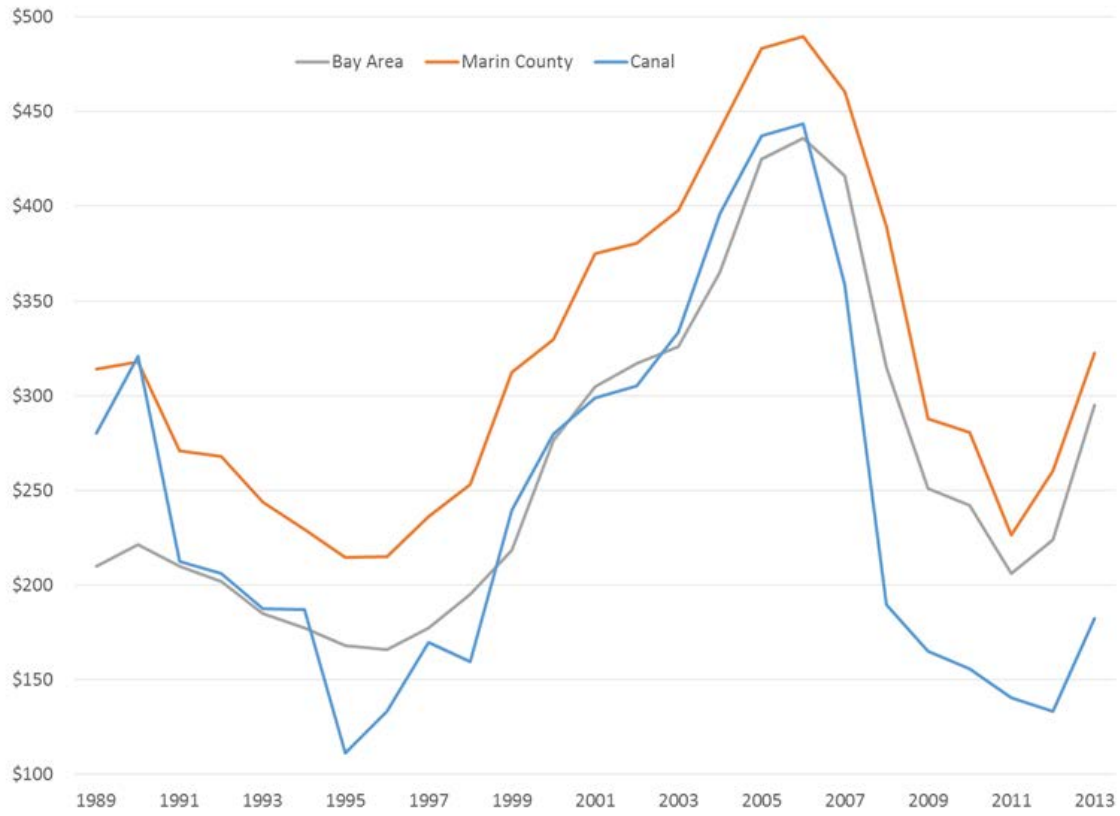


Figure 9.8 Median Sales Price (per square foot) for Multi-Family Residential Properties

Source: Dataquick (2014)

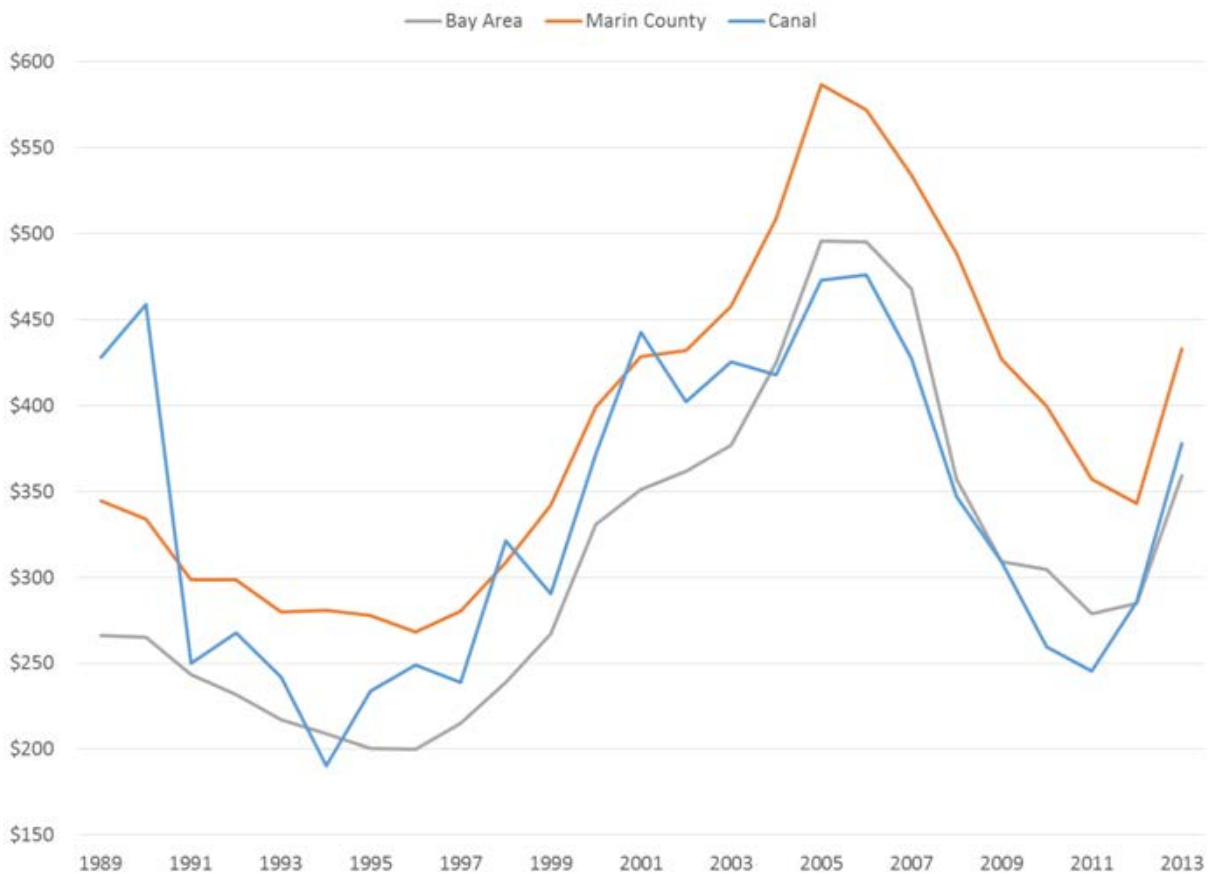


Figure 9.9 Median Sales Price (per square foot) for Single-Family Residential Properties

Source: Dataquick (2014)

Employment and Transportation Patterns

Most employed residents of the Canal neighborhood work in Marin County, with nearly 24% working in San Rafael (Table 9.10). A majority of residents work within 10 miles of their home (Table 9.11). Together, these data indicate that residents are unlikely to benefit much from the SMART train, since it would be unlikely to service their place of employment. Additionally, residents may still need to take buses or go for a long walk to get to the train station.

A higher portion of Canal residents take transportation, bike, or walk to work compared to in San Rafael and Marin County (Table 9.12). However, while transit within the area—for example, to downtown San Rafael—may be adequate, 76% of residents work outside of San Rafael, which requires either multiple bus rides or a car.

Table 9.10: Places of Employment for Workers Who Live in Canal, 2011

Place of Employment	Percent of Workers
San Rafael	24.0%
Elsewhere in Marin County	27.7%
San Francisco	19.9%
Alameda County	8.0%
Contra Costa County	5.4%
San Mateo County	5.0%
Sonoma County	4.0%
Santa Clara County	2.9%
Napa County	0.8%
Solano County	0.8%
All Other Locations	0.8%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2011).

Table 9.11: Distance to Place of Employment for Workers Who Live in Canal, 2011

Distance from Home Block to Work Block	Percent of Workers
Less than 10 miles	50.8%
10 to 24 miles	33.9%
25 to 50 miles	13.2%
Greater than 50 miles	2.1%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2011).

Table 9.12: Mode of Commute to Work, 1990-2013

Area: Year	Percent Private Auto	Percent Public Trans-portation	Percent Bike or Walk
Canal: 1990	74%	18%	6%
Canal: 2000	65%	23%	9%
Canal: 2013	68%	17%	11%
San Rafael: 2013	84%	10%	5%
Marin County: 2013	79%	12%	7%

Source: US Census 1990, 2000; American Community Survey 2009-2013. Percent are of workers 16 and older who do not work at home; some respondents chose other options, so the figures will not add to 100%.

In terms of getting around more generally, it is hard to get around on foot in the Canal neighborhood, given its position with water on one side and a highway on the other. However, many residents still choose to walk instead of taking the bus, given its price of $2.25. The city has tried to widen sidewalks and build a bridge over the canal in a strategic location to better accommodate these walkers, but funding has been difficult to secure.

Conclusion

When the SMART train station opens in San Rafael, the Canal area will be at risk of gentrification. One stakeholder believed that the area could become a preferred housing location for employees of Silicon Valley, resulting in gentrification and displacement. Several others, however, thought change would be slow to come to Canal. Even so, Canal's limited area to develop new housing, high renter rate, high levels of poverty, low incomes, and lack of affordable housing put it potentially at risk for displacement.

The high density of Latino residents is a potential strength of the community; organizing is easier than in other areas where members of these communities are farther spread out, such as Novato. Plus, many are from the same countries—and often towns in those countries. A report on the Canal that involved community members, "surfaced untapped agency and expertise among hundreds of Canal residents who have vocalized their desire to be genuinely and actively engaged in changing the conditions of their community" (Voces Del Canal et al. 2014). This expertise could be leveraged, in partnership with local agencies as the report suggests, to respond to displacement pressures in the future.

Chapter 10: An Island of Affordability in a Sea of Wealth



An Island of Affordability in a Sea of Wealth

Case Study on Gentrification and Displacement Pressures in East Palo Alto, CA

Introduction

East Palo Alto (EPA) is located on the San Francisco Peninsula in the heart of Silicon Valley. It is a small city with a population of about 29,000, bordered by the affluent cities of Palo Alto and Menlo Park. A young city, EPA was incorporated in 1983 despite the claims from critics that the city could not generate enough revenue to sustain itself. Peninsula Interfaith Action (PIA), the community partner informing this case study, notes that incorporation was intended to ensure that as a community of color, EPA would be led by people of color (SFO/PIA, 2014). Incorporation prevailed despite numerous lawsuits from special interest groups seeking to frustrate the process, and East Palo Altans have great pride in their rich history of community activism and their struggle to achieve self-determination, as highlighted in multiple interviews with longtime residents.

EPA has long served as a pocket of affordability for low-income households who might otherwise be excluded from the affluent region. The city has consistently enacted policies in favor of affordable housing, as discussed below. Yet residents, advocates and even City officials remain concerned with housing affordability and residential displacement. City staff and advocates alike emphasized that the economic recession and foreclosure crisis greatly impacted EPA, and as with communities across the nation, many African American and Latino homeowners lost their homes, stripping them of their wealth. Now, as the Silicon Valley job market booms, and with so little affordable housing available in the region, housing pressures are intensifying for low and middle-income households in EPA. The city also faces very specific affordable housing stressors related to the consolidated ownership of much of its multifamily rental housing stock. This case study examines the trajectory of demographic and housing change within EPA, along with relevant policy frameworks and the city's relationship to housing in the broader Silicon Valley. This report seeks to contextualize and explain susceptibility to residential displacement in EPA in the face of these pressures.

Local Policy Context

Strong protections for renters and support for affordable housing are a crucial aspect of the city's identity. As one interviewee active in the incorporation movement put it, "part of our political history is that we became a city and the first ordinance was to freeze the rents, [because] in the county there was nothing in place [to protect renters]." This rent freeze was imposed until the City Council could pass more comprehensive legislation. Since the passage of the 1988 Ordinance to Stabilize Rents and Establish Good Cause Evictions, the Council has gone on to pass a host of policies for the construction and preservation of affordable housing.

The 1988 ordinance was updated in 2010 to further protect tenants from arbitrary evictions and rent hikes. The city enacted a Below Market Rate Inclusionary Housing Program in 2002, requiring that at least 20% of residential units in all new buildings be made available to households making between 30% and 80% of the area median income. This program was undermined by legal challenges to inclusionary housing at the state level, but the City Council has now unanimously endorsed a housing impact fee for new market rate developments in order to fund low-income housing (Dremann, 2014). A Condominium Conversion Ordinance allows the city to deny conversion "upon lack of reasonable alternative housing opportunities" and to impose an affordable housing mitigation fee to partially offset the loss of affordable housing (City of East Palo Alto, 2012). Additionally, the city recently eased parking and setback restrictions on secondary dwelling units (City of East Palo Alto, 2014). Finally, in August of 2014 the City passed a Tenant Protection Ordinance which provides various protections for tenants including the right to organize, protection from discrimination, and relocation support (Kadvany, 2014). Yet despite this relatively robust suite of policies, this case study shows that East Palo Alto's residents continue to experience housing pressure, some of which is in fact out of the City's control.

Demographic Change and Susceptibility to Displacement

East Palo Alto has experienced major population growth and demographic shifts since the 1980s. The city sits in southern San Mateo County, and as shown in Table 10.1, from 1980 to 2013 East Palo Alto's population grew by 75% while San Mateo County's grew by 24%.

Population growth reflects an increase in household size along with an increase in the number of households, although household size appears to have leveled off and actually decreased since 2000. Community members have asserted that that decrease in family size may not reflect empirical trends, but may be due to data collection errors regarding recent immigrants and families that may be living together. Average household size in the city and county are shown in Table 10.2, with about 4.2 people per household in East Palo Alto in 2013, compared to 2.8 in San Mateo County.

As shown in Figure 10.1, 73% of these households were family households in 2013, growing from 60% in 1980 and peaking in 2000 at 86%.

Table 10.1: Total Population in East Palo Alto (EPA) and San Mateo County (SMC), 1980-2013

Year	EPA	SMC
1980	16,934	587,289
1990	22,090	649,623
2000	27,503	707,161
2009-2013	29,637	729,543
Percent change 1980-2013	75%	24%

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 (ACS 2009-2013)

Table 10.2: Average Household Size in East Palo Alto and San Mateo County, 1980-2013

Year	EPA	SMC
1980	2.8	2.58
1990	3.39	2.63
2000	4.2	2.74
2009-2013	4.24	2.8

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 (ACS 2009-2013)

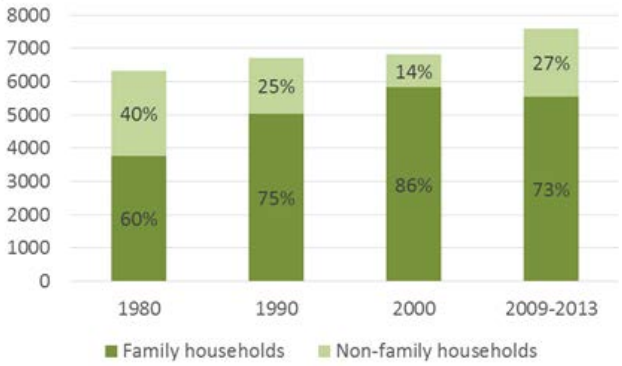


Figure 10.1: Total Households in East Palo Alto, 1980-2013

Source: US Census 1980, 1990, 2000 (Geolytics, 2014); 2009-2013 (ACS 2009-2013)

East Palo Alto is also a distinctly "young" city in comparison to the County – the median age is 28, compared to a County median age of 39 (Raimi & Associates, 2014).

East Palo Alto's population growth is largely due to an influx of Latino residents, who in 2013 accounted for 60% of the population. Many of these residents are immigrants, and 75% of the foreign born population were not US citizens in 2013. Several stakeholders discussed the ways that undocumented immigration status can compound housing vulnerability, an issue discussed further below.

The city has also seen a significant decline of its historic African-American community: as shown in Figure 10.2, African-Americans made up 55% of the city's population in 1980 but just 15% in 2013. This reflects a decrease both in the percentage and absolute number of African American residents. Over this 33-year period the city also saw a decline in White residents, and an increase in Asian and Pacific Islander residents.[31] These changes were especially notable from 1980 to 1990 and then from 1990 to 2000.

The racial demographics of EPA are notably different from San Mateo County, which has a majority White and Asian Pacific Islander population, shown in Figure 10.3 for 2010.

One interviewee, a longtime resident active in city politics, attributed the out-migration of African Americans from EPA in part to the Savings and Loan Crisis of the 1980s and the crack-cocaine epidemic, which fueled high rates of violent crime in the city. According

[31] Census data for non-Hispanic American Indian, Asian, Native Hawaiian, Pacific Islanders, and Other races is combined for 1980.

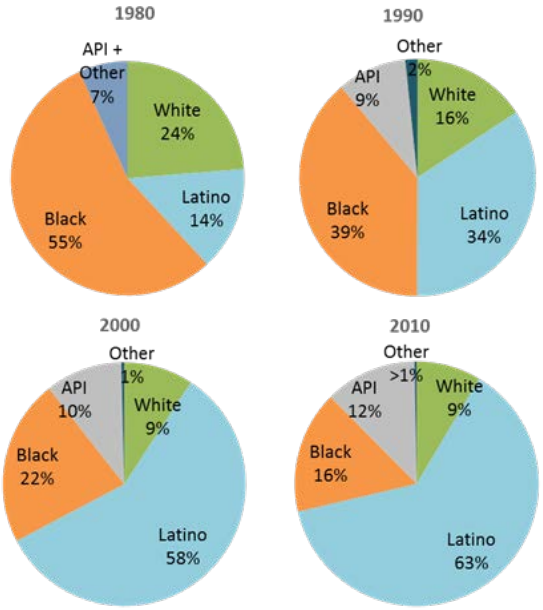


Figure 10.2: East Palo Alto Race/Ethnicity by Percent, 1980 - 2010[32]

Source: U.S. Census 1980, 1990, 2000, 2010 (Geolytics, 2014)

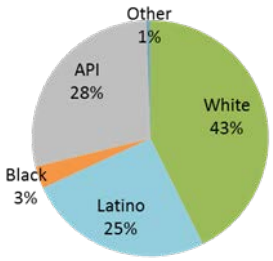


Figure 10.3: San Mateo County Race/Ethnicity by Percent, 2010

Source: U.S. Census 2010 (Geolytics, 2014)

to PIA, many long-time residents are concerned about the loss of African American residents and see rising housing costs as a potential cause (SFO/PIA, 2014).

The city's dramatic population growth may be attributed to EPA's access to job opportunities as well as the limited affordable housing opportunities in San Mateo County. Many residents who have moved to EPA within the past 5 to 15 years have done so because they get a job nearby, often with Stanford University in neighboring Palo Alto, which employs a large number of janitors and food service workers (SFO/PIA, 2014). Residents have also arrived in the city after being displaced from neighboring jurisdictions, or because the relatively low cost of homes in EPA provided an opportunity for families to purchase homes in the region (SFO/PIA, 2014).

[32] We use the 2010 Census data here instead of the 2009-2013 ACS because of the small sample size and resultant uncertainty in ACS.

The loss of African American population is indicative of one type of displacement, although it does not appear that this displacement was driven by processes of gentrification. The city does possess several key economic and housing characteristics associated with high susceptibility to displacement. For examples, incomes in East Palo Alto have long been significantly lower than in San Mateo County. As shown in Figure 10.4, real incomes have actually decreased in EPA since 1990.

While housing costs are lower than in San Mateo County and nearby cities, EPA households face significant housing cost burdens, which in this case study is defined as paying 35% or more of income towards housing costs. Figure 10.5 shows that mortgage burdens have climbed steadily since 1980, and that while rent burdens dipped in 2000 with rising incomes, in 2009-2013 the vast majority of EPA renter households paid 35% or more of their incomes towards their rent.

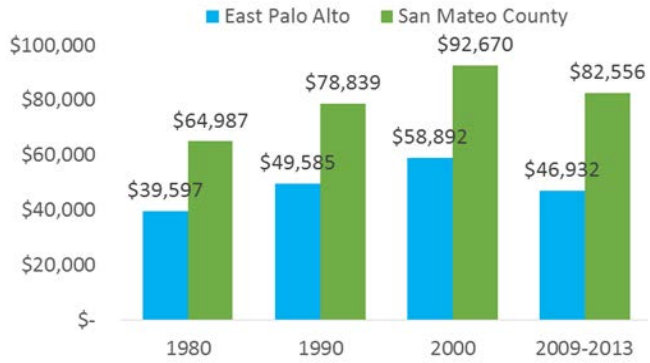


Figure 10.4: Median Household Income for East Palo Alto and San Mateo County, 1980-2009-2013, shown in 2010 dollars[33]

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

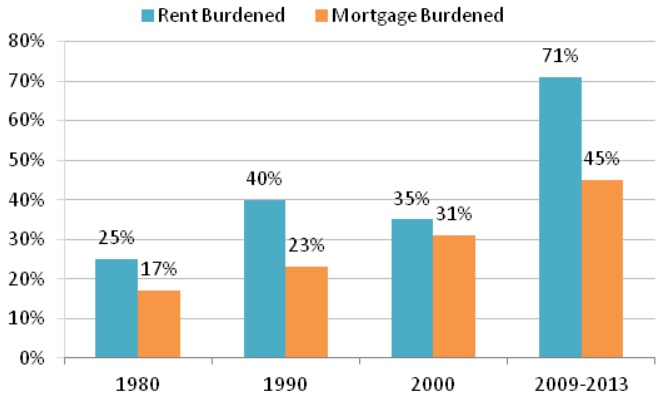


Figure 10.5: East Palo Alto % of Housing Units with Rent and Mortgage Burdens, 1980– 2009-2013

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

[33] Average, rather than median, rents are reported for 1980

According to the California Employment Development Department, the annual income needed in San Mateo County to rent a two-bedroom fair market apartment is $71,800, a significantly higher figure than EPA's estimated $52,000 average income in 2006-2010 (Hepler, 2014a). Census data shows that median rent has climbed slowly but steadily from 1980 to 2006-2010, from about $883 a month in 1980 to $1,654 a month in 2009-2013 (in 2013 dollars.) However, more recent data collected from Craigslist in 2013 for the San Mateo Countywide Housing Element update shows significantly higher average rental prices, particularly for apartments with enough bedrooms to accommodate families. This is likely in part because occupied rent controlled units are not reflected in the Craigslist data.

As Figure 10.6 shows, these rents are still much lower than in San Mateo County – East Palo Alto in fact offers some of the most affordable rents anywhere in the county. Home sale prices are also considerably lower than in San Mateo County, having recovered slower than the rest of the county after a very sharp decline during the recession, as shown in Figure 10.7. From 2012 to quarter 1 of 2014, prices rose by 50% in East Palo Alto, compared to 30% in San Mateo County.

Rising housing costs that are comparatively low to the surrounding area may indicate susceptibility to - or very early stages – of gentrification and potential displacement as housing pressures mount, households may increasingly turn to EPA in search of more affordable housing options.

One method East Palo Altans use to cope with high housing costs burdens is by living with family members or renting out rooms in their homes, as indicated by the high percentage of overcrowded units. About 23% of housing units were overcrowded in 2009-2013.[34] However, overcrowding appears to have decreased from 2000, when about 41% of units were overcrowded, as shown in Figure 10.8. The reasons for this decrease are unclear, considering that incomes decreased while housing cost burdens increased during this time. This may be related to underreporting, high vacancies during the census, or uncertainty in the ACS data from 2009-2013.

[34] Overcrowding is defined as having more than one person per room.

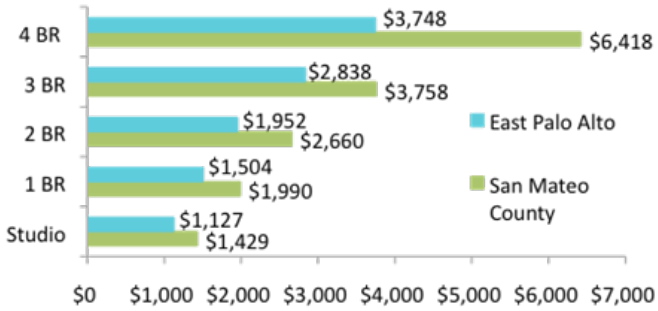


Figure 10.6: East Palo Alto and San Mateo County Average Rents, 2013

Source:sfbay.craigslist.org (County of San Mateo, n.d.-b)

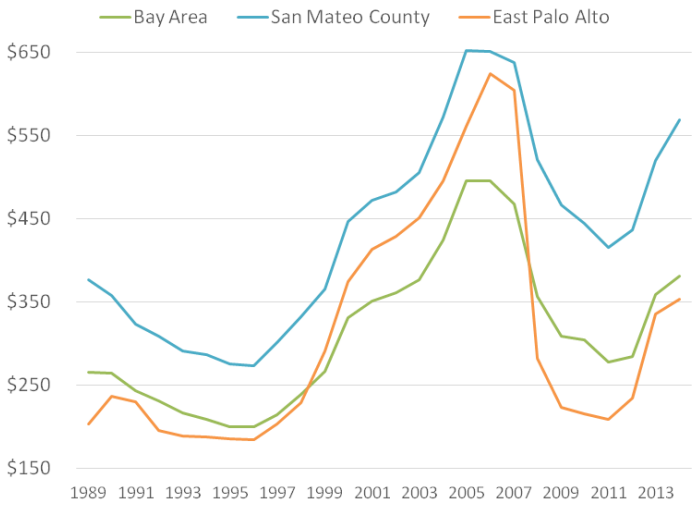


Figure 10.7: East Palo Alto and San Mateo County Median Sales Price per Square Foot for Single Family Homes, 2005-2014

Source: Dataquick Inc (2014)

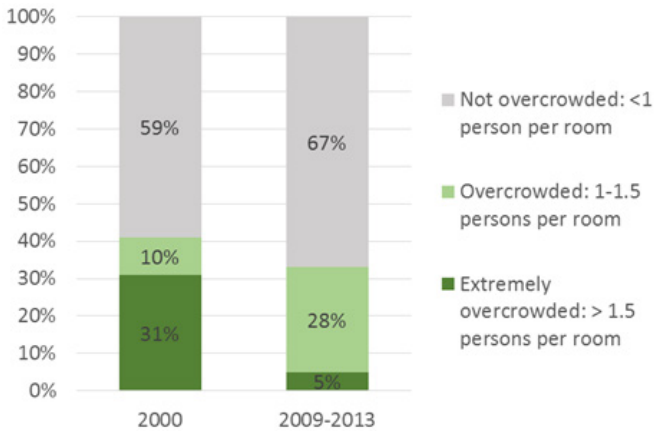


Figure 10.8: East Palo Alto Overcrowding by Percentage of Housing Units, 2000 and 2009-2013

Source: U.S. Census 2000 (Geolytics, 2014); American Community Survey 2009-2013

Table 10.3: East Palo Alto Housing Units & Vacancies

Year	Total Housing Units	Vacant Units	Vacancy Rate
1980	6649	300	4.5%
1990	7256	386	5.3%
2000	7441	120	1.6%
2009-2013	8166	572	7.0%

Source: U.S. Census 1980, 1990 (Geolytics, 2014); U.S. Census 2000[35], ACS 2009-2013

Table 10.4: Occupied Housing Units Where Householder Moved In Within Past Year

Year	# of units	Share of total units
1980	2136	34%
1990	1864	27%
2000	1066	16%
2009-2013*	1340	15%

Source: U.S. Census 1980, 1990, 2000 (Geolytics, 2014); American Community Survey 2009-2013

**2009-2013 data is reported as population, not households. This is an approximation of households based on 4,340 people who moved in the last year divided by the average household size for EPA of 3.24*

In addition to doubling or tripling up, the tight housing market has also led to unpermitted conversion of garages into living quarters. In response to potentially unsafe living condition, and to community organizing, East Palo Alto recently passed an ordinance updating regulations for secondary dwelling units, which will be discussed in further detail below (City of East Palo Alto Office of the City Manager, 2014).

The total number of housing units in East Palo Alto has grown since 1980, as shown in Table 10.3. Vacancies were fairly low in 1980 and 1990, and very low in 2000, but increased to about 7% in 2009-2013. This likely reflects a high number of vacancies in the city's multifamily rental housing stock, much of which was in consolidated foreclosure proceeding at the time, which is discussed further below. Data from the United States Postal Service shows that vacancies in the last quarter of 2013 had returned to 2000 levels, at 1.4% (United States Postal Service, 2014). This comparison implies that the high vacancy rates during the 2009-2013 period were an anomaly and that housing availability is now relatively restricted in a tighter market.

The majority of East Palo Alto residents are renters, and housing tenure split has changed very little over the past 30 years. From 2009-2013, 61% of households in EPA rented rather than owning their homes. This is nearly the inverse of San Mateo County, where nearly 60% of households were owners from 2009-2013. Examining tenure by race in Figure 10.9 shows that as Whites and African Americans have left East Palo Alto, the share of renters for these groups has decreased. However, as the city has gained Latino residents, the growth in Latino renters has outpaced the growth in Latino homeowners.

Finally, there is significant residential mobility in East Palo Alto. As shown Table 10.4 shows, about a quarter of households moved into their units approximately within the last several years according to the most recent Census data. This is a notable increase since 2000, perhaps owing to housing instability related to the recession. An increase in recent arrivals could indicate processes of gentrification, though in East Palo Alto it may rather be reflective of frequent moves among low-income households. It is important to note that this data does not include information on where households moved from, thus some of these households may have moved within East Palo Alto.

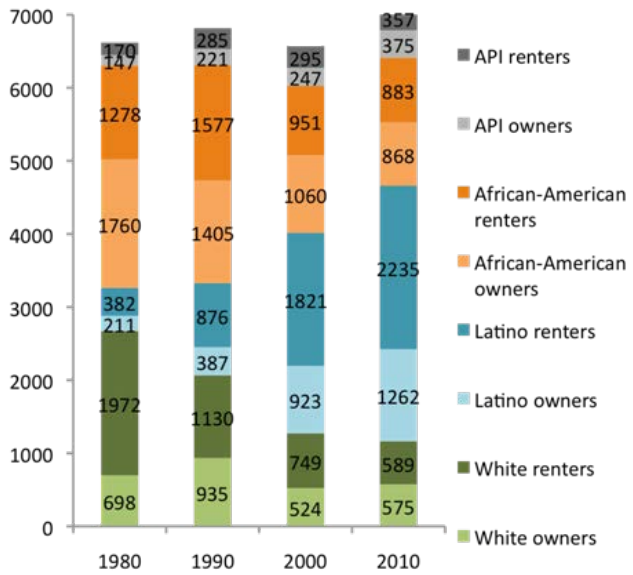


Figure 10.9: East Palo Alto Tenure by Race/Ethnicity, 1980 – 2010

Source: U.S. Census 1980, 1990, 2000, 2010 (Geolytics, 2014)

[35] Table 10.3 uses U.S. Census data downloaded from American Factfinder for 2000 and 2010 for rather than from Geolytics, because the Geolytics data for the number of units showed a major decrease in the number of units from 1990 to 2000, which appeared implausible in comparison to other data sources.

The Westside and the Threat of Eviction

The neighborhood known in East Palo Alto as the Westside is located in the southwestern part of the city, separated from the rest of EPA by Highway 101. The Westside is highlighted in Figure 10.10, using census tract 6121 as a proxy, which shows that the area contains the majority of the city's multifamily rental housing stock. In the city overall, single family detached homes make up over 53% of total units, while apartment buildings with 5 or more units comprise about 35% of housing units. On the Westside, by comparison, 72% of housing units are in apartment buildings with 5 or more units. In 2014 this neighborhood was home to 22% of the population while comprising just 8% of city land. Unsurprisingly, it is home to a greater proportion of renters than the city overall: 82% of housing units are occupied by renters.

Over half of the city's rent controlled units are located on the Westside, the majority of which are owned by a singular landlord, Equity Residential (EQR). Due to the unique characteristics of this neighborhood, and the housing pressures faced by residents, the city is currently drafting an Area Plan for the Westside Area along with its General Plan update. A coalition of local and regional CBOs, including SFOP/PIA, are working to ensure that this Area Plan reflects the needs of low-income households and includes protections against displacement.

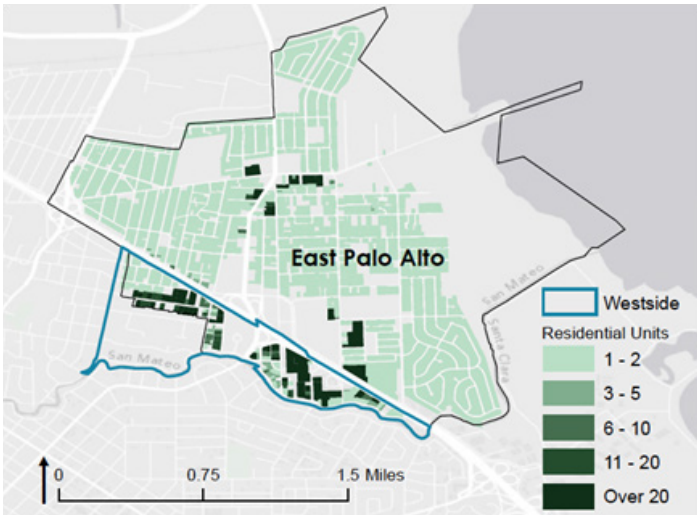


Figure 10.10: The Westside and Residential Unit Density in East Palo Alto

Source: Association of Bay Area Governments Parcel Shapefile (ABAG, 2014)

In recent years, housing issues on the Westside have required major attention from the city, and led to significant instability for Westside residents. In 2008, Page Mill Properties, the former owner of the multifamily housing stock now owned by EQR, was involved in approximately eleven lawsuits with the city. Just a year after Page Mill Properties began purchasing buildings in the Westside in 2006, tenants began complaining of harassment and steep rent hikes (Berstein-Wax, 2010). In 2007 the company evicted 71 people. In 2008 another 99 people were evicted, an eviction rate 7.5 times greater than that of the rest of San Mateo County (Berstein-Wax, 2009). When Page Mill defaulted on its loans and went into foreclosure in 2009, Wells Fargo took over the properties. The bank then sold the foreclosed portfolio to EQR, the largest publicly traded landlord in the United States, in December of 2011. After this acquisition, Equity Residential now owns about half of the city's apartments, two-thirds of its rent controlled apartments and 15% of the total low-rent apartments in the County.

The sale to EQR occurred despite objections from both residents and the city, who were both wary of the impacts of such a large percentage of the city's housing being owned by a single firm. Suspicion only grew as the company issued 706 three-day eviction notices in the first 6 months of managing the apartments (LeVine, 2014). Tenant organizers see the excessive use of three-day notices as a form of harassment. According to an interview with a local service provider, tenants often receive three-day notices on the 2nd of the month. This is despite the fact that rental leases generally state that late fees will not be charged until the 4th or 5th of the month. Many tenants live paycheck to paycheck, and with previous landlords some had become accustomed to paying their rent in the middle of the month, on the 10th or the 15th. The transition to EQR's aggressive use of 3-day notices is especially challenging for these tenants.

After the East Palo Alto Rent Stabilization Board publicized the figures on Equity's issuance of three-day notices, EQR ceased reporting these to the Board, asserting that they only need to report unlawful detainers, or actual eviction notices (LeVine, 2014). Figure 10.11 shows monthly unlawful detainers issued in East Palo Alto in 2012 and 2013, showing that the majority of unlawful detainers are issued by EQR.

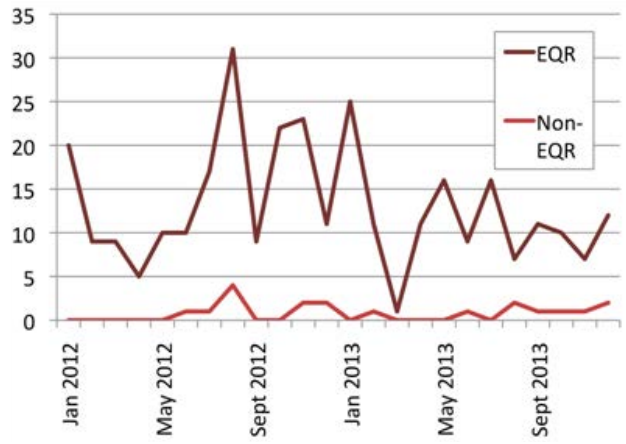


Figure 10.11: Unlawful Detainers Issued in East Palo Alto in 2012 and 2013

Source: East Palo Alto Rent Stabilization Board (City of East Palo Alto Rent Stabilization Board, 2014)

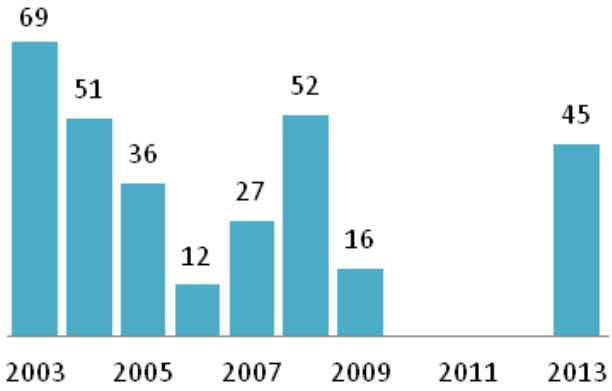


Figure 10.12: Official Evictions Reported by the San Mateo County Sheriff

Source: San Mateo County Sheriff's Office (San Mateo County Sherriff's Office, 2014)

It is unclear however, how many of the eviction notices issued actually led to households leaving their apartments, and available sources of data are limited in this regard. Official evictions in EPA as recorded by the San Mateo County Sheriff's office, shown in Figure 10.12, only reflect instances in which the sheriff was called in to evict a tenant. This data does not reflect households that many have chosen to leave after receiving a notice, either because they simply could not pay their rent or because they were intimidated and/or unaware of their rights as tenants. Because of such discrepancies, these numbers also do not reflect the high number of households evicted by Page Mill during their ownership, and zero evictions are shown from 2010-2012, despite the fact that Rent Stabilization Board data indicates that EQR issued 166 notices of unlawful detainer in 2012.

Direct evictions are also not the only pressure that residents of EQR apartments experience. The city was notified in 2013 that Equity was illegally painting curbs red in an effort to reduce parking around their buildings (Green, 2013a). Limited parking is already a significant problem, as many residents rely on their cars to get to work, and households often house several working residents. The city is not well served by public transit and most residents work outside of EPA. While the city put a stop to the curb painting, residents have also complained that family members using their paid parking spots have had their vehicles towed, and in some cases that even cars with permits have been towed. Advocates see this manipulation of parking supply, a precious commodity in EPA, as another form of harassment.

SFOP/PIA expressed concern over "soft evictions" a term used to describe tenants that leave due to this type of harassment, whether related to parking, aggressive use of eviction notices, or other issues such as lack of maintenance. In response, the City Council unanimously passed a new tenant protection ordinance April 1, 2014 to protect tenants from harassment and to further restrict demolitions (LeVine, 2014). Additionally, the ordinance provides relocation benefits for displaced tenants and protection for undocumented tenants by prohibiting landlords from requiring proof of citizenship.

Precarious housing for low-income households intersects with race, language and immigration status to compound vulnerability. The protections that EPA has put in place for undocumented immigrants are not in place for residents of neighboring cities, and this is yet another reason that renters fear that losing housing in EPA could mean displacement from the region. Furthermore, many low-income renters in EPA, and especially on the Westside, are monolingual Spanish speakers. 3-day notices are written entirely in English, while eviction notices are written primarily in English and contain complex legal language, making these documents potentially very confusing to residents. A legal service provider who works with tenants facing eviction in EPA stated that he suspected, though there is no concrete evidence for this, that undocumented residents are less likely to seek legal aid if they do face eviction. Issues of race and institutional racism are also at play. This stakeholder also shared an anecdote that he felt was indicative of the ways in which Latino residents are expected to put up with living conditions

that White residents might not: "We had a client that was Latino, a man who had lived in Equity apartments for a while, and he kept complaining about a problem, he kept complaining and it wasn't getting fixed. And at one point, someone in the office at Equity said something like, 'You complain as much as the White people. You need to stop complaining, because you're getting annoying, you're just as bad as the White people.'"

Secondary Dwelling Units

As mentioned above, secondary dwelling units (SDUs) are a major concern in East Palo Alto. These living units are generally converted from garages, basements or sometimes exist as "granny units" separate from single-family homes. Both residents and city staff have grown increasingly concerned about SDUs due to their potential to strain the already limited parking supply, and to contribute to unregulated and potentially hazardous living conditions.

In response to these concerns, and to organizing from EPA residents, the City passed an ordinance in May 2014 easing restrictions on SDUs. This policy change adjusted parking requirements to allow tandem parking, and reduced required setbacks for homes with SDUs (City of East Palo Alto, 2014). It stopped short however, of reducing the required minimum lot size for these homes, which advocates had been pushing for. The hope, according to City staff and community organizers, is that this new ordinance will lead to safer living conditions in SDUs, and also potentially help homeowners meet their housing costs through income from renters. It is unclear however, whether SDUs will have any measurable impact on housing affordability. Most SDUs will not be rent controlled if they are added to single-family homes, although rent control may apply if they are added to duplexes or small multi-unit buildings (Lagos, 2014). Those landlords who do upgrade their SDUs to bring them up to code may raise rents to cover the costs, while those SDUs that are not brought up to code are likely to continue to exist unregulated. Residents organizing with SFOP/PIA continue to push for affordable financing options for homeowners that currently lack the means to upgrade their units.

A City Strapped for Cash

In the face of housing challenges for residents, East Palo Alto also faces a budget deficit, and economic development is a high priority in the city. In a conversation with a city official, major commercial development projects, including the construction of a Four Seasons Hotel and an IKEA, were cited as two major redevelopment victories. These developments, completed in 2003 and 2006 respectively, are not without controversy. The construction of the Four Seasons Hotel required the demolition of "Whiskey Gulch," a neighborhood in EPA that had previously housed many liquor stores and bars, as well as a number of dilapidated residential units, with high crime rates. According to SFOP/PIA, members of their organization have complained that hotel security at the Four Seasons has asked them to leave the café and other public seating area, driving home the sense that the hotel is meant for outsider use and not for residents.

City staff, along with a Council member, recognized in interviews that these commercial developments were necessary to keep the City financially solvent, but that being forced to move was still challenging for those residents that were displaced. These residents were provided with relocation benefits, and staff stated that households were generally able to move to improved living conditions in nearby cities like Redwood City and San Carlos. While Whiskey Gulch may not have been a safe neighborhood, it was also the closest thing that the city had to a central downtown area. The city hopes to address this issue through the implementation of the Ravenswood Specific Plan adopted in 2013. This transit oriented development strategy is aimed at redeveloping the Ravenswood District, East Palo Alto's Priority Development Area under Plan Bay Area. The plan envisions a new walkable "downtown," along with 835 new housing units, including 131 affordable units (City of East Palo Alto, 2013). The development of this plan included major input from residents through a community coalition.

Yet East Palo Alto has been operating at a budget deficit for a number of years as a result of the decrease in the City's property tax revenue due in part to the foreclosure crisis. The city has slashed budgets and

laid-off a number of government workers in an attempt to lower the deficit. Most recently the city considered outsourcing its police services in an effort to save money. Before incorporation, EPA relied on the Sheriff's County police force. The proposal was short-lived, however, as residents and advocates voiced their concerns at a City Council hearing. One of the reasons the City incorporated was in response to mistreatment from the County government and so residents could have a voice in their own affairs (Eslinger, 2014). An additional challenge for EPA has been the loss of the City's redevelopment agency in 2012 due to state action, which was a key source of funding for the city's affordable housing.

The city's deficit is clearly a challenge to affordable housing goals. Without funding, it is unclear when the Ravenswood plan will be put into action, and a lack of money – particularly coupled with the loss of redevelopment funds – also stymie attempts to build new affordable housing. One local affordable developer discussed plans to build below market rate housing for seniors, and had assembled the land for the development over several years. Yet the City does not yet have local funds to commit to the project, which then makes it more challenging to secure outside funds (County of San Mateo, 2014). Cutbacks at the city could also mean a reduced capacity for the city to address tenant harassment and other housing issues.

The Jobs-Housing Mismatch

East Palo Alto has used nearly all the policy tools at the City's disposal to preserve and encourage the construction of affordable housing. Yet the city is also significantly impacted by housing availability – or the lack thereof – outside its borders. As the nation has slowly recovered from the recession, the Silicon Valley region has continued to produce jobs, but not the housing needed to house its workers. And these workers are not all highly paid, but include the low wage service sector workers that support the region's famed tech industry. 67% of new jobs added from 2008-2018 are projected to be in sectors paying $45,000 or less annually, and 47% are projected to pay $25,000 or less. (Nguyen & Stivers, 2012)

Jobs-housing unit ratios offer one way to quantify the discrepancy between employment and available housing. One analysis, which did not include East Palo Alto,

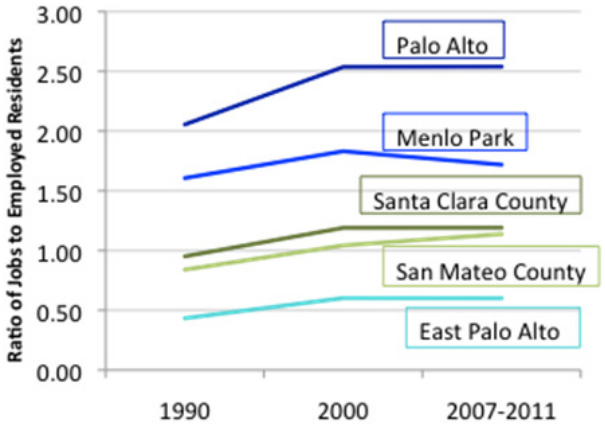


Figure 10.13: Ratio of Jobs to Employed Residents in Select Cities and Counties

Source: National Establishment Time Series and US Census.

found that neighboring cities such as Menlo Park and Palo Alto have among the highest job-housing unit ratios in Silicon Valley, at 1.96 and 3.13 respectively (Hepler, 2014b). Other research, from the UC Davis Center for Regional Change, specifically explores the ratio of low wage jobs compared to the availability of affordable rental units. In 2011, East Palo Alto had a ratio of .98, meaning it had more affordable housing units than low wage jobs. Yet was the only incorporated city in San Mateo County with a ratio below 3.5. The majority of other cities in the county had ratios of 5 or above, indicating that they employed many more low wage workers than could affordably rent housing within their city limits (Brenner, 2012).

This issue can also be examined through looking at the ratio of jobs to employed residents in a given location – here a ratio around 1 would be considered balanced. As shown in Figure 10.13 this ratio is lower than 1 in EPA, but greater than 1 in both Santa Clara and San Mateo Counties, and much higher in Palo Alto and Menlo Park. With the exception of Menlo Park (where the ratio is still very high,) this ratio has been growing since 1990, as the region has added jobs more quickly than housing for its workers.

Despite this imbalance, which puts pressure on existing housing supply, many jurisdictions remain resistant to building new housing, and particularly to providing their fair share of affordable housing. In one particularly stark example of this opposition, after Palo Alto's City Council unanimously approved a new development of low-income senior housing and market-rate single-family homes in 2013, opponents gathered enough signatures to bring the proposed development to a vote, where it was subsequently rejected (Green, 2013b).

EPA's ability to deal with the consequences of other jurisdictions' actions presents a major challenge. Facebook's over 1 million square foot Menlo Park expansion serves as another example of this tension. In 2012 the City considered suing Facebook over its proposed expansion and the concomitant environmental impacts on neighboring EPA. According to an interview with a City staffer, EPA disagreed with Facebook consultants' analysis that the project would have minimal impact. EPA argued that Facebook workers would likely put additional housing pressure on EPA, considering the relative scarcity and high prices of housing in Menlo Park, and that the expansion would have significant traffic impacts. EPA settled with Facebook. These negotiations are reminiscent of a recent settlement between Stanford University and various cities related to a hospital expansion project. While Palo Alto and Menlo Park received $142 million and $3.9 million respectively in total compensation to mitigate traffic impacts from Stanford, East Palo Alto received a mere $200,000 in its settlement with Facebook (Eslinger, 2011).

While the City of EPA was in negotiations with Facebook, civil rights law firms Public Advocates Inc. and the Public Interest Law Project, took a different approach, and sued Menlo Park on behalf of Youth United for Community Action (YUCA), Peninsula Interfaith Action (PIA), and Urban Habitat (Public Advocates, 2012). Menlo Park had failed to adopt a housing element in over 20 years, and from 1999-2007, the city did not grant any building permits for lower income housing (Ciria-Cruz, 2012). Menlo Park settled the lawsuit and agreed to adopt a Housing Element, including a commitment to facilitate construction of 2,000 homes accessible to very low-, low-, and moderate- income households (Ciria-Cruz, 2012). Its first Housing Element in decades was adopted in May 2013. Shortly after, Palo Alto updated their Housing Element in an effort to avoid legal repercussions.

San Mateo County has now taken a forward looking approach to the housing crisis, and all 21 jurisdictions within the County have now joined forces for a County-Wide Housing Element Update known as 21 Elements. (County of San Mateo, n.d.-a) One crucial aspect of this project is that most participating jurisdictions are also engaging in a Countywide "Grand Nexus" study to look at legally defensible impact fees for new commercial and residential development that could be used to fund affordable housing. This approach will not be a cure-all for the housing problems faced by East Palo Alto, or for the serious undersupply of housing in Silicon Valley overall. For one, the housing sites identified in Housing Elements are not considered legally binding agreements to build the units, and Cities will also not be obligated to adopt impact fees based on the Grand Nexus study. Furthermore, while EPA is located within San Mateo County, it borders Santa Clara County and will continue to be impacted by Silicon Valley as a whole. However, the collaborative countywide approach of 21 Elements represents an important shift towards addressing housing on a more regional scale.

Conclusion

East Palo Alto is distinctive for its government's commitment to ensuring the city remains affordable to low income households, and for a strong legacy of community organizing that holds the City government accountable to that commitment. While demographic data on its own shows few signs of gentrification related displacement, the experience of residents, activists, and city staff on the ground, along with the analysis of jobs-housing ratios within the region, shows that housing pressure are mounting and pose a serious threat to EPA's affordability. The city is home to many low-income households already burdened by their housing costs, and vulnerability is compounded for undocumented immigrants. With much of EPA's rental housing owned by a single landlord, tenants face aggressive eviction actions, along with other forms of harassment. Because so little affordable housing is available in surrounding cities, the stakes are high for households that leave. Numerous interviewees highlighted that households that cannot afford EPA may be forced to leave the region altogether, and are relocating as far as Tracy, Manteca, and the Central Valley.

Yet there is also great potential for the rich activism that led to the city's founding in 1983 to be a force in better, equitable regional planning. A coalition of CBOs including SFOP/PIA, YUCA, Community Legal Services and Urban Habitat are already deeply engaged in ensuring that the Westside Area Plan offers protections for the low-income renters living there. The next challenge may be to expand and channel this activism towards shaping the regional context that has such great impact on EPA.

marin city

Chapter 11: Historic African-American Enclave at Risk



Historic African-American Enclave at Risk

Case Study on Gentrification and Displacement Pressures in Marin City, CA

Introduction

Marin City, located north of San Francisco in Marin County, is a small, historically African American suburban community. In the following neighborhood profile, we describe the major demographic, housing, and commercial changes that have taken place in Marin City since 1980. In that time, the area's population has nearly doubled, educational attainment and median income have risen, and the non-African-American population has grown significantly.

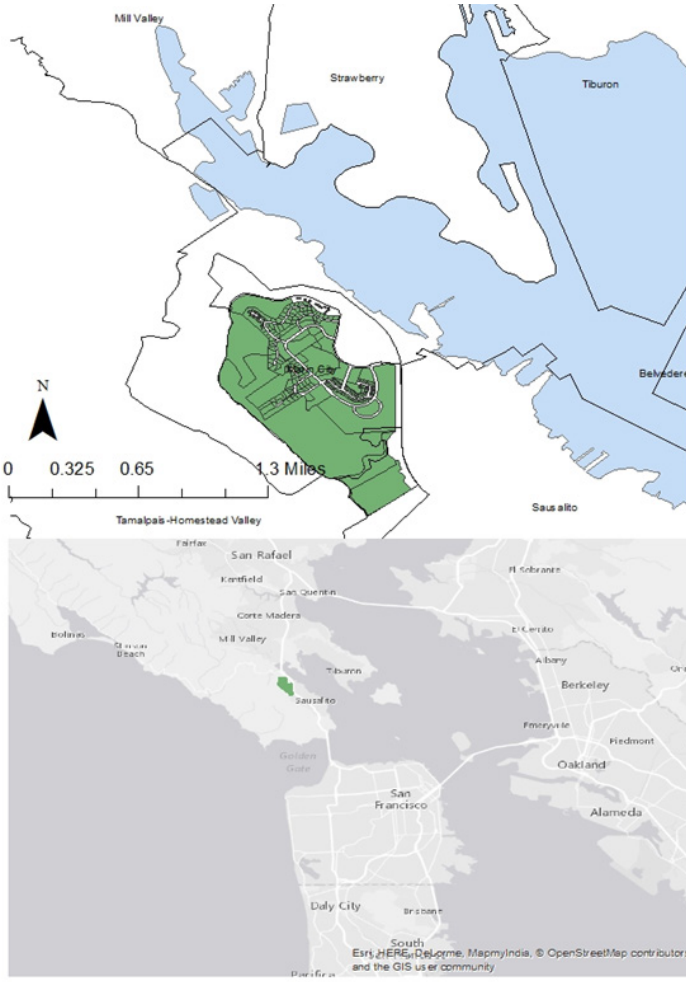


Figure 11.1: Case Study Area (Census Tract 1290) in green, with vicinity map

The area is host to some of the only public housing units in Marin County, and there are concerns in the community of losing them. While the area has been stable in its housing stock overall, it has experienced significant commercial displacement: a popular weekly flea market was discontinued in 1996 when a large shopping center was developed.

For Marin City, signs of gentrification appear, but change has been gradual; the chief concern in this community is future displacement due to potential increases in population, interest in redevelopment and the continued pressures of being surrounded by affluent neighbors in one of the most exclusive counties in the country.

Geography

Marin City is a small neighborhood north of the San Francisco Bay, nestled between the cities of Sausalito to the south and Mill Valley to the north, Highway 101 to the east and the hills of Marin County to the west. The entire area is quite small—it is only 1.2 miles across and can be walked in approximately 15 minutes. It hosts some high-rise public housing, townhouses, single-family homes, and a shopping center, all with a suburban feel, and views of the Bay.

Marin City is located in Marin County, one of the richest counties in the United States, and is close to San Francisco. It is one of the few areas of poverty in Marin County, owing largely to its large stock of public and subsidized housing. Though the community is unincorporated, it does have a Community Services District that "provides public parks and recreation, street lighting, and refuse collection services to Marin City residents," as well as leadership on planning- and education-related issues (Marin City Community Services District 2014).

Historical Context: Waves of Housing and Demographic Change

The area now containing Marin City was "originally a grassy, crescent-shaped small valley…pastoral farmland dotted with oak trees…and a few ridge-top houses. But when the United States entered World War II, Marin City was developed to shelter approximately 6,000 of 20,000 shipyard workers" who worked in Sausalito at the Marinship Corporation (Marin Grassroots 2014). To work on the ships, workers were recruited from all over; "many were African-Americans from the Midwest and the South. Marinship became known as the best-integrated shipyard on the West Coast, with women and minorities making up a third of the workforce" (Marin Grassroots 2014).

One stakeholder described Marin City in the years after the war (through the 1980s) as "one big house," or "a family": "There's only one way into Marin City. You saw people regularly and you always had connectivity." This tight-knit feeling, especially within the African-American community who had come mostly from the South, according to the stakeholder, was challenged by two waves of displacement. The first, in the 1960s, came when the temporary housing built during World War II was torn down. While White families were able to relocate nearby in Marin County communities, African-Americans were kept from these same housing options due to restrictive, exclusionary covenants. Many eventually relocated back to Marin City, and still today the area is one of only a few in Marin County that hosts a sizable number of African-American residents.

Around this same time, "pole" houses were built in the hills of Marin City and were purchased by mainly African-American families. Two large rental complexes also opened in the 1960s and were occupied mostly by African American families. These homes ensured stability in the African-American population through the 1980s, when a second wave of displacement came. As the people who had bought the pole houses in the 1960s aged or passed away, their next-of-kin found it difficult to afford purchasing the homes, which had increased in value significantly, according to Marin Grassroots. As a result, new families bought these homes, and these families tended to be White. Additionally, lower-income and African-American residents who became adults in the 1980s, and were readying to move out of their family homes found few available units in Marin City, and so moved to other places in the Bay Area like San Rafael, Novato, and the East Bay, according to Marin Grassroots.

In 2005, one of the rental complexes that had opened in the 1960s (Oak Knolls) was released from a HUD contract that subsidized rents, and the tenants in the building became owners, creating a cooperative, according to Marin Grassroots. As with the earlier trend with "pole" houses in the 1980s, the offspring of residents who had lived in these units since their opening decided to sell them instead of occupying them themselves, leading to racial turnover.

Changes in Residents' Education, Economic Well-Being, and Racial Breakdown

Marin City has had a near-doubling in population and, correspondingly, number of households. However, there has been minimal change in household size and type; average household size is 2.35 and almost 60% of households are families.

Education

Marin City has seen a general upward trend in the years of education completed by its residents (Figure 11.2). The fact that so many residents have moved in over the same time period—and that most have been white (see below), a generally higher-educated group—suggests that most of this trend in educational attainment is due to new people moving in, not existing residents attaining higher levels of education.

Table 11.1: Change in Population and Households[36]

Year	Total Population	Total Households
1980	1,366	600
1990	1,636	783
2000	2,502	1098
2013	2,320	988

Source: US Census, 1980, 1990, 2000; American Community Survey, 2009-2013

[36] Marin Grassroots expressed doubt that the 2013 household figure was accurate given their knowledge of the area; given the small sample size of the American Community Survey, it's possible that the decline in population and households is due to sampling error.

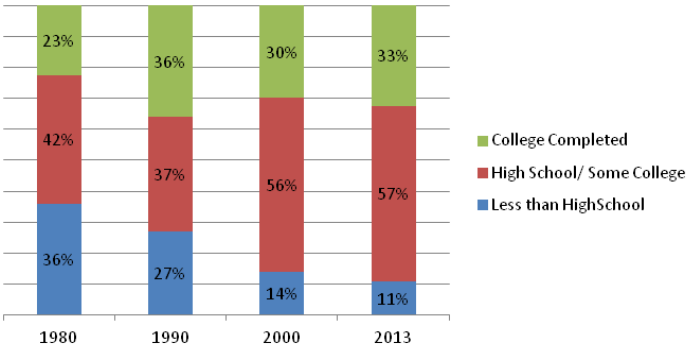


Figure 11.2: Educational Attainment of Population over 25, 1980-2013

Source: US Census 1980, 1990, 2000; American Community Survey 2009-2013

Income

Median income increased by nearly 20% between 1980 and 2000, only to decrease even more dramatically in 2013, which is likely an effect of the recession (Figure 11.3). From this data, gentrification—in the most basic sense of higher-income people moving into a traditionally lower-income area—seems to have been proceeding gradually since 1980, though it appears to have slowed in recent years given the recent decreases in median income. Incomes in Marin City are much lower than Marin County overall.

Even with these changes in median income, the tract is still host to many low-income households; nearly a quarter of them earn less than $10,000 (Figure 11.4).

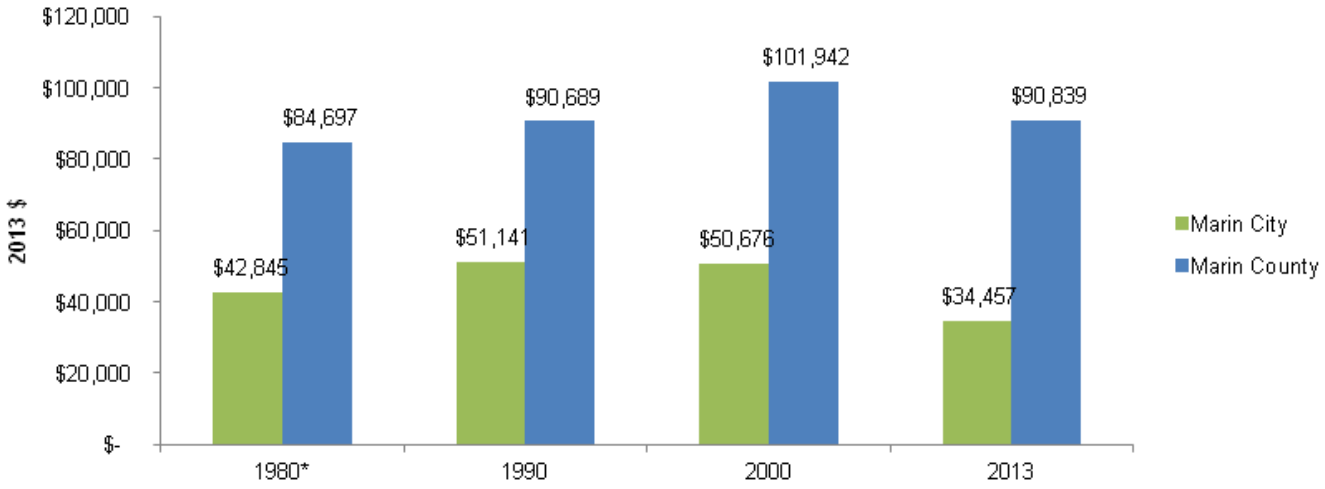


Figure 11.3: Median Income, Marin City vs. Marin County, 1980-2013, 2013 $

Source: US Census 1980, 1990, 2000; American Community Survey 2009-2013. Note: Median income not available in 1980; average income shown.

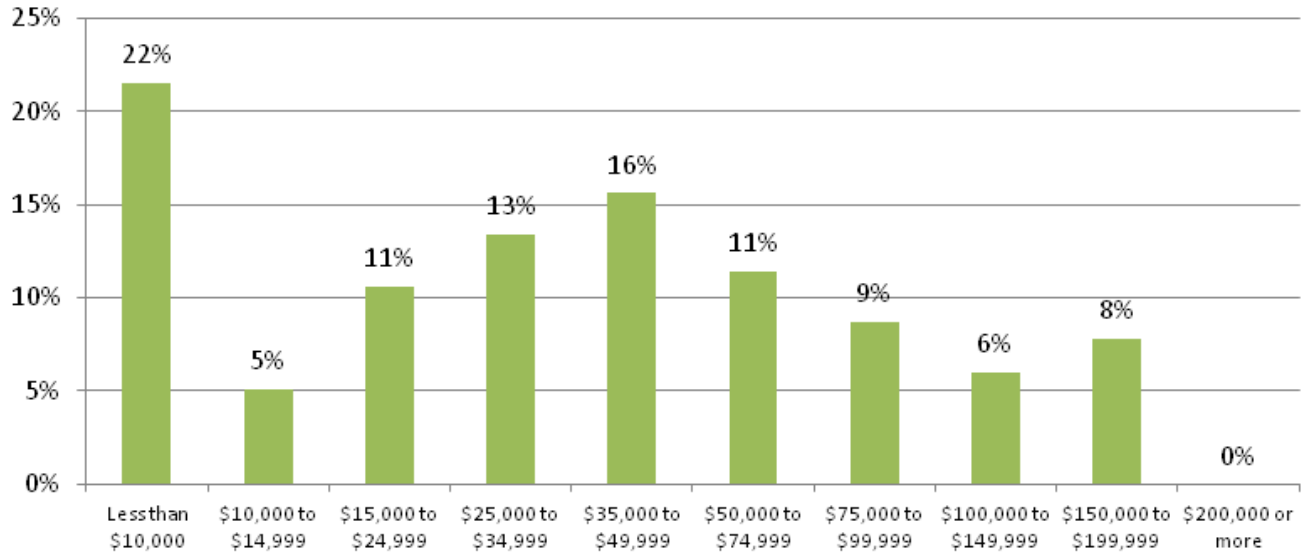


Figure 11.4: Income Distribution, by Households, Marin City – 2013, in 2013 $

Source: 2009-2013 American Community Survey

Table 11.2: Percent of Residents in Poverty, 1980-2013

Year	Percent in Poverty
1980	29%
1990	26%
2000	23%
2013	35%

Source: US Census 1980, 1990, 2000; American Community

Poverty

The percentage of residents living below the poverty level has decreased, and probably would have continued doing so into 2013 if not for the recession (Table 11.2). Again, given the population increase, this data is consistent with gradual gentrification.

Unemployment

The unemployment rate in the area fell sharply from 1980 to 2000, only to increase in 2013, likely as a result of the recession (Figure 11.5).[37] The city has had consistently higher unemployment rates than Marin County.

Race/Ethnicity

Marin City's population—and, especially, African-American population—grew in the build up to and during World War II (Marin Grassroots 2014). While many White families were able to move to other neighborhoods after the war, African-American residents remained, holding a solid majority in the area for many years; in 1980, 75% of the population was African American (Figure 11.6).

Figure 11.6 also shows the large population growth Marin City has experienced in the last 30 years; between 1980 and 2013, population nearly doubled, largely driven by the many Whites, Latinos, and Asians who moved in. However, between 2000 and 2013, many Whites left, and only Asians and Latinos increased their numbers; the number of African-Americans, however was stable. Together, these changes have meant that African Americans' relative share of the population has decreased.

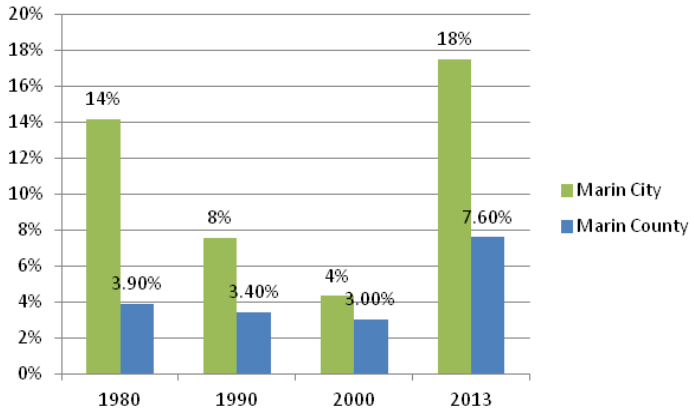


Figure 11.5: Unemployment, Marin City vs. Marin County, 1980-2013

Source: US Census 1980, 1990, 2000; American Community Survey 2009-2013.Survey 2009-2013.

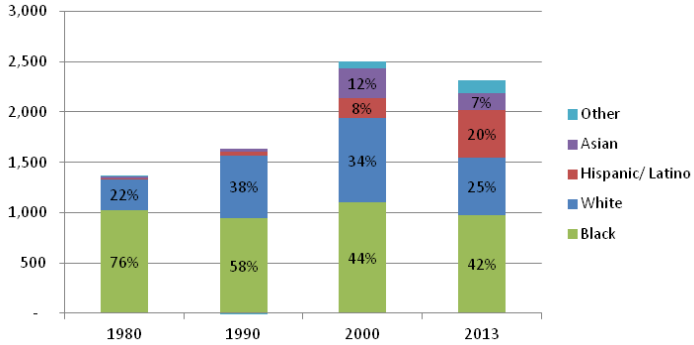


Figure 11.6: Population by Race/Ethnicity (1980 – 2013)[38]

Source: US Census 1980, 1990, 2000; American Community Survey 2009-2013.

Changes in Housing Patterns

Slightly more than half of occupied units in Marin City are (and have been consistently) located in building complexes that contain 5 or more units; a third are in buildings with 2-4 units, and the rest single-family homes. Marin City's housing stock grew steadily between 1980 and 2000. At the same time, the rate of new housing construction slowed: in 1980, 42% of the housing stock had been recently built (within the previous 10 years); by 2013, just 8.5% of the housing stock had been built since 2000.

[37] Local agencies have been using the figure 12.4%. The difference is likely due to different data sources or years of measurement.

[38] Note: 2000 was the first year in which survey respondents could select multiple racial/ethnicity categories. The jump in the Asian category in this year may represent residents who selected multiple categories rather than, for example, White Alone or Black Alone in years previous.

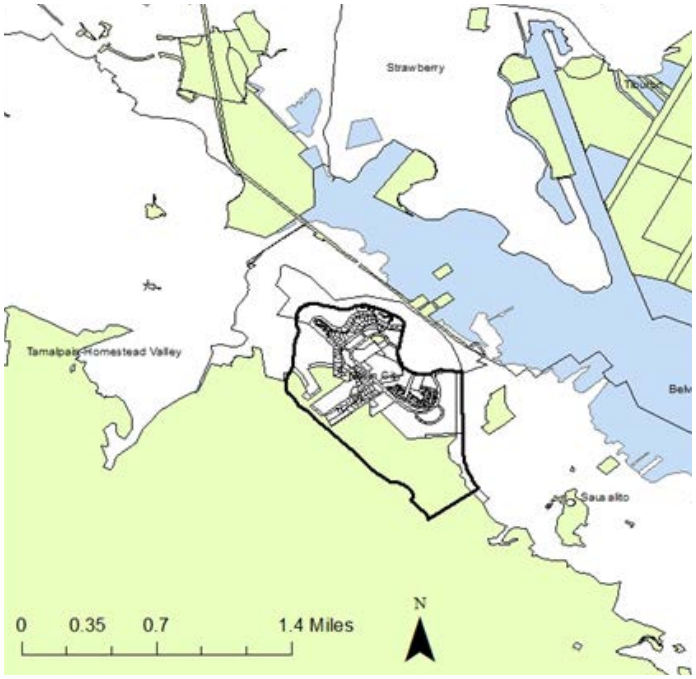


Figure 11.7: Conservation Areas Restrict Marin City's Development

The shaded areas are parks or conservation areas where development is not allowed. Marin City is outlined with a dark line.

The halt of growth in the housing supply is likely also related to the lack of developable land. Because Marin County protects large areas of land for conservation (see Figure 11.7), which restrict the city's growth outwards, the only open land available for development tends to be expensive-to-build sites, such as those with steep terrain. Given the opportunity, however, it is likely that developers would want to build expensive housing here, for both demand and supply reasons: there is potential demand for high-priced homes given Marin City's good location and views of the Bay, while on the supply side, land is scarce and often hilly, making construction more expensive.

Other pressures have halted development, too. According to one stakeholder, a proposed market rate residential development in Marin City during the last decade drew out much concern and opposition from some residents. This particular project was abandoned at least in part due to opposition from local high-income residents who wanted to protect their views. Now, the stakeholder says, few developers are looking to develop in the area. This is consistent with construction patterns: no new units have been constructed since 1998 (Dataquick 2014).

Adding to these development pressures, Marin County is notorious for having exclusionary policies and practices, including "strict zoning ordinances; restrictions on high-density, multi-family housing; insufficient outreach to non-English speakers; predatory lending practices; and negative stereotypes about low-income residents with Section 8 vouchers" (Green n.d.). In 2011, these came to a head when the county entered into a Voluntary Compliance Agreement with the U.S. Department of Housing and Urban Development (HUD) after "a routine audit showed the county wasn't following fair housing and civil rights laws," including not updating its main fair housing document "since 1994," when it is "supposed to get refreshed every five years" (Rachel Dornhelm 2011). People of color in Marin County are largely concentrated in the Canal area of San Rafael and Marin City, which were both cited in the HUD agreement.

Many Renters, Few Homeowners

Renters hold the vast majority in the area, at 78% in 2013 and historically hovering around 75% (Table 11.3). This is much higher than Marin County as a whole, where, in 2013, renters represented 37% of households.

The income distributions of renters and owners shows that renters skew towards lower incomes, while homeowners skew higher. This is consistent with the fact that over half the rental stock in Marin City is subsidized, as discussed below. However, the story is complex: 25% of renters earn more than $50,000 (See Figure 11.8), while among owners, almost 40% earn less than $50,000 (See Figure 11.9).

Note that the renter and owner data sets should not be compared directly; the renter and owner estimates for most income categories are not statistically significantly different, owing to the large margins of error. However, it is possible to see a trend in income distribution within each group from this data, and while that trend is roughly in line with the community narrative, the nuance is important.

Table 11.3: Tenure in Marin City, 1980-2013

Year	Rented		Owner-Occupied		Total
	Number	Percent	Number	Percent	
1980	492	73%	178	27%	670
1990	592	72%	230	28%	822
2000	846	76%	274	24%	1120
2013	769	78%	219	22%	988

Source: US Census 1980, 1990, 2000; American Community Survey, 2009-2013

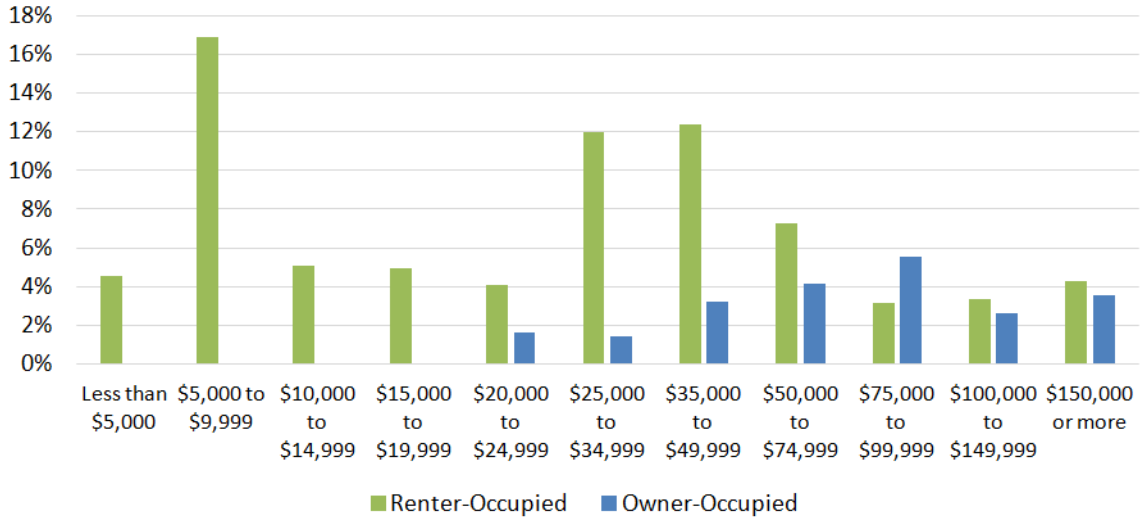


Figure 11.8: Proportion of Renter and Owner Households By Income

Source: 2009-2013 American Community Survey

Public Housing

As noted above, a large portion of the area's rental housing stock consists of public housing units operated by the Marin Housing Authority. Golden Gate Village holds 292 units and housed 698 residents in 2010—nearly a third of the city's population (Department of Housing and Urban Development 2014a). Marin City is also home to three additional subsidized housing projects. Combined with Golden Gate Village, Marin City has a total of 604 subsidized units—over half its rental stock—that house approximately 1277 residents (54% of the total population).[39]

Table 11.4: Public and Subsidized Housing in Marin City

	Units	Residents
Public Housing	292	698
Housing Choice Vouchers	123	256
Multi-Family Other	54	99

Source: Department of Housing and Urban Development (2014a)

[39] Note that this figure is higher than the total of the figures in Table 11.4, since the number of residents housed at the Ridgeway Apartments and Doreatha Mitchell Apartments were not publicly available. The number of residents in these buildings were estimated based on the total number of subsidized units, a 94% occupancy rate, and a conservative estimate of 2 people per unit average. Data Source: HUD.

Stakeholders have many fears about losing this public housing stock. These are based on several factors. First, the public housing has unfriendly policies that have been systematically displacing long-term residents. For example, "eviction notices are given to residents who don't pay their rent by the third of every month, when most recipients of social security haven't received their payments yet" (Marin Grassroots 2014).

Another example concerns resident evictions, a problem that came to a head in a 2012 class action lawsuit in which tenants alleged "some tenants at the Golden Gate Village [public housing]…had their rent [attached with] charges such as maintenance, utility, late, and legal fees which were often disputed by the tenants or not permitted by their public housing lease," including the costs of repairs that "were not caused by the resident" (Mark Prado 2012).

A third policy sought to encourage student school attendance by evicting tenants "if their children failed to attend school" (Nels Johnson 2013). The policy was proposed in 2013 but canceled in favor of a "voluntary program" to boost student enrollment (Nels Johnson 2013).

Maintenance is another major concern: at a May 2009 meeting of the Marin Housing Authority Board of Commissioners, one supervisor was "drowned out by jeers from about 25 Marin City residents, who said they believed supervisors had neglected repairs at the Golden Gate Village public housing complex as part of a

hidden plan to replace it with more expensive housing" (Rob Rogers and Jim Staats 2009). At that time, residents felt the housing authority had seriously neglected to make repairs, and the authority acknowledged that the complex needs "more than $4 million in immediate repair and over $15 million in other needs over time" (Rob Rogers and Jim Staats 2009).

In the early 2000s Golden Gate Village had been falling steadily in its maintenance inspection ratings, which are a rating from 0-100. A score below 60 is failing. Scores at the complex fell from 70.03 in 2003 to 59.35 in 2005 to 51.8 in 2006. However, after this it ticked back up to 58 in 2009 and 61 2010 (Department of Housing and Urban Development 2014b). Some repairs are happening: $905,000 was allocated in 2012 for "kitchen improvements" and "energy efficiency measures" as part of the Recovery and Reinvestment Act (Department of Housing and Urban Development 2011). However, residents' complaints indicate that a much larger scope of repairs is necessary. On a recent visit to the complex, trash was littered around the buildings and the driveways were in disrepair.

A resident of the complex and a long-time community organizer in the neighborhood described an inherent flaw in the building's design: it sits on a hill on the other side of which is the Pacific Ocean. When the fog rolls in each morning, it tends to linger on the hill; mildew is therefore to be expected from such an arrangement, and the resident reports that it is widespread. Besides its role in these bad conditions, the placement of the building on the hill also adds to residents' worries that it will be demolished in favor of private development, since the hill provides nice views of the Bay, and there is so little land to develop in Marin City.

Housing Cost Burden

Median rent rose sharply during the 1980s and 1990s, from $445 to $1200 by 2000. Though it has held stable during the last decade, the percentage of rent-burdened households (those whose monthly housing costs exceed 35% of their gross monthly income) has risen to 64% in 2013 from 27% in 2000 (Figure 11.9). Given the stability in rent levels over this time, the rise in the number of households who are rent-burdened is likely due to the decrease in median income (to $34,457 in 2013 from $50,676 in 2000) and increase in unemployment (to 18% in 2013 from 4% in 2000). This is concerning in terms of displacement pressures on low-income renter households.

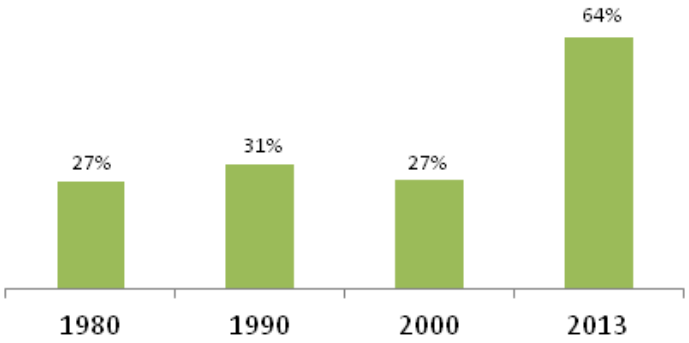


Figure 11.9: Percent of Renters that are Housing Cost Burdened

Source: US Census 1980, 1990, 2000; American Community Survey 2009-2013

Note: Cost Burdened defined as paying more than 35% of income on housing costs.

Table 11.5: Number of Housing Units Owned and Rented by Whites, African-Americans

Year	White Owned	Black Owned	White Rented	Black Rented
1980	53	93	115	276
1990	143	74	227	317
2000	135	103	336	287
2013	91	107	317	310

Source: US Census 1980, 1990, 2000; American Community Survey 2009-2013.

Home Ownership

In the 1970s and 1980s, many single-family homes were developed in the hills of Marin City. Referred to as pole houses, they traditionally were owned by "older black families" (Marin Grassroots 2014). However, in recent years, the homes have turned over—sold to higher-income, white families, according to Marin Grassroots. Consistent with this change, the number of homes owned by African-Americans decreased between 1980 and 1990; however, it increased again in 2000 and is currently about the same as it was in 1980 (Table 11.5).

For low-income renters, purchasing a home has moved further out of reach: home sale price per-square-foot has followed the trends of the larger Marin County area, gradually increasing, with a slight dip from the recent housing crash (Figure 11.10). However, since this zip code encompasses Sausalito and Muir Beach,

limited conclusions can be drawn about housing sale prices in Marin City alone. Interviews with local stakeholders, however, suggest that single-family units in this area do sell at high prices. Concurrent with these price increases, the percentage of mortgage-burdened households has risen steadily.

The number of homes sold has held steady in Marin City, except for a spike in the late 1990s, when a swath of townhomes came on the market (Figure 11.11, 11.12). A current resident remarked that ownership of these homes has been stable since their construction, with minimal turnover. These figures are not inconsistent with the trends in Marin County overall.

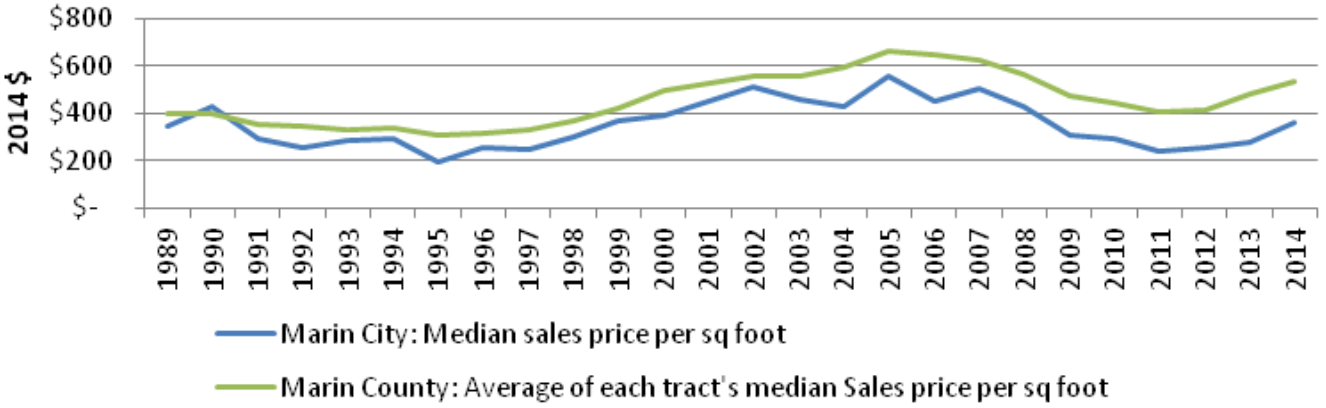


Figure 11.10: Median home sales price per square foot, 1989-2014

Source: Dataquick (2014)

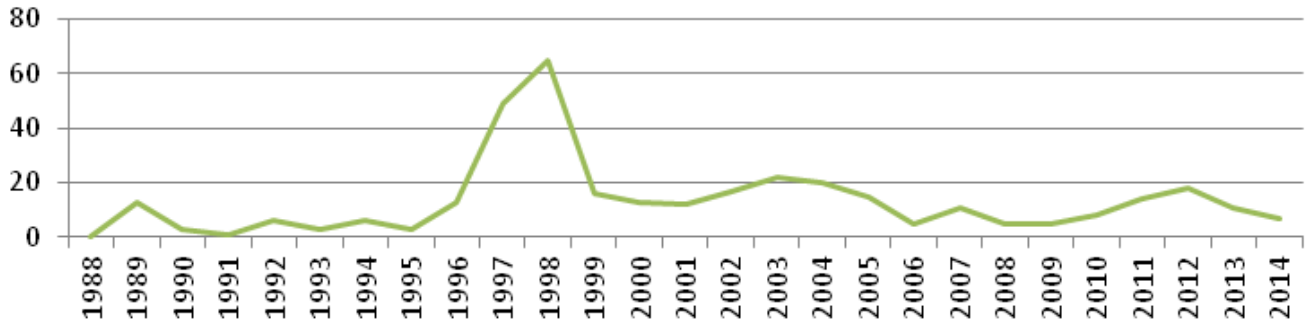


Figure 11.11: Number of Homes Sold: Marin City

Source: Dataquick (2014)



Figure 11.12: Townhomes in Marin City

A late 1990s development of townhomes along Terrace Drive in the middle of Marin city. Photo: Mitchell Crispell.

One stakeholder in the area indicated that ownership units in Marin tend to be largely out of reach for low-income and even middle-income families, and, due to the high cost of home ownership here, the children of low-income families who have worked their way up the economic ladder tend to move to other cities in the Bay Area in order to buy a home.

Despite a lack of affordable homeownership options in Marin City, the community is wary of developing mid-ranged housing options due to concerns about displacing or marginalizing existing low-income residents. This is a current topic of concern for the community.

Several residents interviewed outside their homes—one in the hills and others in the center of the city, including one who has lived in her home since it was built in the late 1990s—remarked that the population has been stable in recent years, particularly in terms of the owners of townhomes and single-family homes on the hill.

Commercial Changes

Even though it is a small, suburban community, Marin City is host to a large commercial center. The changes at this site are examples of commercial and cultural displacement.

In the 1950s, "residents developed a small-business hub in the neighborhood with black-owned stores and black service providers" (Marin Grassroots 2014). In 1980, residents "organized the Marin City Community Development Corporation, purchasing in the process the last remaining 42 acres of undeveloped Marin City property—the 'bowl'—where a windswept flea market took place every weekend for over a decade" (Marin Grassroots 2014). But, following growth in the city's housing supply, in 1996 the Gateway Shopping Center was developed on the site of the flea market, displacing it despite community protest (Marin Grassroots 2014).

The change meant a loss in the "entrepreneurship opportunities" the flea market provided to local residents, and though "some locally-owned small businesses received reduced rent in the new shopping center for approximately five years," when it switched to market rent they were unable to afford to stay (Marin Grassroots 2014). The shopping center has struggled to retain tenants, according to a local resident stakeholder. Several stores have come and gone, including a Best Buy, and many of the stores are vacant; on a recent weekday, most of the shopping center's vast parking lot was empty, though the Starbucks in the middle was crowded.



Figure 11.13: The Gateway Shopping Center

The site of the former flea market, on the left side, is now the Gateway Shopping Center, a sea of parking spaces, empty big box stores, and a few successful businesses—Outback Steakhouse, CVS, Ross, Starbucks, etc. In the middle-right, the high-rise Golden Gate Village public housing buildings are visible, nestled into the hills. Just to the left, out of the frame, is Highway 101 and the bay. Photo: Mitchell Crispell.

The flea market had earned about $1 million per year for the Marin City Community Services District (CSD), "which supported many after-school and recreational programs for local families" (Marin Grassroots 2014). Although a community benefits agreement with the new shopping center also included a small contribution (as a percent of revenue) towards the CSD, the shopping center has not made money and so, as a result of the redevelopment, the community lost both its flea market and the revenue it earned (Marin Grassroots 2014).

As a local community organization writes, "the shopping center was approved as a promising development that would create hundreds of jobs for residents, but the reality was very different as the limited number of jobs created were low-wage ones or demanded higher education degrees" (Marin Grassroots 2014). One public employee stakeholder remarked that, in an ideal world, the community would take ownership of the local shopping center such that it can develop better opportunities to serve the local residents—something along the lines of the former flea market.

Conclusion

Over the last 30 years, Marin City has experienced gradual change: population has grown, the proportion of African-Americans has decreased, and median income and educational attainment have increased. Yet even with these changes, other aspects of the community—like homeownership—have remained more stable. Therefore, current concerns regarding displacement do not appear to be as high of a priority compared to other community issues, largely because of the unusually large core of public and subsidized housing that provide stable homes for many of the community's low-income families.

But there is a constant fear that these public housing units will be lost, given the area's high land value and views of the Bay, as well as recent unfriendly policies and deferred maintenance. Residents' experience with the loss of the flea market—which, unlike the current shopping center, was successful and provided local residents economic opportunity—has primed them for the experience of displacement.

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Appendix A. Ground-Truthing Observation Tool

WORKSHEET: Visual Demonstration of Neighborhood Change

Instructions: Physically walk predetermined neighborhood blocks and note evidence of deterioration or improvement using Section One. Parcel or building specific information should be collected in Section Two. Each block should named according to its main corridor (indicated on your map as the street with parcels on both sides). Bring a camera to take a photograph of each building.

**One whole worksheet should be completed for each block section*

Block Name: _____ **Observer:** _____

Physical Observation date and time : ____/____/_____ **Start** ___:___ **AM/PM** **End** ___:___ **AM/PM**

SECTION ONE: Block Overview and initial impressions

1. The primary land use for the block face is:
   - □ Residential
   - □ Commercial
   - □ Institutional (school, hospital, churches):
   - □ Industrial
   - □ Other: _____

2. Public investment + existing public infrastructure:
   - □ transit stops
   - □ municipal street lighting
   - □ on street residential permit parking
   - □ street furniture (including parklets)
   - □ bike racks
   - □ public trash cans
   - □ parking pay machines
   - □ newly paved streets
   - □ Other: _____

3. Describe any visible people, noting race or ethnicity, age, number, and activities they might be engaged in:_____

4. The # of signs discouraging disorder such as neighborhood watch, anti-littering/loitering/drug use/vandalism/graffiti: _____

5. Physical disorder such as garbage, litter, graffiti, or vandalism by degree of observations:

1	2	3	4	5
no disorder	very few signs of disorder	noticeable vandalism	mostly vandalized or littered	completely vandalized or littered

6. Please describe indicators of international or immigrant presence (note ethnicity, signs in a foreign language, or locally-owned foreign/ethnic business).

7. Additional notes on block overview: _____

SECTION TWO: Block/Parcel Data

**located on the following pages*

Using your pre-printed parcel map, carefully walk the block and record your observations for each building. Allow for ~1.5 hours of field time. Be sure to take a photograph of each building for comparison with past year data later. 📷

APN/Parcel # _____ **Street Address** _____

1. Does the **building** appear to be well-maintained?

1	2	3	4	5
poor	below average	average	above average	new

2. The # of units the structure appears to have: _____
   The # mailboxes _____
   The # doorbells _____

3. The # vehicles **off-street** vehicles present _____
   - □ no off-street parking
   - □ existing driveway or parking lot
   - □ existing garage

4. Notes on visible people, building, and outdoor space; incl. *implied* information about household size and composition:
   _____
   _____
   _____

5. Building type and units:
   - □ Multi-family - apartment building
   - □ Multi-family - house
   - □ Single family - attached
   - □ Single family - detached
   - □ Mixed use
   - □ Public or subsidized project housing
   - □ Unknown, or other

6. Other building/occupant characteristics:
   - □ Abandoned
   - □ For Sale sign
   - □ For Rent sign
   - □ Blinds or curtains - permanent
   - □ Blinds or curtains - temporary
   - □ Cracked windows
   - □ Bars on windows
   - □ Boarded windows
   - □ Dirty windows
   - □ Metal security door
   - □ Vegetable garden
   - □ New addition
   - □ New or maintained paint
   - □ New or updated front door
   - □ Ongoing renovation/construction
   - □ Fencing *(check all that apply)*:
     New___ Old___ For safety___ For aesthetics___
   - □ Security alarm signage
   - □ CCTV/Security cameras
   - □ Children/toys visible
   - □ Peeling/fading paint
   - □ Spraypaint/graffiti
   - □ Litter or debris
   - □ *Beware of Dog, Private, No Trespassing* signs
   - □ Signs of ethnicity

Appendix B. Ground-truthing Results

Chinatown Ground-truthing Results

On December 11, 2014, one researcher from the Center for Community Innovation (CCI), along with one staff member of CCDC surveyed one block, Block 3002 in Tract 108 of Chinatown North. On January 15, 2015, the CCI researcher went back to survey two additional blocks, Block 2003 in Tract 113 of Chinatown Core and Block 2001 in Tract 110 of Polk Gulch.

The ground-truthing exercise is meant to provide an additional set of data to verify conclusions reached through analyzing assessor and Census data[40]. For two variables—land use and number of units—comparisons are made on a parcel-by-parcel basis; only parcels that appear in both the assessor data set and the geographic parcel dataset (Boundary Solutions) are used for this comparison. Census data is not provided on a parcel level, and so includes all households surveyed by the Census.

Table B1: Parcel Mismatch Among Datasets

Block and Tract	# Parcels in Assessor But Not Ground-truth
Block 3002 Tract 108	4 / 47
Block 2001 Tract 110	2 / 49
Block 2003 Tract 113	12 / 66

Table B2: Parcel Characteristics

Block	Median Year of Construction	Median Year of Last Sale	Median Sale Price	Median Sale Price Per Square Foot
3002	1921	2004	$702,500	$341
2001	1910	2005	$900,000	$441
2003	1963	2004	$665,000	$711

Source: Dataquick, 2014. These figures refer to all parcels in the area, including non-residential uses.

Table B3: Sales History of Parcels Sold Since 2007 and 2010

Block	Percent Sold 2007-2014	Percent Sold 2010-2014	Median sales price per square foot if sold 2007 or later	Median sales price per square foot if sold 2010 or later
3002	31	22	$762,500	$762,500
2001	40	20	$1,325,000	$1,244,000
2003	42	33	$1,074,500	$1,050,000

Source: Dataquick, 2014. These figures refer to all parcels in the area, including non-residential uses.

Table B4: Summary of Parcel Matches and Primary Land Use

Block	Primary Land Use, based on Ground-truthing data	Percent Land Use Matched	Total Number of Units on Block			Percent of Parcels whose Number of Units match between Assessor Data and Visual Observation
			Assessor Data – Dataquick	Visual Observations on Ground-truthing	Census Data: Total Housing Units – 2010	
3002	Multi-family and condos	92%	218	211	231	81%
2001	Multi-family mixed use and condos	70%	167	163	176	42%
2003	Condos and mixed use	93%	150	227	238	89%

Note: Percent Land Use Matched and Percent Units Matched take as their denominator only those parcels for which a land use or number of units was indicated by both assessor data and ground-truth data

[40] Complicating this effort is that the data sets do not have the same set of parcels (Table 1). All data reported from the assessor data (Dataquick) includes all parcels in that set; likewise, all data reported from the ground-truthing data collection includes all parcels in that set (which is based on parcels from Boundary Solutions).

The Mission Ground-Truthing Results

On November 14, 2014, a researcher with the Center for Community Innovation, an organizer at the community group PODER, and a consultant with deep knowledge of the area walked through four blocks in the Mission District, stopping to take notes at each building. The blocks that were observed were: Block 3003 in Tract 228.01, Block 2000 in Tract 208, Block 1007 in Tract 228.03, Block 1004 in Tract 228.03 (Figure B1).

Unmatched Parcels

The ground-truthing exercise is meant to provide an additional set of data to verify conclusions reached through analyzing assessor and Census data. All data reported from the assessor data (Dataquick) includes all parcels in that set; likewise, all data reported from the ground-truthing data collection includes all parcels in that set (which is based on parcels from Boundary Solutions geographic dataset).

Most of the mismatch is not significant enough to skew results; however, three areas of discrepancy are significant. On Block 3003, 15 of the parcels in the assessor data did not appear in the geographic data set. On Block 2000, 29 of the 55 parcels in the assessor data did not appear in the geographic data set. Finally, on Block 1007, almost all of the parcels from the geographic data set did not appear in the assessor data. This is primarily the result of the Dataquick data missing over 40 parcels for the building at 3000 23rd St. In place of those parcels, it had only one, with many units, with a listed use as an apartment building. Likewise for the building at 2652 Harrison St; while the building has 20 parcels/units—condominiums—according to the geographic ground-truthing data, it appears with only one on the Dataquick data. This is almost definitely a glitch in the data or possibly a condo-conversion process that happened after 2013.

Overall Impressions from Ground-Truthing

The uses on the blocks vary: former industrial sites share the block with new condominium developments; unmaintained townhomes sit next to beautiful, recently-renovated townhomes; expensive cafes and grocery stores have popped up next to long-open diners. Besides these signs of transition, an overt sign of gentrification—and community opposition to it—is a sign reading “Evictions” pasted below a “STOP” sign, so that the message was “STOP Evictions.”

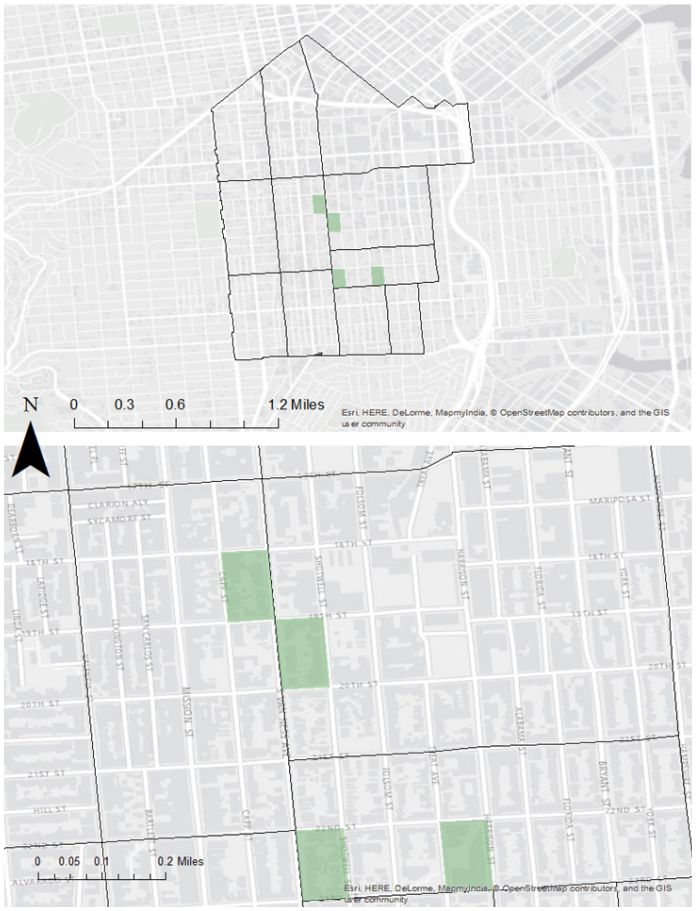

Figure B1: Map of Mission District, with census tracts, and four Ground-Truthing blocks in green.

Table B5: Parcel Mismatch Among Datasets

Block and Census Tract	# assessor parcels matched to ground-truth parcels, of total assessor parcels	# ground-truth parcels matched to assessor parcels, of total ground-truth parcels
Block 3003 Tract 228.01	65 / 81	66 / 70
Block 2000 Tract 208	26 / 55	28 / 31
Block 1007 Tract 228.03	12 / 16	12 / 87
Block 1004 Tract 228.03	37 / 41	39 / 39

All four blocks are mostly residential, with a mix of single-family homes, multi-family rental buildings, and condominium buildings, which are usually newer. There are a few non-residential uses on each block, including some light industry, stores, offices, and one church. The structures are mostly older, though there are some very new buildings. The neighborhood is di-



Figure B2: Bulletin board inside a Laundromat on 18th and Capp Streets

verse in terms of socioeconomic status (judging by a range of businesses) and race (judging by the signs posted in a laundromat and observing pedestrians). Most homes are classic San Francisco Victorian townhouses, while there are about a dozen newly modernized or constructed homes that, for the most part, are condominiums as indicated by their parcel numbers. There were several instances of buildings that had clearly formerly been part of one parcel with one owner, but had been split up in recent years to house multiple families. We could tell this because a building that was once one continuous structure is now host to several different parcel numbers.

Some businesses, due to a low level of maintenance, seem oriented towards residents with lower incomes. For example, a corner café and legal services office fit this description; the latter had signs offering immigration assistance. Other businesses, like a pet store and upscale grocery market, are housed in newly-constructed buildings or have new, recently-developed interiors.

After passing one restaurant, the PODER staff member remarked that it had been there forever, but was now serving both long-time and new residents; businesses are not used exclusively by either old or new residents. This point was made clear when the researcher entered a Laundromat (on 18th Street between Capp and Van Ness, part of Block 2000 in Census Tract 208). On the bulletin board, about 10 flyers were posted (see Figure 2). Several seemed oriented towards Spanish-speaking residents, such as flyers advertising a concert, a dance club, computer services, video and photography services, and a room for rent. Other signs, in English, advertised Capoiera (a Brazilian form of martial arts) classes, a concert, a counseling center, and an exhibit on Modernism at the deYoung museum. From these flyers alone, it is clear this is a mixed neighborhood.

Block-by-Block Analysis

Tables B6 and B7 provide a summary of relevant secondary data for each block, the case study area, and San Francisco overall.

For two variables—land use and number of units—comparisons are made on a parcel-by-parcel basis; only parcels that appear in both data sets are used for this comparison (Table B8). For each block, the total number of units based on three different data sets vary widely, as do the listed number of units for each parcel. Land uses, on the other hand, match fairly well on each block.

Table B6: Sales History and Assessed Value of Residential Parcels

Block	Median Year of Construction	Median Year of Last Sale	Percent Sold 2010-2014	Median Sale Price	Median Sale Price Per Square Foot	Assessed Value Per Square Foot (2013)
3003	1985	2005	29%	$578,500	$491	$465
2000	1903	1999	19%	$697,500	$256	$205
1007	1933	2004	23%	$925,000	$216	$161
1004[41]	1904.5	2007.5	42%	$785,000	$366	$221
Mission	1912	2004	20%	$585,000	$314	$235
SF	1932	2003	21%	$520,000	$337	$277

Source: Dataquick, 2014. These figures refer to all parcels in the area, including non-residential uses.

[41] Assessed value would likely be higher if the assessor data included new condominium buildings on the block.

Table B7: Indicators of Neighborhood Change: Census Data/Demographics
Percentage Change From 2000 - 2010

Block	Population	Number Whites	Number Asians	Number Hispanics	Average Household Size	Number of Family Households	Number of Renter Housing Units
3003	-5%	14%	-22%	-11%	-13%	-12%	72%
2000	-7%	-9%	-12%	-25%	-19%	-12%	383%
1007	81%	111%	1 to 8 residents	-28%	-46%	7%	3700%
1004	-11%	19%	21%	-30%	-15%	-26%	683%
Mission	-5%	16%	7%	-21%	Not available	40%	-6%
SF	4%	-2%	12%	11%	-2%	4%	4%

Source: Decennial Census 2000 and 2010, accessed through NHGIS.

Table B8: Summary of Parcel Matches and Primary Land Use

Block	Primary Land Use, based on Groundtruthing data	Percent Land Use Matched	Total Number of Units on Block			Percent of Parcels whose Number of Units match between Assessor Data and Visual Observation
			Assessor Data – Dataquick	Visual Observations on Groundtruthing	Census Data: Total Housing Units – 2010	
3003	Residential: 50% condo, 21% multi-family	87%	81	134	121	44%
2000	Residential: 42% multi-family, rest condo and single-family	96%	100	85	121	38%
1007	Residential: condo, multi-family	71% (denominator is 7)	32	96	78	38% (denominator is 12)
1004	Residential: 45% multi-family, 38% condo	86%	106	106	111	32%

Note: Percent Land Use Matched and Percent Units Matched take as their denominator only those parcels for which a land use or number of units was indicated by both assessor data and ground-truth data.

Block 3003

This block is changing rapidly, with a very recent median year of last sale (2005), high percentage sold in the last five years (29%), and a median sale price per square foot ($491) that is much higher than in the Mission and San Francisco overall. The buildings on this block are very new, with a median year of construction of 1985, compared to 1912 in the Mission and 1932 in San Francisco. Between 2000 and 2010, the population on this block decreased by 5%; the changes on this block therefore likely have occurred since 2010, which is consistent with 29% of parcels selling between 2010-2014. The demographics of the block have changed, though not dramatically: between 2000 and 2010, there were 14% more whites, 22% fewer Asians, and 11% fewer Hispanic residents.

This block was chosen due to a decrease in the Hispanic population between 2000 and 2010 and a relatively high change in ownership over the last few years. It is also located in the northeast quadrant of the

Mission and so adds geographic diversity to the blocks selected. On the corner of Van Ness and 19th Street, there is a small glass manufacturer, evidence of the neighborhood's historic industrial character. Besides this industrial building and a small legal services office that offered immigration services, the other structures are all housing, with a few more multi-family buildings than the other blocks surveyed. There was a sign about sidewalk repairs on the street.

The block has several signs of recent investment. 67% of the parcels on the block appear "new" or "above average," with 21% of all parcels appearing new. Other signs of investment include: 9 parcels with for-sale signs and 57% of parcels had new or maintained paint. However, there are also signs of disinvestment, with 19% of parcels having peeling or fading paint. In addition, there were some signs of perceived unsafety: 37% of parcels had metal security doors, 11% had security alarm signage, and 20% had signs saying "Beware of Dog" or "No Trespassing."

Overall, the two data sets paint a consistent picture of the block: recent investment, new construction, and significant turnover. The new construction on the block is in line with the high percent of parcels that appear "new" visually; the high percent sold in the last five years, is in line with the 9 for-sale signs observed. The high sale price per square foot aligns with the many signs of investment and almost no signs of disorder or disinvestment.

However, the secondary data misses several things, mainly the continued perception that the area is not safe, evidenced by visual signs like metal security doors and cameras. On the other hand, these could just be standard for new construction. The secondary data also misses the significant public investment on the block.

86% of the land uses for parcels identified by the ground-truthing exercise matched assessor data[42].

[42] Note: Five parcels are listed as "Store/Office Combo" and one is listed as "Miscellaneous Commercial" in the assessor data. Based on the ground-truthing, buildings containing these first-floor non-residential uses were identified. However, the specific parcel these non-residential uses occupy was impossible to tell through the ground-truthing. The 86% matched figure counts these parcels as "matched," since ground-truthing did identify a parcel among several within a structure as having a non-residential use. The percent matching for the other three blocks is derived through similar modifications to the ground-truthing data.

There was no distinct pattern to the parcels that did not match. However, the majority of them did not match because the assessor data did not list a use or (for four parcels), or no use was listed from the ground-truthing exercise; for example, because the building was behind another one and difficult to see. The primary type of residential unit on the block is condominiums, with 50% of parcels. Next was multi-family rental units, with 21% of parcels, and single-family residences with 13% of parcels.

Finally, the assessor data underestimated the total number of units on the block significantly—81 compared to 134 based on ground-truthing. Most buildings have 4 or fewer units, with two larger condominium buildings (16 units and 10 units), according to observations. The parcel data only matched with observed data 30% of the time; almost always, when the parcels' number of units did not match, the assessor data listed fewer units than the ground-truthing revealed. For example, a 10-unit building was listed as having only 1 unit and several 4-unit buildings were listed as only 2 or 3 units, etc.

Block 2000

This block appears to have experienced the least investment of the four blocks visited; it has the lowest median assessed value per square foot ($205), lowest percent sold in 2010-2014 (19%), oldest median year of last sale (1999), and oldest median year of construction (1903), with some of these figures even lower than in San Francisco overall. However, between 2000 and 2010, it experienced a 383% increase in the number of rental housing units and a decrease in the Hispanic population (25%) around the same level as the other blocks.

Like the others, this block was mostly residential. However, it is also host to a casual Salvadoran restaurant and the aforementioned laundromat, a small burger fast food restaurant with a parking lot, a corner café, and a Korean church.

The majority of Block 2000's parcels appeared "average" or "below average" in their level of maintenance. The block had relatively high levels of investment, with no litter or debris, little spray paint or graffiti, and few signs of disorder. In fact, there were 3 signs discouraging disorder on the block. There were, however, some signs of disinvestment, with 25% of parcels having peeling or fading paint. There were multiple signs

of perceived unsafety on the block, including: 47% of parcels had a metal security door, 28% of parcels had a fence intended for safety, and 25% of parcels had security alarm signage.

The two datasets matched in part for this block. In particular, the lower assessed value, less turnover, and less recent construction are consistent with a majority of parcels visually "appearing average" or "below average." While there are signs of investment from the ground-truthing data, they are more the absence of disinvestment than the presence of investment, and therefore the data are consistent with the assessor data. The block does show ones sign of disinvestment: 25% of parcels had peeling or fading paint. Also, perception of safety appears low, which is not revealed by the assessor data.

84% of the land uses for parcels identified by ground-truthing matched assessor data, and where they did not match, it was usually because there was no data on the parcel in the assessor data. Of the parcels, 42% are multi-family rental buildings and the rest are evenly split between condominiums and single-family homes, plus the few stores and the church. Most buildings host only one unit, but two buildings were larger, with 11 and 12 units respectively, based on ground-truthing data. Only 34% of the parcels had matching unit numbers in the assessor data.

Block 1007

This block has had many recent sales, with a median year of sale of 2004, but not a particularly high median price per square foot ($216, relative to $314 in the Mission overall and $277 in San Francisco overall), indicating turnover, but not necessarily investment; this block may be on the cusp of gentrification. The parcel-level analysis here is based on only small subset of the actual parcels on this block, given error in the Dataquick set, so it is difficult to make definitive conclusions about it.

Between 2000 and 2010, the block's overall population increased by 81% and its white population increased by 111%—the highest of the four blocks, the Mission, and San Francisco. It also lost 28% of its Hispanic residents and experienced the largest decrease in average household size (46%), going from 3.26 to 1.77. This block experienced significant demographic change, while residential sales prices were not as expensive as on other blocks.

This block was chosen due to a relatively high change in ownership over the last few years, according to parcel data, demographic change between 2000 and 2010, and its proximity to Parque Niños Unidos, discussed below.

Running through the middle of the block is an empty space where an old train line used to run through the neighborhood. In that space, there was trash and several trucks parked. On one corner, 23rd and Treat, sits a warehouse for a "lighting and grip" company; on another corner, 22nd and Harrison, is an abandoned industrial warehouse. In front of the former was a food truck and several young, Latino men sitting on the corner hanging out.

The rest of the block was mostly single-family houses on tree-lined streets. Two new condo buildings and one apartment building that appeared to be a redeveloped warehouse are on the block, too.

Across Treat Avenue from this block is the Parque Niños Unidos, a park that PODER fought to get built several years ago. The park is nice and well-used. It is possible that some of the new development on this block is related to the park's construction.

On Block 1007, the new condominium buildings—with their large number of parcels—put the percent of parcels that appeared "new" at 89%. There were, however, signs of perceived unsafety: 28% of parcels have fencing for safety purposes, 62% of parcels have security alarm signage, 86% of parcels have security cameras, and 3 signs discouraging disorder.

It is impossible to legitimately compare the assessor data to the ground-truthing data given the huge discrepancy in parcels. However, Census data can be compared. It showed a huge increase in rental units, but that was not at all evident from the ground-truthing. In terms of safety, most parcels had security alarm signage and cameras because of the condominium buildings having these; however, this does not mean that residents are concerned about safety, it may just be a standard feature of a new condominium building.

The block is primarily residential, although it has several buildings that house light industry, retail, or offices in addition to its many condominiums and multi-family rental housing, plus single-family homes, too. The block has 74 parcels that do not appear in the assessor data. These parcels are in three buildings that appear to be condominiums and brand new. Most buildings have fewer than 10 units but three buildings—new condominium developments—have 10, 20, and 44, respectively, based on ground-truthing data.

Block 1004

Of the four blocks, this one had the most turnover in parcels between 2010-2014, with 42% sold, more than twice the figure in the Mission District overall, and the most recent median year of last sale, 2007.5. These sales also had a median price per square foot, at $366, slightly higher than the Mission, at $314. However, there does not appear to be much new construction on the block, given the median year of construction is 1904.5. As with Block 3003, these changes have likely happened since 2010, because the population decreased by 11% between 2000 and 2010. However, over the same period, the block experienced a growth in the number of rental housing units. Between 2000 and 2010, this block experienced the largest decrease in the number of Hispanic residents, losing 30%.

This block was chosen due to a relatively high change in ownership over the last few years, as well as that it was a place where PODER organized against evictions in the early 2000s. This block featured a funky little café at the corner of 23rd and Van Ness and a brand new pet store. It also had several new structures. On Block 1004, the appearance of buildings was a spectrum: 35% "new," 23% "above average," 28% "average," and 10% "below average." Signs of investment include: only 5 parcels had dirty windows, and 23% of parcels had new or maintained paint. Nevertheless, 25% of parcels had peeling or fading paint, 23% of parcels had metal security doors and there was graffiti on a public sign.

The picture painted by both sets of data for this block is that it is right in the middle of changing. Structures' appearance fell across the spectrum, and while many parcels have sold recently, the median price per square foot was not much higher than in the Mission overall, and new construction has been minimal. Each data set presents an ambiguous picture, so it is difficult to compare them.

Broadly, the secondary data sets and ground-truthing data paint similar pictures of change on these four blocks. Where the assessor data is ambiguous or reveals a mix of forces, as with Block 1004, so does the ground-truthing data. On one block (3003), the data sets align in terms of the broad story, but the ground-truthing takes the narrative deeper and reveals continued concerns about safety and significant public investment.

Block 1007 provides a cautionary example. On this block, the assessor dataset was missing a large number of parcels, most of them in two new condominium buildings. Without ground-truthing the block, we would have missed the major impact these buildings have on the feel of the street, and their implications for gentrification in the area. The block is a good example of a place in transition: running through its center there is still a relic of the area's former industrial character, there is a warehouse and some older, poorly-maintained buildings, and yet at the same time, there are several nicer homes, two new condominium buildings, and a new, well-used park across the street.

In terms of comparing data sets, unmatched parcels was a concern for three of four blocks and the number of units recorded per parcel usually did not match. This could be related to the high incidence of condominiums, and the rapid change in the area. On the other hand, land uses consistently matched between ground-truthing and assessor data.

San Jose Ground-Truthing Results

On December 13, 2014, a researcher from the Center for Community Innovation surveyed three blocks in the area: 2015, 2020, and 2021. On January 8, 2015, a different researcher from the Center surveyed block 1007, accompanied by a representative from the San Jose Department of Housing and a consultant with knowledge of the area.

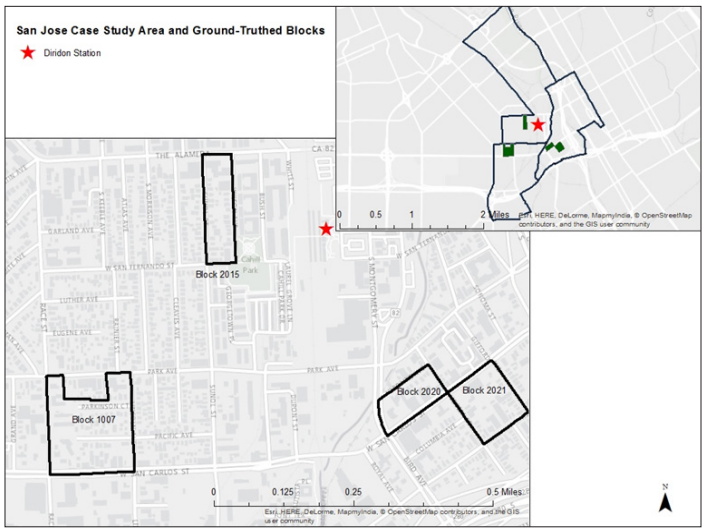

Figure B3: Map of Case Study Area and Ground-Truthed Blocks

Blocks are highlighted in green on the case study map (right) and outlined in black on the zoomed-in map; both feature Diridon Station with a red star.

The ground-truthing exercise is meant to provide an additional set of data to verify conclusions reached through analyzing assessor and Census data. All data reported from the assessor data (Dataquick) includes all parcels in that set; likewise, all data reported from the ground-truthing data collection includes all parcels in that set (which is based on parcels from Boundary Solutions). For two variables—land use and number of units—comparisons are made on a parcel-by-parcel basis; only parcels that appear in both data sets are used for this comparison. Census data is not provided on a parcel level, and so includes all households surveyed by the Census.

On Block 1007, most of the 31 parcels from the assessor data that does not appear in the ground-truth data is due to one condominium building whose parcels did not appear in the dataset used to perform the ground-truthing. Perhaps this building was constructed between 2012 (the last update of the Boundary Solutions dataset used for ground-truthing) and 2014. Tables 10 and 11 provide a summary of relevant secondary data for each block, the case study area, and San Jose overall.

Table B9: Unmatched Parcels

Block and Census Tract	# assessor parcels matched to ground-truth parcels, of total assessor parcels	# ground-truth parcels matched to assessor parcels, of total ground-truth parcels
Block 2015 Tract 5003	3 / 37	0 / 36
Block 2020 Tract 5008	8 / 22	0 / 14
Block 2021 Tract 5008	8 / 31	2 / 28
Block 1007 Tract 5019	31 / 93	16 / 78

Source: Dataquick, 2014

Table B10: Sales History and Assessed Value of Parcels

Block	Median Year of Construction	Median Year of Last Sale	Percent Sold 2010-2014	Median Sale Price of Last Sale	Median Sale Price of Last Sale	Assessed Value Per Square Foot (2013)
2015	1907	2002	19%	$372,750	$201	$215
2020	1924	1995	0%	$300,000	(insufficient data)	$37
2021	1915	2004.5	27%	$270,000	$213	$226
1007	1948	1999.5	20%	$435,000	$339	$157
Diridon Station	2004	2008	37%	$450,000	$351	$301
San Jose	1971	2003	22%	$390,000	$258	$233

Source: Dataquick, 2014. These figures refer to all parcels in the area, including non-residential uses.

Table B11: Indicators of Neighborhood Change: Census Data/Demographics, 2000 -2010

Block	Population Growth (Percentage Change)	Average Household Size (Percentage Change)	Percent Change in Percent White[43]	Percent Change in Percent Hispanic	Percent Change in Percent Family House-holds	Percent Change in Percent Rental Units
2015	20%	47%	14%	99%	38%	-79%
2020	6%	-4%	43%	11%	-20%	-1%
2021	7%	24%	-14%	-17%	-22%	-67%
1007	73%	1%	30%	1%	-29%	5%
Diridon Station	34%	Not available	15%	-28%	-7%	-24%
San Jose	6%	-3%	-20%	11%	-1%	9%

Source: Decennial Census 2000 and 2010, accessed through NHGIS.

Table B12: Summary of Parcel Matches and Primary Land Use Between Assessor and Ground-Truth Data

Block	Primary Land Use, based on Groundtruthing data	Percent Land Use Matched	Total Number of Units on Block			Percent of Parcels whose Number of Units match between Assessor Data and Visual Observation
			Assessor Data (Dataquick)	Visual Observa-tion (Ground-truthing)	Census Data: Total Housing Units – 2010	
2015	Mostly single-family homes	70%	41	44	42	81%
2020	Half single-family detached, half commercial/light industrial	64%	10	8	12	79%
2021	Half single-family detached, half commercial/light industrial	68%	23	35	21	64%
1007	Mix of single-family detached and commercial/in-dustrial uses	81%	115	125	120	53%

Note: Percent Land Use Matched and Percent Units Matched take as their denominator only those parcels for which a land use or number of units was indicated by both assessor data and ground-truth data.

Block 2015

This block appears to be changing, but less recently and less dramatically than Diridon Station overall. Its parcels have a recent median year of last sale (2002); 19% of parcels sold between 2010-2014 (compared to 37% in the case study area); and population increased 20% between 2000 and 2010 (compared with 34% in the case study area).

However, the most dramatic changes on this bock have been inconsistent with gentrification. Its average household size increased 47% from 2000 to 2010, compared with a 3% decrease in San Jose overall. Plus, its share of residents who are Hispanic increased 99% between 2000 and 2010, compared to a 28% decrease in the case study area. Taken together, these changes do not paint a consistent picture of either stability or gentrification.

[43] Note: For the blocks, this figure refers to all Whites of one race, including those that are Hispanic. For the Diridon Station and San Jose figures, it refers to Non-Hispanic Whites. The "Percent Change" figures all compare percentages over time; for example, in Diridon Station, the percent Non-Hispanic White in 2000 was 31%, which increased to 35% in 2010—a 15% change.



New windows being installed through out the whole house.



On-going renovation.

Figure B4: Buildings on Block 2015

The block is just a stone throw away from a CalTrain station. It is mostly residential but with some commercial uses on one side. Residential properties are well maintained and some on-going renovations can be observed. There is a good level of public investment, and the block is also next to a well-maintained public park.

There seems to be some new residents and renters based on a few conversations with residents, including with one young professional who has been renting for two years; he mentioned that the garage on the same parcel has been turned into another unit and a new renter has just moved in. Another was a middle-aged Latina woman who is a long-term resident and said the neighborhood has improved over the years.

It appears to be a safe and fairly affluent neighborhood. Racially, the neighborhood was very mixed. There is a notable Latino population but there were also residents of other races/ethnicities including Indian, black and white, and of various ages. There was Spanish-language music playing out of two passing cars and a few people speaking Spanish. There were dog walkers, runners, and cyclists. There were people standing on porches.

The block has a low level of maintenance, with 64% of parcels appearing "average," and none appearing "new." Signs of investment included: windows in good condition and 25% of parcels have new or maintained paint. Signs of disinvestment included: 22% of parcels have peeling or fading paint. In addition, there was some sign of perceived unsafety: 11% of parcels have metal security doors and 36% of parcels have security alarm signage.

The block has municipal lighting, on-street residential permit parking, bike racks, and is situated next to a nice public park with a playground and basketball court.

Overall, the assessor, Census, and ground-truthing data are roughly consistent. They show a block that is mixed racially and in terms of the quality of its housing; it is neither fully gentrified nor untouched by new investment.





There are also some long-term, owner residents whose houses are more personalized and look lived-in for a long time.

Figure B4: Buildings on Block 2015

Block 2020

This block does not appear to be gentrifying. From the assessor data, it shows almost no recent change: no parcels have sold between 2010 and 2014, and the median year of last sale is 1995. The median sale price was $300,000, not far off from San Jose's $390,000. Census data shows minimal population growth, change in average household size, or change in the portion of units that are renter-occupied between 2000 and 2010. The portion of households that are families decreased 20% and the portion of residents who are white increased 43%, both over the same time frame. It is unclear why the portion of whites increased so much; it is unlikely due to an influx of investment, given the minimal population growth and assessor data.

The block is across a large road from Diridon station and it is difficult to walk to the station. It hosts residential properties as well as some heavy commercial uses, including quite a few car garages on one side of the block and a large packing/shipping store. It appears to be a lower-income block. The properties are well kept.

Residents are mostly Latino, mainly families and appear to have lived on the block for a long time, including one woman who said she had lived there seven years. Many residents were visible on the block, mostly doing house chores. One resident, who had immigrated from Mexico a long time ago, mentioned that the neighborhood hasn't changed much. There were a few cyclists and pedestrians passing through.

The researcher's gut feeling was that this block is unlikely to gentrify as it is pretty run-down and is tucked between two wide busy roads. There was also a small motorcycle fair on the opposite block which was quite loud and seemed disruptive at first; however, there were families with a few young children participating. There was a police patrol car near the block which stayed for a long while.

All parcels were "average" or "below average," split evenly among these two categories. There were no significant signs of investment. The only significant sign of disinvestment was that 36% of parcels have peeling or fading paint. The signs of perceived lack of safety included: 21% of parcels have security alarm signage, and 21% of parcels have "beware of dog," "Private," or "No Trespassing" signs.



Figure B5: Buildings on Block 2020

The assessor data for this block shows minimal gentrification or change, and the ground-truthing data showed the same. The only discrepancy is with the portion of households who are families: while Census data shows this figure decreased, during ground-truthing there appeared to be mostly families living on the block.

Block 2021

This block has experienced recent change consistent with gentrification: 27% of parcels were sold between 2010-2014, the median year of last sale was 2004.5, and the percent of households that were families decreased 22% between 2000 and 2010. However, between 2000 and 2010, the portion of residents who were white decreased by 14%, which is opposite the trend in Diridon Station overall, where the portion white increased 15%.

This block is similar to the above where one block face is commercial use (mainly garages/car repair shops)

but not heavy-duty like on Block 2020. There were a number of Hispanic residents (speaking Spanish) but the racial/ethnic composition appears more mixed than Block 2020, including a few white residents, one black owner resident, and a young Russian couple. The houses are also larger; a handful have Christmas decorations. Houses across one side of the block (Gilford St) appear much nicer and there was some on-going renovation. There were a few properties that shared a very large backyard that seemed to have additional small units and a playground.

Houses across Gilford Street are much nicer, with on-going renovation. Across Josefa Street was a biker fair, a bit loud but fairly orderly, families with young children attended. 19% of parcels had children or toys visible, indicating a high number of family households.





Figure B6: Buildings on Block 2021

41% of parcels were in "average" condition, with another 19% "below average," and only 7% "above average." The block was very middle-of-the-road; there were no significant trends in terms of signs of investment nor disinvestment. Signs of perceived lack of safety were only a few neighborhood watch signs.

Broadly, the assessor, Census, and ground-truthing data are consistent on this block: all show some degree of change and investment. However, the ground-truthing data shows less significant investment than the assessor data.

Block 1007

This block has experienced recent change. The structures were built more recently than the other blocks (median year construction 1948), but show comparable recent turnover (20%, between 2010-2014). This block has a median sale price ($435,000) higher than the other three blocks and San Jose ($390,000), but still lower than the Diridon Station area overall ($450,000). Census data also shows some change, with a 73% population growth between 2000-2010.

The block is mostly residential, however on three sides of it—out of 8, given two dead-end streets that cut into the middle of the block), over half of the buildings are stores, offices, or light industrial uses. Only one building was taller than two stories. The nicest businesses were on Race Street, which was a main street, but still relatively quiet. San Carlos, by contrast, is a major thoroughfare, and its businesses were much more run-down; there was almost no new investment on that stretch.

The stores are mixed between old businesses and new ones; for example, there are several salons, one that had all African-American people in it, one whose workers were all Asian and also did nails, and a third that opened in 2012 and had mostly white people inside. The block hosts many businesses including a used car lot, several restaurants (Cuban, Ethiopian), a laundromat, a flower store, several exercise/dance studios, two tattoo parlors, one store offering drum lessons, a thrift shop, and a Latin American home goods store. Some businesses seemed oriented towards low-income consumers, like a check-cashing store. On top of these uses, the block hosted a handful of parking lots, a junk yard, and, on one lot, both an antique store and an auto body shop.

The block's residential buildings were certainly not all of a kind. There were homes at all levels of maintenance, including some that appeared abandoned and others that appeared recently renovated. Most homes were single-family detached, except for one condominium complex.

The two dead-end streets on their own demonstrate the changing nature of this block and neighborhood. On one, Pacific Avenue, the sidewalk only extended halfway down the street. Most homes were run-down, with unattractive security fences, debris-strewn yards, and dogs. The next dead-end, Parkinson Court, not 500 yards from the first one, looked immediately different. The street is wider, it has a full sidewalk, and no dogs. Most homes were much nicer and better maintained here, including one that was striking for its level of maintenance and landscaping. The photos in Figures 7 and 8 illustrate the contrast between the streets.

Other notable features of the block include:

-The older commercial buildings had cameras and security signs; the newer ones did not.

-According to the representative from the Department of Housing, the area is known for hosting car shops, antique stores, and gyms—which all appeared on this block.

-The block is nestled between two areas the city has identified for its "Urban Villages" program. New development could be seen down a few blocks on San Carlos.

-The area is diverse. Researchers saw people of all races on the block. However, the housing department representative commented that just a few blocks north of Park is much whiter, and west of Race is a really nice neighborhood. So this block seems to be the "edge" of already-completed gentrification.

-There did not appear to be much public investment throughout the block. However, on Park Avenue, bike lanes are coming in soon, which will mean the on-street parking will be gone. Businesses have been concerned about this. San Carlos will also be receiving some public investment soon.

The block has a wide range of levels of maintenance: 2% new, 38% above average, 35% average, 15% below average, and 3% poor. Signs of investment included: 46% of parcels have new or maintained paint, 15% have a new or updated front door, and 15% of parcels



Figure B7: Parkinson Court, with its broad street, sidewalks, and nice homes



Figure B8: A home on Pacific Ave, which was only one block away from Parkinson Court but not as well-maintained, with half the street missing a sidewalk

have fencing for aesthetic purposes. Some signs of disinvestment included: 5 vacant lots, 5 parcels with cracked windows, bars on windows, boarded windows, and/or dirty windows, 26% of parcels have peeling/fading paint, and 17% of parcels have litter or debris. Signs of perceived unsafety included: 21% of parcels have a metal security door, and 15% have signs saying "Beware of dogs," "Private," or "No trespassing."

A stakeholder who toured the blocks with us commented that he expected the block to change more in future years as the development that has been happening just a few blocks away spreads. Here again, the data sets align. Both paint a picture of change, with much

recent investment but still some existing run-down and industrial structures.

Broadly, the secondary data sets and ground-truthing data paint similar pictures of change on these four blocks, showing few signs of gentrification. All four blocks, however, have the potential to gentrify given their proximity to Diridon Station and the many changes happening around them and throughout the case study area. On Block 2021, for example, where secondary data showed many recent sales but ground-truthing data showed minimal investment, perhaps gentrification is just beginning: homes are turning over ownership, demographics are beginning to change, etc, and the physical signs will follow soon.

In terms of comparing data sets, unmatched parcels was not a major problem. However, land uses frequently did not match. While the number of units recorded for each parcel was often unmatched, the total number of parcels on the block according to three data sets were roughly comparable.

Macarthur Station Area Ground-Truthing Results

In Fall 2014, two researchers from the Center for Community Innovation (CCI) surveyed three blocks, Block 3009 in Tract 4011 and Block 2003 in 4010. The ground-truthing exercise is meant to provide an additional set of data to verify conclusions reached through analyzing assessor and Census data. Complicating this effort is that the data sets do not have the same set of parcels. All data reported from the assessor data (Dataquick) includes all parcels in that set; likewise, all data reported from the ground-truthing data collection includes all parcels in that set (which is based on parcels from Boundary Solutions).

Table B13: Parcel Mismatch Among Datasets

Block and Tract	# Parcels in Assessor But Not Ground-truth
Block 3009, Tract 4011	24 / 54
Block 2003, Tract 4010	2 / 45

Table B14: Sales History of Parcels since Construction

Block	Median Year of Construction	Median Year of Last Sale	Median Sale Price	Median Sale Price Per Square Foot
3009	1919	2006	$226,500	$202
2003	1920	2004	$283,000	$209

Source: Dataquick, 2014. These figures refer to all parcels in the area, including non-residential uses.

Table B15: Sales History of Parcels Sold Since 2007 and 2010

Block	Percent Sold 2007-2014	Percent Sold 2010-2014	Median sales price per square foot if sold 2007 or later	Median sales price per square foot if sold 2010 or later
3009	38	18	$258,000	$276,000
2003	31	24	$315,000	$315,000

Source: Dataquick, 2014. These figures refer to all parcels in the area, including non-residential uses.

Table B16: Summary of Parcel Matches and Primary Land Use

Block	Primary Land Use, based on Ground-truthing data	Percent Land Use Matched	Total Number of Units on Block			Percent of Parcels whose Number of Units match between Assessor Data and Visual Observation
			Assessor Data – Dataquick	Visual Observations on Ground-truthing	Census Data: Total Housing Units – 2010	
3009	Multi-family and single-family	48%	150	105	115	17%
2003	Single-family	70%	73	67	72	59%

Note: Percent Land Use Matched and Percent Units Matched take as their denominator only those parcels for which a land use or number of units was indicated by both assessor data and ground-truth data.

Monument Corridor Ground-Truthing Results

On October 26, 2014, two researchers from the Center for Community Innovation (CCI), along with two staff members of Monument Impact (also Monument residents) surveyed three blocks, 1001, 2007 and 1003. On January 15, 2015, one of the CCI researchers and one of the Monument Impact staff members went back to survey a final block, 3005 in Tract 33602.02.[44] The ground-truthing exercise is meant to provide an additional set of data to verify conclusions reached through analyzing assessor and Census data. Complicating this effort is that the data sets do not have the same set of parcels. All data reported from the assessor data (Dataquick) includes all parcels in that set; likewise, all data reported from the ground-truthing data collection includes all parcels in that set (which is based on parcels from Boundary Solutions). For two variables—land use and number of units—comparisons are made on a parcel-by-parcel basis; only parcels that appear in both data sets are used for this comparison.

The largest discrepancy between the two datasets appears in Block 1000. Here, 34 of the 39 parcels from the assessor data that do not appear in the ground-truth data are part of one condominium complex (1790 Ellis Street). The Boundary Solutions data set had a total of 19 parcels at this address – much fewer than the number of parcels at this address in the Assessor Data. While observations were only recorded for the 19 available Boundary Solutions parcel numbers, based on the number of mailboxes, researchers reported 52 units in the complex; this number is closer to the assessor data's record of the number of parcels at 1790 Ellis. A possible explanation for the discrepancy between the Boundary Solutions and Assessor datasets is that a number of units in the complex were converted into condos after Boundary Solutions had last been updated in 2012. The discrepancy may also be some duplicate listings of condos at the 1790 Ellis Street address within the assessor data.

Table B17: Parcel Mismatch Among Datasets

Block and Tract	# Parcels in Assessor But Not Ground-truthed	# Parcels Ground-truthed but not in Assessor data
Block 1001 Tract 3361.01	39 / 87	2 / 51
Block 2007 Tract 3362.01	9 / 29	5 / 27
Block 1003 Tract 3362.02	5 / 52	2 / 51

Table B18: Sales History of Parcels since Construction

Block	Median Year of Construction	Median Year of Last Sale	Median Sale Price	Median Sale Price Per Square Foot
1001	1980	2003	$145,000	$135
2007	1951	2002	$150,000	$142
1003	1956	2003	$202,000	$141
Monument	1964	2004	$159,000	$128
Concord	1954	2002	$225,000	$148

Source: Dataquick, 2014. These figures refer to all parcels in the area, including non-residential uses.

Table B19: Sales History of Parcels Sold Since 2007 and 2010

Block	Percent Sold 2007-2014	Percent Sold 2010-2014	Median sales price per square foot if sold 2007 or later	Median sales price per square foot if sold 2010 or later
1001	41%	30%	$168	$140
2007	43%	29%	$162	$129
1003	43%	24%	$177	$152
Monument	43%	26%	$140	$132
Concord	33%	21%	$196	$193

Source: Dataquick, 2014. These figures refer to all parcels in the area, including non-residential uses.

[44] The ground-truthing data from this block was not used in the evaluation of the assessor data.

Table B20: Indicators of Neighborhood Change: Census Data/Demographics, 2000 -2010

Block (2010 Census)	Population Growth (Percentage Change)	Average Household Size (Percentage Change)	Percent Change in Percent White[45]	Percent Change in Percent Hispanic	Percent Change in Percent Family Households	Percent Change in Percent Rental Units
1001	3.1	12.3	-20.8	40.0	18.5	-2.4
2007	-6.9	6.1	8.9	27.5	13.7	0
1003[46]	N/A	N/A	N/A	N/A	N/A	N/A
1003+1004[47]	22.4	-7.8	16.7	6.4	0	10.1
Monument	6.0	6.9	-39.4	28.6	3.3	0
Concord	69.9	-11.6	-17.4	40.4	-1.5	4.0

Table B21: Census Data/Demographics, 20103

Block (2010 Census)	Population	Average Household Size	Percent White	Percent Hispanic	Family Households	Percent Rental Units
1001	868	3.19	42%	71%	64%	85%
2007	95	3.28	61%	51%	83%	24%
1003	179	3.73	53%	49%	85%	38%
1003+1004	973	3.97	49%	83%	86%	87%
Monument	24,411	3.10	20%	63%	63%	76%
Concord	122,067	2.73	50%	31%	68%	39%

Table B22: Summary of Parcel Matches and Primary Land Use

Block	Primary Land Use, based on Groundtruthing data	Percent Land Use Matched	Total Number of Units on Block			Percent of Parcels whose Number of Units match between Assessor Data and Visual Observation
			Assessor Data – Dataquick	Visual Observations on Ground-truthing	Census Data: Total Housing Units – 2010	
1001	Half single-family detached, half apartment/condo complexes	89% [48]	536	318	301	85%
2007	All single-family detached	95% [49]	29	27	31	100%
1003	Almost all single-family detached	96%	61	50	52	94%

Note: Percent Land Use Matched and Percent Units Matched take as their denominator only those parcels for which a land use or number of units was indicated by both assessor data and ground-truth data.

[45] For the blocks, this figure refers to all Whites of one race, including those that are Hispanic. For the Monument and Concord figures, it refers to Non-Hispanic Whites. The "Percent Change" figures all compare percentages over time; for example, in the Monument, the percent Non-Hispanic White in 2000 was 33%, which decreased to 20% in 2010—a 36% change.

[46] In 2010, the US Census Bureau split the boundaries of the 2000 Census Block in this area (Block 6003) into two separate blocks. Because 2000 Census data could not be parsed to isolate the 2010 block boundary, figures for this block are thus skewed, showing the change between the larger geography of Block 6003 for the year 2000 and only part of this geography (Block 1003), in 2010.

[47] To provide a point of comparison, this row uses combined data for the two 2010 blocks (Blocks 1003 and 1004) that comprised the original 2000 block (Block 6003) and compares it to the census data for the full 2000 block.

[48] This discrepancy is primarily due to parcels classified as multi-family that researchers perceived as single-family while ground-truthing.

[49] The discrepancy between the three data sets appears to be due to an error with the assessor data. Dataquick shows multiple listings of 52 units at 1790 Ellis Street as one parcel, as well as individual listings for each of the units at this address, which results in a much higher unit count than the ground-truthing and census data.

Validity of Assessor Data

The parcel data from the Contra Costa County Assessor's office appears to have a few minor issues. Our comparison of the assessor data to the ground-truthing data shows that most of these issues relate to attached single-family condominiums. In the case of 1790 Ellis Street, each unit (numbered 1 through 52) is recorded only once within the assessor data, but four of the 52 entries list the number of units as 52 rather than 1. Other discrepancies between the assessor data and ground-truthing data can be attributed to differences between the Boundary Solutions shapefile data and the Dataquick dataset, which do not present any problems for the overall research since it only uses the Dataquick dataset. Some discrepancies, primarily those related to differences in land use type, are due to human error in during the ground-truthing process.

Indicators of Gentrification or Displacement Pressure

Notable signs of possible gentrification differ from block to block. On the blocks with primarily single-family homes, these include new paint and other structural upgrades such as new roofing, new windows, and new landscaping that appear to indicate a change in ownership. On the block that had several large multi-family complexes (both apartments and condos), the most visible sign of gentrification was the remodeling of an entire complex, which was confirmed by stakeholder interviews. This interview revealed that residents in this particular building have been displaced due to pressure from the new landlord that has led to attrition.

Broad Observations of the Monument from Ground-Truthing

Residential blocks within the Monument vary greatly in land use type, levels of investment, and demographics. According to Census data some areas observed have a very large Latino majority population, while a few are primarily White. From our field observation, we were only able to identify a few signifiers that seem to confirm these demographics, such as the presence of American flags outside homes, Spanish music overheard from homes, and limited interaction with residents. From what we were able to observe, these majority White blocks appear to be more likely blocks of single-family homes rather than apartments or condos.

Conversations with our ground-truthing partners from Monument Impact reveal that the most vulnerable residents are renters, as the City as a whole has faced significant issues with landlords who fail to respond to tenants concerns (which led to the passage of Concord's bed bug ordinance), engage in intimidation of tenants, and who do not have to be held accountable to a just cause eviction policy. Staff from Monument impact also have observed that many tenants are struggling with regularly increasing rents, with many coping by living together in overcrowded quarters.

Redwood City Ground-Truthing Results

On November 14, two researchers with the Center of Community Innovation performed the ground-truthing. The researchers walked the blocks with three stakeholders familiar with the area.



Figure B9: Map of Redwood City with Ground-truthed Blocks in green

Note: The data from Block 1002 was unusable and so does not appear here.

Table B23: Parcel Mismatch Among Datasets

Block	# assessor parcels matched to ground-truth parcels, of total assessor parcels	# ground-truth parcels matched to assessor parcels, of total ground-truth parcels
Tract 6109 Block 2000	19 / 19	19 / 19
Tract 6102.01 Block 4003	17 / 20	18 / 19
Tract 6102.01 Block 4004	16 / 16	16 / 16

The ground-truthing exercise is meant to provide an additional set of data to verify conclusions reached through analyzing assessor and Census data.

The data sets align well in terms of total number of units (except for the high Census figure) and land uses, but not for the number of units listed for each parcel.

Table B24: Sales History and Assessed Value of Residential Parcels

Area	Median Year of Construction	Median Year of Last Sale	Percent Sold 2010-2013	Median Sale Price	Median Sale Price Per Square Foot	Assessed Value Per Square Foot (2013)
Block 2000	1926	2004	21%	$497,500	$540	$503
Block 4003	1943	2001	15%	$502,000	$189	$239
Block 4004	1944	2000.5	19%	$409,500	Insufficient Data	Insufficient Data
Redwood City	1946	2002	16%	$430,000	$259	$267
San Mateo County	1958	2001	16%	$449,000	$168	$220

Source: Dataquick, 2014

Table B25: Indicators of Neighborhood Change: Census Data/Demographics, 2000 -2010

Area	Population Change (Percentage Change)	Average Household Size (Percentage Change)	Percent Change in Percent White [50]	Percent Change in Percent Hispanic	Percent Change in Percent Black	Percent Change in Percent Family Households	Percent Change in Percent Rental Units
Tract 6109 Block 2000	30%	22%	-41%	48%	-12%	34%	-2%
Tract 6102.01	-38%	-23%	190%	9%	-100% (5 to 0)	-25%	-32%
Block 4003	-0.2%	Not Available	-22%	15%	-2%	2%	-4%
Redwood City	2%	Not Available	-16%	16%	-20%	.3%	.3%
San Mateo County	-5%	16%	7%	-21%	Not available	40%	-6%

Source: US Decennial Census 2000, 2010. Note: Data for Block 4004 not available due to a change in blocks from 2000 to 2010.

Table B26: Summary of Parcel Matches and Primary Land Use

Block	Primary Land Use, based on Groundtruthing data	Percent Land Use Matched	Total Number of Units on Block		Percent of Parcels whose Number of Units match between Assessor Data and Visual Observation
			Assessor Data – Dataquick	Visual Observations on Ground-truthing	
Block 2000	Mix of single-family and multi-family buildings	74%	62	73	53%
Block 4003	Mix of single-family, commercial (mostly auto), and a few mutli-family	70%	13	17	75%
Block 4004	Mix of commercial, single-family and multi-family buildings	88%	96	90	63%

Note: Percent Land Use Matched and Percent Units Matched take as their denominator only those parcels for which a land use or number of units was indicated by both assessor data and ground-truth data.

[50] Note: For the block, this figure refers to all Whites of one race, including those that are Hispanic. For the Redwood City and San Mateo County figures, it refers to Non-Hispanic Whites. The "Percent Change" figures all compare percentages over time.

Block 2000

This block is older than Redwood City overall, with a 1926 median year of construction. Between 2000 and 2010, the block experienced population growth, an increase in average household size, percent families, and percent of people Hispanic; the percent white decreased. These trends are inconsistent with gentrification. However, more recently, it has experienced slightly more sales than Redwood City, with 21% of parcels sold between 2010-2013, and a 2004 median year of last sale. Sales on the block show a remarkably higher price per square foot ($540) than Redwood City ($259) or San Mateo County ($168), though many parcels are missing data so this figure is off. Still, investment is clearly occurring on the block.

About half of the units had an "above average" level of maintenance, while the rest were average (32%), below average, or poor. Some visual clues that suggested this include well-maintained landscape, including fruit trees, new porch furniture, BBQ grills in yard, vegetable gardens. A number of properties have well-maintained/new paint (47%) or a new front door (21%). Several houses appear to have been flipped.
Other signs of investment or disinvestment were not very pronounced; a few buildings showed each of our indicators, but no indicator was present for a majority of parcels. Nearly half of the parcels had litter or debris. This block has more security alarm signs than the above, though only 26% of parcels had them, and there were otherwise few signs of disorder. Together, these signs indicate stability on the block with some recent investment. The data sources are consistent, though from assessor data alone, the block would seem to be more invested-in than the ground-truthing shows, where stability is the more pronounced takeaway.

Block 4003

Between 2000 and 2010, this block experienced population loss, a decrease in average household size, a decrease in family households, and a decrease in the percent rental units; it also experienced a large increase in the percent white. These patterns are consistent with gentrification, though not very dramatic change, except the 190% increase in percent white. In terms of assessor data, the block appears on par with Redwood City and San Mateo County across the board. In recent years, it appears stable and not experiencing much investment.

This block hosts residential and commercial structures. A few of the businesses on the block appear to be operated by Asians or Latinos. About 40% of parcels appear "above average," with a comparable number "average;" the rest are "new" or "below average."
Some signs of investment were observed; 37% of parcels had well-maintained/new paint and/or new front doors. There are signs that these are either long-term residents or owner-residents given the personalized touches to the properties.

There are some neighborhood watch signs, plus security alarm signage on a quarter of parcels, but fencing for safety appears on only two parcels. But signs of disorder or disinvestment are otherwise negligible. The two data sets align to show a stable, minimally-changing block.

Block 4004

On this block, 19% of parcels sold between 2010-2013, indicating high turnover. However, the median sale price on the block, $409,500, is lower than in Redwood City and San Mateo County. Similar to above, this is a mixed-use block with commercial property along one block face. There are signs that some properties are long established family homes. About 40% of parcels appear "above average," with a comparable number "average;" the rest are "below average."
The sidewalks have been recently paved and half of parcels have new or well-maintained paint. Otherwise, there were no notable signs of investment nor disinvestment. Signs of disorder were that a quarter of parcels had 'Beware of Dogs' or 'Private' signs. One Latino man on the block, who was visiting a friend, remarked that he was leaving Redwood City because "it's getting too expensive."

Canal Ground-Truthing Results

On November 11, 2014, a researcher with the Center of Community Innovation performed the ground-truthing in Canal with a representative from Marin Grassroots.

The data sets align well in terms of total number of units (except for the high Census figure) and land uses, but not for the number of units listed for each parcel.

This block is slightly older than the rest of Canal and Marin County, with a median year of construction 10

years earlier than those areas. It also has a higher median sale price than Canal or Marin County, but that figure is in part misleading because several multi-family buildings and expensive single-family homes are pulling up the median.

The structures on this block have a range of levels of maintenance, with 14% new, 29% above average, 43% average, and 14% below average. Signs of investment include: 43% of parcels have new or maintained paint. Signs of disinvestment include: 43% of parcels have litter or debris, and 29% have peeling or fading paint. Signs of perceptions of safety include: 36% of parcels have a metal security doors and 43% have security alarm signage. There seem to be many families on the block, with 43% of parcels having children or toys visible.

The data-sets align for this block. Both paint a picture of a block that is not experiencing rapid change. It is mixed in terms of levels of investment and appears stable.

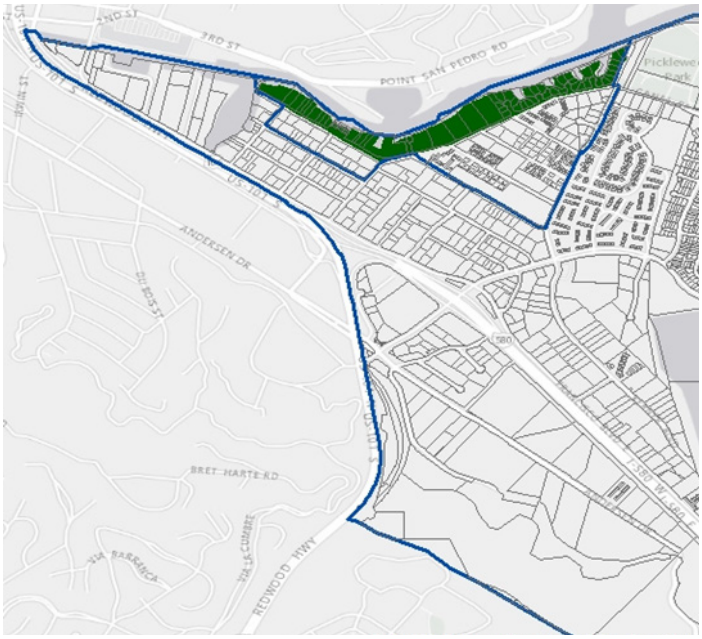

Figure B10: Map of Canal with Ground-truthed Block 1001 (Census Tract 1122.01) in green

Table B27: Sales History and Assessed Value of Residential Parcels

Area	Median Year of Construction	Median Year of Last Sale	Percent Sold 2010-2013	Median Sale Price	Median Sale Price Per Square Foot	Assessed Value Per Square Foot (2013)
Block 1001	1964	2004	21%	$630,000	$253	$258
Canal	1973	2003	19%	$290,000	$204	$162
Marin County	1973	2003	22%	$552,000	$307	$258

Source: Dataquick, 2014

Table B28: Summary of Parcel Matches and Primary Land Use

Block	Primary Land Use, based on Groundtruthing data	Percent Land Use Matched	Total Number of Units on Block			Percent of Parcels whose Number of Units match between Assessor Data and Visual Observation
			Assessor Data – Dataquick	Visual Observations on Ground-truthing	Census Data: Total Housing Units – 2010	
Block 1001	Mixed multi-family and single-family	91%	475	430	548	33%

Note: Percent Land Use Matched and Percent Units Matched take as their denominator only those parcels for which a land use or number of units was indicated by both assessor data and ground-truth data.

East Palo Alto Ground-Truthing Results

On November, 14, 2014, two researchers from the Center for Community Innovation surveyed three blocks in the area: 2018, 4002, and 4003. On January 10, 2015, one of the same researchers, along with three community members, surveyed blocks 2002 and 5010.

Table B29: Total Ground-Truth Parcels

Block and Tract	# Parcels in Ground-truth
Block 2002, Tract 611900	38
Block 2018, Tract 612000	23
Block 4002, Tract 612100	8
Block 4003, Tract 612100	9
Block 5010, Tract 612100	21

Table B30: Sales History and Assessed Value of Residential Parcels

Block	Median Year of Construction	Median Year of Last Sale	Percent Sold 2010-2014	Median Sale Price	Median Sale Price Per Square Foot	Assessed Value Per Square Foot (2013)
2002	1954	2006	28%	243,000	$162.00	$185.00
2018	1950	1999	33%	155,000	$179.00	$176.00
4002	1949	2010	88%	1,130,541	$318.00	$276.00
4003	1952	2010	82%	777,041	$375.00	$241.00
5010	1961	2010	68%	1,890,367	$360.00	$363.00

Source: Dataquick, 2014. These figures refer to all parcels in the area, including non-residential uses.

Table B31: Assessor Data

Block	# Matched Parcels (2004-2014)	Average Change in Improvement to Land Ratio (2004-2014)	% Change Owner Occupancy (Rent to Own or Own to Rent, 2004-2014)	% Sold Since 2012	Average Change in Sq. ft. (2004-2014)
Block 2002	39	-11.7%	17.9%	20.5%	1.8%
Block 2018	23	4.2%	21.7%	17.4%	-2.2%
Block 4002	8	-30.3%	0.0%	0.0%	1.7%
Block 4003	9	-49.1%	22.2%	0.0%	2.4%
Block 5010	21	-36.7%	9.5%	0.0%	2.4%

Source: Dataquick, 2014. These figures refer to all parcels in the area, including non-residential uses.

Table B32: Census Data 2000 - 2010

Block	Population Growth (% change)	Average Household Size (% change)	Percent Change in Percent White	Percent Change in Percent Black	Percent Change in Percent Hispanic	Percent Change in Percent Family Households	Percent Change in Percent Rental Units
East Palo Alto	39.%	-8.5%	1.8%	-9.0%	7.6%	-0.3%	8.6%
Block 2002	26.1%	0%	5%	-12%	14%	-5%	-20%

Source: Census, 2000-2010. Note, the missing blocks did not have consistent borders.

Table B33: Census 2010 Demographics

Block	Population	Average Household Size	Percent White	Percent Black	Percent Hispanic	Percent Family Households	Percent Rental Units
2002	147	4.58	36%	18%	61%	82%	26%
2018	142	4.73	19%	6%	82%	90%	67%
4002	277	4.29	59%	8%	88%	73%	100%
4003	273	3.07	49%	5%	85%	62%	100%
5010	1434	2.92	36%	12%	68%	55%	100%

Source: Census, 2010.

Table B34: Summary of Parcel Matches and Primary Land Use

Block	Primary Land Use, based on Groundtruthing data	Percent Land Use Matched	Total Number of Units on Block		Percent of Parcels whose Number of Units match between Assessor Data and Visual Observation
			Assessor Data – Dataquick	Visual Observations on Ground-truthing	
2002	Single-family residential	100%	39	44	100%
2018	Single-family residential	87%	28	34	96%
4002 & 4003	Multi-family residential	88%	200	155	94%
5010	Multi-family residential	90%	457	517	95%

Note: Percent Land Use Matched and Percent Units Matched take as their denominator only those parcels for which a land use or number of units was indicated by both assessor data and ground-truth data.

Block 2002

The parcels on Block 2002 have a relatively recent median year of last sale (2006), with 28% of parcels being sold between 2010 and 2014. Although this is a high level of sales, and indicates neighborhood change, the median price per square foot is below the 2013 assessed value per square foot, indicating that prices are not going up rapidly in this block. Between 2000 and 2010 there have been relatively large demographic changes on the block, with the Black population decreasing by 12%, while the Hispanic population has increased by 14%. Of additional interest is the 20% decrease in rental units on the block, indicating increased homeownership. Thus, the data indicates that neighborhood is changing, but real estate prices may not be escalating quickly.

Black 2002 is located on the east side of East Palo Alto. The block is 100% single-family residential. While no parcels on the block were considered "new," 54% were deemed "above average" and 32% were considered "average." Thus, the residences were overall well-maintained. No properties on the block were abandoned, for sale or for rent on the block. Residence on the block appeared relatively stable as 89% had permanent blinds or curtains. 24% of the parcels has children/toys visible. In total the block has very few signs of disorder. However, there were a number of signs of perceived unsafety: 74% of parcels have safety fencing, 45% of parcels have security alarm signage, and 16% have "Beware of Dog," "Private" or other trespassing signs. Residents appear to be primarily Latino, although there were also signs of Pacific Island and Asian.

Block 2018

According to the assessor data, there seems to be minimal neighborhood change taking place on this block. The median year of last sale is 1999, although 33% of parcels were sold between 2010 and 2014. The median sale price of parcels is close to the assessed value per square foot, thus housing prices do not appear to be rising quickly. One change on the block is that there has been a change in tenure for 21.7% of parcels on the block.

This block is also located on the east side of highway 101, close to the highway. The primary land use is residential, while there was 1 commercial property. The majority, 54% of parcels were characterized as "average." 25% were considered "below average." The major of parcels were single-family (75%), while 21% were multi-family. 25% of parcels has children toys visible. Stability in the neighborhood was indicated by 0% abandoned properties, 0% for sale and only 4% of properties being "for rent." Signs of investment included: 29% of parcels had vegetable gardens, 25% new or maintained paint and 38% had aesthetic fencing. The only significant sign of disinvestment was that 58% of parcels have peeling or fading paint, while 29% of parcels had some litter or debris. Observed individuals were primarily Black or Hispanic. Safety seemed to be of concern to residents. Signs of perceived safety include: 38% of parcels have security alarm signage, 21% "beware of dog," "Private," or "No Trespassing" signs, 29% have bars on window, 46% have metal security door, and 42% safety fencing.

Blocks 4002 and 4003

These blocks were chosen due to their presence on the west side of Highway 101, and assessor data indicates relatively high levels of neighborhood change. The median year of last sale for parcels was 2010 for both blocks, with over 88% of parcels being sold between 2010 and 2014. Both blocks also had median sale price per square foot which is substantially higher than the assessed value per square foot. This indicates that property values are rising quickly.

Blocks 4002 and 4003 are located on the west side of Highway 101 in East Palo Alto. The blocks are primarily multi-family housing (78%). The remaining parcels are split between single-family and commercial properties, which include a laundromat and a market. All the multifamily housing appeared to be owned by Woodland. Overall, the block had few signs of disorder. The large multifamily buildings on many of properties made it difficult to estimate the number of units present, and also restricted view of individual properties. There were residents of diverse ages and ethnicities on the blocks. Signs of investment included: 72% permanent blinds or curtains and 28% new or maintained paint. Few signs of disinvestment existed: 11% spray paint or graffiti and 17% peeling/fading paint. However, residents did appear to be concerned about safety: 22% of parcels had metal security door, 50% had safety fencing, and 28% had "beware of dog," "Private," or "No Trespassing" signs. Public investment on the block includes well-repaired streets and municipal lighting.

Block 5010

This block had a substantially higher median sale price of all blocks that were ground-truthed. The fact that the blocks median sale price closely aligns with its assessed value per square foot indicates that while prices are high, they may not be increasingly rapidly. Of note is that the block has a -36.7% average change in improvement to land ratio.

On this block the majority of parcels were observed to be "average" (76%), while there were also parcels that were "above average" (19%) and some below average (5%). 75% of parcel on the block are multi-family, while 20% were single-family and 5% were commercial. All apartments on the block are owned by Woodland Development. Due to the high number of multi-family units on the block, the parcels are visually highly uniform making it difficult to gain insight into the people living there. Children toys were visible on 20% of the parcels. There were multiple indications of Hispanic populations on the block, including the commercial establishments. There was a diversity in the residents of the multi-family buildings. There were few signs of disinvestment on the block, yet perceived safety was potentially low: 45% of parcels had "beware of dog," "Private," or "No Trespassing" signs, 55% had metal security door, and 45% safety fencing.

Marin City Ground-Truthing Results

On November 11, a researcher with the Center of Community Innovation performed the ground-truthing analysis in Marin City. The researcher walked the blocks there with Esther Williams, a lifelong resident, and John Young, director of a community organization and former resident, who provided perspective on the buildings and neighborhood.

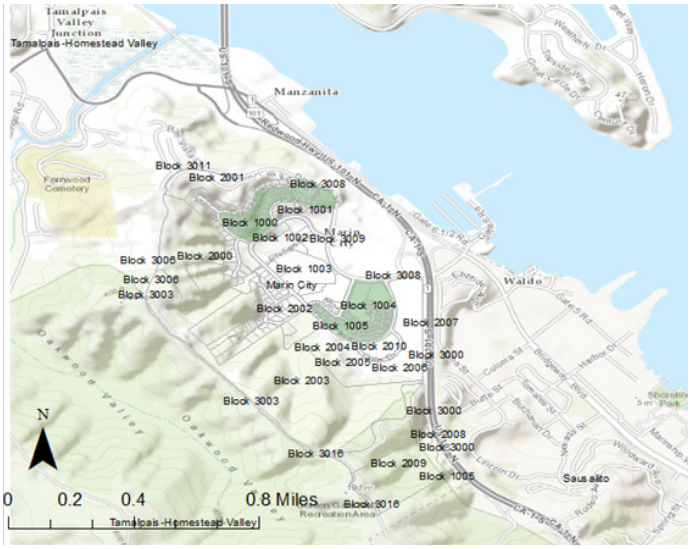

Figure B11: Map of Marin City with three Ground-Truthing blocks in green

Note: All of the blocks fall in Marin County Census Tract 1290.

Table B35: Parcel Mismatch Among Datasets

Block	# assessor parcels matched to ground-truth parcels, of total assessor parcels	# ground-truth parcels matched to assessor parcels, of total ground-truth parcels
1000	31 / 54	32 / 33
1004	38 / 50	38 / 49
1005	33 / 34	34 / 34

Marin City is small—one could probably walk the length of it in 30 minutes or so. With only one road in to the community from Highway 101, it can seem like a cookie-cutter suburb, and parts of it are, like the multiple townhome developments and a standard shopping center in the middle. However, the area is also host to older, diverse homes in the hills and a significant stock of subsidized housing—604 units. Nearly half of these are in a collection of high-rise buildings called Golden Gate Village, which feature great views out on to Richardson Bay, a small inlet of the San Francisco Bay. Driving with Esther around these buildings, the researcher noticed a lot of trash, severely damaged driveways, and dirty, poorly maintained buildings.

People along the route commented that the area was mixed racially and had been stable over time. Throughout the tour of Marin City, Esther and John happened upon nearly a dozen people they knew. These interactions gave the impression that Marin City is not only small geographically, but socially; there seem to be rich social networks in the area.

Table B36: Sales History and Assessed Value of Residential Parcels

Block	Median Year of Construction	Median Year of Last Sale	Percent Sold 2010-2013	Median Sale Price	Median Sale Price Per Square Foot	Assessed Value Per Square Foot (2013)
1000	1965	2005.5	30%	$396,000	$286	$219
1004	1997	2001.5	20%	$245,750	$163	$195
1005	1996	2000.5	26%	$229,000	$154	$197
Marin City	1979	2002.5	21%	$287,500	$207	$193
Marin County	1973	2003	22%	$552,000	$307	$258

Source: Dataquick, 2014

Table B37: Indicators of Neighborhood Change: Census Data/Demographics, 2000-2010

Block	Population Change (Percent Change)	Average Household Size (Percent Change)	Percent Change in Percent White[7]	Percent Change in Percent Hispanic	Percent Change in Percent Black	Percent Change in Percent Family Households	Percent Change in Percent Rental Units
1000	-24%	1%	55%	1085%	-33%	-11%	-5%
1004	62.6%	33%	407%	1715%	-71%	21%	-15%
1005	-85.7%	-15%	16%	-55%	-11%	3%	-74%
Marin City	-6%	Not Available	-25%	88%	0%	11%	17%
Marin County	2%	1%	-7%	40%	-7%	1%	3%

Source: US Decennial Census 2000, 2010. Note: Marin City is defined as Marin County Census Tract 1290.

Table B38: Summary of Parcel Matches and Primary Land Use

Block	Primary Land Use, based on Ground-truthing data	Percent Land Use Matched	Total Number of Units on Block			Percent of Parcels whose Number of Units match between Assessor Data and Visual Observation
			Assessor Data – Dataquick	Visual Observations on Ground-truthing	Census Data: Total Housing Units – 2010	
1000	Single-family residential	74%	81	71	87	65%
1004	Single-family residential	97%	105	104	133	95%
1005	Single-family residential	88%	32	34	33	100%

Note: Percent Land Use Matched and Percent Units Matched take as their denominator only those parcels for which a land use or number of units was indicated by both assessor data and ground-truth data.

Block 1000: Single Family Homes in the Hills

The homes on this block are older than those in Marin City and Marin County, but have the most recent median year of last sale of the three blocks surveyed and the surrounding area; 30% were sold between 2010-2013. These homes also post a higher median sale price per square foot, at $286, compared with $207 in Marin City, though it is still lower than Marin County's $307 figure. Together, these data points indicate recent turnover and investment. This block, up a large hill, is host to older, bigger, more varied single-family homes than those in the "flats" area of Marin City (such as Blocks 1004 and 1005 below) as well as a 21-unit townhouse development and a large cooperative. Here, there were fewer people walking around.
Looking at Census data for the block, it actually lost population between 2000 and 2010, perhaps related to a decrease in the percent of family households. The block also experienced an increase in the percent white and a decrease in the percent black. These changes, except for the population decrease, are consistent with gentrification.

Most parcels (64%) on this block had a level of maintenance of above average, or were new, while the rest were below average or poor. There were not more than a few signs of investment, disinvestment, nor perceptions of safety on this block. The only signs were: 21% of parcels have security alarm signage (some concern about safety) and 24% have fencing for aesthetic purposes (some investment). Public investment on the block included municipal lighting and bus stops. The two data sets paint similar pictures of a block with recent investment and turnover.

Block 1004

This block was almost wholly created in the mid-1990s when the townhouse development was built; this is clear from the median year of construction being 1997. Since construction, the homes have showed only some turnover, with a median year of last sale of 2001.5 and 20% sold between 2010 and 2013. The homes here sell for less than those in the hills on Block 1000, with a median sale price per square foot of $163. Between 2000 and 2010, the block experienced population growth—likely related to an increase in the average household size, which may be related to a dramatic increase in the percent Hispanic, who tend to have larger households—and percent white increased while percent black decreased. So even though there has been only partial change in the last few years, in the ten years prior to that, there was a lot of demographic change.

The homes on this block were in good shape, well maintained and with attractive landscaping. Most homes had signage indicating security systems—Esther reported there have been some robberies—though the area felt very safe. The streets are pleasant, with minimal vehicle traffic and a little activity even on a Tuesday morning; there was always someone walking by. Residents on the street were diverse racially and in terms of age. Passing residents commented that the blocks have been pretty stable in terms of ownership changes; one resident had lived in her home since it was built and said her neighbors had only changed over once in that nearly-20 year period.

In the center of Block 1004 there is a park with a basketball court and open space. It did not seem well-maintained. On the rest of the block there is a church and a large apartment/townhouse complex.

A challenge of the groundtruthing methodology on this block was that most of the homes were nearly identical—in design, but also in terms of upkeep, security signage, etc. These features of the homes are likely not a result of individual residents' investment or disinvestment but of the relative newness of the development overall and the homogeneity of the block. In its sameness, the usual signs of gentrification are difficult to spot. In terms of perception of safety, 41% of parcels had security alarm signage; however, this may be less of an indication of a concern around safety and more related to the townhomes coming standard with security features.

The data sets paint similar pictures: a block that has experienced only some recent change and is mostly stable. However, the Census data is intriguing and unexplained by the ground-truthing.

Block 1005

The assessor data tells a nearly identical story for this block as it did for Block 1004: median year of construction in the mid-90s, median year of last sale a few years later, and 26% sold between 2010-2013, at similar prices as Block 1004.

Census data, on the other hand, is very different than on Block 1004. Population decreased here between 2000-2010, and the percent white increased only slightly, while percent Hispanic decreased instead of increasing. Perhaps these points are different than on Block 1004 because this block does not have a large rental building like Block 1004 does.

Most parcels on this block had an average level of maintenance (66%) with the rest split evenly between above average and below average levels. There are no signs of investment. In terms of disinvestment, 26% of parcels had peeling or fading paint. 50% had security alarm signage, which is likely related to this being standard, as on Block 1004. The only public investment was municipal lighting. As with Block 1004, the assessor and ground-truthing data are aligned, but the demographic change does not tell a clear story.

The secondary data sets and ground-truthing data tell the same basic stories for each block. On one block, 1004, all three data sets are needed to fully understand the changes: assessor data and ground-truthing data together show the stability in owner-occupied housing, while the Census data draws attention to the large demographic shifts; given the assessor data, these are likely explained by changes in the residents of the rental units on the block. Absent any of these three sources, the picture would be incomplete.

In terms of comparing data sets, unmatched parcels was not a major concern. Parcels generally matched in terms of land uses and number of units, and the total number of units was fairly consistent across three data sources.

Finally, the quality and age of buildings was comparably assessed by both methods, while perception of safety and public investment cannot be ascertained from the secondary data sources but only from ground-truthing. The limited number of signs of ethnicity across all blocks made it difficult to ground-truth demographic data.

Appendix C. Additional Methodology and Information for the Mission Case Study

Methodology for Analyzing Proportion of Hispanic-Owned Businesses

We followed a methodology used by researchers at UCLA to analyze changes in Asian-owned businesses in several Los Angeles neighborhoods (Paul M. Ong, Chhandara Pech, Rosalie Ray, 2014). We began with the National Establishment Time-Series database, which includes businesses' opening and closing dates and owners' names. We pulled this data for businesses in the zip code 94110, which contains the 24th Street corridor. We removed any record without a business name and/or officer name and then removed all records except those with an address between 2700 24th Street and 3278 24th Street, which runs from Protero to Mission Streets. We then compared the surnames of each businesses' officer with a list of Hispanic surnames, which we created from a list of all names with 100 or more respondents from the 2000 Census. We created a list of surnames whose percentage of respondents was at least 75% Hispanic. If the name of the business owner was on this Hispanic surname list, we concluded that the business was owned by a Hispanic person.

Public Investment in the Mission District—Additional Detail

Completed Projects

On Folsom Street between 19th and Cesar Chavez Streets, a $5.44 million streetscape improvement project was finished this year to reduce the number of vehicle lanes, add bike lanes, repave streets, add bus bulb-outs, and add trees (City and County of San Francisco Department of Public Works, n.d.-b).

A larger-scale plan for the entire Mission District was developed in 2008 and 2009, when the planning department led a community process to create a streetscape plan as part of the larger Eastern Neighborhoods planning process. A final plan was generated in 2010 that called for "a system of neighborhood streets with

safe and green sidewalks; well-marked crosswalks; widened sidewalks at corners; creative parking arrangements; bike paths and routes; close integration of transit; and roadways that accommodate automobile traffic but encourage appropriate speeds" (San Francisco Planning Department City Design Group, 2009). Overall, these changes would make the streets more accessible to pedestrians, bikers, and users of transit. The total estimated cost of the improvements is $95.5 million (San Francisco Planning Department, 2010).

The plan touches all the main commercial areas in the District, and includes 28 projects that were cleared through the environmental review process. The following projects have been completed:

-Plaza at the 24th St BART station
-Bryant St between 23rd and Cesar Chavez – road diet with new median
-Folsom St. between 17th and 25th – road diet with bike lanes has been created through re-striping street, though the planned median is not built and not in the budget
-Intersection of Mission, Capp, and Cesar Chavez Streets – new plaza

Another project along the southern edge of the Mission district—Cesar Chavez Street—is a streetscape improvement project (City and County of San Francisco Department of Public Works, n.d.-a). The project, which will cost $11.6 million, includes many improvements, such as "widening the center median and installing bulb-outs at intersections and mid-blocks," new trees, drainage improvements, bike lanes, and public plazas (City and County of San Francisco Department of Public Works, n.d.-a). The median and bike improvements are near completion or complete.

Planned Projects

The following projects from the overall Mission District plan are in progress:

-Intersection of Mission and Valencia, the "Green Gateway" – A new plaza should be finished by March 2015 that will include sidewalk widening on west side and will incorporate existing bus stop.
-Intersection of San Jose and Guerrero – The community benefits agreement for a new hospital project in the vicinity includes funding to improve the safety of this intersection.
-Bryant St between 21st and 22nd – The block will be redone starting in November 2014 as a shared street incorporating the public open market previously there.
-Intersection of Dolores St and 18th St – The intersection will be rebuilt, possibly as early as October 2015.

Additional projects remain in the plan, including revamped alleyways parallel to Mission Street for much of its length in the District and median improvements for the major streets in the District.

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Affordable Housing Ordinance

One of the City's housing goals is to encourage the development of housing that is affordable to both renters and owners and for households of all income levels. Inclusionary housing has been one of several tools that cities can use to encourage and expand affordable housing opportunities.

Affordable Housing Documents

- Housing Impact Fees and In-Lieu Fees (PDF)
- Inclusionary Housing Ordinance (PDF)

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Endorsements We need more housing!



In the last three years, only one home has been built for every 26 jobs. This huge disparity has impacts throughout and beyond our sub-region. Local workers who are unable to find housing options in our communities are forced to commute long distances, worsening traffic. Local businesses have difficulty attracting and keeping qualified employees. And low-income families—whose breadwinners work at grocery stores, preschools, and restaurants—are hit the hardest. For families who stay in the county, rising rents force them to double up or to choose between paying for food, medication, or housing. As others move out of the area, the inability to meet housing needs in San Mateo is creating tidal waves of displacement throughout the Bay Area.

HLC works with our members to endorse equitable developments that will create great housing opportunities and prevent displacement. When possible, we work with developers to organize support at planning commission and city council hearings.

HLC will not consider any project for endorsement if it does not include any deed-restricted, below-market-rate units.

How to Apply for Endorsement
Click here to view or download our endorsement application.

Join the Conversation
Our endorsement process is open to all of our members. To get involved, contact Ken Chan (kchan@hlcsmc.org).

Total HLC Endorsed Homes: 17,264

Endorsed Proposals (9,071 proposed homes)

Woodland Park Euclid Improvements – **89** affordable homes, **356** market rate homes in East Palo Alto

One Meadow Glen – **26** affordable homes, **252** market rate homes in Millbrae

803 Belmont – **124** affordable homes, **1** market rate home in Belmont

Block 21 – **12** affordable homes, **99** market rate homes in San Mateo

608 Harbor Blvd. – **16** affordable homes, **87** market rate homes in Belmont

Willow Village – **261** affordable homes, **1486** market rate homes in Menlo Park

Sequoia Station – **225** affordable homes, **525** market rate homes in Redwood City

Bayshore Townhomes – **9** affordable for-sale homes, **51** market rate for-sale homes in Redwood City

Menlo Portal – **48** affordable homes, **287** market-rate homes in Menlo Park

Peninsula Heights – **29** affordable for-sale homes, **262** market-rate for-sale homes in San Mateo

Menlo Uptown – **72** affordable homes, **412** market-rate homes in Menlo Park

Cypress Point – **71** affordable homes in Moss Beach

Brisbane Baylands – **4,400** homes proposed adjacent to the Bayshore Caltrain Station

Syufy Site – **85** affordable homes, **395** market-rate homes in Redwood City

Arguello Street Mixed-Use – **33** affordable homes in Redwood City

JHUSD Serramonte del Rey – **1235** affordable and market rate homes in Daly City

Approved Proposals (8,455 approved homes)

815 Old County Road – **27** affordable homes, **150** market rate homes in Belmont

410 Noor – **34** affordable homes, **304** market rate homes in South San Francisco

Redwood City South Main – **147** affordable homes, **393** market-rate homes in Redwood City

Downtown San Mateo Opportunity Sites – **225** affordable homes in San Mateo

Passage – **73** affordable homes, **888** market-rate homes in San Mateo

Mills Park Center – **65** affordable homes, **362** market-rate homes in San Bruno

Light Tree Apartments – **185** affordable homes in East Palo Alto

Midway Village Revitalization – **555** affordable homes in Daly City

493 Eastmoor Ave – **72** affordable homes, near transit, in Daly City

JUHSD Faculty and Staff Housing – **122** affordable homes for Jefferson Union High School District's faculty and staff in Daly City.

South San Francisco PUC – **158** affordable homes, **642** market-rate homes, on public land, in South San Francisco

Firehouse Square – **66** affordable homes, **16** market-rate homes in Belmont

Artisan Crossing – **38** low-income homes, **212** market-rate homes in Belmont

Broadway Plaza – **120** affordable homes, **400** market-rate homes in Redwood City

Millbrae Gateway – **80** affordable homes, **320** market-rate homes at the Millbrae Caltrain-BART station

Waters Park Development – **19** affordable for-sale homes, **171** market-rate homes in San Mateo

Serra Station – **378** market-rate homes, **66** affordable homes in Millbrae

Bradford Senior Housing – **116** homes in downtown Redwood City

Hillsdale Terraces – **6** units of below-market-rate housing, **74** units of market-rate housing in San Mateo, next to Hillsdale station

Bay Meadows Montara – **68** affordable homes in San Mateo

636 El Camino – **109** affordable homes in South San Francisco

Peninsula Station – **68** affordable homes in San Mateo

2000 S. Delaware Street – **60** affordable homes, **60** affordable workforce homes in San Mateo

San Carlos Transit Village – **20** affordable homes, **182** market-rate homes in San Carlos

Station Park Green – **60** affordable homes, **539** market-rate homes in San Mateo

Pilgrim Triton Master Plan – **155** affordable homes, **650** market-rate homes in Foster City

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RHNA is one of ABAG's many responsibilities to ensure that affordable housing needs are planned for everyone in the Bay Area.

RHNA - Regional Housing Needs Allocation

January 27, 2022 Update

California Department of Housing and Community Development Approves Bay Area's RHNA

The California Department of Housing and Community Development (HCD) has approved the ABAG Regional Housing Needs Allocation (RHNA) Plan, marking the final step of a two-year collaborative process. "We appreciate ABAG's efforts in completing the RHNA process," the agency wrote in its approval letter, issued on January 12, 2022. HCD's approval comes just one month after action by the ABAG Executive Board to approve the Final RHNA, which occurred on December 16, 2021.

HCD required the Bay Area to plan for and revise local zoning to accommodate 441,176 additional housing units during the 2023-31 period. The approved final RHNA plan distributes this requirement among the region's nine counties and 101 cities and towns. "HCD is committed to assisting ABAG's local governments in preparing and implementing updated Housing Elements to effectively address the region's housing need," the agency wrote. "Local governments are encouraged to develop local land use strategies to maximize land resources and encourage affordable housing and a variety of housing types, thus furthering the state's economic, fair housing, and environmental objectives."

Through its Regional Housing Technical Assistance program, ABAG offers a variety of tools and resources to support local governments as they complete their Housing Element updates. These include training webinars and data tools; support for planning collaboratives, peer cohorts and topic-specific working groups; regional support for civic engagement; and access to a bench of pre-qualified consultants. For more information, visit the webpage or send an email to housingta@bayareametro.gov.

Executive Board Adopts Final RHNA Plan

On December 16, 2021, the ABAG Executive Board adopted the Final RHNA Plan: San Francisco Bay Area, 2023-2031, following a public hearing. This is the final step in ABAG's RHNA process that began in October 2019. Each local government in the Bay Area must now update the Housing Element of its general plan and its zoning to demonstrate how it can accommodate its RHNA. Housing Element updates are due to HCD by January 31, 2023.

RHNA Background

California state law recognizes that local governments play a vital role in developing affordable housing. In 1969, the state mandated that all California cities, towns and counties must plan for the housing needs of our residents—regardless of income.

This state mandate is called the Housing Element and Regional Housing Needs Allocation, or RHNA. As part of RHNA, the California Department of Housing and Community Development, or HCD, determines the total number of new homes the Bay Area needs to build—and how affordable those homes need to be—in order to meet the housing needs of people at all income levels.

ABAG, working with the Housing Methodology Committee (HMC), then distributes a share of the region's housing need to each city, town and county in the region. Each local government must then update the Housing Element of its general plan to show the locations where housing can be built and the policies and strategies necessary to meet the community's housing needs.

Visit the HCD website and get the full RHNA details.

ABAG's RHNA Responsibilities

ABAG conducts the RHNA process every eight years as required by state law. The heart of ABAG's work on RHNA is developing the methodology to allocate a portion of housing needs to each city, town, and county in the region. The RHNA is required to meet the five statutory objectives summarized below:

1. Increase housing supply and mix of housing types, with the goal of improving housing affordability and equity in all cities and counties within the region.
2. Promote infill development and socioeconomic equity; protect environmental and agricultural resources; encourage efficient development patterns; and achieve greenhouse gas reduction targets.
3. Improve intra-regional jobs-to-housing relationship, including the balance between low-wage jobs and affordable housing units for low-wage workers in each jurisdiction.
4. Balance disproportionate household income distributions (more high-income allocation to lower-income areas, and vice-versa)
5. Affirmatively further fair housing

RHNA must also be consistent with the growth pattern from the region's long-range plan for transportation, housing, the economy and the environment, known as Plan Bay Area 2050.

The RHNA process has many components, as follows:

Region's Total Housing Need

HCD identifies the number of housing units needed across all income levels for the San Francisco Bay Area for the eight-year RHNA cycle. In a letter dated June 9, 2020, HCD provided ABAG with the Regional Housing Needs Determination (RHND) for the Bay Area:

ABAG Regional Housing Needs Determination from HCD

Income Category	Percent	Housing Unit Need
Very Low	25.9%	114,442
Low	14.9%	65,892
Moderate	16.5%	72,712
Above Moderate	42.6%	188,130
Total	100%	441,176

View the following documents to learn more about the Bay Area's RHND:

- RHND letter from HCD
- ABAG's consultation package to HCD
- RHND Fact Sheet

Housing Methodology Committee

ABAG convened the Housing Methodology Committee (HMC) in October 2019 to advise staff on the methodology to distribute to each local government a fair share of the region's total housing need that was assigned by State HCD. The HMC included local elected officials and staff representing every county as well as regional stakeholders to facilitate sharing of diverse perspectives.

The HMC worked collaboratively to recommend a methodology that advances the five RHNA objectives identified in Housing Element Law and is consistent with the forecasted development pattern from Plan Bay Area 2050, as required by law.

On Friday, September 18, 2020, the HMC recommended a Proposed RHNA Methodology for the San Francisco Bay Area after nearly a year of meetings. The ABAG Regional Planning Committee and Executive Board approved the Proposed RHNA Methodology in October 2020, which was followed by a public comment period.

Local Jurisdiction Survey and Fair Housing Report

By law, ABAG is required to survey its member jurisdictions to gather information to inform the development of the RHNA methodology. Recent legislation also requires ABAG to collect information on jurisdictions' fair housing issues, strategies and actions for achieving fair housing goals. ABAG conducted the survey in early 2020 and compiled a summary of the results. Copies of the surveys submitted by each jurisdiction are available on the Appeals Process page.

Local Jurisdiction and HCD Appeals of Draft Allocations

On May 20, 2021, the ABAG Executive Board approved the Final Regional Housing Needs Allocation (RHNA) Methodology and Draft Allocations. Approval of the Final RHNA Methodology followed the finding in April 2021 by the California Department of Housing and Community Development (HCD) that the Draft RHNA Methodology furthered the RHNA objectives.

Release of the Draft RHNA Allocations initiated the appeals phase of the RHNA process. Local jurisdictions and HCD had until July 9, 2021 to submit an appeal to ABAG requesting a change to

any Bay Area jurisdiction's allocation.

ABAG received 28 appeals from Bay Area jurisdictions by the July 9th deadline. In September and October, the ABAG Administrative Committee conducted a public hearing to consider the appeals and comments received about those appeals.

On November 12, 2021, the ABAG Administrative Committee ratified a written final determination on each appeal. The Committee denied all appeals submitted by local jurisdictions, with the exception of the appeal submitted by the County of Contra Costa. As allowed by Government Code Section 65584.05(e)(1), the Administrative Committee determined that 35 RHNA units should be transferred to the City of Pittsburg, and this transfer of units has been reflected in the Final RHNA Plan. *The appeals process did not affect the allocations for any jurisdictions other than the County of Contra Costa and the City of Pittsburg.*

Visit the Appeals Process page for more details.

Local Housing Element Updates

Once a local government has received its final RHNA from ABAG, it must revise the Housing Element of its general plan and update zoning ordinances to accommodate its portion of the region's housing need. Communities are also required to report their progress to HCD annually. Visit the HCD website for more information about Housing Elements.

Subregions

As part of the RHNA process, local jurisdictions have the opportunity to form a subregion to conduct an allocation process that parallels — but is separate from — the regional process.

Once each subregion receives its share of the total housing need by income, it must meet the same statutory requirements and follow the same steps as the regional allocation process.

Every subregion must develop its own methodology, issue draft allocations to member jurisdictions, conduct the revision and appeal processes, and issue final allocations.

One subregion formed in Solano County for the 2023-2031 RHNA. It includes all jurisdictions in the county. On January 21, 2021, the ABAG Executive Board approved the Final Subregional Share for the Solano Subregion:

Subregion	Very Low	Low	Moderate	Above Moderate	TOTAL
Solano County	2,803	1,612	1,832	4,745	10,992

The Solano Subregion adopted its final RHNA allocations on November 18, 2021. For more information visit the Solano County site.

Questions

Do you have questions about RHNA? Email info@bayareametro.gov.

HCD Evaluation of RHNA | RHNA Processes and Progress Reports | Housing Technical Assistance

AB 101 (2019) directs California Department of Housing and Community Development (HCD) to develop recommendations related to the RHNA process and methodology that promote and streamline housing development and substantially address California's housing shortage. HCD will submit a report on its California's Housing Future 2040: The Next RHNA initiative to the Legislature by December 31, 2023. Opportunities for local governments and other stakeholders to provide input include:

- Public Survey: open until May 12, 2023.
- Sounding Board: non-decision-making committee of technical experts. Members of the public can comment on the topics covered. See HCD's website for agendas.
- Dedicated Email: CAHousingFuture2040@hcd.ca.gov (HCD will consider feedback throughout the process, but appreciates comments by Sept. 15, 2023).

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Adopted Final RHNA Plan – November 2022 Update

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California Department of Housing and Community Development Approves Bay Area's RHNA

January 18, 2022

State Staffs Up to Enforce Housing Mandates

November 22, 2021



Subscribe to the RHNA Mailing List

Join the RHNA mailing list to receive email updates about the initiative and ways to get involved.

SIGN UP

Technical Assistance

The Technical Assistance (TA) Portal has a variety of resources for local agency staff.

LEARN MORE ABOUT THE TA PORTAL.

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RACE

A 'Forgotten History' Of How The U.S. Government Segregated America

May 3, 2017 · 12:47 PM ET
Heard on Fresh Air

Terry Gross

35-Minute Listen

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Federal housing policies created after the Depression ensured that African-Americans and other people of color were left out of the new suburban communities — and pushed instead into urban housing projects, such as Detroit's Brewster-Douglass towers.

Paul Sancya/AP

In 1933, faced with a housing shortage, the federal government began a program explicitly designed to increase — and segregate — America's housing stock. Author Richard Rothstein says the housing programs begun under the New Deal were tantamount to a "state-sponsored system of segregation."



RACE

Historian Says Don't 'Sanitize' How Our Government Created Ghettos

The government's efforts were "primarily designed to provide housing to white, middle-class, lower-middle-class families," he says. African-Americans and other people of color were left out of the new suburban communities — and pushed instead into urban housing projects.

Rothstein's new book, *The Color of Law,* examines the local, state and federal housing policies that mandated segregation. He notes that the Federal Housing Administration, which was established in 1934, furthered the segregation efforts by refusing to insure mortgages in and near African-American neighborhoods — a policy known as "redlining." At the same time, the FHA was subsidizing builders who were mass-producing entire subdivisions for whites — with the requirement that none of the homes be sold to African-Americans.



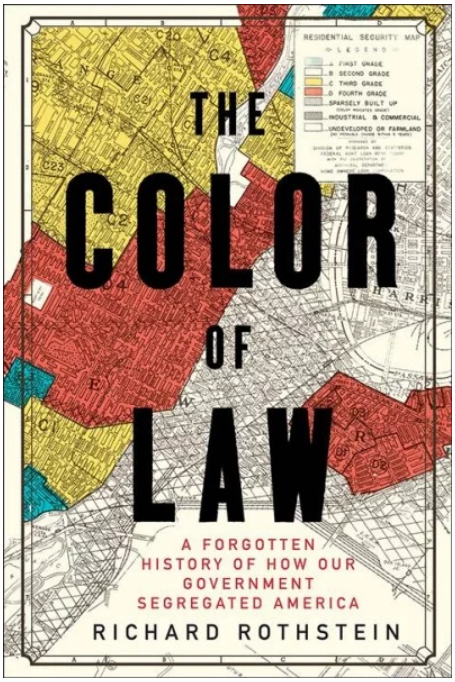
CODE SWITCH

Everyone Pays A Hefty Price For Segregation, Study Says

Rothstein says these decades-old housing policies have had a lasting effect on American society. "The segregation of our metropolitan areas today leads ... to stagnant inequality, because families are much less able to be upwardly mobile when they're living in segregated neighborhoods where opportunity is absent," he says. "If we want greater equality in this society, if we want a lowering of the hostility between police and young African-American men, we need to take steps to desegregate."

Interview Highlights

On how the Federal Housing Administration justified discrimination



The Federal Housing Administration's justification was that if African-Americans bought homes in these suburbs, or even if they bought homes near these suburbs, the property values of the homes they were insuring, the white homes they were insuring, would decline. And therefore their loans would be at risk.

There was no basis for this claim on the part of the Federal Housing Administration. In fact, when African-Americans tried to buy homes in all-white neighborhoods or in mostly white neighborhoods, property values rose because

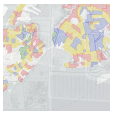
The Color of Law
By Richard Rothstein
PURCHASE

African-Americans were more willing to pay more for properties than whites were, simply because their housing supply was so restricted and they had so many fewer choices. So the rationale that the Federal Housing Administration used was never based on any kind of study. It was never based on any reality.

On how federal agencies used redlining to segregate African-Americans

The term "redlining" ... comes from the development by the New Deal, by the federal government of maps of every metropolitan area in the country. And those maps were color-coded by first the Home Owners Loan Corp. and then the Federal Housing Administration and then adopted by the Veterans Administration, and these color codes were designed to indicate where it was safe to insure mortgages. And anywhere where African-Americans lived, anywhere where African-Americans lived nearby were colored red to indicate to appraisers that these neighborhoods were too risky to insure mortgages.

On the FHA manual that explicitly laid out segregationist policies


THE TWO-WAY
Interactive Redlining Map Zooms In On America's History Of Discrimination

It was in something called the *Underwriting Manual* of the Federal Housing Administration, which said that "incompatible racial groups should not be permitted to live in the same communities." Meaning that loans to African-Americans could not be insured.

In one development ... in Detroit ... the FHA would not go ahead, during World War II, with this development unless the developer built a 6-foot-high wall, cement wall, separating his development from a nearby African-American neighborhood to make sure that no African-Americans could even walk into that neighborhood.

The *Underwriting Manual* of the Federal Housing Administration recommended that highways be a good way to separate African-American from white neighborhoods. So this was not a matter of law, it was a matter of government regulation, but it also wasn't hidden, so it can't be claimed that this was some kind of "de facto" situation. Regulations that are written in law and published ... in the *Underwriting Manual* are as much a de jure unconstitutional expression of government policy as something written in law.

On the long-term effects of African-Americans being prohibited from buying homes in suburbs and building equity

Today African-American incomes on average are about 60 percent of average white incomes. But African-American wealth is about 5 percent of white wealth. Most middle-class families in this country gain their wealth from the equity they have in their homes. So this enormous difference between a 60 percent income ratio and a 5 percent wealth ratio is almost entirely attributable to federal housing policy implemented through the 20th century.

African-American families that were prohibited from buying homes in the suburbs in the 1940s and '50s and even into the '60s, by the Federal Housing Administration, gained none of the equity appreciation that whites gained. So ... the Daly City development south of San Francisco or Levittown or any of the others in between across the country, those homes in the late 1940s and 1950s sold for about twice national median income. They were affordable to working-class families with an FHA or VA mortgage. African-Americans were equally able to afford those homes as whites but were prohibited from buying them. Today those homes sell for $300,000 [or] $400,000 at the minimum, six, eight times national median income. ...

So in 1968 we passed the Fair Housing Act that said, in effect, "OK, African-Americans, you're now free to buy homes in Daly City or Levittown" ... but it's an empty promise because those homes are no longer affordable to the families that could've afforded them when whites were buying into those suburbs and gaining the equity and the wealth that followed from that.



NPR ED

How The Systemic Segregation Of Schools Is Maintained By 'Individual Choices'

The white families sent their children to college with their home equities; they were able to take care of their parents in old age and not depend on their children. They're able to bequeath wealth to their children. None of those advantages accrued to African-Americans, who for the most part were prohibited from buying homes in those suburbs.

On how housing projects went from being for white middle- and lower-middle-class families to being predominantly black and poor

Public housing began in this country for civilians during the New Deal and it was an attempt to address a housing shortage; it wasn't a welfare program for poor people. During the Depression, no housing construction was going on. Middle-class families,

working-class families were losing their homes during the Depression when they became unemployed and so there were many unemployed middle-class, working-class white families and this was the constituency that the federal government was most interested in. And so the federal government began a program of building public housing for whites only in cities across the country. The liberal instinct of some Roosevelt administration officials led them to build some projects for African-Americans as well, but they were always separate projects; they were not integrated. ...

The white projects had large numbers of vacancies; black projects had long waiting lists. Eventually it became so conspicuous that the public housing authorities in the federal government opened up the white-designated projects to African-Americans, and they filled with African-Americans. At the same time, industry was leaving the cities, African-Americans were becoming poorer in those areas, the projects became projects for poor people, not for working-class people. They became subsidized, they hadn't been subsidized before. ... And so they became vertical slums that we came to associate with public housing. ...

The vacancies in the white projects were created primarily by the Federal Housing Administration program to suburbanize America, and the Federal Housing Administration subsidized mass production builders to create subdivisions that were "white-only" and they subsidized the families who were living in the white housing projects as well as whites who were living elsewhere in the central city to move out of the central cities and into these white-only suburbs. So it was the Federal Housing Administration that depopulated public housing of white families, while the public housing authorities were charged with the responsibility of housing African-Americans who were increasingly too poor to pay the full cost of their rent.

Radio producers Sam Briger and Thea Chaloner and Web producers Bridget Bentz and Molly Seavy-Nesper contributed to this story.

Correction

May 3, 2017

A previous version of this story incorrectly spelled Daly City as Daley.

redlining working class housing segregation public housing

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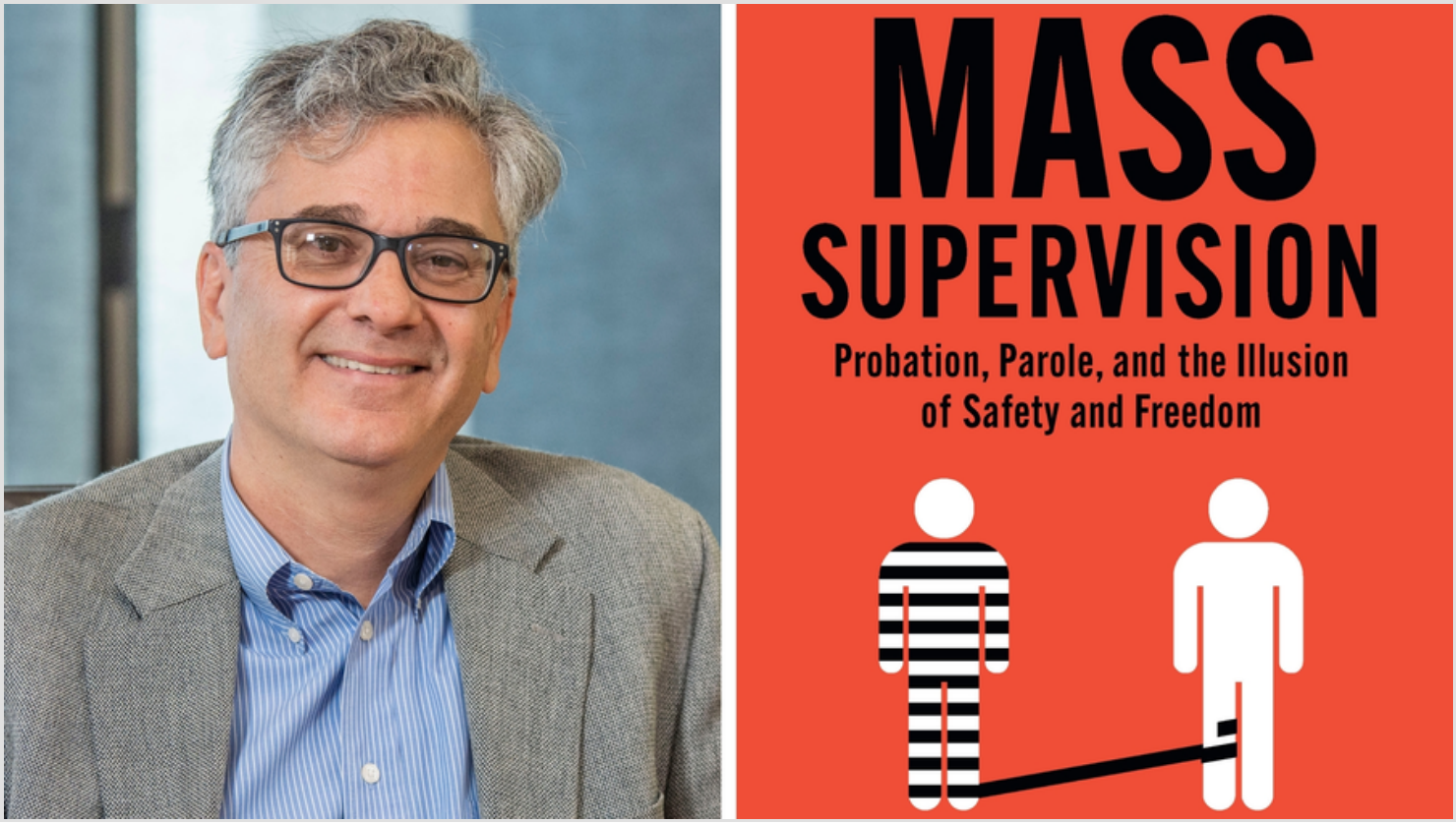

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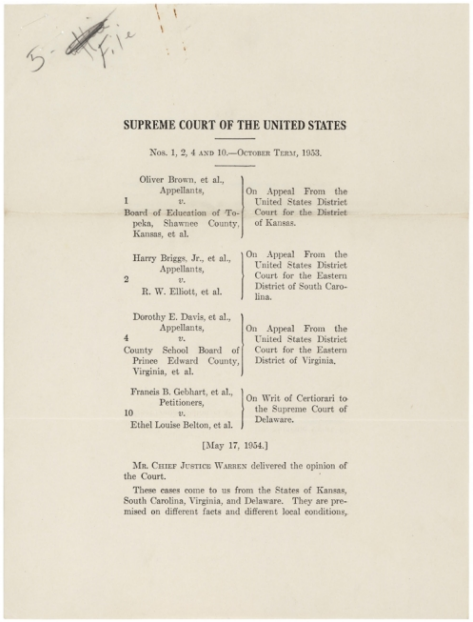
NATIONAL ARCHIVES

Brown v. Board of Education (1954)

In this milestone decision, the Supreme Court ruled that separating children in public schools on the basis of race was unconstitutional. It signaled the end of legalized racial segregation in the schools of the United States, overruling the "separate but equal" principle set forth in the 1896 *Plessy* v. *Ferguson* case.



SUPREME COURT OF THE UNITED STATES

Nos. 1, 2, 4 and 10.—October Term, 1953.

1 — Oliver Brown, et al., Appellants, v. Board of Education of Topeka, Shawnee County, Kansas, et al. — On Appeal From the United States District Court for the District of Kansas.

2 — Harry Briggs, Jr., et al., Appellants, v. R. W. Elliott, et al. — On Appeal From the United States District Court for the Eastern District of South Carolina.

4 — Dorothy E. Davis, et al., Appellants, v. County School Board of Prince Edward County, Virginia, et al. — On Appeal From the United States District Court for the Eastern District of Virginia.

10 — Francis B. Gebhart, et al., Petitioners, v. Ethel Louise Belton, et al. — On Writ of Certiorari to the Supreme Court of Delaware.

[May 17, 1954.]

Mr. Chief Justice Warren delivered the opinion of the Court.

These cases come to us from the States of Kansas, South Carolina, Virginia, and Delaware. They are premised on different facts and different local conditions,

Citation: *Brown* v. *Board of Education of Topeka*, Opinion; May 17, 1954; Records of the Supreme Court of the United States; Record Group 267; National Archives.

View All Pages in the National Archives Catalog

View Transcript

On May 17, 1954, U.S. Supreme Court Justice Earl Warren delivered the unanimous ruling in the landmark civil rights case *Brown* v. *Board of Education of Topeka, Kansas*. State-sanctioned segregation of public schools was a violation of the 14th amendment and was therefore unconstitutional. This historic decision marked the end of the "separate but equal" precedent set by the Supreme Court nearly 60 years earlier in *Plessy* v. *Ferguson* and served as a catalyst for the expanding civil rights movement during the decade of the 1950s.

Arguments were to be heard during the next term to determine just how the ruling would be imposed. Just over one year later, on May 31, 1955, Warren read the Court's unanimous decision, now referred to as *Brown II*, instructing the states to begin desegregation plans "with all deliberate speed."

Despite two unanimous decisions and careful, if vague, wording, there was considerable resistance to the Supreme Court's ruling in *Brown* v. *Board of Education*. In addition to the obvious disapproving segregationists were some constitutional scholars who felt that the decision went against legal tradition by relying heavily on data supplied by social scientists rather than precedent or established law. Supporters of judicial restraint believed the Court had overstepped its constitutional powers by essentially writing new law.

However, minority groups and members of the civil rights movement were buoyed by the *Brown* decision even without specific directions for implementation. Proponents of judicial activism believed the Supreme Court had appropriately used its position to adapt the basis of

the Constitution to address new problems in new times. The Warren Court stayed this course for the next 15 years, deciding cases that significantly affected not only race relations, but also the administration of criminal justice, the operation of the political process, and the separation of church and state.

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SUPREME COURT OF THE UNITED STATES

Brown v. Board of Education, 347 U.S. 483 (1954) (USSC+)

Argued December 9, 1952

Reargued December 8, 1953

Decided May 17, 1954

APPEAL FROM THE UNITED STATES DISTRICT COURT FOR THE DISTRICT OF KANSAS*

Syllabus

Segregation of white and Negro children in the public schools of a State solely on the basis of race, pursuant to state laws permitting or requiring such segregation, denies to Negro children the equal protection of the laws guaranteed by the Fourteenth Amendment --

even though the physical facilities and other "tangible" factors of white and Negro schools may be equal.

(a) The history of the Fourteenth Amendment is inconclusive as to its intended effect on public education.

(b) The question presented in these cases must be determined not on the basis of conditions existing when the Fourteenth Amendment was adopted, but in the light of the full development of public education and its present place in American life throughout the Nation.

(c) Where a State has undertaken to provide an opportunity for an education in its public schools, such an opportunity is a right which must be made available to all on equal terms.

(d) Segregation of children in public schools solely on the basis of race deprives children of the minority group of equal educational opportunities, even though the physical facilities and other "tangible" factors may be equal.

(e) The "separate but equal" doctrine adopted in *Plessy* v. *Ferguson*, 163 U.S. 537, has no place in the field of public education.

(f) The cases are restored to the docket for further argument on specified questions relating to the forms of the decrees.

Opinion

MR. CHIEF JUSTICE WARREN delivered the opinion of the Court.
These cases come to us from the States of Kansas, South Carolina, Virginia, and Delaware. They are premised on different facts and different local conditions, but a common legal question justifies their consideration together in this consolidated opinion.

In each of the cases, minors of the Negro race, through their legal representatives, seek the aid of the courts in obtaining admission to the public schools of their community on a nonsegregated basis. In each instance, they had been denied admission to schools attended by white children under laws requiring or permitting segregation according to race. This segregation was alleged to deprive the plaintiffs of the equal protection of the laws under the Fourteenth Amendment. In each of the cases other than the Delaware case, a three-judge federal district court denied relief to the plaintiffs on the so-called "separate but equal" doctrine announced by this Court in Plessy v. Ferguson, 163 U.S. 537. Under that doctrine, equality of treatment is accorded when the races are provided substantially equal facilities, even though these facilities be separate. In the Delaware case, the Supreme Court of Delaware adhered to that doctrine, but ordered that the plaintiffs be admitted to the white schools because of their superiority to the Negro schools.

The plaintiffs contend that segregated public schools are not "equal" and cannot be made "equal," and that hence they are deprived of the equal protection of the laws. Because of the obvious importance of the question presented, the Court took jurisdiction. Argument was heard in the 1952 Term, and reargument was heard this Term on certain questions propounded by the Court.

Reargument was largely devoted to the circumstances surrounding the adoption of the Fourteenth Amendment in 1868. It covered exhaustively consideration of the Amendment in Congress, ratification by the states, then-existing practices in racial segregation, and the views of proponents and opponents of the Amendment. This discussion and our own investigation convince us that, although these sources cast some light, it is not enough to resolve the problem with which we are faced. At best, they are inconclusive. The most avid proponents of the post-War Amendments undoubtedly intended them to remove all legal distinctions among "all persons born or naturalized in the United States." Their opponents, just as certainly, were antagonistic to both the letter and the spirit of the Amendments and wished them to have the most limited effect. What others in Congress and the state legislatures had in mind cannot be determined with any degree of certainty.

An additional reason for the inconclusive nature of the Amendment's history with respect to segregated schools is the status of public education at that time. In the South, the movement toward free common schools, supported by general taxation, had not yet taken hold. Education of white children was largely in the hands of private groups. Education of Negroes was almost nonexistent, and practically all of the race were illiterate. In fact, any education of Negroes was forbidden by law in some states. Today, in contrast, many Negroes have achieved outstanding success in the arts and sciences, as well as in the business and professional world. It is true that public school education at the time of the Amendment had advanced further in the North, but the effect of the Amendment on Northern States was generally ignored in the congressional debates. Even in the North, the conditions of public education did not approximate those existing today. The curriculum was usually rudimentary; ungraded schools were common in rural areas; the school term was but three months a year in many states, and compulsory school attendance was virtually unknown. As a consequence, it is not surprising that there should be so little in the history of the Fourteenth Amendment relating to its intended effect on public education.

In the first cases in this Court construing the Fourteenth Amendment, decided shortly after its adoption, the Court interpreted it as proscribing all state-imposed discriminations against the Negro race. The doctrine of "separate but equal" did not make its appearance in this Court until 1896 in the case of *Plessy* v. *Ferguson*, supra, involving not education but transportation. American courts have since labored with the doctrine for over half a century. In this Court, there have been six cases involving the "separate but equal" doctrine in the field of public education. In *Cumming* v. *County Board of Education*, 175 U.S. 528, and

Gong Lum v. *Rice*, 275 U.S. 78, the validity of the doctrine itself was not challenged. In more recent cases, all on the graduate school level, inequality was found in that specific benefits enjoyed by white students were denied to Negro students of the same educational qualifications. *Missouri ex rel. Gaines* v. *Canada*, 305 U.S. 337; *Sipuel* v. *Oklahoma*, 332 U.S. 631; *Sweatt* v. Painter, 339 U.S. 629; *McLaurin* v. *Oklahoma State Regents*, 339 U.S. 637. In none of these cases was it necessary to reexamine the doctrine to grant relief to the Negro plaintiff. And in *Sweatt* v. *Painter*, supra, the Court expressly reserved decision on the question whether *Plessy* v. *Ferguson* should be held inapplicable to public education.

In the instant cases, that question is directly presented. Here, unlike *Sweatt* v. *Painter*, there are findings below that the Negro and white schools involved have been equalized, or are being equalized, with respect to buildings, curricula, qualifications and salaries of teachers, and other "tangible" factors. Our decision, therefore, cannot turn on merely a comparison of these tangible factors in the Negro and white schools involved in each of the cases. We must look instead to the effect of segregation itself on public education.

In approaching this problem, we cannot turn the clock back to 1868, when the Amendment was adopted, or even to 1896, when *Plessy* v. *Ferguson* was written. We must consider public education in the light of its full development and its present place in American life throughout the Nation. Only in this way can it be determined if segregation in public schools deprives these plaintiffs of the equal protection of the laws.

Today, education is perhaps the most important function of state and local governments. Compulsory school attendance laws and the great expenditures for education both demonstrate our recognition of the importance of education to our democratic society. It is required in the performance of our most basic public responsibilities, even service in the armed forces. It is the very foundation of good citizenship. Today it is a principal instrument in awakening the child to cultural values, in preparing him for later professional training, and in helping him to adjust normally to his environment. In these days, it is doubtful that any child may reasonably be expected to succeed in life if he is denied the opportunity of an education. Such an opportunity, where the state has undertaken to provide it, is a right which must be made available to all on equal terms.

We come then to the question presented: Does segregation of children in public schools solely on the basis of race, even though the physical facilities and other "tangible" factors may be equal, deprive the children of the minority group of equal educational opportunities? We believe that it does.

In *Sweatt* v. *Painter*, supra, in finding that a segregated law school for Negroes could not provide them equal educational opportunities, this Court relied in large part on "those qualities which are incapable of objective measurement but which make for greatness in a law school." In *McLaurin* v. *Oklahoma State Regents*, supra, the Court, in requiring that a

Negro admitted to a white graduate school be treated like all other students, again resorted to intangible considerations: ". . . his ability to study, to engage in discussions and exchange views with other students, and, in general, to learn his profession." Such considerations apply with added force to children in grade and high schools. To separate them from others of similar age and qualifications solely because of their race generates a feeling of inferiority as to their status in the community that may affect their hearts and minds in a way unlikely ever to be undone. The effect of this separation on their educational opportunities was well stated by a finding in the Kansas case by a court which nevertheless felt compelled to rule against the Negro plaintiffs:

Segregation of white and colored children in public schools has a detrimental effect upon the colored children. The impact is greater when it has the sanction of the law, for the policy of separating the races is usually interpreted as denoting the inferiority of the negro group. A sense of inferiority affects the motivation of a child to learn. Segregation with the sanction of law, therefore, has a tendency to [retard] the educational and mental development of negro children and to deprive them of some of the benefits they would receive in a racial[ly] integrated school system.

Whatever may have been the extent of psychological knowledge at the time of *Plessy* v. *Ferguson*, this finding is amply supported by modern authority. Any language in *Plessy* v. *Ferguson* contrary to this finding is rejected.

We conclude that, in the field of public education, the doctrine of "separate but equal" has no place. Separate educational facilities are inherently unequal. Therefore, we hold that the plaintiffs and others similarly situated for whom the actions have been brought are, by reason of the segregation complained of, deprived of the equal protection of the laws guaranteed by the Fourteenth Amendment. This disposition makes unnecessary any discussion whether such segregation also violates the Due Process Clause of the Fourteenth Amendment.

Because these are class actions, because of the wide applicability of this decision, and because of the great variety of local conditions, the formulation of decrees in these cases presents problems of considerable complexity. On reargument, the consideration of appropriate relief was necessarily subordinated to the primary question -- the constitutionality of segregation in public education. We have now announced that such segregation is a denial of the equal protection of the laws. In order that we may have the full assistance of the parties in formulating decrees, the cases will be restored to the docket, and the parties are requested to present further argument on Questions 4 and 5 previously propounded by the Court for the reargument this Term The Attorney General of the United States is again invited to participate. The Attorneys General of the states

requiring or permitting segregation in public education will also be permitted to appear as amici curiae upon request to do so by September 15, 1954, and submission of briefs by October 1, 1954.

It is so ordered.

* Together with No. 2, *Briggs et al.* v. *Elliott et al.*, on appeal from the United States District Court for the Eastern District of South Carolina, argued December 9-10, 1952, reargued December 7-8, 1953; No. 4, *Davis et al.* v. *County School Board of Prince Edward County, Virginia, et al.* , on appeal from the United States District Court for the Eastern District of Virginia, argued December 10, 1952, reargued December 7-8, 1953, and No. 10, *Gebhart et al.* v. *Belton et al.*, on certiorari to the Supreme Court of Delaware, argued December 11, 1952, reargued December 9, 1953.

The U.S. National Archives and Records Administration
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Welcome to the U.S. Department of Education's Individuals with Disabilities Education Act (IDEA) website, which brings together IDEA information and resources from the Department and our grantees.

Whether you are a student, parent, educator, service provider, or grantee, you are here because you care about children with disabilities and their families and want to find information and explore resources on infants, toddlers, children, and youth with disabilities.

Thank you for visiting the IDEA website. If you have feedback regarding the site, please let us know on our blog.

IDEA Updates

- New OSEP Fast Facts Highlights Children with Intellectual Disability
- OSEP Awards More Than $35 Million for Personnel Preparation and Professional Development-Related Grants
- Transition for All Blog Series: Improving Postsecondary Education and Employment Outcomes
- Blog Series: Final Blog in Discipline Discussion Series, 200+ Resources

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ABOUT IDEA

The Individuals with Disabilities Education Act (IDEA) is a law that makes available a free appropriate public education to eligible children with disabilities throughout the nation and ensures special education and related services to those children.

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Civil Rights Division

Guide to Disability Rights Laws

Last updated: February 28, 2020

This guide provides an overview of Federal civil rights laws that ensure equal opportunity for people with disabilities. To find out more about how these laws may apply to you, contact the agencies and organizations listed below.

Guidance & Resources

Read this to get specific guidance about this topic.

For a beginner-level introduction to a topic, view Topics
For information about the legal requirements, visit Laws, Regulations & Standards

Americans with Disabilities Act (ADA)

The ADA prohibits discrimination on the basis of disability in employment, State and local government, public accommodations, commercial facilities, transportation, and telecommunications. It also applies to the United States Congress.

To be protected by the ADA, one must have a disability or have a relationship or association with an individual with a disability. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment. The ADA does not specifically name all of the impairments that are covered.

ADA Title I: Employment

Title I requires employers with 15 or more employees to provide qualified individuals with disabilities an equal opportunity to benefit from the full range of employment-related opportunities available to others. For example, it prohibits discrimination in recruitment, hiring, promotions, training, pay, social activities, and other privileges of employment. It restricts questions that can be asked about an applicant's disability before a job offer is made, and it requires that employers make reasonable accommodation to the known physical or mental limitations of otherwise qualified individuals with disabilities, unless it results in undue hardship. Religious entities with 15 or more employees are covered under title I.

Title I complaints must be filed with the U. S. Equal Employment Opportunity Commission (EEOC) within 180 days of the date of discrimination, or 300 days if the charge is filed with a designated State or local fair employment practice agency. Individuals may file a lawsuit in Federal court only after they receive a "right-to-sue" letter from the EEOC.

Charges of employment discrimination on the basis of disability may be filed at any U.S. Equal Employment Opportunity Commission field office. Field offices are located in 50 cities throughout the U.S. and are listed in most telephone

directories under “U.S. Government.” For the appropriate EEOC field office in your geographic area, contact:

(800) 669-4000 (voice) (800) 669-6820 (TTY) (844) 234-5122 (VP)
www.eeoc.gov

For information on how to accommodate a specific individual with a disability, contact the Job Accommodation Network at:

(800) 526-7234 (voice) (877) 781-9403 (TTY) askjan.org

ADA Title II: State and Local Government Activities

Title II covers all activities of State and local governments regardless of the government entity’s size or receipt of Federal funding. Title II requires that State and local governments give people with disabilities an equal opportunity to benefit from all of their programs, services, and activities (e.g. public education, employment, transportation, recreation, health care, social services, courts, voting, and town meetings).

State and local governments are required to follow specific architectural standards in the new construction and alteration of their buildings. They also must relocate programs or otherwise provide access in inaccessible older buildings, and communicate effectively with people who have hearing, vision, or speech disabilities. Public entities are not required to take actions that would result in undue financial and administrative burdens. They are required to make reasonable modifications to policies, practices, and procedures where necessary to avoid discrimination, unless they can demonstrate that doing so would fundamentally alter the nature of the service, program, or activity being provided.

Complaints of title II violations may be filed with the Department of Justice within 180 days of the date of discrimination. In certain situations, cases may be referred to a mediation program sponsored by the Department. The Department may bring a lawsuit where it has investigated a matter and has been unable to resolve violations. For more information, contact:

> U.S. Department of Justice Civil Rights Division 950 Pennsylvania Avenue, N.W. Disability Rights Section Washington, D.C. 20530 800-514-0301 (voice) 1-833-610-1264 (TTY) ADA.gov

Title II may also be enforced through private lawsuits in Federal court. It is not necessary to file a complaint with the Department of Justice (DOJ) or any other Federal agency, or to receive a "right-to-sue" letter, before going to court.

ADA Title II: Public Transportation

The transportation provisions of title II cover public transportation services, such as city buses and public rail transit (e.g. subways, commuter rails, Amtrak). Public transportation authorities may not discriminate against people with disabilities in the provision of their services. They must comply with requirements for accessibility in newly purchased vehicles, make good faith efforts to purchase or lease accessible used buses, remanufacture buses in an accessible manner, and, unless it would result in an undue burden, provide paratransit where they operate fixed-route bus or rail systems. Paratransit is a service where individuals who are unable to use the regular transit system independently (because of a physical or mental impairment) are picked up and dropped off at their destinations. Questions and complaints about public transportation should be directed to:

> Office of Civil Rights Federal Transit Administration U.S. Department of Transportation 1200 New Jersey Avenue, SE Washington, D.C. 20590 (888) 446-4511 (voice/relay) www.fta.dot.gov/ada

ADA Title III: Public Accommodations

Title III covers businesses and nonprofit service providers that are public accommodations, privately operated entities offering certain types of courses and examinations, privately operated transportation, and commercial facilities. Public accommodations are private entities who own, lease, lease to, or operate facilities such as restaurants, retail stores, hotels, movie theaters, private schools, convention centers, doctors' offices, homeless shelters, transportation

depots, zoos, funeral homes, day care centers, and recreation facilities including sports stadiums and fitness clubs. Transportation services provided by private entities are also covered by title III.

Public accommodations must comply with basic nondiscrimination requirements that prohibit exclusion, segregation, and unequal treatment. They also must comply with specific requirements related to architectural standards for new and altered buildings; reasonable modifications to policies, practices, and procedures; effective communication with people with hearing, vision, or speech disabilities; and other access requirements. Additionally, public accommodations must remove barriers in existing buildings where it is easy to do so without much difficulty or expense, given the public accommodation's resources.

Courses and examinations related to professional, educational, or trade-related applications, licensing, certifications, or credentialing must be provided in a place and manner accessible to people with disabilities, or alternative accessible arrangements must be offered.

Commercial facilities, such as factories and warehouses, must comply with the ADA's architectural standards for new construction and alterations.

Complaints of title III violations may be filed with the Department of Justice. In certain situations, cases may be referred to a mediation program sponsored by the Department. The Department is authorized to bring a lawsuit where there is a pattern or practice of discrimination in violation of title III, or where an act of discrimination raises an issue of general public importance. Title III may also be enforced through private lawsuits. It is not necessary to file a complaint with the Department of Justice (or any Federal agency), or to receive a "right-to-sue" letter, before going to court. For more information, contact:

> U.S. Department of Justice Civil Rights Division 950 Pennsylvania Avenue, N.W. Disability Rights Section Washington, D.C. 20530 800-514-0301 (voice) 1-833-610-1264 (TTY) ADA.gov

ADA Title IV: Telecommunications Relay Services

Title IV addresses telephone and television access for people with hearing and speech disabilities. It requires common carriers (telephone companies) to establish interstate and intrastate telecommunications relay services (TRS) 24 hours a day, 7 days a week. TRS enables callers with hearing and speech disabilities who use TTYs (also known as TDDs), and callers who use voice telephones to communicate with each other through a third party communications assistant. The Federal Communications Commission (FCC) has set minimum standards for TRS services. Title IV also requires closed captioning of Federally funded public service announcements. For more information about TRS, contact the FCC at:

> Federal Communications Commission 445 12th Street, S.W. Washington, D.C. 20554 (888) 225-5322 (Voice) (888) 835-5322 (TTY) www.fcc.gov/general/disability-rights-office

Telecommunications Act

Section 255 and Section 251(a)(2) of the Communications Act of 1934, as amended by the Telecommunications Act of 1996, require manufacturers of telecommunications equipment and providers of telecommunications services to ensure that such equipment and services are accessible to and usable by persons with disabilities, if readily achievable. These amendments ensure that people with disabilities will have access to a broad range of products and services such as telephones, cell phones, pagers, call-waiting, and operator services, that were often inaccessible to many users with disabilities. For more information, contact:

> Federal Communications Commission 445 12th Street, S.W. Washington, D.C. 20554 (888) 225-5322 (Voice) (888) 835-5322 (TTY) www.fcc.gov/cgb/dro

Fair Housing Act

The Fair Housing Act, as amended in 1988, prohibits housing discrimination on the basis of race, color, religion, sex, disability, familial status, and national origin. Its coverage includes private housing, housing that receives Federal financial assistance, and State and local government housing. It is unlawful to discriminate in any aspect of selling or renting housing or to deny a dwelling to a buyer or renter because of the disability of that individual, an individual associated with the buyer or renter, or an individual who intends to live in the residence. Other covered activities include, for example, financing, zoning practices, new construction design, and advertising.

The Fair Housing Act requires owners of housing facilities to make reasonable exceptions in their policies and operations to afford people with disabilities equal housing opportunities. For example, a landlord with a "no pets" policy may be required to grant an exception to this rule and allow an individual who is blind to keep a guide dog in the residence. The Fair Housing Act also requires landlords to allow tenants with disabilities to make reasonable access-related modifications to their private living space, as well as to common use spaces. (The landlord is not required to pay for the changes.) The Act further requires that new multifamily housing with four or more units be designed and built to allow access for persons with disabilities. This includes accessible common use areas, doors that are wide enough for wheelchairs, kitchens and bathrooms that allow a person using a wheelchair to maneuver, and other adaptable features within the units.

Complaints of Fair Housing Act violations may be filed with the U.S. Department of Housing and Urban Development. For more information or to file a complaint, contact:

> Office of Compliance and Disability Rights Division Office of Fair Housing and Equal Opportunity U.S. Department of Housing and Urban Development 451 7th Street, S.W., Room 5242 Washington, D.C. 20410 (800) 669-9777 (voice) (800) 927-9275 (TTY) https://www.hud.gov/program_offices/fair_housing_equal_opp/disability_main

For questions about the accessibility provisions of the Fair Housing Act, contact Fair Housing Accessibility FIRST at:

(888) 341-7781 (voice/TTY)
https://www.hud.gov/program_offices/fair_housing_equal_opp/accessibility_first_home

For publications, you may call the Housing and Urban Development Customer Service Center at:

(800) 767-7468 (voice/relay)

Additionally, the Department of Justice can file cases involving a pattern or practice of discrimination. The Fair Housing Act may also be enforced through private lawsuits.

Air Carrier Access Act

The Air Carrier Access Act prohibits discrimination in air transportation by domestic and foreign air carriers against qualified individuals with physical or mental impairments. It applies only to air carriers that provide regularly scheduled services for hire to the public. Requirements address a wide range of issues including boarding assistance and certain accessibility features in newly built aircraft and new or altered airport facilities. People may enforce rights under the Air Carrier Access Act by filing a complaint with the U.S. Department of Transportation, or by bringing a lawsuit in Federal court. For more information or to file a complaint, contact:

Aviation Consumer Protection Division, C-75 U.S. Department of Transportation 1200 New Jersey Avenue, S.E. Washington, D.C. 20590 (202) 366-2220 (voice) (202) 366-0511 (TTY) (800) 778-4838 (voice) (800) 455-9880 (TTY) www.transportation.gov/airconsumer/disability

Voting Accessibility for the Elderly and Handicapped Act

The Voting Accessibility for the Elderly and Handicapped Act of 1984 generally requires polling places across the United States to be physically accessible to people with disabilities for federal elections. Where no accessible location is available to serve as a polling place, a political subdivision must provide an alternate means of casting a ballot on the day of the election. This law also requires states to make available registration and voting aids for disabled and elderly voters, including information by TTYs or similar devices. For more information, contact:

> U.S. Department of Justice Civil Rights Division 950 Pennsylvania Avenue, N.W. Voting Section - 4CON 8th Floor Washington, D.C. 20530 (800) 253-3931 (voice/TTY)

National Voter Registration Act

The National Voter Registration Act of 1993, also known as the "Motor Voter Act," makes it easier for all Americans to exercise their fundamental right to vote. One of the basic purposes of the Act is to increase the historically low registration rates of minorities and persons with disabilities that have resulted from discrimination. The Motor Voter Act requires all offices of State-funded programs that are primarily engaged in providing services to persons with disabilities to provide all program applicants with voter registration forms, to assist them in completing the forms, and to transmit completed forms to the appropriate State official. For more information, contact:

> U.S. Department of Justice Civil Rights Division 950 Pennsylvania Avenue, N.W. Voting Section - 4CON 8th Floor Washington, D.C. 20530 (800) 253-3931 (voice/TTY) www.justice.gov/crt/voting-section

Civil Rights of Institutionalized Persons Act

The Civil Rights of Institutionalized Persons Act (CRIPA) authorizes the U.S. Attorney General to investigate conditions of confinement at State and local government institutions such as prisons, jails, pretrial detention centers, juvenile correctional facilities, publicly operated nursing homes, and institutions for people with psychiatric or developmental disabilities. Its purpose is to allow the Attorney General to uncover and correct widespread deficiencies that seriously jeopardize the health and safety of residents of institutions. The Attorney General does not have authority under CRIPA to investigate isolated incidents or to represent individual institutionalized persons.

The Attorney General may initiate civil law suits where there is reasonable cause to believe that conditions are "egregious or flagrant," that they are subjecting residents to "grievous harm," and that they are part of a "pattern or practice" of resistance to residents' full enjoyment of constitutional or Federal rights, including title II of the ADA and section 504 of the Rehabilitation Act. For more information or to bring a matter to the Department of Justice's attention, contact:

> U.S. Department of Justice Civil Rights Division 950 Pennsylvania Avenue, N.W. Special Litigation Section Washington, D.C. 20530 (877) 218-5228 (voice/TTY) https://www.justice.gov/crt/rights-persons-disabilities

Individuals with Disabilities Education Act

The Individuals with Disabilities Education Act (IDEA) (formerly called P.L. 94-142 or the Education for all Handicapped Children Act of 1975) requires public schools to make available to all eligible children with disabilities a free

appropriate public education in the least restrictive environment appropriate to their individual needs.

IDEA requires public school systems to develop appropriate Individualized Education Programs (IEP's) for each child. The specific special education and related services outlined in each IEP reflect the individualized needs of each student.

IDEA also mandates that particular procedures be followed in the development of the IEP. Each student's IEP must be developed by a team of knowledgeable persons and must be at least reviewed annually. The team includes the child's teacher; the parents, subject to certain limited exceptions; the child, if determined appropriate; an agency representative who is qualified to provide or supervise the provision of special education; and other individuals at the parents' or agency's discretion.

If parents disagree with the proposed IEP, they can request a due process hearing and a review from the State educational agency if applicable in that state. They also can appeal the State agency's decision to State or Federal court. For more information, contact:

> Office of Special Education and Rehabilitative Services U.S. Department of Education 400 Maryland Avenue, S.W. Washington, D.C. 20202-7100 (202) 245-7459 (voice/TTY)
> www.ed.gov/about/offices/list/osers/osep

Rehabilitation Act

The Rehabilitation Act prohibits discrimination on the basis of disability in programs conducted by Federal agencies, in programs receiving Federal financial assistance, in Federal employment, and in the employment practices of Federal contractors. The standards for determining employment discrimination under the Rehabilitation Act are the same as those used in title I of the Americans with Disabilities Act.

Section 501

Section 501 requires affirmative action and nondiscrimination in employment by Federal agencies of the executive branch. To obtain more information or to file a complaint, employees should contact their agency's Equal Employment Opportunity Office.

Section 503

Section 503 requires affirmative action and prohibits employment discrimination by Federal government contractors and subcontractors with contracts of more than $10,000. For more information on section 503, contact:

> Office of Federal Contract Compliance Programs U.S. Department of Labor 200 Constitution Avenue, N.W. Washington, D.C. 20210 (800) 397-6251 (voice) (877) 889-5627 (TTY) www.dol.gov/agencies/ofccp

Section 504

Section 504 states that "no qualified individual with a disability in the United States shall be excluded from, denied the benefits of, or be subjected to discrimination under" any program or activity that either receives Federal financial assistance or is conducted by any Executive agency or the United States Postal Service.

Each Federal agency has its own set of section 504 regulations that apply to its own programs. Agencies that provide Federal financial assistance also have section 504 regulations covering entities that receive Federal aid. Requirements common to these regulations include reasonable accommodation for employees with disabilities; program accessibility; effective communication with people who have hearing or vision disabilities; and accessible new construction and alterations. Each agency is responsible for enforcing its own regulations. Section 504 may also be enforced through private lawsuits. It is not necessary to file a

complaint with a Federal agency or to receive a “right-to-sue” letter before going to court.

For information on how to file 504 complaints with the appropriate agency, contact:

> U.S. Department of Justice Civil Rights Division 950 Pennsylvania Avenue, N.W. Disability Rights Section Washington, D.C. 20530 800-514-0301 (voice) 1-833-610-1264 (TTY) ADA.gov

Section 508

Section 508 establishes requirements for electronic and information technology developed, maintained, procured, or used by the Federal government. Section 508 requires Federal electronic and information technology to be accessible to people with disabilities, including employees and members of the public.

An accessible information technology system is one that can be operated in a variety of ways and does not rely on a single sense or ability of the user. For example, a system that provides output only in visual format may not be accessible to people with visual impairments and a system that provides output only in audio format may not be accessible to people who are deaf or hard of hearing. Some individuals with disabilities may need accessibility-related software or peripheral devices in order to use systems that comply with Section 508. For more information on section 508, contact:

> U.S. General Services Administration Office of Enterprise Planning and Governance CIO 508 Coordinator 1800 F Street, N.W. Washington, DC 20405-0001 www.gsa.gov/portal/content/105254
> U.S. Architectural and Transportation Barriers Compliance Board 1331 F Street, N.W., Suite 1000 Washington, DC 20004-1111 800-872-2253 (voice) 800-993-2822 (TTY) www.access-board.gov

Architectural Barriers Act

The Architectural Barriers Act (ABA) requires that buildings and facilities that are designed, constructed, or altered with Federal funds, or leased by a Federal agency, comply with Federal standards for physical accessibility. ABA requirements are limited to architectural standards in new and altered buildings and in newly leased facilities. They do not address the activities conducted in those buildings and facilities. Facilities of the U.S. Postal Service are covered by the ABA. For more information or to file a complaint, contact:

U.S. Architectural and Transportation Barriers Compliance Board 1331 F Street, N.W., Suite 1000 Washington, D.C. 20004-1111 (800) 872-2253 (voice) (800) 993-2822 (TTY) www.access-board.gov

General Sources of Disability Rights Information

ADA Information Line 800-514-0301 (voice) 1-833-610-1264 (TTY)
ADA.gov
ADA National Network (800) 949-4232 (voice/TTY) www.adata.org

Statute Citations

Air Carrier Access Act of 1986 49 U.S.C. § 41705

Implementing Regulation: 14 CFR Part 382

Americans with Disabilities Act of 1990 42 U.S.C. §§ 12101 et seq.

Implementing Regulations: 29 CFR Parts 1630, 1602 (Title I, EEOC) 28 CFR Part 35 (Title II, Department of Justice) 49 CFR Parts 27, 37, 38 (Title II, III, Department of Transportation) 28 CFR Part 36 (Title III, Department of Justice) 47 CFR §§ 64.601 et seq. (Title IV, FCC)

Architectural Barriers Act of 1968 42 U.S.C. §§ 4151 et seq.

Implementing Regulation: 41 CFR Subpart 101-19.6

Civil Rights of Institutionalized Persons Act 42 U.S.C. §§ 1997 et seq.

Fair Housing Amendments Act of 1988 42 U.S.C. §§ 3601 et seq.

Implementing Regulation: 24 CFR Parts 100 et seq.

Individuals with Disabilities Education Act 20 U.S.C. §§ 1400 et seq.

Implementing Regulation: 34 CFR Part 300

National Voter Registration Act of 1993 42 U.S.C. §§ 1973gg et seq.

Section 501 of the Rehabilitation Act of 1973, as amended 29 U.S.C. § 791

Implementing Regulation: 29 CFR § 1614.203

Section 503 of the Rehabilitation Act of 1973, as amended 29 U.S.C. § 793

Implementing Regulation: 41 CFR Part 60-741

Section 504 of the Rehabilitation Act of 1973, as amended 29 U.S.C. § 794

Over 20 Implementing Regulations for federally assisted programs, including: 34 CFR Part 104 (Department of Education) 45 CFR Part 84 (Department of Health and Human Services) 28 CFR §§ 42.501 et seq. Over 95 Implementing Regulations for federally conducted programs, including: 28 CFR Part 39 (Department of Justice)

Section 508 of the Rehabilitation Act of 1973, as amended 29 U.S.C. § 794d

Telecommunications Act of 1996 47 U.S.C. §§ 255, 251(a)(2)

Voting Accessibility for the Elderly and Handicapped Act of 1984 42 U.S.C. §§ 1973ee et seq.

The Americans with Disabilities Act authorizes the Department of Justice (the Department) to provide technical assistance to individuals and entities that have rights or responsibilities under the Act. This document provides informal guidance to assist you in understanding the ADA and the Department's regulations.

This guidance document is not intended to be a final agency action, has no legally binding effect, and may be rescinded or modified in the Department's complete discretion, in accordance with applicable laws. The Department's guidance documents, including this guidance, do not establish legally enforceable responsibilities beyond what is required by the terms of the applicable statutes, regulations, or binding judicial precedent.

Originally issued: October 01, 1996

Last updated: February 28, 2020

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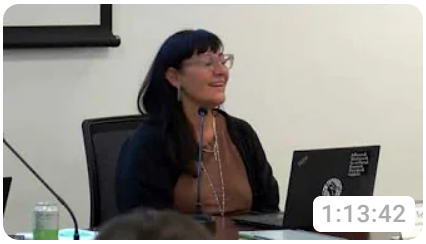

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Board of Trustees Regular Meeting
Jefferson Union HSD
February 06, 2018 5:45PM
Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

1. CALL TO ORDER
Minutes:

The meeting was called to order at 5:45 PM.

2. ROLL CALL
3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

If you wish to address the Board of Trustees regarding a Closed Session item, please complete a blue speaker card, and give it to the secretary.

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

There were no public comments.

4. CLOSED SESSION
Minutes:

Closed session was called to order at 5:51 PM.

4.A. PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE
Recommended Motion:

4.B. RESOLUTION No. 2017-2018/15 RESOLUTION REGARDING REDUCTION IN PARTICULAR KINDS OF SERVICES
Speaker:

Director Thomas

Actions:

Motion
Passed with a motion by Kalimah Salahuddin and a second by Braxton Lethco.

Vote:
Yes Braxton Lethco.
Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Attachments:

Resolution No 2017-2018 15

4.C. CONFERENCE WITH LABOR NEGOTIATORS (§54957.6) Agency Designated Representative: Tina Van Raaphorst, Employee Organizations: AFT Local 1481
4.D. ANTICIPATED LITIGATION - Significant exposure to litigation pursuant to subdivision (b) of Government Code Section 54956.9. Number of potential cases: One.
Speaker:

Associate Superintendent Van Raaphorst

4.E. PUBLIC EMPLOYEE PERFORMANCE EVALUATION (TITLE: SUPERINTENDENT)
5. RECONVENE TO REGULAR SESSION - Approximately 7:00 p.m.
Minutes:

The Board reconvened to Open Session at 7:08 p.m.

6. ROLL CALL
Minutes:

All Board Members present.

7. PLEDGE OF ALLEGIANCE
Minutes:

Held.

8. APPROVAL OF AGENDA
Action:

Actions:

Motion
Motion to approve the agenda as amended. Passed with a motion by Braxton Lethco and a second by Kalimah Salahuddin.

Vote:
Yes Braxton Lethco.
Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Dr. Deloria explained asked the Board to delay the Student of the Month Recognition portion of the meeting until the student arrived as he is delayed due to basketball practice.

9. REPORT OUT OF CLOSED SESSION

Speaker:

President Lie

Minutes:

President Lie reported that the Board voted 5-0 to approve Resolution 2017-18/15 regarding reduction in Particular kinds of services.

10. RECOGNITION AND COMMENDATIONS

10.A. Student of the Month Recognition

Speaker:

Director Basuino

Minutes:

This item took place after Item 13.

Director of Pupil Services, Ms. Basuino, introduced the February Student of the Month, senior from Jefferson High School, Jovi Kyle Diaz. In the ninth grade, Jovi suffered a serious stroke affecting his speech and ability to focus in course. Prior to the stroke, Jovi was an excellent student. He returned to JHS the following fall. He had to learn how to use his left hand since he lost the use of his right-dominated hand. After considerable occupational and speech therapy, he is now again earning A's and B's and has returned to the basketball team. He is well regarded by his teachers and loved by his peers.

Mr. Bashirs, his basketball coach, family and peers are in attendance tonight to recognize Jovi and his accomplishments as JHS Student of the Month. He is truly an inspiration to all of us.

11. COMMUNICATIONS

Minutes:

Dr. Deloria and the Board shared the various events and meetings they attended during the week.

11.A. School Activities Update: Thornton High School

Minutes:

Principal Marenco, ASB Director Rodriguez, and Thornton High School student Christopher Perlera Cruz shared student activities for first semester. Activities included a BBQ, Dress-up Day, Free Hot Cocoa Day and numerous contests and competition.

Future events include V-Day Candy-grams, Spirit Day, Sports Tournaments, and Dodge Ball.

After-school tutoring will continue throughout second semester.

12. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Kalimah Salahuddin and a second by Braxton Lethco.

Vote:
Yes Braxton Lethco.
Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

12.A. PERSONNEL - HUMAN RESOURCES

12.A.1. Personnel

Attachments:

Personnel 2-6-18

12.B. BUSINESS OFFICE

12.B.1. Board Bylaw 9270-Conflict of Interest

Recommended Motion:

It is recommended that the Board adopt Board Bylaw 9270 as presented.

Comments:

BB 9270 was brought to the Board for discussion at the January 16, 2018 Regular Board Meeting and is now brought forward for action.

Attachments:

BB 9270 - Conflict of Interest

12.B.2. AGREEMENTS/CONTRACTS/GRANTS/MOUS

12.B.2.1. Service and Consultant Contract Approvals-Second Harvest Food Bank

Attachments:

Service and Consultant Contract Approvals-Second Harvest Food Bank

12.B.2.2. Lease Agreement - Vahan Derounian dba Homenetmen

Attachments:

Lease Agreement-Vahan Derounian dba Homenetmen

12.B.2.3. MOU with CDBG for Daly City Youth Health Center

Attachments:

MOU with CDBG for Daly City Youth Health Center

12.B.2.4. MOU with Woodlawn Foundation for Daly City Youth Health Center

Attachments:

MOU with Woodlawn Foundation for Daly City Youth Health Center

12.B.2.5. Ascendancy Services Mildred D. Browne

Attachments:

Ascendancy - Mildred Browne

12.C. EDUCATION SERVICES

12.C.1. JUHSD 2016-17 School Accountability Report Cards (SARCs)

Attachments:

2016-17-JHS-SARC-2.1.2018.pdf
2016-17-OHS-SARC-2.1.2018.pdf
2016-17-THS-SARC-2.1.2018.pdf
2016-17-TNHS-SARC-2.1.2018.pdf
2016-17-WHS-SARC-2.1.2018.pdf
JUHSD SARCS Board Memo-2.1.2018.pdf

12.D. ADMINISTRATION

12.D.1. Add BP 1160 Political Processes

Speaker:

Dr. Terry Deloria

Recommended Motion:

Add BP 1160 Political Processes.

Comments:

Currently, the board does not have a policy on political processes. The policy recommended by CSBA provides guidance related to:

1. Ballot Measures/Candidates
2. Legislation
3. Legal Advocacy
4. Political Forums

Attachments:

BP 1160 Political Processes

12.D.2. Adopt Revisions to BP 1114 District-Sponsored Social Media

Speaker:

Dr. Terry Deloria

Recommended Motion:

Add BP 1114 District-Sponsored Social Media.

Comments:

Since the district manages a Twitter account and will soon create a district Facebook page, staff recommends that the attached CSBA-recommended policy and regulation be adopted. Currently, the district does not have this policy or regulation.

Attachments:

BP 1114 District-Sponsored Social Media

12.D.3. Adopt Revisions to BP 1100 Communication with the Public

Speaker:

Dr. Terry Deloria

Recommended Motion:

It is recommended that the Board consider revising BP 1100 Communication with the Public and delete the exhibit.

Comments:

The policy is revised to reflect:

1. Social media as a communication tool
2. Communication access for economically-disadvantaged families

Attachments:

BP 1100 Communication with the Public

12.D.4. Adopt Revisions to BP 1113 District and School Websites

Speaker:

Dr. Terry Deloria

Recommended Motion:

Staff recommends that the board approve the recommended revisions to BP 1113 District and School Web Sites.

Comments:

The board policy has been revised to reflect:

1. the district's practice of posting photo's/videos of students provided there are not photo exclusions on file.

Attachments:

BP 1113 District and School Web Sites

12.D.5. Approve Revisions to BP 1020 Youth Services

Speaker:

Dr. Terry Deloria

Recommended Motion:

Approve Revisions to BP 1020 Youth Services.

Comments:

The policy has been revised to reflect:

1. Board values
2. Formal relationships between the Board and community partners
3. Missing language
4. Designating a district coordinator as appropriate for partnership endeavors
5. Specific language about how approved partnerships access district services or facilities
6. MOU's or written agreements
7. Student privacy and sharing of information with formal partners

Financial Impact:

None.

Attachments:

BP 1020 Youth Services

13. PUBLIC COMMENT

Recommended Motion:

If you wish to address the Board of Trustees, please complete a blue speaker card, and give it to the secretary. If your subject is not on the agenda, the President will recognize you at this time. SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

There were no public comments.

14. DISCUSSION ITEMS

14.A. BUSINESS SERVICES

Speaker:

Associate Superintendent Van Raaphorst

14.A.1. Food Services Strategic Plan

Minutes:

Associate Superintendent Van Raaphorst reminded the Board of the agreement between JUHSD and the Fiscal Crisis and Management Assistance Team (FCMAT) to provide a Food Service Review.

Director of Food Services, Tom Egan, along with members of his team, were present to present the plan that evolved following the food service review. The steering committee for developing a district strategic plan for improved food services met five times and included staff from all schools.

Rita Peppers, Cafeteria Manager, worked on how to best adapt menu to student preferences, including cultural aspects. The team wanted to improve signage, increase speed of service and increase participation by students eligible for free or reduced meals.

Sarah Rune, Cafeteria Manager at JHS, discussed ways to improve staff efficiency by staggering

schedules, more staff training, focus on safety and improving ongoing communication among staff including administration.

Mr. Egan discussed improving administrative systems by monitoring budgets, developing HACCP, connections to the Wellness Committee and monitoring school compliance with Education Code. He also showed some pictures of enhanced menu choices.

Ms. Van Raaphorst shared financial improvements. While it was expected that the district's general fund would need to enhance the federal grant by $250,000, the actual contribution was $180,000. Now that there is a strategic plan, the food services department will continue to improve communication with families, research what students want and provide annual updates to the Board.

Student Trustee Cardoza said the Thanksgiving meal was a hit with students. She asked that we re-visit bringing back after-school snacks in the future. Student Trustee Lipsky mentioned his peers want larger portion sizes and more seasoning.

Attachments:

2018-2023 Food Services Strategic Plan
Food Services Strategic Plan Presentation

14.A.2. Facilities Subcommittee Update

Minutes:

Associate Superintendent Van Raaphorst gave a brief summary of why this subcommittee was formed in December of 2017 and its goals:

1. Plan for a more suitable District Office

2. Plan for future of the Serramonte Del Rey building

3. Plan for future of other potential surplus property

4. Plan for the development a District Facilities Master Plan/Vision

5. Explore new and improved Joint Use Agreements

The subcommittee members includes two Board members, Mr. Lie and Mr. Lethco, Dr. Deloria, Ms. Van Raaphorst, Mr. Peppers, Ms. Phillips, and Ms. Gnusti.

The Subcommittee met with three consultant firms, later narrowed down to two to bring proposals forward including:

-Workforce Housing

-Serramonte Del Rey/District Office

-Potential surplus property

-Facilities Master Plan

Next steps include bringing an agreement with Brookwood for the above work to the Board on March 6. Staff will also work with a space planner, Artik, to continue to explore short-term housing options for district office staff. Staff is also considering renting space at the medical office building on district property. Should the current district office be vacated a plan to notify tenants will need to occur by April for lease renewals.

14.B. ADMINISTRATION

Speaker:

Dr. Terry Deloria

14.B.1. Consider Revising BP/AR 1230 School-Connected Organizations

Recommended Motion:

Minutes:

Dr. Deloria explained the need for this Policy and how it is being updated to clarify the relationship between the District and school-connected organizations such as a booster clubs, parent-teacher organizations, and other non-student organizations.

Once approved, Ms. Basuino will work with the schools and grandfather in all existing organizations provided required paperwork is submitted.

Comments:

The policy is updated to clarify the relationship between the district and a school-connected organization, such as a booster club, parent-teacher organization, or other nonstudent organization. It also adds material regarding the establishment of such organizations as separate legal entities subject to their own bylaws and rules, delegates the responsibility to approve organizations' fundraisers to the superintendent or designee, and reflects legal requirement that donations and participation in fundraising activities be voluntary. Specifically:

1. Definition is used to clarify terminology
2. Written more succinctly and comprehensively
3. Reflects Board values
4. Required
5. Required
6. Required
7. Missing from previous updates
8. Redundant
9. Required (ACLU, State Constitution)

The regulation adds authority of the district to revoke an organization's authorization to conduct activities in the district when necessary, and adds rules designed to maintain the organization's status as a separate entity from the district based on recommendations in the Fiscal Crisis and Management Assistance Team's guidebook updated in 2015. Specifically:

1. Missing information regarding authority of Board to investigate
2. Missing language on renewal
3. FCMAT-required
4. Covered in other policy

Attachments:

AR 1230 School-Connected Organizations
BP 1230 School-Connected Organizations

14.B.2. Consider Revising BP 1250 and Adding AR 1250 Visitors/Outsiders

Minutes:

Dr. Deloria explained that this policy deals with how we monitor visitors and outsiders on school campuses. The policy is up to date with the exception of one line which is now included in the suggested revised Policy.

Comments:

BP 1250 Visitors/Outsiders has been revised to reflect the principal's decision on permitted dates and times a sex offender may be on campus.

AR 1250 Visitors/Outsiders is a new regulation.

Attachments:

AR 1250
BP 1250

14.B.3. Consider Adding BP/AR 1312.1 Complaints Concerning District Employees

Minutes:

Dr. Deloria explained that the new regulation enumerates the steps school and district leaders will take to promote the prompt and fair resolution of complaints concerning district employees. It also directs that any complaint of child abuse or neglect be reported in accordance with law.

Comments:

This new policy establishes the means by which certain complaints against employees (those not covered by 1312.3 Uniform Complaint Procedures) are to be handled. The new regulation enumerates the steps school and district leaders will take to promote the prompt and fair resolution of complaints concerning district employees. It also directs that any complaint of child abuse or neglect be reported in accordance with law.

Attachments:

AR 1312.1
BP 1312.1

14.B.4. Consider Adding BP/AR 1312.2 Complaints Concerning Instructional Materials

Minutes:

Dr. Deloria explained that this Policy is separate from the Williams complaint procedure. This relates to how a member of our community would issue a complaint regarding instruction materials and how staff would resolve that complaint.

Comments:

Currently, the Board does not have a policy or regulation related to investigating and handling complaints related to instructional materials. BP/AR 1312.2 would be used for Non-Williams complaints.

Attachments:

AR 1312.2
BP 1312.2

14.B.5. Consider Revising BP/AR 1312.3 Uniform Complaint Procedures (UPC)

Minutes:

Dr. Deloria advised that this policy has been in existence but was revised to reflect additional procedures as mandated.

Comments:

The policy is revised to reflect:

1. accommodations for lactating students (AB 302, 2015), educational rights of foster youth and homeless students (AB 379, 2015), assignment of students to courses without educational content for more than one week per semester or to courses they have previously completed (AB 1012, 2015), and physical education instructional minutes in elementary schools (AB 1391, 2015). (3/16)
2. Mandated policy updated to reflect programs that must be investigated in accordance with the uniform complaint procedures (UCP), as listed on the California Department of Education's 2016/17 UCP Checklist. (9/16)
3. Changes from previous CSBA updates prior to 2014

Most of the regulation was missing. Known changes reflect appeals of the district's decision related to these complaints to the California Department of Education and provide that, if any complaint regarding physical education instructional minutes is found to have merit, the district must provide a remedy to all affected students and parents/guardians. (3/16)

Attachments:

AR 1312.3
BP 1312.3

15. ACTION ITEMS/PUBLIC HEARINGS

15.A. BUSINESS

Speaker:

Associate Superintendent Van Raaphorst

15.A.1. Approval of Resolution 2017-18/13 ordering an election to authorize the issuance of school bonds to provide financing for affordable rental housing for district teachers and employees, establishing specifications of the election order, and requesting consolidation with other elections occurring on June 5, 2018

Time Certain:

8:00 PM

Recommended Motion:

It is recommended that the Board approve Resolution 2017-18/13 ordering an election to authorize the issuance of school bonds to provide financing for affordable rental housing for district teachers and employees, establishing specifications of the election order, and requesting consolidation with other elections occurring on June 5, 2018.

Actions:

Motion	Vote:
Trustee Salahuddin motioned to approve the resolution with the ability to substitute the alternative ballot language if needed. Passed with a motion by Kalimah Salahuddin and a second by Rosie Tejada.	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

This Item was held at 8:00 PM, prior to 14.A.2.

Resolution 2017-18/13 would order an election to authorize the issuance of school bonds to provide financing for affordable rental housing for district teachers and employees, establish specifications of the election order, and requesting consideration with other elections occurring on June 5, 2018.

Mr. Dale Scott is recommending that we approve the resolution with the ability to substitute the following language if needed.

Alternative Ballot Language: To build affordable rental housing in the JUHSD (including Jefferson, Oceana, Terra Nova, Thornton, Westmoor and Adult-Ed High Schools) so teachers and school staff can live in the communities where they work, shall the measure be adopted to issue $33 million of bonds with an average tax levy of 0.7 cents per $100 of assessed valuation while the bonds are outstanding ($2.3 million per year), legal rates, annual audits and independent taxpayer oversight?

Comments:

If the district wishes to put forth to the voters on the June 5th election the opportunity to support the district in constructing affordable rental housing for district employees, it is necessary to adopt Resolution 17-18/13 authorizing the issuance of school bonds, establishing specifications of the election order, and requesting the consolidation with other elections.

Attachments:

Resolution 17-18/13 Workforce Housing Bond Election

15.A.2. Resolution No. 2017-2018/14 Daly City Youth Health Center Grant Application-City of Daly City's Community Grant Block

Speaker:

Associate Superintendent Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the submission of the grant application and designate Kimberly Gillette, Daly City Youth Health Center's Director, by adopting Resolution 2017-2018/14.

Actions:

Motion	Vote:
It is recommended that the Board approve the submission of the grant application and designate Kimberly Gillette, Daly City Youth Health Center's Director, by adopting Resolution 2017-2018/14. Passed with a motion by Kalimah Salahuddin and a second by Nick Occhipinti.	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Trustee Salahuddin motioned to approve resolution 2017-18/14 approving submittal of Daly City Youth Health Center's Grant Application to the City of Daly City for the Community Development Grant Block funds.

Attachments:

Resolution No. 2017-2018/14 DCYHC Grant Application-City of Daly City's Community Development Grant Block

15.B. ADMINISTRATION

Speaker:

Dr. Terry Deloria

15.B.1. Resolution No 2017-2018/16 Black History Month

Speaker:

Dr. Terry Deloria

Recommended Motion:

Approve Resolution 2017-18/16 for Black History Month.

Actions:

Motion	Vote:
Approve Resolution 2017-18/16 for Black History Month. Passed with a motion by Nick Occhipinti and a second by Rosie Tejada.	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Motion to pass and adopt Resolution 2017-18/16 In Honor of Black History Month. Each member of the Board read a portion of the resolution aloud.

Attachments:

Black History Month

16. FUTURE AGENDA ITEMS

17. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Braxton Lethco and a second by Nick Occhipinti.	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

President Lie adjourned the meeting at 8:48 p.m.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

2/6/2018 5:50:00 PM (Original)

Absent	Braxton Lethco
Present	Andrew Lie
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

2/6/2018 5:59:00 PM

Present Braxton Lethco

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Board of Trustees Regular Meeting 2018
Jefferson Union HSD
March 20, 2018 6:00PM
Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

1. ROLL CALL
Minutes:

President Lie called meeting to order at 6:04 p.m.
Trustee Rosie Tejada absent, however called in for Conference Call.

2. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

If you wish to address the Board of Trustees on a Close Session item, please complete a blue speaker card, and give it to the secretary.

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

3. CLOSED SESSION
3.A. PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE
Speaker:

Director Thomas

3.B. CONFERENCE WITH LABOR NEGOTIATORS (§54957.6) Agency Designated Representative: Tina Van Raaphorst, Employee Organizations: AFT Local 1481
Speaker:

Associate Superintendent Van Raaphorst

3.C. Superintendent Evaluation

4. RECONVENE TO REGULAR SESSION - 7:00 p.m.
Actions:

Motion
Passed with a motion by Kalimah Salahuddin and a second by Braxton Lethco.

Vote:
Yes Braxton Lethco.
Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Absent Rosie Tejada.

Minutes:

President Lie adjourned Closed Session at 7:06 p.m.

5. ROLL CALL
Minutes:

Regular Session called to order at 7:10 p.m.
Trustee Rosie Tejada absent.

6. PLEDGE OF ALLEGIANCE
Minutes:

Completed.

7. APPROVAL OF AGENDA
Actions:

Motion
Passed with a motion by Kalimah Salahuddin and a second by Braxton Lethco.

Vote:
Yes Braxton Lethco.
Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Absent Rosie Tejada.

8. APPROVAL OF MINUTES
Speaker:

Dr. Terry Deloria

Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

Actions:

Motion
It is administration's recommendation that the Board of Trustees

Vote:
Yes Braxton Lethco.

approve the attached minutes. Passed with a motion by Kalimah Salahuddin and a second by Braxton Lethco.

Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Absent Rosie Tejada.

Minutes:

Completed.

8.A. Meeting Minutes from Board Meeting January 16, 2018

Attachments:

Meeting Minutes from 1/16/18

8.B. Meeting Minutes from Board Meeting February 3, 2018

Attachments:

Board Retreat Minutes 2-3-18

8.C. Meeting Minutes from Board Meeting March 6, 2018

Attachments:

Board Meeting Minutes 3-6-18

9. REPORT OUT OF CLOSED SESSION

Minutes:

Nothing to report out of Closed Session.

10. RECOGNITIONS AND COMMENDATIONS

10.A. Student of the Month: Oceana High School

Speaker:

Director Basuino

Minutes:

Director Basuino presented student of month, and staff from Oceana High School were present.

The 2017-18 March Student Of The Month...

Ambika Nuggihalli, a senior at Oceana High School. Here tonight with Ambika is her mother, Geetha Nuggihalli, her father, Anand Nuggihalli and her……

During the 9th grade, Ambika was a soloist in the Little Shop of Horrors Musical, member of the math club, on the tennis team and worked community service at Golden Gate Parks Conservancy.

During the 10th grade, Ambika was a Mock Trial Attorney, member of the Music Club, Secretary of the Math Club, on the tennis team, member of Harmonium and worked community service at Golden Gate Parks Conservancy.

During the 11th grade, Ambika was Team Captain of Mock Trial and awarded Best Attorney, member of the Music Club, ASB/Academic Council Representative, member of Harmonium, self-studied AP Calculus BC and worked community service at Golden Gate Parks Conservancy.

This year Ambika is Mock Trial Team Captain, member of the Music Club, Co-Founder and Co-President of SOHCAHTOA math tutoring, member of Harmonium, ASB/Academic Council Representative, completed Senior Exhibition on Electoral College, and worked community service at Golden Gate Parks Conservancy.

Ambika states she has a passion for learning, public speaking and social justice. She has played piano since middle school and is also a vocalist. In Visual Arts, she has won various school and club art contests. Last summer, at Girls State Delegation, Ambika was elected Public Defender.

Staff Quotes:

“Ambika has an impressive understanding of language that extends beyond words and topics. Ambika is a thoughtful and caring communicator. Ambika is passionate about understanding others and finding meaning in all that she encounters.”

11. COMMUNICATIONS

11.A. Student Activities Update: Jefferson High School

Speaker:

Principal Beshirs and Dir. of Student Activities Mrs. DeLeon

Minutes:

ASB officers Floriedaine Paran and Trisha Bautista presented, along with Director of Student Activities Martine Kelsch.

Achievements:
Grizzlies Go Green Environment Club won the PG&E Award for solar suitcases they created. Justin Lee, Chelsea Igtanloc, and Mr. Moreno will travel to Ecuador to deliver some of those suitcases to schools and communities

Penny Wars raised $979.87 for the Leukemia and Lymphoma Society.

New Clubs/Programs:
Girls Who Code - spearheaded by Ms. Sullivan to promote STEM careers for female-identified students at Jefferson.
8 week coding program in partnership with Google.

Past Events
Winter Rally 1/26
Foods Day 1/19
Mission Fusion "Portraits" 2/9-11
No One Eats Alone Day (students walk around campus to introduce themselves and encourage other students to get involved in clubs and campus activities).
Robotics Tournament 2/3
Electives Fair 3/8
Student Walkout/Lie-In 3/14
JSA: Fight Apathy Week 3/12-16

Upcoming Events
Multicultural Fair 3/31
Staff Spring Fling Luncheon 4/20
Car and Bike Show 3/21
Senior step up Rally 5/4
Prom 5/19

11.B. Board Report

Minutes:

Vice President Salahuddin presented...
1. Attended Legislative Action Day in Sacramento, along with President Lie, Student Trustee Erica Cardoza, and Student Trustee Isaac Lipsky.
2. Our district was the only district that had student trustees to attend Ledge Day.

Trustee Lethco presented...
1. He is looking forward to hearing more about the Implicit Bias Training and implementation.

Trustee Cardoza presented...
1. Spring band concert at Jefferson High School on 5/17 and 5/18.
2. CAASSPP test was administered district-wide, and it was pretty easy in her opinion.

President Lie presented...
1. He was very proud of our Student Trustees during Ledge Day, as they represented our district very well. He enjoyed getting to know them more, and saw how impressed other conference attendees were by the two of them.

11.C. Superintendent Report

Minutes:

Dr. Deloria presented...

1. She applauded the schools and students within our district, and how they responded to March 14th.
2. All District Admin were present at schools on March 14th.
3. April 20th is another Walkout Day.
4. Pleased that the second day of the PLC Book Club was successful. Club attendees want books to take to school sites.
5. She would like a Student Trustees Search to begin, and have trustees in place by June 1st.
- 5 trustees (1 from each school).
- Ms. Salahuddin mentioned that she and Ms. Tejada will spearhead the search.
6. Acknowledged those persons who passed away.

12. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Braxton Lethco and a second by Kalimah Salahuddin.

Vote:
Yes Braxton Lethco.
Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Absent Rosie Tejada.

12.A. PERSONNEL - HUMAN RESOURCES

12.A.1. Personnel

Attachments:

Personnel

12.A.2. Approval of Variable Term Waiver - Ashley Scarbrough

Recommended Motion:

It is the administration’s recommendation that the Board of Trustees approve Ashley Scarbrough's Waiver Application for English Language Authorization for the remainder of the remainder of the 17/18 School Year and the 18-19 School Year.

Minutes:

Approved.

12.B. BUSINESS OFFICE

12.B.1. FINANCIAL

12.B.1.1. Vendor Checks for the Month of February 2018

Attachments:

Vendor Checks for the Month of February 2018

12.B.1.2. Jefferson High School ASB Report-February 2018

Attachments:

Jefferson High School ASB Report-February 2018

12.B.1.3. Oceana High School ASB Report-February 2018

Attachments:

Oceana High School ASB Report-February 2018

12.B.1.4. Terra Nova High School ASB Report-February 2018

Attachments:

Terra Nova High School ASB Report-February 2018

12.B.1.5. Thornton High School ASB Report-February 2018

Attachments:

Thornton High School ASB Report-February 2018

12.B.1.6. Westmoor High School ASB Report-February 2018

Attachments:

Westmoor High School ASB Report-February 2018

12.B.2. AGREEMENTS/CONTRACTS/GRANTS/MOUS

12.B.2.1. Lease Agreement-Ronald Hirsch dba New Day Church

Attachments:

Lease Agreement-Ronald Hirsch dba New Day Church

12.B.2.2. Service and Consultant Contract Approvals-San Mateo County Superintendent of Schools-Nurse Consultation Services

Attachments:

Service and Consultant Contract Approvals-San Mateo County Superintendent of Schools-Nurse Consultation

12.B.2.3. Service and Consultant Contract Approvals-SCI Consulting Group

Attachments:

Service and Consultant Contract Approvals-SCI Consulting

12.B.2.4. MOU with Sand Hill Foundation for Daly City Youth Health Center

Attachments:

MOU with Sand Hill Foundation for Daly City Youth Health Center

12.B.2.5. Contract with Cornerstone Earth Group for Geotechnical Services during Westmoor Contstruction

Recommended Motion:

It is recommended that the Board approve this contract with Cornerstone Earth Group, Inc. to provide geotechnical services during the Westmoor High School construction.

Comments:

Cornerstone Earth Group will provide consultation and part-time observation and testing as necessary of the geotechnical aspects of the WHS project, including the following geotechnical construction tasks:

- Mass Grading
- Cement Treatment
- Footing Excavation Observation
- Utility Trench Backfill, including Storm Drain, Sanitary Sewer, Water, and Joint Trench
- Subdrain Installation Observation
- Retaining Wall Backfill Compaction
- Flatwork Subgrade and Aggregate Base Compaction
- Pavement Subgrade and Aggregate Base Compaction

In addition to observations and testing of the geotechnical aspects of the above construction activities, Cornerstone Earth Group will also perform laboratory testing as necessary to document specification compliance and to confirm our field observations. They will also provide consultation, project management and correspondence, as needed for the project.

Financial Impact:

Not to exceed $92,000 to be paid with Measure J Bond funds.

Attachments:

Cornerstone Earth Group Contract

12.C. EDUCATION SERVICES

12.C.1. Permission for WHS Advanced Fabric Arts to FIDM Debut in Los Angeles, CA April 5 thru 7, 2018

Attachments:

Permission for Overnight Travel for WHS Fabric Arts to FIDM Debut in Los Angeles, CA April 5 thru 7, 2018

12.C.2. Permission for WHS FBLA Overnight Travel to Ontario, CA

Attachments:

Overnight Travel for WHS FBLA - APPROVAL NEEDED

12.C.3. Consider Adding BP 1321 Solicitation of Funds from/by Students

Recommended Motion:

Consider Adding BP 1321 Solicitation of Funds from/by Students.

Comments:

This new board policy applies to solicitations of students on behalf of the school or charitable organizations.

Attachments:

BP 1321

12.C.4. Consider Revising BP 1325 Advertising and Promotion

Recommended Motion:

Consider Revising BP 1325 Advertising and Promotion.

Comments:

The policy is updated to reflect NEW LAW (AB 841) which prohibits advertising of foods or beverages during the school day, including participation in a corporate incentive program that rewards students with free or discounted foods or beverages, unless the food or beverage complies with nutritional standards. Policy also clarifies court decisions regarding advertisements containing religious viewpoints.

Specifically:

1. Clean-up from previous update to include language "grounds."

2. Clarifies "controversial" or "religious" viewpoints

3. Previous reference to foods/beverages removed and more developed language (8) added per AB 841.

4. Equity in information access by our students/families who speak languages other than English.

Attachments:

BP 1325 Advertising and Promotion

12.C.5. Consider Revising BP 1330 Use of School Facilities

Recommended Motion:

Consider revising BP 1330 Use of School Facilities.

Comments:

The mandated policy is updated to reflect NEW TITLE 5 REGULATIONS (Register 2014, No. 19). Specifically, language added/revised to:

1. Require boards to adopt a fee schedule that specifies the hourly fee to be charged for specific school facilities or grounds or for types/categories of school facilities or grounds

2. Clean-up

3. Missing from previous update

4. Contain specific rules for determining "direct costs" to be charged for use of school facilities and grounds, and authorizes districts to discount direct cost fees based on the type or category of the applicant

5. Address the expenditure of funds collected as capital direct costs.

Attachments:

BP 1330

12.C.6. Consider Adding BP 1330.1 Joint Use Agreements

Recommended Motion:

Consider adding BP 1330.1 Joint Use Agreements.

Comments:

The following optional policy is for use by districts that elect/may elect to establish formal agreements with public or private entities to jointly use either school facilities or community facilities in order to share costs and risks.

Attachments:

BP 1330.1

13. PUBLIC COMMENT

Recommended Motion:

If you wish to address the Board of Trustees, please complete a blue speaker card, and give it to the secretary. If your subject is not on the agenda, the President will recognize you at this time. SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

No comments.

14. DISCUSSION ITEMS

14.A. ADMINISTRATION

Speaker:

Dr. Terry Deloria

Minutes:

With regard to the Board Policies up for discussion:

Dr. Deloria presented three policies to which she is revising and would like the Board to review for approval.
BP 1431 Waivers
BP 2121 Superintendent's Contract
BP 2140 Evaluation of the Superintendent

14.A.1. Consider Adding BP 1431 Waivers

Comments:

Currently, the district does not have this policy recommended by CSBA. EC 33050 allows districts to request that the State Board of Education (SBE) waive certain legal mandates to meet local decisions made in the best interest of students. The policy specifies:

1. The process a district must follow to apply to the SBE for a waiver
2. The role of employee associations/unions
3. The role of public input
4. The renewal process

Attachments:

BP 1431 Waivers

14.A.2. Consider Revising BP 2121 Superintendent's Contract

Comments:

This policy was last revised by the Board 50 2012. Recommended changes come from three different CSBA updates: December 2015; June 2016; May 2017.

December 2015

1. The policy is updated to reflect contract components recommended in CSBA's new Superintendent Contract Template and federal law.

2. The policy also reflects NEW LAW (AB 215) which amends the maximum cash settlement that may be granted upon termination of a superintendent contract executed on or after January 1, 2016 and which provides that no cash or noncash settlement may be given if the termination is for fraud or other illegal fiscal practices.

June 2016

3. The policy is updated to clarify the conditions under which the Board may meet in closed session under the "labor exception" (Government Code 54957.6) of the Brown Act to discus superintendent contact, salary, or compensation paid in the form of fringe benefits.

May 2017

4. The policy is updated to reflect NEW LAW (SB 1436) which requires the board, prior to taking final action on the superintendent's salary or benefits, to orally report a summary of the recommended action during open session of a board meeting. Updated policy also clarifies that deliberations regarding the superintendent's salary or other compensation cannot be held during a special meeting of the board.

Attachments:

BP 2121 Superintendent's Contract

14.A.3. Consider Revising BP 2140 Evaluation of the Superintedent

Comments:

This policy is updated as follows:

1. Language aligned with CSBA's recommendations related to the evaluation of the superintendent.
2. Adds additional board responsibility for determining the criteria, schedule, method(s), and instrument(s) for superintendent evaluation, although input may be sought from the superintendent.
3. Updated policy clarifies that the evaluation may be discussed in closed session. The policy also reflects a court decision holding that personal performance goals are not subject to disclosure to the public unless they are specifically stated in the employment contract.

Attachments:

BP 2140

14.B. BUSINESS

Speaker:

Associate Superintendent Van Raaphorst

14.B.1. Brookwood Associates

Minutes:

Tina presented...

Brookwood representatives present Shepherd Heery and Alan Katz.

Presented...
1. steps taken
- met with facilities subcommittee
- responded to informal proposal request
- met with workforce housing subcommittee
2. next steps
- brookwood share expertise/experience with board

How Brookwood can assist us:
Workforce Housing
Serramonte Del Rey/District Office
District facilities master plan
potential surplus property

Brookwood presented:
- different facilities they've built and developed
- bridging method assures the owner (and/or approving agency) of project quality, as prescribed and defined early. visit www.bridginginstitute.org to get more information on the bridging method.
a. reduces the owner's cost of construction
- alan presented workforce housing/project procurement plan
- plan minimizes money that goes out prior to June 5th (when bond is being voted on)

first scope of work (for workforce housing)
4/4/18 - 8/30/18
not to exceed $350,000 (master agreement with task force for workforce housing)

should tina v put this on april 3rd board meeting as action item.

Comments:

The Facilities Subcommittee has recommended that the district consider engaging Brookwood Associates to assist us in moving forward with our facilities initiatives. Specifically:

- Workforce Housing

- Facilities Master Planning

- Potential Excess Property Planning

- Serramonte Del Rey Planning

Brookwood Associates has extensive experience in property acquisition and development and has been working with other local school district on their housing and facilities projects. Representatives from Brookwood Associates will make a short presentation and be available for questions. Based on Board direction, a contract with Brookwood Associates could be approved at the next regular Board Meeting.

14.B.2. Associated Student Body Program Update

Minutes:

This agenda item was held after agenda item 11.A, per the request to move up...made by Associate Van Raaphorst.

Associate Superintendent Van Raaphorst, Martine Kelsch-Deleon (Jefferson), and Michael Simon

(Westmoor) presented...

ASB Program Update
Found a process to where ASB programs district-wide, can be compliant with school student accounts.
Step 1: Research
Step 2: Clean Up
Step 3: Get compliant
Step 4: Plan (schools that have completed this step, 2/4)

Supports to get schools up to compliance:
Done or in progress:
Updated software
cc readers and student store stations
asb handbook for advisors
AD and Site Admin involvement

Upcoming:
New Auditors (want to meet with schools in mid May)
ASB Account Review

Comments:

There have been a number of steps taken and supports put in place to help ensure that all Associated Student Body (ASB) programs are compliant with accounting standards. Members from the business office and from school sites will provide the Board with an update on this progress.

Attachments:

ASB Board Presentation

14.B.3. Field Turf Replacement Presentation

Speaker:

Assoc. Supt. Raaphorst and Director Phillips

Minutes:

Tina and Stefanie presented...

Jeff and TN fields are being used the most, and are at their life span.

Presented old Jeff field (existing conditions)
1. had a diamond field
2. soccer goal held by weight
presented concept plan
1. scrimmage lines

presented old tn field
1. turf is separating due to heat from sun
2. patching using track material
presented concept plan
1. scrimmage lines

wants to use cork turf (organic)

next steps
architect to develop documents and drawings for bidding
estimated budget for both fields $2M (combined)
can use bond funds
would like to start construction summer of 2019 (student trustees suggested to begin spring of 2019)

need approval from board on direction. Board approved to move to next steps.

Comments:

The turf on the synthetic fields at Jefferson and Terra Nova High Schools is near the end of its functional lifespan and is beginning to show significant wear. The Board will be provided a presentation outlining the current state of the fields and recommendations for replacement.

Attachments:

Field Turf Replacement Presentation

15. ACTION ITEMS/PUBLIC HEARINGS

15.A. ADMINISTRATION

Speaker:

Dr. Terry Deloria

15.A.1. RESOLUTION 2017/18-19: In Honor of the Parkland Shooting Victims and in Support of Greater Measures to Promote School Safety

Recommended Motion:

Approve RESOLUTION 2017/18-19 In Honor of the Parkland Shooting Victims and in Support of Greater Measures to Promote School Safety.

Actions:

Motion	Vote:
Approve RESOLUTION 2017/18-19 In Honor of the Parkland Shooting Victims and in Support of Greater Measures to Promote School Safety.	**Abstain** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Absent** Rosie Tejada.

Passed with a motion by Nick Occhipinti and a second by Kalimah Salahuddin.

Minutes:

Resolution read by Board.

Make an adjustment to the county name (changed from Jefferson County to San Mateo County).

Attachments:

Board Resolution

15.B. BUSINESS

Speaker:

Associate Superintendent Van Raaphorst

15.B.1. Agreement for Auditing Services from Chavan & Associates, LLP

Recommended Motion:

It is recommended that the Board approve the agreements with Chavan & Associates to provide auditing services for the district's general basic financial statements and bond funds for fiscal years 2018, 2019, and 2020.

Actions:

Motion	Vote:
It is recommended that the Board approve the agreements with Chavan & Associates to provide auditing services for the district's general basic financial statements and bond funds for fiscal years 2018, 2019, and 2020.	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Absent** Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Braxton Lethco.

Minutes:

Associate Superintendent presented very minimal information, as a representative from Chavan and Associates was not present to speak on their behalf.

Comments:

In February, the district issued a request for proposal for auditing services. Responses were received by four firms. Chavan & Associates were selected based on standard criteria which included price. Chavan & Associates works with other districts in San Mateo County and come highly recommended. It is anticipated that a partnership with this firm will help JUHSD improve fiscal oversight.

Financial Impact:

$20,000 per year for the general audit and $5,000 per year for the bond audit, to be paid out of general funds. The previous audit firm was paid $23,000 for providing the 2017 audits, so the net increase is negligible.

Attachments:

Agreement for Bond Audit Services
Agreement for General Audit Services

15.B.2. Special Education Hiring Incentive

Actions:

Motion	Vote:
Passed with a motion by Nick Occhipinti and a second by Kalimah Salahuddin.	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Absent** Rosie Tejada.

Minutes:

Associate Superintendent Van Raaphorst presented...

Being that there was a shortage in the hiring of SPED teachers, the district offered a $5,000 hiring bonus to be paid over the course of three semesters. Due to this incentive, there were 8 of 10 SPED Teacher positions for the 2017-2018 school year.

Mrs. Van Raaphorst recommended the same hiring bonus be implemented for the 2018-2019 school year.

Attachments:

Special Education Hiring Incentive

15.B.3. Facilities Use Agreement with San Mateo County Community College District

Recommended Motion:

It is recommended that the Board approve the Facilities Use Agreement between JUHSD and SMCCCD for the temporary housing of Skyline College Art and Music programs at Oceana High School.

Actions:

Motion	Vote:
It is recommended that the Board approve the Facilities Use Agreement between JUHSD and SMCCCD for the temporary housing of Skyline College Art and Music programs at Oceana High School. Passed with a motion by Braxton Lethco and a second by Nick Occhipinti.	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Absent** Rosie Tejada.

Minutes:

Associate Superintendent Van Raaphorst presented...

Requested that the Board allow Skyline College to rent facilities for use, at Oceana High School.

Comments:

Skyline College requires temporary housing for some of their visual and performing arts programs while their campus is under construction. Through a collaborative process, and with the help of County Council, the attached agreement was developed to allow Skyline to temporarily use Oceana High school for these programs. Skyline would have exclusive use of four classrooms, the old band room, and two bathrooms. They would also be allowed limited use of the theater and cafeteria. Skyline will provide their own IT and custodial support.

In addition to compensation, the OHS students would have the ability to enroll in classes on their campus and utilize the Skyline shuttle from OHS to take classes at Skyline.

Financial Impact:

Skyline will pay $70,200 per year for the use of OHS. The district would use these funds to cover any additional utilities and maintenance costs and a portion will be passed along to the OHS for discretionary purposes.

Attachments:

Facilities Use Agreement with SMCCCD

16. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

None.

17. ADJOURNMENT

Minutes:

President Lie adjourned Regular Session at 8:50 p.m.
Mr. Lethco motioned first; Ms. Salahuddin motioned second.

Closed Session resumed again, immediately following Regular Session adjournment at 9:00 p.m. Ms. Tejada did not call in for this session.
Closed Session adjourned at 9:06 p.m. (Ms. Salahuddin motioned first; Mr. Lethco motioned second).

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the

District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. -- - Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

3/20/2018 6:04:00 PM (Original)

Present	Braxton Lethco
Present	Andrew Lie
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Absent	Rosie Tejada

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Board of Trustees Regular Meeting 2018
Jefferson Union HSD
April 03, 2018 5:30PM
Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

1. CALL TO ORDER
Minutes:

Meeting called to order at 5:48 p.m.

2. ROLL CALL
Minutes:

Trustee Occhipinti arrived to meeting at 6:55 p.m.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

If you wish to address the Board of Trustees on a Close Session item, please complete a blue speaker card, and give it to the secretary.

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

None.

4. CLOSED SESSION
4.A. PUBLIC EMPLOYEE APPOINTMENT - Principal of Westmoor High School
Speaker:

Associate Superintendent Van Raaphorst

4.B. PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE
4.C. CONFERENCE WITH LABOR NEGOTIATORS (§54957.6) Agency Designated Representative: Tina Van Raaphorst, Employee Organizations: AFT Local 1481
Speaker:

Associate Superintendent Van Raaphorst

5. RECONVENE TO REGULAR SESSION - 7:00 p.m.
Minutes:

Meeting called to order at 7:07 p.m.

6. ROLL CALL
Minutes:

Trustee Tejada not present. Dr. Deloria not present, however, Associate Superintendent Van Raaphorst sat in her stead.

7. PLEDGE OF ALLEGIANCE
Minutes:

Complete.

8. APPROVAL OF AGENDA
Actions:

Motion
Passed with a motion by Braxton Lethco and a second by Kalimah Salahuddin.

Vote:
Yes Braxton Lethco.
Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Absent Rosie Tejada.

Minutes:

Associate Superintendent Van Raaphorst requested that item 16.A.1 (reading of Adult Education Week Resolution) be moved under item 11.A (Adult Education Week Presentation).

Mrs. Van Raaphorst also requested that the meeting be adjourned in honor of Jamil Khoury (father of Thornton High School Registrar, Si Sirhan), as he recently passed.

9. APPROVAL OF MINUTES
Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

Actions:

Motion
It is administration's recommendation that the Board of Trustees approve the attached minutes. Passed with a motion by Kalimah Salahuddin and a second by Braxton Lethco.

Vote:
Yes Braxton Lethco.
Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Absent Rosie Tejada.

Minutes:

Vice President Salahuddin mentioned to include the year on the minutes for September 5th. The year 2017 was not included.

9.A. Meeting Minutes from Board Meeting July 18, 2017

Minutes:

Approved.

Attachments:

Meeting Minutes from 7/18/17

9.B. Meeting Minutes from Board Meeting September 5, 2017

Minutes:

Year added to document.

Attachments:

Meeting Minutes from 9/5/17

9.C. Meeting Minutes from Board Meeting October 3, 2017

Minutes:

Approved.

Attachments:

Meeting Minutes from 10/3/17

9.D. Meeting Minutes from Board Meeting March 20, 2018

Minutes:

Approved.

Attachments:

Meeting Minutes from 3/20/18

10. REPORT OUT OF CLOSED SESSION

Minutes:

President Lie made the announcement that Grace Strickland (current Vice Principal of Guidance at Terra Nova High School) has been appointed the new Principal of Westmoor High School for the 2018-2019 school year. The vote was 4-0.

11. RECOGNITIONS AND COMMENDATIONS

11.A. JUHSD Adult Education Program Presentation for Adult Ed Week, April 9th-13th

Speaker:

Director of Adult Education Wentworth

Minutes:

Minutes: Director of Adult Education Francisca Wentworth presented.

1. Adult Education has evolved in a lot of ways.
2. Our Adult Ed program focuses on modules that are career related, which includes 30 hours of instruction.
3. Some of the courses:
a. Digital Literacy
b. Workplace Communication
c. Nutrition Education
d. Education and Training/Goal Setting
e. Health and Safety/Soft Skills
4. Some of the Adult Ed Career Pathway classes:
a. Offered at Jefferson Adult Ed:
i. Health Careers
ii. Servsafe Certification (geared towards ESL students)
iii. Computer Skills
b. Offered at South San Francisco Adult School:
i. Hospitality and Tourism
Note: These classes are open to our North County ACCEL partners.
5. Adult Ed Challenges:
a. Gap: Lack of foundational language skills to co-enroll or transition to Skyline CTE/CAA courses.
6. Adult Ed partnerships with:
a. ACCEL
b. JUHSD
c. NOVA Workforce-Spark Point Center
d. Skyline College
e. San Mateo County Human Resources
f. Daly City Partnership Collaborative
7. Rebrand ASE/GED Program
a. Change current “Bootcamp” model.
b. Would like to expand it, as they have services that go beyond the GED Program.
Note: The challenge they face is marketing without a budget. “Word of Mouth” is the only tool right now.

8. 2018-19 goals
a. Offer additional Career Pathway Classes
b. Computer class with Skyline Business Computer Courses
c. Expand community and industry partnerships to support programming.
d. Career Exploration/Workforce Preparation
Vice President Salahuddin asked about whether or not the needs for funds have been made known throughout the district.

Ms. Salahuddin invited Director Wentworth to attend the joint board meeting with SMCCCD and JUHSD on June 12th.

Clerk Lethco said thank you for the services that Mrs. Wentworth and the Adult Ed staff are providing to the community.

Attachments:

JUHSD Adult Education Presentation-April 2018.pdf
JUHSD Adult Education Program Board Memo-3.28.2018.pdf

12. COMMUNICATIONS

12.A. Student Activities Update - Terra Nova High School

Minutes:

No one from the school is present.

12.B. Board Report

Minutes:

1. Vice-President Salahuddin reported:
a. She is proud of our students that participated in the March For Our Lives national march on gun control.
b. CSBA leadership will be held July 13th and 14th, and hoping that Board can attend, because it is in the city this year.
c. District 5 Multicultural Fair at Jefferson High was awesome!
2. Clerk Lethco reported:
a. OUSD was on spring break, and will be going to other JUHSD schools while he it out during the week.
3. Trustee Occhipinti reported:
a. He marched during March For Our Lives, and is looking forward to Spring Break.
4. Student Trustee Cardoza reported:
a. ASB Elections were on 4/2/18 at Jefferson High;
b. Received Prom Guidelines, but stated she is not attending.
c. Jefferson band is preparing for Spring Concert on May 17th and 18th. She will bring tickets for purchase.
d. Looking forward to hearing about the trip Grizzlies Go Green (GGG) took to Ecuador to deliver solar suitcases.
5. Student Trustee Lipsky reported:
a. Terra Nova High had a talent show.
b. Terra Nova High Jazz Band will be performing at Ami Cowan's Retirement Dinner.
c. Looking forward to Spring Break.
6. President Lie reported:
a. Pleased with the students that participated in March For Our Lives. It was good to see Terra Nova High students and alumni.

12.C. Superintendent Report

Minutes:

Associate Superintendent is filling in for Dr. Deloria, and has nothing to report.

13. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Braxton Lethco and a second by Kalimah Salahuddin.

Vote:
Yes Braxton Lethco.
Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Absent Rosie Tejada.

13.A. HUMAN RESOURCES

13.A.1. Personnel

Attachments:

Personnel

13.B. BUSINESS OFFICE

13.B.1. AGREEMENTS/CONTRACTS/GRANTS/MOUS

13.B.1.1. Contract with Brookwood Associates for Consulting Services

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve this contract with Brookwood Associates to provide consulting services.

Comments:

Brookwood Associates made a presentation at the March 20, 2018 Board meeting regarding their experience and expertise in the areas of project management and facilities planning. This contract will allow Brookwood Associates to assist us in moving forward with employee housing. Additional scopes of work could be brought in the future.

Financial Impact:

Not to exceed $350,000 to be paid with one-time funds and reimbursed by bond funds if the measure passes in June.

Attachments:

Brookwood Agreement April 2018

13.B.1.2. Approval of Bond Financial Advisory Services

Attachments:

Approval of Bond Financial Advisory Services

13.B.1.3. MOU with Atkinson Foundation for Daly City Youth Health Center

Attachments:

MOU with Atkinson Foundation for Daly City Youth Health Center

13.B.1.4. Service and Consultant Contract Approvals - Jack Schreder & Associates

Attachments:

Developer Fee Justification Study for JUHSD

13.B.1.5. Lease Agreement - Guillermo Saquing DBA Family Worship Center

Attachments:

Lease Agreement -Guillermo Saquing dba Family Worship Center

13.B.1.6. Service and Consultant Contract Approvals - Michelle Muncy Silva

Attachments:

Service and Consultant Contract Approvals-Michelle Muncy Silva

13.C. EDUCATION SERVICES

13.C.1. Permission for Overnight Travel-WHS-Worldstrides Heritage Music Festival-Anaheim, CA-April 25-April 29, 2018

Speaker:

Associate Superintendent Irish

Attachments:

Permission for Overnight Travel-WHS-Worldstrides Heritage Music Festival-Anaheim, CA-April 25 thru April 29, 2018

13.C.2. Permission for Overnight Travel for CEEP to San Bruno Mountain Park, May 10-11, 2018

Attachments:

CEEP Overnight Travel Request

CEEP Overnight Travel Request 2

13.D. ADMINISTRATION

13.D.1. Consider Adding BP 1431 Waivers

Recommended Motion:

Staff recommends that the Board adopt BP 1341 Waivers.

Comments:

Currently, the district does not have this policy recommended by CSBA. EC 33050 allows districts to request that the State Board of Education (SBE) waive certain legal mandates to meet local decisions made in the best interest of students. The policy specifies:

1. The process a district must follow to apply to the SBE for a waiver
2. The role of employee associations/unions
3. The role of public input
4. The renewal process

Attachments:

BP 1431 Waivers

13.D.2. Consider Revising BP 2121 Superintendent's Contract

Recommended Motion:

Staff recommends that the Board approve the revisions to BP 2121 Superintendent's Contract.

Comments:

This policy was last revised by the Board in 2012. Recommended changes come from three different CSBA updates: December 2015; June 2016; May 2017.

December 2015

1. The policy is updated to reflect contract components recommended in CSBA's new Superintendent Contract Template and federal law.

2. The policy also reflects NEW LAW (AB 215) which amends the maximum cash settlement that may be granted upon termination of a superintendent contract executed on or after January 1, 2016 and which provides that no cash or noncash settlement may be given if the termination is for fraud or other illegal fiscal practices.

June 2016

3. The policy is updated to clarify the conditions under which the Board may meet in closed session under the "labor exception" (Government Code 54957.6) of the Brown Act to discus superintendent contact, salary, or compensation paid in the form of fringe benefits.

May 2017

4. The policy is updated to reflect NEW LAW (SB 1436) which requires the board, prior to taking final action on the superintendent's salary or benefits, to orally report a summary of the recommended action during open session of a board meeting. Updated policy also clarifies that deliberations regarding the superintendent's salary or other compensation cannot be held during a special meeting of the board.

Attachments:

BP 2121 Superintendent's Contract

13.D.3. Consider Revising BP 2140 Evaluation of the Superintendent

Recommended Motion:

Staff recommends that the Board approve the revisions to BP 2140 Evaluation of the Superintendent.

Comments:

This policy is updated as follows:

1. Language aligned with CSBA's recommendations related to the evaluation of the superintendent.
2. Adds additional board responsibility for determining the criteria, schedule, method(s), and instrument(s) for superintendent evaluation, although input may be sought from the superintendent.
3. Updated policy clarifies that the evaluation may be discussed in closed session. The policy also reflects a court decision holding that personal performance goals are not subject to disclosure to the public unless they are specifically stated in the employment contract.

Attachments:

BP 2140 Evaluation of the Superintendent

14. PUBLIC COMMENT

Recommended Motion:

If you wish to address the Board of Trustees, please complete a blue speaker card, and give it to the secretary. If your subject is not on the agenda, the President will recognize you at this time. SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

None.

15. DISCUSSION ITEMS

15.A. EDUCATION SERVICES

15.A.1. Coordinated Early Intervention Services Plan Presentation (Circle-Up)

Speaker:

Associate Superintendent Irish/Director of Student Services Basuino

Minutes:

Associate Superintendent Irish, Director Basuino, and Director Hardy presented.

Topics Covered:
1. Root Cause-Implicit Bias
a. Need to improve school culture/climate
b. Improve relationships between all groups
2. Desired outcomes
a. Improved relationships.
3. District Process:
a. Directors conducted research and worked with state consultant to develop a list of possible organizations that could assist us in this work.
b. EPOCH and Circle Up were two programs or organizations that were presented to help with training.
Note: Ms. Salahuddin would like a timeline on the programs, and when things can and will be done.
4. Site Process:
a. 4 out of 5 schools are a part of the Sig Dis.
b. 4 out of 5 schools have completed needs assessment.
c. TN has not started the process at all.
5. Next Steps:
a. Work with Terra Nova High to conduct needs assessment ASAP.
b. Continue working with Circle Up representatives to assist schools in developing Professional Development plans for 18-19 school year.
c. Mr. Irish is getting costs on Circle Up.
d. Ms. Salahuddin stated the school sites shouldn't have to pay for the program, but the District should.
Note: Ms. Cardoza stated it is embarrassing to have to go to a teacher to have to them to push a student. Mr. Lipsky addressed concerns with students not connecting with staff.

Attachments:

CFIS Plan Update-April 2018.pdf
Coordinated Early Intervening Services Plan Presentation Board Memo-3.29.18.pdf

15.B. ADMINISTRATION

Minutes:

Associate Superintendent Van Raaphorst presented a brief breakdown of each item.

15.B.1. Consider Adding BP 3000 Concepts and Roles (Business and Noninstructional Operations)

Comments:

This CSBA-recommended policy outlines the superintendent's/designee's responsibility in ensuring that the district's business and noninstructional operations are efficient and responsive to the needs of students, parents/guardians, staff, and the community. It establishes a framework for the following:

- Efficiency and responsiveness
- Safety
- District budget
- Fiscal management
- Fiscal oversight

Attachments:

BP 3000 Concepts and Roles

15.B.2. Consider Adding BP/AR 3100 Budget

Speaker:

Dr. Terry Deloria

Comments:

This NEW CSBA-recommended policy outlines the framework for the development, approval and implementation of the district budget. The policy includes items related to:

- Budget philosophy
- Budget development and adoption process
- Budget criteria and standards

- Fund balance
- Reserve balance
- Long-term financial obligations

The regulation includes language related to:

- The public hearing
- Budget review committee for disapproved budgets

Attachments:

AR 3100 Budget
BP 3100 Budget

15.B.3. Consider Adding BP 3110 Transfer of Funds

Comments:

This new CSBA-recommended policy provides language related to the transfer of district funds. Specifically, the policy provides for five scenarios whereby the Board can direct staff to transfer money from one fund/classification to another.

Attachments:

BP 3110

15.B.4. Consider Adding BP 3220.1 Lottery Funds

Comments:

This new CSBA-recommended policy establishes how State lottery funds will be used and monitored.

Attachments:

BP 3220.1

15.B.5. Consider Adding BP/AR 3230 Federal Grant Funds

Comments:

All grants awarded by the federal government, including formula grants (e.g., Title I funding, Part B of the Individuals with Disabilities Education Act) and discretionary grants, are subject to the requirements contained in the Office of Management and Budget's (OMB) Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (commonly called "Uniform Guidance"), as specified in 2 CFR 200.0-200.521 and Appendices I-XII. This NEW CSBA-recommended policy and regulation complies with OMB requirements.

The administrative regulation specifically reflects the major requirements of the Office of Management and Budget's Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (commonly called "Uniform Guidance"), as specified in 2 CFR 200.0-200.521 and Appendices I-XII, which governs the use of federal formula and discretionary grant funds awarded to districts. Pursuant to 2 CFR 200.302, 200.318, and 200.319, the district is mandated to adopt written procedures related to procurement, conflict of interest, cash management, payments, and allowable costs.

Attachments:

AR 3230
BP 3230

16. ACTION ITEMS/PUBLIC HEARINGS

16.A. EDUCATION

16.A.1. Resolution 2017/18-20: Adult Education Week

Speaker:

Dr. Terry Deloria

Recommended Motion:

Staff recommends that the Board adopt Resolution 2017/18-20 honoring Adult Education Week which is April 9 - 13, 2018.

Actions:

Motion	Vote:
Staff recommends that the Board adopt Resolution 2017/18-20 honoring Adult Education Week which is April 9 - 13, 2018.	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Absent** Rosie Tejada.

Passed with a motion by Nick Occhipinti and a second by Braxton Lethco.

Minutes:

Resolution read after the Adult Education presentation in 11.A.

Comments:

The State of California has designated April 9-13 as Adult Education Week.

Attachments:

Resolution Adult Education

16.B. BUSINESS

Minutes:

Mrs. Van Raaphorst provided brief explanations or descriptions about each resolution. Resolutions were not read.

16.B.1. Resolution 2017/18-21: Issue Bonds for Westmoor High School Project - Measure J 2014

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve Resolution No. 2017-18/21 Authorizing the issuance and Sale of General Obligation Bonds, 2014 Election, Series E, in the Principal Amount of Not to Exceed $38,500,000.

Actions:

Motion	Vote:
It is recommended that the Board approve Resolution No. 2017-18/21 Authorizing the issuance and Sale of General Obligation Bonds, 2014 Election, Series E, in the Principal Amount of Not to Exceed $38,500,000.	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Absent** Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Nick Occhipinti.

Comments:

In order to continue our future construction projects, it is necessary to issue the district's next series of the Election of 2014 bonds. The current estimate of funds to be issued is $38,500,000. These funds would be used to continue the construction and acquisition of voter approved projects.

Attachments:

Bond Resolution 2017-2018/21

16.B.2. Resolution 2017/18-22: Maintenance Assessment District

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board adopts Resolution 2017-18/22 directing the preparation of the 2018-19 Annual Report of the JUHSD – Maintenance Assessment District – 1991

Actions:

Motion	Vote:
It is recommended that the Board adopts Resolution 2017-18/22 directing the preparation of the 2018-19 Annual Report of the JUHSD – Maintenance Assessment District – 1991	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Absent** Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Braxton Lethco.

Motion	Vote:
It is recommended that the Board adopts Resolution 2017-18/22 directing the preparation of the 2018-19 Annual Report of the JUHSD – Maintenance Assessment District – 1991	**Yes** Braxton Lethco. **Yes** Andrew Lie. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Absent** Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Braxton Lethco.

Comments:

In order to continue the district's Maintenance Assessment District (MAD), the Board must adopt a resolution authorizing the preparation of an annual report. The attached resolution directs the preparation of the annual report and designates SCI Consulting Group (formerly Shilts Consultants, Inc.) as the Engineer of Work.

Attachments:

Resolution 2017/18-22 Maintenance Assessment

17. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Ms. Salahuddin stated we have next retreat on April 14th, but will be pushed back to Saturday, April 21st. Graduation appointments will be made at next board meeting on April 17th.

18. ADJOURNMENT

Actions:

Motion
Passed with a motion by Braxton Lethco and a second by Nick Occhipinti.

Vote:
Yes Braxton Lethco.
Yes Andrew Lie.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Absent Rosie Tejada.

Minutes:

Meeting adjourned at 8:40 p.m.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

4/3/2018 5:48:00 PM (Original)

Present	Braxton Lethco
Present	Andrew Lie
Absent	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

4/3/2018 7:07:00 PM

Absent	Rosie Tejada

4/3/2018 6:55:00 PM

Present	Nick Occhipinti

csba
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connect and share

JUHSD is a premier learning community where all students advance to and through post-secondary learning and careers.

Click on the meeting dates to the right in order to view the Agenda and Minutes.

COVID Protocols:

The following protocols are now in place effective November 16, 2021.

All in-person meeting attendees, including District staff members, presenters, participants, and those wishing to observe must do the following:

- Provide proof of vaccination or a negative result of a COVID-19 test taken within 72 hours of the start of meeting; please arrive early to allow time for review of documentation.
- As an alternative, rapid antigen tests will be available for meeting attendees who do not provide vaccination verification or test result documentation. Please note, those who opt for onsite testing should plan to arrive at least 45 minutes prior to the start of the meeting (5:15pm for closed sessions and 6:15pm for open sessions) in order to allow time to sign consent forms, take the test, and for results to be received. Attendees are asked to wait outside until their results are available.
- Wear a well-fitting mask that covers the nose and mouth without gaps while in the building.

Those who do not meet the above requirements may participate remotely through the District's Youtube channel.

Proof of being fully vaccinated, proof of a negative COVID test, or proof of recovery from COVID-19 within 90 days may be provided on site, or in advance by emailing our COVID-19 Response Director Michele Jones, mjones@jeffersonunion.net.

If you have any questions, please contact Michele Jones, COVID-19 Response Director, mjones@jeffersonunion.net, 650-550-7914.

Meeting Access:

Jefferson Union High School District (JUHSD) Board of Education Meetings are conducted **in-person** at Serramonte del Rey, 699 Serramonte Blvd, Suite 223, Daly City, CA 94015.

All are welcome to observe meetings in person.

Regular meetings may be viewed via LiveStream on our JUHSD YouTube Channel and recordings will be posted following the meeting.

PLEASE NOTE: The District has changed the manner in which public comment is conducted at Regular Meetings, as noted below.

Public Comment Procedures

Special Meetings:

- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- Public comment is only available in-person.

Jefferson Union HSD Meetings

Search

3/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
2/15/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
2/12/2022 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
2/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
1/25/2022 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
1/11/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
12/15/2021 6:30 PM	Board of Trustees Special Meeting	Se Ro Th will are and affe cor

Regular Meetings:

- PLEASE NOTE: Beginning at the March 15, 2022 Governing Board meeting, public comment is only available in-person. Members of the community will no longer be able to make remote public comment.
- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- The speaker will sit at the presenter's table to address the board.

12/7/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/16/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/13/2021 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
11/2/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/19/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/5/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/21/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/14/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro
9/11/2021 9:00 AM	Board of Trustees Board Retreat	Se Ro
8/31/2021 6:00 PM	Board of Trustees Special Board Meeting	Se Ro
8/26/2021 4:30 PM	Board of Trustees Special Meeting w/Daly City Youth Health Center	No htt pw

	Advisory Board	
8/17/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/7/2021 8:00 AM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/2/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/30/2021 3:00 PM	Board of Trustees Special Board Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/22/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/19/2021 9:00 AM	Board of Trustees Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/15/2021 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom
6/8/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom
6/1/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom
5/18/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom
5/17/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 and Teleconference via Zoom
5/11/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom
5/4/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom
4/24/2021 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom
4/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom
4/5/2021 5:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom
3/30/2021 6:00 PM	Board of Trustees	No Physical Location Teleconference via Zoom

	Regular Meeting		
3/19/2021 1:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
3/16/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/2/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/27/2021 8:30 AM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
2/23/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/2/2021 6:00 PM	Board of Trustees Regular Board Meeting	No Physical Location Teleconference via Zoom	
1/30/2021 9:00 AM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
1/26/2021 6:30 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
1/19/2021 5:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/1/2020 7:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/21/2020 11:15 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/17/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/14/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/20/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/6/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/3/2020 9:00 AM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	

9/29/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
9/19/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
9/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
9/7/2020 5:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
9/1/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/24/2020 6:00 PM	Board of Trustees Work Study	No Physical Location Teleconference via Zoom	
8/18/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/11/2020 6:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
8/4/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/30/2020 6:20 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/27/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/23/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
7/21/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/18/2020 9:00 AM	Board Retreat	No Physical Location Teleconference via Zoom	
7/6/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/1/2020 6:00 PM	Board of Trustees Special Board Meeting: JUHSD Community Conversation on Race, Recent Events, and Ed	No Physical Location Teleconference via Zoom	
6/30/2020 6:30 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
6/16/2020 6:30 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
6/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/26/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/20/2020 6:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
5/19/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/11/2020 4:00 PM	Board of Trustees Emergency Consent Only Meeting	No Physical Location Teleconference via Zoom	
5/6/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/5/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/28/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/14/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/8/2020 5:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/6/2020 10:00 AM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
4/3/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/1/2020 5:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
3/24/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/17/2020 6:00 PM	Board of Trustees Emergency Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/14/2020 9:00 AM	Board of Trustees Emergency Work Study	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/10/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/24/2020 7:00 AM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	

	Consent Only Meeting	
2/11/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2020 5:00 PM	Board of Trustees Special Meeting	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
2/3/2020 3:30 PM	School Site Meeting	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94044
1/23/2020 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/21/2020 5:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/7/2020 7:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/20/2019 3:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/9/2019 9:00 AM	Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/6/2019 3:30 PM	DISTRICT OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/30/2019 3:30 PM	SCHOOL SITE MEETING	Oceana High School Library 401 Paloma Avenue Pacifica, CA 94044
10/28/2019 7:00 PM	EMERGENCY CONSENT ONLY BOARD MEETING	Serramonte del Rey 699 Serramonte Blvd., Room 223 Daly City, CA 94015
10/23/2019 3:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
10/17/2019 3:30 PM	SCHOOL SITE MEETING	Jefferson High School - Library 6996 Mission Street Daly City, CA 94014
10/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/7/2019 7:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

10/1/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/7/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/3/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/20/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2019 7:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/23/2019 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/9/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/29/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/25/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/18/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/11/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/4/2019 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/30/2019 4:30 PM	SCHOOL SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/21/2019 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/14/2019 6:00 PM	STUDY SESSION: LCAP and Budget	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/7/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
5/4/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/16/2019 6:00 PM	Board of Trustees	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting	
4/2/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/25/2019 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
3/20/2019 4:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
3/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2019 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
3/13/2019 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
3/11/2019 4:30 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94015
3/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/29/2019 6:00 PM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/26/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/18/2018 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/4/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/28/2018 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/17/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/7/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2018 4:30 PM	SCHOOL SITE MEETING	Thornton High School Room 102 115 First Avenue Daly City, CA 94014
10/24/2018 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
10/22/2018 4:30 PM	SCHOOL SITE	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044

	MEETING	
10/17/2018 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
10/16/2018 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/5/2018 6:30 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/2/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/18/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/4/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/28/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/21/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/18/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/14/2018 5:30 PM	JUHSD and SMCCD Joint Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/9/2018 6:00 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/7/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/24/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/30/2018 8:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
6/19/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/5/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/23/2018 4:00 PM	OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2018 4:00 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue Room 102/103 Daly City, CA 94014
5/15/2018 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

5/14/2018 4:00 PM	SCHOOL SITE MEETING	Westmoor High School Staff Lounge 131 Westmoor Avenue Daly City, 94015
5/9/2018 4:00 PM	SCHOOL SITE MEETING	Jefferson High School Little Theatre 6996 Mission Street Daly City, CA 94014
5/7/2018 4:00 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044
5/3/2018 3:30 PM	SCHOOL SITE MEETING	Oceana High School - Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
5/1/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/21/2018 8:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
4/17/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/3/2018 5:30 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/20/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/6/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/14/2018 5:30 PM	Board of Trustees Consent-Only Board Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2018 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/3/2018 9:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
1/27/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/16/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/19/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/5/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/7/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/14/2017 9:00 AM	Board of Trustees Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

10/3/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/19/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/5/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/15/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/11/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/29/2017 8:30 AM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/28/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/27/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/24/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/18/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/5/2017 6:00 PM	Board of Education Special Session	Serramonte Del Rey, 699 Serramonte Blvd. Room 223, Daly City, CA 94015
6/28/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/20/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/6/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2017 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/10/2017 6:00 PM	Board of Education Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/2/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/18/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

4/4/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/22/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/11/2017 8:30 AM	Board Retreat - Goal Setting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
3/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/11/2017 6:00 PM	Study Session and Swearing In of New Board Member	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/4/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/6/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/18/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/8/2016 8:15 AM	Board Work Session	JUHSD District Office - Room 200
10/4/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/20/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/6/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/16/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/2/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/19/2016 6:30 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting		
7/5/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/21/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/7/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/3/2016 9:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015	
6/2/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
6/1/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/31/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/17/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/13/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/11/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/10/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/9/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/3/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/2/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/19/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/4/2016 6:00 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/1/2016 5:30 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/22/2016 6:00 PM	Regular Meeting -	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	

	Study Session	
3/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/29/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/8/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/2/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/20/2016 7:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/19/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/12/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/6/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/15/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2015 6:30 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/8/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
11/30/2015 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/24/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/17/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/10/2015 6:30 PM	Board of Trustees STUDY SESSION - ASB DIRECTORS	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/9/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015

10/20/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
10/6/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/15/2015 7:05 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/8/2015 6:00 PM	Joint Meeting Between Pacifica School District and Jefferson Union HSD	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/1/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/18/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/4/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/2/2015 8:30 AM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/27/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/21/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/6/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/22/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/16/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/11/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/2/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/27/2015 6:00 PM	Budget Study Session on May 27th at 6:00pm	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/20/2015 6:00 PM	Board of Trustees LCAP Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/19/2015 6:00 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

	Regular Meeting		
5/13/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/12/2015 4:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
5/5/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
4/29/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/21/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/14/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/9/2015 9:00 AM	Board of Trustees Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/1/2015 5:30 PM	Board of Trustees Special Meeting	699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/25/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/17/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/3/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
2/3/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	 
1/29/2015 6:00 PM	STUDY SESSION - BOARD DISCUSSION	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
1/21/2015 5:30 PM	LCAP STUDY SESSION	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
1/20/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
1/6/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/16/2014 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/9/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Galleria Daly City, CA 94015	

12/2/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
11/18/2014 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/21/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/14/2014 6:00 PM	Board of Trustees Study Session - Galleria	Serramonte Del Rey 699 Serramonte Blvd., Galleria Daly City, CA 94015	
10/7/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
9/16/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
9/2/2014 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
8/19/2014 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	

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JUHSD is a premier learning community where all students advance to and through post-secondary learning and careers.

Click on the meeting dates to the right in order to view the Agenda and Minutes.

COVID Protocols:

The following protocols are now in place effective November 16, 2021.

All in-person meeting attendees, including District staff members, presenters, participants, and those wishing to observe must do the following:

- Provide proof of vaccination or a negative result of a COVID-19 test taken within 72 hours of the start of meeting; please arrive early to allow time for review of documentation.
- As an alternative, rapid antigen tests will be available for meeting attendees who do not provide vaccination verification or test result documentation. Please note, those who opt for onsite testing should plan to arrive at least 45 minutes prior to the start of the meeting (5:15pm for closed sessions and 6:15pm for open sessions) in order to allow time to sign consent forms, take the test, and for results to be received. Attendees are asked to wait outside until their results are available.
- Wear a well-fitting mask that covers the nose and mouth without gaps while in the building.

Those who do not meet the above requirements may participate remotely through the District's Youtube channel.

Proof of being fully vaccinated, proof of a negative COVID test, or proof of recovery from COVID-19 within 90 days may be provided on site, or in advance by emailing our COVID-19 Response Director Michele Jones, mjones@jeffersonunion.net.

If you have any questions, please contact Michele Jones, COVID-19 Response Director, mjones@jeffersonunion.net, 650-550-7914.

Meeting Access:

Jefferson Union High School District (JUHSD) Board of Education Meetings are conducted **in-person** at Serramonte del Rey, 699 Serramonte Blvd, Suite 223, Daly City, CA 94015.

All are welcome to observe meetings in person.

Regular meetings may be viewed via LiveStream on our JUHSD YouTube Channel and recordings will be posted following the meeting.

PLEASE NOTE: The District has changed the manner in which public comment is conducted at Regular Meetings, as noted below.

Public Comment Procedures

Special Meetings:

- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- Public comment is only available in-person.

Jefferson Union HSD Meetings

Search

3/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are an affe cor
2/15/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are an affe cor
2/12/2022 9:00 AM	Board of Trustees Study Session	Se Ro Th will are an affe cor
2/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are an affe cor
1/25/2022 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are an affe cor
1/11/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are an affe cor
12/15/2021 6:30 PM	Board of Trustees Special Meeting	Se Ro Th will are an affe cor

Regular Meetings:

- PLEASE NOTE: Beginning at the March 15, 2022 Governing Board meeting, public comment is only available in-person. Members of the community will no longer be able to make remote public comment.
- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- The speaker will sit at the presenter's table to address the board.

12/7/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/16/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/13/2021 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
11/2/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/19/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/5/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/21/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/14/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro
9/11/2021 9:00 AM	Board of Trustees Board Retreat	Se Ro
8/31/2021 6:00 PM	Board of Trustees Special Board Meeting	Se Ro
8/26/2021 4:30 PM	Board of Trustees Special Meeting w/Daly City Youth Health Center	No htt pw

	Advisory Board		
8/17/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/7/2021 8:00 AM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/2/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/30/2021 3:00 PM	Board of Trustees Special Board Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/22/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/19/2021 9:00 AM	Board of Trustees Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/15/2021 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/8/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/1/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/18/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/17/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 and Teleconference via Zoom	
5/11/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/4/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/24/2021 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/5/2021 5:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
3/30/2021 6:00 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
3/19/2021 1:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
3/16/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/2/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/27/2021 8:30 AM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
2/23/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/2/2021 6:00 PM	Board of Trustees Regular Board Meeting	No Physical Location Teleconference via Zoom	
1/30/2021 9:00 AM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
1/26/2021 6:30 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
1/19/2021 5:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/1/2020 7:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/21/2020 11:15 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/17/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/14/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/20/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/6/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/3/2020 9:00 AM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	

9/29/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
9/19/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
9/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
9/7/2020 5:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
9/1/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/24/2020 6:00 PM	Board of Trustees Work Study	No Physical Location Teleconference via Zoom	
8/18/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/11/2020 6:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
8/4/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/30/2020 6:20 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/27/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/23/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
7/21/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/18/2020 9:00 AM	Board Retreat	No Physical Location Teleconference via Zoom	
7/6/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/1/2020 6:00 PM	Board of Trustees Special Board Meeting: JUHSD Community Conversation on Race, Recent Events, and Ed	No Physical Location Teleconference via Zoom	
6/30/2020 6:30 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
6/16/2020 6:30 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
6/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/26/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/20/2020 6:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
5/19/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/11/2020 4:00 PM	Board of Trustees Emergency Consent Only Meeting	No Physical Location Teleconference via Zoom	
5/6/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/5/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/28/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/14/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/8/2020 5:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/6/2020 10:00 AM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
4/3/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/1/2020 5:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
3/24/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/17/2020 6:00 PM	Board of Trustees Emergency Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/14/2020 9:00 AM	Board of Trustees Emergency Work Study	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/10/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/24/2020 7:00 AM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	

	Consent Only Meeting	
2/11/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2020 5:00 PM	Board of Trustees Special Meeting	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
2/3/2020 3:30 PM	School Site Meeting	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94044
1/23/2020 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/21/2020 5:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/7/2020 7:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/20/2019 3:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/9/2019 9:00 AM	Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/6/2019 3:30 PM	DISTRICT OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/30/2019 3:30 PM	SCHOOL SITE MEETING	Oceana High School Library 401 Paloma Avenue Pacifica, CA 94044
10/28/2019 7:00 PM	EMERGENCY CONSENT ONLY BOARD MEETING	Serramonte del Rey 699 Serramonte Blvd., Room 223 Daly City, CA 94015
10/23/2019 3:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
10/17/2019 3:30 PM	SCHOOL SITE MEETING	Jefferson High School - Library 6996 Mission Street Daly City, CA 94014
10/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/7/2019 7:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

10/1/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/7/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/3/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/20/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2019 7:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/23/2019 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/9/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/29/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/25/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/18/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/11/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/4/2019 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/30/2019 4:30 PM	SCHOOL SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/21/2019 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/14/2019 6:00 PM	STUDY SESSION: LCAP and Budget	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/7/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
5/4/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/16/2019 6:00 PM	Board of Trustees	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting	
4/2/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/25/2019 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
3/20/2019 4:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
3/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2019 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
3/13/2019 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
3/11/2019 4:30 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94015
3/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/29/2019 6:00 PM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/26/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/18/2018 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/4/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/28/2018 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/17/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/7/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2018 4:30 PM	SCHOOL SITE MEETING	Thornton High School Room 102 115 First Avenue Daly City, CA 94014
10/24/2018 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
10/22/2018 4:30 PM	SCHOOL SITE	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044

	MEETING	
10/17/2018 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
10/16/2018 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/5/2018 6:30 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/2/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/18/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/4/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/28/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/21/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/18/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/14/2018 5:30 PM	JUHSD and SMCCD Joint Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/9/2018 6:00 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/7/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/24/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/30/2018 8:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
6/19/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/5/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/23/2018 4:00 PM	OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2018 4:00 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue Room 102/103 Daly City, CA 94014
5/15/2018 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

5/14/2018 4:00 PM	SCHOOL SITE MEETING	Westmoor High School Staff Lounge 131 Westmoor Avenue Daly City, 94015
5/9/2018 4:00 PM	SCHOOL SITE MEETING	Jefferson High School Little Theatre 6996 Mission Street Daly City, CA 94014
5/7/2018 4:00 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044
5/3/2018 3:30 PM	SCHOOL SITE MEETING	Oceana High School - Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
5/1/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/21/2018 8:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
4/17/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/3/2018 5:30 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/20/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/6/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/14/2018 5:30 PM	Board of Trustees Consent-Only Board Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2018 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/3/2018 9:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
1/27/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/16/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/19/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/5/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/7/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/14/2017 9:00 AM	Board of Trustees Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

10/3/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/19/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/5/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/15/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/11/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/29/2017 8:30 AM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/28/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/27/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/24/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/18/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/5/2017 6:00 PM	Board of Education Special Session	Serramonte Del Rey, 699 Serramonte Blvd. Room 223, Daly City, CA 94015
6/28/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/20/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/6/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2017 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/10/2017 6:00 PM	Board of Education Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/2/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/18/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

4/4/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/22/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/11/2017 8:30 AM	Board Retreat - Goal Setting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
3/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/11/2017 6:00 PM	Study Session and Swearing In of New Board Member	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/4/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/6/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/18/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/8/2016 8:15 AM	Board Work Session	JUHSD District Office - Room 200
10/4/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/20/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/6/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/16/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/2/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/19/2016 6:30 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting		
7/5/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/21/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/7/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/3/2016 9:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015	
6/2/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
6/1/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/31/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/17/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/13/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/11/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/10/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/9/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/3/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/2/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/19/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/4/2016 6:00 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/1/2016 5:30 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/22/2016 6:00 PM	Regular Meeting -	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	

	Study Session	
3/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/29/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/8/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/2/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/20/2016 7:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/19/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/12/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/6/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/15/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2015 6:30 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/8/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
11/30/2015 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/24/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/17/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/10/2015 6:30 PM	Board of Trustees STUDY SESSION - ASB DIRECTORS	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/9/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015

10/20/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
10/6/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/15/2015 7:05 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/8/2015 6:00 PM	Joint Meeting Between Pacifica School District and Jefferson Union HSD	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/1/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/18/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/4/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/2/2015 8:30 AM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/27/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/21/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/6/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/22/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/16/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/11/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/2/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/27/2015 6:00 PM	Budget Study Session on May 27th at 6:00pm	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/20/2015 6:00 PM	Board of Trustees LCAP Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/19/2015 6:00 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

	Regular Meeting		
5/13/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/12/2015 4:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
5/5/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
4/29/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/21/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/14/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/9/2015 9:00 AM	Board of Trustees Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/1/2015 5:30 PM	Board of Trustees Special Meeting	699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/25/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/17/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/3/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
2/3/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	 
1/29/2015 6:00 PM	STUDY SESSION - BOARD DISCUSSION	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
1/21/2015 5:30 PM	LCAP STUDY SESSION	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
1/20/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
1/6/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/16/2014 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/9/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Galleria Daly City, CA 94015	

12/2/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
11/18/2014 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/21/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/14/2014 6:00 PM	Board of Trustees Study Session - Galleria	Serramonte Del Rey 699 Serramonte Blvd., Galleria Daly City, CA 94015	
10/7/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
9/16/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
9/2/2014 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
8/19/2014 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	

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Board of Trustees Regular Meeting
Jefferson Union HSD
March 05, 2019 6:00PM
Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

1. CALL TO ORDER
Minutes:

Meeting called to order at 6:02 p.m.

2. ROLL CALL
Minutes:

Trustee Nick Occhipinti arrived at 6:03 p.m.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

If you wish to address the Board of Trustees on a Close Session item, please complete a blue speaker card, and give it to the secretary.

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

None.

4. CLOSED SESSION
4.A. Pursuant to Government Code 54956.9: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
4.B. Pursuant to Government Code 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS – Serramonte del Rey, 699 Serramonte Blvd., Daly City, CA 94015 – Negotiating Party/Agency: Brookwood Associates

5. RECONVENE TO REGULAR SESSION - 7:00 p.m.
Minutes:

Closed Session adjourned at 6:58 p.m.
Regular Sessio called to order at 7:04 p.m.

6. ROLL CALL
Minutes:

Student Trustees not present:
1. Jessica Dalmaccio
2. Valeria Noyola Benitez

7. PLEDGE OF ALLEGIANCE
Minutes:

Held.

8. APPROVAL OF AGENDA
Actions:

Motion
Passed with a motion by Kalimah Salahuddin and a second by Rosie Tejada.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

No changes to the agenda. Board approved.

9. APPROVAL OF MINUTES
Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

Actions:

Motion
It is administration's recommendation that the Board of Trustees approve the attached minutes. Passed with a motion by Kalimah Salahuddin and a second by Carla Ng-Garrett.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

9.A. Board Meeting Minutes for February 5, 2019

Minutes:

Edits made. Board approved.

Attachments:

Meeting Minutes 2/5/19

9.B. Board Meeting Minutes for February 27 2019

Minutes:

Edits made. Board approved.

Attachments:

Meeting Minutes 2/27/19

10. REPORT OUT OF CLOSED SESSION

Minutes:

Nothing to report.

11. RECOGNITIONS AND COMMENDATIONS

11.A. STUDENT OF THE MONTH: Sara Olsen

Minutes:

Director Dorene Basuino presented the Student of the Month award.

Sara Olsen was present with her parents Kim and David Olsen.

Comments:

Sara Olsen was unanimously selected by the Terra Nova Administration, Teachers and Staff as our Student of the Month.

Since joining Terra Nova as a freshman, Sara has been a key member of the Terra Nova ASB, serving in numerous class office positions before stepping into the role of ASB president this year.

A born leader, Sara has a clear vision of situations and is not only quick to identify what must be done, but also dives right in to fix the problem.

As the Editor-In-Chief of the Terra Nova Times, Mrs. Jenkins remarked that “What is most amazing about Sara is that she has often thought of things that the newspaper needs before I have, and more impressive than that is that she has often already formulated a plan to solve the problem before we have even discussed what the problem is. By the time we talk, it’s as if she has read my mind already.”

Other staff members shared that Sara is a conscientious leader who possesses an exemplary character and the unique ability to speak with adults on campus with the same ease that she speaks with her fellow students and peers. She knows how to make people feel comfortable and at ease.

In her four years at Terra Nova, Sara has always balanced a full schedule with little to no direction from others. She has simultaneously juggled multiple AP class, ASB leadership roles including ASB president, water polo, swimming and a role on the City of Pacifica’s Youth Advisory Board. She has a cumulative grade point average of 4.208, earned through successfully completing a full sequence of enriched and AP classes at Terra Nova High School.

When carrying out her duties and obligation, Sara uses common sense and exemplary time management skills, which enables her to manage more than most adults. Her teachers and advisors report that there is not a challenge that comes her way that Sara cannot overcome. She is extremely organized and a force to be reckoned with.

What Sara is known for most is her positive attitude – no matter how busy and stressed she is, she always has a word of encouragement for her peers, whether they be her classmates, teammates, other Leadership students, or first-year Journalism students. As another teacher remarked, “Sara is the most amazing student ever!”

Sara has applied widely to universities throughout California. She hasn’t shared a top choice but rather reports wanting to wait for acceptances first and then decide. Sara is interested in pursuing a career in the medical field, but It wouldn’t surprise anyone at Terra Nova if Sara Olsen wound up in charge of a very influential social or environmental movement or running for public office.

11.B. Deal of the Year Award Presentation

Speaker:

Tina Van Raaphorst

Minutes:

Associate Superintendent Tina Van Raaphorst introduced Dale Scott of Dale Scott and Company. Mr. Scott presented Jefferson Union High School District with the Deal of the Year Award.

Comments:

Dale Scott, from the financial advisory firm Dale Scott & Company, will make a brief statement and present the Board of Trustees with an award the district earned at the Bond Buyer’s Deal of the Year event.

12. COMMUNICATIONS

12.A. Board Report

Minutes:

Student Trustee Angelene Obedoza reported: Westmoor High School launched it's first Saturday School on February 2nd. Twenty-five students attended. School Administration released a survey in regards to changing the school's Vision Statement. ASB is preparing for the first night rally in three years.

Student Trustee Chanel Lejano reported: Oceana High School created a second Math advisory, so more students can attend. They are finishing second Hygiene Drive, of which they've received over 600 donations. Spring Fest is next week. They will have Fame Night in April, which is celebrating Visual and Performing Arts.

Student Trustee Erica Cardoza reported: Jefferson High School is having their annual blood drive. They had an AP Information Night for parents and students who want to be in AP classes next year. Seniors are getting excited about acceptance letters they're receiving to attend different colleges and universities.

Trustee Rosie Tejada reported: She attended the Student Advisory Council Meeting last night, and was excited to see how many students (majority Terra Nova) are interested in becoming Student Trustees and/or Student Advisory Council Members.

Trustee Nick Occhipinti reported: He's received questions from students and parents about being a Board Member. Looking forward to attending the upcoming School Site Board Meetings.

Trustee Carla Ng-garrett reported: She attended the JCPTA Meeting on March 4th. She has school site visit this Friday at Oceana, and is excited to attend.
She acknowledged International Women's Month, and read a few quotes from Maya Angelou.

Vice President Kalimah Salahuddin reported: She attended the Brisbane City Council Meeting, and the Council discussed the Baylands project and how it could affect multiple school districts, including JUHSD. She also attended the Student Advisory Council Meeting last night.

President Andy Lie reported: He will be attending Career Day at Thornton High School on March 14th. He thanked Horace Hinshaw for allowing him to Emcee the Pacifica Sports Hall of Fame Induction Ceremony. He commented on the award that the district received for the Deal of the Year.

12.B. Superintendent Report

Minutes:

Dr. Terry Deloria reported: Westmoor High School is dedicating a week to Math (March 11th - 15th). She and Associate Superintendent Toni Presta will be attending two job fairs (one at the San Mateo County Office of Education and one at San Francisco State University)to recruit teachers on March 9th. She mentioned how the District has been focusing on collaboration this year, and she gave kudos to Associate Superintendent Baca in regards to meeting with Principals on a regular basis to help with the collaborating efforts. Dr. Deloria mentioned we will have our Regular Board Meeting for April 16th, at a school within Brisbane Elementary School District.

13. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Rosie Tejada and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

After pulling item 13.C.1 from Consent, and move to Discussion, the Agenda was Board approved.

13.A. HUMAN RESOURCES

13.A.1. PERSONNEL

Minutes:

Board approved.

Attachments:

Personnel

13.B. BUSINESS SERVICES

13.B.1. AGREEMENTS/CONTRACTS/GRANTS/MOUS

13.B.1.1. Service and Consultant Contract Approvals-Peninsula Family YMCA, YMCA of San Francisco

Minutes:

Board approved.

Comments:

The Peninsula Family YMCA will operate a Teen Center at Jefferson High School, running during lunch time and every day after school, until 6:00pm. The Teen Center will offer homework help and enrichment activities, as well as a Peer Tutoring Program.

Financial Impact:

Not to exceed $93,517.77

Attachments:

Contract for Peninsula Family YMCA-YMCA of San Francisco

13.B.2. Reclassification of Grounds Equipment Worker

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the position of Grounds Equipment Worker (Range 34) be reclassified to Utility/Roving Gardener (Range 39), effective March 6, 2019.

Minutes:

Board approved.

Comments:

Upon evaluation of the job description and actual duties being performed by the Grounds Equipment Worker who currently provides support to the Facilities, Maintenance, and Operations (FMO) Department, it has become clear that the work necessary to provide this support is much more closely aligned with the Utility/Roving Gardener job description. Mr. Don Davis currently holds this position and he has been taking on increasing responsibility. The FMO Department would be best supported if the position of Grounds Equipment Worker were reclassified to Utility/Roving Gardener so that the necessary duties can be assigned without concern. AFT is supportive of this proposed change.

Financial Impact:

Approximately $7,000 per year to be paid out of General Fund.

13.C. ADMINISTRATION

13.C.1. Consider Adopting Revising/Reformatted Board Bylaws

Recommended Motion:

Staff recommends that the Board approved the attached comprehensive list of Board Bylaws. The following bylaws were revised for content per CSBA and consultation with the full Board. The remainder were corrected for errors or formatting only.

- BB 9010 Public Statements
- BB 9012 Board Member Electronic Communications
- BB 9100 Organization
- BB 9110 Terms of Office
- BB 9121 President
- BB 9123 Clerk
- BB 9124 Attorney
- BB 9140 Board Representatives
- BB 9150 Student Board Members
- BB 9220 Governing Board Elections
- BB 9222 Resignation
- BB 9223 Filling Vacancies
- BB 9224 Oath or Affirmation
- BB 9230 Orientation
- BB 9240 Board Training
- BB 9250 Remuneration, Reimbursement and Other Benefits
- BB 9260 Legal Protection
- BB 9270 Conflict of Interest
- BB 9310 Board Policies
- BB 9320 Meetings and Notices
- BB 9321 Closed Session Purpose and Agendas
- BB 9322 Agenda/Meeting Materials
- BB 9323 Meeting Conduct
- BB 9324 Minutes and Recordings
- BB 3400 Board Self-Evaluation

Actions:

Motion

Staff recommends that the Board approved the attached comprehensive list of Board Bylaws. The following bylaws were revised for content per CSBA and consultation with the full Board. The remainder were corrected for errors or formatting only.

- BB 9010 Public Statements
- BB 9012 Board Member Electronic Communications
- BB 9100 Organization
- BB 9110 Terms of Office
- BB 9121 President
- BB 9123 Clerk
- BB 9124 Attorney
- BB 9140 Board Representatives
- BB 9150 Student Board Members
- BB 9220 Governing Board Elections
- BB 9222 Resignation
- BB 9223 Filling Vacancies
- BB 9224 Oath or Affirmation
- BB 9230 Orientation
- BB 9240 Board Training
- BB 9250 Remuneration, Reimbursement and Other Benefits
- BB 9260 Legal Protection
- BB 9270 Conflict of Interest
- BB 9310 Board Policies
- BB 9320 Meetings and Notices
- BB 9321 Closed Session Purpose and Agendas
- BB 9322 Agenda/Meeting Materials
- BB 9323 Meeting Conduct
- BB 9324 Minutes and Recordings
- BB 3400 Board Self-Evaluation

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Rosie Tejada.

Minutes:

This item was pulled from Consent, and moved to Discussion as Item 15.B.6. Trustees had a question in regards to Bylaw 9124.

The question was asked why does the District Administration or Board of Trustees need permission to speak to County Council? Why is there a limitation placed on talking to our attorney? These are only questions for clarification, and not making a final decision.

There was a motion and Board approval (Salahuddin motioned first; Tejada motioned second) to strike language, and Bylaw 9124 will be placed in Consent during a School Site Board Meeting to be approved as a whole.

Attachments:

BB 9000-9240 w index
BB 9250-9400

14. PUBLIC COMMENT

Recommended Motion:

If you wish to address the Board of Trustees, please complete a blue speaker card, and give it to the secretary. If your subject is not on the agenda, the President will recognize you at this time. SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

There were several students, parents, and families present to speak on behalf of Terra Nova High School's Head Varsity Football Coach, Tim Adams.

The following persons spoke about their concerns about Coach Adams, the football program at Terra Nova, wanting transparency, honesty, and clarity from the Board of Trustees and District Administration.
1. Ryan Marr Wyatt
2. Ryan Gordon
3. Jason Julian
4. Marlita Pera
5. Dimitri Fabiani
6. Phillip Rigling
7. David Menjivar
8. Horace Hinshaw
- Horace Hinshaw did suggest or mention dedicating the Terra Nova turf field some time in August. He also

thanked President Lie for being the Master of Ceremonies for the Pacifica Sports Hall of Fame Induction Ceremony.

15. DISCUSSION ITEMS

15.A. EDUCATION SERVICES

15.A.1. College Readiness Presentation

Speaker:

Associate Superintendent Baca

Minutes:

Associate Superintendent of Education Services Kareen Baca presented.

The following data was presented during Mrs. Baca's presentation:
SAT Scores – 12th
- District score is 1011, which is higher than the state and national averages.
- Shared the scores broken down per school site.

PSAT 8/9 Scores – 9th grade
- District score is 880, which is higher than the state and national averages.

PSAT Scores – 10th grade
- District score is 906, which is higher than the state average, but not the national.

PSAT Scores – 11th grade
- District score is 977, which is higher than the state average, but not national.

Part of the goal for testing is that our District is trying to measure college and career readiness.

Class of 2018 Senior Exit Survey results:
- 93% in 2 or 4 year college
Verified College Matriculation (College Enrollment)
- 72% in 2 or 4 year college

There was one Public Comment on this particular item.
- Lisa Uyechi-O'Brien is a parent of a Terra Nova student. She thanked the Board and District Administration for allowing students to take the SAT and PSAT, and at no cost to families. She suggested to set targets for students a little higher, because it is a little discouraging to see that only 40% of our student population would only make a C in class.

Board of Trustees commented and asked questions.

Comments:

Our goal in the District is for our students to advance to and through post secondary learning and careers. One of the ways to measure college and career readiness is through the student's performance on the SAT. This presentation provides a snapshot of scores from the College Board Assessments (PSAT and SAT) administered on October 10, 2018. This presentation also provides information on the verified college enrollment of Class of 2018 through National Student Clearinghouse.

Attachments:

College Readiness Presentation

15.B. ADMINISTRATION

Minutes:

Items 15.B.1 - 15.B.5 are Bylaws that Dr. Deloria needs the Board of Trustees to review for revisions.

Item 13.C.1 was moved from Consent and placed as Item 15.B.6 in Discussion.

15.B.1. Consider Adding BP 4140 4240 4340 Bargaining Units

Speaker:

Dr. Terry Deloria

Comments:

This policy recognizes the right of district employees to form a bargaining unit. It includes:

- Formation of Bargaining Units
- Membership
- Access to Employee Orientations and Contact Information
- Membership Dues and Other Payments to an Employee Organization

The policy reflects the NEW COURT DECISION (Janus v. AFSCME) which held that public employees cannot be compelled to pay mandatory "fair share service fees" to an employee organization. It also reflects NEW LAW (SB 866, 2018) which prohibits districts from deterring or discouraging employees or job applicants from becoming or remaining members of an employee organization and prohibits sharing the date, time, and place of new employee orientations with anyone other than employees, the exclusive representative, or a vendor contracted to provide a service for the orientation.

Attachments:

BP 4140 4240 4340

15.B.2. Consider Revising BP 4143 4243 Negotiations/Consultation

Speaker:

Dr. Terry Deloria

Comments:

The policy reflects changes from numerous previous CSBA updates:

- The Board's right to establish a bargaining team
- Time parameter if the Board intends to make representation changes
- Parameters for employee team related to size and release time

Attachments:

BP 4143 4243

15.B.3. Consider Revising BP 4153.2 4253.2 4356.2 Awards and Ceremonies

Speaker:

Dr. Terry Deloria

Comments:

The policy reflects changes in citations only.

Attachments:

BP 4156.2 4256.2 4356.2

15.B.4. Consider Revising BP 4154 4254 4354 Health and Welfare Benefits

Speaker:

Dr. Terry Deloria

Comments:

The policy is revised to include additional language related to the Affordable Care Act.

Attachments:

BP 4154 4254 4354

15.B.5. Consider Revising BP/AR 4157 4257 4357 Employee Safety

Speaker:

Dr. Terry Deloria

Comments:

Only citations were revised in the policy. The regulation adds language requiring availability of medical personnel for advise and consultation on matters of industrial health or injury. It also requires that adequate first aid supplies are easily accessible at all job sites.

Attachments:

AR 4157 4257 4357
BP 4157 4257 4357

16. ACTION ITEMS/PUBLIC HEARINGS

16.A. HUMAN RESOURCES

16.A.1. Resolution No. 2018/19-21: Notice of Non-Reelection of Probationary Certificated Employees

Speaker:

Toni Presta

Recommended Motion:

The Administration recommends that the Board approve Resolution No. 2018/19-21: Notice of Non-Reelection of Probationary Certificated Employees.

Actions:

Motion	Vote:
The Administration recommends that the Board approve Resolution No. 2018/19-21: Notice of Non-Reelection of Probationary Certificated Employees.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Rosie Tejada.

Minutes:

Associate Superintendent of Human Resources Toni Presta presented.

Board approved.

Comments:

California Education Code section 44929.21 requires that the Governing Board approve the decision not to reelect identified certificated probationary employees for the succeeding school year. Further,

California Education Code 44929.21 requires that the Governing Board, on or before March 15th of the second complete consecutive probationary year, shall notify a probationary employee, in a position requiring certification qualifications, of the decision to reelect or not to reelect the employee to such a position for the succeeding school year.

Attachments:

Resolution No. 2018/19 - 21

16.B. BUSINESS SERVICES

16.B.1. Approval of Contract with Compass Group USA, Inc. for Food Services Management

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the Base Contract, for the remainder of the 18-19 school year, and Contract Extension, for the subsequent school year, with Compass Group USA, Inc., by and through its Chartwells Division to provide Food Services Management.

Actions:

Motion	Vote:
It is recommended that the Board approve the Base Contract, for the remainder of the 18-19 school year, and Contract Extension, for the subsequent school year, with Compass Group USA, Inc., by and through its Chartwells Division to provide Food Services Management.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Rosie Tejada and a second by Kalimah Salahuddin.

Minutes:

Associate Superintendent of Business Services Tina Van Raaphorst presented.

She stated the contract and services to be provided by Chartwells was approved by the State.

Board approved.

Comments:

In December 2018, JUHSD released a request for proposal for Food Management. On February 5, 2019, the Board accepted the recommendation of the selection committee to move forward with a contract with Chartwells. Before the Board for approval is a contract with Chartwells. This contract and the one-year extension has been reviewed and approved by the California Department of Education.

The contract stipulates a cost of approximately $433,436 per year, to be paid by revenue generated by the Food Services Program. Additionally, it promises a no loss program (excluding the cost of the Food Services Director) which would be a $50,000 savings over the current program budget and it offers an incentive of up to $65,000 depending on student participation.

Financial Impact:

Potential savings of up to $115,000 per year.

Attachments:

Approval of Contract with Compass Group USA, Inc. for Food Services Management
Approval of Contract with Compass Group USA, Inc. for Food Services Management

16.B.2. Second Interim Report – 2018/19 Budget

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the Positive Certification of the 2018/19 Second Interim Financial Report for the period July 1, 2018 through January 31, 2019 (Form CI) and authorize its filing with the County Superintendent of Schools.

Actions:

Motion	Vote:
It is recommended that the Board approve the Positive Certification of the 2018/19 Second Interim Financial Report for the period July 1, 2018 through January 31, 2019 (Form CI) and authorize its filing with the County Superintendent of Schools.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Nick Occhipinti and a second by Carla Ng-Garrett.

Minutes:

Mrs. Van Raaphorst presented.

She stated our District needs to maintain a healthy reserve, as we move further away from State funding.

Board approved.

Comments:

School districts are required to file two interim financial reports during each fiscal year. The purpose of these reports is to assess the financial state of affairs of the district at specific times. This first interim report reflects the financial condition as of October 31, and the second interim report reflects the financial state of affairs as of January 31.

Attached is an Executive Summary describing the overall financial health of the district, highlighting changes between the first and second interim 2018-2019 budget and the status of the budget at second interim.

As outlined, Jefferson Union High School District will be able to meet its financial obligations, which is noted by the Positive Certification of the 2018-19 Second Interim (Form CI). The supporting documentation for this certification includes the Income and Expenditure Summary for the General Fund (Form 01I), Attendance Detail (Form AI), Criteria and Standards (Form 01CSI), Cash Flow Worksheet (Form CASH) and Multi-Year Projections (Form MYPI). The other District Fund Summaries are also attached.

Attachments:

Second Interim Report – 2018/19 Budget

Second Interim Report – 2018/19 Budget

16.B.3. Acceptance of 2017-2018 Measure J General Obligation Bonds Audit Report

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board accept the Bond Audit Report for 2017-2018, as presented.

Actions:

Motion	Vote:
It is recommended that the Board accept the Bond Audit Report for 2017-2018, as presented.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Nick Occhipinti.

Minutes:

Mrs. Van Raaphorst presented.

Board approved.

Comments:

The 2017-2018 Measure J General Obligation Bond Financial and Performance Audit Report, as presented, is a requirement of our 2014 Bond Election. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Bonds for the fiscal year ending June 30, 2018.

Financial Impact:

None

Attachments:

2017-18 JUHSD Measure J General Obligation Bonds Audit Report

17. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Nothing mentioned.

18. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Rosie Tejada and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Meeting adjourned at 8:54 p.m.

Comments:

We adjourn tonight's meeting in honor of Leatrice Strickland, Mother-In-Law of Grace Strickland (Principal of Westmoor High School). Mrs. Strickland passed away on Thursday, February 14, 2019.

Leatrice Strickland was a devoted wife of 65 years. She was very involved in church and taught a ladies bible study for twenty years. She was a great friend and had a gift of listening to others. She was also a great mother who taught many life lessons. Her daily routine included reading the newspaper, devotionals and various literature. Her greatest gift was being a peacemaker.

We send our condolences to Grace Strickland, her husband, and the Strickland family, along with a host of their family and loved ones.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

3/5/2019 6:02:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

csba
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Board of Trustees Regular Meeting
Jefferson Union HSD
March 05, 2019 6:00PM
Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

1. CALL TO ORDER
Minutes:

Meeting called to order at 6:02 p.m.

2. ROLL CALL
Minutes:

Trustee Nick Occhipinti arrived at 6:03 p.m.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

If you wish to address the Board of Trustees on a Close Session item, please complete a blue speaker card, and give it to the secretary.

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

None.

4. CLOSED SESSION
4.A. Pursuant to Government Code 54956.9: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
4.B. Pursuant to Government Code 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS – Serramonte del Rey, 699 Serramonte Blvd., Daly City, CA 94015 – Negotiating Party/Agency: Brookwood Associates

5. RECONVENE TO REGULAR SESSION - 7:00 p.m.
Minutes:

Closed Session adjourned at 6:58 p.m.
Regular Sessio called to order at 7:04 p.m.

6. ROLL CALL
Minutes:

Student Trustees not present:
1. Jessica Dalmaccio
2. Valeria Noyola Benitez

7. PLEDGE OF ALLEGIANCE
Minutes:

Held.

8. APPROVAL OF AGENDA
Actions:

Motion
Passed with a motion by Kalimah Salahuddin and a second by Rosie Tejada.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

No changes to the agenda. Board approved.

9. APPROVAL OF MINUTES
Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

Actions:

Motion
It is administration's recommendation that the Board of Trustees approve the attached minutes. Passed with a motion by Kalimah Salahuddin and a second by Carla Ng-Garrett.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

9.A. Board Meeting Minutes for February 5, 2019

Minutes:

Edits made. Board approved.

Attachments:

Meeting Minutes 2/5/19

9.B. Board Meeting Minutes for February 27 2019

Minutes:

Edits made. Board approved.

Attachments:

Meeting Minutes 2/27/19

10. REPORT OUT OF CLOSED SESSION

Minutes:

Nothing to report.

11. RECOGNITIONS AND COMMENDATIONS

11.A. STUDENT OF THE MONTH: Sara Olsen

Minutes:

Director Dorene Basuino presented the Student of the Month award.

Sara Olsen was present with her parents Kim and David Olsen.

Comments:

Sara Olsen was unanimously selected by the Terra Nova Administration, Teachers and Staff as our Student of the Month.

Since joining Terra Nova as a freshman, Sara has been a key member of the Terra Nova ASB, serving in numerous class office positions before stepping into the role of ASB president this year.

A born leader, Sara has a clear vision of situations and is not only quick to identify what must be done, but also dives right in to fix the problem.

As the Editor-In-Chief of the Terra Nova Times, Mrs. Jenkins remarked that “What is most amazing about Sara is that she has often thought of things that the newspaper needs before I have, and more impressive than that is that she has often already formulated a plan to solve the problem before we have even discussed what the problem is. By the time we talk, it’s as if she has read my mind already.”

Other staff members shared that Sara is a conscientious leader who possesses an exemplary character and the unique ability to speak with adults on campus with the same ease that she speaks with her fellow students and peers. She knows how to make people feel comfortable and at ease.

In her four years at Terra Nova, Sara has always balanced a full schedule with little to no direction from others. She has simultaneously juggled multiple AP class, ASB leadership roles including ASB president, water polo, swimming and a role on the City of Pacifica’s Youth Advisory Board. She has a cumulative grade point average of 4.208, earned through successfully completing a full sequence of enriched and AP classes at Terra Nova High School.

When carrying out her duties and obligation, Sara uses common sense and exemplary time management skills, which enables her to manage more than most adults. Her teachers and advisors report that there is not a challenge that comes her way that Sara cannot overcome. She is extremely organized and a force to be reckoned with.

What Sara is known for most is her positive attitude – no matter how busy and stressed she is, she always has a word of encouragement for her peers, whether they be her classmates, teammates, other Leadership students, or first-year Journalism students. As another teacher remarked, “Sara is the most amazing student ever!”

Sara has applied widely to universities throughout California. She hasn’t shared a top choice but rather reports wanting to wait for acceptances first and then decide. Sara is interested in pursuing a career in the medical field, but It wouldn’t surprise anyone at Terra Nova if Sara Olsen wound up in charge of a very influential social or environmental movement or running for public office.

11.B. Deal of the Year Award Presentation

Speaker:

Tina Van Raaphorst

Minutes:

Associate Superintendent Tina Van Raaphorst introduced Dale Scott of Dale Scott and Company. Mr. Scott presented Jefferson Union High School District with the Deal of the Year Award.

Comments:

Dale Scott, from the financial advisory firm Dale Scott & Company, will make a brief statement and present the Board of Trustees with an award the district earned at the Bond Buyer’s Deal of the Year event.

12. COMMUNICATIONS

12.A. Board Report

Minutes:

Student Trustee Angelene Obedoza reported: Westmoor High School launched it's first Saturday School on February 2nd. Twenty-five students attended. School Administration released a survey in regards to changing the school's Vision Statement. ASB is preparing for the first night rally in three years.

Student Trustee Chanel Lejano reported: Oceana High School created a second Math advisory, so more students can attend. They are finishing second Hygiene Drive, of which they've received over 600 donations. Spring Fest is next week. They will have Fame Night in April, which is celebrating Visual and Performing Arts.

Student Trustee Erica Cardoza reported: Jefferson High School is having their annual blood drive. They had an AP Information Night for parents and students who want to be in AP classes next year. Seniors are getting excited about acceptance letters they're receiving to attend different colleges and universities.

Trustee Rosie Tejada reported: She attended the Student Advisory Council Meeting last night, and was excited to see how many students (majority Terra Nova) are interested in becoming Student Trustees and/or Student Advisory Council Members.

Trustee Nick Occhipinti reported: He's received questions from students and parents about being a Board Member. Looking forward to attending the upcoming School Site Board Meetings.

Trustee Carla Ng-garrett reported: She attended the JCPTA Meeting on March 4th. She has school site visit this Friday at Oceana, and is excited to attend.
She acknowledged International Women's Month, and read a few quotes from Maya Angelou.

Vice President Kalimah Salahuddin reported: She attended the Brisbane City Council Meeting, and the Council discussed the Baylands project and how it could affect multiple school districts, including JUHSD. She also attended the Student Advisory Council Meeting last night.

President Andy Lie reported: He will be attending Career Day at Thornton High School on March 14th. He thanked Horace Hinshaw for allowing him to Emcee the Pacifica Sports Hall of Fame Induction Ceremony. He commented on the award that the district received for the Deal of the Year.

12.B. Superintendent Report

Minutes:

Dr. Terry Deloria reported: Westmoor High School is dedicating a week to Math (March 11th - 15th). She and Associate Superintendent Toni Presta will be attending two job fairs (one at the San Mateo County Office of Education and one at San Francisco State University)to recruit teachers on March 9th. She mentioned how the District has been focusing on collaboration this year, and she gave kudos to Associate Superintendent Baca in regards to meeting with Principals on a regular basis to help with the collaborating efforts. Dr. Deloria mentioned we will have our Regular Board Meeting for April 16th, at a school within Brisbane Elementary School District.

13. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Rosie Tejada and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

After pulling item 13.C.1 from Consent, and move to Discussion, the Agenda was Board approved.

13.A. HUMAN RESOURCES

13.A.1. PERSONNEL

Minutes:

Board approved.

Attachments:

Personnel

13.B. BUSINESS SERVICES

13.B.1. AGREEMENTS/CONTRACTS/GRANTS/MOUS

13.B.1.1. Service and Consultant Contract Approvals-Peninsula Family YMCA, YMCA of San Francisco

Minutes:

Board approved.

Comments:

The Peninsula Family YMCA will operate a Teen Center at Jefferson High School, running during lunch time and every day after school, until 6:00pm. The Teen Center will offer homework help and enrichment activities, as well as a Peer Tutoring Program.

Financial Impact:

Not to exceed $93,517.77

Attachments:

Contract for Peninsula Family YMCA-YMCA of San Francisco

13.B.2. Reclassification of Grounds Equipment Worker

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the position of Grounds Equipment Worker (Range 34) be reclassified to Utility/Roving Gardener (Range 39), effective March 6, 2019.

Minutes:

Board approved.

Comments:

Upon evaluation of the job description and actual duties being performed by the Grounds Equipment Worker who currently provides support to the Facilities, Maintenance, and Operations (FMO) Department, it has become clear that the work necessary to provide this support is much more closely aligned with the Utility/Roving Gardener job description. Mr. Don Davis currently holds this position and he has been taking on increasing responsibility. The FMO Department would be best supported if the position of Grounds Equipment Worker were reclassified to Utility/Roving Gardener so that the necessary duties can be assigned without concern. AFT is supportive of this proposed change.

Financial Impact:

Approximately $7,000 per year to be paid out of General Fund.

13.C. ADMINISTRATION

13.C.1. Consider Adopting Revising/Reformatted Board Bylaws

Recommended Motion:

Staff recommends that the Board approved the attached comprehensive list of Board Bylaws. The following bylaws were revised for content per CSBA and consultation with the full Board. The remainder were corrected for errors or formatting only.

- BB 9010 Public Statements
- BB 9012 Board Member Electronic Communications
- BB 9100 Organization
- BB 9110 Terms of Office
- BB 9121 President
- BB 9123 Clerk
- BB 9124 Attorney
- BB 9140 Board Representatives
- BB 9150 Student Board Members
- BB 9220 Governing Board Elections
- BB 9222 Resignation
- BB 9223 Filling Vacancies
- BB 9224 Oath or Affirmation
- BB 9230 Orientation
- BB 9240 Board Training
- BB 9250 Remuneration, Reimbursement and Other Benefits
- BB 9260 Legal Protection
- BB 9270 Conflict of Interest
- BB 9310 Board Policies
- BB 9320 Meetings and Notices
- BB 9321 Closed Session Purpose and Agendas
- BB 9322 Agenda/Meeting Materials
- BB 9323 Meeting Conduct
- BB 9324 Minutes and Recordings
- BB 3400 Board Self-Evaluation

Actions:

Motion

Staff recommends that the Board approved the attached comprehensive list of Board Bylaws. The following bylaws were revised for content per CSBA and consultation with the full Board. The remainder were corrected for errors or formatting only.

- BB 9010 Public Statements
- BB 9012 Board Member Electronic Communications
- BB 9100 Organization
- BB 9110 Terms of Office
- BB 9121 President
- BB 9123 Clerk
- BB 9124 Attorney
- BB 9140 Board Representatives
- BB 9150 Student Board Members
- BB 9220 Governing Board Elections
- BB 9222 Resignation
- BB 9223 Filling Vacancies
- BB 9224 Oath or Affirmation
- BB 9230 Orientation
- BB 9240 Board Training
- BB 9250 Remuneration, Reimbursement and Other Benefits
- BB 9260 Legal Protection
- BB 9270 Conflict of Interest
- BB 9310 Board Policies
- BB 9320 Meetings and Notices
- BB 9321 Closed Session Purpose and Agendas
- BB 9322 Agenda/Meeting Materials
- BB 9323 Meeting Conduct
- BB 9324 Minutes and Recordings
- BB 3400 Board Self-Evaluation

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Rosie Tejada.

Minutes:

This item was pulled from Consent, and moved to Discussion as Item 15.B.6. Trustees had a question in regards to Bylaw 9124.

The question was asked why does the District Administration or Board of Trustees need permission to speak to County Council? Why is there a limitation placed on talking to our attorney? These are only questions for clarification, and not making a final decision.

There was a motion and Board approval (Salahuddin motioned first; Tejada motioned second) to strike language, and Bylaw 9124 will be placed in Consent during a School Site Board Meeting to be approved as a whole.

Attachments:

BB 9000-9240 w index
BB 9250-9400

14. PUBLIC COMMENT

Recommended Motion:

If you wish to address the Board of Trustees, please complete a blue speaker card, and give it to the secretary. If your subject is not on the agenda, the President will recognize you at this time. SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

There were several students, parents, and families present to speak on behalf of Terra Nova High School's Head Varsity Football Coach, Tim Adams.

The following persons spoke about their concerns about Coach Adams, the football program at Terra Nova, wanting transparency, honesty, and clarity from the Board of Trustees and District Administration.
1. Ryan Marr Wyatt
2. Ryan Gordon
3. Jason Julian
4. Marlita Pera
5. Dimitri Fabiani
6. Phillip Rigling
7. David Menjivar
8. Horace Hinshaw
- Horace Hinshaw did suggest or mention dedicating the Terra Nova turf field some time in August. He also

thanked President Lie for being the Master of Ceremonies for the Pacifica Sports Hall of Fame Induction Ceremony.

15. DISCUSSION ITEMS

15.A. EDUCATION SERVICES

15.A.1. College Readiness Presentation

Speaker:

Associate Superintendent Baca

Minutes:

Associate Superintendent of Education Services Kareen Baca presented.

The following data was presented during Mrs. Baca's presentation:
SAT Scores – 12th
- District score is 1011, which is higher than the state and national averages.
- Shared the scores broken down per school site.

PSAT 8/9 Scores – 9th grade
- District score is 880, which is higher than the state and national averages.

PSAT Scores – 10th grade
- District score is 906, which is higher than the state average, but not the national.

PSAT Scores – 11th grade
- District score is 977, which is higher than the state average, but not national.

Part of the goal for testing is that our District is trying to measure college and career readiness.

Class of 2018 Senior Exit Survey results:
- 93% in 2 or 4 year college
Verified College Matriculation (College Enrollment)
- 72% in 2 or 4 year college

There was one Public Comment on this particular item.
- Lisa Uyechi-O'Brien is a parent of a Terra Nova student. She thanked the Board and District Administration for allowing students to take the SAT and PSAT, and at no cost to families. She suggested to set targets for students a little higher, because it is a little discouraging to see that only 40% of our student population would only make a C in class.

Board of Trustees commented and asked questions.

Comments:

Our goal in the District is for our students to advance to and through post secondary learning and careers. One of the ways to measure college and career readiness is through the student's performance on the SAT. This presentation provides a snapshot of scores from the College Board Assessments (PSAT and SAT) administered on October 10, 2018. This presentation also provides information on the verified college enrollment of Class of 2018 through National Student Clearinghouse.

Attachments:

College Readiness Presentation

15.B. ADMINISTRATION

Minutes:

Items 15.B.1 - 15.B.5 are Bylaws that Dr. Deloria needs the Board of Trustees to review for revisions.

Item 13.C.1 was moved from Consent and placed as Item 15.B.6 in Discussion.

15.B.1. Consider Adding BP 4140 4240 4340 Bargaining Units

Speaker:

Dr. Terry Deloria

Comments:

This policy recognizes the right of district employees to form a bargaining unit. It includes:

- Formation of Bargaining Units
- Membership
- Access to Employee Orientations and Contact Information
- Membership Dues and Other Payments to an Employee Organization

The policy reflects the NEW COURT DECISION (Janus v. AFSCME) which held that public employees cannot be compelled to pay mandatory "fair share service fees" to an employee organization. It also reflects NEW LAW (SB 866, 2018) which prohibits districts from deterring or discouraging employees or job applicants from becoming or remaining members of an employee organization and prohibits sharing the date, time, and place of new employee orientations with anyone other than employees, the exclusive representative, or a vendor contracted to provide a service for the orientation.

Attachments:

BP 4140 4240 4340

15.B.2. Consider Revising BP 4143 4243 Negotiations/Consultation

Speaker:

Dr. Terry Deloria

Comments:

The policy reflects changes from numerous previous CSBA updates:

- The Board's right to establish a bargaining team
- Time parameter if the Board intends to make representation changes
- Parameters for employee team related to size and release time

Attachments:

BP 4143 4243

15.B.3. Consider Revising BP 4153.2 4253.2 4356.2 Awards and Ceremonies

Speaker:

Dr. Terry Deloria

Comments:

The policy reflects changes in citations only.

Attachments:

BP 4156.2 4256.2 4356.2

15.B.4. Consider Revising BP 4154 4254 4354 Health and Welfare Benefits

Speaker:

Dr. Terry Deloria

Comments:

The policy is revised to include additional language related to the Affordable Care Act.

Attachments:

BP 4154 4254 4354

15.B.5. Consider Revising BP/AR 4157 4257 4357 Employee Safety

Speaker:

Dr. Terry Deloria

Comments:

Only citations were revised in the policy. The regulation adds language requiring availability of medical personnel for advise and consultation on matters of industrial health or injury. It also requires that adequate first aid supplies are easily accessible at all job sites.

Attachments:

AR 4157 4257 4357
BP 4157 4257 4357

16. ACTION ITEMS/PUBLIC HEARINGS

16.A. HUMAN RESOURCES

16.A.1. Resolution No. 2018/19-21: Notice of Non-Reelection of Probationary Certificated Employees

Speaker:

Toni Presta

Recommended Motion:

The Administration recommends that the Board approve Resolution No. 2018/19-21: Notice of Non-Reelection of Probationary Certificated Employees.

Actions:

Motion	Vote:
The Administration recommends that the Board approve Resolution No. 2018/19-21: Notice of Non-Reelection of Probationary Certificated Employees.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Rosie Tejada.

Minutes:

Associate Superintendent of Human Resources Toni Presta presented.

Board approved.

Comments:

California Education Code section 44929.21 requires that the Governing Board approve the decision not to reelect identified certificated probationary employees for the succeeding school year. Further,

California Education Code 44929.21 requires that the Governing Board, on or before March 15th of the second complete consecutive probationary year, shall notify a probationary employee, in a position requiring certification qualifications, of the decision to reelect or not to reelect the employee to such a position for the succeeding school year.

Attachments:

Resolution No. 2018/19 - 21

16.B. BUSINESS SERVICES

16.B.1. Approval of Contract with Compass Group USA, Inc. for Food Services Management

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the Base Contract, for the remainder of the 18-19 school year, and Contract Extension, for the subsequent school year, with Compass Group USA, Inc., by and through its Chartwells Division to provide Food Services Management.

Actions:

Motion	Vote:
It is recommended that the Board approve the Base Contract, for the remainder of the 18-19 school year, and Contract Extension, for the subsequent school year, with Compass Group USA, Inc., by and through its Chartwells Division to provide Food Services Management.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Rosie Tejada and a second by Kalimah Salahuddin.

Minutes:

Associate Superintendent of Business Services Tina Van Raaphorst presented.

She stated the contract and services to be provided by Chartwells was approved by the State.

Board approved.

Comments:

In December 2018, JUHSD released a request for proposal for Food Management. On February 5, 2019, the Board accepted the recommendation of the selection committee to move forward with a contract with Chartwells. Before the Board for approval is a contract with Chartwells. This contract and the one-year extension has been reviewed and approved by the California Department of Education.

The contract stipulates a cost of approximately $433,436 per year, to be paid by revenue generated by the Food Services Program. Additionally, it promises a no loss program (excluding the cost of the Food Services Director) which would be a $50,000 savings over the current program budget and it offers an incentive of up to $65,000 depending on student participation.

Financial Impact:

Potential savings of up to $115,000 per year.

Attachments:

Approval of Contract with Compass Group USA, Inc. for Food Services Management
Approval of Contract with Compass Group USA, Inc. for Food Services Management

16.B.2. Second Interim Report – 2018/19 Budget

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the Positive Certification of the 2018/19 Second Interim Financial Report for the period July 1, 2018 through January 31, 2019 (Form CI) and authorize its filing with the County Superintendent of Schools.

Actions:

Motion	Vote:
It is recommended that the Board approve the Positive Certification of the 2018/19 Second Interim Financial Report for the period July 1, 2018 through January 31, 2019 (Form CI) and authorize its filing with the County Superintendent of Schools.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Nick Occhipinti and a second by Carla Ng-Garrett.

Minutes:

Mrs. Van Raaphorst presented.

She stated our District needs to maintain a healthy reserve, as we move further away from State funding.

Board approved.

Comments:

School districts are required to file two interim financial reports during each fiscal year. The purpose of these reports is to assess the financial state of affairs of the district at specific times. This first interim report reflects the financial condition as of October 31, and the second interim report reflects the financial state of affairs as of January 31.

Attached is an Executive Summary describing the overall financial health of the district, highlighting changes between the first and second interim 2018-2019 budget and the status of the budget at second interim.

As outlined, Jefferson Union High School District will be able to meet its financial obligations, which is noted by the Positive Certification of the 2018-19 Second Interim (Form CI). The supporting documentation for this certification includes the Income and Expenditure Summary for the General Fund (Form 01I), Attendance Detail (Form AI), Criteria and Standards (Form 01CSI), Cash Flow Worksheet (Form CASH) and Multi-Year Projections (Form MYPI). The other District Fund Summaries are also attached.

Attachments:

Second Interim Report – 2018/19 Budget

Second Interim Report – 2018/19 Budget

16.B.3. Acceptance of 2017-2018 Measure J General Obligation Bonds Audit Report

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board accept the Bond Audit Report for 2017-2018, as presented.

Actions:

Motion	Vote:
It is recommended that the Board accept the Bond Audit Report for 2017-2018, as presented.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Nick Occhipinti.

Minutes:

Mrs. Van Raaphorst presented.

Board approved.

Comments:

The 2017-2018 Measure J General Obligation Bond Financial and Performance Audit Report, as presented, is a requirement of our 2014 Bond Election. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Bonds for the fiscal year ending June 30, 2018.

Financial Impact:

None

Attachments:

2017-18 JUHSD Measure J General Obligation Bonds Audit Report

17. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Nothing mentioned.

18. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Rosie Tejada and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Meeting adjourned at 8:54 p.m.

Comments:

We adjourn tonight's meeting in honor of Leatrice Strickland, Mother-In-Law of Grace Strickland (Principal of Westmoor High School). Mrs. Strickland passed away on Thursday, February 14, 2019.

Leatrice Strickland was a devoted wife of 65 years. She was very involved in church and taught a ladies bible study for twenty years. She was a great friend and had a gift of listening to others. She was also a great mother who taught many life lessons. Her daily routine included reading the newspaper, devotionals and various literature. Her greatest gift was being a peacemaker.

We send our condolences to Grace Strickland, her husband, and the Strickland family, along with a host of their family and loved ones.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

3/5/2019 6:02:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

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Board of Trustees Regular Meeting
Jefferson Union HSD
March 05, 2019 6:00PM
Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

1. CALL TO ORDER
Minutes:

Meeting called to order at 6:02 p.m.

2. ROLL CALL
Minutes:

Trustee Nick Occhipinti arrived at 6:03 p.m.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

If you wish to address the Board of Trustees on a Close Session item, please complete a blue speaker card, and give it to the secretary.

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

None.

4. CLOSED SESSION
4.A. Pursuant to Government Code 54956.9: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
4.B. Pursuant to Government Code 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS – Serramonte del Rey, 699 Serramonte Blvd., Daly City, CA 94015 – Negotiating Party/Agency: Brookwood Associates

5. RECONVENE TO REGULAR SESSION - 7:00 p.m.
Minutes:

Closed Session adjourned at 6:58 p.m.
Regular Sessio called to order at 7:04 p.m.

6. ROLL CALL
Minutes:

Student Trustees not present:
1. Jessica Dalmaccio
2. Valeria Noyola Benitez

7. PLEDGE OF ALLEGIANCE
Minutes:

Held.

8. APPROVAL OF AGENDA
Actions:

Motion
Passed with a motion by Kalimah Salahuddin and a second by Rosie Tejada.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

No changes to the agenda. Board approved.

9. APPROVAL OF MINUTES
Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

Actions:

Motion
It is administration's recommendation that the Board of Trustees approve the attached minutes. Passed with a motion by Kalimah Salahuddin and a second by Carla Ng-Garrett.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

9.A. Board Meeting Minutes for February 5, 2019

Minutes:

Edits made. Board approved.

Attachments:

Meeting Minutes 2/5/19

9.B. Board Meeting Minutes for February 27 2019

Minutes:

Edits made. Board approved.

Attachments:

Meeting Minutes 2/27/19

10. REPORT OUT OF CLOSED SESSION

Minutes:

Nothing to report.

11. RECOGNITIONS AND COMMENDATIONS

11.A. STUDENT OF THE MONTH: Sara Olsen

Minutes:

Director Dorene Basuino presented the Student of the Month award.

Sara Olsen was present with her parents Kim and David Olsen.

Comments:

Sara Olsen was unanimously selected by the Terra Nova Administration, Teachers and Staff as our Student of the Month.

Since joining Terra Nova as a freshman, Sara has been a key member of the Terra Nova ASB, serving in numerous class office positions before stepping into the role of ASB president this year.

A born leader, Sara has a clear vision of situations and is not only quick to identify what must be done, but also dives right in to fix the problem.

As the Editor-In-Chief of the Terra Nova Times, Mrs. Jenkins remarked that “What is most amazing about Sara is that she has often thought of things that the newspaper needs before I have, and more impressive than that is that she has often already formulated a plan to solve the problem before we have even discussed what the problem is. By the time we talk, it’s as if she has read my mind already.”

Other staff members shared that Sara is a conscientious leader who possesses an exemplary character and the unique ability to speak with adults on campus with the same ease that she speaks with her fellow students and peers. She knows how to make people feel comfortable and at ease.

In her four years at Terra Nova, Sara has always balanced a full schedule with little to no direction from others. She has simultaneously juggled multiple AP class, ASB leadership roles including ASB president, water polo, swimming and a role on the City of Pacifica’s Youth Advisory Board. She has a cumulative grade point average of 4.208, earned through successfully completing a full sequence of enriched and AP classes at Terra Nova High School.

When carrying out her duties and obligation, Sara uses common sense and exemplary time management skills, which enables her to manage more than most adults. Her teachers and advisors report that there is not a challenge that comes her way that Sara cannot overcome. She is extremely organized and a force to be reckoned with.

What Sara is known for most is her positive attitude – no matter how busy and stressed she is, she always has a word of encouragement for her peers, whether they be her classmates, teammates, other Leadership students, or first-year Journalism students. As another teacher remarked, “Sara is the most amazing student ever!”

Sara has applied widely to universities throughout California. She hasn’t shared a top choice but rather reports wanting to wait for acceptances first and then decide. Sara is interested in pursuing a career in the medical field, but It wouldn’t surprise anyone at Terra Nova if Sara Olsen wound up in charge of a very influential social or environmental movement or running for public office.

11.B. Deal of the Year Award Presentation

Speaker:

Tina Van Raaphorst

Minutes:

Associate Superintendent Tina Van Raaphorst introduced Dale Scott of Dale Scott and Company. Mr. Scott presented Jefferson Union High School District with the Deal of the Year Award.

Comments:

Dale Scott, from the financial advisory firm Dale Scott & Company, will make a brief statement and present the Board of Trustees with an award the district earned at the Bond Buyer’s Deal of the Year event.

12. COMMUNICATIONS

12.A. Board Report

Minutes:

Student Trustee Angelene Obedoza reported: Westmoor High School launched it's first Saturday School on February 2nd. Twenty-five students attended. School Administration released a survey in regards to changing the school's Vision Statement. ASB is preparing for the first night rally in three years.

Student Trustee Chanel Lejano reported: Oceana High School created a second Math advisory, so more students can attend. They are finishing second Hygiene Drive, of which they've received over 600 donations. Spring Fest is next week. They will have Fame Night in April, which is celebrating Visual and Performing Arts.

Student Trustee Erica Cardoza reported: Jefferson High School is having their annual blood drive. They had an AP Information Night for parents and students who want to be in AP classes next year. Seniors are getting excited about acceptance letters they're receiving to attend different colleges and universities.

Trustee Rosie Tejada reported: She attended the Student Advisory Council Meeting last night, and was excited to see how many students (majority Terra Nova) are interested in becoming Student Trustees and/or Student Advisory Council Members.

Trustee Nick Occhipinti reported: He's received questions from students and parents about being a Board Member. Looking forward to attending the upcoming School Site Board Meetings.

Trustee Carla Ng-garrett reported: She attended the JCPTA Meeting on March 4th. She has school site visit this Friday at Oceana, and is excited to attend.
She acknowledged International Women's Month, and read a few quotes from Maya Angelou.

Vice President Kalimah Salahuddin reported: She attended the Brisbane City Council Meeting, and the Council discussed the Baylands project and how it could affect multiple school districts, including JUHSD. She also attended the Student Advisory Council Meeting last night.

President Andy Lie reported: He will be attending Career Day at Thornton High School on March 14th. He thanked Horace Hinshaw for allowing him to Emcee the Pacifica Sports Hall of Fame Induction Ceremony. He commented on the award that the district received for the Deal of the Year.

12.B. Superintendent Report

Minutes:

Dr. Terry Deloria reported: Westmoor High School is dedicating a week to Math (March 11th - 15th). She and Associate Superintendent Toni Presta will be attending two job fairs (one at the San Mateo County Office of Education and one at San Francisco State University)to recruit teachers on March 9th. She mentioned how the District has been focusing on collaboration this year, and she gave kudos to Associate Superintendent Baca in regards to meeting with Principals on a regular basis to help with the collaborating efforts. Dr. Deloria mentioned we will have our Regular Board Meeting for April 16th, at a school within Brisbane Elementary School District.

13. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Rosie Tejada and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

After pulling item 13.C.1 from Consent, and move to Discussion, the Agenda was Board approved.

13.A. HUMAN RESOURCES

13.A.1. PERSONNEL

Minutes:

Board approved.

Attachments:

Personnel

13.B. BUSINESS SERVICES

13.B.1. AGREEMENTS/CONTRACTS/GRANTS/MOUS

13.B.1.1. Service and Consultant Contract Approvals-Peninsula Family YMCA, YMCA of San Francisco

Minutes:

Board approved.

Comments:

The Peninsula Family YMCA will operate a Teen Center at Jefferson High School, running during lunch time and every day after school, until 6:00pm. The Teen Center will offer homework help and enrichment activities, as well as a Peer Tutoring Program.

Financial Impact:

Not to exceed $93,517.77

Attachments:

Contract for Peninsula Family YMCA-YMCA of San Francisco

13.B.2. Reclassification of Grounds Equipment Worker

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the position of Grounds Equipment Worker (Range 34) be reclassified to Utility/Roving Gardener (Range 39), effective March 6, 2019.

Minutes:

Board approved.

Comments:

Upon evaluation of the job description and actual duties being performed by the Grounds Equipment Worker who currently provides support to the Facilities, Maintenance, and Operations (FMO) Department, it has become clear that the work necessary to provide this support is much more closely aligned with the Utility/Roving Gardener job description. Mr. Don Davis currently holds this position and he has been taking on increasing responsibility. The FMO Department would be best supported if the position of Grounds Equipment Worker were reclassified to Utility/Roving Gardener so that the necessary duties can be assigned without concern. AFT is supportive of this proposed change.

Financial Impact:

Approximately $7,000 per year to be paid out of General Fund.

13.C. ADMINISTRATION

13.C.1. Consider Adopting Revising/Reformatted Board Bylaws

Recommended Motion:

Staff recommends that the Board approved the attached comprehensive list of Board Bylaws. The following bylaws were revised for content per CSBA and consultation with the full Board. The remainder were corrected for errors or formatting only.

- BB 9010 Public Statements
- BB 9012 Board Member Electronic Communications
- BB 9100 Organization
- BB 9110 Terms of Office
- BB 9121 President
- BB 9123 Clerk
- BB 9124 Attorney
- BB 9140 Board Representatives
- BB 9150 Student Board Members
- BB 9220 Governing Board Elections
- BB 9222 Resignation
- BB 9223 Filling Vacancies
- BB 9224 Oath or Affirmation
- BB 9230 Orientation
- BB 9240 Board Training
- BB 9250 Remuneration, Reimbursement and Other Benefits
- BB 9260 Legal Protection
- BB 9270 Conflict of Interest
- BB 9310 Board Policies
- BB 9320 Meetings and Notices
- BB 9321 Closed Session Purpose and Agendas
- BB 9322 Agenda/Meeting Materials
- BB 9323 Meeting Conduct
- BB 9324 Minutes and Recordings
- BB 3400 Board Self-Evaluation

Actions:

Motion

Staff recommends that the Board approved the attached comprehensive list of Board Bylaws. The following bylaws were revised for content per CSBA and consultation with the full Board. The remainder were corrected for errors or formatting only.

- BB 9010 Public Statements
- BB 9012 Board Member Electronic Communications
- BB 9100 Organization
- BB 9110 Terms of Office
- BB 9121 President
- BB 9123 Clerk
- BB 9124 Attorney
- BB 9140 Board Representatives
- BB 9150 Student Board Members
- BB 9220 Governing Board Elections
- BB 9222 Resignation
- BB 9223 Filling Vacancies
- BB 9224 Oath or Affirmation
- BB 9230 Orientation
- BB 9240 Board Training
- BB 9250 Remuneration, Reimbursement and Other Benefits
- BB 9260 Legal Protection
- BB 9270 Conflict of Interest
- BB 9310 Board Policies
- BB 9320 Meetings and Notices
- BB 9321 Closed Session Purpose and Agendas
- BB 9322 Agenda/Meeting Materials
- BB 9323 Meeting Conduct
- BB 9324 Minutes and Recordings
- BB 3400 Board Self-Evaluation

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Rosie Tejada.

Minutes:

This item was pulled from Consent, and moved to Discussion as Item 15.B.6. Trustees had a question in regards to Bylaw 9124.

The question was asked why does the District Administration or Board of Trustees need permission to speak to County Council? Why is there a limitation placed on talking to our attorney? These are only questions for clarification, and not making a final decision.

There was a motion and Board approval (Salahuddin motioned first; Tejada motioned second) to strike language, and Bylaw 9124 will be placed in Consent during a School Site Board Meeting to be approved as a whole.

Attachments:

BB 9000-9240 w index
BB 9250-9400

14. PUBLIC COMMENT

Recommended Motion:

If you wish to address the Board of Trustees, please complete a blue speaker card, and give it to the secretary. If your subject is not on the agenda, the President will recognize you at this time. SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

There were several students, parents, and families present to speak on behalf of Terra Nova High School's Head Varsity Football Coach, Tim Adams.

The following persons spoke about their concerns about Coach Adams, the football program at Terra Nova, wanting transparency, honesty, and clarity from the Board of Trustees and District Administration.
1. Ryan Marr Wyatt
2. Ryan Gordon
3. Jason Julian
4. Marlita Pera
5. Dimitri Fabiani
6. Phillip Rigling
7. David Menjivar
8. Horace Hinshaw
- Horace Hinshaw did suggest or mention dedicating the Terra Nova turf field some time in August. He also

thanked President Lie for being the Master of Ceremonies for the Pacifica Sports Hall of Fame Induction Ceremony.

15. DISCUSSION ITEMS

15.A. EDUCATION SERVICES

15.A.1. College Readiness Presentation

Speaker:

Associate Superintendent Baca

Minutes:

Associate Superintendent of Education Services Kareen Baca presented.

The following data was presented during Mrs. Baca's presentation:
SAT Scores – 12th
- District score is 1011, which is higher than the state and national averages.
- Shared the scores broken down per school site.

PSAT 8/9 Scores – 9th grade
- District score is 880, which is higher than the state and national averages.

PSAT Scores – 10th grade
- District score is 906, which is higher than the state average, but not the national.

PSAT Scores – 11th grade
- District score is 977, which is higher than the state average, but not national.

Part of the goal for testing is that our District is trying to measure college and career readiness.

Class of 2018 Senior Exit Survey results:
- 93% in 2 or 4 year college
Verified College Matriculation (College Enrollment)
- 72% in 2 or 4 year college

There was one Public Comment on this particular item.
- Lisa Uyechi-O'Brien is a parent of a Terra Nova student. She thanked the Board and District Administration for allowing students to take the SAT and PSAT, and at no cost to families. She suggested to set targets for students a little higher, because it is a little discouraging to see that only 40% of our student population would only make a C in class.

Board of Trustees commented and asked questions.

Comments:

Our goal in the District is for our students to advance to and through post secondary learning and careers. One of the ways to measure college and career readiness is through the student's performance on the SAT. This presentation provides a snapshot of scores from the College Board Assessments (PSAT and SAT) administered on October 10, 2018. This presentation also provides information on the verified college enrollment of Class of 2018 through National Student Clearinghouse.

Attachments:

College Readiness Presentation

15.B. ADMINISTRATION

Minutes:

Items 15.B.1 - 15.B.5 are Bylaws that Dr. Deloria needs the Board of Trustees to review for revisions.

Item 13.C.1 was moved from Consent and placed as Item 15.B.6 in Discussion.

15.B.1. Consider Adding BP 4140 4240 4340 Bargaining Units

Speaker:

Dr. Terry Deloria

Comments:

This policy recognizes the right of district employees to form a bargaining unit. It includes:

- Formation of Bargaining Units
- Membership
- Access to Employee Orientations and Contact Information
- Membership Dues and Other Payments to an Employee Organization

The policy reflects the NEW COURT DECISION (Janus v. AFSCME) which held that public employees cannot be compelled to pay mandatory "fair share service fees" to an employee organization. It also reflects NEW LAW (SB 866, 2018) which prohibits districts from deterring or discouraging employees or job applicants from becoming or remaining members of an employee organization and prohibits sharing the date, time, and place of new employee orientations with anyone other than employees, the exclusive representative, or a vendor contracted to provide a service for the orientation.

Attachments:

BP 4140 4240 4340

15.B.2. Consider Revising BP 4143 4243 Negotiations/Consultation

Speaker:

Dr. Terry Deloria

Comments:

The policy reflects changes from numerous previous CSBA updates:

- The Board's right to establish a bargaining team
- Time parameter if the Board intends to make representation changes
- Parameters for employee team related to size and release time

Attachments:

BP 4143 4243

15.B.3. Consider Revising BP 4153.2 4253.2 4356.2 Awards and Ceremonies

Speaker:

Dr. Terry Deloria

Comments:

The policy reflects changes in citations only.

Attachments:

BP 4156.2 4256.2 4356.2

15.B.4. Consider Revising BP 4154 4254 4354 Health and Welfare Benefits

Speaker:

Dr. Terry Deloria

Comments:

The policy is revised to include additional language related to the Affordable Care Act.

Attachments:

BP 4154 4254 4354

15.B.5. Consider Revising BP/AR 4157 4257 4357 Employee Safety

Speaker:

Dr. Terry Deloria

Comments:

Only citations were revised in the policy. The regulation adds language requiring availability of medical personnel for advise and consultation on matters of industrial health or injury. It also requires that adequate first aid supplies are easily accessible at all job sites.

Attachments:

AR 4157 4257 4357
BP 4157 4257 4357

16. ACTION ITEMS/PUBLIC HEARINGS

16.A. HUMAN RESOURCES

16.A.1. Resolution No. 2018/19-21: Notice of Non-Reelection of Probationary Certificated Employees

Speaker:

Toni Presta

Recommended Motion:

The Administration recommends that the Board approve Resolution No. 2018/19-21: Notice of Non-Reelection of Probationary Certificated Employees.

Actions:

Motion	Vote:
The Administration recommends that the Board approve Resolution No. 2018/19-21: Notice of Non-Reelection of Probationary Certificated Employees.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Rosie Tejada.

Minutes:

Associate Superintendent of Human Resources Toni Presta presented.

Board approved.

Comments:

California Education Code section 44929.21 requires that the Governing Board approve the decision not to reelect identified certificated probationary employees for the succeeding school year. Further,

California Education Code 44929.21 requires that the Governing Board, on or before March 15th of the second complete consecutive probationary year, shall notify a probationary employee, in a position requiring certification qualifications, of the decision to reelect or not to reelect the employee to such a position for the succeeding school year.

Attachments:

Resolution No. 2018/19 - 21

16.B. BUSINESS SERVICES

16.B.1. Approval of Contract with Compass Group USA, Inc. for Food Services Management

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the Base Contract, for the remainder of the 18-19 school year, and Contract Extension, for the subsequent school year, with Compass Group USA, Inc., by and through its Chartwells Division to provide Food Services Management.

Actions:

Motion	Vote:
It is recommended that the Board approve the Base Contract, for the remainder of the 18-19 school year, and Contract Extension, for the subsequent school year, with Compass Group USA, Inc., by and through its Chartwells Division to provide Food Services Management.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Rosie Tejada and a second by Kalimah Salahuddin.

Minutes:

Associate Superintendent of Business Services Tina Van Raaphorst presented.

She stated the contract and services to be provided by Chartwells was approved by the State.

Board approved.

Comments:

In December 2018, JUHSD released a request for proposal for Food Management. On February 5, 2019, the Board accepted the recommendation of the selection committee to move forward with a contract with Chartwells. Before the Board for approval is a contract with Chartwells. This contract and the one-year extension has been reviewed and approved by the California Department of Education.

The contract stipulates a cost of approximately $433,436 per year, to be paid by revenue generated by the Food Services Program. Additionally, it promises a no loss program (excluding the cost of the Food Services Director) which would be a $50,000 savings over the current program budget and it offers an incentive of up to $65,000 depending on student participation.

Financial Impact:

Potential savings of up to $115,000 per year.

Attachments:

Approval of Contract with Compass Group USA, Inc. for Food Services Management
Approval of Contract with Compass Group USA, Inc. for Food Services Management

16.B.2. Second Interim Report – 2018/19 Budget

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the Positive Certification of the 2018/19 Second Interim Financial Report for the period July 1, 2018 through January 31, 2019 (Form CI) and authorize its filing with the County Superintendent of Schools.

Actions:

Motion	Vote:
It is recommended that the Board approve the Positive Certification of the 2018/19 Second Interim Financial Report for the period July 1, 2018 through January 31, 2019 (Form CI) and authorize its filing with the County Superintendent of Schools.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Nick Occhipinti and a second by Carla Ng-Garrett.

Minutes:

Mrs. Van Raaphorst presented.

She stated our District needs to maintain a healthy reserve, as we move further away from State funding.

Board approved.

Comments:

School districts are required to file two interim financial reports during each fiscal year. The purpose of these reports is to assess the financial state of affairs of the district at specific times. This first interim report reflects the financial condition as of October 31, and the second interim report reflects the financial state of affairs as of January 31.

Attached is an Executive Summary describing the overall financial health of the district, highlighting changes between the first and second interim 2018-2019 budget and the status of the budget at second interim.

As outlined, Jefferson Union High School District will be able to meet its financial obligations, which is noted by the Positive Certification of the 2018-19 Second Interim (Form CI). The supporting documentation for this certification includes the Income and Expenditure Summary for the General Fund (Form 01I), Attendance Detail (Form AI), Criteria and Standards (Form 01CSI), Cash Flow Worksheet (Form CASH) and Multi-Year Projections (Form MYPI). The other District Fund Summaries are also attached.

Attachments:

Second Interim Report – 2018/19 Budget

Second Interim Report – 2018/19 Budget

16.B.3. Acceptance of 2017-2018 Measure J General Obligation Bonds Audit Report

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board accept the Bond Audit Report for 2017-2018, as presented.

Actions:

Motion	Vote:
It is recommended that the Board accept the Bond Audit Report for 2017-2018, as presented.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Kalimah Salahuddin and a second by Nick Occhipinti.

Minutes:

Mrs. Van Raaphorst presented.

Board approved.

Comments:

The 2017-2018 Measure J General Obligation Bond Financial and Performance Audit Report, as presented, is a requirement of our 2014 Bond Election. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Bonds for the fiscal year ending June 30, 2018.

Financial Impact:

None

Attachments:

2017-18 JUHSD Measure J General Obligation Bonds Audit Report

17. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Nothing mentioned.

18. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Rosie Tejada and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Meeting adjourned at 8:54 p.m.

Comments:

We adjourn tonight's meeting in honor of Leatrice Strickland, Mother-In-Law of Grace Strickland (Principal of Westmoor High School). Mrs. Strickland passed away on Thursday, February 14, 2019.

Leatrice Strickland was a devoted wife of 65 years. She was very involved in church and taught a ladies bible study for twenty years. She was a great friend and had a gift of listening to others. She was also a great mother who taught many life lessons. Her daily routine included reading the newspaper, devotionals and various literature. Her greatest gift was being a peacemaker.

We send our condolences to Grace Strickland, her husband, and the Strickland family, along with a host of their family and loved ones.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

3/5/2019 6:02:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

csba
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JUHSD is a premier learning community where all students advance to and through post-secondary learning and careers.

Click on the meeting dates to the right in order to view the Agenda and Minutes.

COVID Protocols:

The following protocols are now in place effective November 16, 2021.

All in-person meeting attendees, including District staff members, presenters, participants, and those wishing to observe must do the following:

- Provide proof of vaccination or a negative result of a COVID-19 test taken within 72 hours of the start of meeting; please arrive early to allow time for review of documentation.
- As an alternative, rapid antigen tests will be available for meeting attendees who do not provide vaccination verification or test result documentation. Please note, those who opt for onsite testing should plan to arrive at least 45 minutes prior to the start of the meeting (5:15pm for closed sessions and 6:15pm for open sessions) in order to allow time to sign consent forms, take the test, and for results to be received. Attendees are asked to wait outside until their results are available.
- Wear a well-fitting mask that covers the nose and mouth without gaps while in the building.

Those who do not meet the above requirements may participate remotely through the District's Youtube channel.

Proof of being fully vaccinated, proof of a negative COVID test, or proof of recovery from COVID-19 within 90 days may be provided on site, or in advance by emailing our COVID-19 Response Director Michele Jones, mjones@jeffersonunion.net.

If you have any questions, please contact Michele Jones, COVID-19 Response Director, mjones@jeffersonunion.net, 650-550-7914.

Meeting Access:

Jefferson Union High School District (JUHSD) Board of Education Meetings are conducted **in-person** at Serramonte del Rey, 699 Serramonte Blvd, Suite 223, Daly City, CA 94015.

All are welcome to observe meetings in person.

Regular meetings may be viewed via LiveStream on our JUHSD YouTube Channel and recordings will be posted following the meeting.

PLEASE NOTE: The District has changed the manner in which public comment is conducted at Regular Meetings, as noted below.

Public Comment Procedures

Special Meetings:

- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- Public comment is only available in-person.

Jefferson Union HSD Meetings

Search

3/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
2/15/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
2/12/2022 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
2/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
1/25/2022 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
1/11/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
12/15/2021 6:30 PM	Board of Trustees Special Meeting	Se Ro Th will are and affe cor

Regular Meetings:

- PLEASE NOTE: Beginning at the March 15, 2022 Governing Board meeting, public comment is only available in-person. Members of the community will no longer be able to make remote public comment.
- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- The speaker will sit at the presenter's table to address the board.

12/7/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/16/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/13/2021 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
11/2/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/19/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/5/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/21/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/14/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro
9/11/2021 9:00 AM	Board of Trustees Board Retreat	Se Ro
8/31/2021 6:00 PM	Board of Trustees Special Board Meeting	Se Ro
8/26/2021 4:30 PM	Board of Trustees Special Meeting w/Daly City Youth Health Center	No htt pw

	Advisory Board		
8/17/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/7/2021 8:00 AM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/2/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/30/2021 3:00 PM	Board of Trustees Special Board Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/22/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/19/2021 9:00 AM	Board of Trustees Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/15/2021 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/8/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/1/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/18/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/17/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 and Teleconference via Zoom	
5/11/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/4/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/24/2021 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/5/2021 5:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
3/30/2021 6:00 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
3/19/2021 1:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
3/16/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/2/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/27/2021 8:30 AM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
2/23/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/2/2021 6:00 PM	Board of Trustees Regular Board Meeting	No Physical Location Teleconference via Zoom	
1/30/2021 9:00 AM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
1/26/2021 6:30 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
1/19/2021 5:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/1/2020 7:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/21/2020 11:15 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/17/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/14/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/20/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/6/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/3/2020 9:00 AM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	

9/29/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
9/19/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
9/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
9/7/2020 5:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
9/1/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/24/2020 6:00 PM	Board of Trustees Work Study	No Physical Location Teleconference via Zoom	
8/18/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/11/2020 6:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
8/4/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/30/2020 6:20 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/27/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/23/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
7/21/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/18/2020 9:00 AM	Board Retreat	No Physical Location Teleconference via Zoom	
7/6/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/1/2020 6:00 PM	Board of Trustees Special Board Meeting: JUHSD Community Conversation on Race, Recent Events, and Ed	No Physical Location Teleconference via Zoom	
6/30/2020 6:30 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
6/16/2020 6:30 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
6/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/26/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/20/2020 6:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
5/19/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/11/2020 4:00 PM	Board of Trustees Emergency Consent Only Meeting	No Physical Location Teleconference via Zoom	
5/6/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/5/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/28/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/14/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/8/2020 5:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/6/2020 10:00 AM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
4/3/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/1/2020 5:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
3/24/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/17/2020 6:00 PM	Board of Trustees Emergency Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/14/2020 9:00 AM	Board of Trustees Emergency Work Study	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/10/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/24/2020 7:00 AM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	

	Consent Only Meeting	
2/11/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2020 5:00 PM	Board of Trustees Special Meeting	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
2/3/2020 3:30 PM	School Site Meeting	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94044
1/23/2020 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/21/2020 5:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/7/2020 7:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/20/2019 3:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/9/2019 9:00 AM	Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/6/2019 3:30 PM	DISTRICT OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/30/2019 3:30 PM	SCHOOL SITE MEETING	Oceana High School Library 401 Paloma Avenue Pacifica, CA 94044
10/28/2019 7:00 PM	EMERGENCY CONSENT ONLY BOARD MEETING	Serramonte del Rey 699 Serramonte Blvd., Room 223 Daly City, CA 94015
10/23/2019 3:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
10/17/2019 3:30 PM	SCHOOL SITE MEETING	Jefferson High School - Library 6996 Mission Street Daly City, CA 94014
10/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/7/2019 7:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

10/1/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/7/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/3/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/20/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2019 7:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/23/2019 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/9/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/29/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/25/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/18/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/11/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/4/2019 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/30/2019 4:30 PM	SCHOOL SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/21/2019 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/14/2019 6:00 PM	STUDY SESSION: LCAP and Budget	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/7/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
5/4/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/16/2019 6:00 PM	Board of Trustees	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting	
4/2/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/25/2019 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
3/20/2019 4:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
3/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2019 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
3/13/2019 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
3/11/2019 4:30 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94015
3/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/29/2019 6:00 PM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/26/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/18/2018 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/4/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/28/2018 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/17/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/7/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2018 4:30 PM	SCHOOL SITE MEETING	Thornton High School Room 102 115 First Avenue Daly City, CA 94014
10/24/2018 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
10/22/2018 4:30 PM	SCHOOL SITE	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044

	MEETING	
10/17/2018 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
10/16/2018 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/5/2018 6:30 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/2/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/18/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/4/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/28/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/21/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/18/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/14/2018 5:30 PM	JUHSD and SMCCD Joint Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/9/2018 6:00 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/7/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/24/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/30/2018 8:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
6/19/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/5/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/23/2018 4:00 PM	OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2018 4:00 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue Room 102/103 Daly City, CA 94014
5/15/2018 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

5/14/2018 4:00 PM	SCHOOL SITE MEETING	Westmoor High School Staff Lounge 131 Westmoor Avenue Daly City, 94015
5/9/2018 4:00 PM	SCHOOL SITE MEETING	Jefferson High School Little Theatre 6996 Mission Street Daly City, CA 94014
5/7/2018 4:00 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044
5/3/2018 3:30 PM	SCHOOL SITE MEETING	Oceana High School - Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
5/1/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/21/2018 8:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
4/17/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/3/2018 5:30 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/20/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/6/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/14/2018 5:30 PM	Board of Trustees Consent-Only Board Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2018 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/3/2018 9:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
1/27/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/16/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/19/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/5/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/7/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/14/2017 9:00 AM	Board of Trustees Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

10/3/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/19/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/5/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/15/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/11/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/29/2017 8:30 AM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/28/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/27/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/24/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/18/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/5/2017 6:00 PM	Board of Education Special Session	Serramonte Del Rey, 699 Serramonte Blvd. Room 223, Daly City, CA 94015
6/28/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/20/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/6/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2017 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/10/2017 6:00 PM	Board of Education Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/2/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/18/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

4/4/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/22/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/11/2017 8:30 AM	Board Retreat - Goal Setting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
3/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/11/2017 6:00 PM	Study Session and Swearing In of New Board Member	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/4/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/6/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/18/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/8/2016 8:15 AM	Board Work Session	JUHSD District Office - Room 200
10/4/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/20/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/6/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/16/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/2/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/19/2016 6:30 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting		
7/5/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/21/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/7/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/3/2016 9:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015	
6/2/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
6/1/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/31/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/17/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/13/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/11/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/10/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/9/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/3/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/2/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/19/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/4/2016 6:00 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/1/2016 5:30 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/22/2016 6:00 PM	Regular Meeting -	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	

	Study Session		
3/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/14/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/29/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/8/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/2/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
1/20/2016 7:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
1/19/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
1/12/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
1/6/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
12/15/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
12/10/2015 6:30 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
12/8/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
11/30/2015 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
11/24/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
11/17/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
11/10/2015 6:30 PM	Board of Trustees STUDY SESSION - ASB DIRECTORS	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
11/9/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015	

10/20/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
10/6/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/15/2015 7:05 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/8/2015 6:00 PM	Joint Meeting Between Pacifica School District and Jefferson Union HSD	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/1/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/18/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/4/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/2/2015 8:30 AM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/27/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/21/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/6/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/22/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/16/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/11/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/2/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/27/2015 6:00 PM	Budget Study Session on May 27th at 6:00pm	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/20/2015 6:00 PM	Board of Trustees LCAP Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/19/2015 6:00 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

	Regular Meeting		
5/13/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/12/2015 4:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
5/5/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
4/29/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/21/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/14/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/9/2015 9:00 AM	Board of Trustees Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/1/2015 5:30 PM	Board of Trustees Special Meeting	699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/25/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/17/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/3/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
2/3/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	 
1/29/2015 6:00 PM	STUDY SESSION - BOARD DISCUSSION	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
1/21/2015 5:30 PM	LCAP STUDY SESSION	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
1/20/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
1/6/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/16/2014 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/9/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Galleria Daly City, CA 94015	

12/2/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
11/18/2014 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/21/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/14/2014 6:00 PM	Board of Trustees Study Session - Galleria	Serramonte Del Rey 699 Serramonte Blvd., Galleria Daly City, CA 94015	
10/7/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
9/16/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
9/2/2014 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
8/19/2014 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	

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JUHSD is a premier learning community where all students advance to and through post-secondary learning and careers.

Click on the meeting dates to the right in order to view the Agenda and Minutes.

COVID Protocols:

The following protocols are now in place effective November 16, 2021.

All in-person meeting attendees, including District staff members, presenters, participants, and those wishing to observe must do the following:

- Provide proof of vaccination or a negative result of a COVID-19 test taken within 72 hours of the start of meeting; please arrive early to allow time for review of documentation.
- As an alternative, rapid antigen tests will be available for meeting attendees who do not provide vaccination verification or test result documentation. Please note, those who opt for onsite testing should plan to arrive at least 45 minutes prior to the start of the meeting (5:15pm for closed sessions and 6:15pm for open sessions) in order to allow time to sign consent forms, take the test, and for results to be received. Attendees are asked to wait outside until their results are available.
- Wear a well-fitting mask that covers the nose and mouth without gaps while in the building.

Those who do not meet the above requirements may participate remotely through the District's Youtube channel.

Proof of being fully vaccinated, proof of a negative COVID test, or proof of recovery from COVID-19 within 90 days may be provided on site, or in advance by emailing our COVID-19 Response Director Michele Jones, mjones@jeffersonunion.net.

If you have any questions, please contact Michele Jones, COVID-19 Response Director, mjones@jeffersonunion.net, 650-550-7914.

Meeting Access:

Jefferson Union High School District (JUHSD) Board of Education Meetings are conducted **in-person** at Serramonte del Rey, 699 Serramonte Blvd, Suite 223, Daly City, CA 94015.

All are welcome to observe meetings in person.

Regular meetings may be viewed via LiveStream on our JUHSD YouTube Channel and recordings will be posted following the meeting.

PLEASE NOTE: The District has changed the manner in which public comment is conducted at Regular Meetings, as noted below.

Public Comment Procedures

Special Meetings:

- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- Public comment is only available in-person.

Jefferson Union HSD Meetings

Search

3/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
2/15/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
2/12/2022 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
2/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
1/25/2022 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
1/11/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
12/15/2021 6:30 PM	Board of Trustees Special Meeting	Se Ro Th will are and affe cor

Regular Meetings:

- PLEASE NOTE: Beginning at the March 15, 2022 Governing Board meeting, public comment is only available in-person. Members of the community will no longer be able to make remote public comment.
- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- The speaker will sit at the presenter's table to address the board.

12/7/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/16/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/13/2021 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
11/2/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/19/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/5/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/21/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/14/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro
9/11/2021 9:00 AM	Board of Trustees Board Retreat	Se Ro
8/31/2021 6:00 PM	Board of Trustees Special Board Meeting	Se Ro
8/26/2021 4:30 PM	Board of Trustees Special Meeting w/Daly City Youth Health Center	No htt pw

	Advisory Board		
8/17/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/7/2021 8:00 AM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/2/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/30/2021 3:00 PM	Board of Trustees Special Board Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/22/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/19/2021 9:00 AM	Board of Trustees Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/15/2021 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/8/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/1/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/18/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/17/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 and Teleconference via Zoom	
5/11/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/4/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/24/2021 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/5/2021 5:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
3/30/2021 6:00 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
3/19/2021 1:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
3/16/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/2/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/27/2021 8:30 AM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
2/23/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/2/2021 6:00 PM	Board of Trustees Regular Board Meeting	No Physical Location Teleconference via Zoom	
1/30/2021 9:00 AM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
1/26/2021 6:30 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
1/19/2021 5:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/1/2020 7:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/21/2020 11:15 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/17/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/14/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/20/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/6/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/3/2020 9:00 AM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	

9/29/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
9/19/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
9/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
9/7/2020 5:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
9/1/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/24/2020 6:00 PM	Board of Trustees Work Study	No Physical Location Teleconference via Zoom	
8/18/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/11/2020 6:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
8/4/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/30/2020 6:20 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/27/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/23/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
7/21/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/18/2020 9:00 AM	Board Retreat	No Physical Location Teleconference via Zoom	
7/6/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/1/2020 6:00 PM	Board of Trustees Special Board Meeting: JUHSD Community Conversation on Race, Recent Events, and Ed	No Physical Location Teleconference via Zoom	
6/30/2020 6:30 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
6/16/2020 6:30 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
6/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/26/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/20/2020 6:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
5/19/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/11/2020 4:00 PM	Board of Trustees Emergency Consent Only Meeting	No Physical Location Teleconference via Zoom	
5/6/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/5/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/28/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/14/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/8/2020 5:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/6/2020 10:00 AM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
4/3/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/1/2020 5:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
3/24/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/17/2020 6:00 PM	Board of Trustees Emergency Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/14/2020 9:00 AM	Board of Trustees Emergency Work Study	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/10/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/24/2020 7:00 AM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	

	Consent Only Meeting	
2/11/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2020 5:00 PM	Board of Trustees Special Meeting	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
2/3/2020 3:30 PM	School Site Meeting	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94044
1/23/2020 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/21/2020 5:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/7/2020 7:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/20/2019 3:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/9/2019 9:00 AM	Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/6/2019 3:30 PM	DISTRICT OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/30/2019 3:30 PM	SCHOOL SITE MEETING	Oceana High School Library 401 Paloma Avenue Pacifica, CA 94044
10/28/2019 7:00 PM	EMERGENCY CONSENT ONLY BOARD MEETING	Serramonte del Rey 699 Serramonte Blvd., Room 223 Daly City, CA 94015
10/23/2019 3:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
10/17/2019 3:30 PM	SCHOOL SITE MEETING	Jefferson High School - Library 6996 Mission Street Daly City, CA 94014
10/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/7/2019 7:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

10/1/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/7/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/3/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/20/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2019 7:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/23/2019 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/9/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/29/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/25/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/18/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/11/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/4/2019 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/30/2019 4:30 PM	SCHOOL SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/21/2019 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/14/2019 6:00 PM	STUDY SESSION: LCAP and Budget	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/7/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
5/4/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/16/2019 6:00 PM	Board of Trustees	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting	
4/2/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/25/2019 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
3/20/2019 4:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
3/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2019 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
3/13/2019 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
3/11/2019 4:30 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94015
3/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/29/2019 6:00 PM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/26/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/18/2018 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/4/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/28/2018 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/17/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/7/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2018 4:30 PM	SCHOOL SITE MEETING	Thornton High School Room 102 115 First Avenue Daly City, CA 94014
10/24/2018 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
10/22/2018 4:30 PM	SCHOOL SITE	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044

	MEETING	
10/17/2018 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
10/16/2018 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/5/2018 6:30 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/2/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/18/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/4/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/28/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/21/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/18/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/14/2018 5:30 PM	JUHSD and SMCCD Joint Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/9/2018 6:00 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/7/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/24/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/30/2018 8:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
6/19/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/5/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/23/2018 4:00 PM	OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2018 4:00 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue Room 102/103 Daly City, CA 94014
5/15/2018 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

5/14/2018 4:00 PM	SCHOOL SITE MEETING	Westmoor High School Staff Lounge 131 Westmoor Avenue Daly City, 94015
5/9/2018 4:00 PM	SCHOOL SITE MEETING	Jefferson High School Little Theatre 6996 Mission Street Daly City, CA 94014
5/7/2018 4:00 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044
5/3/2018 3:30 PM	SCHOOL SITE MEETING	Oceana High School - Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
5/1/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/21/2018 8:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
4/17/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/3/2018 5:30 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/20/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/6/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/14/2018 5:30 PM	Board of Trustees Consent-Only Board Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2018 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/3/2018 9:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
1/27/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/16/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/19/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/5/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/7/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/14/2017 9:00 AM	Board of Trustees Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

10/3/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/19/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/5/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/15/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/11/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/29/2017 8:30 AM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/28/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/27/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/24/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/18/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/5/2017 6:00 PM	Board of Education Special Session	Serramonte Del Rey, 699 Serramonte Blvd. Room 223, Daly City, CA 94015
6/28/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/20/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/6/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2017 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/10/2017 6:00 PM	Board of Education Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/2/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/18/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

4/4/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/22/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/11/2017 8:30 AM	Board Retreat - Goal Setting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
3/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/11/2017 6:00 PM	Study Session and Swearing In of New Board Member	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/4/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/6/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/18/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/8/2016 8:15 AM	Board Work Session	JUHSD District Office - Room 200
10/4/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/20/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/6/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/16/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/2/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/19/2016 6:30 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting		
7/5/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/21/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/7/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/3/2016 9:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015	
6/2/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
6/1/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/31/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/17/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/13/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/11/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/10/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/9/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/3/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/2/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/19/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/4/2016 6:00 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/1/2016 5:30 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/22/2016 6:00 PM	Regular Meeting -	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	

	Study Session		
3/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/14/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/29/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/8/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/2/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
1/20/2016 7:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
1/19/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
1/12/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
1/6/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
12/15/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
12/10/2015 6:30 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
12/8/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
11/30/2015 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
11/24/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
11/17/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
11/10/2015 6:30 PM	Board of Trustees STUDY SESSION - ASB DIRECTORS	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
11/9/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015	

10/20/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
10/6/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/15/2015 7:05 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/8/2015 6:00 PM	Joint Meeting Between Pacifica School District and Jefferson Union HSD	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/1/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/18/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/4/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/2/2015 8:30 AM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/27/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/21/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/6/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/22/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/16/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/11/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/2/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/27/2015 6:00 PM	Budget Study Session on May 27th at 6:00pm	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/20/2015 6:00 PM	Board of Trustees LCAP Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/19/2015 6:00 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

	Regular Meeting		
5/13/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/12/2015 4:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
5/5/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
4/29/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/21/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/14/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/9/2015 9:00 AM	Board of Trustees Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/1/2015 5:30 PM	Board of Trustees Special Meeting	699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/25/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/17/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/3/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
2/3/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	 
1/29/2015 6:00 PM	STUDY SESSION - BOARD DISCUSSION	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
1/21/2015 5:30 PM	LCAP STUDY SESSION	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
1/20/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
1/6/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/16/2014 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/9/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Galleria Daly City, CA 94015	

12/2/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
11/18/2014 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/21/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/14/2014 6:00 PM	Board of Trustees Study Session - Galleria	Serramonte Del Rey 699 Serramonte Blvd., Galleria Daly City, CA 94015	
10/7/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
9/16/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
9/2/2014 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
8/19/2014 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	

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Board of Trustees Regular Meeting
Jefferson Union HSD
July 09, 2019 6:00PM
Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

1. CALL TO ORDER
Minutes:

Meeting called to order at 6:00 p.m.

2. ROLL CALL
Minutes:

Uncertain of this information.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

If you wish to address the Board of Trustees on a Close Session item, please complete a blue speaker card, and give it to the secretary.

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

None

4. CLOSED SESSION
4.A. Pursuant to Government Code Section 54956.9: CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION - One Case

5. RECONVENE TO REGULAR SESSION - 7:00 p.m.
Minutes:

Meeting called to order at 7:00 p.m.

6. ROLL CALL
Minutes:

All trustees present.

7. PLEDGE OF ALLEGIANCE
Minutes:

Suspended.

8. APPROVAL OF AGENDA
Actions:

Motion	Vote:
Passed with a motion by Rosie Tejada and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

No change to the items, but personnel did add funding sources to their items.

Board approved.

9. REPORT OUT OF CLOSED SESSION
Minutes:

Nothing to report.

10. COMMUNICATIONS
10.A. Board Report
Minutes:

Trustee Rosie Tejada reported: She attended the San Mateo County Fil-Am Democratic Club 4th of July Celebration, with Andy. Her daughter is finished with her fifth week of summer school.

Trustee Nick Occhipinti reported: He is teaching Summer School.

Trustee Carla Ng-Garrett reported: She attended the Adult School Graduation with Trustee Tejada and Dr. Deloria. She is looking forward to Senior Summer Studies Graduation.

Trustee Kalimah Salahuddin has nothing to report.

President Andy Lie reported: He attended the 4th of July Celebration with Trustee Tejada.

10.B. Superintendent Report

Minutes:

Dr. Deloria reported: She's getting things done at this time, for Distance Learning in August. It's been pretty busy with the preparations.

11. CONSENT ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Kalimah Salahuddin and a second by Carla Ng-Garrett.

Vote:

Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

11.A. HUMAN RESOURCES

11.A.1. Personnel

Minutes:

Board approved.

Attachments:

Personnel

11.A.2. Job Description: Operations Coordinator at Daly City Youth Health Center

Minutes:

Board approved.

Comments:

The Operations Coordinator will work closely with the Behavioral Health Manager and Director to be a liaison between DCYHC staff and clients, come up with creative ways to promote Health Center services, especially via the website and social media, and ensure the DCYHC is operating efficiently and effectively.

Attachments:

Job Description DCYHC Operations Coordinator

11.B. BUSINESS SERVICES

11.B.1. FINANCIAL

11.B.2. AGREEMENTS/CONTRACTS/GRANTS/MOUS

11.B.2.1. Service Agreement-United California Door and Glass

Minutes:

Board approved.

Comments:

Increment 3-Purchasing and installing coiling/rolling doors & grills for the Campus wide Modernization and new Construction at Westmoor High School

Financial Impact:

Contract not to exceed $146,517.00

Charge to 21-9098-0-9614-8500-6270-002

Attachments:

Service Agreement-United California Door and Glass

11.B.2.2. Service and Consultant Agreement-Consolidated Engineering Lab

Minutes:

Board approved.

Comments:

Special Inspections for work for the Terra Nova high School Walkway Project, per proposal dated June 4, 2019.

Financial Impact:

Contract not to exceed $6751.80

Charge to account 21-9098-0-9626-8500-5800-004

Attachments:

Service and Consultant Agreement-Consolidated Engineering

11.B.2.3. Service and Consultant Agreement-806 Technologies

Minutes:

Board approved.

Comments:

A secure online document management system for the district to collect, organize, and validate all federal grant documentation for every campus in the district.

Financial Impact:

Cost not to exceed $4500.00

Charge to Title I Account No. 01-3010-0-1110-1000-5800-090

Attachments:

Service and Consultant Agreement-806 Technologies

11.C. INFORMATION TECHNOLOGY

11.C.1. Wireless Controller Upgrade

Minutes:

Board approved.

Comments:

This project replaces our 8-year-old wireless controller. The wireless controller manages all wireless access points district-wide and is a single point of failure. We will retire the old controller and add two new virtual controllers that provide fail-over redundancy for our wireless network.

Financial Impact:

$22,556.27 from the Tech Bond

Attachments:

Controller Upgrade Pricing for JUHSD

11.C.2. Consent to Use NCPA #01-43 Purchasing Agreement

Minutes:

Board approved.

Comments:

Authorization to approve use of the NCPA 01-43 Purchasing Agreement so that we can move ahead with the purchasing of Chromebooks and carts funded by the Technology Bond.

NCPA (National Cooperative Purchasing Alliance) is a leading national government purchasing cooperative working to reduce the cost of goods and services by leveraging the purchasing power of public agencies in all 50 states. NCPA utilizes state of the art procurement resources and solutions that result in cooperative purchasing contracts that ensure all public agencies are receiving products and services of the highest quality at the lowest prices.

This item is an authorization only. Any purchases under this cooperative agreement will occur through the district's purchase order process.

Attachments:

FireFly Computers Award Letter
FireFly Computers Renewal Letter 1
FireFly Computers Response
NCPA Website Advertisement 13
RFP - Technology Solutions
Technology Solutions Evaluation
USAToday080415
USAToday081115

11.C.3. Authorization to Procure Hardware from Firefly Computers, LLC

Minutes:

Board approved.

Comments:

Authorization to procure hardware from Firefly Computers utilizing the NCPA 01-43 Purchasing Agreement. This purchase provides the Chromebooks, carts, licenses, assembly and laser etching with the district logo for our 1:1 initiative.

Financial Impact:

$330,428.81 from the Tech Bond.

Attachments:

14A + Cart + Cabinet for Blended Learning
14A Cart for Biology

12. PUBLIC COMMENT

Recommended Motion:

If you wish to address the Board of Trustees, please complete a blue speaker card, and give it to the secretary. If your subject is not on the agenda, the President will recognize you at this time. SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Minutes:

None.

13. ACTION ITEMS/PUBLIC HEARINGS

13.A. BUSINESS SERVICES

13.A.1. Approval of Amendment to Superintendent Contract

Recommended Motion:

It is recommended that the board approve the proposed Amendment to the Employment Agreement between Terry A. Deloria and the Jefferson Union High School District.

Actions:

Motion	Vote:
It is recommended that the board approve the proposed Amendment to the Employment Agreement between Terry A. Deloria and the Jefferson Union High School District.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Nick Occhipinti and a second by Carla Ng-Garrett.

Minutes:

Associate Superintendent of Business Services Tina Van Raaphorst provided a brief summary on this item.

Board approved.

Comments:

Comments (required):

The proposed amendment provides a salary increase to the Superintendent equal to that of the increases to unrepresented employees and to employees represented by AFT 1481.

Financial Impact:

The impact of the agreement is approximately $4,500 annually, to be paid out of General Fund.

Charge to Account No. 01-0000-0-0000-7150-1310-090

Attachments:

Approval of Amendment to Superintendent Contract

13.A.2. Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

Speaker:

Tina

Recommended Motion:

It is recommended that the Board approve the proposed additional Scope of Work for Brookwood Advisors.

Actions:

Motion

It is recommended that the Board approve the proposed additional Scope of Work for Brookwood Advisors.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Passed with a motion by Nick Occhipinti and a second by Carla Ng-Garrett.

Minutes:

Associate Superintendent of Business Tina Van Raaphorst provided a brief summary of this item.

Board approved.

Comments:

The proposed scope of work will cover the work of preparing the Serramonte Del Rey property for the next phase of development, including the planning and design of a new district office building and preparing the remaining land for entitlements.

Financial Impact:

Not to exceed $5,000,000 to be paid with funds generated by the Certificate of Participation (COP) approved by the Board on June 4, 2019.

Charge to Account No. 01-0450-0-9630-8500-5800-090

Attachments:

Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

13.B. ADMINISTRATION

13.B.1. Consider Revising BP/AR/E1/E2 6173 Homeless Education

Speaker:

Terry Deloria

Minutes:

Dr. Deloria provided a short summary. It is required that we update this policy.

This item was supposed to be in Discussion, and not Action. No action taken.

Comments:

The olicy, regulation, and exhibits are updated to reflect the federal McKinney-Vento Homeless Assistance Act as amended by the Every Student Succeeds Act (P.L. 114-95), as well as updated U.S. Department of Education non-regulatory guidance.

The policy includes new material on the designation of a district liaison for homeless children and youth, identification of homeless students, confidentiality of student records containing information about a homeless student's living situation, and coordination of services with other entities. It also reflects a new mandate to adopt policy to ensure participation by district liaisons and other appropriate staff in professional development and other technical assistance activities, and NEW LAW (SB 1068, 2016) which requires the California Department of Education (CDE) to provide specified informational and training materials to district liaisons.

The regulation revises the definitions of "homeless student" and "school of origin," revises the duties of the district liaison, reflects requirement to provide the district liaison's contact information to the CDE and other specified persons, provides that a homeless student will be immediately enrolled even if he/she misses application or enrollment deadlines, and revises the content of the written explanation of the district's decision related to eligibility, school selection, or enrollment.

The exhibits are updated to revise the content of the district's explanation of its decision(s) related to eligibility, school selection, or enrollment and to revise the dispute form for use by parents/guardians who choose to appeal the district's decision.

Also included are changed that were recommended by CSBA in December 2015.

Attachments:

AR 6173 Homeless Education
BP 6173 Homeless Education
E1 6173 Homeless Education
E2 6173 Homeless Education

14. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

We will have a Consent Only Meeting on August 6th.

The Board of Trustees need to go over Superintendent and Board Goals on August 6th as well.

15. ADJOURNMENT

Actions:

Motion
Passed with a motion by Carla Ng-Garrett and a second by Rosie Tejada.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Meeting adjourned at 7:09 p.m.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

7/7/2019 7:00:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

csba
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Board of Trustees Special Meeting
Jefferson Union HSD
February 06, 2020 5:00PM
Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015

1. CALL TO ORDER

Minutes:

Meeting called to order at 5:12 p.m.

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

Minutes:

Pledge suspended.

4. APPROVAL OF AGENDA

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Carla Ng-Garrett.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Absent** Rosie Tejada.

Minutes:

Board approved.

5. CONSENT ITEMS

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Carla Ng-Garrett.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Absent** Rosie Tejada.

5.A. HUMAN RESOURCES

5.A.1. Personnel Action Report

Minutes:

Board approved.

Attachments:

Personnel

5.B. BUSINESS SERVICES

5.B.1. Service and Consultant Contract Approval – HYATT San Francisco Airport

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Westmoor High School Prom 2021

Financial Impact:

Cost $37,000. to be paid with ASB funds

Attachments:

Service and Consultant Contract Approval – HYATT Regency San Francisco Airport

5.B.2. Lease Agreement – Family Worship Center

Recommended Motion:

The administration is respectfully recommending ratification of the following lease agreement with Guillermo Saquing dba Family Worship Center:

Minutes:

Board approved.

Financial Impact:

Rent: $2,224.40 per month/$26,692.80 annually

Attachments:

Lease Agreement – Family Worship Center

5.B.3. Lease Agreement – Christ Central Presbyterian Church

Recommended Motion:

The administration is respectfully recommending ratification of the following lease agreement with Pastor Simon Yang dba Christ Central Presbyterian Church

Minutes:

Board approved.

Financial Impact:

Rent: $1,545 per month/$18,540 annually

Attachments:

Lease Agreement – Christ Central Presbyterian Church

5.B.4. Memorandum of Understanding – StarVista Mindfulness Project

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Agreement with StarVista, coordinated with JUHSD Wellness Coordinator, Melissa Ambrose, to provide mental health and substance use group through a pilot program to various locations within JUHSD, starting with Terra Nova High School

Financial Impact:

None

Attachments:

Memorandum of Understanding – StarVista Mindfulness Project

5.B.5. Service and Consultant Contract Approvals – San Francisco Shakespeare Festival

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Provide four teaching artists to instruct students and lead them in interactive explorations of Shakespeare's language, imagery, characters and action in *Romeo and Juliet*, to enrich and support the in-class reading and other studies of the play.

Contract to run from 1/30/2020 to 3/30/2020

Financial Impact:

Not to exceed $6,500.

To be paid by School Site Council.

Attachments:

Service and Consultant Contract Approvals –San Francisco Shakespeare Festival

5.B.6. Service and Consultant Contract Approvals – W.I.P Mechanical Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Measure and fabricate aluminum guardrail, powder coated silver color per drawings. Powder coated color sample to be approved prior to fabrication.

Installation performed December 26-December 30 per city and county working ordinance. Work shall be in accordance with Terra Nova HS Bridge Repair Project Plans

Financial Impact:

contract not to exceed $52,673.50 and it is charged to the Bond Fund

Attachments:

Service and Consultant Contract Approvals – W.I.P Mechanical Inc

5.B.7. Grant Agreement with Silicon Valley Community Foundation

Recommended Motion:

It is requested that the Board approve the Agreement with Silicon Valley Community Foundation as presented.

Minutes:

Board approved.

Comments:

Agreement with Silicon Valley Community Foundation to provide grant fund to support the Daly City Youth Health Center to increase civic participation and voter turnout in North San Mateo County, with a focus on the Daly City community.

Financial Impact:

District to receive $12,000 in grant funds designated for use by DCYHC

Attachments:

Agreement with Silicon Valley Community Foundation

5.B.8. Service and Consultant Contract Approvals – HKIT Architects

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Contract with pre-approved architects, HKIT, to conduct a feasibility study for the potential construction of new adult education facilities on the site of the old tennis courts at Westmoor Park

Financial Impact:

Not to exceed $24,550.of Bond Funds

Attachments:

Service and Consultant Contract Approvals – HKIT Architects

5.B.9. Service and Consultant Contract Approvals – NorthStar Contracting Group Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Worksite: Terra Nova. Mobilize all equipment and material needed for proper demolition procedures. Perform exploratory chipping of concrete cover to expose beam connections. Dispose properly of all concrete debris.

Financial Impact:

Contract not to exceed $25,953.

Attachments:

Service and Consultant Contract Approvals – NorthStar Contracting Group Inc.

5.C. EDUCATION SERVICES

5.C.1. Culturally Relevant Novel Adoption

Minutes:

Board approved.

Comments:

The committee of teachers formed to review and recommend more culturally relevant novels to enhance our English curriculum has concluded their first round of book recommendations to be submitted for approval. The adoption cycle will be an iterative process, but we wanted to move forward with adopting these books now in the hopes that at least one might be implemented this school year.

The teachers spent a lot of time researching and debating these titles and the themes they bring forward. We had hard conversations about representation, and how narratives could be used to lift up or to promote harmful stereotypes. We discussed the very nature of the role of the English teacher and the responsibility that comes with introducing your students to a challenging and nuanced text and to lead a meaningful discussion of the topics. As English teachers, one of the major functions of our job is to hone empathy in the students we teach, as they are the ones who will go forward to inherit and shape the world we are giving them. These texts provide fodder for this purpose.

Attachments:

Novel Adoption List

6. DISCUSSION ITEMS

6.A. ADMINISTRATION

6.A.1. Educational Equity in the JUHSD

Speaker:

Nicole Anderson

Minutes:

Nicole Anderson of Nicole Anderson Consulting, met with the Board Members, and conducted a brief Board Workshop on Equity. During this time, she wants to make connections to the work the Board has already started, and determine some next steps.

A few key questions she asked:
1. What is their role as a team in leading this type of work?
2. How does the intersection of your personal and professional identity impact how you lead for Educational Equity?
3. How do you stand on your morals as a governance team to do this equity work?
4. How can they be an Equity-Driven Board?
5. How do they stay in their own lane as Board Members and Superintendent?
6. How do they actually do the work in Equity?

Equity-Driven School Boards
1. What does an Equity-Driven School Board look like?
- Fiscally responsible, and working collectively with the Superintendent.

Chart presented, and indicated the following:
Board Authority
- Evaluation Outcomes
- Adopt Vision and Goals
- Adopt policies

Superintendent Authority
- Evaluate progress
- Implement operations
- Develop plans and regulations

As unusual as it may sound. If there is no conflict amongst the Board, then they should be worried or scared. If there is a conflict or disagreement, they are headed in the right direction.

Mrs. Anderson had them complete an activity. The name of the activity is the 30 Second Elevator

Pitch. She wanted each Board Member to give their definition of Equity amongst and within JUHSD. Each member took 5 minutes to think of their answer, and present it in 30 seconds.

6:05 p.m. meeting adjourned, so the JUHSD Race and Equity Task Force could join the meeting.

Meeting reconvened at 6:30 p.m.

Mrs. Anderson led a group discussion with the Board Members and the Race and Equity Task Force.

Comments:

Starting in the 2018-19 school year, the JUHSD Governing Board began engaging in focused equity work. Over the last year and a half, Trustees Salahuddin and Lie have participated in the CSBA Equity Network where they engaged in professional development, collaboration, and equity action planning. During the 2019-2020 school year, they have continued to participant in this network and are engaging in a deeper dive into concepts related to governance through an equity lens. Additional services for the board includes customized support in the form of coaching, board observations, study sessions, workshops, equity walks, and equity action plan development.

In efforts to build capacity and effectiveness of the Governing Board, sharing best practices learned in the network is essential. It is critical that the entire Governing Board receive and benefit from the same information as Trustees Salahuddin and Lie , thus we have scheduled a Special Board Meeting. During the session, CSBA Equity Network facilitators, Nicole Anderson and Deborah Keys Write, will provide information and training to support next steps in the Board and district's journey towards educational equity.

Topics will include:

- Effective School Governance Practices
- The Role of School Boards Leading for Educational Equity
- Revisiting Our Equity Statement, Plan, and Policy
- The Impact of the History of Public Education on the Current Landscape
- Defining Equity through Student Stories

7. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Nothing to consider.

8. ADJOURNMENT

Actions:

Motion
Passed with a motion by Andrew Lie and a second by Nick Occhipinti.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Absent Rosie Tejada.

Minutes:

Meeting adjourned at 8:08 p.m.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

2/6/2020 5:12:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Absent	Rosie Tejada

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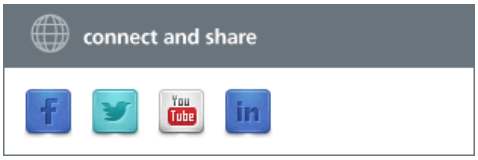

Board of Trustees Regular Meeting
Jefferson Union HSD
April 14, 2020 6:00PM
No Physical Location Teleconference via Zoom

1. CALL TO ORDER
Minutes:

Meeting called to order at 6:05 p.m.

2. ROLL CALL

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

Minutes:

No comments.

Comments:

If you wish to address the Board of Trustees on a Closed Session Item,please submit a Blue Card/Form by clicking on this link.

4. CLOSED SESSION

4.A. PURSUANT TO GOVERNMENT CODE §54957: PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE
Speaker:

Associate Superintendent of Human Resources and Staff Relations, Toni Presta

4.B. PURSUANT TO GOVERNMENT CODE 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS – Westmoor High School (Westmoor Park), 131 Westmoor Ave., Daly City, CA 94015 – Negotiating Party/Agency: Brookwood Associates
Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

5. RECONVENE TO OPEN SESSION - 7:00 p.m.
Minutes:

Meeting called to order at 7:06 p.m.

6. ROLL CALL
Minutes:

All trustees present.

Student Trustees that were present:
1. Joseph Murphy
2. Theresa Nathan
3. John Ocampo

7. PLEDGE OF ALLEGIANCE
Minutes:

Held.

8. APPROVAL OF AGENDA
Actions:

Motion
Passed with a motion by Rosie Tejada and a second by Andrew Lie.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.

Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

No changes to the agenda. Board approved. 5-0 vote, in favor.

9. APPROVAL OF MINUTES

Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

9.A. BOARD MEETING MINUTES: April 6, 2020

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Rosie Tejada.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

No edits. Board approved. 5-0 vote, in favor.

Attachments:

Meeting Minutes 4/6/20

10. REPORT OUT OF CLOSED SESSION

Minutes:

Nothing to report. No action taken.

11. RECOGNITIONS AND COMMENDATIONS

11.A. STUDENT OF THE MONTH: Thornton High School

Speaker:

Principal of Thornton High School, Dr. Dennie Marenco

Minutes:

Principal, Dr. Dennie Marenco read the biography on Natalia Bonilla.

Dr. Marenco commended Natalia on her achievements, and thanked the teachers and staff at both Terra Nova High School and Thornton High School.

Unfortunately, Natalia and her family were unable to attend the meeting.

Board members commended Natalia, and thanked Dr. Marenco for his work with Thornton High School, and students.

Comments:

Student of the Month is Natalia Bonilla. See the attached biography to read about her.

Attachments:

April Student of Month 2020

12. COMMUNICATIONS

12.A. BOARD REPORT

Speaker:

Trustees and Student Trustees

Minutes:

Student Trustee Murphy reported: Spring Break was last week, so it was night to just think about things and take a break from school work.

Student Trustee Nathan reported: Spring Break was last week. Started At-Home Learning (AHL), and she's glad to see her teachers and fellow classmates. She mentioned things are going and running a little smoother.

Student Trustee Ocampo reported: He enjoyed Spring Break last week. Good to go back to AHL, and learning new material. He's glad to see an official AP Exam schedule posted, so students can start preparing for it.

Trustee Lie reported: It's fun to see the Instagram accounts of all our schools ASB's. Nice to see the posts and stories they have that been giving a sense of school spirit and unity.

Trustee Occhipinti reported: He's been following the news and updates, and seeing how districts are responding to the pandemic. Glad our district is providing meals, assignments, etc., and looking forward to moving forward to the end of the school year.

Clerk Ng-Garrett reported: She commended the teachers and staff on everything they've even doing to try to make this tough time as smooth as possible for the students and community.

Vice President Tejada reported: She and her daughter have been pretty stressed with everything going on lately. She stated our district has been incredible. She started taking online dance classes with Ms. Mansel (teacher at Jefferson) on Fridays. She's been doing as much self-care as possible, which includes some

meditation. She's had so many meetings and various calls to keep informed and updated on everything regarding the pandemic. Lastly, she said she's trying not to watch too much television, but needs to zone out sometimes to get some balance.

President Salahuddin reported: Attended the 2x2 Zoom meeting with Summit Shasta on Monday evening, and it was informative and productive. She listened to Assemblymember Ting's Town Hall, and the hate crimes in the community were mentioned. She stated that City of Daly City is adding a resolution on how hate crimes are not tolerated, and would like for the district to do a resolution as well. The resolution would just simply state how our district doesn't and won't tolerate any form of hostility towards community members and students. She also mentioned everyone can't be everything to everyone, and there's a lot going on, and she doesn't want anyone to get burned out. She's impressed with our district. She's so proud of our district, and what we are doing and how we are responding, but doesn't want anyone to do more than what they can do.

12.B. SUPERINTENDENT REPORT

Speaker:

Terry Deloria

Minutes:

Dr. Deloria reported: She's been participating in staff and student mindfulness, and is glad to be able to do some self-care. She stated one thing that can help us, is by helping others, and one way is helping with food bank with Pacific Islanders Together and Second Harvest. The food bank is held at Jefferson High School on Thursdays and Saturdays, and glad to have staff volunteers sign up. We now have JUHSD Student Assistance Program (JSAP), and our Go Fund Me fundraiser (JCPTA donating to the program as well) to help students and families. She also thanked Ms. Tejada for making a connection to have students be able to help with getting the items for families, as the program moves forward.

12.C. AFT LOCAL 1481

Speaker:

AFT President, Monica Casey

Minutes:

AFT President Casey reported: She is super proud of everyone, and how they are responding to how things are changing during the pandemic. She had her first AFT zoom meeting today. Lastly, they have executive board and site representative nominations happening, and all positions are open for nominations. April 27th is when nominations are due.

13. CONSENT AGENDA

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Andrew Lie and a second by Nick Occhipinti.

Vote:

Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

All Consent Items are Board approved. 5-0 vote, in favor.

13.A. HUMAN RESOURCES

13.A.1. Personnel Action Report

Recommended Motion:

It is the Administration's recommendation that the Board of Trustees approve the Personnel Action Report.

Minutes:

Board approved.

Attachments:

Personnel Action Report

13.B. BUSINESS OFFICE

13.B.1. FINANCIAL

13.B.1.1. Vendor Checks for the Month of March 2020

Minutes:

Board approved.

Comments:

Information Only

13.B.2. AGREEMENTS/CONTRACTS/GRANTS/MOUS

13.B.2.1. Service and Consultant Agreements-PTM Document Systems

Recommended Motion:

It is recommended that the Board approve the Service and Contract as presented.

Minutes:

Board approved.

Comments:

Annual Contract Renewal for Mailhouse Annual Renewal Fee from May 1, 2020 to April 30, 2021.

Financial Impact:

Contract not to exceed $650.00.

Attachments:

Service and Consultant Agreement-PMT Document Systems

13.B.2.2. Service and Consultant Contract Approvals – Ellevation Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

English learner monitoring software renewal.

Financial Impact:

Not to Exceed $7,901.25 from Tittle 3-EL

Attachments:

Service and Consultant Contract Approvals – Ellevation Inc.

13.B.2.3. Service and Consultant Contract Approvals – CODESP Public HR

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Provide online employment selection materials. Renewal of Annual Membership.

Financial Impact:

Contract from 7/1/2020 to 6/30/21.

Cost not to exceed $2,200 from General Fund

Attachments:

Service and Consultant Contract Approvals – CODESP Public HR

13.B.2.4. Service and Consultant Contract Approvals – BorderLAN

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Networking Security and Internet filtering products

Financial Impact:

Contract runs from April 1, 2020 to July 1, 2021.

Total contract not to exceed $13,500. Charge against Tech Funds

Attachments:

Service and Consultant Agreement-Borderlan Security

Service and Consultant Contract Approvals – BorderLAN Inc

13.B.2.5. Service and Consultant Contract Approvals – Total Compensation Systems, Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Provide consulting reports including all actuarial information necessary to comply with the requirements of current GASB accounting standards 74/75 related to retiree health benefits for two years including “roll-forward” valuation.

Financial Impact:

Contract not to exceed $13,050. from General Fund

Attachments:

Service and Consultant Contract Approvals – Total Compensation Systems, Inc.

13.B.2.6. Service and Consultant Contract Approvals-Rockridge Geotechnical Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Soil testing for Staff Housing

Financial Impact:

Cost to Building Fund

Attachments:

Service and Consultant Contract Approvals-Rockridge Geotechnical Inc

13.B.2.7. Grant Agreement between Daly City Youth Health Center and Sutter Bay Hospitals

Recommended Motion:

It is recommended that the Board approve the agreement between Daly City Youth Health Center and Sutter Bay Hospitals.

Minutes:

Board approved.

Comments:

The grant presented for Board approval allocates $25,000 in support of the operations of Daly City Youth Health Center and all of the program components. It is not specific to any one area of focus.

Financial Impact:

$25,000 in grant funds

Attachments:

Approval of Grant Agreement between Daly City Youth Health Center and Sutter Bay Hospitals

13.B.2.8. Change Order #2 Serramonte Del Rey Faculty & Staff Housing

Recommended Motion:

It is recommended that the Board approve the change.

Minutes:

Board approved.

Comments:

This feasibility study to incorporate changes for the precise plan and storm water management consultant services.

Financial Impact:

Building Fund

Attachments:

Change Order #2-Serramonte Del Rey Faculty & Staff Housing

13.C. ADMINISTRATION

13.C.1. Consider Revising BP 5121 Grade/Evaluation of Student Achievement

Speaker:

Terry Deloria

Recommended Motion:

Staff recommends revising BP 5121 Grade/Evaluation of Student Achievement.

Minutes:

Board approved.

Comments:

The policy is updated to reflect research-supported best practices regarding grading, including the separation of nonacademic factors from students' academic grades.

The policy also adds language for when the JUHSD is under a state of local, county, state or federal emergency.

Attachments:

BP 5121 Grade-Evaluation of Student Achievement

14. PUBLIC COMMENT

Minutes:

No comments.

Comments:

If you have a Public Comment to address the Board of Trustees (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.

15. ACTION ITEMS/PUBLIC HEARINGS

15.A. HUMAN RESOURCES

Speaker:

Associate Superintendent of Human Resources and Staff Relations, Toni Presta

15.A.1. Application for Variable Term Waiver - Terri Cabarle

Speaker:

Toni Presta

Recommended Motion:

Approve the application for 2020-2021 Variable Term Waiver for Terri Cabarle.

Actions:

Motion	Vote:
Approve the application for 2020-2021 Variable Term Waiver for Terri Cabarle.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Rosie Tejada and a second by Andrew Lie.

Minutes:

There is a new way of getting people authorized for EL (English Learner) teaching. Terri is taking classes, but in order for her to be credentialed for Fall 2020, Board approval is needed.

Board approved. 5-0 vote, in favor.

Comments:

Terri Cabarle teaches Fashion Design and Construction 1 and 2 at Westmoor High School. She holds a preliminary CTE credential in fashion design and is currently enrolled in a CTE program. She will be taking coursework through her program to earn her EL Authorization, which will be embedded in her Clear CTE credential.

In the past, for both traditional and CTE credentials, when teachers did not have EL authorization, we submitted an Emergency CLAD application which would cover a teacher while they completed CTEL Coursework or Exams. In 2019, CTE programs started offering appropriate coursework so their students could earn the EL Authorization through them.

Because of this change, in order to allow Terri Cabarle to teach we must place her on a variable term waiver which must be renewed each year.

Financial Impact:

None.

15.B. BUSINESS SERVICES

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

15.B.1. Resolution No. 2019/20-12: Certifying Results of General Obligation Bond Election Held on March 3, 2020

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the governing board approve and adopt Resolution No. 2019/20-12 Certifying Results of General Obligation Bond Election Held on March 3, 2020.

Actions:

Motion	Vote:
It is recommended that the governing board approve and adopt Resolution No. 2019/20-12 Certifying Results of General Obligation Bond Election Held on March 3, 2020.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Rosie Tejada and a second by Andrew Lie.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

Education Code Section 15274 requires the governing board to adopt a resolution canvassing and certifying the election results of the Measure J General Obligation Bond which passed on March 3, 2020.

Financial Impact:

The election allows for the issuance of general obligation bonds in the amount of $28,390,000.

Attachments:

Approval of Resolution No. 2019/20-12 Certifying Results of General Obligation Bond Election Held on March 3, 2020

15.B.2. Resolution No. 2019/20-13: Designating a Citizens Bond Oversight Committee

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve and adopt Resolution 2019/20-13 Designating a Citizens Bond Oversight Committee for the Bonds Authorized Under Measure J.

Actions:

Motion	Vote:
It is recommended that the Board approve and adopt Resolution 2019/20-13 Designating a Citizens Bond Oversight Committee for the Bonds Authorized Under Measure J.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Nick Occhipinti.

Minutes:

We still have openings for Oversight Committee.

Board approved. 5-0 vote, in favor.

Comments:

Under Ed Code Section 15278, the Board of Trustees is required to establish a Citizens Bond Oversight Committee (CBOC) for the Measure J Bonds that were reauthorized in March 2020. The enclosed resolution designates the existing CBOC to serve as the CBOC for the new bonds.

Financial Impact:

None

Attachments:

Resolution 2019/20-13 Designating a Citizens Bond Oversight Committee

15.B.3. Resolution No. 2019/20-14: Maintenance Assessment District (MAD)

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the Resolution directing the preparation of the Maintenance Assessment District annual report.

Actions:

Motion	Vote:
It is recommended that the Board approve the Resolution directing the preparation of the Maintenance Assessment District annual report.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

Each year the district follows a series of steps to maintain our status as a Maintenance Assessment District. The first step is the adoption of this resolution. Subsequent meetings will accept the engineering report and will authorize the levying of the annual assessments.

Financial Impact:

The cost of this service is $17,485, to be paid out of the MAD proceeds.

Attachments:

Maintenance Assessment District (MAD) – Resolution No. 2019/20-14

15.B.4. Acceptance of 2018-2019 Measure J Housing Bonds Audit Report

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board accept the Measure J Housing Bond Audit Report for 2018-2019, as presented.

Actions:

Motion	Vote:
It is recommended that the Board accept the Measure J Housing Bond Audit Report for 2018-2019, as presented.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

The 2018-2019 Measure J Housing Bonds Financial and Performance Audit Report, as presented, is a requirement of our 2018 Measure J Bond Election. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Housing Bonds for the fiscal year ending June 30, 2019.

Financial Impact:

None

Attachments:

Acceptance of 2018-2019 Measure J Housing Bonds Audit Report

15.B.5. Acceptance of 2018-2019 Measure J General Obligation Bonds Audit Report

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board accept the Measure J Bond Audit Report for 2018-2019, as presented.

Actions:

Motion	Vote:
It is recommended that the Board accept the Measure J Bond Audit Report for 2018-2019, as presented.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

The 2018-2019 Measure J General Obligation Bonds Financial and Performance Audit Report, as presented, is a requirement of our 2014 Measure J Bond Election. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Bonds for the fiscal year ending June 30, 2019.

Financial Impact:

None

Attachments:

Acceptance of 2018-2019 Measure J General Obligation Bonds Audit Report

16. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Vice President Tejada wanted to start off with a non-future Agenda Item, but to say congratulations to Dr. George Khoury on his retirement as a teacher with JUHSD. Dr. Khoury is a language teacher at Westmoor High School.

Both Trustee Occhipinti and Student Trustee Nathan had Dr. Khoury as a teacher over the years, and thanked him for his dedication and service to the district. They stated he is an amazing teacher.

President Salahuddin mentioned to add ongoing COVID-19 Updates as an Agenda Item.

No longer have the Board Work Study for LCAP on April 18th. They will just discuss Board norms and review Board packets.

Candice to reschedule a meeting or retreat for LCAP and Budget, but for different dates. Day of the week preferred is a Wednesday.

17. ADJOURNMENT

Actions:

Motion
Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Meeting adjourned at 7:52 p.m.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

4/14/2020 6:05:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

csba
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connect and share

Board of Trustees Regular Meeting
Jefferson Union HSD
April 14, 2020 6:00PM
No Physical Location Teleconference via Zoom

1. CALL TO ORDER
Minutes:

Meeting called to order at 6:05 p.m.

2. ROLL CALL

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

Minutes:

No comments.

Comments:

If you wish to address the Board of Trustees on a Closed Session Item,please submit a Blue Card/Form by clicking on this link.

4. CLOSED SESSION

4.A. PURSUANT TO GOVERNMENT CODE §54957: PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE
Speaker:

Associate Superintendent of Human Resources and Staff Relations, Toni Presta

4.B. PURSUANT TO GOVERNMENT CODE 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS – Westmoor High School (Westmoor Park), 131 Westmoor Ave., Daly City, CA 94015 – Negotiating Party/Agency: Brookwood Associates
Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

5. RECONVENE TO OPEN SESSION - 7:00 p.m.
Minutes:

Meeting called to order at 7:06 p.m.

6. ROLL CALL
Minutes:

All trustees present.

Student Trustees that were present:
1. Joseph Murphy
2. Theresa Nathan
3. John Ocampo

7. PLEDGE OF ALLEGIANCE
Minutes:

Held.

8. APPROVAL OF AGENDA
Actions:

Motion
Passed with a motion by Rosie Tejada and a second by Andrew Lie.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.

Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

No changes to the agenda. Board approved. 5-0 vote, in favor.

9. APPROVAL OF MINUTES

Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

9.A. BOARD MEETING MINUTES: April 6, 2020

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Rosie Tejada.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

No edits. Board approved. 5-0 vote, in favor.

Attachments:

Meeting Minutes 4/6/20

10. REPORT OUT OF CLOSED SESSION

Minutes:

Nothing to report. No action taken.

11. RECOGNITIONS AND COMMENDATIONS

11.A. STUDENT OF THE MONTH: Thornton High School

Speaker:

Principal of Thornton High School, Dr. Dennie Marenco

Minutes:

Principal, Dr. Dennie Marenco read the biography on Natalia Bonilla.

Dr. Marenco commended Natalia on her achievements, and thanked the teachers and staff at both Terra Nova High School and Thornton High School.

Unfortunately, Natalia and her family were unable to attend the meeting.

Board members commended Natalia, and thanked Dr. Marenco for his work with Thornton High School, and students.

Comments:

Student of the Month is Natalia Bonilla. See the attached biography to read about her.

Attachments:

April Student of Month 2020

12. COMMUNICATIONS

12.A. BOARD REPORT

Speaker:

Trustees and Student Trustees

Minutes:

Student Trustee Murphy reported: Spring Break was last week, so it was night to just think about things and take a break from school work.

Student Trustee Nathan reported: Spring Break was last week. Started At-Home Learning (AHL), and she's glad to see her teachers and fellow classmates. She mentioned things are going and running a little smoother.

Student Trustee Ocampo reported: He enjoyed Spring Break last week. Good to go back to AHL, and learning new material. He's glad to see an official AP Exam schedule posted, so students can start preparing for it.

Trustee Lie reported: It's fun to see the Instagram accounts of all our schools ASB's. Nice to see the posts and stories they have that been giving a sense of school spirit and unity.

Trustee Occhipinti reported: He's been following the news and updates, and seeing how districts are responding to the pandemic. Glad our district is providing meals, assignments, etc., and looking forward to moving forward to the end of the school year.

Clerk Ng-Garrett reported: She commended the teachers and staff on everything they've even doing to try to make this tough time as smooth as possible for the students and community.

Vice President Tejada reported: She and her daughter have been pretty stressed with everything going on lately. She stated our district has been incredible. She started taking online dance classes with Ms. Mansel (teacher at Jefferson) on Fridays. She's been doing as much self-care as possible, which includes some

meditation. She's had so many meetings and various calls to keep informed and updated on everything regarding the pandemic. Lastly, she said she's trying not to watch too much television, but needs to zone out sometimes to get some balance.

President Salahuddin reported: Attended the 2x2 Zoom meeting with Summit Shasta on Monday evening, and it was informative and productive. She listened to Assemblymember Ting's Town Hall, and the hate crimes in the community were mentioned. She stated that City of Daly City is adding a resolution on how hate crimes are not tolerated, and would like for the district to do a resolution as well. The resolution would just simply state how our district doesn't and won't tolerate any form of hostility towards community members and students. She also mentioned everyone can't be everything to everyone, and there's a lot going on, and she doesn't want anyone to get burned out. She's impressed with our district. She's so proud of our district, and what we are doing and how we are responding, but doesn't want anyone to do more than what they can do.

12.B. SUPERINTENDENT REPORT

Speaker:

Terry Deloria

Minutes:

Dr. Deloria reported: She's been participating in staff and student mindfulness, and is glad to be able to do some self-care. She stated one thing that can help us, is by helping others, and one way is helping with food bank with Pacific Islanders Together and Second Harvest. The food bank is held at Jefferson High School on Thursdays and Saturdays, and glad to have staff volunteers sign up. We now have JUHSD Student Assistance Program (JSAP), and our Go Fund Me fundraiser (JCPTA donating to the program as well) to help students and families. She also thanked Ms. Tejada for making a connection to have students be able to help with getting the items for families, as the program moves forward.

12.C. AFT LOCAL 1481

Speaker:

AFT President, Monica Casey

Minutes:

AFT President Casey reported: She is super proud of everyone, and how they are responding to how things are changing during the pandemic. She had her first AFT zoom meeting today. Lastly, they have executive board and site representative nominations happening, and all positions are open for nominations. April 27th is when nominations are due.

13. CONSENT AGENDA

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Andrew Lie and a second by Nick Occhipinti.

Vote:

Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

All Consent Items are Board approved. 5-0 vote, in favor.

13.A. HUMAN RESOURCES

13.A.1. Personnel Action Report

Recommended Motion:

It is the Administration's recommendation that the Board of Trustees approve the Personnel Action Report.

Minutes:

Board approved.

Attachments:

Personnel Action Report

13.B. BUSINESS OFFICE

13.B.1. FINANCIAL

13.B.1.1. Vendor Checks for the Month of March 2020

Minutes:

Board approved.

Comments:

Information Only

13.B.2. AGREEMENTS/CONTRACTS/GRANTS/MOUS

13.B.2.1. Service and Consultant Agreements-PTM Document Systems

Recommended Motion:

It is recommended that the Board approve the Service and Contract as presented.

Minutes:

Board approved.

Comments:

Annual Contract Renewal for Mailhouse Annual Renewal Fee from May 1, 2020 to April 30, 2021.

Financial Impact:

Contract not to exceed $650.00.

Attachments:

Service and Consultant Agreement-PMT Document Systems

13.B.2.2. Service and Consultant Contract Approvals – Ellevation Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

English learner monitoring software renewal.

Financial Impact:

Not to Exceed $7,901.25 from Tittle 3-EL

Attachments:

Service and Consultant Contract Approvals – Ellevation Inc.

13.B.2.3. Service and Consultant Contract Approvals – CODESP Public HR

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Provide online employment selection materials. Renewal of Annual Membership.

Financial Impact:

Contract from 7/1/2020 to 6/30/21.

Cost not to exceed $2,200 from General Fund

Attachments:

Service and Consultant Contract Approvals – CODESP Public HR

13.B.2.4. Service and Consultant Contract Approvals – BorderLAN

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Networking Security and Internet filtering products

Financial Impact:

Contract runs from April 1, 2020 to July 1, 2021.

Total contract not to exceed $13,500. Charge against Tech Funds

Attachments:

Service and Consultant Agreement-Borderlan Security

Service and Consultant Contract Approvals – BorderLAN Inc

13.B.2.5. Service and Consultant Contract Approvals – Total Compensation Systems, Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Provide consulting reports including all actuarial information necessary to comply with the requirements of current GASB accounting standards 74/75 related to retiree health benefits for two years including “roll-forward” valuation.

Financial Impact:

Contract not to exceed $13,050. from General Fund

Attachments:

Service and Consultant Contract Approvals – Total Compensation Systems, Inc.

13.B.2.6. Service and Consultant Contract Approvals-Rockridge Geotechnical Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Soil testing for Staff Housing

Financial Impact:

Cost to Building Fund

Attachments:

Service and Consultant Contract Approvals-Rockridge Geotechnical Inc

13.B.2.7. Grant Agreement between Daly City Youth Health Center and Sutter Bay Hospitals

Recommended Motion:

It is recommended that the Board approve the agreement between Daly City Youth Health Center and Sutter Bay Hospitals.

Minutes:

Board approved.

Comments:

The grant presented for Board approval allocates $25,000 in support of the operations of Daly City Youth Health Center and all of the program components. It is not specific to any one area of focus.

Financial Impact:

$25,000 in grant funds

Attachments:

Approval of Grant Agreement between Daly City Youth Health Center and Sutter Bay Hospitals

13.B.2.8. Change Order #2 Serramonte Del Rey Faculty & Staff Housing

Recommended Motion:

It is recommended that the Board approve the change.

Minutes:

Board approved.

Comments:

This feasibility study to incorporate changes for the precise plan and storm water management consultant services.

Financial Impact:

Building Fund

Attachments:

Change Order #2-Serramonte Del Rey Faculty & Staff Housing

13.C. ADMINISTRATION

13.C.1. Consider Revising BP 5121 Grade/Evaluation of Student Achievement

Speaker:

Terry Deloria

Recommended Motion:

Staff recommends revising BP 5121 Grade/Evaluation of Student Achievement.

Minutes:

Board approved.

Comments:

The policy is updated to reflect research-supported best practices regarding grading, including the separation of nonacademic factors from students' academic grades.

The policy also adds language for when the JUHSD is under a state of local, county, state or federal emergency.

Attachments:

BP 5121 Grade-Evaluation of Student Achievement

14. PUBLIC COMMENT

Minutes:

No comments.

Comments:

If you have a Public Comment to address the Board of Trustees (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.

15. ACTION ITEMS/PUBLIC HEARINGS

15.A. HUMAN RESOURCES

Speaker:

Associate Superintendent of Human Resources and Staff Relations, Toni Presta

15.A.1. Application for Variable Term Waiver - Terri Cabarle

Speaker:

Toni Presta

Recommended Motion:

Approve the application for 2020-2021 Variable Term Waiver for Terri Cabarle.

Actions:

Motion	Vote:
Approve the application for 2020-2021 Variable Term Waiver for Terri Cabarle.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Rosie Tejada and a second by Andrew Lie.

Minutes:

There is a new way of getting people authorized for EL (English Learner) teaching. Terri is taking classes, but in order for her to be credentialed for Fall 2020, Board approval is needed.

Board approved. 5-0 vote, in favor.

Comments:

Terri Cabarle teaches Fashion Design and Construction 1 and 2 at Westmoor High School. She holds a preliminary CTE credential in fashion design and is currently enrolled in a CTE program. She will be taking coursework through her program to earn her EL Authorization, which will be embedded in her Clear CTE credential.

In the past, for both traditional and CTE credentials, when teachers did not have EL authorization, we submitted an Emergency CLAD application which would cover a teacher while they completed CTEL Coursework or Exams. In 2019, CTE programs started offering appropriate coursework so their students could earn the EL Authorization through them.

Because of this change, in order to allow Terri Cabarle to teach we must place her on a variable term waiver which must be renewed each year.

Financial Impact:

None.

15.B. BUSINESS SERVICES

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

15.B.1. Resolution No. 2019/20-12: Certifying Results of General Obligation Bond Election Held on March 3, 2020

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the governing board approve and adopt Resolution No. 2019/20-12 Certifying Results of General Obligation Bond Election Held on March 3, 2020.

Actions:

Motion	Vote:
It is recommended that the governing board approve and adopt Resolution No. 2019/20-12 Certifying Results of General Obligation Bond Election Held on March 3, 2020.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Rosie Tejada and a second by Andrew Lie.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

Education Code Section 15274 requires the governing board to adopt a resolution canvassing and certifying the election results of the Measure J General Obligation Bond which passed on March 3, 2020.

Financial Impact:

The election allows for the issuance of general obligation bonds in the amount of $28,390,000.

Attachments:

Approval of Resolution No. 2019/20-12 Certifying Results of General Obligation Bond Election Held on March 3, 2020

15.B.2. Resolution No. 2019/20-13: Designating a Citizens Bond Oversight Committee

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve and adopt Resolution 2019/20-13 Designating a Citizens Bond Oversight Committee for the Bonds Authorized Under Measure J.

Actions:

Motion	Vote:
It is recommended that the Board approve and adopt Resolution 2019/20-13 Designating a Citizens Bond Oversight Committee for the Bonds Authorized Under Measure J.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Nick Occhipinti.

Minutes:

We still have openings for Oversight Committee.

Board approved. 5-0 vote, in favor.

Comments:

Under Ed Code Section 15278, the Board of Trustees is required to establish a Citizens Bond Oversight Committee (CBOC) for the Measure J Bonds that were reauthorized in March 2020. The enclosed resolution designates the existing CBOC to serve as the CBOC for the new bonds.

Financial Impact:

None

Attachments:

Resolution 2019/20-13 Designating a Citizens Bond Oversight Committee

15.B.3. Resolution No. 2019/20-14: Maintenance Assessment District (MAD)

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the Resolution directing the preparation of the Maintenance Assessment District annual report.

Actions:

Motion	Vote:
It is recommended that the Board approve the Resolution directing the preparation of the Maintenance Assessment District annual report.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

Each year the district follows a series of steps to maintain our status as a Maintenance Assessment District. The first step is the adoption of this resolution. Subsequent meetings will accept the engineering report and will authorize the levying of the annual assessments.

Financial Impact:

The cost of this service is $17,485, to be paid out of the MAD proceeds.

Attachments:

Maintenance Assessment District (MAD) – Resolution No. 2019/20-14

15.B.4. Acceptance of 2018-2019 Measure J Housing Bonds Audit Report

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board accept the Measure J Housing Bond Audit Report for 2018-2019, as presented.

Actions:

Motion	Vote:
It is recommended that the Board accept the Measure J Housing Bond Audit Report for 2018-2019, as presented.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

The 2018-2019 Measure J Housing Bonds Financial and Performance Audit Report, as presented, is a requirement of our 2018 Measure J Bond Election. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Housing Bonds for the fiscal year ending June 30, 2019.

Financial Impact:

None

Attachments:

Acceptance of 2018-2019 Measure J Housing Bonds Audit Report

15.B.5. Acceptance of 2018-2019 Measure J General Obligation Bonds Audit Report

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board accept the Measure J Bond Audit Report for 2018-2019, as presented.

Actions:

Motion	Vote:
It is recommended that the Board accept the Measure J Bond Audit Report for 2018-2019, as presented.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

The 2018-2019 Measure J General Obligation Bonds Financial and Performance Audit Report, as presented, is a requirement of our 2014 Measure J Bond Election. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Bonds for the fiscal year ending June 30, 2019.

Financial Impact:

None

Attachments:

Acceptance of 2018-2019 Measure J General Obligation Bonds Audit Report

16. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Vice President Tejada wanted to start off with a non-future Agenda Item, but to say congratulations to Dr. George Khoury on his retirement as a teacher with JUHSD. Dr. Khoury is a language teacher at Westmoor High School.

Both Trustee Occhipinti and Student Trustee Nathan had Dr. Khoury as a teacher over the years, and thanked him for his dedication and service to the district. They stated he is an amazing teacher.

President Salahuddin mentioned to add ongoing COVID-19 Updates as an Agenda Item.

No longer have the Board Work Study for LCAP on April 18th. They will just discuss Board norms and review Board packets.

Candice to reschedule a meeting or retreat for LCAP and Budget, but for different dates. Day of the week preferred is a Wednesday.

17. ADJOURNMENT

Actions:

Motion
Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Meeting adjourned at 7:52 p.m.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

4/14/2020 6:05:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

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Board of Trustees Regular Meeting
Jefferson Union HSD
April 14, 2020 6:00PM
No Physical Location Teleconference via Zoom

1. CALL TO ORDER
Minutes:

Meeting called to order at 6:05 p.m.

2. ROLL CALL

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

Minutes:

No comments.

Comments:

If you wish to address the Board of Trustees on a Closed Session Item,please submit a Blue Card/Form by clicking on this link.

4. CLOSED SESSION

4.A. PURSUANT TO GOVERNMENT CODE §54957: PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE
Speaker:

Associate Superintendent of Human Resources and Staff Relations, Toni Presta

4.B. PURSUANT TO GOVERNMENT CODE 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS – Westmoor High School (Westmoor Park), 131 Westmoor Ave., Daly City, CA 94015 – Negotiating Party/Agency: Brookwood Associates
Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

5. RECONVENE TO OPEN SESSION - 7:00 p.m.
Minutes:

Meeting called to order at 7:06 p.m.

6. ROLL CALL
Minutes:

All trustees present.

Student Trustees that were present:
1. Joseph Murphy
2. Theresa Nathan
3. John Ocampo

7. PLEDGE OF ALLEGIANCE
Minutes:

Held.

8. APPROVAL OF AGENDA
Actions:

Motion
Passed with a motion by Rosie Tejada and a second by Andrew Lie.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.

Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

No changes to the agenda. Board approved. 5-0 vote, in favor.

9. APPROVAL OF MINUTES

Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

9.A. BOARD MEETING MINUTES: April 6, 2020

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Rosie Tejada.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

No edits. Board approved. 5-0 vote, in favor.

Attachments:

Meeting Minutes 4/6/20

10. REPORT OUT OF CLOSED SESSION

Minutes:

Nothing to report. No action taken.

11. RECOGNITIONS AND COMMENDATIONS

11.A. STUDENT OF THE MONTH: Thornton High School

Speaker:

Principal of Thornton High School, Dr. Dennie Marenco

Minutes:

Principal, Dr. Dennie Marenco read the biography on Natalia Bonilla.

Dr. Marenco commended Natalia on her achievements, and thanked the teachers and staff at both Terra Nova High School and Thornton High School.

Unfortunately, Natalia and her family were unable to attend the meeting.

Board members commended Natalia, and thanked Dr. Marenco for his work with Thornton High School, and students.

Comments:

Student of the Month is Natalia Bonilla. See the attached biography to read about her.

Attachments:

April Student of Month 2020

12. COMMUNICATIONS

12.A. BOARD REPORT

Speaker:

Trustees and Student Trustees

Minutes:

Student Trustee Murphy reported: Spring Break was last week, so it was night to just think about things and take a break from school work.

Student Trustee Nathan reported: Spring Break was last week. Started At-Home Learning (AHL), and she's glad to see her teachers and fellow classmates. She mentioned things are going and running a little smoother.

Student Trustee Ocampo reported: He enjoyed Spring Break last week. Good to go back to AHL, and learning new material. He's glad to see an official AP Exam schedule posted, so students can start preparing for it.

Trustee Lie reported: It's fun to see the Instagram accounts of all our schools ASB's. Nice to see the posts and stories they have that been giving a sense of school spirit and unity.

Trustee Occhipinti reported: He's been following the news and updates, and seeing how districts are responding to the pandemic. Glad our district is providing meals, assignments, etc., and looking forward to moving forward to the end of the school year.

Clerk Ng-Garrett reported: She commended the teachers and staff on everything they've even doing to try to make this tough time as smooth as possible for the students and community.

Vice President Tejada reported: She and her daughter have been pretty stressed with everything going on lately. She stated our district has been incredible. She started taking online dance classes with Ms. Mansel (teacher at Jefferson) on Fridays. She's been doing as much self-care as possible, which includes some

meditation. She's had so many meetings and various calls to keep informed and updated on everything regarding the pandemic. Lastly, she said she's trying not to watch too much television, but needs to zone out sometimes to get some balance.

President Salahuddin reported: Attended the 2x2 Zoom meeting with Summit Shasta on Monday evening, and it was informative and productive. She listened to Assemblymember Ting's Town Hall, and the hate crimes in the community were mentioned. She stated that City of Daly City is adding a resolution on how hate crimes are not tolerated, and would like for the district to do a resolution as well. The resolution would just simply state how our district doesn't and won't tolerate any form of hostility towards community members and students. She also mentioned everyone can't be everything to everyone, and there's a lot going on, and she doesn't want anyone to get burned out. She's impressed with our district. She's so proud of our district, and what we are doing and how we are responding, but doesn't want anyone to do more than what they can do.

12.B. SUPERINTENDENT REPORT

Speaker:

Terry Deloria

Minutes:

Dr. Deloria reported: She's been participating in staff and student mindfulness, and is glad to be able to do some self-care. She stated one thing that can help us, is by helping others, and one way is helping with food bank with Pacific Islanders Together and Second Harvest. The food bank is held at Jefferson High School on Thursdays and Saturdays, and glad to have staff volunteers sign up. We now have JUHSD Student Assistance Program (JSAP), and our Go Fund Me fundraiser (JCPTA donating to the program as well) to help students and families. She also thanked Ms. Tejada for making a connection to have students be able to help with getting the items for families, as the program moves forward.

12.C. AFT LOCAL 1481

Speaker:

AFT President, Monica Casey

Minutes:

AFT President Casey reported: She is super proud of everyone, and how they are responding to how things are changing during the pandemic. She had her first AFT zoom meeting today. Lastly, they have executive board and site representative nominations happening, and all positions are open for nominations. April 27th is when nominations are due.

13. CONSENT AGENDA

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Andrew Lie and a second by Nick Occhipinti.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

All Consent Items are Board approved. 5-0 vote, in favor.

13.A. HUMAN RESOURCES

13.A.1. Personnel Action Report

Recommended Motion:

It is the Administration's recommendation that the Board of Trustees approve the Personnel Action Report.

Minutes:

Board approved.

Attachments:

Personnel Action Report

13.B. BUSINESS OFFICE

13.B.1. FINANCIAL

13.B.1.1. Vendor Checks for the Month of March 2020

Minutes:

Board approved.

Comments:

Information Only

13.B.2. AGREEMENTS/CONTRACTS/GRANTS/MOUS

13.B.2.1. Service and Consultant Agreements-PTM Document Systems

Recommended Motion:

It is recommended that the Board approve the Service and Contract as presented.

Minutes:

Board approved.

Comments:

Annual Contract Renewal for Mailhouse Annual Renewal Fee from May 1, 2020 to April 30, 2021.

Financial Impact:

Contract not to exceed $650.00.

Attachments:

Service and Consultant Agreement-PMT Document Systems

13.B.2.2. Service and Consultant Contract Approvals – Ellevation Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

English learner monitoring software renewal.

Financial Impact:

Not to Exceed $7,901.25 from Tittle 3-EL

Attachments:

Service and Consultant Contract Approvals – Ellevation Inc.

13.B.2.3. Service and Consultant Contract Approvals – CODESP Public HR

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Provide online employment selection materials. Renewal of Annual Membership.

Financial Impact:

Contract from 7/1/2020 to 6/30/21.

Cost not to exceed $2,200 from General Fund

Attachments:

Service and Consultant Contract Approvals – CODESP Public HR

13.B.2.4. Service and Consultant Contract Approvals – BorderLAN

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Networking Security and Internet filtering products

Financial Impact:

Contract runs from April 1, 2020 to July 1, 2021.

Total contract not to exceed $13,500. Charge against Tech Funds

Attachments:

Service and Consultant Agreement-Borderlan Security

Service and Consultant Contract Approvals – BorderLAN Inc

13.B.2.5. Service and Consultant Contract Approvals – Total Compensation Systems, Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Provide consulting reports including all actuarial information necessary to comply with the requirements of current GASB accounting standards 74/75 related to retiree health benefits for two years including “roll-forward” valuation.

Financial Impact:

Contract not to exceed $13,050. from General Fund

Attachments:

Service and Consultant Contract Approvals – Total Compensation Systems, Inc.

13.B.2.6. Service and Consultant Contract Approvals-Rockridge Geotechnical Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Soil testing for Staff Housing

Financial Impact:

Cost to Building Fund

Attachments:

Service and Consultant Contract Approvals-Rockridge Geotechnical Inc

13.B.2.7. Grant Agreement between Daly City Youth Health Center and Sutter Bay Hospitals

Recommended Motion:

It is recommended that the Board approve the agreement between Daly City Youth Health Center and Sutter Bay Hospitals.

Minutes:

Board approved.

Comments:

The grant presented for Board approval allocates $25,000 in support of the operations of Daly City Youth Health Center and all of the program components. It is not specific to any one area of focus.

Financial Impact:

$25,000 in grant funds

Attachments:

Approval of Grant Agreement between Daly City Youth Health Center and Sutter Bay Hospitals

13.B.2.8. Change Order #2 Serramonte Del Rey Faculty & Staff Housing

Recommended Motion:

It is recommended that the Board approve the change.

Minutes:

Board approved.

Comments:

This feasibility study to incorporate changes for the precise plan and storm water management consultant services.

Financial Impact:

Building Fund

Attachments:

Change Order #2-Serramonte Del Rey Faculty & Staff Housing

13.C. ADMINISTRATION

13.C.1. Consider Revising BP 5121 Grade/Evaluation of Student Achievement

Speaker:

Terry Deloria

Recommended Motion:

Staff recommends revising BP 5121 Grade/Evaluation of Student Achievement.

Minutes:

Board approved.

Comments:

The policy is updated to reflect research-supported best practices regarding grading, including the separation of nonacademic factors from students' academic grades.

The policy also adds language for when the JUHSD is under a state of local, county, state or federal emergency.

Attachments:

BP 5121 Grade-Evaluation of Student Achievement

14. PUBLIC COMMENT

Minutes:

No comments.

Comments:

If you have a Public Comment to address the Board of Trustees (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.

15. ACTION ITEMS/PUBLIC HEARINGS

15.A. HUMAN RESOURCES

Speaker:

Associate Superintendent of Human Resources and Staff Relations, Toni Presta

15.A.1. Application for Variable Term Waiver - Terri Cabarle

Speaker:

Toni Presta

Recommended Motion:

Approve the application for 2020-2021 Variable Term Waiver for Terri Cabarle.

Actions:

Motion	Vote:
Approve the application for 2020-2021 Variable Term Waiver for Terri Cabarle.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Rosie Tejada and a second by Andrew Lie.

Minutes:

There is a new way of getting people authorized for EL (English Learner) teaching. Terri is taking classes, but in order for her to be credentialed for Fall 2020, Board approval is needed.

Board approved. 5-0 vote, in favor.

Comments:

Terri Cabarle teaches Fashion Design and Construction 1 and 2 at Westmoor High School. She holds a preliminary CTE credential in fashion design and is currently enrolled in a CTE program. She will be taking coursework through her program to earn her EL Authorization, which will be embedded in her Clear CTE credential.

In the past, for both traditional and CTE credentials, when teachers did not have EL authorization, we submitted an Emergency CLAD application which would cover a teacher while they completed CTEL Coursework or Exams. In 2019, CTE programs started offering appropriate coursework so their students could earn the EL Authorization through them.

Because of this change, in order to allow Terri Cabarle to teach we must place her on a variable term waiver which must be renewed each year.

Financial Impact:

None.

15.B. BUSINESS SERVICES

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

15.B.1. Resolution No. 2019/20-12: Certifying Results of General Obligation Bond Election Held on March 3, 2020

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the governing board approve and adopt Resolution No. 2019/20-12 Certifying Results of General Obligation Bond Election Held on March 3, 2020.

Actions:

Motion	Vote:
It is recommended that the governing board approve and adopt Resolution No. 2019/20-12 Certifying Results of General Obligation Bond Election Held on March 3, 2020.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Rosie Tejada and a second by Andrew Lie.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

Education Code Section 15274 requires the governing board to adopt a resolution canvassing and certifying the election results of the Measure J General Obligation Bond which passed on March 3, 2020.

Financial Impact:

The election allows for the issuance of general obligation bonds in the amount of $28,390,000.

Attachments:

Approval of Resolution No. 2019/20-12 Certifying Results of General Obligation Bond Election Held on March 3, 2020

15.B.2. Resolution No. 2019/20-13: Designating a Citizens Bond Oversight Committee

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve and adopt Resolution 2019/20-13 Designating a Citizens Bond Oversight Committee for the Bonds Authorized Under Measure J.

Actions:

Motion	Vote:
It is recommended that the Board approve and adopt Resolution 2019/20-13 Designating a Citizens Bond Oversight Committee for the Bonds Authorized Under Measure J.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Nick Occhipinti.

Minutes:

We still have openings for Oversight Committee.

Board approved. 5-0 vote, in favor.

Comments:

Under Ed Code Section 15278, the Board of Trustees is required to establish a Citizens Bond Oversight Committee (CBOC) for the Measure J Bonds that were reauthorized in March 2020. The enclosed resolution designates the existing CBOC to serve as the CBOC for the new bonds.

Financial Impact:

None

Attachments:

Resolution 2019/20-13 Designating a Citizens Bond Oversight Committee

15.B.3. Resolution No. 2019/20-14: Maintenance Assessment District (MAD)

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the Resolution directing the preparation of the Maintenance Assessment District annual report.

Actions:

Motion	Vote:
It is recommended that the Board approve the Resolution directing the preparation of the Maintenance Assessment District annual report.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

Each year the district follows a series of steps to maintain our status as a Maintenance Assessment District. The first step is the adoption of this resolution. Subsequent meetings will accept the engineering report and will authorize the levying of the annual assessments.

Financial Impact:

The cost of this service is $17,485, to be paid out of the MAD proceeds.

Attachments:

Maintenance Assessment District (MAD) – Resolution No. 2019/20-14

15.B.4. Acceptance of 2018-2019 Measure J Housing Bonds Audit Report

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board accept the Measure J Housing Bond Audit Report for 2018-2019, as presented.

Actions:

Motion	Vote:
It is recommended that the Board accept the Measure J Housing Bond Audit Report for 2018-2019, as presented.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

The 2018-2019 Measure J Housing Bonds Financial and Performance Audit Report, as presented, is a requirement of our 2018 Measure J Bond Election. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Housing Bonds for the fiscal year ending June 30, 2019.

Financial Impact:

None

Attachments:

Acceptance of 2018-2019 Measure J Housing Bonds Audit Report

15.B.5. Acceptance of 2018-2019 Measure J General Obligation Bonds Audit Report

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board accept the Measure J Bond Audit Report for 2018-2019, as presented.

Actions:

Motion	Vote:
It is recommended that the Board accept the Measure J Bond Audit Report for 2018-2019, as presented.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Minutes:

Board approved. 5-0 vote, in favor.

Comments:

The 2018-2019 Measure J General Obligation Bonds Financial and Performance Audit Report, as presented, is a requirement of our 2014 Measure J Bond Election. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Bonds for the fiscal year ending June 30, 2019.

Financial Impact:

None

Attachments:

Acceptance of 2018-2019 Measure J General Obligation Bonds Audit Report

16. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Vice President Tejada wanted to start off with a non-future Agenda Item, but to say congratulations to Dr. George Khoury on his retirement as a teacher with JUHSD. Dr. Khoury is a language teacher at Westmoor High School.

Both Trustee Occhipinti and Student Trustee Nathan had Dr. Khoury as a teacher over the years, and thanked him for his dedication and service to the district. They stated he is an amazing teacher.

President Salahuddin mentioned to add ongoing COVID-19 Updates as an Agenda Item.

No longer have the Board Work Study for LCAP on April 18th. They will just discuss Board norms and review Board packets.

Candice to reschedule a meeting or retreat for LCAP and Budget, but for different dates. Day of the week preferred is a Wednesday.

17. ADJOURNMENT

Actions:

Motion
Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Meeting adjourned at 7:52 p.m.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

4/14/2020 6:05:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

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Board of Trustees Regular Meeting
Jefferson Union HSD
August 18, 2020 6:00PM
No Physical Location Teleconference via Zoom

1. CALL TO ORDER
Minutes:

Meeting called to order at 6:05 p.m.

2. ROLL CALL
Minutes:

All Trustees present.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

Minutes:

No comments.

Comments:

If you wish to address the Board of Trustees on a Closed Session Item, please submit a Blue Card/Form by clicking on this link

4. CLOSED SESSION

4.A. Pursuant to Government Code §54957: PUBLIC EMPLOYEE APPOINTMENT/EMPLOYMENT
Speaker:

Toni Presta, Associate Superintendent of Human Resources and Staff Relations

Comments:

Administrative Appointment:

Director, Behavioral & Mental Health - Daly City Youth Health Center

4.B. Pursuant to Government Code Section 54956.9: CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION - One Case
Speaker:

Tina Van Raaphorst, Associate Superintendent of Business Services

4.C. Jefferson Union High School District Communications Plan
Speaker:

April Hawkins, Director of Communications and Faculty/Staff Housing

5. RECONVENE TO REGULAR SESSION - 7:05 p.m.
Minutes:

Closed Session adjourned at 6:55 p.m.

Open Session called to order at 7:06 p.m.

6. ROLL CALL
Minutes:

All Trustees present.

Our new Student Trustees were present, and were introduced by President Salahuddin.

7. PLEDGE OF ALLEGIANCE
Minutes:

As a district and Board, we have decided to forego the pledge until America more reflects the values of the district.

Pledge suspended.

8. APPROVAL OF AGENDA
Actions:

Motion
Passed with a motion by Rosie Tejada and a second by Andrew Lie.

Vote:
Yes Andrew Lie.

Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Agenda was amended. Item 14.A.1 was removed from this Agenda, and will be placed on the Work Study Agenda for August 24th.

Board approved amended Agenda.

9. REPORT OUT OF CLOSED SESSION

Minutes:

Item 4.A. - The Board accepts the recommendation.
Voted 5-0

Item 4.B. - The Board rejected the government claim.
Voted 5-0

10. RECOGNITIONS AND COMMENDATIONS

10.A. Family Harvest Volunteers (P.I.T, JUHSD, and Second Harvest)

Minutes:

President Salahuddin spoke briefly, and commended the staff and students who volunteered during the Family Harvest Food Bank at Jefferson High School.

Dr. Deloria mentioned how nice it is to have community groups that work with our district, students, and families. Grateful to Reyna Meafua, P.I.T., and over 100 JUHSD employees.

The food bank was the model for other regions.

Ruth Poialii spoke on behalf of Reyna Meafua and P.I.T.

Board of Trustees commended and commented.

Comments:

10.B. Jefferson Student Assistance Program (JSAP)

Minutes:

Dr. Deloria spoke briefly about this program that served as a resource to our students and families who were in need.

This program was led by a committee of JUHSD staff. Our initial goal to raise for students and families was $8,000.00, but we exceeded that and raised about $40,000.00. Through this program we were able to pay car notes, phone bills, buy groceries, buy personal hygiene products, gift cards, pet care items, and more.

Comments:

10.C. JUHSD Meal Distribution Staff and Volunteers

Minutes:

Associate Superintendent of Business Services Tina Van Raaphorst spoke briefly about the meal distribution that took place during the Pandemic, to provide meals to students within our community. We were also able to help feed students within the elementary school district.

The resource that was used to provide meals was Seamless Summer Food Program, which allowed us to feed any child 18 years and under. Breakfast and lunch were distributed 5 days per week. JUHSD Food Service Staff and volunteers worked through the Summer to help with this distribution.

Board commented and commended.

Comments:

11. COMMUNICATIONS

11.A. BOARD REPORT

Speaker:

Board of Trustees

Minutes:

Student Trustee Joe Murphy reported: Had his first day of synchronous classes with Distance Learning. Teachers are trying hard to give students the best education they have, given the current circumstances. Students are concerned they won't see their teachers enough.

Student Trustee Helene Kleinfeld reported: First day doing Zoom classes for Distance Learning. It went pretty smoothly.

Student Trustee Mustafa Abuzarhiyeh reported: It was difficult to stare at a screen for an hour and a half,

for each class. Teachers are trying to make the best of the situation, with what they have. Teachers are doing their best to build a community online.

Student Trustee Irene Lee reported: Students are concerned about not seeing teachers enough. Teachers are having students use different apps, and they wish everyone was using the same app.

Student Trustee Charles Green reported: Second day in Zoom classrooms, and it's going a little slow. Students are trying to adapt to the current situation. Teachers are being very patient with students. Students are concerned about A.P. Classes

Student Trustee Lucca Garcia reported: Teachers are being flexible and supportive of students, and they're finding different ways to meet students' standards. Teachers are guiding students on how to use Digital Notebook.

Student Trustee Madeleine Hur reported: Teachers are seen twice a week, as Oceana doesn't have Cohorts. Teachers are using Jam Board and another app. Still able to connect with other students.

Trustee Occhipinti reported: His students are having some technical difficulties with Distance Learning. Being adjusted to Distance Learning is going to take time, and encouraged everyone to be patient. Consider the resources that students may or may not have.

Trustee Lie reported: Good to see the Student Trustees, and to hear their feedback from the first two days of Distance Learning for this school year. Interesting to see how teachers and staff are engaging and doing the work to make the best out of the situation.

Trustee Ng-Garrett reported: Glad to see Student Trustees this school year. Daughter Riley is starting 2nd grade on Distance Learning.

Trustee Tejada reported: Attended two meetings with the new Student Trustees, and they're amazing. Each year keeps getting better and better. Spoke about her daughter's classes, and how she hears all of them. She commended the teachers on the work they're doing with the students, and getting them engaged. Going smoothly from what she can tell.

President Salahuddin reported: Nice to kick off the school year with new Student Trustees and Student Advisory Councilmembers. Thanked teachers for their efforts with making Distance Learning work for them and students. Board recognizes the effort, creativity, and the frustration of all teachers and staff.

11.B. SUPERINTENDENT REPORT

Speaker:

Dr. Terry A. Deloria, Superintendent

Minutes:

Dr. Deloria reported: She's grateful for all of the volunteer and community opportunities. When our district recognizes a need, we act on it.

Thanked the District Administration and Board to give all of our teachers the tools they need to teach our students.

Teachers have taken to heart the relationships and connecting with their students.

11.C. AFT LOCAL 1481 REPORT

Speaker:

Monica Casey, President

Minutes:

President Monica Casey reported: Thanked teachers for their hard work. During this time, everyone needs to focus on being human to each other.

12. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

12.A. HUMAN RESOURCES

12.A.1. PERSONNEL

12.A.1.1. Personnel Action Report

Recommended Motion:

It is the Administration's recommendation that the Board of Trustees approve the Personnel Action Report.

Minutes:

Board approved.

Attachments:

Personnel Action Report

12.A.2. ADMINISTRATIVE APPOINTMENTS

12.A.2.1. Administrative Appointments

Recommended Motion:

The Administration recommends that the following administrative appointments be approved.

Minutes:

Board approved.

Comments:

Administrative Apointment:

- Anna Shapiro, Director of Behavior & Mental Health, Daly City Youth Health Center, effective 8/31/20, 260 work days, Step 9, $95,791

12.B. BUSINESS SERVICES

12.B.1. FINANCIAL

12.B.1.1. Quarterly Interest Report

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Quarterly Interest Report

12.B.1.2. Vendor Checks for the Month of July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Vendor Checks for the Month of July 2020

12.B.1.3. Jefferson High School ASB Report-July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Jefferson High School ASB Report-July 2020

12.B.1.4. Oceana High School ASB Report-July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Oceana High School ASB Report-July 2020

12.B.1.5. Terra Nova High School ASB Report-July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Terra Nova High School ASB Report-July 2020

12.B.1.6. Thornton High School ASB Report-July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Thornton High School ASB Report-July 2020

12.B.1.7. Westmoor High School ASB Report-July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Westmoor High School ASB Report-July 2020

12.B.2. AGREEMENTS/CONTRACTS/GRANTS/MOUS

12.B.2.1. Agreement– Bay Area Community College Consortium K12 Strong Workforce Program Agreement between Cabrillo Community College District and JUHSD

Recommended Motion:

It is recommended that the Board approve the Agreement as presented.

Minutes:

Board approved.

Comments:

Agreement period is from July 1, 2020 and shall expire on December 31, 2022. JUHSD will receive $236,186 for the project titled Engineering Community College Alignment (NOVA ID 8940)

Financial Impact:

JUHSD will be granted $236,186

Attachments:

Agreement– Bay Area Community College Consortium K12 Strong Workforce Program Agreement between Cabrillo Community College District and JUHSD

12.B.2.2. Agreement Approval – Fresh Lifelines for Youth, Inc.

Recommended Motion:

It is recommended that the Board approve the Agreement Approval as presented

Minutes:

Board approved.

Comments:

Fresh Lifelines for Youth, Inc. will provide a law-related education course for the youth receiving services from or living near Thornton. The target program participants are youth referred by the probation officers and/or identified by Thornton officials as at risk for delinquent behavior. The course will provide youth with practical information about laws relevant to their daily lives, a positive experience with the law and legal actors, an environment that fosters the cultivation of skills essential for positive youth development, and links to social services.

Financial Impact:

None. Contractor’s program is self-funded

Attachments:

Agreement Approval – Fresh Lifelines for Youth, Inc.

12.B.2.3. Service and Consultant Contract Approvals – HKIT Architects

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Oceana High School Gym Basketball Goal Replacement

Financial Impact:

Not to exceed $18,000 from Bond Funds

Attachments:

Service and Consultant Contract Approvals – HKIT Architects

12.B.2.4. Service and Consultant Contract Approvals – HKIT Architects

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Oceana High School Accessibility Conceptual Study for Path of Travel to

Financial Impact:

Not to exceed $15,000 from Bond Funds

Attachments:

Service and Consultant Contract Approvals – HKIT Architects

12.B.2.5. Service and Consultant Contract Approvals – Stanley Correia

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Not to Exceed $90,000 from Special Education

Attachments:

Service and Consultant Contract Approvals – Stanley Correia

12.B.2.6. Service and Consultant Contract Approvals – Apex Learning

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

APEX is a digital curriculum used for credit recovery

Financial Impact:

Not to exceed $39,200 from Learning Loss Mitigation Funds

Attachments:

Service and Consultant Contract Approvals – Apex Learning

Service and Consultant Contract Approvals – Apex Learning

12.B.2.7. Service and Consultant Contract Approvals – 360 Degree Customer Inc. Special Education Teachers

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Staffing Services.

Assignment confirmation Agreement for Special Education Teachers: Judith Hansen, Ross Marrow, Derrick Marston

Financial Impact:

Not to exceed $133,176 per each teacher from Special Education Funds

Attachments:

Service and Consultant Contract Approvals – 360 Degree Customer Inc. Special Education Teachers

12.C. EDUCATION SERVICES

12.C.1. 2020-2021 Consolidated Application for Funding

Recommended Motion:

It is recommended that the Board of Trustees approve the Consolidated Application for the 2020-2021 school year.

Minutes:

Board approved.

Comments:

Annually, Jefferson Union High School District completes and submits the Consolidated Application to the state of California to distribute funds from federal programs to county offices, school districts, and direct-funded charter schools throughout California. Attached is Part I of the application to document participation in these programs and provide assurances that the district will comply with the legal requirements of each program.

Attachments:

Consolidated Application

13. PUBLIC COMMENT

Minutes:

There are individuals who still want to comment on Item 14.A.1 Grading Policy Update, though it was pulled from the Agenda.

1. Alyssa Jenkins
2. Peter Menard

Comments:

If you have a Public Comment to address the Board of Trustees (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.

14. DISCUSSION ITEMS

14.A. EDUCATION SERVICES

14.A.1. Grading Policy Update

Speaker:

Dr. Laurie Robinson, Director of Instruction, Curriculum, and Accountability

Minutes:

This item was pulled, and will be placed on the August 24th Board Agenda.

Comments:

The presentation will review options for changes to the grading policy and the results of the staff input survey. Finally we will make our recommendation based on survey information.

Attachments:

Board Grading Update

14.B. ADMINISTRATION

Minutes:

Dr. Deloria briefly explained Items 14.B.2 - 14.B.8, which are Board Policy updated. Nothing controversial.

Districts are being pushed to update any policy related to Title IX.

14.B.1. COVID-19 Emergency Response Update

Speaker:

Dr. Terry A. Deloria, Superintendent

Minutes:

Dr. Deloria asked each department to report with updates.

1. Ms. Presta reported: She's been working on the MOU with AFT President Monica Casey. Substitutes will not be needed tremendously during Distance Learning. We will also use Substitutes in the JUHSD Emergency Daycare.

2. Mrs. Van Raaphorst reported: Grant money available from the San Mateo County Board of Supervisors. They've allocated $1,000,000.00 of CARE Act funds to help with food programs. We would have to apply to receive of the funds, of which are not available to all school districts. She informed everyone of the qualifications to eligible to receive funds.

3. Ms. Baca reported: She has Dr. Laurie Robinson and Mrs. Lisa Rubin to assist with presentation. They presented on Students Learning English (aka ELD), Curriculum Delivery (PE, VACA, and CTE), and First Week of School (Student and Staff Activities and Attendance).

Comments:

Staff will update the Board of Trustees on various aspects of the District's emergency response plan.

14.B.2. Consider Revising BP 0410 Nondiscrimination in District Programs and Activities

Speaker:

Terry Deloria

Comments:

The policy is updated to reflect NEW LAW (AB 699) which (1) adds immigration status to the categories of characteristics that are protected against discrimination, (2) requires parent/guardian notification of their child's right to a free public education regardless of immigration status or religious beliefs, and (3) mandates that districts adopt policy consistent with a model policy developed by the California Attorney General, which includes a statement regarding equitable services. The policy also reflects provisions of the Attorney General's model policy and NEW LAW (SB 31) which prohibit districts from compiling or assisting in the compilation of a registry based on immigration status, religion, or other specified characteristics.

Attachments:

BP 0410 Nondiscrimination in District Programs and Activities

14.B.3. Consider Revising BP 0420.41 Charter School Oversight

Comments:

The policy is updated to reflect NEW LAWS (AB 1505 and AB 1595) which require a charter school to request a material revision to its charter whenever it proposes to expand operations at one or more grade levels, and AB 1505 which revises criteria for the provision of technical assistance to charter schools beginning with the 2020-21 school year.

The exhibit is changed significantly in content and length--staff is requesting that the attached new version is adopted.

The exhibit is updated to add new requirements for charter schools pursuant to NEW LAWS, including requirements to refrain from discouraging a student from enrolling for any reason (SB 75), hold a public hearing when adopting the local control and accountability plan (SB 75), provide assistive technology devices to a student at home or a student who transfers to another school (AB 605), pay a student's tuition and conduct on-site visits if the charter school has a master contract with a nonpublic, nonsectarian school (AB 1172), phase in a requirement for teachers to hold the certificate or permit required for their certificated assignment (AB 1505), provide parent/guardian

notices in English and in the primary language when 15 percent or more of the students speak a language other than English (SB 75), provide students with a meal of their choice regardless of unpaid meal fees (SB 265), adopt policy on suicide prevention applicable to grades K-6 (AB 1767), print the national domestic abuse hotline number on student identification cards (SB 316), post specified information on bullying and harassment prevention (AB 34), include the charter school's sexual harassment policy in student orientations and notify students of the policy by posting a poster (AB 543), neither expel a student in grades K-12 nor suspend a student in grades K-8 for disrupting school activities or willfully defying the authority of school personnel (SB 419), provide a student who is suspended for two or more days with the homework assigned during the period of suspension (AB 982), and update and reissue a former student's records to include the student's updated name or gender (AB 711). Exhibit also reflects current law requiring charter schools to accept and provide full or partial credit for coursework completed by a foster youth, homeless student, former juvenile court school student, child of a military family, migrant student, or immigrant student participating in a newcomer program at another school.

Attachments:

BP 0420.41 Charter School Oversight
E 0420.41 Charter School Oversight v Sept 1 2020

14.B.4. Consider Revising BP/AR 6145.2 Athletic Competition

Comments:

October 2018

The policy is updated to reflect NEW LAW (AB 2009) which requires any district that offers an interscholastic athletic program to develop a written emergency action plan to be followed in the event of sudden cardiac arrest or other medical emergency.

The regulation is updated to reflect requirement of AB 2009 to make an automated external defibrillator available at athletic events. The regulation also includes new section on "Heat Illness" reflecting NEW LAW (AB 2800) which requires coaching education programs to include training on the signs and symptoms of, and appropriate response to, heat illness.

July 2019

The regulation is updated to reflect NEW LAW (SB 1109, 2018) which requires districts to annually provide student athletes and their parents/guardians an opioid fact sheet produced by the Centers for Disease Control and Prevention.

Attachments:

AR 6145.2
BP 6145.2 Athletic competition

14.B.5. Consider Deleting BP 6145.3 Publications

Comments:

This language has been incorporated elsewhere in policy.

Attachments:

BP 6145.3 Publications

14.B.6. Consider Revising BP 6145.5/Adding AR 6145.5 Student Organizations and Equal Access

Comments:

Only the policy's legal resources and/or citations were revised.

The regulation is new and clarifies processes related to the limited open forum.

Attachments:

AR 6145.5 Student Organizations and Equal Access
BP 6145.5 Student Organizations and Equal Access

14.B.7. Consider Revising BP/AR 6145.6 International Exchange

Comments:

The policy is updated to clarify the scope of the policy, separate material pertaining to district students studying in another country and material pertaining to international exchange students studying in district schools, and reflect CSBA Legal Guidance. The policy also addresses student eligibility, information to obtain from the placement organization, and methods that may be used to calculate the total cost of educating an international student for the purpose of determining tuition.

The regulation reflects the requirement to provide the placement organization with written acceptance of a student's enrollment, clarifies that a student's enrollment may be for one semester or one year, and adds optional language regarding the provision of a school transcript.

Attachments:

AR 6145.6 International Exchange
BP 6145.6 International Exchange

14.B.8. Consider Revising BP/AR Extracurricular and Cocurricular Activities

Comments:

The policy is updated to reflect NEW LAW (AB 1639, 2016) which requires:

- distribution of information on the nature and warning signs of sudden cardiac arrest to student athletes and parents/guardians
- training of coaches and athletic directors on the nature and warning signs of sudden cardiac arrest,
- removal of a student from an athletic activity if he/she passes out or faints, until clearance is obtained from a health care provider.

The policy reflects law which provides that a homeless student must be immediately deemed to meet all residency requirements for participation in interscholastic athletic activities and deletes the citation to the California High School Exit Exam.

Attachments:

BP 6145 Extracurricular and Cocurricular Activities

15. ACTION ITEMS/PUBLIC HEARINGS

15.A. BUSINESS SERVICES

15.A.1. Contract with David J. Powers and Associates for California Environmental Quality Act (CEQA) Consulting Services

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the proposed contract with David J. Powers and Associates for California Environmental Quality Act (CEQA) consulting services.

Actions:

Motion	Vote:
It is recommended that the Board approve the proposed contract with David J. Powers and Associates for California Environmental Quality Act (CEQA) consulting services. Passed with a motion by Andrew Lie and a second by Rosie Tejada.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Mrs. Van Raaphorst briefly explained this item.

Board approved.

Comments:

The district is interested in moving the district programs currently housed at Serramonte del Rey to Westmoor Park. One of the first steps in the process is an environmental review under CEQA. Proposals to provide this service were solicited and three proposals were received. The proposals were reviewed by district staff. David J. Powers & Associates provided the proposal that was most responsive to the district's needs

Financial Impact:

Not to exceed $89,939.00 to be paid out of COP funds issued for the entitlement phase of this project.

Attachments:

Contract with David J. Powers and Associates for California Environmental Quality Act (CEQA) Consulting Services

15.A.2. Contract with HKIT Architects for Architectural Services

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the proposed contract with HKIT Architects to provide architectural services.

Actions:

Motion	Vote:
It is recommended that the Board approve the proposed contract with HKIT Architects to provide architectural services. Passed with a motion by Andrew Lie and a second by Rosie Tejada.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Mrs. Van Raaphorst briefly explained this item as well.

Board approved.

Comments:

The district is interested in moving the district programs currently housed at Serramonte del Rey to Westmoor Park. Back in February, district staff met with all of our prequalified architects to discuss this potential plan. Proposals were reviewed and HKIT was selected to provide a feasibility study.

Staff now recommends that the district contract with HKIT Architects to move the project to the next phase.

As outlined in the scope of work, this new agreement with HKIT would include design (electrical, mechanical, landscape, acoustic, etc.), the production of construction documents, Department of State Architect (DSA) submittal, and construction administration. This will take the project from start to finish from an architectural perspective.

Financial Impact:

Not to exceed $4,080,000 to be paid out partially out of remaining COP funds that were issued for the entitlement phase of this project and part out of Bond Funds from the March 2020 election.

Attachments:

Contract with HKIT Architects for Architectural Services

15.A.3. Resolution 2020-2021/19 Increasing School Facilities Fees as Authorized by Government Code Section 65995 (B) 3

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board adopt Resolution 2020-2021/19 Increasing School Facilities Fees as Authorized by Government Code Section 65995 (B) 3.

Actions:

Motion	Vote:
It is recommended that the Board adopt Resolution 2020-2021/19 Increasing School Facilities Fees as Authorized by Government Code Section 65995 (B) 3. Passed with a motion by Andrew Lie and a second by Rosie Tejada.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Mrs. Van Raaphorst briefly explained this item.

Open Public Hearing: 9:15 p.m.

No Comments

Closed Public Hearing: 9:16 p.m.

Board approved.

Comments:

Government Code Section 65995 grants school districts authority to levy fees on developers to account for the impact of new residential and commercial/industrial development on enrollment growth. The District recently contracted with Jack Schreder & Associates to conduct a study to determine if the District is eligible to increase its rates. The completed study, attached, indicates that the future needs of the District justify a fee increase. If approved, the increase will be to the current allowable maximum fee authorized by Education Code Section 17620: $4.08 per square foot of residential construction described in Government Code Section 65995(b)(1) and $0.66 per square foot against commercial and industrial construction described in Government Code Section 65995(b)(2).

Financial Impact:

The adoption of this resolution would increase the amount of money being collected and deposited in the Capitol Facilities Fund.

Attachments:

Resolution 2020-2021/19 Increasing School Facilities
Resolution 2020-2021/19 Increasing School Facilities
Resolution 2020-2021/19 Increasing School Facilities

16. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Increasing information and awareness on wearing masks and gatherings.

Back To School Nights, and whether or not a presentation on the budget will be provided to parents during those times or not.

17. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Rosie Tejada and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti.

Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Meeting adjourned at 9:28 p.m.

Comments:

We adjourn tonight's meeting in honor of retired JUHSD Teacher, Melvin Rubin. Mr. Rubin who passed away on July 20, 2020, was a long-time teacher at Terra Nova High School. He was hired on September 6, 1994, and retired on January 31, 2012.

We, the Jefferson Union High School District Board of Trustees, send our condolences to his wife and son, along with a host of family, friends, and loved ones.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

8/18/2020 6:05:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

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Board of Trustees Regular Meeting
Jefferson Union HSD
August 18, 2020 6:00PM
No Physical Location Teleconference via Zoom

1. CALL TO ORDER
Minutes:

Meeting called to order at 6:05 p.m.

2. ROLL CALL
Minutes:

All Trustees present.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS
Recommended Motion:

Minutes:

No comments.

Comments:

If you wish to address the Board of Trustees on a Closed Session Item, please submit a Blue Card/Form by clicking on this link

4. CLOSED SESSION

4.A. Pursuant to Government Code §54957: PUBLIC EMPLOYEE APPOINTMENT/EMPLOYMENT
Speaker:

Toni Presta, Associate Superintendent of Human Resources and Staff Relations

Comments:

Administrative Appointment:

Director, Behavioral & Mental Health - Daly City Youth Health Center

4.B. Pursuant to Government Code Section 54956.9: CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION - One Case
Speaker:

Tina Van Raaphorst, Associate Superintendent of Business Services

4.C. Jefferson Union High School District Communications Plan
Speaker:

April Hawkins, Director of Communications and Faculty/Staff Housing

5. RECONVENE TO REGULAR SESSION - 7:05 p.m.
Minutes:

Closed Session adjourned at 6:55 p.m.

Open Session called to order at 7:06 p.m.

6. ROLL CALL
Minutes:

All Trustees present.

Our new Student Trustees were present, and were introduced by President Salahuddin.

7. PLEDGE OF ALLEGIANCE
Minutes:

As a district and Board, we have decided to forego the pledge until America more reflects the values of the district.

Pledge suspended.

8. APPROVAL OF AGENDA
Actions:

Motion	Vote:
Passed with a motion by Rosie Tejada and a second by Andrew Lie.	**Yes** Andrew Lie.

Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Agenda was amended. Item 14.A.1 was removed from this Agenda, and will be placed on the Work Study Agenda for August 24th.

Board approved amended Agenda.

9. REPORT OUT OF CLOSED SESSION

Minutes:

Item 4.A. - The Board accepts the recommendation.
Voted 5-0

Item 4.B. - The Board rejected the government claim.
Voted 5-0

10. RECOGNITIONS AND COMMENDATIONS

10.A. Family Harvest Volunteers (P.I.T, JUHSD, and Second Harvest)

Minutes:

President Salahuddin spoke briefly, and commended the staff and students who volunteered during the Family Harvest Food Bank at Jefferson High School.

Dr. Deloria mentioned how nice it is to have community groups that work with our district, students, and families. Grateful to Reyna Meafua, P.I.T., and over 100 JUHSD employees.

The food bank was the model for other regions.

Ruth Poialii spoke on behalf of Reyna Meafua and P.I.T.

Board of Trustees commended and commented.

Comments:

10.B. Jefferson Student Assistance Program (JSAP)

Minutes:

Dr. Deloria spoke briefly about this program that served as a resource to our students and families who were in need.

This program was led by a committee of JUHSD staff. Our initial goal to raise for students and families was $8,000.00, but we exceeded that and raised about $40,000.00. Through this program we were able to pay car notes, phone bills, buy groceries, buy personal hygiene products, gift cards, pet care items, and more.

Comments:

10.C. JUHSD Meal Distribution Staff and Volunteers

Minutes:

Associate Superintendent of Business Services Tina Van Raaphorst spoke briefly about the meal distribution that took place during the Pandemic, to provide meals to students within our community. We were also able to help feed students within the elementary school district.

The resource that was used to provide meals was Seamless Summer Food Program, which allowed us to feed any child 18 years and under. Breakfast and lunch were distributed 5 days per week. JUHSD Food Service Staff and volunteers worked through the Summer to help with this distribution.

Board commented and commended.

Comments:

11. COMMUNICATIONS

11.A. BOARD REPORT

Speaker:

Board of Trustees

Minutes:

Student Trustee Joe Murphy reported: Had his first day of synchronous classes with Distance Learning. Teachers are trying hard to give students the best education they have, given the current circumstances. Students are concerned they won't see their teachers enough.

Student Trustee Helene Kleinfeld reported: First day doing Zoom classes for Distance Learning. It went pretty smoothly.

Student Trustee Mustafa Abuzarhiyeh reported: It was difficult to stare at a screen for an hour and a half,

for each class. Teachers are trying to make the best of the situation, with what they have. Teachers are doing their best to build a community online.

Student Trustee Irene Lee reported: Students are concerned about not seeing teachers enough. Teachers are having students use different apps, and they wish everyone was using the same app.

Student Trustee Charles Green reported: Second day in Zoom classrooms, and it's going a little slow. Students are trying to adapt to the current situation. Teachers are being very patient with students. Students are concerned about A.P. Classes

Student Trustee Lucca Garcia reported: Teachers are being flexible and supportive of students, and they're finding different ways to meet students' standards. Teachers are guiding students on how to use Digital Notebook.

Student Trustee Madeleine Hur reported: Teachers are seen twice a week, as Oceana doesn't have Cohorts. Teachers are using Jam Board and another app. Still able to connect with other students.

Trustee Occhipinti reported: His students are having some technical difficulties with Distance Learning. Being adjusted to Distance Learning is going to take time, and encouraged everyone to be patient. Consider the resources that students may or may not have.

Trustee Lie reported: Good to see the Student Trustees, and to hear their feedback from the first two days of Distance Learning for this school year. Interesting to see how teachers and staff are engaging and doing the work to make the best out of the situation.

Trustee Ng-Garrett reported: Glad to see Student Trustees this school year. Daughter Riley is starting 2nd grade on Distance Learning.

Trustee Tejada reported: Attended two meetings with the new Student Trustees, and they're amazing. Each year keeps getting better and better. Spoke about her daughter's classes, and how she hears all of them. She commended the teachers on the work they're doing with the students, and getting them engaged. Going smoothly from what she can tell.

President Salahuddin reported: Nice to kick off the school year with new Student Trustees and Student Advisory Councilmembers. Thanked teachers for their efforts with making Distance Learning work for them and students. Board recognizes the effort, creativity, and the frustration of all teachers and staff.

11.B. SUPERINTENDENT REPORT

Speaker:

Dr. Terry A. Deloria, Superintendent

Minutes:

Dr. Deloria reported: She's grateful for all of the volunteer and community opportunities. When our district recognizes a need, we act on it.

Thanked the District Administration and Board to give all of our teachers the tools they need to teach our students.

Teachers have taken to heart the relationships and connecting with their students.

11.C. AFT LOCAL 1481 REPORT

Speaker:

Monica Casey, President

Minutes:

President Monica Casey reported: Thanked teachers for their hard work. During this time, everyone needs to focus on being human to each other.

12. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Andrew Lie and a second by Rosie Tejada.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

12.A. HUMAN RESOURCES

12.A.1. PERSONNEL

12.A.1.1. Personnel Action Report

Recommended Motion:

It is the Administration's recommendation that the Board of Trustees approve the Personnel Action Report.

Minutes:

Board approved.

Attachments:

Personnel Action Report

12.A.2. ADMINISTRATIVE APPOINTMENTS

12.A.2.1. Administrative Appointments

Recommended Motion:

The Administration recommends that the following administrative appointments be approved.

Minutes:

Board approved.

Comments:

Administrative Apointment:

- Anna Shapiro, Director of Behavior & Mental Health, Daly City Youth Health Center, effective 8/31/20, 260 work days, Step 9, $95,791

12.B. BUSINESS SERVICES

12.B.1. FINANCIAL

12.B.1.1. Quarterly Interest Report

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Quarterly Interest Report

12.B.1.2. Vendor Checks for the Month of July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Vendor Checks for the Month of July 2020

12.B.1.3. Jefferson High School ASB Report-July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Jefferson High School ASB Report-July 2020

12.B.1.4. Oceana High School ASB Report-July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Oceana High School ASB Report-July 2020

12.B.1.5. Terra Nova High School ASB Report-July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Terra Nova High School ASB Report-July 2020

12.B.1.6. Thornton High School ASB Report-July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Thornton High School ASB Report-July 2020

12.B.1.7. Westmoor High School ASB Report-July 2020

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Westmoor High School ASB Report-July 2020

12.B.2. AGREEMENTS/CONTRACTS/GRANTS/MOUS

12.B.2.1. Agreement– Bay Area Community College Consortium K12 Strong Workforce Program Agreement between Cabrillo Community College District and JUHSD

Recommended Motion:

It is recommended that the Board approve the Agreement as presented.

Minutes:

Board approved.

Comments:

Agreement period is from July 1, 2020 and shall expire on December 31, 2022. JUHSD will receive $236,186 for the project titled Engineering Community College Alignment (NOVA ID 8940)

Financial Impact:

JUHSD will be granted $236,186

Attachments:

Agreement– Bay Area Community College Consortium K12 Strong Workforce Program Agreement between Cabrillo Community College District and JUHSD

12.B.2.2. Agreement Approval – Fresh Lifelines for Youth, Inc.

Recommended Motion:

It is recommended that the Board approve the Agreement Approval as presented

Minutes:

Board approved.

Comments:

Fresh Lifelines for Youth, Inc. will provide a law-related education course for the youth receiving services from or living near Thornton. The target program participants are youth referred by the probation officers and/or identified by Thornton officials as at risk for delinquent behavior. The course will provide youth with practical information about laws relevant to their daily lives, a positive experience with the law and legal actors, an environment that fosters the cultivation of skills essential for positive youth development, and links to social services.

Financial Impact:

None. Contractor's program is self-funded

Attachments:

Agreement Approval – Fresh Lifelines for Youth, Inc.

12.B.2.3. Service and Consultant Contract Approvals – HKIT Architects

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Oceana High School Gym Basketball Goal Replacement

Financial Impact:

Not to exceed $18,000 from Bond Funds

Attachments:

Service and Consultant Contract Approvals – HKIT Architects

12.B.2.4. Service and Consultant Contract Approvals – HKIT Architects

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Oceana High School Accessibility Conceptual Study for Path of Travel to

Financial Impact:

Not to exceed $15,000 from Bond Funds

Attachments:

Service and Consultant Contract Approvals – HKIT Architects

12.B.2.5. Service and Consultant Contract Approvals – Stanley Correia

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Not to Exceed $90,000 from Special Education

Attachments:

Service and Consultant Contract Approvals – Stanley Correia

12.B.2.6. Service and Consultant Contract Approvals – Apex Learning

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

APEX is a digital curriculum used for credit recovery

Financial Impact:

Not to exceed $39,200 from Learning Loss Mitigation Funds

Attachments:

Service and Consultant Contract Approvals – Apex Learning

Service and Consultant Contract Approvals – Apex Learning

12.B.2.7. Service and Consultant Contract Approvals – 360 Degree Customer Inc. Special Education Teachers

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Staffing Services.

Assignment confirmation Agreement for Special Education Teachers: Judith Hansen, Ross Marrow, Derrick Marston

Financial Impact:

Not to exceed $133,176 per each teacher from Special Education Funds

Attachments:

Service and Consultant Contract Approvals – 360 Degree Customer Inc. Special Education Teachers

12.C. EDUCATION SERVICES

12.C.1. 2020-2021 Consolidated Application for Funding

Recommended Motion:

It is recommended that the Board of Trustees approve the Consolidated Application for the 2020-2021 school year.

Minutes:

Board approved.

Comments:

Annually, Jefferson Union High School District completes and submits the Consolidated Application to the state of California to distribute funds from federal programs to county offices, school districts, and direct-funded charter schools throughout California. Attached is Part I of the application to document participation in these programs and provide assurances that the district will comply with the legal requirements of each program.

Attachments:

Consolidated Application

13. PUBLIC COMMENT

Minutes:

There are individuals who still want to comment on Item 14.A.1 Grading Policy Update, though it was pulled from the Agenda.

1. Alyssa Jenkins
2. Peter Menard

Comments:

If you have a Public Comment to address the Board of Trustees (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.

14. DISCUSSION ITEMS

14.A. EDUCATION SERVICES

14.A.1. Grading Policy Update

Speaker:

Dr. Laurie Robinson, Director of Instruction, Curriculum, and Accountability

Minutes:

This item was pulled, and will be placed on the August 24th Board Agenda.

Comments:

The presentation will review options for changes to the grading policy and the results of the staff input survey. Finally we will make our recommendation based on survey information.

Attachments:

Board Grading Update

14.B. ADMINISTRATION

Minutes:

Dr. Deloria briefly explained Items 14.B.2 - 14.B.8, which are Board Policy updated. Nothing controversial.

Districts are being pushed to update any policy related to Title IX.

14.B.1. COVID-19 Emergency Response Update

Speaker:

Dr. Terry A. Deloria, Superintendent

Minutes:

Dr. Deloria asked each department to report with updates.

1. Ms. Presta reported: She's been working on the MOU with AFT President Monica Casey. Substitutes will not be needed tremendously during Distance Learning. We will also use Substitutes in the JUHSD Emergency Daycare.

2. Mrs. Van Raaphorst reported: Grant money available from the San Mateo County Board of Supervisors. They've allocated $1,000,000.00 of CARE Act funds to help with food programs. We would have to apply to receive of the funds, of which are not available to all school districts. She informed everyone of the qualifications to eligible to receive funds.

3. Ms. Baca reported: She has Dr. Laurie Robinson and Mrs. Lisa Rubin to assist with presentation. They presented on Students Learning English (aka ELD), Curriculum Delivery (PE, VACA, and CTE), and First Week of School (Student and Staff Activities and Attendance).

Comments:

Staff will update the Board of Trustees on various aspects of the District's emergency response plan.

14.B.2. Consider Revising BP 0410 Nondiscrimination in District Programs and Activities

Speaker:

Terry Deloria

Comments:

The policy is updated to reflect NEW LAW (AB 699) which (1) adds immigration status to the categories of characteristics that are protected against discrimination, (2) requires parent/guardian notification of their child's right to a free public education regardless of immigration status or religious beliefs, and (3) mandates that districts adopt policy consistent with a model policy developed by the California Attorney General, which includes a statement regarding equitable services. The policy also reflects provisions of the Attorney General's model policy and NEW LAW (SB 31) which prohibit districts from compiling or assisting in the compilation of a registry based on immigration status, religion, or other specified characteristics.

Attachments:

BP 0410 Nondiscrimination in District Programs and Activities

14.B.3. Consider Revising BP 0420.41 Charter School Oversight

Comments:

The policy is updated to reflect NEW LAWS (AB 1505 and AB 1595) which require a charter school to request a material revision to its charter whenever it proposes to expand operations at one or more grade levels, and AB 1505 which revises criteria for the provision of technical assistance to charter schools beginning with the 2020-21 school year.

The exhibit is changed significantly in content and length--staff is requesting that the attached new version is adopted.

The exhibit is updated to add new requirements for charter schools pursuant to NEW LAWS, including requirements to refrain from discouraging a student from enrolling for any reason (SB 75), hold a public hearing when adopting the local control and accountability plan (SB 75), provide assistive technology devices to a student at home or a student who transfers to another school (AB 605), pay a student's tuition and conduct on-site visits if the charter school has a master contract with a nonpublic, nonsectarian school (AB 1172), phase in a requirement for teachers to hold the certificate or permit required for their certificated assignment (AB 1505), provide parent/guardian

notices in English and in the primary language when 15 percent or more of the students speak a language other than English (SB 75), provide students with a meal of their choice regardless of unpaid meal fees (SB 265), adopt policy on suicide prevention applicable to grades K-6 (AB 1767), print the national domestic abuse hotline number on student identification cards (SB 316), post specified information on bullying and harassment prevention (AB 34), include the charter school's sexual harassment policy in student orientations and notify students of the policy by posting a poster (AB 543), neither expel a student in grades K-12 nor suspend a student in grades K-8 for disrupting school activities or willfully defying the authority of school personnel (SB 419), provide a student who is suspended for two or more days with the homework assigned during the period of suspension (AB 982), and update and reissue a former student's records to include the student's updated name or gender (AB 711). Exhibit also reflects current law requiring charter schools to accept and provide full or partial credit for coursework completed by a foster youth, homeless student, former juvenile court school student, child of a military family, migrant student, or immigrant student participating in a newcomer program at another school.

Attachments:

BP 0420.41 Charter School Oversight
E 0420.41 Charter School Oversight v Sept 1 2020

14.B.4. Consider Revising BP/AR 6145.2 Athletic Competition

Comments:

October 2018

The policy is updated to reflect NEW LAW (AB 2009) which requires any district that offers an interscholastic athletic program to develop a written emergency action plan to be followed in the event of sudden cardiac arrest or other medical emergency.

The regulation is updated to reflect requirement of AB 2009 to make an automated external defibrillator available at athletic events. The regulation also includes new section on "Heat Illness" reflecting NEW LAW (AB 2800) which requires coaching education programs to include training on the signs and symptoms of, and appropriate response to, heat illness.

July 2019

The regulation is updated to reflect NEW LAW (SB 1109, 2018) which requires districts to annually provide student athletes and their parents/guardians an opioid fact sheet produced by the Centers for Disease Control and Prevention.

Attachments:

AR 6145.2
BP 6145.2 Athletic competition

14.B.5. Consider Deleting BP 6145.3 Publications

Comments:

This language has been incorporated elsewhere in policy.

Attachments:

BP 6145.3 Publications

14.B.6. Consider Revising BP 6145.5/Adding AR 6145.5 Student Organizations and Equal Access

Comments:

Only the policy's legal resources and/or citations were revised.

The regulation is new and clarifies processes related to the limited open forum.

Attachments:

AR 6145.5 Student Organizations and Equal Access
BP 6145.5 Student Organizations and Equal Access

14.B.7. Consider Revising BP/AR 6145.6 International Exchange

Comments:

The policy is updated to clarify the scope of the policy, separate material pertaining to district students studying in another country and material pertaining to international exchange students studying in district schools, and reflect CSBA Legal Guidance. The policy also addresses student eligibility, information to obtain from the placement organization, and methods that may be used to calculate the total cost of educating an international student for the purpose of determining tuition.

The regulation reflects the requirement to provide the placement organization with written acceptance of a student's enrollment, clarifies that a student's enrollment may be for one semester or one year, and adds optional language regarding the provision of a school transcript.

Attachments:

AR 6145.6 International Exchange
BP 6145.6 International Exchange

14.B.8. Consider Revising BP/AR Extracurricular and Cocurricular Activities

Comments:

The policy is updated to reflect NEW LAW (AB 1639, 2016) which requires:

- distribution of information on the nature and warning signs of sudden cardiac arrest to student athletes and parents/guardians
- training of coaches and athletic directors on the nature and warning signs of sudden cardiac arrest,
- removal of a student from an athletic activity if he/she passes out or faints, until clearance is obtained from a health care provider.

The policy reflects law which provides that a homeless student must be immediately deemed to meet all residency requirements for participation in interscholastic athletic activities and deletes the citation to the California High School Exit Exam.

Attachments:

BP 6145 Extracurricular and Cocurricular Activities

15. ACTION ITEMS/PUBLIC HEARINGS

15.A. BUSINESS SERVICES

15.A.1. Contract with David J. Powers and Associates for California Environmental Quality Act (CEQA) Consulting Services

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the proposed contract with David J. Powers and Associates for California Environmental Quality Act (CEQA) consulting services.

Actions:

Motion	Vote:
It is recommended that the Board approve the proposed contract with David J. Powers and Associates for California Environmental Quality Act (CEQA) consulting services. Passed with a motion by Andrew Lie and a second by Rosie Tejada.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Mrs. Van Raaphorst briefly explained this item.

Board approved.

Comments:

The district is interested in moving the district programs currently housed at Serramonte del Rey to Westmoor Park. One of the first steps in the process is an environmental review under CEQA. Proposals to provide this service were solicited and three proposals were received. The proposals were reviewed by district staff. David J. Powers & Associates provided the proposal that was most responsive to the district's needs

Financial Impact:

Not to exceed $89,939.00 to be paid out of COP funds issued for the entitlement phase of this project.

Attachments:

Contract with David J. Powers and Associates for California Environmental Quality Act (CEQA) Consulting Services

15.A.2. Contract with HKIT Architects for Architectural Services

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board approve the proposed contract with HKIT Architects to provide architectural services.

Actions:

Motion	Vote:
It is recommended that the Board approve the proposed contract with HKIT Architects to provide architectural services. Passed with a motion by Andrew Lie and a second by Rosie Tejada.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Mrs. Van Raaphorst briefly explained this item as well.

Board approved.

Comments:

The district is interested in moving the district programs currently housed at Serramonte del Rey to Westmoor Park. Back in February, district staff met with all of our prequalified architects to discuss this potential plan. Proposals were reviewed and HKIT was selected to provide a feasibility study.

Staff now recommends that the district contract with HKIT Architects to move the project to the next phase.

As outlined in the scope of work, this new agreement with HKIT would include design (electrical, mechanical, landscape, acoustic, etc.), the production of construction documents, Department of State Architect (DSA) submittal, and construction administration. This will take the project from start to finish from an architectural perspective.

Financial Impact:

Not to exceed $4,080,000 to be paid out partially out of remaining COP funds that were issued for the entitlement phase of this project and part out of Bond Funds from the March 2020 election.

Attachments:

Contract with HKIT Architects for Architectural Services

15.A.3. Resolution 2020-2021/19 Increasing School Facilities Fees as Authorized by Government Code Section 65995 (B) 3

Speaker:

Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board adopt Resolution 2020-2021/19 Increasing School Facilities Fees as Authorized by Government Code Section 65995 (B) 3.

Actions:

Motion	Vote:
It is recommended that the Board adopt Resolution 2020-2021/19 Increasing School Facilities Fees as Authorized by Government Code Section 65995 (B) 3. Passed with a motion by Andrew Lie and a second by Rosie Tejada.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Mrs. Van Raaphorst briefly explained this item.

Open Public Hearing: 9:15 p.m.

No Comments

Closed Public Hearing: 9:16 p.m.

Board approved.

Comments:

Government Code Section 65995 grants school districts authority to levy fees on developers to account for the impact of new residential and commercial/industrial development on enrollment growth. The District recently contracted with Jack Schreder & Associates to conduct a study to determine if the District is eligible to increase its rates. The completed study, attached, indicates that the future needs of the District justify a fee increase. If approved, the increase will be to the current allowable maximum fee authorized by Education Code Section 17620: $4.08 per square foot of residential construction described in Government Code Section 65995(b)(1) and $0.66 per square foot against commercial and industrial construction described in Government Code Section 65995(b)(2).

Financial Impact:

The adoption of this resolution would increase the amount of money being collected and deposited in the Capitol Facilities Fund.

Attachments:

Resolution 2020-2021/19 Increasing School Facilities
Resolution 2020-2021/19 Increasing School Facilities
Resolution 2020-2021/19 Increasing School Facilities

16. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Increasing information and awareness on wearing masks and gatherings.

Back To School Nights, and whether or not a presentation on the budget will be provided to parents during those times or not.

17. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Rosie Tejada and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti.

Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Meeting adjourned at 9:28 p.m.

Comments:

We adjourn tonight's meeting in honor of retired JUHSD Teacher, Melvin Rubin. Mr. Rubin who passed away on July 20, 2020, was a long-time teacher at Terra Nova High School. He was hired on September 6, 1994, and retired on January 31, 2012.

We, the Jefferson Union High School District Board of Trustees, send our condolences to his wife and son, along with a host of family, friends, and loved ones.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

8/18/2020 6:05:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

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Board of Trustees Regular Board Meeting
Jefferson Union HSD
February 02, 2021 6:00PM
No Physical Location Teleconference via Zoom

1. CALL TO ORDER
2. ROLL CALL
3. PUBLIC COMMENT ON CLOSED SESSION ITEMS

Recommended Motion:

Comments:

If you wish to address the Board of Trustees on a Closed Session Item, please submit a Blue Card/Form by clicking on this link

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE (3) MINUTES.

4. CLOSED SESSION

4.A. Pursuant to Government Code Section 54956.9: CONFERENCE WITH LEGAL COUNSEL - PENDING LITIGATION - One Case

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst and Director of Construction and Projects, Stefanie Phillips

5. RECONVENE TO REGULAR SESSION - 7:05 p.m.

Minutes:

Meeting called to order at 7:05 p.m.

6. ROLL CALL

Minutes:

All Trustees present.

7. APPROVAL OF AGENDA

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Carla Ng-Garrett.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Moved Action Item 13.A.1 up to after Discussion Item 12.A.1, due to having architects in attendance. We do not want them to have to wait the entire meeting to present.

Item was moved, and Agenda was approved by the Board.

8. REPORT OUT OF CLOSED SESSION

Minutes:

Nothing to report.

9. COMMUNICATIONS

9.A. BOARD REPORT

Speaker:

Board of Trustees and Student Trustees

Minutes:

The Board reported as follows:

Student Trustee Irene Lee reported: Not much going on at Westmoor; however, ASB has been spreading the news about CTE courses and sharing awareness about them.

Student Trustee Mustafa Abuzarhiyeh reported: Last week and this week, Westmoor teachers have been hosting their AP Informational Meetings for the next school year, 1:30 p.m. - 3:00 p.m. Course Selection process has started for the next school year.

Student Trustee Madeleine Hur reported: Oceana had Career Day last Friday by way of a webinar. Will

have Club Fair soon for students to be able to join clubs.

Student Trustee Lucca Garcia reported: There isn't much to report about Jefferson. However, there is a growing concern about a large amount of trash being on the street, in a surrounding Daly City neighborhood.

Student Trustee Joe Murphy reported: Terra Nova High had their Spirit Week last week, which ended with a Virtual Rally. Participation was low, but ASB is doing their best to get students involved.

Trustee Nick Occhipinti reported: Thanked the District Administration for having a Budget Meeting the other day. Mentioned the statewide vaccination, how the community can get vaccinated. Glad that we have a plan in place for returning to campus safely.

Trustee Kalimah Saladhuddin reported: Nothing to report.

Trustee Carla Ng-Garrett reported: Thanked Associate Superintendent, Tina Van Raaphorst for having the Budget Work Study the other day. Wished everyone a Happy Chinese New Year.

Vice-President Andrew Lie reported: Wished everyone a Happy Chinese New Year, also thanked Mrs. Van Raaphorst for the Budget Study Session on Saturday.

President Rosie Tejada reported: Echoed Mr. Lie's sentiment, and had nothing further to report.

9.B. SUPERINTENDENT REPORT

Speaker:

Superintendent, Toni Presta

Minutes:

Ms. Presta reported: Attended the ACSA Superintendent Symposium for much of the week last week, virtually. She stated it was great, and commended two fellow Superintendents (Dr. Shawnterra Moore and Dr. Audra Pittman) in the community that organized the symposium. Some of the topics were Equity, the vaccine, and COVID.

She attended JCPTA Meeting last night, and it's nice to make connections with our neighboring district Jefferson Elementary School District.

She attended the Student Advisory Council Meeting last night as well, and she stated she is always impressed with the students' level of thoughtfulness.

Yesterday afternoon, she met with Superintendents Dr. Audra Pittman (Bayshore Elementary School District) and Mr. Ronan Colver (Brisbane Elementary School District), along with City of Brisbane City Manager Clay Holstine. This was a brief meeting to get an update on the Baylands Project.

Lastly, she mentioned that we are reconvening the Equity and Race Task Force. The first meeting is on February 8th, at 7:00 p.m. - 8:30 p.m. She sent out invitations to the community and district-wide. Will be looking at the draft of the Equity Statement.

9.C. AFT LOCAL 1481 REPORT

Speaker:

AFT President, Monica Casey

Minutes:

AFT President Monica Casey reported: She attended a retreat for the local AFT Presidents of California, which is held once or twice a year. Very interesting to hear about things happening up and down the state.

She stated the leaders miss the students, but no one wants to be around them without being safe. People are wanting to be vaccinated, so students, teachers, and communities can be safe.

She mentioned they signed the MOU, as well as started the weekly COVID Test.

9.D. DEPARTMENTAL COVID-19 UPDATES

9.D.1. HUMAN RESOURCES

Minutes:

No update to provide.

9.D.2. COMMUNICATIONS

Minutes:

No update to provide.

9.D.3. BUSINESS SERVICES

Minutes:

No update to provide.

9.D.4. EDUCATION SERVICES

Minutes:

No update to provide.

9.D.5. ADMINISTRATION

9.D.5.1. County Vaccination Update

Speaker:

Superintendent, Toni Presta and Board of Trustees

Minutes:

Ms. Presta gave a very brief update about the vaccine. The supply is constricted. Educators are in the Priority 1 Tier of receiving the vaccination.

She spends a lot of time in meetings with local Superintendents discussing how the process is going to be rolled out within San Mateo County.

Ms. Presta passed her presentation over to Trustee Salahuddin to continue with the update.

Ms. Salahuddin briefly presented on the information she knows about regarding the vaccine, and how there are resources available to the community to learn more about it.

10. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Andrew Lie and a second by Carla Ng-Garrett.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

10.A. HUMAN RESOURCES

10.A.1. PERSONNEL

10.A.1.1. Personnel Action Report

Recommended Motion:

It is the Administration's recommendation that the Board of Trustees approve the Personnel Action Report.

Minutes:

Board approved.

Attachments:

Personnel

10.B. DALY CITY YOUTH HEALTH CENTER

10.B.1. AGREEMENTS/CONTRACTS/GRANTS/MOUS

10.B.1.1. DCYHC Request for Authorization to develop a proposal for the Mental Health Services Act (MHSA) Innovation Pilot Project: Cultural Arts and Wellness Social Enterprise Café for Filipino/a/x Youth

Recommended Motion:

It is recommended that the Board approve the request to send a proposal for the project Cultural Arts and Wellness Social Enterprise Café for Filipino/a/x Youth

Minutes:

Board approved.

Comments:

Daly City Youth Health Center Executive Director, Jonathan Portney, is requesting authorization from the JUHSD Board to submit a proposal to the County of San Mateo - Behavioral Health and Recovery Services Division (BHRS). This proposal is to obtain the funding to develop a Cultural Arts and Wellness Social Enterprise Café for Filipino/a/x Youth (Social Enterprise Café) that will offer youth development and mental health programming. Importantly, this is a collaborative project with the Daly City Partnership and the other community-based organizations.

The Social Enterprise Café is an approved 5-year Mental Health Services Act Innovation pilot project, beginning in Fiscal year 2021-2022. This request for proposal includes the development of a social enterprise business model focused on providing holistic, culturally responsive behavioral health services to at risk transitional age youth (16-24 years) from Northern San Mateo County that includes a physical location to serve as a culturally affirming space for Filipino/a/x youth and the community.

Financial Impact:

The total project funding application amount is $2,400,000 for 5 years

Attachments:

DCYHC Request for Authorization to develop a proposal for the Mental Health Services Act (MHSA) Innovation Pilot Project: Cultural Arts and Wellness S

10.C. BUSINESS SERVICES

10.C.1. AGREEMENTS/CONTRACTS/GRANTS/MOUS

10.C.1.1. Agreement with American Fidelity to Provide Section 125 Flexible Benefit Plans

Recommended Motion:

It is recommended that the Board approve the agreement with American Fidelity to provide Section 125 Flexible Benefit Plans to district employees.

Minutes:

Board approved.

Comments:

This is an annual renewal of our agreement with American Fidelity to provide Section 125 Flexible Benefit Plans to district employees. It is required that we make this service available to our employees.

Financial Impact:

No cost

Attachments:

Agreement with American Fidelity to Provide Section 125 Flexible Benefit Plans

10.C.1.2. Purchasing Agent Agreement with Sodexo America LLC

Recommended Motion:

It is recommended that the Board approve the agreement to hire Sodexo America LLC as the district's purchasing agent for food services.

Minutes:

Board approved.

Comments:

This purchasing agreement would make Sodexo the only vendor for our food services program. They will use their large purchasing power to negotiate the best deals on high quality foods. The agreement also gives us access to their vast resources for menu planning, student surveying, training, marketing, and other support.

The cost for this agreement is $4,000 per month (10 months per year), but is offset by guaranteed discounts, rebates, and credits from food vendors so the net cost for this service would be at most $7,000 for the first year.

Financial Impact:

Not to exceed net $40,000 to be paid with Food Services funds.

Attachments:

Sodexo Agreement

10.C.1.3. Service and Consultant Agreement for Amplified It

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

3 year contract with Amplified It for Syscloud backup software.

Financial Impact:

Contract not to exceed $13,000.

Attachments:

Service and Consultant Agreement for Amplified It

10.C.1.4. Actuarial Study of Retiree Liabilities

Minutes:

Board approved.

Comments:

For information only – The actuarial information in this report is obtained annually so that we comply with Governmental Accounting Standards Board Accounting Statements 74 and 75 and will be presented again, in summary, as part of the annual financial audit.

Attachments:

Actuarial Study of Retiree Liabilities

10.D. EDUCATION SERVICES

10.D.1. Oceana Interim Course Proposals

Recommended Motion:

It is recommended that the Board of Trustees approve the new interim courses offered during the 2020-2021 school year.

Minutes:

Board approved.

Comments:

This two day collaborative Interim, scheduled for April 1-2 from 8:30 AM - 1:00 PM, is designed to address a combination of staff and student feedback. It is meant to ease the burden of planning a solo interim for staff and meet the need for students to have interim. Interim courses were developed within themed categories and will have an enrollment of approximately 50 students.

Attachments:

Oceana Interim Course Proposals

11. PUBLIC COMMENT

Minutes:

No comments.

Comments:

If you have a Public Comment to address the Board of Trustees (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.

SPEAKER CUSTOMARILY HAS THREE (3) MINUTES TO SPEAK.

12. DISCUSSION ITEMS

12.A. BUSINESS SERVICES

12.A.1. Construction Projects Update

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst and Director of Construction and Projects, Stefanie Phillips

Minutes:

Associate Superintendent Tina Van Raaphorst and Director of Construction and Projects Stefanie Phillips provided an update on all of the projects happening right now.

Ms. Phillips presented on new projects, current projects, and projects in planning.

The Board commented and asked questions.

Jeff Evans, an Architect for HKIT is in attendance, and unanswered any questions.

Comments:

Director of Construction & Bond Projects, Stephanie Phillips, will provide an update on construction projects, including recently completed projects, those underway, and future planning

Attachments:

Construction Projects Update

12.B. EDUCATION SERVICES

12.B.1. Athletic Update to the Board, Feb 2, 2021

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Minutes:

Associate Superintendent Dorene Basuino presented briefly.

Mrs. Basuino is presenting to provide an update on the current season, as well as seek JUHSD Board direction on athletic conditioning and competition.

Covered Topics:
1. CDPH and CIF Guidelines
2. CIF and PAL Updates
3. Sports, Tiers, and Transportation
4. Consideration and Options

The Board commented and asked questions.

Attachments:

Athletics

12.B.2. Graduation Requirement Discussion for Class of 2021

Speaker:

Associate Superintendent of Education Services Kareen Baca

Minutes:

Associate Superintendent Kareen Baca presented briefly.

The objective is to discuss and seek guidance on whether to grant the CA Minimum State Requirements for eligible Class of 2021 students.

The Board asked commented and asked questions.

Comments:

Because of the continued challenges brought forth by COVID-19, the administration would like for the Board of Trustees to discuss additional ways to minimize harm by allowing eligible students to meet graduation requirements using the California Minimum State Requirements.

Attachments:

Graduation Requirement Discussion Presentation

13. ACTION ITEMS/PUBLIC HEARINGS

13.A. BUSINESS SERVICES

13.A.1. Proposal from HKIT Architects to provide Need Analysis and Master Planning

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board accept the proposal by HKIT Architects to provide Needs Analysis and Master Planning services.

Actions:

Motion	Vote:
It is recommended that the Board accept the proposal by HKIT Architects to provide Needs Analysis and Master Planning services. Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

This item was moved up to be after Item 12.A.1.

This proposal was Board approved.

Mr. Occhipinti mentioned how important the voice of the community is regarding these construction projects, considering the current climate with the COVID-19 Pandemic.

Comments:

The last time JUHSD underwent a full Facilities Master Planning process was in 2006. This process will allow the district to best utilize voter approved bond funds in maintaining and improving district facilities. This planning will help ensure that the investments made in district facilities will be safeguarded. HKIT has provided a complete and competitive proposal that aligns with the goals outlined by district leadership.

Financial Impact:

Not to exceed $416,936 to be paid with Bond Funds.

Attachments:

Proposal from HKIT Architects to provide Need Analysis and Master Planning

14. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

No future items to consider.

15. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Carla Ng-Garrett and a second by Kalimah Salahuddin.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Meeting adjourned at 9:30 p.m.

Comments:

We adjourn tonight's meeting in honor of 3 people.

Karol Rogge, a beloved OHS staff member, passed away on Friday, January 22, 2021. Karol was a devoted member of the Oceana community, beginning in the mid-80s when her older son, Skott, enrolled at Oceana. Karol joined the staff a few years later after her second son Adam started high school. Over the next three decades, Karol played a key role in the restructuring of Oceana and in the realization of the vision of the Oceana we all know today. She held a variety of classified positions - attendance office, counseling secretary, and finally Administrative Assistant to the Principal - until she retired in 2015. To honor Karol, Laurie Hughes (retired JUHSD staff member) is starting a scholarship in her name. If you would like to make a donation, please send a check payable to Oceana High School, attention to Marie Agra.

James Peter Zylla, former JUHSD Assistant Superintendent of Business Services (1965-1994), passed away on May 21, 2020. Number 11 of 12 boisterous children, James was born in St. Could Minnesota, in 1929. Jim, as he was affectionately called, had a long and fulfilling career in education as a Math teacher, then as an administrator of our district. He had many passions: long Sunday drives, Math puzzles, Poker, and much more.

LuCrezia Rochelle Roberts, sister of Candice Bell (current JUHSD staff member), passed away on January 6, 2021. Crezia, as she was affectionately called, was born December 26, 1973 was educated in the San Francisco Unified School District. She attended Long Fellowship Elementary, Denman Junior High School, and then onto Immaculate Conception Academy where she then graduated. Crezia was funny, kindhearted, loving, and a true

giver. Anytime you were fortunate enough to visit her and her husband's (Terrance Roberts, Sr.) home, you would be greeted by Crezia's warm and beautiful smile. She enjoyed traveling, loved her girl trips with friends, but vacationing with her family was the highlight of her life. Being a great wife and mother were very important to her. She also believed in being authentic at all times, one of many beautiful traits you could appreciate about Crezia. She extended her love to her friends in so many ways.

We, the Board of Trustees of Jefferson Union High School District, send our condolences their families, friends, and host of loved ones.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

2/2/2021 7:05:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

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Board of Trustees Regular Meeting
Jefferson Union HSD
February 23, 2021 6:00PM
No Physical Location Teleconference via Zoom

1. CALL TO ORDER

Minutes:

Meeting called to order at 6:00 p.m.

2. ROLL CALL

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS

Recommended Motion:

Minutes:

No comments.

Comments:

If you wish to address the Board of Trustees on a Closed Session Item, please submit a Blue Card/Form by clicking on this link

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE (3) MINUTES.

4. CLOSED SESSION

4.A. Pursuant to Government Code Section 54956.9: CONFERENCE WITH LEGAL COUNSEL - POTENTIAL LITIGATION - One Case

Actions:

Motion	Vote:
Failed with a motion by Carla Ng-Garrett and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

4.B. SETTLEMENT AND RELEASE AGREEMENT Case No: 2020-2021/8

Actions:

Motion	Vote:
Passed with a motion by Kalimah Salahuddin and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

4.C. Comprehensive School Safety Plans for JHS, OSH, TNHS, THS, WHS

Actions:

Motion	Vote:
It is recommended that the Board Approve these items Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

5. RECONVENE TO REGULAR SESSION - 7:00 p.m.

Minutes:

Meeting called to order at 7:02 p.m.

President, Rosie Tejada started the meeting off with Item 9, which is Report Out of Closed Session.

Report:
1. The Board took action to reject the government claim of Sahar Brown Tadi.
2. The Board approved the Settlement and Release Agreement of Case No. 2020-2021/8
3. The Board approved the comprehensive School Safety Plans of Jefferson High, Oceana High, Terra Nova High, Thornton High, and Westmoor High.

Reconvened to Regular Session.

6. ROLL CALL

Minutes:

All Trustees were present.

Student Trustees present:
1. Charles Green
2. Helene Kleinfeld
3. Madeleine Hur
4. Mustafa Abuzhariyeh

7. APPROVAL OF AGENDA

Actions:

Motion
Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

The Agenda was not initially approved.

Trustee, Nick Occhipinti wanted to make a motion to remove Items 15.A.1 and 15.A.2. Asked if those could be tabled, as he stated there was no information provided prior to the items. He wanted to table it, so Trustees could review the information before making an assessment and agreement.

Trustee Occhipinti motioned, with no second. Motion did not pass.

Trustees commented further regarding these items, as Trustee Occhipinti addressed concerns.

Trustee Occhipinti made a second motion to refer to committee for review, with no second. Second motion did not pass.

Vice President, Andy Lie made a motion to approve the Board Agenda as it is. Kalimah second.

Agenda was Board approved.

8. APPROVAL OF MINUTES

Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

Actions:

Motion
It is administration's recommendation that the Board of Trustees approve the attached minutes. Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

8.A. Board Meeting Minutes: June 18, 2019

Minutes:

Board approved.

Attachments:

Minutes 6-18-19

8.B. Board Meeting Minutes: December 1, 2020

Minutes:

Board approved.

Attachments:

Minutes 12-1-20

8.C. Board Meeting Minutes: January 26, 2021

Minutes:

Board approved.

Attachments:

Minutes 1-26-21

9. REPORT OUT OF CLOSED SESSION

Minutes:

Ms. Tejada reported out of Closed Session prior to Item 5.

10. RECOGNITION AND COMMENDATIONS

10.A. FEBRUARY 2021 STUDENT OF THE MONTH: Oceana High School

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Minutes:

Student Trustee, Madeleine Hur, of Oceana High School presented during this item.

The Board of Trustees commented and commended Jessica Zhao.

Jessica briefly spoke.

Comments:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino will present the Student of the Month for February 2021.

Jessica Zhao is a Senior at Oceana High School. Attached, is the bio on Jessica.

Attachments:

Student of the Month

11. COMMUNICATIONS

11.A. BOARD REPORT

Speaker:

Board of Trustees and Student Trustees

Minutes:

The Board of Trustees and Student Trustees reported as follows:

1. Trustee Abuzhariyeh - Westmoor High just returned from President's Week. Counselors have been going into classes to go over schedules for the next school year.

2. Trustee Kleinfeld - Terra Nova High has a tournament happening this Friday. ASB put out a At Home Student Survey to all students. Tiger News Network started a podcast called the Golden Tiger Talk.

3. Trustee Hur - Oceana High has Club Fair coming up. They've also started a podcast. They have a 2-day Interim coming up in April.

4. Trustee Occhipinti - He mentioned the State of California has stepped up in regards to COVID-19 and vaccinations. Nice to see moving forward in resources and support. Mentioned there have been several events district-wide for Black History Month. Summit Shasta has an event on Sunday.

5. Trustee Salahuddin - nothing to report.

6. Trustee Ng-Garrett - congratulated Trustee Salahuddin on being recognized the City of Daly City.

7. Vice President Lie - read a post by Laurie Collins of Westmoor High.

8. President Tejada - nothing to report.

11.B. SUPERINTENDENT REPORT

Speaker:

Superintendent, Toni Presta

Minutes:

Superintendent Presta thanked Executive Cabinet and Monica Casey, as well as others for being involved with vaccinations.

She mentioned how the Superintendents within the San Mateo County Office of Education has decided to work together to get teachers and staff vaccinated. She explained the different Priority Groups. San Mateo County went into the Red Tier today.

11.C. AFT LOCAL 1481 REPORT

Speaker:

AFT President, Monica Casey

Minutes:

President Casey thanked staff, negotiations team, Union Executive Board, and others for coming together to work and help to make things better.

Glad to see vaccinations being done for teachers and staff.

They will be starting to amend some of the MOUs, which has so many different layers.

11.D. DEPARTMENTAL COVID-19 UPDATES

11.D.1. HUMAN RESOURCES

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Minutes:

Assoc. Supt. Basuino reported.

1. A staff survey is going out to teachers and staff. This will help with identifying which Certificated and Classified Staff are willing to provide in-person learning. Identify the needs of all staff, as everything regarding Returning to Campus is being considered.

2. Wellness Counselors have been helpful to students, teachers, and staff in mental health issues as they may arise. They've met each week to see how they can provide the best practices to our JUHSD family.

11.D.2. BUSINESS SERVICES

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Minutes:

Assoc. Supt. Van Raaphorst reported.

1. Classroom Capacity. Measured classrooms to help determine the capacity or number of students that can be in a classroom at one time, while Social Distancing. The sizes of classrooms vary, but she mentioned a standard classroom is 20ft x 30ft. With a room that size, it can fit 14 desks 6ft apart. Also had variant guidance on how desks can be spaced apart with 17 desks at 5ft apart or 20 desks at 4ft apart. No extra furniture other than teacher's desk.

2. Ventilation. She's been working with Director of Operations/Maintenance/Facilities, Marcus Peppers, to get better ventilation systems within our building. They've upgraded to a system that hospitals use, which is the Merv-13.

3. Within 2 weeks or so, they'll have a full assessment of the ventilation system within each room identified.

11.D.3. EDUCATION SERVICES

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Minutes:

Assoc. Supt. Baca reported.

1. Staff Vaccinations. She's been managing the lists on behalf of our district, for San Mateo County Office of Education. At this time, out of over 600 staff, about 160 have already been vaccinated or will be this week, which is over 26% of the district staff.

2. Return To School Committee met before President's Week regarding how students will be going back to campus. A survey will be sent out to parents to find out which schedule they prefer (Hybrid or 100% Distance Learning).

3. AP Exams will have 3 different testing options, with 3 different administration windows.

11.D.4. ADMINISTRATION

Speaker:

Toni Presta, Superintendent

Minutes:

Ms. Presta already shared.

12. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

12.A. HUMAN RESOURCES

12.A.1. PERSONNEL

12.A.1.1. Personnel Action Report

Minutes:

Board approved.

Attachments:

Personnel Action Report

12.B. INFORMATION TECHNOLOGY DEPARTMENT

12.B.1. Purchase Distance Learning Chromebooks

Minutes:

Board approved.

Comments:

Procure Chromebooks for distance learning.

Purchasing vehicle is:

Contract: CALSAVE Technology Contract 530067 (530067)

Financial Impact:

$99,378.04 from the Tech Bond

Attachments:

Purchasing Vehicle Contract
Quote

12.C. BUSINESS SERVICES

12.C.1. ASSOCIATED STUDENT BODY (ASB) REPORTS

12.C.1.1. Jefferson High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Jefferson High School ASB Report-January 2021

12.C.1.2. Oceana High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Oceana High School ASB Report-January 2021

12.C.1.3. Terra Nova High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Terra Nova High School ASB Report-January 2021

12.C.1.4. Thornton High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Thornton High School ASB Report-January 2021

12.C.1.5. Westmoor High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Westmoor High School ASB Report-January 2021

12.C.2. FINANCIAL

12.C.2.1. Vendor Checks for the Month of January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Vendor Checks for the Month on January 2021

12.C.2.2. Quarterly Interest Report

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Quarterly Interest Report

12.C.3. AGREEMENTS/CONTRACTS/GRANTS/MOUS

12.C.3.1. Service and Consultant Approval Subcontractor for New District Office and Adult Ed Building-Amendment #1

Recommended Motion:

It is requested that the board approve this amendment for the new District Office and Adult Education Buildings

Minutes:

Board approved.

Comments:

Additional traffic study required per comment review by City of Daly City.

Financial Impact:

Change order amount $6,900 for Amendment #1.

Attachments:

Service and Consultant Approval-Amendment #1 Change Order

12.C.3.2. Lease Agreement – Vahan Derounian dba Homenetmen

Recommended Motion:

The administration is respectfully recommending ratification of the following lease agreement with Vahan Derounian dba Homenetmen

Minutes:

Board approved.

Comments:

Lessee: Vahan Derounian dba Homenetmen

Term: Starts February 1, 2021 and will continue as a month-to-month

Financial Impact:

Rent: $7,197.51 per month/$86,370.12 annually

Attachments:

Lease Agreement – Vahan Derounian dba Homenetmen

12.C.3.3. Service and Consultant Contract Approvals – ProCare Therapy: Tanya Konaris

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Paraprofessional services January 25, 2021 to June 25, 2021

Hourly Rate $47.84

Attachments:

ervice and Consultant Contract Approvals – ProCare Therapy: Tanya Konaris

12.C.3.4. Agreement for Auditing Services from Chavan & Associates, LLP

Recommended Motion:

It is recommended that the Board approve the agreement with Chavan & Associates to provide auditing services for the district's general financial statements and bond funds for fiscal years 2021, 2022, and 2023.

Minutes:

Board approved.

Comments:

This is a renewal agreement for the completion of required annual auditing reports.

Financial Impact:

Not to exceed net $33,500 per year to be paid out of general funds.

Attachments:

Agreement for Auditing Services from Chavan & Associates, LLP

12.C.3.5. Revised Purchasing Agreement with Sodexo America LLC

Recommended Motion:

It is recommended that the Board approve the revised purchasing agreement with Sodexo America LLC, now including the required Buy American language.

Minutes:

Board approved.

Comments:

The proposed agreement was approved by the JUHSD Board of Trustees on February 2, 2021, however, it was missing some language that is a requirement for using Federal nutrition funds. The added language states that, to the maximum extent practicable, we will buy domestic commodities or products for program meals.

Financial Impact:

No additional financial impact. Contract is not to exceed net $33,500 per year to be paid out of general funds.

Attachments:

Revised Purchasing Agreement with Sodexo America LLC

12.C.3.6. Service and Consultant Contract Approvals – California College Guidance Initiative

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Amended Data Sharing and Services Partnership Agreement

Amendment #4

Financial Impact:

Contract not to exceed: $11,286.00

Attachments:

Service and Consultant Contract Approvals – California College Guidance Initiative

12.C.3.7. Service and Consultant Contract Approvals – School Innovations & Achievement (ATTENTION2ATTENDANCE (A2A Software

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Software for student attendance management. Service from: January 1, 2021 to December 31, 2024.

Financial Impact:

Not to exceed $127,200.00 for all three years.

Attachments:

Service and Consultant Contract Approvals – School Innovations & Achievement (ATTENTION2ATTENDANCE (A2A Software)

12.C.3.8. Service and Consultant Contract Approvals – Pilot City, Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Program that provides students in-classroom work experiences.

Financial Impact:

Not to exceed $15,000

Attachments:

Service and Consultant Contract Approvals – Pilot City, Inc.

12.D. EDUCATION SERVICES

12.D.1. Course of Study: Freshman Seminar

Recommended Motion:

It is recommended that the Board approve this Course of Study for Terra Nova High School.

Minutes:

Board approved.

Comments:

Freshman Seminar is a one semester class designed to ease students' transition to high school and provide them with basic skills and strategies needed to be successful in high school coursework. These include reading & writing strategies, critical thinking, team building/collaboration, public speaking, organizational techniques, time-management, test preparation, and goal setting strategies. College and career exploration will be covered. Students will explore careers in a variety of industries and disciplines along with matching their interests and skill sets to those related to possible careers of interest. Social emotional lessons will be embedded throughout the curriculum. Students will learn strategies successful people use to overcome challenges, boost motivation, improve relationships and increase resilience. These lessons will provide an avenue for students to connect with their school, teachers and their peers.

Attachments:

Freshman Seminar Course of Study

13. PUBLIC COMMENT

Minutes:

The following individuals spoke during this item.

1. Jeneane Crawford

2. Grant Palmer
3. Isabella Copeland
4. Nicole Copeland
5. James Arnaudo
6. Arella Queirolo
7. Alessandra Galicia
8. Jordan Arnaudo
9. Monica Woodworth
10. Malika McClain
11. David Rosenheim
12. Elizabeth Boldt
13. Eureka Soriano
14. Christman
15. Stacy Gutierrez
16. Beth Goodman

The majority of the above individuals spoke on Return to School/Campus.

Comments:

If you have a Public Comment to address the Board of Trustees (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.

SPEAKER CUSTOMARILY HAS THREE (3) MINUTES TO SPEAK.

14. DISCUSSION ITEMS

14.A. EDUCATION SERVICES

14.A.1. Jefferson High School 4x4 Schedule Presentation

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Minutes:

Ms. Baca introduced this item, and passed the presentation over to the staff and students of Jefferson High School.

Jefferson High School Presenters:
1. Kesha Emmendorfer, Principal
2. Jason Krikava, Vice-Principal
3. Christian Storm, Vice-Principal
4. Eugene Berg, Teacher/Department Head
5. Lisa Rubin, TOSA/Department Head
6. David Gold, Teacher/Department Head
7. Heike Mansel, Teacher/Department Head
8. Charles Green, Student/Trustee
9. Christian Espanada, Student
10. Lila Magdabon, Student

Comments:

Year 2020 has shown that we can and MUST re-imagine education. Before COVID, data supported the fact that the current systems and structures did not work for most of our learners. In this discussion item, Jefferson High School students and staff will be presenting their proposal to change the school's schedule starting in 21-22 from a traditional model to a 4x4 model to address and serve the diverse needs of their students.

Attachments:

4x4 JHS Schedule Presentation

14.A.2. Athletic Update for Feb 23, 2021

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Recommended Motion:

To provide directions on Athletics

Minutes:

The following persons want to speak during items 14.A.2
1. Joseph Solanoy
2. Teresa Pagsanhan
3. Holly
4. Jennifer Uter
5. Ryan Gordon
6. Maria Lunardi
7. Nancy/Calvin Louie
8. Christine Costiniano
9. John Bolles
10. Melissa Daniels
11. Karen Valdes
12. Wendy Barta
13. Jason Piccolotti
14. Lisa Bauer
15. Kenneth Avery
16. Bryan Powers
17. Anne Carew

Mrs. Basuino briefly presented in hopes of after the presentation, the Board will be able to make a decision.

Board of Trustees commented and asked questions.

Attachments:

Athletics Update Feb 23, 2021

15. ACTION ITEMS/PUBLIC HEARINGS

15.A. BUSINESS SERVICES

15.A.1. Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Governing Board approve the new scope of work, as presented, to be added to our contract with Brookwood Advisors to provide consulting services.

Actions:

Motion	Vote:
It is recommended that the Governing Board approve the new scope of work, as presented, to be added to our contract with Brookwood Advisors to provide consulting services. Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **No** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

The following persons want to speak on items 15.A.1
1. Chantelle Davis
2. Debbie Santiago
3. Maria Pham

Mrs. Van Raaphorst briefly presented. Alan Katz of Brookwood was present, just in case the Board has questions.

Board of Trustees commented and asked questions.

Mr. Lie made a motion to approve this item; Ms. Salahuddin second the motion.

Mr. Occhipinti placed another motion to reconsider the item. No second motion.

Initial motion passed.

Comments:

At the April 3, 2018 Board meeting, JUHSD Trustees approved a contract with Brookwood Advisors for consulting services based on their experience and expertise in the areas of project management and facilities planning. They are currently helping JUHSD with the steps necessary to develop the Serramonte Del Rey campus with the goal of generating revenue. The proposed additional scope of work would allow Brookwood to complete the Plan Approval for parcel that is scheduled to be developed first. The additional scope of work would allow this parcel to be built more quickly by starting this work now rather than waiting to start the first parcel's plan approval process until after the entire site plan is approved by Daly City.

Financial Impact:

Not to exceed $460,000. To be paid out of the district's current COP funds.

Attachments:

Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

15.A.2. 7-11 Committee Recruitment

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Governing Board authorize staff to recruit members for a 7-11 Advisory Committee, as outlined in this memorandum and in California Education Code 17388.

Actions:

Motion	Vote:
It is recommended that the Governing Board authorize staff to recruit members for a 7-11 Advisory Committee, as outlined in this memorandum and in California Education Code 17388.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **No** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Minutes:

Mrs. Van Raaphorst presented briefly.

Committee needs to have between 7 and 11 members.

Comments:

Before a local education agency can sell or lease real property, as our Board is considering doing with the Serramonte Del Rey campus, Section 17388 of the California Education Code requires that a specific process be followed to elicit public input. The first step of the process is for the school district's governing board to authorize the recruitment of an advisory committee (commonly known as a "7-11 Committee") to advise the board regarding the surplus of space and/or real property.

Attachments:

7-11 Committee Recruitment

15.B. EDUCATION SERVICES

15.B.1. Public Hearing and Approval for Jefferson High School's 4x4 Schedule

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Recommended Motion:

It is recommended that, following a public hearing, the Board approve Jefferson High School's 4x4 schedule starting in 2021-2022.

Actions:

Motion	Vote:
It is recommended that, following a public hearing, the Board approve Jefferson High School's 4x4 schedule starting in 2021-2022. Passed with a motion by Andrew Lie and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Ms. Baca presented briefly.

Public Hearing opened at 11:10 p.m.
No Comments
Public Hearing closed at 11:11 p.m.

Board approved.

Comments:

Board Policy 6112 states that "the Board encourages flexibility in scheduling so as to provide longer time blocks or class periods when appropriate and desirable to support student learning, provide more intensive study of core academic subjects or extended exploration of complex topics, and reduce transition time between classes." Before implementing a block schedule program, the board shall consult with stakeholders in at least one public hearing.

16. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Trustee Occhipinti would like an update on the Return To School process, with a resolution to match it.

17. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Meeting adjourned at 11:14 p.m.

Comments:

We adjourn tonight's meeting in honor of one person.

John Phillip Sweeley, the father of Phyllis Mendel (current JUHSD employee), who passed the morning of February 10, 2021 at the age of 94.

We, the Jefferson Union High School District Board of Trustees, send our condolences to Phyllis, the Sweeley family, and a host of friends and loved ones.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

2/23/2021 6:00:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

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Board of Trustees Regular Meeting
Jefferson Union HSD
February 23, 2021 6:00PM
No Physical Location Teleconference via Zoom

1. CALL TO ORDER

Minutes:

Meeting called to order at 6:00 p.m.

2. ROLL CALL

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS

Recommended Motion:

Minutes:

No comments.

Comments:

If you wish to address the Board of Trustees on a Closed Session Item, please submit a Blue Card/Form by clicking on this link

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE (3) MINUTES.

4. CLOSED SESSION

4.A. Pursuant to Government Code Section 54956.9: CONFERENCE WITH LEGAL COUNSEL - POTENTIAL LITIGATION - One Case

Actions:

Motion	Vote:
Failed with a motion by Carla Ng-Garrett and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

4.B. SETTLEMENT AND RELEASE AGREEMENT Case No: 2020-2021/8

Actions:

Motion	Vote:
Passed with a motion by Kalimah Salahuddin and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

4.C. Comprehensive School Safety Plans for JHS, OSH, TNHS, THS, WHS

Actions:

Motion	Vote:
It is recommended that the Board Approve these items Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

5. RECONVENE TO REGULAR SESSION - 7:00 p.m.

Minutes:

Meeting called to order at 7:02 p.m.

President, Rosie Tejada started the meeting off with Item 9, which is Report Out of Closed Session.

Report:
1. The Board took action to reject the government claim of Sahar Brown Tadi.
2. The Board approved the Settlement and Release Agreement of Case No. 2020-2021/8
3. The Board approved the comprehensive School Safety Plans of Jefferson High, Oceana High, Terra Nova High, Thornton High, and Westmoor High.

Reconvened to Regular Session.

6. ROLL CALL

Minutes:

All Trustees were present.

Student Trustees present:
1. Charles Green
2. Helene Kleinfeld
3. Madeleine Hur
4. Mustafa Abuzhariyeh

7. APPROVAL OF AGENDA

Actions:

Motion
Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

The Agenda was not initially approved.

Trustee, Nick Occhipinti wanted to make a motion to remove Items 15.A.1 and 15.A.2. Asked if those could be tabled, as he stated there was no information provided prior to the items. He wanted to table it, so Trustees could review the information before making an assessment and agreement.

Trustee Occhipinti motioned, with no second. Motion did not pass.

Trustees commented further regarding these items, as Trustee Occhipinti addressed concerns.

Trustee Occhipinti made a second motion to refer to committee for review, with no second. Second motion did not pass.

Vice President, Andy Lie made a motion to approve the Board Agenda as it is. Kalimah second.

Agenda was Board approved.

8. APPROVAL OF MINUTES

Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

Actions:

Motion
It is administration's recommendation that the Board of Trustees approve the attached minutes. Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

8.A. Board Meeting Minutes: June 18, 2019

Minutes:

Board approved.

Attachments:

Minutes 6-18-19

8.B. Board Meeting Minutes: December 1, 2020

Minutes:

Board approved.

Attachments:

Minutes 12-1-20

8.C. Board Meeting Minutes: January 26, 2021

Minutes:

Board approved.

Attachments:

Minutes 1-26-21

9. REPORT OUT OF CLOSED SESSION

Minutes:

Ms. Tejada reported out of Closed Session prior to Item 5.

10. RECOGNITION AND COMMENDATIONS

10.A. FEBRUARY 2021 STUDENT OF THE MONTH: Oceana High School

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Minutes:

Student Trustee, Madeleine Hur, of Oceana High School presented during this item.

The Board of Trustees commented and commended Jessica Zhao.

Jessica briefly spoke.

Comments:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino will present the Student of the Month for February 2021.

Jessica Zhao is a Senior at Oceana High School. Attached, is the bio on Jessica.

Attachments:

Student of the Month

11. COMMUNICATIONS

11.A. BOARD REPORT

Speaker:

Board of Trustees and Student Trustees

Minutes:

The Board of Trustees and Student Trustees reported as follows:

1. Trustee Abuzhariyeh - Westmoor High just returned from President's Week. Counselors have been going into classes to go over schedules for the next school year.

2. Trustee Kleinfeld - Terra Nova High has a tournament happening this Friday. ASB put out a At Home Student Survey to all students. Tiger News Network started a podcast called the Golden Tiger Talk.

3. Trustee Hur - Oceana High has Club Fair coming up. They've also started a podcast. They have a 2-day Interim coming up in April.

4. Trustee Occhipinti - He mentioned the State of California has stepped up in regards to COVID-19 and vaccinations. Nice to see moving forward in resources and support. Mentioned there have been several events district-wide for Black History Month. Summit Shasta has an event on Sunday.

5. Trustee Salahuddin - nothing to report.

6. Trustee Ng-Garrett - congratulated Trustee Salahuddin on being recognized the City of Daly City.

7. Vice President Lie - read a post by Laurie Collins of Westmoor High.

8. President Tejada - nothing to report.

11.B. SUPERINTENDENT REPORT

Speaker:

Superintendent, Toni Presta

Minutes:

Superintendent Presta thanked Executive Cabinet and Monica Casey, as well as others for being involved with vaccinations.

She mentioned how the Superintendents within the San Mateo County Office of Education has decided to work together to get teachers and staff vaccinated. She explained the different Priority Groups. San Mateo County went into the Red Tier today.

11.C. AFT LOCAL 1481 REPORT

Speaker:

AFT President, Monica Casey

Minutes:

President Casey thanked staff, negotiations team, Union Executive Board, and others for coming together to work and help to make things better.

Glad to see vaccinations being done for teachers and staff.

They will be starting to amend some of the MOUs, which has so many different layers.

11.D. DEPARTMENTAL COVID-19 UPDATES

11.D.1. HUMAN RESOURCES

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Minutes:

Assoc. Supt. Basuino reported.

1. A staff survey is going out to teachers and staff. This will help with identifying which Certificated and Classified Staff are willing to provide in-person learning. Identify the needs of all staff, as everything regarding Returning to Campus is being considered.

2. Wellness Counselors have been helpful to students, teachers, and staff in mental health issues as they may arise. They've met each week to see how they can provide the best practices to our JUHSD family.

11.D.2. BUSINESS SERVICES

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Minutes:

Assoc. Supt. Van Raaphorst reported.

1. Classroom Capacity. Measured classrooms to help determine the capacity or number of students that can be in a classroom at one time, while Social Distancing. The sizes of classrooms vary, but she mentioned a standard classroom is 20ft x 30ft. With a room that size, it can fit 14 desks 6ft apart. Also had variant guidance on how desks can be spaced apart with 17 desks at 5ft apart or 20 desks at 4ft apart. No extra furniture other than teacher's desk.

2. Ventilation. She's been working with Director of Operations/Maintenance/Facilities, Marcus Peppers, to get better ventilation systems within our building. They've upgraded to a system that hospitals use, which is the Merv-13.

3. Within 2 weeks or so, they'll have a full assessment of the ventilation system within each room identified.

11.D.3. EDUCATION SERVICES

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Minutes:

Assoc. Supt. Baca reported.

1. Staff Vaccinations. She's been managing the lists on behalf of our district, for San Mateo County Office of Education. At this time, out of over 600 staff, about 160 have already been vaccinated or will be this week, which is over 26% of the district staff.

2. Return To School Committee met before President's Week regarding how students will be going back to campus. A survey will be sent out to parents to find out which schedule they prefer (Hybrid or 100% Distance Learning).

3. AP Exams will have 3 different testing options, with 3 different administration windows.

11.D.4. ADMINISTRATION

Speaker:

Toni Presta, Superintendent

Minutes:

Ms. Presta already shared.

12. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

12.A. HUMAN RESOURCES

12.A.1. PERSONNEL

12.A.1.1. Personnel Action Report

Minutes:

Board approved.

Attachments:

Personnel Action Report

12.B. INFORMATION TECHNOLOGY DEPARTMENT

12.B.1. Purchase Distance Learning Chromebooks

Minutes:

Board approved.

Comments:

Procure Chromebooks for distance learning.

Purchasing vehicle is:

Contract: CALSAVE Technology Contract 530067 (530067)

Financial Impact:

$99,378.04 from the Tech Bond

Attachments:

Purchasing Vehicle Contract
Quote

12.C. BUSINESS SERVICES

12.C.1. ASSOCIATED STUDENT BODY (ASB) REPORTS

12.C.1.1. Jefferson High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Jefferson High School ASB Report-January 2021

12.C.1.2. Oceana High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Oceana High School ASB Report-January 2021

12.C.1.3. Terra Nova High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Terra Nova High School ASB Report-January 2021

12.C.1.4. Thornton High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Thornton High School ASB Report-January 2021

12.C.1.5. Westmoor High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Westmoor High School ASB Report-January 2021

12.C.2. FINANCIAL

12.C.2.1. Vendor Checks for the Month of January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Vendor Checks for the Month on January 2021

12.C.2.2. Quarterly Interest Report

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Quarterly Interest Report

12.C.3. AGREEMENTS/CONTRACTS/GRANTS/MOUS

12.C.3.1. Service and Consultant Approval Subcontractor for New District Office and Adult Ed Building-Amendment #1

Recommended Motion:

It is requested that the board approve this amendment for the new District Office and Adult Education Buildings

Minutes:

Board approved.

Comments:

Additional traffic study required per comment review by City of Daly City.

Financial Impact:

Change order amount $6,900 for Amendment #1.

Attachments:

Service and Consultant Approval-Amendment #1 Change Order

12.C.3.2. Lease Agreement – Vahan Derounian dba Homenetmen

Recommended Motion:

The administration is respectfully recommending ratification of the following lease agreement with Vahan Derounian dba Homenetmen

Minutes:

Board approved.

Comments:

Lessee: Vahan Derounian dba Homenetmen

Term: Starts February 1, 2021 and will continue as a month-to-month

Financial Impact:

Rent: $7,197.51 per month/$86,370.12 annually

Attachments:

Lease Agreement – Vahan Derounian dba Homenetmen

12.C.3.3. Service and Consultant Contract Approvals – ProCare Therapy: Tanya Konaris

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Paraprofessional services January 25, 2021 to June 25, 2021

Hourly Rate $47.84

Attachments:

ervice and Consultant Contract Approvals – ProCare Therapy: Tanya Konaris

12.C.3.4. Agreement for Auditing Services from Chavan & Associates, LLP

Recommended Motion:

It is recommended that the Board approve the agreement with Chavan & Associates to provide auditing services for the district's general financial statements and bond funds for fiscal years 2021, 2022, and 2023.

Minutes:

Board approved.

Comments:

This is a renewal agreement for the completion of required annual auditing reports.

Financial Impact:

Not to exceed net $33,500 per year to be paid out of general funds.

Attachments:

Agreement for Auditing Services from Chavan & Associates, LLP

12.C.3.5. Revised Purchasing Agreement with Sodexo America LLC

Recommended Motion:

It is recommended that the Board approve the revised purchasing agreement with Sodexo America LLC, now including the required Buy American language.

Minutes:

Board approved.

Comments:

The proposed agreement was approved by the JUHSD Board of Trustees on February 2, 2021, however, it was missing some language that is a requirement for using Federal nutrition funds. The added language states that, to the maximum extent practicable, we will buy domestic commodities or products for program meals.

Financial Impact:

No additional financial impact. Contract is not to exceed net $33,500 per year to be paid out of general funds.

Attachments:

Revised Purchasing Agreement with Sodexo America LLC

12.C.3.6. Service and Consultant Contract Approvals – California College Guidance Initiative

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Amended Data Sharing and Services Partnership Agreement

Amendment #4

Financial Impact:

Contract not to exceed: $11,286.00

Attachments:

Service and Consultant Contract Approvals – California College Guidance Initiative

12.C.3.7. Service and Consultant Contract Approvals – School Innovations & Achievement (ATTENTION2ATTENDANCE (A2A Software

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Software for student attendance management. Service from: January 1, 2021 to December 31, 2024.

Financial Impact:

Not to exceed $127,200.00 for all three years.

Attachments:

Service and Consultant Contract Approvals – School Innovations & Achievement (ATTENTION2ATTENDANCE (A2A Software)

12.C.3.8. Service and Consultant Contract Approvals – Pilot City, Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Program that provides students in-classroom work experiences.

Financial Impact:

Not to exceed $15,000

Attachments:

Service and Consultant Contract Approvals – Pilot City, Inc.

12.D. EDUCATION SERVICES

12.D.1. Course of Study: Freshman Seminar

Recommended Motion:

It is recommended that the Board approve this Course of Study for Terra Nova High School.

Minutes:

Board approved.

Comments:

Freshman Seminar is a one semester class designed to ease students' transition to high school and provide them with basic skills and strategies needed to be successful in high school coursework. These include reading & writing strategies, critical thinking, team building/collaboration, public speaking, organizational techniques, time-management, test preparation, and goal setting strategies. College and career exploration will be covered. Students will explore careers in a variety of industries and disciplines along with matching their interests and skill sets to those related to possible careers of interest. Social emotional lessons will be embedded throughout the curriculum. Students will learn strategies successful people use to overcome challenges, boost motivation, improve relationships and increase resilience. These lessons will provide an avenue for students to connect with their school, teachers and their peers.

Attachments:

Freshman Seminar Course of Study

13. PUBLIC COMMENT

Minutes:

The following individuals spoke during this item.

1. Jeneane Crawford

2. Grant Palmer
3. Isabella Copeland
4. Nicole Copeland
5. James Arnaudo
6. Arella Queirolo
7. Alessandra Galicia
8. Jordan Arnaudo
9. Monica Woodworth
10. Malika McClain
11. David Rosenheim
12. Elizabeth Boldt
13. Eureka Soriano
14. Christman
15. Stacy Gutierrez
16. Beth Goodman

The majority of the above individuals spoke on Return to School/Campus.

Comments:

If you have a Public Comment to address the Board of Trustees (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.

SPEAKER CUSTOMARILY HAS THREE (3) MINUTES TO SPEAK.

14. DISCUSSION ITEMS

14.A. EDUCATION SERVICES

14.A.1. Jefferson High School 4x4 Schedule Presentation

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Minutes:

Ms. Baca introduced this item, and passed the presentation over to the staff and students of Jefferson High School.

Jefferson High School Presenters:
1. Kesha Emmendorfer, Principal
2. Jason Krikava, Vice-Principal
3. Christian Storm, Vice-Principal
4. Eugene Berg, Teacher/Department Head
5. Lisa Rubin, TOSA/Department Head
6. David Gold, Teacher/Department Head
7. Heike Mansel, Teacher/Department Head
8. Charles Green, Student/Trustee
9. Christian Espanada, Student
10. Lila Magdabon, Student

Comments:

Year 2020 has shown that we can and MUST re-imagine education. Before COVID, data supported the fact that the current systems and structures did not work for most of our learners. In this discussion item, Jefferson High School students and staff will be presenting their proposal to change the school's schedule starting in 21-22 from a traditional model to a 4x4 model to address and serve the diverse needs of their students.

Attachments:

4x4 JHS Schedule Presentation

14.A.2. Athletic Update for Feb 23, 2021

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Recommended Motion:

To provide directions on Athletics

Minutes:

The following persons want to speak during items 14.A.2
1. Joseph Solanoy
2. Teresa Pagsanhan
3. Holly
4. Jennifer Uter
5. Ryan Gordon
6. Maria Lunardi
7. Nancy/Calvin Louie
8. Christine Costiniano
9. John Bolles
10. Melissa Daniels
11. Karen Valdes
12. Wendy Barta
13. Jason Piccolotti
14. Lisa Bauer
15. Kenneth Avery
16. Bryan Powers
17. Anne Carew

Mrs. Basuino briefly presented in hopes of after the presentation, the Board will be able to make a decision.

Board of Trustees commented and asked questions.

Attachments:

Athletics Update Feb 23, 2021

15. ACTION ITEMS/PUBLIC HEARINGS

15.A. BUSINESS SERVICES

15.A.1. Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Governing Board approve the new scope of work, as presented, to be added to our contract with Brookwood Advisors to provide consulting services.

Actions:

Motion	Vote:
It is recommended that the Governing Board approve the new scope of work, as presented, to be added to our contract with Brookwood Advisors to provide consulting services. Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **No** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

The following persons want to speak on items 15.A.1
1. Chantelle Davis
2. Debbie Santiago
3. Maria Pham

Mrs. Van Raaphorst briefly presented. Alan Katz of Brookwood was present, just in case the Board has questions.

Board of Trustees commented and asked questions.

Mr. Lie made a motion to approve this item; Ms. Salahuddin second the motion.

Mr. Occhipinti placed another motion to reconsider the item. No second motion.

Initial motion passed.

Comments:

At the April 3, 2018 Board meeting, JUHSD Trustees approved a contract with Brookwood Advisors for consulting services based on their experience and expertise in the areas of project management and facilities planning. They are currently helping JUHSD with the steps necessary to develop the Serramonte Del Rey campus with the goal of generating revenue. The proposed additional scope of work would allow Brookwood to complete the Plan Approval for parcel that is scheduled to be developed first. The additional scope of work would allow this parcel to be built more quickly by starting this work now rather than waiting to start the first parcel's plan approval process until after the entire site plan is approved by Daly City.

Financial Impact:

Not to exceed $460,000. To be paid out of the district's current COP funds.

Attachments:

Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

15.A.2. 7-11 Committee Recruitment

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Governing Board authorize staff to recruit members for a 7-11 Advisory Committee, as outlined in this memorandum and in California Education Code 17388.

Actions:

Motion	Vote:
It is recommended that the Governing Board authorize staff to recruit members for a 7-11 Advisory Committee, as outlined in this memorandum and in California Education Code 17388.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **No** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Minutes:

Mrs. Van Raaphorst presented briefly.

Committee needs to have between 7 and 11 members.

Comments:

Before a local education agency can sell or lease real property, as our Board is considering doing with the Serramonte Del Rey campus, Section 17388 of the California Education Code requires that a specific process be followed to elicit public input. The first step of the process is for the school district's governing board to authorize the recruitment of an advisory committee (commonly known as a "7-11 Committee") to advise the board regarding the surplus of space and/or real property.

Attachments:

7-11 Committee Recruitment

15.B. EDUCATION SERVICES

15.B.1. Public Hearing and Approval for Jefferson High School's 4x4 Schedule

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Recommended Motion:

It is recommended that, following a public hearing, the Board approve Jefferson High School's 4x4 schedule starting in 2021-2022.

Actions:

Motion	Vote:
It is recommended that, following a public hearing, the Board approve Jefferson High School's 4x4 schedule starting in 2021-2022. Passed with a motion by Andrew Lie and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Ms. Baca presented briefly.

Public Hearing opened at 11:10 p.m.
No Comments
Public Hearing closed at 11:11 p.m.

Board approved.

Comments:

Board Policy 6112 states that "the Board encourages flexibility in scheduling so as to provide longer time blocks or class periods when appropriate and desirable to support student learning, provide more intensive study of core academic subjects or extended exploration of complex topics, and reduce transition time between classes." Before implementing a block schedule program, the board shall consult with stakeholders in at least one public hearing.

16. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Trustee Occhipinti would like an update on the Return To School process, with a resolution to match it.

17. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Meeting adjourned at 11:14 p.m.

Comments:

We adjourn tonight's meeting in honor of one person.

John Phillip Sweeley, the father of Phyllis Mendel (current JUHSD employee), who passed the morning of February 10, 2021 at the age of 94.

We, the Jefferson Union High School District Board of Trustees, send our condolences to Phyllis, the Sweeley family, and a host of friends and loved ones.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

2/23/2021 6:00:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

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Board of Trustees Regular Meeting
Jefferson Union HSD
February 23, 2021 6:00PM
No Physical Location Teleconference via Zoom

1. CALL TO ORDER

Minutes:

Meeting called to order at 6:00 p.m.

2. ROLL CALL

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS

Recommended Motion:

Minutes:

No comments.

Comments:

If you wish to address the Board of Trustees on a Closed Session Item, please submit a Blue Card/Form by clicking on this link

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE (3) MINUTES.

4. CLOSED SESSION

4.A. Pursuant to Government Code Section 54956.9: CONFERENCE WITH LEGAL COUNSEL - POTENTIAL LITIGATION - One Case

Actions:

Motion	Vote:
Failed with a motion by Carla Ng-Garrett and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

4.B. SETTLEMENT AND RELEASE AGREEMENT Case No: 2020-2021/8

Actions:

Motion	Vote:
Passed with a motion by Kalimah Salahuddin and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

4.C. Comprehensive School Safety Plans for JHS, OSH, TNHS, THS, WHS

Actions:

Motion	Vote:
It is recommended that the Board Approve these items Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

5. RECONVENE TO REGULAR SESSION - 7:00 p.m.

Minutes:

Meeting called to order at 7:02 p.m.

President, Rosie Tejada started the meeting off with Item 9, which is Report Out of Closed Session.

Report:
1. The Board took action to reject the government claim of Sahar Brown Tadi.
2. The Board approved the Settlement and Release Agreement of Case No. 2020-2021/8
3. The Board approved the comprehensive School Safety Plans of Jefferson High, Oceana High, Terra Nova High, Thornton High, and Westmoor High.

Reconvened to Regular Session.

6. ROLL CALL

Minutes:

All Trustees were present.

Student Trustees present:
1. Charles Green
2. Helene Kleinfeld
3. Madeleine Hur
4. Mustafa Abuzhariyeh

7. APPROVAL OF AGENDA

Actions:

Motion
Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

The Agenda was not initially approved.

Trustee, Nick Occhipinti wanted to make a motion to remove Items 15.A.1 and 15.A.2. Asked if those could be tabled, as he stated there was no information provided prior to the items. He wanted to table it, so Trustees could review the information before making an assessment and agreement.

Trustee Occhipinti motioned, with no second. Motion did not pass.

Trustees commented further regarding these items, as Trustee Occhipinti addressed concerns.

Trustee Occhipinti made a second motion to refer to committee for review, with no second. Second motion did not pass.

Vice President, Andy Lie made a motion to approve the Board Agenda as it is. Kalimah second.

Agenda was Board approved.

8. APPROVAL OF MINUTES

Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

Actions:

Motion
It is administration's recommendation that the Board of Trustees approve the attached minutes. Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

8.A. Board Meeting Minutes: June 18, 2019

Minutes:

Board approved.

Attachments:

Minutes 6-18-19

8.B. Board Meeting Minutes: December 1, 2020

Minutes:

Board approved.

Attachments:

Minutes 12-1-20

8.C. Board Meeting Minutes: January 26, 2021

Minutes:

Board approved.

Attachments:

Minutes 1-26-21

9. REPORT OUT OF CLOSED SESSION

Minutes:

Ms. Tejada reported out of Closed Session prior to Item 5.

10. RECOGNITION AND COMMENDATIONS

10.A. FEBRUARY 2021 STUDENT OF THE MONTH: Oceana High School

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Minutes:

Student Trustee, Madeleine Hur, of Oceana High School presented during this item.

The Board of Trustees commented and commended Jessica Zhao.

Jessica briefly spoke.

Comments:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino will present the Student of the Month for February 2021.

Jessica Zhao is a Senior at Oceana High School. Attached, is the bio on Jessica.

Attachments:

Student of the Month

11. COMMUNICATIONS

11.A. BOARD REPORT

Speaker:

Board of Trustees and Student Trustees

Minutes:

The Board of Trustees and Student Trustees reported as follows:

1. Trustee Abuzhariyeh - Westmoor High just returned from President's Week. Counselors have been going into classes to go over schedules for the next school year.

2. Trustee Kleinfeld - Terra Nova High has a tournament happening this Friday. ASB put out a At Home Student Survey to all students. Tiger News Network started a podcast called the Golden Tiger Talk.

3. Trustee Hur - Oceana High has Club Fair coming up. They've also started a podcast. They have a 2-day Interim coming up in April.

4. Trustee Occhipinti - He mentioned the State of California has stepped up in regards to COVID-19 and vaccinations. Nice to see moving forward in resources and support. Mentioned there have been several events district-wide for Black History Month. Summit Shasta has an event on Sunday.

5. Trustee Salahuddin - nothing to report.

6. Trustee Ng-Garrett - congratulated Trustee Salahuddin on being recognized the City of Daly City.

7. Vice President Lie - read a post by Laurie Collins of Westmoor High.

8. President Tejada - nothing to report.

11.B. SUPERINTENDENT REPORT

Speaker:

Superintendent, Toni Presta

Minutes:

Superintendent Presta thanked Executive Cabinet and Monica Casey, as well as others for being involved with vaccinations.

She mentioned how the Superintendents within the San Mateo County Office of Education has decided to work together to get teachers and staff vaccinated. She explained the different Priority Groups. San Mateo County went into the Red Tier today.

11.C. AFT LOCAL 1481 REPORT

Speaker:

AFT President, Monica Casey

Minutes:

President Casey thanked staff, negotiations team, Union Executive Board, and others for coming together to work and help to make things better.

Glad to see vaccinations being done for teachers and staff.

They will be starting to amend some of the MOUs, which has so many different layers.

11.D. DEPARTMENTAL COVID-19 UPDATES

11.D.1. HUMAN RESOURCES

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Minutes:

Assoc. Supt. Basuino reported.

1. A staff survey is going out to teachers and staff. This will help with identifying which Certificated and Classified Staff are willing to provide in-person learning. Identify the needs of all staff, as everything regarding Returning to Campus is being considered.

2. Wellness Counselors have been helpful to students, teachers, and staff in mental health issues as they may arise. They've met each week to see how they can provide the best practices to our JUHSD family.

11.D.2. BUSINESS SERVICES

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Minutes:

Assoc. Supt. Van Raaphorst reported.

1. Classroom Capacity. Measured classrooms to help determine the capacity or number of students that can be in a classroom at one time, while Social Distancing. The sizes of classrooms vary, but she mentioned a standard classroom is 20ft x 30ft. With a room that size, it can fit 14 desks 6ft apart. Also had variant guidance on how desks can be spaced apart with 17 desks at 5ft apart or 20 desks at 4ft apart. No extra furniture other than teacher's desk.

2. Ventilation. She's been working with Director of Operations/Maintenance/Facilities, Marcus Peppers, to get better ventilation systems within our building. They've upgraded to a system that hospitals use, which is the Merv-13.

3. Within 2 weeks or so, they'll have a full assessment of the ventilation system within each room identified.

11.D.3. EDUCATION SERVICES

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Minutes:

Assoc. Supt. Baca reported.

1. Staff Vaccinations. She's been managing the lists on behalf of our district, for San Mateo County Office of Education. At this time, out of over 600 staff, about 160 have already been vaccinated or will be this week, which is over 26% of the district staff.

2. Return To School Committee met before President's Week regarding how students will be going back to campus. A survey will be sent out to parents to find out which schedule they prefer (Hybrid or 100% Distance Learning).

3. AP Exams will have 3 different testing options, with 3 different administration windows.

11.D.4. ADMINISTRATION

Speaker:

Toni Presta, Superintendent

Minutes:

Ms. Presta already shared.

12. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

12.A. HUMAN RESOURCES

12.A.1. PERSONNEL

12.A.1.1. Personnel Action Report

Minutes:

Board approved.

Attachments:

Personnel Action Report

12.B. INFORMATION TECHNOLOGY DEPARTMENT

12.B.1. Purchase Distance Learning Chromebooks

Minutes:

Board approved.

Comments:

Procure Chromebooks for distance learning.

Purchasing vehicle is:

Contract: CALSAVE Technology Contract 530067 (530067)

Financial Impact:

$99,378.04 from the Tech Bond

Attachments:

Purchasing Vehicle Contract
Quote

12.C. BUSINESS SERVICES

12.C.1. ASSOCIATED STUDENT BODY (ASB) REPORTS

12.C.1.1. Jefferson High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Jefferson High School ASB Report-January 2021

12.C.1.2. Oceana High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Oceana High School ASB Report-January 2021

12.C.1.3. Terra Nova High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Terra Nova High School ASB Report-January 2021

12.C.1.4. Thornton High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Thornton High School ASB Report-January 2021

12.C.1.5. Westmoor High School ASB Report-January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Westmoor High School ASB Report-January 2021

12.C.2. FINANCIAL

12.C.2.1. Vendor Checks for the Month of January 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Vendor Checks for the Month on January 2021

12.C.2.2. Quarterly Interest Report

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Quarterly Interest Report

12.C.3. AGREEMENTS/CONTRACTS/GRANTS/MOUS

12.C.3.1. Service and Consultant Approval Subcontractor for New District Office and Adult Ed Building-Amendment #1

Recommended Motion:

It is requested that the board approve this amendment for the new District Office and Adult Education Buildings

Minutes:

Board approved.

Comments:

Additional traffic study required per comment review by City of Daly City.

Financial Impact:

Change order amount $6,900 for Amendment #1.

Attachments:

Service and Consultant Approval-Amendment #1 Change Order

12.C.3.2. Lease Agreement – Vahan Derounian dba Homenetmen

Recommended Motion:

The administration is respectfully recommending ratification of the following lease agreement with Vahan Derounian dba Homenetmen

Minutes:

Board approved.

Comments:

Lessee: Vahan Derounian dba Homenetmen

Term: Starts February 1, 2021 and will continue as a month-to-month

Financial Impact:

Rent: $7,197.51 per month/$86,370.12 annually

Attachments:

Lease Agreement – Vahan Derounian dba Homenetmen

12.C.3.3. Service and Consultant Contract Approvals – ProCare Therapy: Tanya Konaris

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Paraprofessional services January 25, 2021 to June 25, 2021

Hourly Rate $47.84

Attachments:

ervice and Consultant Contract Approvals – ProCare Therapy: Tanya Konaris

12.C.3.4. Agreement for Auditing Services from Chavan & Associates, LLP

Recommended Motion:

It is recommended that the Board approve the agreement with Chavan & Associates to provide auditing services for the district's general financial statements and bond funds for fiscal years 2021, 2022, and 2023.

Minutes:

Board approved.

Comments:

This is a renewal agreement for the completion of required annual auditing reports.

Financial Impact:

Not to exceed net $33,500 per year to be paid out of general funds.

Attachments:

Agreement for Auditing Services from Chavan & Associates, LLP

12.C.3.5. Revised Purchasing Agreement with Sodexo America LLC

Recommended Motion:

It is recommended that the Board approve the revised purchasing agreement with Sodexo America LLC, now including the required Buy American language.

Minutes:

Board approved.

Comments:

The proposed agreement was approved by the JUHSD Board of Trustees on February 2, 2021, however, it was missing some language that is a requirement for using Federal nutrition funds. The added language states that, to the maximum extent practicable, we will buy domestic commodities or products for program meals.

Financial Impact:

No additional financial impact. Contract is not to exceed net $33,500 per year to be paid out of general funds.

Attachments:

Revised Purchasing Agreement with Sodexo America LLC

12.C.3.6. Service and Consultant Contract Approvals – California College Guidance Initiative

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Amended Data Sharing and Services Partnership Agreement

Amendment #4

Financial Impact:

Contract not to exceed: $11,286.00

Attachments:

Service and Consultant Contract Approvals – California College Guidance Initiative

12.C.3.7. Service and Consultant Contract Approvals – School Innovations & Achievement (ATTENTION2ATTENDANCE (A2A Software

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Software for student attendance management. Service from: January 1, 2021 to December 31, 2024.

Financial Impact:

Not to exceed $127,200.00 for all three years.

Attachments:

Service and Consultant Contract Approvals – School Innovations & Achievement (ATTENTION2ATTENDANCE (A2A Software)

12.C.3.8. Service and Consultant Contract Approvals – Pilot City, Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented

Minutes:

Board approved.

Comments:

Program that provides students in-classroom work experiences.

Financial Impact:

Not to exceed $15,000

Attachments:

Service and Consultant Contract Approvals – Pilot City, Inc.

12.D. EDUCATION SERVICES

12.D.1. Course of Study: Freshman Seminar

Recommended Motion:

It is recommended that the Board approve this Course of Study for Terra Nova High School.

Minutes:

Board approved.

Comments:

Freshman Seminar is a one semester class designed to ease students' transition to high school and provide them with basic skills and strategies needed to be successful in high school coursework. These include reading & writing strategies, critical thinking, team building/collaboration, public speaking, organizational techniques, time-management, test preparation, and goal setting strategies. College and career exploration will be covered. Students will explore careers in a variety of industries and disciplines along with matching their interests and skill sets to those related to possible careers of interest. Social emotional lessons will be embedded throughout the curriculum. Students will learn strategies successful people use to overcome challenges, boost motivation, improve relationships and increase resilience. These lessons will provide an avenue for students to connect with their school, teachers and their peers.

Attachments:

Freshman Seminar Course of Study

13. PUBLIC COMMENT

Minutes:

The following individuals spoke during this item.

1. Jeneane Crawford

2. Grant Palmer
3. Isabella Copeland
4. Nicole Copeland
5. James Arnaudo
6. Arella Queirolo
7. Alessandra Galicia
8. Jordan Arnaudo
9. Monica Woodworth
10. Malika McClain
11. David Rosenheim
12. Elizabeth Boldt
13. Eureka Soriano
14. Christman
15. Stacy Gutierrez
16. Beth Goodman

The majority of the above individuals spoke on Return to School/Campus.

Comments:

If you have a Public Comment to address the Board of Trustees (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.

SPEAKER CUSTOMARILY HAS THREE (3) MINUTES TO SPEAK.

14. DISCUSSION ITEMS

14.A. EDUCATION SERVICES

14.A.1. Jefferson High School 4x4 Schedule Presentation

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Minutes:

Ms. Baca introduced this item, and passed the presentation over to the staff and students of Jefferson High School.

Jefferson High School Presenters:
1. Kesha Emmendorfer, Principal
2. Jason Krikava, Vice-Principal
3. Christian Storm, Vice-Principal
4. Eugene Berg, Teacher/Department Head
5. Lisa Rubin, TOSA/Department Head
6. David Gold, Teacher/Department Head
7. Heike Mansel, Teacher/Department Head
8. Charles Green, Student/Trustee
9. Christian Espanada, Student
10. Lila Magdabon, Student

Comments:

Year 2020 has shown that we can and MUST re-imagine education. Before COVID, data supported the fact that the current systems and structures did not work for most of our learners. In this discussion item, Jefferson High School students and staff will be presenting their proposal to change the school's schedule starting in 21-22 from a traditional model to a 4x4 model to address and serve the diverse needs of their students.

Attachments:

4x4 JHS Schedule Presentation

14.A.2. Athletic Update for Feb 23, 2021

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Recommended Motion:

To provide directions on Athletics

Minutes:

The following persons want to speak during items 14.A.2
1. Joseph Solanoy
2. Teresa Pagsanhan
3. Holly
4. Jennifer Uter
5. Ryan Gordon
6. Maria Lunardi
7. Nancy/Calvin Louie
8. Christine Costiniano
9. John Bolles
10. Melissa Daniels
11. Karen Valdes
12. Wendy Barta
13. Jason Piccolotti
14. Lisa Bauer
15. Kenneth Avery
16. Bryan Powers
17. Anne Carew

Mrs. Basuino briefly presented in hopes of after the presentation, the Board will be able to make a decision.

Board of Trustees commented and asked questions.

Attachments:

Athletics Update Feb 23, 2021

15. ACTION ITEMS/PUBLIC HEARINGS

15.A. BUSINESS SERVICES

15.A.1. Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Governing Board approve the new scope of work, as presented, to be added to our contract with Brookwood Advisors to provide consulting services.

Actions:

Motion	Vote:
It is recommended that the Governing Board approve the new scope of work, as presented, to be added to our contract with Brookwood Advisors to provide consulting services. Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **No** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

The following persons want to speak on items 15.A.1
1. Chantelle Davis
2. Debbie Santiago
3. Maria Pham

Mrs. Van Raaphorst briefly presented. Alan Katz of Brookwood was present, just in case the Board has questions.

Board of Trustees commented and asked questions.

Mr. Lie made a motion to approve this item; Ms. Salahuddin second the motion.

Mr. Occhipinti placed another motion to reconsider the item. No second motion.

Initial motion passed.

Comments:

At the April 3, 2018 Board meeting, JUHSD Trustees approved a contract with Brookwood Advisors for consulting services based on their experience and expertise in the areas of project management and facilities planning. They are currently helping JUHSD with the steps necessary to develop the Serramonte Del Rey campus with the goal of generating revenue. The proposed additional scope of work would allow Brookwood to complete the Plan Approval for parcel that is scheduled to be developed first. The additional scope of work would allow this parcel to be built more quickly by starting this work now rather than waiting to start the first parcel's plan approval process until after the entire site plan is approved by Daly City.

Financial Impact:

Not to exceed $460,000. To be paid out of the district's current COP funds.

Attachments:

Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

15.A.2. 7-11 Committee Recruitment

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Governing Board authorize staff to recruit members for a 7-11 Advisory Committee, as outlined in this memorandum and in California Education Code 17388.

Actions:

Motion	Vote:
It is recommended that the Governing Board authorize staff to recruit members for a 7-11 Advisory Committee, as outlined in this memorandum and in California Education Code 17388.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **No** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Minutes:

Mrs. Van Raaphorst presented briefly.

Committee needs to have between 7 and 11 members.

Comments:

Before a local education agency can sell or lease real property, as our Board is considering doing with the Serramonte Del Rey campus, Section 17388 of the California Education Code requires that a specific process be followed to elicit public input. The first step of the process is for the school district's governing board to authorize the recruitment of an advisory committee (commonly known as a "7-11 Committee") to advise the board regarding the surplus of space and/or real property.

Attachments:

7-11 Committee Recruitment

15.B. EDUCATION SERVICES

15.B.1. Public Hearing and Approval for Jefferson High School's 4x4 Schedule

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Recommended Motion:

It is recommended that, following a public hearing, the Board approve Jefferson High School's 4x4 schedule starting in 2021-2022.

Actions:

Motion	Vote:
It is recommended that, following a public hearing, the Board approve Jefferson High School's 4x4 schedule starting in 2021-2022. Passed with a motion by Andrew Lie and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Ms. Baca presented briefly.

Public Hearing opened at 11:10 p.m.
No Comments
Public Hearing closed at 11:11 p.m.

Board approved.

Comments:

Board Policy 6112 states that "the Board encourages flexibility in scheduling so as to provide longer time blocks or class periods when appropriate and desirable to support student learning, provide more intensive study of core academic subjects or extended exploration of complex topics, and reduce transition time between classes." Before implementing a block schedule program, the board shall consult with stakeholders in at least one public hearing.

16. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Trustee Occhipinti would like an update on the Return To School process, with a resolution to match it.

17. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Meeting adjourned at 11:14 p.m.

Comments:

We adjourn tonight's meeting in honor of one person.

John Phillip Sweeley, the father of Phyllis Mendel (current JUHSD employee), who passed the morning of February 10, 2021 at the age of 94.

We, the Jefferson Union High School District Board of Trustees, send our condolences to Phyllis, the Sweeley family, and a host of friends and loved ones.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

2/23/2021 6:00:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

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BOE - Board Retreat
Jefferson Union HSD
April 24, 2021 9:00AM
Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom

1. CALL TO ORDER

Minutes:

Meeting called to order at 9:15 a.m.

2. ROLL CALL

Minutes:

No Student Trustees present at time of Roll Call.

Student Trustee Mustafa Abuzahriyeh arrived at 9:20 a.m., and Student Trustee Charles Green attended (arrival time unknown).

3. APPROVAL OF AGENDA

Actions:

Motion
Passed with a motion by Carla Ng-Garrett and a second by Andrew Lie.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

No changes to the Agenda.

Board approved.

4. CONSENT AGENDA

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Carla Ng-Garrett and a second by Nick Occhipinti.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

4.A. HUMAN RESOURCES

4.A.1. PERSONNEL

4.A.1.1. Personnel Action Report

Recommended Motion:

It is the Administration's recommendation that the Board of Trustees approve the Personnel Action Report.

Minutes:

Board approved.

Attachments:

Personnel

4.B. EDUCATION SERVICES

4.B.1. AGREEMENTS/CONTRACTS/GRANTS/MOUS

4.B.1.1. BAY AREA COMMUNITY COLLEGE CONSORTIUM K12 STRONG WORKFORCE PROGRAM AGREEMENT BETWEEN CABRILLO COMMUNITY COLLEGE DISTRICT and Jefferson Union High School District

Recommended Motion:

It is recommended that the Board approve the agreement between Cabrillo Community College and Jefferson Union High School District

Minutes:

Board approved.

Comments:

JUHSD received a Middle School College and Career Awareness grant from the Strong Workforce Grant to partner with Skyline Community College and Jefferson Elementary School

District to develop and host a 6th-8th grade career awareness event and a College and Career Awareness month at the middle school and high school level, along with marketing material.

Career awareness within this grant will inform middle and high school students about the pathways offered at JUHSD, Skyline Community College postsecondary options, and local employment opportunities. The grant will provide equitable access for student pathway and career awareness in targeted student populations. This grant can be expended from January 2021 to June 30, 2023.

Financial Impact:

Strong Workforce Grant award for $ $515,767

Attachments:

Strong Workforce Middle School Grant

4.B.1.2. Crescedo Group Contract - Grading for Equity Training

Recommended Motion:

It is recommended that the Board approve this contract.

Minutes:

Board approved.

Comments:

Jefferson Union High School District (JUHSD) seeks to improve the accuracy, bias-resistance, and motivation of its teachers' grading practices as a key lever for instructional improvement and to increase opportunities for success for all students, particularly those historically underserved. We seek to begin a districtwide shift by introducing faculty to the concepts of equitable grading in May 2021, followed by piloting more equitable practices with a cohort of teachers in 2021-2022.

Financial Impact:

Not to exceed $52,200 from Title 1 - District Funds

Attachments:

Crescendo Agreement
Crescendo Data Sharing Agreement

5. PUBLIC COMMENT(S)

Minutes:

No comments.

Comments:

If you have a Public Comment to address the Board of Trustees (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.

SPEAKER CUSTOMARILY HAS THREE (3) MINUTES TO SPEAK.

6. DISCUSSION ITEM(S)

6.A. EDUCATION AND BUSINESS SERVICES

6.A.1. LCAP and Budget Work Study Session

Speaker:

Associate Superintendents Kareen Baca and Tina Van Raaphorst

Minutes:

This was a presentation and discussion lead by Associate Superintendent of Education Services Kareen Baca and Associate Superintendent of Business Services Tina Van Raaphorst.

Some general things mentioned during the LCAP presentation include:
1. Ms. Baca began the presentation with LCAP portion of the meeting.
2. Ms. Baca allowed Board Members to comment and ask questions after completing a review of the Goal #1 LCAP Highlights.
3. She went over the Metric Goals #1, then allowed more comments and questions.
4. Ms. Baca went over Metric Goals #2, then allowed more comments and questions.
5. It was stated by a Board Member that the consequences given now, aren't equitable.
6. Ms. Baca went over Metric Goals #3, then allowed more comments and questions.
7. She went over Learning Continuity Plan Highlights.
8. Lastly, she provided the proposed goals. There are 7 goals now, no longer 3 goals.
9. Trustee Kalimah Salahuddin commended Ms. Baca on her work, along with commended her team that worked with her.
10. Superintendent Presta commended Ms. Baca on her work.
11. President Rosie Tejada commended and commented.
12. Trustee Nick Occhipinti commended and commented.

Break at 11:12 a.m.
Resumed at 11:21 a.m.

Some general things mentioned during the Budget portion of the presentation include:
1. Mrs. Van Raaphorst began her presentation on the Budget.
2. October - December 2020 Budget Committee
3. December 2020 was 1st Interim
4. January 2021 we had the Budget Work Study

5. March 2021 was 2nd interim
6. April 2021 we had the 2nd Budget Work Study
7. Governor's May Revise Webinar is coming up next month.
8. June 1st will be the LCAP and Budget Public Hearing, and June 15th will be the adoption of both.
9. She presented assumptions (2nd interim and new).
10. She presented COVID Relief Funds and Multi-Year Projections.
11. Mrs. Van Raaphorst stated we need to watch inflation, food services, and property taxes.
12. Our funding level is a lot lower than other San Mateo County and surrounding school districts.
13. We have now been allowing sites to carry over their site funds.
14. Westmoor has the most demand for lunch right now.
15. Mrs. Van Raaphorst will speak to the sites about their continuation of distributing food through July 15th.

Our Union did have a few things to say regarding the LCAP and Budget. Ed Lopez represented the Union, as President Monica Casey was not in attendance. Mr. Lopez thanked administration for the presentation on the LCAP and Budget. He's speaking on behalf of the Union Members. He spoke about how the revitalization of the Serramonte del Rey building will help with revenue and bringing funds into the district.

Board Members commended and commented on the presentations from Ms. Baca and Mrs. Van Raaphorst.

Serramonte del Rey has a website www.serramontedelrey.org

Mr. Occhipinti would like to have another Community Meeting, but have it agendized as a Board Meeting.

Comments:

Staff will provide and update on the previous Local Control Accoutability Plan and Learning Continuity Plan. Proposed goals for the upcoming LCAP will also be discussed. Staff will also provide information on the budget.

Attachments:

LCAP and Budget 4-24-21

7. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

No future items.

8. PUBLIC COMMENT(S) FOR CLOSED SESSION ITEMS

Minutes:

No comments.

Comments:

If you wish to address the Board of Trustees on a Closed Session Item, please submit a Blue Card/Form by clicking on this link

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE (3) MINUTES.

9. RECONVENE TO CLOSED SESSION - approx. 12:15 p.m.

Minutes:

Open Session adjourned at 12:41 p.m.

Board of Trustees went into Closed Session. No minutes available for Closed Session.

9.A. CONFERENCE WITH LABOR NEGOTIATORS (§54957.6) Agency Designated Representative: Dorene Basuino & Daina Lujan, Employee Organizations: AFT 1481

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino and Director of Human Resources, Daina Lujan

10. ADJOURNMENT

Minutes:

Open Session adjourned at 12:41 p.m.

Comments:

Disability Information:

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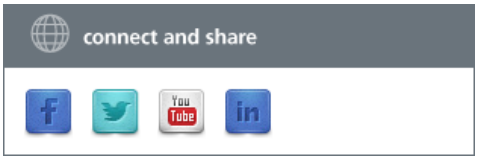
4/24/2021 9:15:00 AM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada





Board of Trustees Regular Meeting
Jefferson Union HSD
May 18, 2021 6:00PM
Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom

1. CALL TO ORDER

2. ROLL CALL

Minutes:

Clerk Carla Ng-Garrett was no present for Closed Session.

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS

Recommended Motion:

Minutes:

No comments.

Comments:

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Plan for Hybrid Public Comment - CLOSED SESSION ITEM

In Person:

1. If you have a Public Comment to address the board (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give it to Candice Bell.
2. The public will stay in Room 200, and watch the Board Meeting from the projector screen.
3. Board Clerk Carla Ng-Garrett will call the person who would like to speak from Room 200 to come to the Boardroom (Room 223).
4. The speaker will sit at the presenter's table and click unmute to speak.

Teleconference via Zoom:

1. If you have a Public Comment to address the Board (whether related to an Agenda Item or Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.
    - As you submit your card/form, you will be invited to “Join The Meeting” (the meeting link will be provided to you).
    - When invited, you might be prompted to go to join.zoom.us. Please enter your meeting ID provided by the host/organizer. Click Join. If this is your first time joining a Zoom meeting, you will be asked to download the Zoom client or extension to join the meeting.

4. CLOSED SESSION

4.A. Pursuant to Government Code Section 54956.8: CONFERENCE WITH REAL PROPERTY NEGOTIATORS – Serramonte del Rey, 699 Serramonte Boulevard, Suite 100 Daly City, CA 94015

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

4.B. SUPERINTENDENT EVALUATION

5. RECONVENE TO REGULAR SESSION - 7:00 p.m.

Minutes:

Meeting called to order at 7:10 p.m.

6. ROLL CALL

Minutes:

Trustee Ng-Garrett joined meeting at 8:26 p.m.

7. APPROVAL OF AGENDA

Actions:

Motion	Vote:
Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti.

Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Motion
Passed with a motion by Nick Occhipinti and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Pulling Item 14.A.2 to discuss at a later date.

Need to move 15.B.2 to the top of the Action Items.

Board approved with that amendment.

Trustee Nick Occhipinti wanted to pull Item 12.B.3.1 to postpone to another meeting, due to him not being able to see the document. He motioned for this, and there was no second. It was not seconded, because all other Trustees were able to view the document just fine. Item was able to be viewed with no problem. Trustee Occhipinti then motioned for the Item to be moved to Action to be discussed. Kalimah seconded.

8. APPROVAL OF MINUTES

Recommended Motion:

It is administration's recommendation that the Board of Trustees approve the attached minutes.

Actions:

Motion
It is administration's recommendation that the Board of Trustees approve the attached minutes. Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

President Rosie Tejada notified Ms. Bell of needed adjustments via email.

8.A. BOARD MEETING MINUTES: May 11, 2020

Minutes:

Board approved.

Attachments:

Meeting Minutes 5/11/20

8.B. BOARD MEETING MINUTES: May 19, 2020

Minutes:

Board approved.

Attachments:

Meeting Minutes 5/19/20

8.C. BOARD MEETING MINUTES: May 20, 2020

Minutes:

Board approved.

Attachments:

Meeting Minutes 5/20/20

8.D. BOARD MEETING MINUTES: May 26, 2020

Minutes:

Board approved.

Attachments:

Meeting Minutes 5/26/20

8.E. BOARD MEETING MINUTES: June 2, 2020

Minutes:

Board approved.

Attachments:

Meeting Minutes 6/2/20

8.F. BOARD MEETING MINUTES: June 30, 2020

Minutes:

Board approved.

Attachments:

Meeting Minutes 6/30/20

8.G. BOARD MEETING MINUTES: July 1, 2020

Minutes:

Board approved.

Attachments:

Meeting Minutes 7/1/20

8.H. BOARD MEETING MINUTES: April 24, 2021

Minutes:

Board approved.

Attachments:

Meeting Minutes 4/24/21

8.I. BOARD MEETING MINUTES: May 4, 2021

Minutes:

Board approved.

Attachments:

Meeting Minutes 5/4/21

8.J. BOARD MEETING MINUTES: May 11, 2021

Minutes:

Board approved.

Attachments:

Meeting Minutes 5/11/21

9. REPORT OUT OF CLOSED SESSION

Minutes:

Nothing to report.

10. RECOGNITIONS AND COMMENDATIONS

10.A. May 2021 Student of the Month: ADULT TRANSITION

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Minutes:

Mark Beshirs presented briefly.

Zach's parents spoke briefly.

Board Trustees commented and commended Zach on his achievement.

Comments:

From Zach's ATP teacher, Alexandros Drier:

Zach is a tremendous student with a strong work ethic who has overcome many challenges resulting from his disabilities. He is incredibly upbeat even on days when he feels exhausted which is exemplified by his readiness to persistently engage in classroom discussions. In terms of academic work, he has produced high quality work that demonstrates understanding of advanced concepts related to areas of personal finance, job skills, independent living and much more. Since his inception into my class, Zach became one of the default student leaders and has held a positive influence on peers stemmed by his demeanor and actions. When I have provided Zach with constructive feedback, he has always welcomed my remark to make self-improvements. Outside of class, Zach is very active person who enjoys playing and watching sports. Some major personal and career goals that Zach possesses are living independently and working in an occupation related to animals. It has been absolute pleasure to watch Zach's growth and development over the past two years, and I believe that his terrific ambition will lead to become successful with future endeavors.

From Zach's Transition Specialist, Emily Hanson:

Zack has been a strong participant in work-based learning. Over the years Zack has demonstrated focus, enthusiasm, and a positive attitude while on the job. Zack has worked at various sites including Sprouts, Walgreens, and most recently Petco. Zack loves animals, had 100% attendance at work, and was always in uniform and ready to go! Zack also established independence and responsibility when taking Sam Trans to work, as well as to Skyline College where he took several classes through the concurrent enrollment program. Zack is currently exploring his options upon graduation from ATP. Zack has attended several meetings with community agencies that can work with him to continue to develop his vocational skills and independence. He is also exploring paid internships in the area. One thing is for certain-Zack wants to work with animals! Wherever Zack decides to go, he will be an asset and a gift to all who work with him.

10.B. 2021 Kent Awards: WELLNESS WARRIORS OF JUHSD (Wellness Program)

Speaker:

Superintendent, Toni Presta

Minutes:

Superintendent Toni Presta presented briefly and introduced the team.

Wellness Coordinator Melissa Ambrose spoke briefly. The team has gone above and beyond during this time, and she thanked them for their hard work. She also thanked Director of Human Resources and Staff Relations Daina Lujan for editing the video.

Board commented and commended.

Student trustees commented and thanked the counselors for their assistance during this year more than ever, as it was needed the most.

The counselors spoke briefly.

Comments:

You may view the JUHSD Wellness Warriors here https://youtu.be/bmw9Dp4bsHk

10.C. JUHSD 2020-2021 Student Trustees

Speaker:

Board President, Rosie Tejada

Minutes:

Andrew hambre would like to speak on this item. Proud of our students and appreciative of their leadership and strength during this school year.

President Tejada spoke briefly, and introduced the trustees.

Board members commented and commended.

Student Trustees thanked them for the opportunity of being a trustee. Helene, Irene, Mustafa, and Madeleine (learned to manage her time a lot better, so she can be a part of meetings) were in attendance.

11. COMMUNICATIONS

11.A. BOARD REPORT

Minutes:

Detailed information regarding this Item and meeting can be found on our JUHSD YouTube Channel at www.juhsd.net.

11.B. SUPERINTENDENT REPORT

Minutes:

Detailed information regarding this Item and meeting can be found on our JUHSD YouTube Channel at www.juhsd.net.

11.C. AFT LOCAL 1481 REPORT

Minutes:

Detailed information regarding this Item and meeting can be found on our JUHSD YouTube Channel at www.juhsd.net.

11.D. HYBRID INSTRUCTION UPDATE

Speaker:

Superintendent, Toni Presta

Minutes:

No update tonight.

12. CONSENT AGENDA ITEMS

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

12.A. HUMAN RESOURCES

12.A.1. PERSONNEL

12.A.1.1. Personnel Action Report

Recommended Motion:

It is the Administration's recommendation that the Board of Trustees approve the Personnel Action Report.

Minutes:

Board approved.

Attachments:

Personnel Action Report

12.B. BUSINESS SERVICES

12.B.1. ASSOCIATED STUDENT BODY (ASB) REPORTS

12.B.1.1. Jefferson High School ASB Report-April 2021

Recommended Motion:

Information Only

Minutes:

Board approved.

Attachments:

Jefferson High School ASB Report-April 2021

12.B.1.2. Oceana High School ASB Report-April 2021

Recommended Motion:

Information Only

Minutes:

Board approved.

Attachments:

Oceana High School ASB Report-April 2021

12.B.1.3. Terra Nova High School ASB Report-April 2021

Recommended Motion:

Information Only

Minutes:

Board approved.

Attachments:

Terra Nova High School ASB Report-April 2021

12.B.1.4. Thornton High School ASB Report-April 2021

Recommended Motion:

Information Only

Minutes:

Board approved.

Attachments:

Thornton High School ASB Report-April 2021

12.B.1.5. Westmoor High School ASB Report-April 2021

Recommended Motion:

Information Only

Minutes:

Board approved.

Attachments:

Westmoor High School ASB Report-April 2021

12.B.2. FINANCIAL

12.B.2.1. Quarterly Interest Report

Recommended Motion:

Information Only

Minutes:

Board approved.

Attachments:

Quarterly Interest Report

12.B.2.2. Vendor Checks for the Month of April 2021

Recommended Motion:

Information Only

Minutes:

Board approved.

Attachments:

Vendor Checks for the Month of April 2021

12.B.2.3. Request to Declare Certain District Equipment as Surplus

Recommended Motion:

It is recommended that the Board declare the listed equipment as surplus in order to arrange for its disposition in compliance with State requirements

Minutes:

Board approved.

Comments:

Director of Maintenance, Operations, and Transportation, Marcus Peppers, has reported that the attached list of district vehicles are no longer of use to the district.

Attachments:

Request to Declare Certain District Property as Surplus

12.B.2.4. Acceptance of 2019-2020 Measure J Housing Bonds Audit Report

Recommended Motion:

It is recommended that the Board accept the Measure J Housing Bond Audit Report for 2019-2020, as presented.

Minutes:

Board approved.

Comments:

The 2019-2020 Measure J Housing Bonds Financial and Performance Audit Report, as presented, is a requirement of our 2018 Measure J Bond Election. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Housing Bonds for the fiscal year ending June 30, 2020.

Attachments:

Acceptance of 2019-2020 Measure J Housing Bonds Audit Report

12.B.2.5. Acceptance of 2019-2020 Measure J General Obligation Bonds Audit Report

Recommended Motion:

It is recommended that the Board accept the Measure J Bond Audit Report for 2019-2020, as presented.

Minutes:

Board approved.

Comments:

The 2019-2020 Measure J General Obligation Bonds Financial and Performance Audit Report, as presented, is a requirement of our 2014 & 2020 Measure J Bond Elections. As stated in the report, the auditors did not identify any exceptions, or non-compliant procedures, during the tests that they conducted. The findings of the report state that, in the opinion of the auditors, the District complied, in all material respects, with the compliance requirements that could have a direct and material effect on the Measure J Bonds for the fiscal year ending June 30, 2020.

Attachments:

Measure J Bonds Audit Report

12.B.3. AGREEMENTS/CONTRACTS/GRANTS/MOUS

12.B.3.1. Additional Survey Work with BKF for new District Office/Adult Education Facility

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Actions:

Motion	Vote:
It is recommended that the Board approve the Service and Consultant Contracts as presented. Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Board approved.

Comments:

It is recommended that the Board approve an additional scope of work with BKF for additional survey work that is needed for the new district office/adult education facility.

Financial Impact:

This additional work was determined necessary due to the placement of utilities.

Not to exceed $5,000. to be paid with Bond Funds

Attachments:

Additional Survey Work with BKF for new District Office/Adult Education Facility

12.B.3.2. Service and Consultant Contract Approvals – Dannis Woliver Kelley-Attorneys at Law (Renewal)

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Attorneys handling JUHSD construction.

Financial Impact:

Not to exceed $100,000. charged to bond Funds

Attachments:

Contract Approvals

12.B.3.3. Service and Consultant Contract Approvals – Sportsnet (Renewal)

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Athlete and Coach Management System.

The system creates a platform where Coaches, Athletic Directors, Site Administration and HR can track the status of our Coaches required coaching documents such as CPR and mandated coaching certificates. Similarly, the system allows student process to be tracked.

July 1, 2021- June 30, 2022

Financial Impact:

$7,300 from General Fund

Attachments:

Service and Consultant Contract Approvals – Sportsnet (Renewal)

12.B.3.4. Service and Consultant Contract Approvals – Michelle Miller (SLP) for ESY

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Licensed Speech Language Pathologist to provide direct therapy services; recommend treatment plan to carry out therapy program in consultation with director, principals, teachers/school staff and parents.

May 31, 2022-June 24, 2022

Financial Impact:

$9,880.00 from Special Education Funds

Attachments:

Service and Consultant Contract Approvals – Michelle Miller (SLP) for ESY

12.B.3.5. Service and Consultant Contract Approvals – Michelle Miller (SLP)

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Licensed Speech Language Pathologist to provide direct therapy services; recommend treatment plan to carry out therapy program in consultation with director, principals, teachers/school staff and parents.

August 2, 2021- May 26, 2022

Financial Impact:

$153,920.00 from Special Education Funds

Attachments:

Service and Consultant Contract Approvals – Michelle Miller (SLP)

12.B.3.6. Service and Consultant Agreement- Corovan Contract

Recommended Motion:

It is recommended that the Board Approve the Contract

Minutes:

Board approved.

Comments:

With Corovan for moving the contents of the classrooms to their new spaces at Westmoor High School. The proposals were obtained and Corovan was the lowest proposal.

Financial Impact:

Cost not to exceed $18,467.18 to be paid from Bond Funds.

Attachments:

Service and Consultant Agreement-Corovan

12.B.3.7. Service and Consultant Contract Approvals – Concord Theatricals- "Play On!"

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Contract with Concord Theatricals for the rights to perform "Play On!" by Rick Abbot and to provide remote viewing May 28-May 30, 2021

Financial Impact:

Not to exceed $250.00 from Westmoor ASB Funds

Attachments:

Service and Consultant Contract Approvals – Concord Theatricals- "Play On!"

12.B.3.8. Agreement between the County of San Mateo and Jefferson Union High School District-Daly City Youth Health Center

Recommended Motion:

It is recommended that the Board approve the agreement as presented.

Minutes:

Board approved.

Comments:

JUHSD in partnership with DCYHC will implement the Be The Change Youth (BTC) Advisory Board project to empower youth to be civically engaged. BTC youth will learn to address social determinants of health through civic engagement and policy change. This program will lead to the creation of the youth advisory board for DCYHC, with the goal to inform the programming and services of the Center. This opportunity will create a vehicle for youth to put their training into action.

Financial Impact:

$20,000 Grant to DCYHC Resource 9510

Attachments:

Agreement between San Mateo and JUHSD

12.B.3.9. Appointment to the JUHSD Educational Housing Corporation

Recommended Motion:

It is recommended that the JUHSD Board appoint Richard Bernal to the Educational Housing Corporation Board as a District Employee Representative.

Minutes:

Board approved.

Comments:

On April 20, 2021 the JUHSD School Board adopted resolution 2020/21-27 appointing six members to the JUHSD Educational Housing Corporation Board leaving one vacancy for an employee representative. Richard Bernal is a paraprofessional for the District, currently working at Westmoor High School. He attended the most recent Housing Corporation Board meeting and is recommended to fill this vacancy.

12.B.3.10. Service and Consultant Contract Approvals – San Mateo County Superintendent of Schools - Behavioral Health & Recovery Service—4th Amendment

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

4th Amendment to contract 2018-021 adding additional $75,000 to the outpatient mental health services provided by the Daly City Youth Health Center due to the influx in referrals for clients aged 21-25 year old.

Financial Impact:

Additional $75,000 to an amount not to exceed $1,139,160

Attachments:

Contract Approvals with SMC Supt of Schools

12.B.3.11. Service and Consultant Contract Approvals – MOU Between JUHSD, SMCOE and SCCOE for Data Warehouse Services and Interagency Data Sharing (Data Zone)

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

MOU to facilitate the mutual sharing of data between educational agencies, and to establish responsibilities between Parties with respect to sharing data through Data Zone.

Attachments:

MOU between JUHSD SMCOE and SCCOE

12.B.3.12. Service and Consultant Contract Approvals – College and Career Access Pathways Dual Enrollment Partnership between SMCCCD and JUHSD

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

The goal to develop a seamless pathways from high school to community college for career technical education or preparation for transfer to four year universities, improving high school graduation rates, and assisting high school pupils to achieve college and career readiness.

Attachments:

College and Career Pathways Agreement

13. PUBLIC COMMENT

Minutes:

Maricsa Aguilar Faamausili spoke about how one of our programs helped her and her son.

Melissa Ambrose spoke briefly.

Comments:

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Plan for Hybrid Public Comment - NON AGENDA ITEM

In Person:

1. If you have a Public Comment to address the board (on a Non-Agenda Item), please submit a Blue Card upon arrival, and give it to Candice Bell.
2. The public will stay in Room 200, and watch the Board Meeting from the projector screen.
3. Board Clerk Carla Ng-Garrett will call the person who would like to speak from Room 200 to come to the Boardroom (Room 223).
4. The speaker will sit at the presenter's table and click unmute to speak.

Teleconference via Zoom:

1. If you have a Public Comment to address the Board (on a Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.
   - As you submit your card/form, you will be invited to “Join The Meeting” (the meeting link will be provided to you).
   - When invited, you might be prompted to go to join.zoom.us. Please enter your meeting ID provided by the host/organizer. Click Join. If this is your first time joining a Zoom meeting, you will be asked to download the Zoom client or extension to join the meeting.

14. DISCUSSION ITEMS

14.A. ADMINISTRATION

Speaker:

Superintendent, Toni Presta

14.A.1. Memorandum of Understanding with Daly City Police Department

Minutes:

Detailed information regarding this Item and meeting can be found on our JUHSD YouTube Channel at www.juhsd.net.

Comments:

Discuss the continued use of DCPD for providing security at events.

The Memorandum of Understanding that is currently in force between JUHSD and the City of Daly City is intended to provide the District with Police Officer personnel at specified and agreed upon dates and events.

The agreement for providing police security personnel is reserved for significant events that have the potential to create a community safety concern. Such events are typically sporting events, dances, and graduations. Other events may be identified, but commitment of police personnel for security should be discussed between the parties prior to commitment.

Attachments:

MOU JUHSD and City of Daly City

14.A.2. Board Meeting Protocols

Minutes:

This Item was removed and will be on an Agenda at a later date.

Comments:

It is recommended that we resume In-Person atttendance at board meetings for all board members beginning at the June 15 board meeting.

In light of the recent CDC recommendation that individuals who are fully vaccinated against the coronavirus may stop wearing masks or maintain social distance in most indoor and outdoor settings, does the board wish to go maskless in meetings beginning at the June 15 meeting?

15. ACTION ITEMS/PUBLIC HEARINGS

Minutes:

Item 12.B.3.1 was pulled from Consent and moved to Action. Assoc. Supt. Tina Van Raaphorst presented briefly. Trustee Occhipinti asked his question about the Item.

Item was Board approved.

15.A. HUMAN RESOURCES

15.A.1. Extension of Current MOUs and Side Letters Agreement

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Recommended Motion:

The Administration recommends that the Board approve the Memorandum of Understanding (MOU) as presented.

Actions:

Motion
The Administration recommends that the Board approve the Memorandum of Understanding (MOU) as presented. Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Comments:

The Jefferson Union High School District and the American Federation of Teachers, Local 1481 entered into a Memorandum of Understanding to allow all current MOU's/ and Side Letters to remain in effect until the next full negotiations of 2021-2024.

Attachments:

Extension of MOUs

15.A.2. Jefferson High School 4x4 Bell Schedule 2021-2022 MOU

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Recommended Motion:

The Administration recommends that the Board approve the Memorandum of Understanding (MOU) as presented.

Actions:

Motion
The Administration recommends that the Board approve the Memorandum of Understanding (MOU) as presented. Passed with a motion by Nick Occhipinti and a second by Andrew Lie.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Comments:

The Jefferson Union High School District and the American Federation of Teachers, Local 1481 entered into a Memorandum of Understanding to support the Jefferson High School 4 x 4 Schedule. In compliance with Board Policy (BP) 6112, using Title 1 Funding, Jefferson High School shall make structural changes beginning Fall 2021 to serve students better, through the implementation of a 4x4 Bell Schedule. A 4x4 Bell Schedule is a block schedule that shall allow students to attend four (4) class periods per day for each semester, totaling eight (8) classes per year (see sample on page 2). At the conclusion of each semester, students shall earn the equivalent of 10 credits per class.

Financial Impact:

The staffing costs associated with the 4 x 4 Bell Schedule shall be paid for with Jefferson High School Title I funds.

Attachments:

JHS 4 x 4 MOU

15.A.3. Pupil Attendance: School Start Time 8:30 a.m. Side Letter

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Recommended Motion:

The Administration recommends that the Board approve the Side Letter presented.

Actions:

Motion	Vote:
The Administration recommends that the Board approve the Side Letter presented. Passed with a motion by Andrew Lie and a second by Nick Occhipinti.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Comments:

The Jefferson Union High School District and the American Federation of Teachers, Local 1481 entered into a side letter to proactively respond to Senate Bill 328. According to SB (Senate Bill) 328, Pupil Attendance: School Start Time, "require[s] the schoolday for middle schools and high schools, including those operated as charter schools, to begin no earlier than 8:00 a.m. and 8:30 a.m., respectively, by July 1, 2022. As such, beginning school year 2021-2022, Day Certificated Unit Members shall be on campus by 8:20 a.m. and shall remain at school until the end of the last teaching period.

Attachments:

School Start Time Side Letter

15.A.4. Classified Covid-19 Vacation Pay MOU

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Recommended Motion:

The Administration recommends that the Board approve the Memorandum of Understanding (MOU) as presented.

Actions:

Motion	Vote:
The Administration recommends that the Board approve the Memorandum of Understanding (MOU) as presented. Passed with a motion by Nick Occhipinti and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Comments:

In recognition that some Classified Employees may have had difficulty utilizing allocated vacation time during the COVID-19 Pandemic, for the 20-21 school year only, Classified Employees that are represented by AFT 1481 shall be paid for unused vacation days beyond a two (2) year vacation accrual as of July 31, 2021.

Financial Impact:

Vacation payout shall be paid with COVID Relief Funds.

Attachments:

Classified COVID 19 Vacation Pay MOU

15.B. BUSINESS SERVICES

15.B.1. Educational Housing Additional Scope of Work for Brookwood Advisors

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Governing Board approve the new scope of work, as presented, to be added to our contract with Brookwood Advisors to provide consulting services.

Actions:

Motion	Vote:
It is recommended that the Governing Board approve the new scope of work, as presented, to be added to our contract with Brookwood Advisors to provide consulting services. Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Comments:

At the April 3, 2018 Board meeting, JUHSD Trustees approved a contract with Brookwood Advisors for consulting services based on their experience and expertise in the areas of project management and facilities planning. The proposed additional scope of work would allow Brookwood to assist the district in ensuring that employee tenants can move into the housing as soon as it is completed, safeguarding the financial investment in this project. Members of the Brookwood team will be available for questions.

Financial Impact:

Not to exceed $133,644. To be paid out of the district's current COP funds.

Attachments:

Educational Housing Additional Scope of Work for Brookwood Advisors

15.B.2. Update and Recommendation for the Serramonte Del Rey Revitalization Project

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board take action to affirm the number of units and configuration as presented for the Serramonte Del Rey Revitalization Project to maximize revenue and direct staff to continue to collaborate with community members, including indigenous peoples, to program open spaces and explore solutions to concerns.

Actions:

Motion	Vote:
It is recommended that the Board take action to affirm the number of units and configuration as presented for the Serramonte Del Rey Revitalization Project to maximize revenue and direct staff to continue to collaborate with community members, including indigenous peoples, to program open spaces and explore solutions to concerns. Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **No** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

This Item was moved up before Item 15.A.1

Mrs. Van Raaphorst presented briefly. Bruce Fukuji presented briefly about the SDR Revitalization.

Mrs. Van Raaphorst gave a brief background about the garden, and returned presentation back to Bruce.

Public Comments
1. Matthew Wohl
2. Trish Garcia-Lechelt
3. Nora Spalholz
4. Emily Hanson
5. Lecar Maghanoy
6. Angel Barrios
7. Shakeel Ali
8. Debbie Santiago
9. Sean Karkazis

Trustee Occhipinti is against this project.

Board passed and approved, so moving forward with the project.

Detailed information regarding this Item and meeting can be found on our JUHSD YouTube Channel at www.juhsd.net.

Comments:

Since 2018, JUHSD staff and Board members have been exploring ways to increase revenue to the District. Serramonte Del Rey was identified as having earning potential as an underutilized property. On June 4, 2019, the Board voted to borrow funds to pay for development plans that could be submitted to Daly City and on July 9, 2019 voted to contract with Brookwood Group to assist with the entitlements process. Brookwood will provide an update on this project and staff will provide a recommendation for moving forward.

Attachments:

SDR Revitalization

15.C. EDUCATION SERVICES

15.C.1. Expanded Learning Opportunity Grant

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Recommended Motion:

It is recommended that the Board of Trustees approve the plan for the Expanded Learning Opportunity Grant.

Actions:

Motion
It is recommended that the Board of Trustees approve the plan for the Expanded Learning Opportunity Grant. Passed with a motion by Andrew Lie and a second by Nick Occhipinti.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Comments:

JUHSD is eligible to receive $2,972,801 from the Expanded Learning Opportunity (ELO) Grant. ELO Grants shall be expended only for any of the following purposes: extending instructional learning time, accelerating progress to close learning gaps, integrated pupil supports, community learning hubs, supports for credit deficient pupils, additional academic services, and training for school staff. LEAs are encouraged to engage, plan, and collaborate on program operation with community partners and expanded learning programs, and leverage existing behavioral health partnerships and Medi-Cal billing options, in the design and implementation of services.

Attachments:

ELO Summary
Expanded Learning Opportunity Grant Plan

16. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

No Items.

17. ADJOURNMENT

Actions:

Motion
Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Meeting adjourned at 10:44 p.m.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

5/18/2021 8:26:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

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Board of Trustees Regular Meeting
Jefferson Union HSD
June 15, 2021 7:00PM
Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom

1. CALL TO ORDER

Minutes:

Meeting called to order at 7:06 p.m.

2. ROLL CALL

3. APPROVAL OF AGENDA

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Carla Ng-Garrett.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Board approved with an amendment.

Move Item 8.C.1 before Item 8.B.1

4. COMMUNICATIONS

4.A. BOARD REPORT

Speaker:

Board of Trustees

Minutes:

Trustee Nick Occhipinti reported: State reopening today; good to see students graduate; he attended Summit Shasta's graduation ceremony, and he attended Oceana High's graduation ceremony as well. He attended the Final COVID Call for elected officials. Good to see Summer School starting. Lastly, he mentioned June 12th was Loving Day.

Trustee Kalimah Salahuddin reported: Thanked Jefferson High's maintenance and staff for the hard work they did during the vaccination event. They had the second vaccination event at Jefferson High, and the maintenance staff was amazing. She thanked Sutter Health and others to getting vaccinations done.

Clerk Carla Ng-Garrett reported: She thanked Trustee Salahuddin for her role in getting vaccinations in the city, as well as continuing with COVID testing.
She attended the San Mateo Reopening Event given by Supervisor David Canepa.

Vice President Andy Lie reported: He attended the Final COVID Call for elected officials; attended the reopening event given by Supervisor David Canepa; he attended the March for Black and Brown Lives on Saturday.

President Rosie Tejada reported: She went on a tour of the new Faculty and Staff Housing, and she stated she's so excited for this. She apologized to everyone, because she felt like she should do more as President with controlling and managing everyone during meetings, as they speak.

4.B. SUPERINTENDENT REPORT

Speaker:

Superintendent, Toni Presta

Minutes:

Superintendent Toni Presta reported: She thanked everyone involved in Summer School. She stated there are many people involved to make sure things go well, and they are going well. We have one have meeting in July so far, but we might need another one to approve hiring over the Summer. Lastly, she attended the tour of the Faculty and Staff Housing, as well as the reopening event given by Supervisor Canepa.

4.C. AFT LOCAL 1481 REPORT

Speaker:

AFT President, Monica Casey

Minutes:

No report.

5. CONSENT AGENDA

Recommended Motion:

It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items:

Actions:

Motion
It is the recommendation of the administration that the Board of Trustees approve the following Consent Agenda Items: Passed with a motion by Andrew Lie and a second by Nick Occhipinti.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Trustee Occhipinti requested that the following Items be moved to Discussion:
1. Item 5.A.2.2
2. Item 5.B.1.1
3. Item 5.C.3.6

The Agenda was approved with those Items pulled.

CRE will present in the Fall 2021.

5.A. HUMAN RESOURCES

5.A.1. PERSONNEL

5.A.1.1. Personnel Action Report

Recommended Motion:

It is the Administration's recommendation that the Board of Trustees approve the Personnel Action Report.

Minutes:

Board approved.

Attachments:

Personnel Action Report

5.A.2. AGREEMENTS/CONTRACTS/GRANTS/MOUS

5.A.2.1. MOU Between StarVista and JUHSD

Recommended Motion:

It is recommended that the board approve this MOU between StarVista and JUHSD

Minutes:

Board approved.

Comments:

StarVista and Jefferson Union High School District desire to create a collaborative working relationship. This memorandum of understanding between StarVista and the JUHSD to house a mental health clinician from the Strengthen Our Youth program (SOY) at Jefferson High School and to coordinate activities between SOY and JUHSD

Attachments:

StarVista and JUHSD MOU

5.A.2.2. Valencia-Color COVID Testing MOU

Recommended Motion:

It is recommended that the board approve this MOU with Valencia Labs for COVID testing

Actions:

Motion
It is recommended that the board approve this MOU with Valencia Labs for COVID testing Passed with a motion by Andrew Lie and a second by Nick Occhipinti.

Vote:
Yes Andrew Lie.
Yes Carla Ng-Garrett.
Yes Nick Occhipinti.
Yes Kalimah Salahuddin.
Yes Rosie Tejada.

Minutes:

Moved to Discussion, so Trustee Occhipinti could ask questions.

Trustee Occhipinti asked how this coincides with Inspired, and what do they do.

Assoc. Supt. Dorene Basuino advised Valencia is being used for the District Office Staff for right now. Inspire will be used mostly for the student athletes. We are working with both to see which one is going to work best for all students and staff.

Item was Board approved.

Comments:

This is a memorandum of understanding of guidelines for local entities and community groups who would like to send collected samples to the CDPH Valencia Branch State Public Health Laboratory for COVID-19 testing.

Attachments:

Valencia Labs COVID 19 Testing MOU

5.A.2.3. Practicum Agreement for Furnishing Field Training for Pupil Personnel Services Credential Candidates - SJSU and JUHSD

Recommended Motion:

Administration recommends that the Board approve the Practicum Agreement as presented.

Minutes:

Board approved.

Comments:

This agreement between San Jose State University (SJSU) and the Jefferson Union High School District (JUHSD) will allow SJSU to place students pursuing Pupil Personnel Services Credentials in our district. This will become effective as of the date of the last executed signature and shall remain in effect for a term of five (5) years, unless terminated sooner.

Attachments:

SJSU_JUHSD Agreement

5.A.2.4. Service and Consultant Agreements-The Education Team

Recommended Motion:

It is recommended that the Board approve the proposed contract with The Education Team.

Minutes:

Board approved.

Comments:

This is contract between The Education Team and JUHSD to provide substitute teachers.

Due to a shortage of classroom teachers and substitutes, as well as the high cost of living in the Bay Area, JUHSD has been unable to find enough substitutes to fill all positions. Contracting with The Education Team will enable JUHSD to pull from an additional pool, when we are unable to fill open substitute needs with our own employees. The Education Team identifies, vets, and builds a pool of qualified substitutes in our area, and then connects the District with those substitutes via a web-based platform. The Education Team is being increasingly used in San Mateo County with much success.

Attachments:

JUHSD_Education_Team_Agreement

5.B. INFORMATION AND TECHNOLOGY DEPARTMENT

5.B.1. AGREEMENTS/CONTRACTS/GRANTS/MOUS

5.B.1.1. Authorization to Move Synergy SIS From on Premise to Cloud Hosting

Actions:

Motion	Vote:
Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

This Item was pulled to Discussion, so Trustee Occhipinti could ask questions about it.

Trustee Occhipinti asked what is this exactly and what is is being used for.

Director of I.T. Jacob Meyer explained what the benefit is for changing hosting. Just moving data from inside to the cloud.

Board approved.

Comments:

Approval of this contract will move our student information system from on-premise hosting to Synergy's Cloud Hosting. This move will reduce operational costs, ensure optimal system performance as well as help protect our data from cyberattacks and ransomware.

Synergy's Hosting Solutions Team will manage all Synergy software, including the server OS, in the district's test, training, and production environments. This service includes upgrades, fixes, monitoring, support, and patching, as well as remote backup and disaster recovery to ensure data integrity and security in the event of a hardware failure or disaster. Our data will be stored in geo-redundant data centers for added security.

Financial Impact:

1st Year Hosting $25,900
2nd Year Hosting $26,548
3rd Year Hosting $27,211
4th Year Hosting $27,891
5th Year Hosting $28,589

Average savings of $7,713 per year

Paid for with general funds.

Attachments:

Edupoint Contract

5.C. BUSINESS SERVICES

5.C.1. ASSOCIATED STUDENT BODY (ASB)

5.C.1.1. Jefferson High School ASB Report-May 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

JHS ASB Report

5.C.1.2. Oceana High School ASB Report-May 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

OHS ASB Report

5.C.1.3. Terra Nova High School ASB Report-May 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

TNHS ASB Report

5.C.1.4. Thornton High School ASB Report-May 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

THS ASB Report

5.C.1.5. Westmoor High School ASB Report-May 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

WHS ASB Report

5.C.2. FINANCIAL

5.C.2.1. Vendor Checks for the Month of May 2021

Minutes:

Board approved.

Comments:

Information Only

Attachments:

Vendor Checks

5.C.3. AGREEMENTS/CONTRACTS/GRANTS/MOUS

5.C.3.1. Service and Consultant Contract Approvals

Minutes:

Board approved.

5.C.3.2. Service and Consultant Contract Approvals – Solution Tree, Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Professional Development Workshops for teachers and administrators.

October 14-15 2021; January 27-28 2022 and March 17-18, 2022

Financial Impact:

Title 1 -District Funds

Attachments:

SA-Solution Tree

5.C.3.3. Service and Consultant Contract Approvals – All Minds Inc.

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

For use by the Daly City Youth Health Center, this software accurately tracks the duration, type, date of sessions carried out with 15 clinicians. Additionally, it allows client wellbeing and feedback scores to be collected. Contract from 6/1/21 thru 5/30/22

Financial Impact:

Paid for with local grant funds

Attachments:

Service Agreement-All Minds

5.C.3.4. Service and Consultant Contract Approvals – Learn By Doing, Inc. (Albert) Renewal

Recommended Motion:

It is recommended that the Board approve the Service and Consultant Contracts as presented.

Minutes:

Board approved.

Comments:

Albert accelerates learning outcomes through interactive practice for over 200 academic subjects. They believe that the best way to master anything is to "learn by doing"and offer high school students an effective and accessible learning tool to assist with Common Core, AP, SAT, ACT, etc.

Financial Impact:

$12,147.00 from ELO Grant

Attachments:

SA-Learn by Doing

5.C.3.5. Service and Consultant Service Agreement-Community Responsive Education (CRE)

Recommended Motion:

It is recommended that the Board approve the the Service and Consultant Contracts as presented.

Minutes:

Board approved.

CRE will provide presentation in Fall 2021.

Comments:

Community Responsive Education (CRE) will partner with JUHSD to provide Ethnic Studies curriculum and teacher development.

Financial Impact:

Cost will be charged to the General Fund.

Attachments:

Community Response Education

5.C.3.6. HKIT Architects Fee Adjustment for Oceana High School Classroom Renovation

Recommended Motion:

It is recommended that the Board approve the proposed fee adjustment for HKIT Architects.

Actions:

Motion	Vote:
It is recommended that the Board approve the proposed fee adjustment for HKIT Architects. Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

This Item was pulled to Discussion, so Trustee Occhipinti could get clarification.

Assoc. Supt. Tina Van Raaphorst spoke briefly about it.

See our YouTube Channel for precise details.

Board approved.

Comments:

On October 20, 2020, the Board approved a contract with HKIT Architects for work associated with the renovation and expansion of a science classroom at Oceana High School. The $195,000 approved for HKIT's fee was calculated as 13% of the estimated $1.5M cost of the project, with the stipulation that the actual amount paid would be based on the actual cost of the project. At the June 1, 2021 Board meeting, a contract with Rodan Builders was approved for $1,929,277 to complete this work. HKIT is now entitled to an additional fee of $55,806, 13% of the difference between the estimate and the actual cost.

Financial Impact:

Not to exceed $55,806 to be paid with Bond Funds.

Attachments:

HKIT Adjustment

6. PUBLIC COMMENT

Minutes:

No comments.

Comments:

SPEAKERS ARE CUSTOMARILY LIMITED TO THREE MINUTES.

Plan for Hybrid Public Comment - NON AGENDA ITEM

In Person:

1. If you have a Public Comment to address the board (on a Non-Agenda Item), please submit a Blue Card upon arrival, and give it to Candice Bell.
2. The public will stay in Room 200, and watch the Board Meeting from the projector screen.
3. Board Clerk Carla Ng-Garrett will call the person who would like to speak from Room 200 to come to the Boardroom (Room 223).
4. The speaker will sit at the presenter's table and click unmute to speak.

Teleconference via Zoom:

1. If you have a Public Comment to address the Board (on a Non-Agenda Item), please submit a Blue Card/Form by clicking on this link.
   - As you submit your card/form, you will be invited to "Join The Meeting" (the meeting link will be provided to you).
   - When invited, you might be prompted to go to join.zoom.us. Please enter your meeting ID provided by the host/organizer. Click Join. If this is your first time joining a Zoom meeting, you will be asked to download the Zoom client or extension to join the meeting.

7. DISCUSSION ITEMS

7.A. BUSINESS SERVICES

7.A.1. Update on Design Development for New District Offices and Adult Education Building

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Minutes:

Mrs. Van Raaphorst presented briefly, and passed over to Jeff Evans of HKIT Architects.

Jeff Evans presented briefly, along with other staff members from HKIT.

Board asked questions and commented.

No other direction regarding the development plans of the new building at this time.

Visit our district YouTube Channel for precise details.

Comments:

On August 18, 2020, the JUHSD Board of Trustees approved a contract with HKIT Architects to design and develop our new District Offices and Adult Education Building. A brief update on this project was provided to the Board in February 2021. Representatives from HKIT will provide a more detailed update on the current design plan that has been developed using extensive feedback from a wide variety of current staff members.

Attachments:

New Building

7.B. ADMINISTRATION

7.B.1. Return to Pre-Pandemic public meeting notice, agendizing procedures, and community participation

Speaker:

Superintendent, Toni Presta

Minutes:

Superintendent Presta presented briefly.

Option #2 can be done up until September 30th.

The question was asked if Student Trustees should attend in person, along with if presenters attend in person.

Ms. Presta mentioned a professional camera person is to come in and record all meetings as it was recorded before the Pandemic.

Board commented and asked questions.

It is suggested that we give ourselves at least two meetings to figure out what we are going to do.

We need to get back to Pre-Pandemic Board Meetings, with public participation via Zoom.

PCTV is available for the July 20th Board Meeting.

Everyone must attend in person starting this Saturday, June 19. All will be present, except Trustee Occhipinti. He stated he will be attending via Zoom.

We are going back to Pre-Pandemic on Saturday, June 19th at the Board Study Session, and if Trustee Occhipinti is not in attendance he will be considered absent from the meeting.

Comments:

Superintendent requests direction from the board regarding public meeting notice, agendizing procdures, and community participation.

Options:

1) In-Person (physical location) at 699 Serramonte Del Rey

2) In-Person (physical location) at 699 Serramonte Del Rey and by teleconference via Zoom

3) In-Person (physical location) at 699 Serramonte Del Rey with community participation (public comment) available remotely (Zoom or Telephone)

8. ACTION ITEMS

8.A. HUMAN RESOURCES

8.A.1. Governing Board Stipend Increase

Speaker:

Associate Superintendent of Human Resources and Student Services, Dorene Basuino

Recommended Motion:

It is recommended that the Board approve an adjustment of the Governing Board's monthly stipend with an increase of 2% (from $260.06 to $265.26 per month), effective July 1, 2020.

Actions:

Motion	Vote:
It is recommended that the Board approve an adjustment of the Governing Board's monthly stipend with an increase of 2% (from $260.06 to $265.26 per month), effective July 1, 2020. Passed with a motion by Andrew Lie and a second by Carla Ng-Garrett.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Mrs. Basuino present briefly.

Board approved. Motion passed.

Comments:

In 2002, California Education Code 35120 set the rate for Governing Board stipends at $240 per month for school districts with an average daily attendance (ADA) between 1,000 and 10,000. Additionally, Ed Code 35120 states that the Governing Board may vote to increase the monthly stipend by up to 5% annually. In accordance with Ed Code 35120, the Board will consider adjusting the Governing Board's monthly stipend by the same amount as recent district employee salary increases, 2% (from $260.06 to $265.26 per month), effective July 1, 2020.

Financial Impact:

The impact of this increase to the Governing Board's monthly stipend was included in the Public Disclosure of Collective Bargaining Agreement, which was presented in May 2021 with the AFT agreement.

8.B. BUSINESS SERVICES

8.B.1. 2021-2022 Budget Adoption

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board adopt the proposed 2021-2022 Budget.

Actions:

Motion	Vote:
It is recommended that the Board adopt the proposed 2021-2022 Budget. Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Mrs. Van Raaphorst spoke briefly.

Board approved. Motion passed.

Comments:

Although the State's budget has not been finalized for the 2021-2022 Fiscal Year, the district must adopt a budget prior to July 1 using the most reliable information available. The budget, as presented for adoption, is based upon data from the release of the Governor's May Budget Revision.

At the June 1, 2021 Board meeting, per State law, the budget was brought before the Board for public comment. Additionally, it was made available to the public for review beginning May 27, 2021. Official notices as to the availability of the budget for public review were posted in the San Mateo Times.

As outlined, Jefferson Union High School District will be able to meet its financial obligations, for the budget year and the subsequent two years. The supporting documentation includes an Executive Summary, the Summary for the General Fund (Form 01), Attendance Detail (Form A), Criteria and Standards (Form 01CS), and Multi-Year Projections (Form MYP). The other District Fund Summaries are also attached.

Attachments:

Budget Packet

8.B.2. Resolution 2020/21-39: Authorization of Conveyance of a Public Utility Easement to PG&E

Speaker:

Associate Superintendent of Business Services, Tina Van Raaphorst

Recommended Motion:

It is recommended that the Board adopt the proposed resolution 2020/21-39 authorizing the conveyance a public utility easement to PG&E.

Actions:

Motion	Vote:
It is recommended that the Board adopt the proposed resolution 2020/21-39 authorizing the conveyance a public utility easement to PG&E. Passed with a motion by Andrew Lie and a second by Kalimah Salahuddin.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Mrs. Van Raaphorst spoke briefly.

Opened Public Hearing at 9:05 p.m.
No comments
Closed Public Hearing at 9:06 p.m.

Board approved. Motion passed.

Comments:

In order to secure gas and electricity service to the Faculty & Staff Housing development, the district needs to grant an easement to PG&E. Ed. Code 17556 et seq. requires the Board to (1) first adopt (via 2/3 vote) a Resolution of Intent to convey the easements at a regular meeting, then (2) conduct a

public hearing on the conveyance, and finally (3) adopt (via 2/3 vote) a Resolution Authorizing the Conveyance. On June 1, 2021, the Board adopted a Resolution of Intent. A notice of public hearing was properly posted more than 10 days prior to June 15. For this Board meeting, following a public hearing, the Board will vote on whether or not to formally grant easement to PG&E.

Attachments:

Public Hearing Notice
Resolution Easement

8.C. EDUCATION SERVICES

8.C.1. Approval of the 2021-2024 Local Control and Accountability Plan

Speaker:

Associate Superintendent of Education Services, Kareen Baca

Recommended Motion:

It is recommended that the Board of Trustees approve the Local Control Accountability Plan for 2021-2024.

Actions:

Motion	Vote:
It is recommended that the Board of Trustees approve the Local Control Accountability Plan for 2021-2024. Passed with a motion by Kalimah Salahuddin and a second by Andrew Lie.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

Assoc. Supt. Kareen Baca spoke briefly.

Board approved. Motion passed.

Comments:

The Local Control Accountability Plan is used by school districts to provide information to all stakeholders regarding the Local Education Agency (LEA) actions, services and expenditures in order to support student outcomes and support overall achievement. JUHSD's 2021-2024 LCAP was developed meaningfully and collaboratively by a group of stakeholders who firmly believe in fostering an equitable, inclusive, and culturally relevant system for all our students.

Financial Impact:

In the 2020-2021 school year, JUHSD will spend approximately $3,231,068 LCFF Supplemental funds on actions and services principally directed toward unduplicated student groups.

Attachments:

Budget Overview for Parents
LCAP 2021-2024
LCAP and LCP Annual Update
LCAP Summary

9. CONSIDERATION OF FUTURE AGENDA ITEMS

Minutes:

Trustee Salahuddin requested that District Administration consider doing two Student of the Months. One student for Academics, and one student as a Student Highlight for growth, resilience, etc.

10. ADJOURNMENT

Actions:

Motion	Vote:
Passed with a motion by Andrew Lie and a second by Carla Ng-Garrett.	**Yes** Andrew Lie. **Yes** Carla Ng-Garrett. **Yes** Nick Occhipinti. **Yes** Kalimah Salahuddin. **Yes** Rosie Tejada.

Minutes:

We adjourn tonight's meeting in honor of one person.

Merle Eva, mother of current JUHSD Employee Jeanne Enriquez, passed away on May 31, 2021 (Memorial Day) evening at home, with her family (Jeanne's sister and children beside her). She was born February 16, 1935, in Los Angeles, CA. She is survived by my two sisters, Magdalena, and Josephine. All of her grandchildren from the U.S. and the Philippines. Merla, affectionately called Nanay, was known for her delicious Lumpia and Chicken Adobo. Her favorite hobbies were crocheting, sewing, and cooking. She retired 20 years ago from the San Francisco Unified District as an assistant houseparent. She will be greatly missed.

We, the Jefferson Union High School District Board of Trustees, send our condolences to Jeanne, the Enriquez family, and a host of loved ones and friends.

Board commented about Jeanne Enriquez.

Meeting adjourned at 9:09 p.m.

Comments:

We adjourn tonight's meeting in honor of one person.

Merle Eva, mother of current JUHSD Employee Jeanne Enriquez, passed away on May 31, 2021 (Memorial Day) evening at home, with her family (Jeanne's sister and children beside her). She was born February 16,

1935, in Los Angeles, CA. She is survived by my two sisters, Magdalena, and Josephine. All of her grandchildren from the U.S. and the Philippines. Merla, affectionately called Nanay, was known for her delicious Lumpia and Chicken Adobo. Her favorite hobbies were crocheting, sewing, and cooking. She retired 20 years ago from the San Francisco Unified District as an assistant houseparent. She will be greatly missed.

We, the Jefferson Union High School District Board of Trustees, send our condolences to Jeanne, the Enriquez family, and a host of loved ones and friends.

Disability Information:

Board Meetings are accessible to people with disabilities. Individuals who need special assistance or a disability-related modification or accommodation (including auxiliary aids or services) to participate in this meeting; or who have a disability and wish to request an alternative format for the agenda, meeting notice, agenda packet or other writings that may be distributed at the meeting, should contact the Assistant to the Superintendent at least two working days before the meeting at 650-550-7969. Notification in advance of the meeting will enable the District to make reasonable arrangements to ensure accessibility to this meeting and the materials related to it. --- Government Code Section 54957.5 states that public records that relate to any item on the open session agenda for a regular board meeting are available for public inspection. Those records that are distributed less than 72 hours prior to the meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members of the Board. The Board has designated the Superintendent's office of the Jefferson Union High School District, 699 Serramonte Boulevard, Suite 100, Daly City, California, for the purpose of making those public records available.

6/15/2021 7:06:00 PM (Original)

Present	Andrew Lie
Present	Carla Ng-Garrett
Present	Nick Occhipinti
Present	Kalimah Salahuddin
Present	Rosie Tejada

csba
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JUHSD is a premier learning community where all students advance to and through post-secondary learning and careers.

Click on the meeting dates to the right in order to view the Agenda and Minutes.

COVID Protocols:

The following protocols are now in place effective November 16, 2021.

All in-person meeting attendees, including District staff members, presenters, participants, and those wishing to observe must do the following:

- Provide proof of vaccination or a negative result of a COVID-19 test taken within 72 hours of the start of meeting; please arrive early to allow time for review of documentation.
- As an alternative, rapid antigen tests will be available for meeting attendees who do not provide vaccination verification or test result documentation. Please note, those who opt for onsite testing should plan to arrive at least 45 minutes prior to the start of the meeting (5:15pm for closed sessions and 6:15pm for open sessions) in order to allow time to sign consent forms, take the test, and for results to be received. Attendees are asked to wait outside until their results are available.
- Wear a well-fitting mask that covers the nose and mouth without gaps while in the building.

Those who do not meet the above requirements may participate remotely through the District's Youtube channel.

Proof of being fully vaccinated, proof of a negative COVID test, or proof of recovery from COVID-19 within 90 days may be provided on site, or in advance by emailing our COVID-19 Response Director Michele Jones, mjones@jeffersonunion.net.

If you have any questions, please contact Michele Jones, COVID-19 Response Director, mjones@jeffersonunion.net, 650-550-7914.

Meeting Access:

Jefferson Union High School District (JUHSD) Board of Education Meetings are conducted **in-person** at Serramonte del Rey, 699 Serramonte Blvd, Suite 223, Daly City, CA 94015.

All are welcome to observe meetings in person.

Regular meetings may be viewed via LiveStream on our JUHSD YouTube Channel and recordings will be posted following the meeting.

PLEASE NOTE: The District has changed the manner in which public comment is conducted at Regular Meetings, as noted below.

Public Comment Procedures

Special Meetings:

- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- Public comment is only available in-person.

Jefferson Union HSD Meetings

Search

3/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
2/15/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
2/12/2022 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
2/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
1/25/2022 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
1/11/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
12/15/2021 6:30 PM	Board of Trustees Special Meeting	Se Ro Th will are and affe cor

Regular Meetings:

- PLEASE NOTE: Beginning at the March 15, 2022 Governing Board meeting, public comment is only available in-person. Members of the community will no longer be able to make remote public comment.
- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- The speaker will sit at the presenter's table to address the board.

12/7/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/16/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/13/2021 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
11/2/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/19/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/5/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/21/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/14/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro
9/11/2021 9:00 AM	Board of Trustees Board Retreat	Se Ro
8/31/2021 6:00 PM	Board of Trustees Special Board Meeting	Se Ro
8/26/2021 4:30 PM	Board of Trustees Special Meeting w/Daly City Youth Health Center	No htt pw

	Advisory Board		
8/17/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/7/2021 8:00 AM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/2/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/30/2021 3:00 PM	Board of Trustees Special Board Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/22/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/19/2021 9:00 AM	Board of Trustees Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/15/2021 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/8/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/1/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/18/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/17/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 and Teleconference via Zoom	
5/11/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/4/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/24/2021 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/5/2021 5:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
3/30/2021 6:00 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
3/19/2021 1:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
3/16/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/2/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/27/2021 8:30 AM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
2/23/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/2/2021 6:00 PM	Board of Trustees Regular Board Meeting	No Physical Location Teleconference via Zoom	
1/30/2021 9:00 AM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
1/26/2021 6:30 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
1/19/2021 5:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/1/2020 7:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/21/2020 11:15 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/17/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/14/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/20/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/6/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/3/2020 9:00 AM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	

9/29/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
9/19/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
9/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
9/7/2020 5:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
9/1/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/24/2020 6:00 PM	Board of Trustees Work Study	No Physical Location Teleconference via Zoom	
8/18/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/11/2020 6:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
8/4/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/30/2020 6:20 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/27/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/23/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
7/21/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/18/2020 9:00 AM	Board Retreat	No Physical Location Teleconference via Zoom	
7/6/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/1/2020 6:00 PM	Board of Trustees Special Board Meeting: JUHSD Community Conversation on Race, Recent Events, and Ed	No Physical Location Teleconference via Zoom	
6/30/2020 6:30 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
6/16/2020 6:30 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
6/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/26/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/20/2020 6:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
5/19/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/11/2020 4:00 PM	Board of Trustees Emergency Consent Only Meeting	No Physical Location Teleconference via Zoom	
5/6/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/5/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/28/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/14/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/8/2020 5:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/6/2020 10:00 AM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
4/3/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/1/2020 5:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
3/24/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/17/2020 6:00 PM	Board of Trustees Emergency Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/14/2020 9:00 AM	Board of Trustees Emergency Work Study	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/10/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/24/2020 7:00 AM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	

	Consent Only Meeting	
2/11/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2020 5:00 PM	Board of Trustees Special Meeting	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
2/3/2020 3:30 PM	School Site Meeting	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94044
1/23/2020 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/21/2020 5:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/7/2020 7:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/20/2019 3:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/9/2019 9:00 AM	Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/6/2019 3:30 PM	DISTRICT OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/30/2019 3:30 PM	SCHOOL SITE MEETING	Oceana High School Library 401 Paloma Avenue Pacifica, CA 94044
10/28/2019 7:00 PM	EMERGENCY CONSENT ONLY BOARD MEETING	Serramonte del Rey 699 Serramonte Blvd., Room 223 Daly City, CA 94015
10/23/2019 3:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
10/17/2019 3:30 PM	SCHOOL SITE MEETING	Jefferson High School - Library 6996 Mission Street Daly City, CA 94014
10/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/7/2019 7:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

10/1/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
9/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
9/7/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
9/3/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/20/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/6/2019 7:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/23/2019 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/9/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/29/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
6/25/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/18/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/11/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/4/2019 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/30/2019 4:30 PM	SCHOOL SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/21/2019 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/14/2019 6:00 PM	STUDY SESSION: LCAP and Budget	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/7/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
5/4/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/16/2019 6:00 PM	Board of Trustees	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	

	Regular Meeting	
4/2/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/25/2019 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
3/20/2019 4:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
3/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2019 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
3/13/2019 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
3/11/2019 4:30 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94015
3/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/29/2019 6:00 PM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/26/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/18/2018 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/4/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/28/2018 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/17/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/7/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2018 4:30 PM	SCHOOL SITE MEETING	Thornton High School Room 102 115 First Avenue Daly City, CA 94014
10/24/2018 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
10/22/2018 4:30 PM	SCHOOL SITE	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044

	MEETING	
10/17/2018 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
10/16/2018 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/5/2018 6:30 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/2/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/18/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/4/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/28/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/21/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/18/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/14/2018 5:30 PM	JUHSD and SMCCD Joint Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/9/2018 6:00 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/7/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/24/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/30/2018 8:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
6/19/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/5/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/23/2018 4:00 PM	OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2018 4:00 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue Room 102/103 Daly City, CA 94014
5/15/2018 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

5/14/2018 4:00 PM	SCHOOL SITE MEETING	Westmoor High School Staff Lounge 131 Westmoor Avenue Daly City, 94015
5/9/2018 4:00 PM	SCHOOL SITE MEETING	Jefferson High School Little Theatre 6996 Mission Street Daly City, CA 94014
5/7/2018 4:00 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044
5/3/2018 3:30 PM	SCHOOL SITE MEETING	Oceana High School - Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
5/1/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/21/2018 8:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
4/17/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/3/2018 5:30 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/20/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/6/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/14/2018 5:30 PM	Board of Trustees Consent-Only Board Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2018 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/3/2018 9:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
1/27/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/16/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/19/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/5/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/7/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/14/2017 9:00 AM	Board of Trustees Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

10/3/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/19/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/5/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/15/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/11/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/29/2017 8:30 AM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/28/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/27/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/24/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/18/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/5/2017 6:00 PM	Board of Education Special Session	Serramonte Del Rey, 699 Serramonte Blvd. Room 223, Daly City, CA 94015
6/28/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/20/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/6/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2017 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/10/2017 6:00 PM	Board of Education Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/2/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/18/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

4/4/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/22/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/11/2017 8:30 AM	Board Retreat - Goal Setting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
3/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/11/2017 6:00 PM	Study Session and Swearing In of New Board Member	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/4/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/6/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/18/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/8/2016 8:15 AM	Board Work Session	JUHSD District Office - Room 200
10/4/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/20/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/6/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/16/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/2/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/19/2016 6:30 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting		
7/5/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/21/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/7/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/3/2016 9:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015	
6/2/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
6/1/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/31/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/17/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/13/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/11/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/10/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/9/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/3/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/2/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/19/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/4/2016 6:00 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/1/2016 5:30 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/22/2016 6:00 PM	Regular Meeting -	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	

	Study Session	
3/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/29/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/8/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/2/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/20/2016 7:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/19/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/12/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/6/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/15/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2015 6:30 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/8/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
11/30/2015 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/24/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/17/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/10/2015 6:30 PM	Board of Trustees STUDY SESSION - ASB DIRECTORS	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/9/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015

10/20/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
10/6/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
9/15/2015 7:05 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
9/8/2015 6:00 PM	Joint Meeting Between Pacifica School District and Jefferson Union HSD	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
9/1/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
8/18/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
8/4/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
8/2/2015 8:30 AM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
7/27/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
7/21/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
7/6/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
6/22/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
6/16/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
6/11/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
6/2/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/27/2015 6:00 PM	Budget Study Session on May 27th at 6:00pm	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/20/2015 6:00 PM	Board of Trustees LCAP Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/19/2015 6:00 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	

	Regular Meeting		
5/13/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/12/2015 4:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
5/5/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
4/29/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/21/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/14/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/9/2015 9:00 AM	Board of Trustees Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/1/2015 5:30 PM	Board of Trustees Special Meeting	699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/25/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/17/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/3/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
2/3/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	 
1/29/2015 6:00 PM	STUDY SESSION - BOARD DISCUSSION	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
1/21/2015 5:30 PM	LCAP STUDY SESSION	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
1/20/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
1/6/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/16/2014 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/9/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Galleria Daly City, CA 94015	

12/2/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
11/18/2014 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/21/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/14/2014 6:00 PM	Board of Trustees Study Session - Galleria	Serramonte Del Rey 699 Serramonte Blvd., Galleria Daly City, CA 94015	
10/7/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
9/16/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
9/2/2014 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
8/19/2014 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	

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Body and Soul Calming Music

Healing Soul

City of Daly City City Council Regular Meeting - 06/12/2023

Daly City Video Meetings

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4K Relaxation Channel

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JUHSD is a premier learning community where all students advance to and through post-secondary learning and careers.

Click on the meeting dates to the right in order to view the Agenda and Minutes.

COVID Protocols:

The following protocols are now in place effective November 16, 2021.

All in-person meeting attendees, including District staff members, presenters, participants, and those wishing to observe must do the following:

- Provide proof of vaccination or a negative result of a COVID-19 test taken within 72 hours of the start of meeting; please arrive early to allow time for review of documentation.
- As an alternative, rapid antigen tests will be available for meeting attendees who do not provide vaccination verification or test result documentation. Please note, those who opt for onsite testing should plan to arrive at least 45 minutes prior to the start of the meeting (5:15pm for closed sessions and 6:15pm for open sessions) in order to allow time to sign consent forms, take the test, and for results to be received. Attendees are asked to wait outside until their results are available.
- Wear a well-fitting mask that covers the nose and mouth without gaps while in the building.

Those who do not meet the above requirements may participate remotely through the District's Youtube channel.

Proof of being fully vaccinated, proof of a negative COVID test, or proof of recovery from COVID-19 within 90 days may be provided on site, or in advance by emailing our COVID-19 Response Director Michele Jones, mjones@jeffersonunion.net.

If you have any questions, please contact Michele Jones, COVID-19 Response Director, mjones@jeffersonunion.net, 650-550-7914.

Meeting Access:

Jefferson Union High School District (JUHSD) Board of Education Meetings are conducted **in-person** at Serramonte del Rey, 699 Serramonte Blvd, Suite 223, Daly City, CA 94015.

All are welcome to observe meetings in person.

Regular meetings may be viewed via LiveStream on our JUHSD YouTube Channel and recordings will be posted following the meeting.

PLEASE NOTE: The District has changed the manner in which public comment is conducted at Regular Meetings, as noted below.

Public Comment Procedures

Special Meetings:

- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- Public comment is only available in-person.

Jefferson Union HSD Meetings

Search

3/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
2/15/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
2/12/2022 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
2/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
1/25/2022 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
1/11/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
12/15/2021 6:30 PM	Board of Trustees Special Meeting	Se Ro Th will are and affe cor

Regular Meetings:

- PLEASE NOTE: Beginning at the March 15, 2022 Governing Board meeting, public comment is only available in-person. Members of the community will no longer be able to make remote public comment.
- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- The speaker will sit at the presenter's table to address the board.

12/7/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/16/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/13/2021 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
11/2/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/19/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/5/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/21/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/14/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro
9/11/2021 9:00 AM	Board of Trustees Board Retreat	Se Ro
8/31/2021 6:00 PM	Board of Trustees Special Board Meeting	Se Ro
8/26/2021 4:30 PM	Board of Trustees Special Meeting w/Daly City Youth Health Center	No htt pw

	Advisory Board		
8/17/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/7/2021 8:00 AM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/2/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/30/2021 3:00 PM	Board of Trustees Special Board Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/22/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/19/2021 9:00 AM	Board of Trustees Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/15/2021 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/8/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/1/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/18/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/17/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 and Teleconference via Zoom	
5/11/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/4/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/24/2021 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/5/2021 5:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
3/30/2021 6:00 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
3/19/2021 1:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
3/16/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/2/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/27/2021 8:30 AM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
2/23/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/2/2021 6:00 PM	Board of Trustees Regular Board Meeting	No Physical Location Teleconference via Zoom	
1/30/2021 9:00 AM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
1/26/2021 6:30 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
1/19/2021 5:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/1/2020 7:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/21/2020 11:15 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/17/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/14/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/20/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/6/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/3/2020 9:00 AM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	

9/29/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
9/19/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
9/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
9/7/2020 5:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
9/1/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/24/2020 6:00 PM	Board of Trustees Work Study	No Physical Location Teleconference via Zoom	
8/18/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/11/2020 6:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
8/4/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/30/2020 6:20 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/27/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/23/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
7/21/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/18/2020 9:00 AM	Board Retreat	No Physical Location Teleconference via Zoom	
7/6/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/1/2020 6:00 PM	Board of Trustees Special Board Meeting: JUHSD Community Conversation on Race, Recent Events, and Ed	No Physical Location Teleconference via Zoom	
6/30/2020 6:30 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
6/16/2020 6:30 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
6/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/26/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/20/2020 6:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
5/19/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/11/2020 4:00 PM	Board of Trustees Emergency Consent Only Meeting	No Physical Location Teleconference via Zoom	
5/6/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/5/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/28/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/14/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/8/2020 5:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/6/2020 10:00 AM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
4/3/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/1/2020 5:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
3/24/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/17/2020 6:00 PM	Board of Trustees Emergency Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/14/2020 9:00 AM	Board of Trustees Emergency Work Study	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/10/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/24/2020 7:00 AM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	

	Consent Only Meeting	
2/11/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2020 5:00 PM	Board of Trustees Special Meeting	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
2/3/2020 3:30 PM	School Site Meeting	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94044
1/23/2020 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/21/2020 5:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/7/2020 7:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/20/2019 3:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/9/2019 9:00 AM	Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/6/2019 3:30 PM	DISTRICT OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/30/2019 3:30 PM	SCHOOL SITE MEETING	Oceana High School Library 401 Paloma Avenue Pacifica, CA 94044
10/28/2019 7:00 PM	EMERGENCY CONSENT ONLY BOARD MEETING	Serramonte del Rey 699 Serramonte Blvd., Room 223 Daly City, CA 94015
10/23/2019 3:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
10/17/2019 3:30 PM	SCHOOL SITE MEETING	Jefferson High School - Library 6996 Mission Street Daly City, CA 94014
10/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/7/2019 7:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

10/1/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
9/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
9/7/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
9/3/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/20/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/6/2019 7:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/23/2019 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/9/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/29/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
6/25/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/18/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/11/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/4/2019 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/30/2019 4:30 PM	SCHOOL SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/21/2019 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/14/2019 6:00 PM	STUDY SESSION: LCAP and Budget	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/7/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
5/4/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/16/2019 6:00 PM	Board of Trustees	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	

	Regular Meeting	
4/2/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/25/2019 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
3/20/2019 4:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
3/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2019 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
3/13/2019 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
3/11/2019 4:30 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94015
3/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/29/2019 6:00 PM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/26/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/18/2018 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/4/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/28/2018 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/17/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/7/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2018 4:30 PM	SCHOOL SITE MEETING	Thornton High School Room 102 115 First Avenue Daly City, CA 94014
10/24/2018 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
10/22/2018 4:30 PM	SCHOOL SITE	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044

	MEETING	
10/17/2018 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
10/16/2018 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/5/2018 6:30 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/2/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/18/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/4/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/28/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/21/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/18/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/14/2018 5:30 PM	JUHSD and SMCCD Joint Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/9/2018 6:00 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/7/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/24/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/30/2018 8:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
6/19/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/5/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/23/2018 4:00 PM	OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2018 4:00 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue Room 102/103 Daly City, CA 94014
5/15/2018 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

5/14/2018 4:00 PM	SCHOOL SITE MEETING	Westmoor High School Staff Lounge 131 Westmoor Avenue Daly City, 94015
5/9/2018 4:00 PM	SCHOOL SITE MEETING	Jefferson High School Little Theatre 6996 Mission Street Daly City, CA 94014
5/7/2018 4:00 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044
5/3/2018 3:30 PM	SCHOOL SITE MEETING	Oceana High School - Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
5/1/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/21/2018 8:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
4/17/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/3/2018 5:30 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/20/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/6/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/14/2018 5:30 PM	Board of Trustees Consent-Only Board Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2018 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/3/2018 9:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
1/27/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/16/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/19/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/5/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/7/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/14/2017 9:00 AM	Board of Trustees Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

10/3/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/19/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/5/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/15/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/11/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/29/2017 8:30 AM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/28/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/27/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/24/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/18/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/5/2017 6:00 PM	Board of Education Special Session	Serramonte Del Rey, 699 Serramonte Blvd. Room 223, Daly City, CA 94015
6/28/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/20/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/6/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2017 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/10/2017 6:00 PM	Board of Education Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/2/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/18/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

4/4/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/22/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/11/2017 8:30 AM	Board Retreat - Goal Setting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
3/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/11/2017 6:00 PM	Study Session and Swearing In of New Board Member	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/4/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/6/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/18/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/8/2016 8:15 AM	Board Work Session	JUHSD District Office - Room 200
10/4/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/20/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/6/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/16/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/2/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/19/2016 6:30 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting		
7/5/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/21/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/7/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/3/2016 9:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015	
6/2/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
6/1/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/31/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/17/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/13/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/11/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/10/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/9/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/3/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/2/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/19/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/4/2016 6:00 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/1/2016 5:30 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/22/2016 6:00 PM	Regular Meeting -	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	

	Study Session	
3/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/29/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/8/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/2/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/20/2016 7:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/19/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/12/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/6/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/15/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2015 6:30 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/8/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
11/30/2015 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/24/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/17/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/10/2015 6:30 PM	Board of Trustees STUDY SESSION - ASB DIRECTORS	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/9/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015

10/20/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
10/6/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/15/2015 7:05 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/8/2015 6:00 PM	Joint Meeting Between Pacifica School District and Jefferson Union HSD	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
9/1/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/18/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/4/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
8/2/2015 8:30 AM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/27/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/21/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
7/6/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/22/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/16/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/11/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/2/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/27/2015 6:00 PM	Budget Study Session on May 27th at 6:00pm	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/20/2015 6:00 PM	Board of Trustees LCAP Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/19/2015 6:00 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

	Regular Meeting	
5/13/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
5/12/2015 4:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
5/5/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
4/29/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
4/21/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
4/14/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
4/9/2015 9:00 AM	Board of Trustees Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
4/1/2015 5:30 PM	Board of Trustees Special Meeting	699 Serramonte Boulevard - Room 200 Daly City, CA 94015
3/25/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
3/17/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
3/3/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
2/3/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015
1/29/2015 6:00 PM	STUDY SESSION - BOARD DISCUSSION	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
1/21/2015 5:30 PM	LCAP STUDY SESSION	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
1/20/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015
1/6/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015
12/16/2014 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015
12/9/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Galleria Daly City, CA 94015

12/2/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
11/18/2014 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/21/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/14/2014 6:00 PM	Board of Trustees Study Session - Galleria	Serramonte Del Rey 699 Serramonte Blvd., Galleria Daly City, CA 94015	
10/7/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
9/16/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
9/2/2014 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
8/19/2014 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	

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JUHSD is a premier learning community where all students advance to and through post-secondary learning and careers.

Click on the meeting dates to the right in order to view the Agenda and Minutes.

COVID Protocols:

The following protocols are now in place effective November 16, 2021.

All in-person meeting attendees, including District staff members, presenters, participants, and those wishing to observe must do the following:

- Provide proof of vaccination or a negative result of a COVID-19 test taken within 72 hours of the start of meeting; please arrive early to allow time for review of documentation.
- As an alternative, rapid antigen tests will be available for meeting attendees who do not provide vaccination verification or test result documentation. Please note, those who opt for onsite testing should plan to arrive at least 45 minutes prior to the start of the meeting (5:15pm for closed sessions and 6:15pm for open sessions) in order to allow time to sign consent forms, take the test, and for results to be received. Attendees are asked to wait outside until their results are available.
- Wear a well-fitting mask that covers the nose and mouth without gaps while in the building.

Those who do not meet the above requirements may participate remotely through the District's Youtube channel.

Proof of being fully vaccinated, proof of a negative COVID test, or proof of recovery from COVID-19 within 90 days may be provided on site, or in advance by emailing our COVID-19 Response Director Michele Jones, mjones@jeffersonunion.net.

If you have any questions, please contact Michele Jones, COVID-19 Response Director, mjones@jeffersonunion.net, 650-550-7914.

Meeting Access:

Jefferson Union High School District (JUHSD) Board of Education Meetings are conducted **in-person** at Serramonte del Rey, 699 Serramonte Blvd, Suite 223, Daly City, CA 94015.

All are welcome to observe meetings in person.

Regular meetings may be viewed via LiveStream on our JUHSD YouTube Channel and recordings will be posted following the meeting.

PLEASE NOTE: The District has changed the manner in which public comment is conducted at Regular Meetings, as noted below.

Public Comment Procedures

Special Meetings:

- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- Public comment is only available in-person.

Jefferson Union HSD Meetings

Search

3/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are an affe cor
2/15/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are an affe cor
2/12/2022 9:00 AM	Board of Trustees Study Session	Se Ro Th will are an affe cor
2/1/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are an affe cor
1/25/2022 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are an affe cor
1/11/2022 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are an affe cor
12/15/2021 6:30 PM	Board of Trustees Special Meeting	Se Ro Th will are an affe cor

Regular Meetings:

- PLEASE NOTE: Beginning at the March 15, 2022 Governing Board meeting, public comment is only available in-person. Members of the community will no longer be able to make remote public comment.
- **In order to address the board during Public Comment (Agenda Item or Non-Agenda Item), please submit a Blue Card upon arrival, and give to Chelsea Johnson.**
- Board Clerk, Kalimah Salahuddin, will call on members of the public to speak.
- The speaker will sit at the presenter's table to address the board.

12/7/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/16/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
11/13/2021 9:00 AM	Board of Trustees Study Session	Se Ro Th will are and affe cor
11/2/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/19/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
10/5/2021 6:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/21/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro Th will are and affe cor
9/14/2021 7:00 PM	Board of Trustees Regular Meeting	Se Ro
9/11/2021 9:00 AM	Board of Trustees Board Retreat	Se Ro
8/31/2021 6:00 PM	Board of Trustees Special Board Meeting	Se Ro
8/26/2021 4:30 PM	Board of Trustees Special Meeting w/Daly City Youth Health Center	No htt pw

	Advisory Board		
8/17/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/7/2021 8:00 AM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/2/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/30/2021 3:00 PM	Board of Trustees Special Board Meeting	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/22/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/19/2021 9:00 AM	Board of Trustees Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/15/2021 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/8/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
6/1/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/18/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/17/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 and Teleconference via Zoom	
5/11/2021 6:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
5/4/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/24/2021 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/20/2021 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
4/5/2021 5:00 PM	Board of Trustees Special Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015 And Teleconference via Zoom	
3/30/2021 6:00 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
3/19/2021 1:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
3/16/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/2/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/27/2021 8:30 AM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
2/23/2021 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
2/2/2021 6:00 PM	Board of Trustees Regular Board Meeting	No Physical Location Teleconference via Zoom	
1/30/2021 9:00 AM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
1/26/2021 6:30 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
1/19/2021 5:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
12/1/2020 7:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/21/2020 11:15 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/17/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
11/14/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
11/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/20/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/6/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
10/3/2020 9:00 AM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	

9/29/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
9/19/2020 9:00 AM	BOE - Board Retreat	No Physical Location Teleconference via Zoom	
9/15/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
9/7/2020 5:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
9/1/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/24/2020 6:00 PM	Board of Trustees Work Study	No Physical Location Teleconference via Zoom	
8/18/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
8/11/2020 6:00 PM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
8/4/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/30/2020 6:20 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/27/2020 6:00 PM	Board of Trustees Special Meeting	No Physical Location Teleconference via Zoom	
7/23/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
7/21/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/18/2020 9:00 AM	Board Retreat	No Physical Location Teleconference via Zoom	
7/6/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
7/1/2020 6:00 PM	Board of Trustees Special Board Meeting: JUHSD Community Conversation on Race, Recent Events, and Ed	No Physical Location Teleconference via Zoom	
6/30/2020 6:30 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
6/16/2020 6:30 PM	Board of Trustees	No Physical Location Teleconference via Zoom	

	Regular Meeting		
6/2/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/26/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/20/2020 6:00 PM	Board of Trustees Special Board Meeting	No Physical Location Teleconference via Zoom	
5/19/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
5/11/2020 4:00 PM	Board of Trustees Emergency Consent Only Meeting	No Physical Location Teleconference via Zoom	
5/6/2020 6:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
5/5/2020 6:30 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/28/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/14/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
4/8/2020 5:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/6/2020 10:00 AM	Board of Trustees Consent Only Meeting	No Physical Location Teleconference via Zoom	
4/3/2020 6:00 PM	Board of Trustees Emergency Meeting	No Physical Location Teleconference via Zoom	
4/1/2020 5:00 PM	Board of Trustees Study Session	No Physical Location Teleconference via Zoom	
3/24/2020 6:00 PM	Board of Trustees Regular Meeting	No Physical Location Teleconference via Zoom	
3/17/2020 6:00 PM	Board of Trustees Emergency Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/14/2020 9:00 AM	Board of Trustees Emergency Work Study	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/10/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
2/24/2020 7:00 AM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	

	Consent Only Meeting	
2/11/2020 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2020 5:00 PM	Board of Trustees Special Meeting	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
2/3/2020 3:30 PM	School Site Meeting	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94044
1/23/2020 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/21/2020 5:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/7/2020 7:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/20/2019 3:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/9/2019 9:00 AM	Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/6/2019 3:30 PM	DISTRICT OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/30/2019 3:30 PM	SCHOOL SITE MEETING	Oceana High School Library 401 Paloma Avenue Pacifica, CA 94044
10/28/2019 7:00 PM	EMERGENCY CONSENT ONLY BOARD MEETING	Serramonte del Rey 699 Serramonte Blvd., Room 223 Daly City, CA 94015
10/23/2019 3:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
10/17/2019 3:30 PM	SCHOOL SITE MEETING	Jefferson High School - Library 6996 Mission Street Daly City, CA 94014
10/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/7/2019 7:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

10/1/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/17/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/7/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/3/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/20/2019 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/6/2019 7:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/23/2019 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/9/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/29/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
6/25/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/18/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/11/2019 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/4/2019 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/30/2019 4:30 PM	SCHOOL SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/21/2019 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/14/2019 6:00 PM	STUDY SESSION: LCAP and Budget	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/7/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
5/4/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/16/2019 6:00 PM	Board of Trustees	Serramonte del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting	
4/2/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/25/2019 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014
3/20/2019 4:30 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue - Room 102 Daly City, CA 94014
3/19/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2019 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
3/13/2019 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
3/11/2019 4:30 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Boulevard Pacifica, CA 94015
3/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/27/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/5/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/29/2019 6:00 PM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/26/2019 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/15/2019 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/18/2018 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/4/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/28/2018 4:30 PM	SCHOOL SITE MEETING	Westmoor High School Library 131 Westmoor Avenue Daly City, CA 94015
11/17/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/7/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2018 4:30 PM	SCHOOL SITE MEETING	Thornton High School Room 102 115 First Avenue Daly City, CA 94014
10/24/2018 4:30 PM	SCHOOL SITE MEETING	Oceana High School Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
10/22/2018 4:30 PM	SCHOOL SITE	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044

	MEETING		
10/17/2018 4:30 PM	SCHOOL SITE MEETING	Jefferson High School Library 6996 Mission Street Daly City, CA 94014	
10/16/2018 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
10/5/2018 6:30 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
10/2/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
9/18/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
9/4/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/28/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/21/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/18/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/14/2018 5:30 PM	JUHSD and SMCCD Joint Board Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
8/9/2018 6:00 PM	Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
8/7/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
8/6/2018 6:00 PM	Board of Trustees Consent Only Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
7/24/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/30/2018 8:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015	
6/19/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/5/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/23/2018 4:00 PM	OFFICE SITE MEETING	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/16/2018 4:00 PM	SCHOOL SITE MEETING	Thornton High School 115 First Avenue Room 102/103 Daly City, CA 94014	
5/15/2018 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	

5/14/2018 4:00 PM	SCHOOL SITE MEETING	Westmoor High School Staff Lounge 131 Westmoor Avenue Daly City, 94015
5/9/2018 4:00 PM	SCHOOL SITE MEETING	Jefferson High School Little Theatre 6996 Mission Street Daly City, CA 94014
5/7/2018 4:00 PM	SCHOOL SITE MEETING	Terra Nova High School Library 1450 Terra Nova Blvd Pacifica, CA 94044
5/3/2018 3:30 PM	SCHOOL SITE MEETING	Oceana High School - Staff Lounge 401 Paloma Avenue Pacifica, CA 94044
5/1/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/21/2018 8:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
4/17/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/3/2018 5:30 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/20/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/6/2018 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/14/2018 5:30 PM	Board of Trustees Consent-Only Board Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/6/2018 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/3/2018 9:30 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard – Room 200 Daly City, CA 94015
1/27/2018 9:00 AM	BOE - Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/16/2018 6:00 PM	Board of Trustees Regular Meeting 2018	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/19/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/5/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/7/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/14/2017 9:00 AM	Board of Trustees Board Retreat	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015

10/3/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/19/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/5/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/15/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
8/11/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/29/2017 8:30 AM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/28/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/27/2017 4:00 PM	Board of Trustees Special Meeting	210 East Grand Avenue South San Francisco, CA 94080
7/24/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/18/2017 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/5/2017 6:00 PM	Board of Education Special Session	Serramonte Del Rey, 699 Serramonte Blvd. Room 223, Daly City, CA 94015
6/28/2017 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/20/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
6/6/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/16/2017 4:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/10/2017 6:00 PM	Board of Education Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
5/2/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
4/18/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

4/4/2017 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/22/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/11/2017 8:30 AM	Board Retreat - Goal Setting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
3/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/7/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/17/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/11/2017 6:00 PM	Study Session and Swearing In of New Board Member	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/4/2017 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/6/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/18/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
10/8/2016 8:15 AM	Board Work Session	JUHSD District Office - Room 200
10/4/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/20/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
9/6/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/16/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
8/2/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
7/19/2016 6:30 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015

	Regular Meeting		
7/5/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/21/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/7/2016 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
6/3/2016 9:00 AM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015	
6/2/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
6/1/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/31/2016 6:30 PM	Board of Trustees Special Meeting	Central Park Bistro 181 East 4th Avenue San Mateo, California 94401	
5/17/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/13/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/11/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/10/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/9/2016 4:00 PM	Board of Trustees Special Meeting	Law Offices of Thomas Nuris 2171 Junipero Serra Boulevard Daly City, CA 94014	
5/3/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
5/2/2016 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/19/2016 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/4/2016 6:00 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
4/1/2016 5:30 PM	Regular Meeting - Closed Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015	
3/22/2016 6:00 PM	Regular Meeting -	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	

	Study Session	
3/15/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/14/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
3/1/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/29/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/8/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
2/2/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/20/2016 7:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/19/2016 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/12/2016 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
1/6/2016 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/15/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/10/2015 6:30 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
12/8/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015
11/30/2015 6:00 PM	Regular Meeting - Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/24/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 223 Daly City, CA 94015
11/17/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/10/2015 6:30 PM	Board of Trustees STUDY SESSION - ASB DIRECTORS	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015
11/9/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 226 Daly City, CA 94015

10/20/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
10/6/2015 6:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
9/15/2015 7:05 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
9/8/2015 6:00 PM	Joint Meeting Between Pacifica School District and Jefferson Union HSD	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
9/1/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
8/18/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
8/4/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
8/2/2015 8:30 AM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
7/27/2015 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
7/21/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
7/6/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
6/22/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
6/16/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
6/11/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
6/2/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/27/2015 6:00 PM	Budget Study Session on May 27th at 6:00pm	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/20/2015 6:00 PM	Board of Trustees LCAP Study Session	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/19/2015 6:00 PM	Board of Trustees	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	

	Regular Meeting		
5/13/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
5/12/2015 4:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
5/5/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
4/29/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/21/2015 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/14/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	 
4/9/2015 9:00 AM	Board of Trustees Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
4/1/2015 5:30 PM	Board of Trustees Special Meeting	699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/25/2015 6:00 PM	Board of Trustees Special Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/17/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
3/3/2015 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
2/3/2015 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	 
1/29/2015 6:00 PM	STUDY SESSION - BOARD DISCUSSION	Serramonte Del Rey 699 Serramonte Boulevard - Room 200 Daly City, CA 94015	
1/21/2015 5:30 PM	LCAP STUDY SESSION	Serramonte Del Rey 699 Serramonte Boulevard - Galleria Daly City, CA 94015	
1/20/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
1/6/2015 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/16/2014 6:15 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
12/9/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Galleria Daly City, CA 94015	

12/2/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
11/18/2014 5:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/21/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
10/14/2014 6:00 PM	Board of Trustees Study Session - Galleria	Serramonte Del Rey 699 Serramonte Blvd., Galleria Daly City, CA 94015	
10/7/2014 6:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Daly City, CA 94015	
9/16/2014 6:30 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
9/2/2014 5:45 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	
8/19/2014 7:00 PM	Board of Trustees Regular Meeting	Serramonte Del Rey 699 Serramonte Boulevard Room 223 Daly City, CA 94015	

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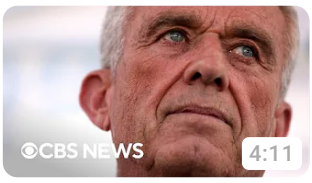

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RACE

A 'Forgotten History' Of How The U.S. Government Segregated America

May 3, 2017 · 12:47 PM ET
Heard on Fresh Air



Terry Gross

FRESH AIR

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Federal housing policies created after the Depression ensured that African-Americans and other people of color were left out of the new suburban communities — and pushed instead into urban housing projects, such as Detroit's Brewster-Douglass towers.

Paul Sancya/AP

In 1933, faced with a housing shortage, the federal government began a program explicitly designed to increase — and segregate — America's housing stock. Author Richard Rothstein says the housing programs begun under the New Deal were tantamount to a "state-sponsored system of segregation."



RACE

Historian Says Don't 'Sanitize' How Our Government Created Ghettos

The government's efforts were "primarily designed to provide housing to white, middle-class, lower-middle-class families," he says. African-Americans and other people of color were left out of the new suburban communities — and pushed instead into urban housing projects.

Rothstein's new book, *The Color of Law,* examines the local, state and federal housing policies that mandated segregation. He notes that the Federal Housing Administration, which was established in 1934, furthered the segregation efforts by refusing to insure mortgages in and near African-American neighborhoods — a policy known as "redlining." At the same time, the FHA was subsidizing builders who were mass-producing entire subdivisions for whites — with the requirement that none of the homes be sold to African-Americans.



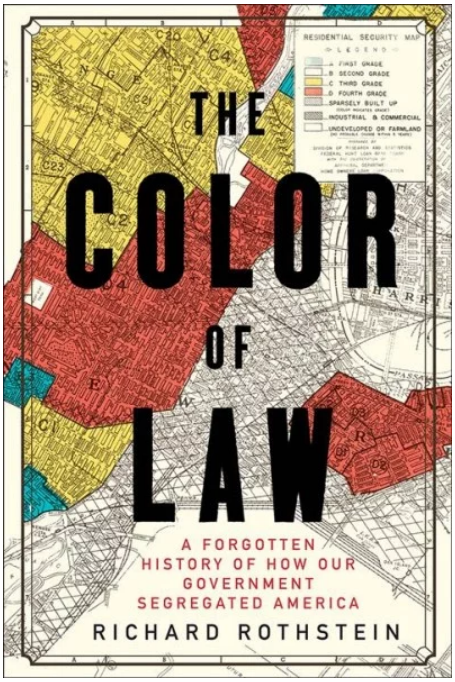
CODE SWITCH

Everyone Pays A Hefty Price For Segregation, Study Says

Rothstein says these decades-old housing policies have had a lasting effect on American society. "The segregation of our metropolitan areas today leads ... to stagnant inequality, because families are much less able to be upwardly mobile when they're living in segregated neighborhoods where opportunity is absent," he says. "If we want greater equality in this society, if we want a lowering of the hostility between police and young African-American men, we need to take steps to desegregate."

Interview Highlights

On how the Federal Housing Administration justified discrimination



The Federal Housing Administration's justification was that if African-Americans bought homes in these suburbs, or even if they bought homes near these suburbs, the property values of the homes they were insuring, the white homes they were insuring, would decline. And therefore their loans would be at risk.

There was no basis for this claim on the part of the Federal Housing Administration. In fact, when African-Americans tried to buy homes in all-white neighborhoods or in mostly white neighborhoods, property values rose because

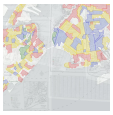
The Color of Law
By Richard Rothstein
PURCHASE

African-Americans were more willing to pay more for properties than whites were, simply because their housing supply was so restricted and they had so many fewer choices. So the rationale that the Federal Housing Administration used was never based on any kind of study. It was never based on any reality.

On how federal agencies used redlining to segregate African-Americans

The term "redlining" ... comes from the development by the New Deal, by the federal government of maps of every metropolitan area in the country. And those maps were color-coded by first the Home Owners Loan Corp. and then the Federal Housing Administration and then adopted by the Veterans Administration, and these color codes were designed to indicate where it was safe to insure mortgages. And anywhere where African-Americans lived, anywhere where African-Americans lived nearby were colored red to indicate to appraisers that these neighborhoods were too risky to insure mortgages.

On the FHA manual that explicitly laid out segregationist policies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Interactive Redlining Map Zooms In On America's History Of Discrimination

It was in something called the *Underwriting Manual* of the Federal Housing Administration, which said that "incompatible racial groups should not be permitted to live in the same communities." Meaning that loans to African-Americans could not be insured.

In one development ... in Detroit ... the FHA would not go ahead, during World War II, with this development unless the developer built a 6-foot-high wall, cement wall, separating his development from a nearby African-American neighborhood to make sure that no African-Americans could even walk into that neighborhood.

The *Underwriting Manual* of the Federal Housing Administration recommended that highways be a good way to separate African-American from white neighborhoods. So this was not a matter of law, it was a matter of government regulation, but it also wasn't hidden, so it can't be claimed that this was some kind of "de facto" situation. Regulations that are written in law and published ... in the *Underwriting Manual* are as much a de jure unconstitutional expression of government policy as something written in law.

On the long-term effects of African-Americans being prohibited from buying homes in suburbs and building equity

Today African-American incomes on average are about 60 percent of average white incomes. But African-American wealth is about 5 percent of white wealth. Most middle-class families in this country gain their wealth from the equity they have in their homes. So this enormous difference between a 60 percent income ratio and a 5 percent wealth ratio is almost entirely attributable to federal housing policy implemented through the 20th century.

African-American families that were prohibited from buying homes in the suburbs in the 1940s and '50s and even into the '60s, by the Federal Housing Administration, gained none of the equity appreciation that whites gained. So ... the Daly City development south of San Francisco or Levittown or any of the others in between across the country, those homes in the late 1940s and 1950s sold for about twice national median income. They were affordable to working-class families with an FHA or VA mortgage. African-Americans were equally able to afford those homes as whites but were prohibited from buying them. Today those homes sell for $300,000 [or] $400,000 at the minimum, six, eight times national median income. ...

So in 1968 we passed the Fair Housing Act that said, in effect, "OK, African-Americans, you're now free to buy homes in Daly City or Levittown" ... but it's an empty promise because those homes are no longer affordable to the families that could've afforded them when whites were buying into those suburbs and gaining the equity and the wealth that followed from that.



NPR ED

How The Systemic Segregation Of Schools Is Maintained By 'Individual Choices'

The white families sent their children to college with their home equities; they were able to take care of their parents in old age and not depend on their children. They're able to bequeath wealth to their children. None of those advantages accrued to African-Americans, who for the most part were prohibited from buying homes in those suburbs.

On how housing projects went from being for white middle- and lower-middle-class families to being predominantly black and poor

Public housing began in this country for civilians during the New Deal and it was an attempt to address a housing shortage; it wasn't a welfare program for poor people. During the Depression, no housing construction was going on. Middle-class families,

working-class families were losing their homes during the Depression when they became unemployed and so there were many unemployed middle-class, working-class white families and this was the constituency that the federal government was most interested in. And so the federal government began a program of building public housing for whites only in cities across the country. The liberal instinct of some Roosevelt administration officials led them to build some projects for African-Americans as well, but they were always separate projects; they were not integrated. ...

The white projects had large numbers of vacancies; black projects had long waiting lists. Eventually it became so conspicuous that the public housing authorities in the federal government opened up the white-designated projects to African-Americans, and they filled with African-Americans. At the same time, industry was leaving the cities, African-Americans were becoming poorer in those areas, the projects became projects for poor people, not for working-class people. They became subsidized, they hadn't been subsidized before. ... And so they became vertical slums that we came to associate with public housing. ...

The vacancies in the white projects were created primarily by the Federal Housing Administration program to suburbanize America, and the Federal Housing Administration subsidized mass production builders to create subdivisions that were "white-only" and they subsidized the families who were living in the white housing projects as well as whites who were living elsewhere in the central city to move out of the central cities and into these white-only suburbs. So it was the Federal Housing Administration that depopulated public housing of white families, while the public housing authorities were charged with the responsibility of housing African-Americans who were increasingly too poor to pay the full cost of their rent.

Radio producers Sam Briger and Thea Chaloner and Web producers Bridget Bentz and Molly Seavy-Nesper contributed to this story.

Correction

May 3, 2017

A previous version of this story incorrectly spelled Daly City as Daley.

redlining working class housing segregation public housing

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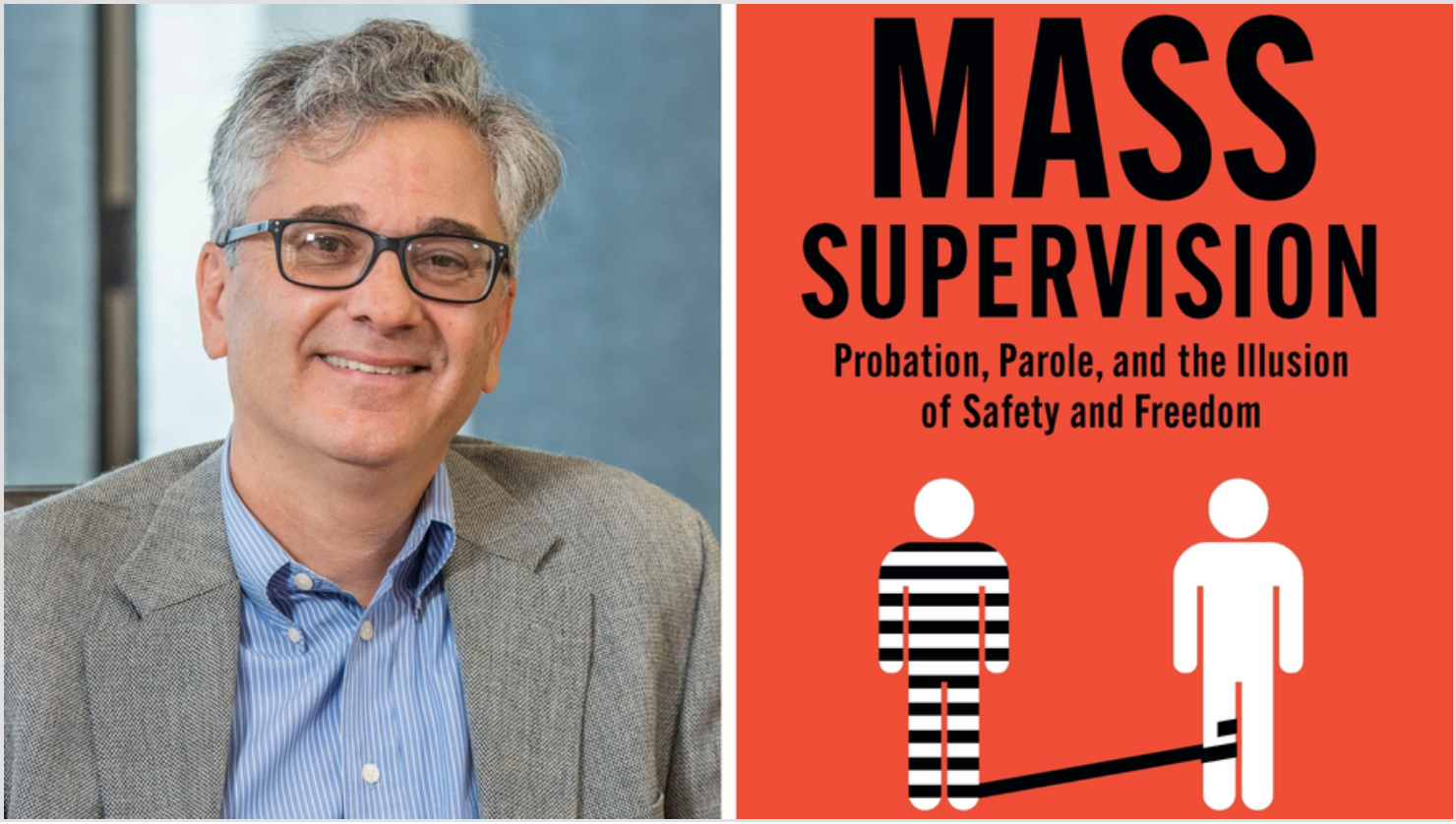

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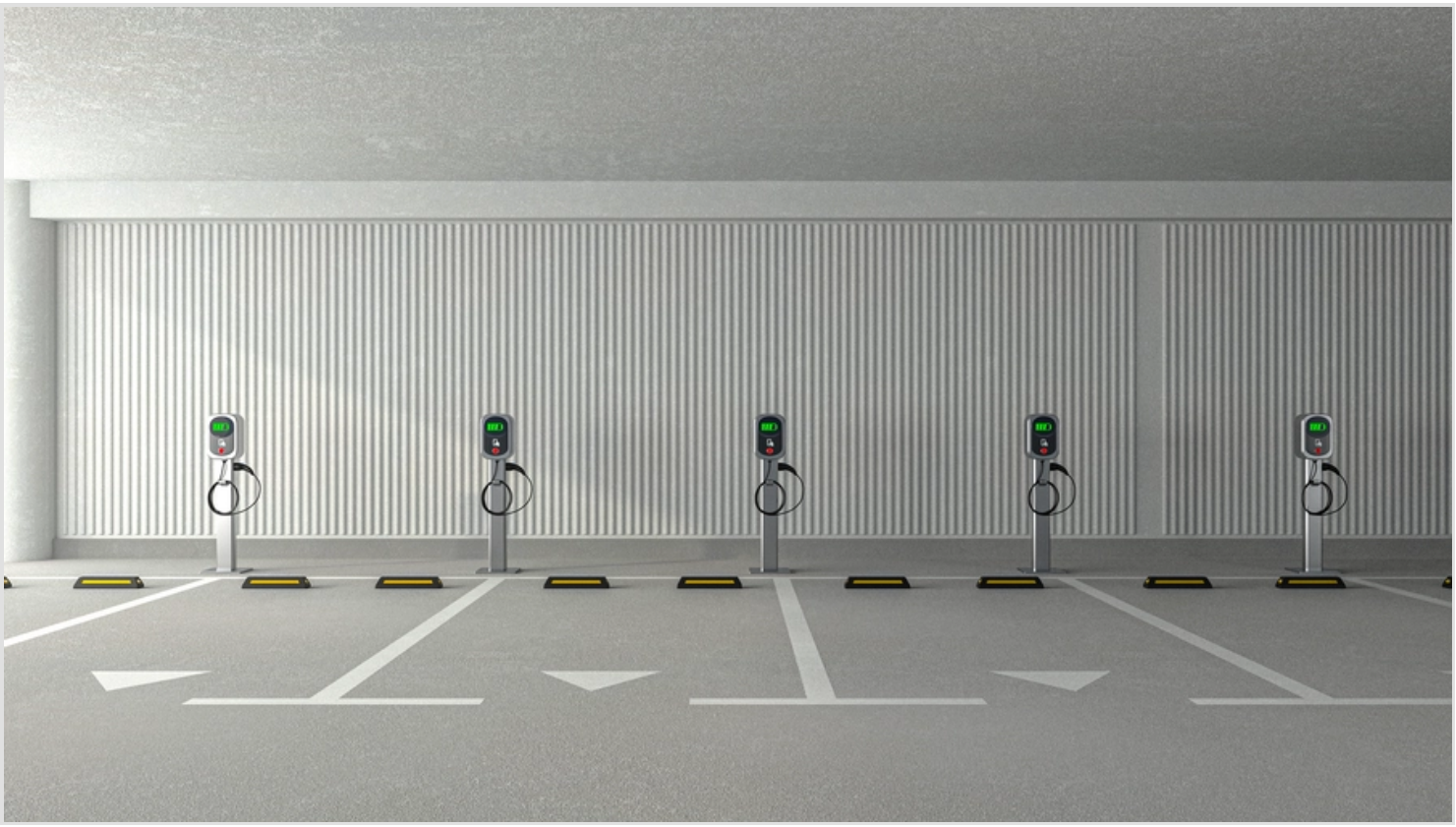

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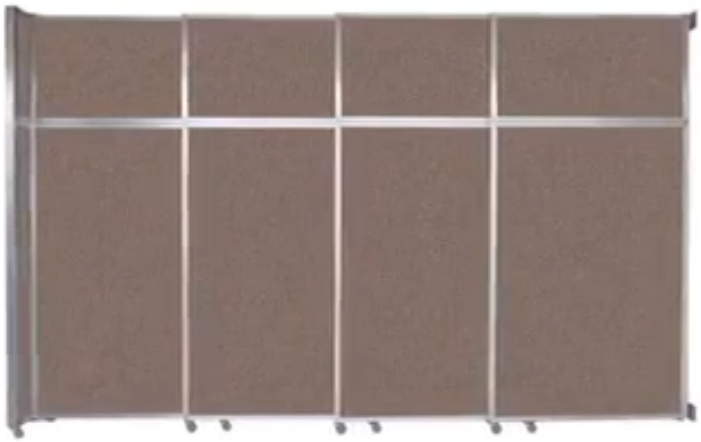
NEWS

Serramonte High Picked for Closure / Pacifica-Daly City district cutting costs

By **John Wildermuth**
April 1, 1995

Serramonte High School would be shut down and Pacifica's Oceana High School moved -- teachers, name, mascot and all -- to Serramonte's Daly City campus under a plan Jefferson Union High School District officials hope will stave off financial disaster.

Learn more



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Superintendent Michael Crilly made the recommendation Thursday night as nearly 600 people, mostly parents and students, jammed into the Serramonte gymnasium to hear which of the district's five high schools will be closed.

Shutting down a school is the only way the district can raise the money needed to restore the district's state-required $750,000 reserve fund, which was spent two years ago "in an attempt to do what was best for our students," Crilly told the trustees.

The county department of education had threatened to take over the district's finances if the reserve fund was not rebuilt by July.

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"Bankruptcy is an unacceptable option," the superintendent said.

The decision came as a blow to Serramonte students, whose school was reopened less than two years ago after being closed since 1981.

The 340 students are part of a nontraditional high school with smaller classes, different schedules and a focused curriculum that let students work closely with a small group of teachers.

Although Oceana, with 535 students, also is a nontraditional high school, it has a heavier emphasis on the liberal arts than Serramonte and has had the highest test scores of

any district school.



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BY: LODI CALIFORNIA behind the wine

Students were not buying Crilly's assurances that the best parts of Serramonte would be merged into the Oceana program.

"I can't believe they're going to do this," moaned Katherine Baker, a Serramonte junior. "We've just been enrolled in Oceana against our will."

Serramonte High School is dying after less than two years, said Mary McCarthy, the student body president. "If I wanted to go to Oceana, I would have gone to Oceana," she said.

Shutting down the Serramonte program and closing the Oceana school site would save the district about $460,000, Crilly said. Other unspecified cuts could save the district an additional $200,000.

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Keeping the Serramonte campus open is important because more than 70 percent of the district's students come from Daly City, Brisbane or Colma, Crilly said.

District trustees plan to make a final decision on the school closure at their meeting Tuesday.

April 1, 1995



By **John Wildermuth**

John Wildermuth is a native San Franciscan who has worked as a reporter and editor in California for more than 40 years and has been with the San Francisco Chronicle since 1986. For most of his career, he has covered government and politics. He is a former assistant city editor and Peninsula bureau chief with The Chronicle and currently covers politics and San Francisco city government.

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Help Save Daly City's Only Community Garden on Ohlone Land and Territory

Started July 3, 2021
Petition to Vice-Mayor, City of Daly City Juslyn Manalo and **12 others**

4,559
Signatures

5,000
Next Goal

Support now

Sign this petition

Why this petition matters



Started by **Debbie Santiago**

When my family moved to Daly City in 2004 my son discovered a beautiful community garden within walking distance of our home. Growing fruits and vegetables with friends and neighbors helped teach my son and niece to respect and share earth's bounty.

My mother and I are enrolled members of the **Washoe Tribe of Nevada and California**. Together we hold small ceremonies in the Daly City Community Garden and sing traditional Washiw songs to honor Mother Earth and all her beauty. The garden has given my family a sense of peace and harmony.

Over the past two decades gardeners have nurtured the land and Mother Earth has responded by providing a second chance for indigenous plants, hummingbirds, hawks, bees, frogs, Mission Blue Butterflies, California Gartersnakes, and deer that drink from seasonal wetlands. Everything you see and touch in the garden is living and sacred. Please help me save it.

Here's the Problem: High School District Trustees Plan to Bulldoze Daly City's Only Community Garden

Daly City, the second most populous city in San Mateo County, with a population of 104,901 according to the 2020 census, is home to only one community garden. However, this single food forest is under threat because Jefferson Union High School District (JUHSD) intends to demolish it. This community garden, an urban oasis and a vital food source for residents for over two decades, is located at 699 Serramonte Blvd in Daly City. Shockingly, the district's plan is to repurpose this sacred space into a dump site for asphalt and construction debris as part of a 15-year phased development project that includes the construction of five apartment buildings, eventually totaling 1,113 rental units. It's important to note that these units will be built on public school district property and leased to a private property management company.

The local Sierra Club chapter, along with various other community organizations including the NAACP, have communicated their concerns to the City, urging them to preserve this invaluable garden space.

Spare the Garden: Don't Bulldoze It, Dump on It, Or Build Over It

The current site for the garden is ideal because the ridgeline above the garden protects a fruit

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Ramaytush Ohlone, the original inhabitants of the San Francisco Peninsula, who sustained themselves through hunting, fishing, and gathering. The garden and the surrounding trees not only provide valuable community resources but also contribute to preserving this green space with cultural and historical importance.

School District's Heavy-Handed Tactics Targeting Gardeners

District trustees who support demolishing the garden directed staff to implement an authoritarian culture of intimidation and fear. In 2020, as the Covid pandemic spiked JUHSD began ramping up harassment. School district tactics included verbally berating gardeners by telling them to stay away, erecting an 8’ cyclone fence with a padlocked gate, installing a video surveillance system near the gate, installing a loudspeaker, cutting off water from all garden spigots and removing redwood trees. Additionally, gardeners were required to pay for fingerprints and an FBI background check to access the garden by appointment. Staff said they were concerned about crime however when asked if the school district had reported any incidents to police administrators said no crime was reported. Toni Presta, Superintendent of JUHSD has not refunded the public's money for fingerprints and background checks. Presently, JUHSD has allocated resources to employ security guards tasked with overseeing the garden. Unfortunately, there have been reports of security personnel engaging in drug use, both within the garden and in the adjacent parking area, which concerns gardeners.

History of Ancestral and Cultural Genocide

In 1769, Spanish colonizers arrived in Northern California and constructed missions to Christianize my ancestors and take our land. Between the years 1769 and 1834, the number of Native Californians dropped from 300,000 to 250,000. After California entered into the Union in 1850, the state government perpetrated massacres against the Ohlone people. Many of the leaders of these massacres were rewarded with positions in state and federal government. These massacres have been described as genocide. During the 1940’s through the 1960’s the state disenrolled eight-hundred tribes including the Ohlone to gain control of their land and territory. Native Californians who were relocated during this era faced culture shock and discrimination. Today, many of us are **leading the effort** for cultural and historical recognition of our tribes.

Privatization of Public Resources

Bulldozing Daly City's only community garden and killing trees to develop **market-rate**

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plants, hundreds of trees, a seasonal wetland and wildlife including the Mission Blue Butterfly and the California Garter Snake.

The garden has a rich history of serving as a communal space for Indigenous families, Latinx families, and families of Color, allowing them to cultivate crops and raise chickens. Gardeners forage for plants that hold significance in the medicine and dietary practices of the Ramaytush Ohlone. Additionally, the garden serves as a site for multi-generational seasonal ceremonies led by Indigenous elders, encompassing approximately 2 acres of public land.

This garden is especially important because it's the only community garden in Daly City, where access to greenspace and parkland is extremely limited and underfunded. In recent years, the Daly City Council made the regrettable decision to defund Westmoor Park, a space they previously leased from JUHSD. Consequently, the park lease was terminated, and JUHSD is now utilizing the land to construct new office buildings for the elected board of trustees and administrators.

Regrettably, there appears to be a lack of accountability among locally elected officials who may not fully grasp the detrimental consequences of trading a public garden and park for market-rate housing. This shortsighted approach by the JUHSD Board of Trustees has resulted in detrimental policy decisions and an unwarranted focus on expansion that deviates from the District's stated mission of "Excellence Through Equity."

From the City of Daly City website:

- Daly City is the 9th most **densely populated** city in the entire country. And the City experiences one of the highest pollution burdens within the County of San Mateo.
- Overall, Daly City does not have a diverse urban forest, and this has much larger implications for long-term resilience. Forests that are not diverse succumb to external shocks quickly, like disease, drought, and storms.

Chronic Illness in San Mateo County

The 2013 San Mateo County Community Health Needs Assessment reported that the prevalence of asthma and diabetes increased significantly between 1998 and 2013. In only 15 years the asthma rate in San Mateo County jumped from 8% to 17.9% and chronic lung disease increased from 4.7% to 7.1%. Poor air quality in Daly City disproportionately impacts

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income families.

The Sierra Club sent Daly City officials a letter that included the following concerns:

Land owned by the Jefferson Union High School District currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants, provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park.

There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and the unhoused.

The garden was initially established many decades ago as a therapeutic school garden project but swiftly transformed into a beloved community garden. Today, it stands as a cherished source of immense public benefit and a point of pride for the community. This garden not only offers opportunities for both active and passive recreation but also promotes healthy nutrition, a crucial aspect given the concerns surrounding malnutrition and obesity, especially considering the limited availability of community gardens in Daly City.

Furthermore, considering the low ratio of counselors to students in JUHSD, the garden plays a significant role in supporting student mental health. The shortage of community gardens in Daly City has had a detrimental impact on its residents, particularly during the COVID-19

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given its significant population of minority families with deep-rooted traditions of actively tending to gardens, orchards, and farms. These practices are tied to food security and cultural traditions, making the presence of community gardens even more critical for the community's well-being.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. As global warming intensifies food costs will continue to increase and food scarcity will need to be addressed through community gardening. Gardens play a multifaceted role in mitigating climate change impacts by reducing urban heat islands, offering various ecosystem services, and improving stormwater retention.

From a socioeconomic standpoint, community gardens build trust, encourage community participation, improve responses to natural disasters, and bolster food security — all of which are pivotal elements in effectively adapting to and building resilience against the effects of climate change. Notably, unlike other green infrastructure solutions such as rain gardens, bioswales, and green roofs, community gardens are uniquely equipped to respond to a broader spectrum of stressors, encompassing economic, social, and political instabilities in addition to their environmental benefits.

Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events.

Stop Reducing Greenspace in Daly City

It is imperative that our elected representatives fulfill their responsibility to address nature-deficit disorder, a condition stemming from the chronic absence of community gardens, green spaces, and parks in Daly City. Nature-deficit disorder has far-reaching consequences, including elevated rates of physical and emotional illnesses, attention deficits, depression, substance abuse, sensory underutilization, and health issues related to poor dietary habits, insufficient physical activity, and acute asthma episodes triggered by unhealthy air quality. Extensive research indicates that nature-deficit disorder erodes ecological literacy and hinders stewardship of the natural world, fostering apathy in the face of climate change crises such as wildfires, sea level rise, and extreme heat – challenges that Daly City urgently needs to address.

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significant concerns about JUHSD's endorsement of government-sponsored segregation on public lands. Economic segregation is particularly worrisome, given that only a minimal 10% allocation has been designated for affordable apartments within the project. Additionally, the School District's strategy of concentrating all 111 affordable/low-income units within a single "poor door" building while distributing 1002 market-rate apartments across four other buildings is inconsistent with the city's Inclusionary Housing Ordinance and is expected to perpetuate low socioeconomic status and racial segregation.

Economic Segregation and Racial Segregation are Intertwined

Economic segregation occurs when individuals or families with lower incomes are confined to certain neighborhoods, or a single building within a multi-building development, due to affordability constraints. This pattern often results in racially homogeneous housing, as people of similar economic backgrounds often share similar racial backgrounds. Consequently, when families are concentrated in poor buildings, it creates racially homogeneous social networks that limit access to educational and employment opportunities. This perpetuates a self-reinforcing cycle that sustains economic disparities, economic segregation, and racially segregated housing.

Low Socioeconomic Status

Socioeconomic status (SES) encompasses not just income but also educational attainment, financial security, and subjective perceptions of social status and social class. SES can encompass quality of life attributes as well as the opportunities and privileges afforded to people within society. The relationship between SES, race and ethnicity is intimately intertwined. Research has shown that in terms of socioeconomic stratification, race and ethnicity often play significant roles in determining a person's SES (U.S. Census Bureau, 2009).

Communities affected by low SES, driven by factors like income-based housing segregation, share common experiences, including limited economic development, substandard health conditions, and fewer educational opportunities. Persistent low SES has been identified as a contributing risk factor that disproportionately affects communities of color residing in income-segregated housing. In contrast, affluent homeowners in predominantly white communities are less likely to experience low SES.

Social-Spatial Segregation

Support now

children of a safe route to and from school. Social-spatial segregation is also apparent by the absence of a rooftop Jacuzzi spa for families in the affordable building, while it is provided to market-rate tenants on Parcel B. The proposed plans raise concerns of income-based discrimination, as emergency generators are exclusively installed in all market-rate buildings, with no provision for the low-income building. Additionally, placing an income segregated daycare center on Parcel C underscores its stigmatization as an income segregated area of the development.

Further Information Available Online

To access more information, please visit the **Daly City Community Garden Alliance** website. You can also stay updated on the garden's activities by following their Instagram account **@themysticalgarden**. **Historic photos**, **recent photos** and **wetland photos and videos** are also published online.

Your Support Matters

Join me in supporting community gardening in Daly City. By adding your signature to this petition, you are helping to ensure the preservation of Daly City's only community garden for generations to come. This is a comment on the Serramonte Del Rey Campus Redevelopment Project **Draft Environmental Impact Report**. This petition, addressing the Draft EIR (APN 091-211-230), is scheduled for delivery by 5:00 pm on Sept 8, 2023, to Daly City Planning Manager **Michael Van Lonkhuysen**, City of Daly City **Councilmembers**, and Jefferson Union High School District **Trustees.**

Thank you, Debbie Santiago

Community Garden Trees (hundreds of trees)

27 Redwoods
3 Madrone
2 Buckeye
4 California Coffee Bean
1 Bay Laurel
2 California elderberry
1 Laurel
2 Douglas Fir

Support now

1 Catalina ironwood (donated by city)
5 Willow
20 Juncus patens (Spreading Rush)
14 Juncus lescurii (San Francisco Rush)
2 Blue Spruce
1 Potted Spruce
1 Alpine Source
1 Austrian Pine
1 Live Oak
1 Noble Fir
3 Maple (big)
2 Japanese Maple
1 Walking Stick Tree
1 White oak
(100+) Acacia

Community Garden Fruit Orchard (over 100 fruit trees)

3 Cherry
2 Plum
8 Nectarines
22 Apple
12 Currants, many varieties
5 Avocado
4 Pears
3 Olive
2 Loquat
2 Kumquat
2 Lemon
2 Buddha Hand Citrus Tree
1 Mexican Lime
1 Meyer Lemon
3 Banana Passion Fruit
6 Blackberries without thorns
1 Lemon Guava
1 Pomegranate
6 Blueberries Shrubs

Support now

2 Mandarin Clementine
3 Grape Vines
1 Prickly Pear Cactus
2 Dragon Fruit Cactus
2 Peach

Wildlife (partial list):

- California Garter Snake
- California Vole (rodent)
- Coyote
- Bald Eagle
- Red-Tailed Hawks
- Skunks
- Raccoons
- Ravens
- Woodpeckers
- Hummingbirds
- Lizards (Alligator Lizard and Blue Belly)
- Owls
- Bats
- Frogs
- Mountain Lion (SDR near Skyline Ridge - Seen droppings and track prints)
- Squirrels

Butterflies:

- Mission Blue
- Monarchs

Support now

- Painted Lady
- Regal Fritillary

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SERRAMONTE DEL REY NEIGHBORHOOD
http://www.serramontedelrey.org

Welcome to Our Future!

Welcome, we are so excited about the school district's plans for our future! We need your support for funding our education and attracting and retaining highly qualified teachers and staff!

We – the Jefferson Union High School District (JUHSD) School Board and Daly City City Council members – seek your input on plans for the future of the Serramonte Del Rey neighborhood site. We are launching a master plan to replace outdated facilities, which are no longer suitable for the school district or feasible for re-use. We plan to build out over time, starting with our educational housing which opened its doors to staff members in May of 2022. Our goal is to create a walkable, bikeable, safe, family-friendly neighborhood with a shopping street, parks, and nature trails.

Support this project!

CLICK HERE TO SUPPORT THIS PROJECT < https://docs.google.com/forms/d/e/1FAIpQLSeze6-Q3tI7dzb968I5Zr0B8pzBLdeVj4zAV_U5qDVXTMxVRQ/viewform>

We want to hear from you!

TAKE THE ONLINE SURVEY < https://serramontedelrey.org/participate#survey>

Innovative Plan to Fund Education

Our School Board is proposing an innovative plan to fund the future of student education and stabilize school district finances. The key to our success will be

creating an urban neighborhood fiscally beneficial to the school district, Daly City, and the surrounding neighborhood.

JUHSD works diligently to continuously improve the quality of education: Our innovative proposal for funding utilizes the school district's excess property at the Serramonte Del Rey neighborhood site to supplement the school district's long-term revenue stream. With this additional funding, we will be able to continue to attract and retain the most talented teachers and staff for our children.

JUHSD strives to be a great educator, good neighbor, and valued City partner

---

In December 2020, the project team held virtual meetings to give the community an opportunity to learn about the project, meet the team, ask questions, and provide feedback. If you would like to be notified of future outreach meetings, please provide your contact information **HERE < http://eepurl.com/hbWHt5>** .

Public Spaces

Experience an inviting, family friendly place to walk, shop, connect with friends, meet for coffee, or stroll through a park.

SEE MORE < https://serramontedelrey.org/publicspaces>

Master Plan

Learn about the Master Plan which arranges housing in walkable blocks around tree-lined parks, focusing on a shopping street.

SEE MORE < https://serramontedelrey.org/masterplan/>

Parks & Plazas

Learn about the Master Plan's neighborhood parks and plazas, and recreational trail.

SEE MORE < https://serramontedelrey.org/parksplazas>

Participate

Take the online survey so we can include your input on the plan and register for the upcoming virtual citywide meeting.

SEE MORE < https://serramontedelrey.org/participate/>

Timeline

Review the project schedule which outlines the project's community engagement and approval process.

SEE MORE < https://serramontedelrey.org/timeline/>

FAQ

Learn more about the details of the project.

SEE MORE < https://serramontedelrey.org/faq>

Team

Learn about the JUHSD and Development and Design Team working in partnership to deliver this project for the school district.

SEE MORE < https://serramontedelrey.org/team>

Contact

Contact JUHSD staff representatives if you have any questions or comments.

SEE MORE < https://serramontedelrey.org/contact/>

SIGN UP FOR THE PROJECT EMAIL LIST TO RECEIVE UPDATES

Your email address here

SIGN UP

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Open in app ↗ Sign up Sign In

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EIR Letter to the City of Daly City, re: Serramonte Del Rey



Nick Occhipinti · Follow

6 min read · Sep 26, 2021

City of Daly City

Planning Division

333 90th Street

Daly City, CA 94015

June 7, 2021

This letter is in reference to the Serramonte Del Rey Campus Redevelopment Project, which has been proposed as an expansion of the existing Serramonte Del Rey Faculty and Staff Housing Project previously approved by Jefferson Union High School District and the City of Daly City. The existing project is approximately one sixth of the entire parcel of land that is being proposed for development, the current site of the JUHSD District

Office and several tenants, including educational, cultural, religious and recreational agencies and entities based here in the Daly City area. This Project arrives at this stage as a development of the initiative of two members of our JUHSD Board of Trustees on our Facilities Subcommittee, in consultation with a real estate firm, Brookwood Advisors. As a member of the JUHSD Board of Trustees, I am the only Trustee not in agreement with the proposed project, given the lack of transparency, community engagement and participation in the planning process thus far, compounded by the myriad concerns related to the adverse environmental and social impacts it would have on our community, as presented. It is in this spirit that, as the only member to have voted against the project and, at this stage of process, am compelled to share my concerns, as echoed by existing and projected directives in public policy upholding and promoting environmental protection at federal, state, regional and local levels. In step with the EIR process, I will focus this input to include recommendations of the community and stakeholders who have voiced similar concerns, including transparency, accountability and responsibility in ensuring best practices in sustainable land use planning in urban areas, particularly here in Daly City, North San Mateo County and the greater SF Bay Area.

The proposed project has been reviewed with limited access to information at all levels of input and oversight thus far.I can say that for myself, I have been limited access to the full context and details of conversations and correspondence carried out by the facilities subcommittee of our school district. Despite repeated requests for information, I've only been provided limited access to this information, as evidenced by multiple school board meetings, which should be referenced in reviewing environmental considerations for this report. These meetings include all discussions involving items on the JUHSD Board of Trustees meetings involving both the Serramonte Del Rey Faculty and Staff Housing Project and the current

Serramonte Del Rey Campus Redevelopment Project currently at question (2018–2021). In preface to these recommendations, I will ask that these items and videos be reviewed in their entirety, with reference to my comments and concerns on this project at every step of the way.

The current project is controversial for many reasons. Firstly, School District land is public land. This land has been entrusted to School District and with the authority of the Board of Trustees, should be used for educational purposes. The Serramonte Del Rey Faculty and Staff Housing Project was approved through an election, which ultimately voters approved through a bond measure that would fund housing specifically designated for educators in the interest of outreach and retention of professionals in the educational field, given the disparities in housing in our community. These disparities include housing discrimination, a history of redlining in San Mateo County, gentrification and its impacts throughout the San Francisco Bay area and Nationwide, a lack of sound and timely rent control or stabilization policies to mitigate the effects of eviction, displacement and housing opportunities for a community largely comprised of people who have immigrated to the local area and regionally for generations.

The proposed project, on the other hand, does very little to abate or mitigate this reality. In fact, it plainly proposes for 4 of the projected 5 new housing developments to be full market rate luxury apartments, which not only does nothing to serve the low-income community in need of shelter and housing here in Daly City in North San Mateo County, it only further impacts and reduces the limited space and opportunity for affordable housing in a community that desperately needs it. The remaining, other Housing Development would be affordable housing, which if completed as projected, would only raise the percentage of portable housing on this parcel of Serramonte* already to 20%, Which is not only low, it is far below what is

necessary to keep up with the affordable housing goals projected by city, county and state housing agencies. While it is not the burden of a school district to provide housing for the community, it should become so if the school district is in fact engaging in private enterprise, which I have recently learned that it has in the past, with the Serramonte Ridge Apartments and Physicians Medical Center, located on the southwestern part of the Serramonte Del Rey campus, behind the recently completed Summit Shasta High School charter school in our district. If completed as projected, the former Serramonte High School site will no longer house the District Office or any fully public high school in our district. In fact, the proposed new site of the District Office would be relocated to Westmoor Park, a former site utilized by the city of Daly City and its Recreation and Library Department. This will create further impact to Green spaces, given that the current layout of the new District office is not necessarily protect the existing trees and public park area available to the community currently, as it has for generations.

It should be noted here that the current Serramonte Del Rey Faculty and Staff Housing Project has already removed approximately 90 trees — including those which were in good health — given the limits of the design provided by the agencies working in consultation with the JUHSD, as noted in the Tree Report prepared by David J. Powers & Associates. To the best of my knowledge, these 90 trees not only reduce the urban canopy here in Daly City which is extremely low at 5%, according to DC's own Project Green Space, There should be a review of our city and regional Urban Forest Inventory that documents this and should be referenced for this project, especially as we are in the top 10 most densely populated cities in the entire nation. as a city that borders San Francisco, which provides strong protections for sustaining and expanding urban development, as evidenced by Golden Gate Park and the Golden Gate National Recreation Area. Daly

City's rank as one of the densest populations in the region, State and Country compel our local government to address the need for more green space with urgency. Given the various impacts of climate change that all point to a need for increasing Green Space and urban forestry, we should be looking to expand, not reduce cultivated green spaces of plants and trees in our community. The current project looks to do the exact opposite, including explicitly removing an existing cultivated Green Space and community garden that has been recognized by San Mateo County as such for years. Though this was not ultimately presented approved at the board level by local volunteers cultivating the garden (though I would approve of it, if re-presented), the fact remains that the garden is an asset to our community and stands as an ideal project in line with the vision that Daly City has stated and worked towards through grant funding and AmeriCorps Vista, Project Green Space, Daly City's Green Vision, and related ordinances and initiatives.

As stated in my input at the EIR meeting hosted by the City of Daly City on May 19th, 2021, I will recommend a full review and reference of national policy by the Secretary of Interior Deb Haaland, as provided in the America the Beautiful Initiative and fuller vision of the policy directive guiding state and local public policy implementation around environmental and social justice stated by the Biden-Harris administration and ensuring aspects of the Green New Deal integrated in the current proposed American Jobs Plan Act. In addition to concerns raised by local Indigenous leaders and the Sierra Club regarding Cultural Resources and related health, environmental and larger sustainable land use development initiatives and policy, I would encourage an extensive application of this EIR to this and any alternative versions of the project, which currently do not exist. Thanks as always for your work on this, it is much appreciated.

Best,

Nick Occhipinti

JUHSD Board of Trustees

*edited for typos

Daly City | Serramonte Del Rey | Environment | Gentrification | Green New Deal



Written by Nick Occhipinti

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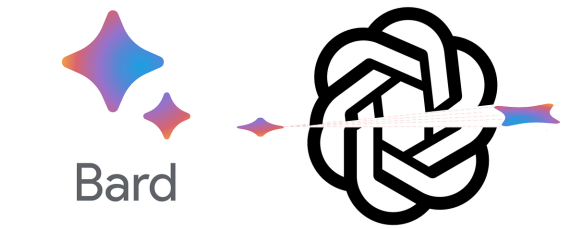

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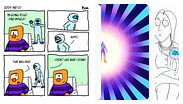

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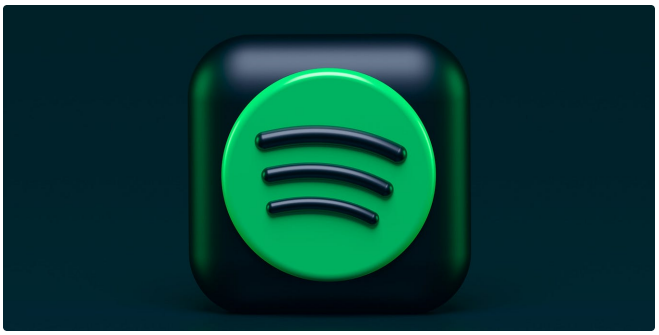

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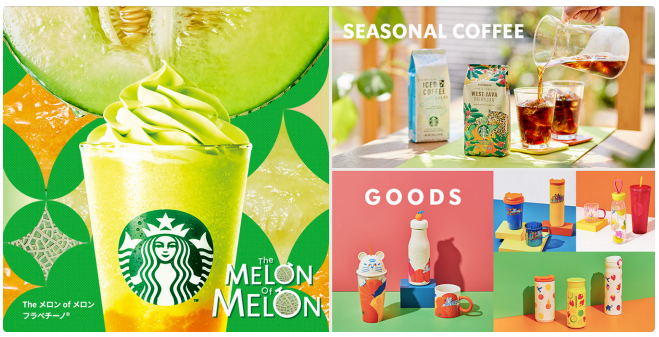

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AB-3030 Resource conservation: land and ocean conservation goals. (2019-2020)

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Date Published: 08/13/2020 09:00 PM

AMENDED IN SENATE AUGUST 13, 2020

AMENDED IN SENATE JULY 21, 2020

AMENDED IN ASSEMBLY JUNE 04, 2020

AMENDED IN ASSEMBLY MAY 06, 2020

CALIFORNIA LEGISLATURE— 2019–2020 REGULAR SESSION

ASSEMBLY BILL NO. 3030

Introduced by Assembly Member Kalra
(Coauthors: Assembly Members Bloom, Gonzalez, Reyes, and Robert Rivas)
(Coauthor: Senator Allen)

February 21, 2020

An act to add Section 9001.6 to the Public Resources Code, relating to resource conservation.

LEGISLATIVE COUNSEL'S DIGEST

AB 3030, as amended, Kalra. Resource conservation: land and ocean conservation goals.

Existing law declares it to be the policy of the state that the protection and management of natural and working lands, as defined, is an important strategy in meeting the state's greenhouse gas emissions reduction goals, and requires all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.

This bill would declare it to be the goals of the state by 2030 to protect at least 30% of the state's land areas and waters; to help advance the protection of 30% of the nation's oceans; and to support regional, national, and international efforts to protect at least 30% of the world's land areas and waters and 30% of the world's ocean. ~~The bill would authorize the state to achieve these goals through specified activities.~~

The bill would declare it a further goal of the state to improve access to nature for all people in the state and to provide for recreational and educational opportunities, including wildlife-dependent recreational activities, with a specific emphasis on increasing access for communities of color and economically disadvantaged communities.

The bill would authorize the state to achieve these goals through specified activities. The bill would require the Natural Resources Agency to ensure that actions made in furtherance of these goals are conducted in a specified

manner.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. *(a)* The Legislature finds and declares all of the following:

~~(a)~~

(1) Access to public land, nature, and a healthy environment should be a right for all people, *including those who lack equitable access to these resources,* as that access is essential to the health, well-being, identity, culture, and economic prosperity of California. *Research shows that communities of color are three times more likely than white communities to live in nature-deprived areas and that 70 percent of low-income communities live in nature-deprived areas.*

(2) The Natural Resources Agency has made environmental justice and tribal consultation a priority, including by adopting both of the following:

(A) An environmental justice policy in 2003 that describes "environmental justice," in accordance with Section 65040.12 of the Government Code, as the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins, with respect to the planning, decisionmaking, development, and implementation of programs, policies, and activities, including, but not limited to, the availability of a healthy environment for all people and the meaningful consideration of recommendations from populations and communities most impacted by pollution into environmental and land use decisions.

(B) A tribal consultation policy in 2012 to ensure effective government-to-government consultation between the Natural Resources Agency, departments of the Natural Resources Agency, and Native American tribes and tribal communities to provide meaningful input into the development of regulations, rules, policies, programs, projects, plans, property decisions, and activities that may affect tribal communities.

~~(b)~~

(3) California faces a biodiversity and climate crisis, with nature in a steep decline and greenhouse gas emissions not declining at the rate scientists say is needed in the United States and worldwide.

~~(c)~~

(4) Scientists are documenting a rapid loss of natural areas and wildlife in California, the United States, and throughout the world, including all of the following:

~~(1)~~

(A) From 2001 to 2017, a quantity of natural areas equal to the size of a football field disappeared to development every 30 seconds in the United States, constituting more than 1,500,000 acres per year.

~~(2)~~

(B) The Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services found that approximately 1,000,000 plant and animal species are threatened with extinction over the coming decades as a result of land conversion, water diversions, development, climate change, invasive species, pollution, other stressors, and direct exploitation, including wildlife trade.

~~(3)~~

(C) The Intergovernmental Science Policy Platform on Biodiversity and Ecosystem Services found that more than 500,000 terrestrial species have insufficient habitat for long-term survival without habitat restoration.

~~(4)~~

(D) From 2001 to 2017, California has lost more than 1,000,000 acres of natural area.

~~(5)~~

(E) At least 686 California species are at risk of future extinction, and native species in California have already declined by 20 percent.

~~(d)~~

(5) Climate change is accelerating the decline of nature in California and the United States.

~~(e)~~

(6) The Third National Climate Assessment found that climate change is reducing the ability of ecosystems to provide clean water and regulate water flows, limiting the ability of nature to buffer communities against disasters, such as fires, storms, floods, and marine heatwaves. Many of these changes disproportionately impact the health of communities of color and indigenous populations, and have far-reaching effects on marine and terrestrial wildlife, including by altering habitats, forcing changes to migratory patterns, altering the timing of biological events, causing shifts in species distributions, and warming and acidifying the ocean.

~~(f)~~

(7) Nature, like the climate, is nearing a tipping point where the continued loss and degradation of the natural environment will push many ecosystems and wildlife species past the point of no return, threaten the health and economic prosperity of California and the United States, and increase the costs of natural disasters.

~~(g)~~

(8) Globally, the existing protections for land, water, the ocean, and wildlife are insufficient to prevent a further decline of nature.

(9) Before Euro-American contact, Native American tribes managed and stewarded California's terrestrial and marine resources using traditional ecological knowledge and a wide array of traditional practices and techniques to maintain an environment capable of supporting large, thriving human, plant, and animal populations. Today, tribes continue to use these practices, which vary from tribe to tribe, but are generally focused on ecosystem interconnectivity, respecting the carrying capacity of the land, and viewing humans as an integral part of the environment. Tribal methods of protecting and managing the land are an essential and fundamental part of a concerted effort to successfully rebalance the climate and restore biodiversity.

~~(h)~~

(10) Historically, California has been a leader in conservation, working with stakeholders to develop exemplary programs and regulations that support and protect biodiversity in the marine and terrestrial environments of California.

~~(i)~~

(11) California should protect land, water, ocean, and wildlife in the state as necessary to prevent the further decline of nature.

~~(j)~~

(12) This act is not intended to undermine the Fish and Game Commission's authority in managing the public trust resources of the state.

~~(k)~~

(13) Conserving and restoring nature is one of the most efficient and cost-effective strategies for fighting climate change.

~~(l)~~

(14) The implementation of this policy includes promoting voluntary cooperation with private land owners.

~~(m)~~

(15) To confront the deterioration of natural systems and the loss of biodiversity around the world, and to remain below a 1.5 degrees Celsius increase in average global temperature, scientists recommend that roughly one-half of the planet be conserved.

~~(n)~~

(16) As a step toward achieving that goal, scientists have recommended that all countries commit to conserving and protecting at least 30 percent of land areas and waters and 30 percent of the ocean in each country by 2030, with a long-term goal of conserving one-half of the planet.

~~(o)~~

(17) The International Union for Conservation of Nature has established guidance related to access, resource use, and visitation in protected areas, providing that if activities are compatible with a protected area's objectives, and they are permitted within the terms governing the protected area, the activities may be allowed.

~~(p)~~

(18) Implementation of a state policy to protect at least 30 percent of California's land areas and waters within the state and 30 percent of the nation's oceans by 2030 should be consistent with state housing and economic goals.

(b) With respect to the implementation of this act, it is the intent of the Legislature that the state provide for the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins. This includes soliciting, accounting for, and responding to the voices, needs, and priorities of communities of color, indigenous communities, and economically disadvantaged communities.

(c) It is the intent of the Legislature that the implementation of this act honor and uphold the sovereignty of tribal nations and Native American tribes and tribal entities fulfill their own priorities for the protection and stewardship of natural, cultural, and historic resources. Efforts to support and expand land, water, and ocean protections should honor the rights and tribal jurisdiction of Native American tribes and be guided and informed by formal consultation with tribal nations and tribal decisionmaking authority.

SEC. 2. Section 9001.6 is added to the Public Resources Code, to read:

9001.6. (a) For purposes of this section, "protect" or "protection" means the establishment of enduring measures on land, water, and oceans that support thriving biodiversity, contribute to climate resilience, and provide ecosystem services, such that their natural character, resources, and functions are conserved, protected, restored, and enhanced for current and future generations.

(b) It is the goal of the state to protect at least 30 percent of California's land areas and waters and to help advance the protection of 30 percent of the nation's oceans by 2030, inclusive of existing protections afforded by state and federal laws and regulations.

(c) It is further the goal of the state to support regional, national, and international efforts to protect at least 30 percent of the world's land areas and waters and 30 percent of the world's ocean by 2030.

(d) It is further the goal of the state to improve access to nature for all people in the state and to provide for recreational and educational opportunities, including wildlife-dependent recreational activities, as defined in Section 1571 of the Fish and Game Code, with a specific emphasis on increasing access for communities of color and economically disadvantaged communities. Opportunities for improved access include existing and new opportunities.

(e) The state may achieve the goals ~~described~~ *established* in ~~subdivisions (b) and (c)~~ *this section* through activities that include, but are not limited to, any of the following:

(1) Working with the federal government, local communities, Native American ~~tribes,~~ *tribes and tribal entities,* other countries, ~~and~~ willing private ~~landowners~~ *landowners, and recreational and commercial stakeholders* to conserve natural places and resources.

(2) Improving access to nature for all people in the state, with a specific emphasis on increasing access for communities of color and economically disadvantaged communities.

(3) Preventing extinction by recovering and restoring biodiversity, including species listed under the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code).

(4) Enhancing climate resilience by protecting genetic diversity.

(5) Sequestering carbon and greenhouse gas emissions through natural measures in the land, waters, and ocean.

(6) Focusing work at a scale that is biologically and ecologically meaningful, including at a landscape or seascape scale, where appropriate.

(7) Collaborating with federal, *tribal,* regional, and international governments to support and advance protections for terrestrial and marine habitats that lie outside of the state's jurisdiction to ensure effective protections for California species that travel, are migratory, or have ranges that extend beyond the borders of the state.

(8) Considering how existing processes to evaluate or strengthen environmental conservation in California can contribute to the goals described in subdivisions (b) and (c) and leveraging those processes to identify, evaluate, and implement measures to meet the goals described in subdivisions (b) and (c).

(9) Stabilizing ecosystems and the services of ecosystems, restoring degraded ecosystems, and maintaining and enhancing ecological functions, including functional ecological connectivity in the face of human impact and climate change.

(10) Aligning the state's economic and purchasing power with efforts to protect ecosystems and threatened biodiversity within the state, nationally, and internationally.

(11) Ensuring that protected areas within the state are effectively managed and enforced.

(12) Securing protections for habitat types that are underrepresented in protected areas.

(13) Consulting with Native American tribes when conservation efforts impact tribal ancestral homelands to help restore tribal access to those lands and maintain or restore tribal land management, stewardship, and ownership.

(14) Partnering with Native American tribes to learn from and apply traditional ecological knowledge and reintroduce and promote traditional practices to restore ecosystem interconnectivity and balance, including through cooperative management agreements and other related legal instruments.

(f) The Natural Resources Agency shall ensure that actions made in furtherance of this section are conducted in a manner that incorporates the agency's environmental justice and tribal consultation policies, including subsequent updates to those policies, into relevant program planning, development, and implementation decisions.

(g) This section does not undermine, limit, contravene, or modify any other law or regulation in effect on January 1, 2021.

Project Green Space

Project Green Space
in the City of Daly City

Daly City is the 9th most densely populated city in the entire country. And, the City experiences one of the highest pollution burdens within the County of San Mateo. We need trees in our urban environment now more than ever! Help make Daly City greener, cleaner, and more resilient - for generations to come!

Adopt a Tree

Sign up to adopt a free tree or volunteer to plant trees and rain gardens. Email projectgreenspace@dalycity.org with your name, home address (please list if you are the property owner or tenant) and where you would like to plant a tree. *Program is currently suspended, but waitlist applicants are still accepted.*

The Daly City Drought Tolerant Tree Guide

The Daly City Drought Tolerant Tree Guide provides profiles with photos for over 70 tree species uniquely adapted to Daly City's coastal climate. Please get in touch if you have questions about species that would work best for your location. The City is always accepting feedback on tree species to add to the Guide.



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Urban Trees in a Changing Climate - Creating a Resilient Urban Forest in Daly City

As the largest city in San Mateo County and the 9th most densely populated in the country, Daly City is truly an impervious, concrete jungle. The urban canopy is estimated to cover less than 5% of the land area. Vegetation that does exist is largely introduced ornamentals and invasive species. Urban trees have steadily declined from drought, disease, and damage. Our new climate reality of increasing drought conditions destabilizes the landscape and can lead to localized flooding, landslides, and accelerated cliff erosion, especially during increasingly intense weather events that are projected under climate change.

As the "Gateway to the Peninsula", two major highways spew air pollution into densely developed areas, harming public health. Our shrinking urban forest simply cannot counter these impacts.

Growing the Urban Forest

Project Green Space has kicked off what will become decades of work to green urban spaces in Daly City. The City will rely heavily on all of you to help make this happen as volunteers in your communities. Does your street need trees? Do you know of vacant land that might be a good planting site? Want to help spread the word about the benefits of trees?

We welcome you all to join Project Green Space.

Value of Trees

Urban trees have tremendous value for public health, neighborhood beautification, and climate change mitigation and adaptation such as:

- Trees filter air pollutants, including particulate matter. This is important because of parts of Daly City experience some of the highest pollution burdens in the entire County, mostly due to air pollution from highways.
- Trees suck up stormwater after heavy rainfall events (which are expected to intensify) and release it slowly, reducing flood risk.
- Trees stabilize soils prone to erosion.
- Trees and rain gardens purify the water of contaminants and help recharge depleted groundwater resources.
- Trees capture and store carbon dioxide, the principal greenhouse gas responsible for climate change.
- Trees are even good for business! People visit and spend more money in business districts that are tree-lined.
- Green spaces help alleviate many of the stressors in a dense, urban environment.

Essentially, trees act as a form of insurance against the impacts of climate change and pollutants. Without them, we are completely exposed.

Valuation

Our current urban forest consists of 7,415 individual trees that have a combined estimated value of $18,802,720! This valuation, however, does not account for all of the myriads of benefits that trees provide.

Top 10 Species

The chart depicts the top 10 species in Daly City. As you can see, the top three species account for almost half of all our trees! The most widespread tree, the Monterey Pine, is dying off from a pitch canker disease, which spreads quicker in drought conditions. This species alone, some 2000 individuals, is estimated to be worth $5,000,000 to the City. Our next two predominant species, Monterey Cypress and Eucalyptus, are each valued between $3,000,000 and $4,000,000 each!

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Contact Us

City Manager

Email City Manager Office

Physical Address View Map

333 90th Street
Daly City, CA 94015

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Phone: 650-991-8127
Fax: 650-991-5759

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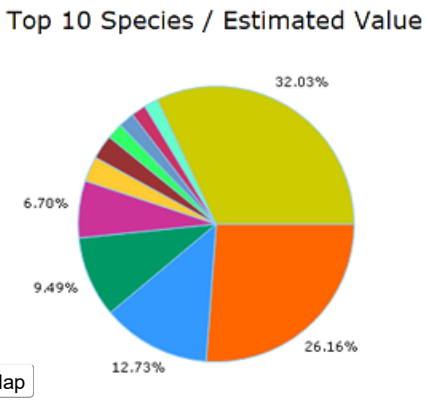

Botanical	Common	Total	Pct.	Estimated Value
Pinus radiata	MONTEREY PINE	1,940	26.16%	$5,373,410.00
Hesperocyparis macrocarpa	MONTEREY CYPRESS	944	12.73%	$3,145,650.00
Eucalyptus spp.	EUCALYPTUS	704	9.49%	$3,732,360.00
Tristaniopsis laurina	WATER GUM	497	6.70%	$820,630.00
Metrosideros excelsus	NEW ZEALAND CHRISTMAS TREE	220	2.97%	$387,950.00
Acacia baileyana	BAILEY ACACIA	210	2.83%	$331,520.00
Pinus pinea	ITALIAN STONE PINE	140	1.89%	$401,400.00
Myoporum laetum	MYOPORUM	137	1.85%	$204,840.00
Sequoia sempervirens	COAST REDWOOD	127	1.71%	$481,620.00
Maytenus boaria	MAYTEN TREE	121	1.63%	$188,980.00
Other	OTHER	2,375	32.03%	$3,734,360.00
Total Trees		**7,415**	**100%**	**$18,802,720.00**

Overall, we do not have a diverse urban forest and this has much larger implications for long-term resilience. Forests that are not diverse succumb to external shocks quickly, like disease, drought, and storms.

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CEQA: The California Environmental Quality Act

Key resources for understanding and implementing the California Environmental Quality Act (CEQA).

ON THIS PAGE:

New to CEQA? ↓ Guidelines & Updates ↓ Resources ↓

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New to CEQA?

CEQA requires public agencies to "look before they leap" and consider the environmental consequences of their discretionary actions. CEQA is intended to inform government decisionmakers and the public about the potential environmental effects of proposed activities and to prevent significant, avoidable environmental damage.

If you are just beginning to learn about CEQA, visit our Getting Started page.

Guidelines and Updates

CEQA News

The latest information about the California Environmental Quality Act (CEQA).

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Information on the regulations implementing the California Environmental Quality Act (CEQA).

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Related Resources

Technical Advisories

These Advisories provide general advice and recommendations, which agencies, the public, and other entities may use at their discretion.

read more

Transportation Impacts (SB 743)

Information on the implementation of SB 743, which changed how transportation impacts are analyzed under CEQA.

read more

Judicial Streamlining

Judicial streamlining for Environmental Leadership Development Projects (SB 7 and AB 900)

read more

Tribal Cultural Resources (AB 52)

Information to assist with the implementation of AB 52 regarding

CEQA & Climate Change

Information on how the California Environmental Quality Act (CEQA)

CEQA & Housing

Information on how the Legislature and the CEQA Guidelines have

the analysis of tribal cultural resource impacts and tribal consultation requirements.

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analyzes climate change.

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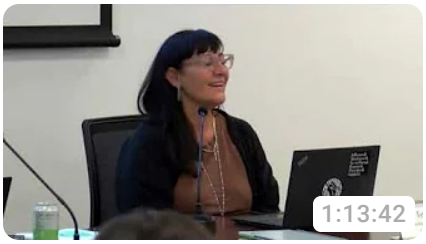

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Serramonte Del Rey Expansion Project: Timeline, 2018–2021



Nick Occhipinti · Follow
6 min read · Oct 20, 2021

This is a brief annotated timeline of the meetings, discussions, information and actions taken regarding Serramonte Del Rey (SDR), the SDR Expansion ("Revitalization") Project and its development over the past few years. *Please note that the current buildings being finalized in construction at SDR are the Faculty/Staff Housing Project (FSHP), a separate project approved and funded via Bond money in an election by local voters.*

Background

The Serramonte Del Rey school site is the former site of Serramonte High School and current home to the JUHSD District Office, several community-based tenants providing cultural, religious, sports and recreational programs, as well as a preschool, adult school and special education programs. *This Expansion Project at SDR would seek to bulldoze this entire area over the course of roughly 10 years, including two large existing green spaces outside of the current building area. These green spaces and open spaces would*

never be fully restored or replaced. These spaces include a community garden (The Garden at SDR) a public park (Westmoor Park) and all of the current SDR District Office and JUHSD school site — in order to clear the land for a luxury apartment complex — a massive project that was never voted on.

The SDR Expansion Project has only officially fielded community input from approximately 15–20 people in a handful of meetings over the past year. The elimination of Westmoor Park, for example, only fielded 1 comment — from a city employee — ultimately receiving 0 comments or public input and ignoring increasing concern from community and residents who have strongly voiced opposition to the project plans, both at Westmoor Park and SDR. These concerns have been raised and echoed by local students, parents, teachers, activists, leaders in our local Indigenous, Native community and environmental nonprofit organizations such as the Sierra Club. None of the critical input has been included in any of the project's plans; it has instead been fast-tracked to cut corners on environmental regulations whenever possible.

The voices of youth and community organizers have recently outlined how problematic the proposed development is, in addition to suggesting more sustainable, community-based uses for Public Lands designated for educational purposes. As a high school teacher and school Board Trustee with our District, I have raised many of these issues from the outset of the project's proposal, and have continuously voted against it. Despite this, my fellow Board Trustees have repeatedly lied in asserting that I "voted for this". I continue to be the only Board Trustee that has either questioned or voted against this project, which has been pushed aggressively by other Board Members and a handful of district staff with deliberately misleading information, most commonly used to distract the public from the fact that they are starting a real estate business on public school property.

The only way to counter lies and misinformation is with factual information; accordingly, this timeline provides links to the JUHSD Board Meetings (via YouTube) and their official Agendas (with the relevant Items and provided documents). All of this is public information. In addition, a request filed via the California Public Records Act (CPRA) regarding the SDR Expansion Project elicited 1181 pages of information from the District, including emails and related documents not previously shared. Screenshots of the document — which is not currently accessible publicly online — are also included here. The purpose of sharing all of this, of course, is to provide open access to public information and as a point of reference for the public to be able to actively, democratically engage in the decision-making process of public policy. These are the facts; the rest is up to you to decide. And yes, the bottom line for me remains crystal clear: our schools are not for sale.

2018

2/6/2018: 14.A.2. Facilities Subcommittee Update

"Next steps include bringing an agreement with Brookwood for the above work to the Board on March 6. Staff will also work with a space planner, Artik, to continue to explore short-term housing options for district office staff. Staff is also considering renting space at the medical office building on district property. Should the current district office be vacated a plan to notify tenants will need to occur by April for lease renewals."

3/20/2018: 14.B.1. Brookwood Associates

Preliminary presentation; Discussion Item.

Also:

15.A.1. RESOLUTION 2017/18–19: In Honor of the Parkland Shooting Victims and in Support of Greater Measures to Promote School Safety

4/3/2018: 13.B.1.1. Contract with Brookwood Associates for Consulting Services

8/1/2018: 14.A.1. Additional Scope of Work with Brookwood Advisors for Consulting

Services

11/7/2018*: 16.B.2. Faculty and Staff Housing Additional Scope of Work for Brookwood

Advisors

*1st Regular JUHSD Board Meeting recorded and posted online to YouTube

2019

3/5/2019: 4.B. Pursuant to Government Code 54956.8: CONFERENCE WITH REAL

PROPERTY NEGOTIATORS — Serramonte del Rey, 699 Serramonte Blvd., Daly City, CA 94015 — Negotiating Party/Agency: Brookwood Associates

10. REPORT OUT OF CLOSED SESSION: Minutes: Nothing to report.

6/4/2019: 14.A.3. Approval of Resolution 18/19–27: Authorizing the Execution, Delivery and

Sale of Certificates of Participation to Finance Predevelopment Costs Relating to District Properties

7/9/2019: 13.A.2. Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

2020

2/6/2020: 5.B.8. Service and Consultant Contract Approvals — HKIT Architects

4/14/2020: 4.B. PURSUANT TO GOVERNMENT CODE 54956.8: CONFERENCE WITH

REAL PROPERTY NEGOTIATORS — Westmoor High School (Westmoor Park), 131 Westmoor Ave., Daly City, CA 94015 — Negotiating Party/Agency: Brookwood Associates

10. REPORT OUT OF CLOSED SESSION: Minutes: Nothing to report. No action taken.

8/18/2020: 15.A.1. Contract with David J. Powers and Associates for California

Environmental Quality Act (CEQA) Consulting Services

15.A.2. Contract with HKIT Architects for Architectural Services

2021

2/2/2021: 13.A.1. Proposal from HKIT Architects to provide Need Analysis and Master

Planning

2/23/2021: 7. APPROVAL OF AGENDA

Minutes:

The Agenda was not initially approved.

Trustee, Nick Occhipinti wanted to make a motion to remove Items 15.A.1 and 15.A.2. Asked if those could be tabled, as he stated there was no information provided prior to the items. He wanted to table it, so Trustees could review the information before making an assessment and agreement.

Trustee Occhipinti motioned, with no second. Motion did not pass.

Trustees commented further regarding these items, as Trustee Occhipinti addressed concerns.

Trustee Occhipinti made a second motion to refer to committee for review, with no second. Second motion did not pass.

Vice President, Andy Lie made a motion to approve the Board Agenda as it is. Kalimah second.

Agenda was Board approved.

15.A.1. Serramonte Del Rey Additional Scope of Work for Brookwood Advisors

Vote:

Yes Andrew Lie.

Yes Carla Ng-Garrett.

No Nick Occhipinti.

Yes Kalimah Salahuddin.

Yes Rosie Tejada.

15.A.2. 7–11 Committee Recruitment

Vote:

Yes Andrew Lie.

Yes Carla Ng-Garrett.

No Nick Occhipinti.

Yes Kalimah Salahuddin.

Yes Rosie Tejada.

4/12/2021**: City of Daly City City Council Regular Meeting (virtual) — 04/12/2021

1. Approving the Contract for Serramonte Del Rey Campus Redevelopment EIR

Consultant (YouTube Video clip; Item starts at 33:05)

**DC City Council Meeting

4/24/2021: 6.A.1. LCAP and Budget Work Study Session

[Trustees comment on Serramonte Del Rey project, despite the fact that it is not a part of the current LCAP; AFT 1481 Report targets Trustee N. Occhipinti; Trustees K. Salahuddin and VP A. Lie laugh at the mention of Earth Day; to note, this meeting is posted online out of order on YouTube, nearly 2 months later, due to President Tejada directing Superintendent T. Presta to not publicly post it, until after it was requested several times to be publicly posted, as mandated by law, by Trustee N. Occhipinti]

5/18/2021: 15.B.2. Update and Recommendation for the Serramonte Del Rey Revitalization

Project

Vote:

Yes Andrew Lie.

Yes Carla Ng-Garrett.

No Nick Occhipinti.

Yes Kalimah Salahuddin.

Yes Rosie Tejada.

6/15/2021: 7.A.1. Update on Design Development for New District Offices and Adult

Education Building

Minutes:

Mrs. Van Raaphorst presented briefly, and passed over to Jeff Evans of HKIT Architects.

Jeff Evans presented briefly, along with other staff members from HKIT.

Board asked questions and commented.

No other direction regarding the development plans of the new building at this time.

Visit our district YouTube Channel for precise details.

6/15/2021: Mitigated Negative Declaration (MND) process begins, re: Westmoor Park; no

official notice is provided to Board Members on the timeframe for community input or process.

District proceeds with Mitigated Negative Declaration, despite direction not being formally approved as an Action Item by Board at the 6/15/2021 Regular Meeting.

7/20/2021: 12.3.1.19. Renewal of Master Agreement with Brookwood Group

Vote:

Absent Andrew Lie.

Yes Carla Ng-Garrett.

No Nick Occhipinti.

Yes Kalimah Salahuddin.

Yes Rosie Tejada.

8/3/2021**: City of Daly City Planning Commission Regular Meeting

**DC City Planning Commission Meeting

8/17/2021: 15.C.1. Resolution №2021–22/3 adopting the Initial Study/Mitigated Negative

Declaration, CEQA Findings, Mitigation Measures, and Mitigation Monitoring and Reporting Program for the Jefferson Union High School District Office and Adult Education Project

15.C.2. Resolution 2021–22/4 Establishing a Real Property Advisory Committee and Appointing Committee Members

[Westmoor Park MND approved, fast-tracked over the summer while the EIR for SDR was still being completed; Votes on both Items not recorded in Minutes: YouTube Video clip; Item 15.C.1 at 1:26:05–2:00:28]

Vote (same for both Items):

Yes Andrew Lie.

Absent Carla Ng-Garrett.

No Nick Occhipinti.

Yes Kalimah Salahuddin.

Yes Rosie Tejada.

9/27/2021**: City of Daly City Council Regular Meeting

**DC City Council Meeting

[5–0 vote for a continuance of the item to consider approval of the SDR

Expansion Project Precise Plan, pending community input]

Serramonte Del Rey | Westmoor Park | Daly City | Gentrification | Green New Deal



Written by Nick Occhipinti

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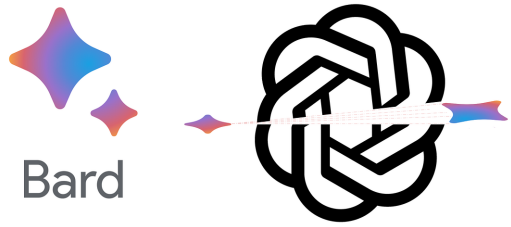



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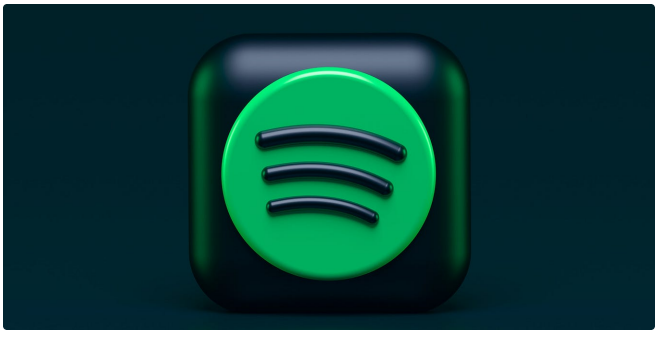



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116TH CONGRESS
1ST SESSION

H. RES. 109

Recognizing the duty of the Federal Government to create a Green New Deal.

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 7, 2019

Ms. OCASIO-CORTEZ (for herself, Mr. HASTINGS, Ms. TLAIB, Mr. SERRANO, Mrs. CAROLYN B. MALONEY of New York, Mr. VARGAS, Mr. ESPAILLAT, Mr. LYNCH, Ms. VELÁZQUEZ, Mr. BLUMENAUER, Mr. BRENDAN F. BOYLE of Pennsylvania, Mr. CASTRO of Texas, Ms. CLARKE of New York, Ms. JAYAPAL, Mr. KHANNA, Mr. TED LIEU of California, Ms. PRESSLEY, Mr. WELCH, Mr. ENGEL, Mr. NEGUSE, Mr. NADLER, Mr. MCGOVERN, Mr. POCAN, Mr. TAKANO, Ms. NORTON, Mr. RASKIN, Mr. CONNOLLY, Mr. LOWENTHAL, Ms. MATSUI, Mr. THOMPSON of California, Mr. LEVIN of California, Ms. PINGREE, Mr. QUIGLEY, Mr. HUFFMAN, Mrs. WATSON COLEMAN, Mr. GARCÍA of Illinois, Mr. HIGGINS of New York, Ms. HAALAND, Ms. MENG, Mr. CARBAJAL, Mr. CICILLINE, Mr. COHEN, Ms. CLARK of Massachusetts, Ms. JUDY CHU of California, Ms. MUCARSEL-POWELL, Mr. MOULTON, Mr. GRIJALVA, Mr. MEEKS, Mr. SABLAN, Ms. LEE of California, Ms. BONAMICI, Mr. SEAN PATRICK MALONEY of New York, Ms. SCHAKOWSKY, Ms. DELAURO, Mr. LEVIN of Michigan, Ms. MCCOLLUM, Mr. DESAULNIER, Mr. COURTNEY, Mr. LARSON of Connecticut, Ms. ESCOBAR, Mr. SCHIFF, Mr. KEATING, Mr. DEFAZIO, Ms. ESHOO, Mrs. TRAHAN, Mr. GOMEZ, Mr. KENNEDY, and Ms. WATERS) submitted the following resolution; which was referred to the Committee on Energy and Commerce, and in addition to the Committees on Science, Space, and Technology, Education and Labor, Transportation and Infrastructure, Agriculture, Natural Resources, Foreign Affairs, Financial Services, the Judiciary, Ways and Means, and Oversight and Reform, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

RESOLUTION

Recognizing the duty of the Federal Government to create a Green New Deal.

Whereas the October 2018 report entitled ''Special Report on Global Warming of 1.5 °C'' by the Intergovernmental Panel on Climate Change and the November 2018 Fourth National Climate Assessment report found that—

(1) human activity is the dominant cause of observed climate change over the past century;

(2) a changing climate is causing sea levels to rise and an increase in wildfires, severe storms, droughts, and other extreme weather events that threaten human life, healthy communities, and critical infrastructure;

(3) global warming at or above 2 degrees Celsius beyond preindustrialized levels will cause—

(A) mass migration from the regions most affected by climate change;

(B) more than $500,000,000,000 in lost annual economic output in the United States by the year 2100;

(C) wildfires that, by 2050, will annually burn at least twice as much forest area in the western United States than was typically burned by wildfires in the years preceding 2019;

(D) a loss of more than 99 percent of all coral reefs on Earth;

(E) more than 350,000,000 more people to be exposed globally to deadly heat stress by 2050; and

(F) a risk of damage to $1,000,000,000,000 of public infrastructure and coastal real estate in the United States; and

(4) global temperatures must be kept below 1.5 degrees Celsius above preindustrialized levels to avoid the most severe impacts of a changing climate, which will require—

(A) global reductions in greenhouse gas emissions from human sources of 40 to 60 percent from 2010 levels by 2030; and

(B) net-zero global emissions by 2050;

Whereas, because the United States has historically been responsible for a disproportionate amount of greenhouse gas emissions, having emitted 20 percent of global greenhouse gas emissions through 2014, and has a high technological capacity, the United States must take a leading role in reducing emissions through economic transformation;

Whereas the United States is currently experiencing several related crises, with—

(1) life expectancy declining while basic needs, such as clean air, clean water, healthy food, and adequate health care, housing, transportation, and education, are inaccessible to a significant portion of the United States population;

(2) a 4-decade trend of wage stagnation, deindustrialization, and antilabor policies that has led to—

(A) hourly wages overall stagnating since the 1970s despite increased worker productivity;

(B) the third-worst level of socioeconomic mobility in the developed world before the Great Recession;

(C) the erosion of the earning and bargaining power of workers in the United States; and

(D) inadequate resources for public sector workers to confront the challenges of climate change at local, State, and Federal levels; and

(3) the greatest income inequality since the 1920s, with—

(A) the top 1 percent of earners accruing 91 percent of gains in the first few years of economic recovery after the Great Recession;

(B) a large racial wealth divide amounting to a difference of 20 times more wealth between the average white family and the average black family; and

(C) a gender earnings gap that results in women earning approximately 80 percent as much as men, at the median;

Whereas climate change, pollution, and environmental destruction have exacerbated systemic racial, regional, social, environmental, and economic injustices (referred to in this preamble as ''systemic injustices'') by disproportionately affecting indigenous peoples, communities of color, migrant communities, deindustrialized communities, depopulated rural communities, the poor, low-income workers, women, the elderly, the unhoused, people with disabilities, and youth (referred to in this preamble as ''frontline and vulnerable communities'');

Whereas, climate change constitutes a direct threat to the national security of the United States—

(1) by impacting the economic, environmental, and social stability of countries and communities around the world; and

(2) by acting as a threat multiplier;

Whereas the Federal Government-led mobilizations during World War II and the New Deal created the greatest

middle class that the United States has ever seen, but many members of frontline and vulnerable communities were excluded from many of the economic and societal benefits of those mobilizations; and

Whereas the House of Representatives recognizes that a new national, social, industrial, and economic mobilization on a scale not seen since World War II and the New Deal era is a historic opportunity—

(1) to create millions of good, high-wage jobs in the United States;

(2) to provide unprecedented levels of prosperity and economic security for all people of the United States; and

(3) to counteract systemic injustices: Now, therefore, be it

Resolved, That it is the sense of the House of Representatives that—

(1) it is the duty of the Federal Government to create a Green New Deal—

(A) to achieve net-zero greenhouse gas emissions through a fair and just transition for all communities and workers;

(B) to create millions of good, high-wage jobs and ensure prosperity and economic security for all people of the United States;

(C) to invest in the infrastructure and industry of the United States to sustainably meet the challenges of the 21st century;

(D) to secure for all people of the United States for generations to come—

(i) clean air and water;

(ii) climate and community resiliency;

(iii) healthy food;

(iv) access to nature; and

(v) a sustainable environment; and

(E) to promote justice and equity by stopping current, preventing future, and repairing historic oppression of indigenous peoples, communities of color, migrant communities, deindustrialized communities, depopulated rural communities, the poor, low-income workers, women, the elderly, the unhoused, people with disabilities, and youth (referred to in this resolution as ''frontline and vulnerable communities'');

(2) the goals described in subparagraphs (A) through (E) of paragraph (1) (referred to in this resolution as the ''Green New Deal goals'') should be accomplished through a 10-year national mobilization (referred to in this resolution as the ''Green New Deal mobilization'') that will require the following goals and projects—

(A) building resiliency against climate change-related disasters, such as extreme weather, including by leveraging funding and providing investments for community-defined projects and strategies;

(B) repairing and upgrading the infrastructure in the United States, including—

(i) by eliminating pollution and greenhouse gas emissions as much as technologically feasible;

(ii) by guaranteeing universal access to clean water;

(iii) by reducing the risks posed by climate impacts; and

(iv) by ensuring that any infrastructure bill considered by Congress addresses climate change;

(C) meeting 100 percent of the power demand in the United States through clean, renewable, and zero-emission energy sources, including—

(i) by dramatically expanding and upgrading renewable power sources; and

(ii) by deploying new capacity;

(D) building or upgrading to energy-efficient, distributed, and ''smart'' power grids, and ensuring affordable access to electricity;

(E) upgrading all existing buildings in the United States and building new buildings to achieve maximum energy efficiency, water efficiency, safety, affordability, comfort, and durability, including through electrification;

(F) spurring massive growth in clean manufacturing in the United States and removing pollution and greenhouse gas emissions from manufacturing and industry as much as is technologically feasible, including by expanding renewable energy manufacturing and investing in existing manufacturing and industry;

(G) working collaboratively with farmers and ranchers in the United States to remove pollution and greenhouse gas emissions from the agricultural sector as much as is technologically feasible, including—

(i) by supporting family farming;

(ii) by investing in sustainable farming and land use practices that increase soil health; and

(iii) by building a more sustainable food system that ensures universal access to healthy food;

(H) overhauling transportation systems in the United States to remove pollution and greenhouse gas emissions from the transportation sector as much as is technologically feasible, including through investment in—

(i) zero-emission vehicle infrastructure and manufacturing;

(ii) clean, affordable, and accessible public transit; and

(iii) high-speed rail;

(I) mitigating and managing the long-term adverse health, economic, and other effects of pollution and climate change, including by providing funding for community-defined projects and strategies;

(J) removing greenhouse gases from the atmosphere and reducing pollution by restoring natural ecosystems through proven low-tech solutions that increase soil carbon storage, such as land preservation and afforestation;

(K) restoring and protecting threatened, endangered, and fragile ecosystems through lo-

cally appropriate and science-based projects that enhance biodiversity and support climate resiliency;

(L) cleaning up existing hazardous waste and abandoned sites, ensuring economic development and sustainability on those sites;

(M) identifying other emission and pollution sources and creating solutions to remove them; and

(N) promoting the international exchange of technology, expertise, products, funding, and services, with the aim of making the United States the international leader on climate action, and to help other countries achieve a Green New Deal;

(3) a Green New Deal must be developed through transparent and inclusive consultation, collaboration, and partnership with frontline and vulnerable communities, labor unions, worker cooperatives, civil society groups, academia, and businesses; and

(4) to achieve the Green New Deal goals and mobilization, a Green New Deal will require the following goals and projects—

(A) providing and leveraging, in a way that ensures that the public receives appropriate ownership stakes and returns on investment, adequate capital (including through community grants, public banks, and other public financing), technical expertise, supporting policies, and other forms of assistance to communities, organizations, Federal, State, and local government agencies, and businesses working on the Green New Deal mobilization;

(B) ensuring that the Federal Government takes into account the complete environmental and social costs and impacts of emissions through—

(i) existing laws;

(ii) new policies and programs; and

(iii) ensuring that frontline and vulnerable communities shall not be adversely affected;

(C) providing resources, training, and high-quality education, including higher education, to all people of the United States, with a focus on frontline and vulnerable communities, so that all people of the United States

may be full and equal participants in the Green New Deal mobilization;

(D) making public investments in the research and development of new clean and renewable energy technologies and industries;

(E) directing investments to spur economic development, deepen and diversify industry and business in local and regional economies, and build wealth and community ownership, while prioritizing high-quality job creation and economic, social, and environmental benefits in frontline and vulnerable communities, and deindustrialized communities, that may otherwise struggle with the transition away from greenhouse gas intensive industries;

(F) ensuring the use of democratic and participatory processes that are inclusive of and led by frontline and vulnerable communities and workers to plan, implement, and administer the Green New Deal mobilization at the local level;

(G) ensuring that the Green New Deal mobilization creates high-quality union jobs that pay prevailing wages, hires local workers, offers training and advancement opportunities, and

guarantees wage and benefit parity for workers affected by the transition;

(H) guaranteeing a job with a family-sustaining wage, adequate family and medical leave, paid vacations, and retirement security to all people of the United States;

(I) strengthening and protecting the right of all workers to organize, unionize, and collectively bargain free of coercion, intimidation, and harassment;

(J) strengthening and enforcing labor, workplace health and safety, antidiscrimination, and wage and hour standards across all employers, industries, and sectors;

(K) enacting and enforcing trade rules, procurement standards, and border adjustments with strong labor and environmental protections—

(i) to stop the transfer of jobs and pollution overseas; and

(ii) to grow domestic manufacturing in the United States;

(L) ensuring that public lands, waters, and oceans are protected and that eminent domain is not abused;

(M) obtaining the free, prior, and informed consent of indigenous peoples for all decisions that affect indigenous peoples and their traditional territories, honoring all treaties and agreements with indigenous peoples, and protecting and enforcing the sovereignty and land rights of indigenous peoples;

(N) ensuring a commercial environment where every businessperson is free from unfair competition and domination by domestic or international monopolies; and

(O) providing all people of the United States with—

(i) high-quality health care;

(ii) affordable, safe, and adequate housing;

(iii) economic security; and

(iv) clean water, clean air, healthy and affordable food, and access to nature.

○

change.org

Petition details Comments Updates



Help Save Daly City's Only Community Garden on Ohlone Land and Territory

Started July 3, 2021
Petition to Vice-Mayor, City of Daly City Juslyn Manalo and 12 others

4,557
Signatures

5,000
Next Goal

53 people signed this week

Sign this petition

Why this petition matters



Started by **Debbie Santiago**

When my family moved to Daly City in 2004 my son discovered a beautiful community garden within walking distance of our home. Growing fruits and vegetables with friends and neighbors helped teach my son and niece to respect and share earth's bounty.

My mother and I are enrolled members of the **Washoe Tribe of Nevada and California**. Together we hold small ceremonies in the Daly City Community Garden and sing traditional Washiw songs to honor Mother Earth and all her beauty. The garden has given my family a sense of peace and harmony.

Over the past two decades gardeners have nurtured the land and Mother Earth has responded by providing a second chance for indigenous plants, hummingbirds, hawks, bees, frogs, Mission Blue Butterflies, California Gartersnakes, and deer that drink from seasonal wetlands. Everything you see and touch in the garden is living and sacred. Please help me save it.

Here's the Problem: High School District Trustees Plan to Bulldoze Daly City's Only Community Garden

Daly City, the second most populous city in San Mateo County, with a population of 104,901 according to the 2020 census, is home to only one community garden. However, this single food forest is under threat because Jefferson Union High School District (JUHSD) intends to demolish it. This community garden, an urban oasis and a vital food source for residents for over two decades, is located at 699 Serramonte Blvd in Daly City. Shockingly, the district's plan is to repurpose this sacred space into a dump site for asphalt and construction debris as part of a 15-year phased development project that includes the construction of five apartment buildings, eventually totaling 1,113 rental units. It's important to note that these units will be built on public school district property and leased to a private property management company.

The local Sierra Club chapter, along with various other community organizations including the NAACP, have communicated their concerns to the City, urging them to preserve this invaluable garden space.

Spare the Garden: Don't Bulldoze It, Dump on It, Or Build Over It

The current site for the garden is ideal because the ridgeline above the garden protects a fruit

53 people signed this week

Sign this petition

Ramaytush Ohlone, the original inhabitants of the San Francisco Peninsula, who sustained themselves through hunting, fishing, and gathering. The garden and the surrounding trees not only provide valuable community resources but also contribute to preserving this green space with cultural and historical importance.

School District's Heavy-Handed Tactics Targeting Gardeners

District trustees who support demolishing the garden directed staff to implement an authoritarian culture of intimidation and fear. In 2020, as the Covid pandemic spiked JUHSD began ramping up harassment. School district tactics included verbally berating gardeners by telling them to stay away, erecting an 8’ cyclone fence with a padlocked gate, installing a video surveillance system near the gate, installing a loudspeaker, cutting off water from all garden spigots and removing redwood trees. Additionally, gardeners were required to pay for fingerprints and an FBI background check to access the garden by appointment. Staff said they were concerned about crime however when asked if the school district had reported any incidents to police administrators said no crime was reported. Toni Presta, Superintendent of JUHSD has not refunded the public's money for fingerprints and background checks. Presently, JUHSD has allocated resources to employ security guards tasked with overseeing the garden. Unfortunately, there have been reports of security personnel engaging in drug use, both within the garden and in the adjacent parking area, which concerns gardeners.

History of Ancestral and Cultural Genocide

In 1769, Spanish colonizers arrived in Northern California and constructed missions to Christianize my ancestors and take our land. Between the years 1769 and 1834, the number of Native Californians dropped from 300,000 to 250,000. After California entered into the Union in 1850, the state government perpetrated massacres against the Ohlone people. Many of the leaders of these massacres were rewarded with positions in state and federal government. These massacres have been described as genocide. During the 1940’s through the 1960’s the state disenrolled eight-hundred tribes including the Ohlone to gain control of their land and territory. Native Californians who were relocated during this era faced culture shock and discrimination. Today, many of us are **leading the effort** for cultural and historical recognition of our tribes.

Privatization of Public Resources

Bulldozing Daly City's only community garden and killing trees to develop **market-rate**

53 people signed this week

plants, hundreds of trees, a seasonal wetland and wildlife including the Mission Blue Butterfly and the California Garter Snake.

The garden has a rich history of serving as a communal space for Indigenous families, Latinx families, and families of Color, allowing them to cultivate crops and raise chickens. Gardeners forage for plants that hold significance in the medicine and dietary practices of the Ramaytush Ohlone. Additionally, the garden serves as a site for multi-generational seasonal ceremonies led by Indigenous elders, encompassing approximately 2 acres of public land.

This garden is especially important because it's the only community garden in Daly City, where access to greenspace and parkland is extremely limited and underfunded. In recent years, the Daly City Council made the regrettable decision to defund Westmoor Park, a space they previously leased from JUHSD. Consequently, the park lease was terminated, and JUHSD is now utilizing the land to construct new office buildings for the elected board of trustees and administrators.

Regrettably, there appears to be a lack of accountability among locally elected officials who may not fully grasp the detrimental consequences of trading a public garden and park for market-rate housing. This shortsighted approach by the JUHSD Board of Trustees has resulted in detrimental policy decisions and an unwarranted focus on expansion that deviates from the District's stated mission of "Excellence Through Equity."

From the City of Daly City website:

- Daly City is the 9th most **densely populated** city in the entire country. And the City experiences one of the highest pollution burdens within the County of San Mateo.
- Overall, Daly City does not have a diverse urban forest, and this has much larger implications for long-term resilience. Forests that are not diverse succumb to external shocks quickly, like disease, drought, and storms.

Chronic Illness in San Mateo County

The 2013 San Mateo County Community Health Needs Assessment reported that the prevalence of asthma and diabetes increased significantly between 1998 and 2013. In only 15 years the asthma rate in San Mateo County jumped from 8% to 17.9% and chronic lung disease increased from 4.7% to 7.1%. Poor air quality in Daly City disproportionately impacts

53 people signed this week

income families.

The Sierra Club sent Daly City officials a letter that included the following concerns:

Land owned by the Jefferson Union High School District currently represents a public use. It includes a well-used almost two acre community garden and orchard that improves air quality, increases access to fresh food, improves food security, improves dietary habits through education, increases fruit and vegetable intake, increases physical activity through garden maintenance activities, reduces the risk of obesity and obesity-related diseases, improves mental health, promotes relaxation, provides needed biodiversity, includes hundreds of plant species including native plants, provides wildlife habitat, includes trees and shrubs of different densities and heights giving birds a places of retreat and safety, includes a number of redwood trees and fruit trees, the garden includes a seasonal wetland, reduces erosion from runoff, provides natural flood control, improves water quality and serves as a vital component of effective adaptation and resilience to climate change. Children's toys within the garden point to widespread community use and the functioning of the garden like a park.

There is a shortage of community gardens in Daly City unlike surrounding cities including Pacifica and San Francisco. Community gardens function as ecological green space, a gathering place for neighbors, as well as a place for solitude, reflection, and study. They also make a positive contribution to the community by reducing food insecurity, providing access to culturally relevant foods, promoting healthier eating through education programs, and providing access to gardening for those who otherwise could not have a garden, such as families with young children, the elderly, recent immigrants, multifamily dwellers, and the unhoused.

The garden was initially established many decades ago as a therapeutic school garden project but swiftly transformed into a beloved community garden. Today, it stands as a cherished source of immense public benefit and a point of pride for the community. This garden not only offers opportunities for both active and passive recreation but also promotes healthy nutrition, a crucial aspect given the concerns surrounding malnutrition and obesity, especially considering the limited availability of community gardens in Daly City.

Furthermore, considering the low ratio of counselors to students in JUHSD, the garden plays a significant role in supporting student mental health. The shortage of community gardens in Daly City has had a detrimental impact on its residents, particularly during the COVID-19

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given its significant population of minority families with deep-rooted traditions of actively tending to gardens, orchards, and farms. These practices are tied to food security and cultural traditions, making the presence of community gardens even more critical for the community's well-being.

Community gardens are examples of green infrastructure that are resilient adaptations to climate change. As global warming intensifies food costs will continue to increase and food scarcity will need to be addressed through community gardening. Gardens play a multifaceted role in mitigating climate change impacts by reducing urban heat islands, offering various ecosystem services, and improving stormwater retention.

From a socioeconomic standpoint, community gardens build trust, encourage community participation, improve responses to natural disasters, and bolster food security — all of which are pivotal elements in effectively adapting to and building resilience against the effects of climate change. Notably, unlike other green infrastructure solutions such as rain gardens, bioswales, and green roofs, community gardens are uniquely equipped to respond to a broader spectrum of stressors, encompassing economic, social, and political instabilities in addition to their environmental benefits.

Decades of tree removal, often to make way for both front yard and backyard paving, has increased impervious surfaces citywide. Now the highly urbanized population faces a new climate reality dominated by drought, rising temperatures, and limited but more intense storm events.

Stop Reducing Greenspace in Daly City

It is imperative that our elected representatives fulfill their responsibility to address nature-deficit disorder, a condition stemming from the chronic absence of community gardens, green spaces, and parks in Daly City. Nature-deficit disorder has far-reaching consequences, including elevated rates of physical and emotional illnesses, attention deficits, depression, substance abuse, sensory underutilization, and health issues related to poor dietary habits, insufficient physical activity, and acute asthma episodes triggered by unhealthy air quality. Extensive research indicates that nature-deficit disorder erodes ecological literacy and hinders stewardship of the natural world, fostering apathy in the face of climate change crises such as wildfires, sea level rise, and extreme heat – challenges that Daly City urgently needs to address.

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significant concerns about JUHSD's endorsement of government-sponsored segregation on public lands. Economic segregation is particularly worrisome, given that only a minimal 10% allocation has been designated for affordable apartments within the project. Additionally, the School District's strategy of concentrating all 111 affordable/low-income units within a single "poor door" building while distributing 1002 market-rate apartments across four other buildings is inconsistent with the city's Inclusionary Housing Ordinance and is expected to perpetuate low socioeconomic status and racial segregation.

Economic Segregation and Racial Segregation are Intertwined

Economic segregation occurs when individuals or families with lower incomes are confined to certain neighborhoods, or a single building within a multi-building development, due to affordability constraints. This pattern often results in racially homogeneous housing, as people of similar economic backgrounds often share similar racial backgrounds. Consequently, when families are concentrated in poor buildings, it creates racially homogeneous social networks that limit access to educational and employment opportunities. This perpetuates a self-reinforcing cycle that sustains economic disparities, economic segregation, and racially segregated housing.

Low Socioeconomic Status

Socioeconomic status (SES) encompasses not just income but also educational attainment, financial security, and subjective perceptions of social status and social class. SES can encompass quality of life attributes as well as the opportunities and privileges afforded to people within society. The relationship between SES, race and ethnicity is intimately intertwined. Research has shown that in terms of socioeconomic stratification, race and ethnicity often play significant roles in determining a person's SES (U.S. Census Bureau, 2009).

Communities affected by low SES, driven by factors like income-based housing segregation, share common experiences, including limited economic development, substandard health conditions, and fewer educational opportunities. Persistent low SES has been identified as a contributing risk factor that disproportionately affects communities of color residing in income-segregated housing. In contrast, affluent homeowners in predominantly white communities are less likely to experience low SES.

Social-Spatial Segregation

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children of a safe route to and from school. Social-spatial segregation is also apparent by the absence of a rooftop Jacuzzi spa for families in the affordable building, while it is provided to market-rate tenants on Parcel B. The proposed plans raise concerns of income-based discrimination, as emergency generators are exclusively installed in all market-rate buildings, with no provision for the low-income building. Additionally, placing an income segregated daycare center on Parcel C underscores its stigmatization as an income segregated area of the development.

Further Information Available Online

To access more information, please visit the **Daly City Community Garden Alliance** website. You can also stay updated on the garden's activities by following their Instagram account **@themysticalgarden**. **Historic photos**, **recent photos** and **wetland photos and videos** are also published online.

Your Support Matters

Join me in supporting community gardening in Daly City. By adding your signature to this petition, you are helping to ensure the preservation of Daly City's only community garden for generations to come. This is a comment on the Serramonte Del Rey Campus Redevelopment Project **Draft Environmental Impact Report**. This petition, addressing the Draft EIR (APN 091-211-230), is scheduled for delivery by 5:00 pm on Sept 8, 2023, to Daly City Planning Manager **Michael Van Lonkhuysen**, City of Daly City **Councilmembers**, and Jefferson Union High School District **Trustees.**

Thank you, Debbie Santiago

Community Garden Trees (hundreds of trees)

27 Redwoods
3 Madrone
2 Buckeye
4 California Coffee Bean
1 Bay Laurel
2 California elderberry
1 Laurel
2 Douglas Fir

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1 Catalina ironwood (donated by city)
5 Willow
20 Juncus patens (Spreading Rush)
14 Juncus lescurii (San Francisco Rush)
2 Blue Spruce
1 Potted Spruce
1 Alpine Source
1 Austrian Pine
1 Live Oak
1 Noble Fir
3 Maple (big)
2 Japanese Maple
1 Walking Stick Tree
1 White oak
(100+) Acacia

Community Garden Fruit Orchard (over 100 fruit trees)

3 Cherry
2 Plum
8 Nectarines
22 Apple
12 Currants, many varieties
5 Avocado
4 Pears
3 Olive
2 Loquat
2 Kumquat
2 Lemon
2 Buddha Hand Citrus Tree
1 Mexican Lime
1 Meyer Lemon
3 Banana Passion Fruit
6 Blackberries without thorns
1 Lemon Guava
1 Pomegranate
6 Blueberries Shrubs

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2 Mandarin Clementine
3 Grape Vines
1 Prickly Pear Cactus
2 Dragon Fruit Cactus
2 Peach

Wildlife (partial list):

- California Garter Snake
- California Vole (rodent)
- Coyote
- Bald Eagle
- Red-Tailed Hawks
- Skunks
- Raccoons
- Ravens
- Woodpeckers
- Hummingbirds
- Lizards (Alligator Lizard and Blue Belly)
- Owls
- Bats
- Frogs
- Mountain Lion (SDR near Skyline Ridge - Seen droppings and track prints)
- Squirrels

Butterflies:

- Mission Blue
- Monarchs

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- Painted Lady
- Regal Fritillary

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English (United States)

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Washoe History

A Brief Summary

> **Our elders tell us we have been here since the beginning, and we are still here in our lands.**

Click here to download our Washoe History: Past and Present packet created by the Tribal Historic Preservation Office

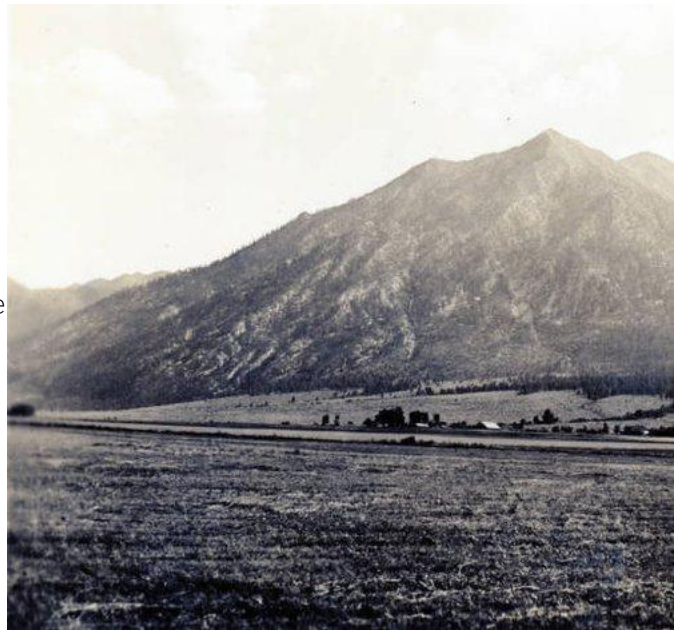
Waší·šiw ʔitdéʔ - “the homelands of the Washoe People”

As the Wá·šiw creation story goes, the people were brought to their homelands surrounding Lake Tahoe by géwe (the coyote) and told that this is the place the Wá·šiw People were meant to be by nenťúšu. nenťúšu then told all of the plants, medicines and animals of this place to grow strong in order to provide nourishment for the Wá·šiw and she reminded the people of their responsibility to care for this place (one of several creation stories).

“The center of the Wá·šiw world is dáʔaw (Lake Tahoe) both geographically and spiritually."

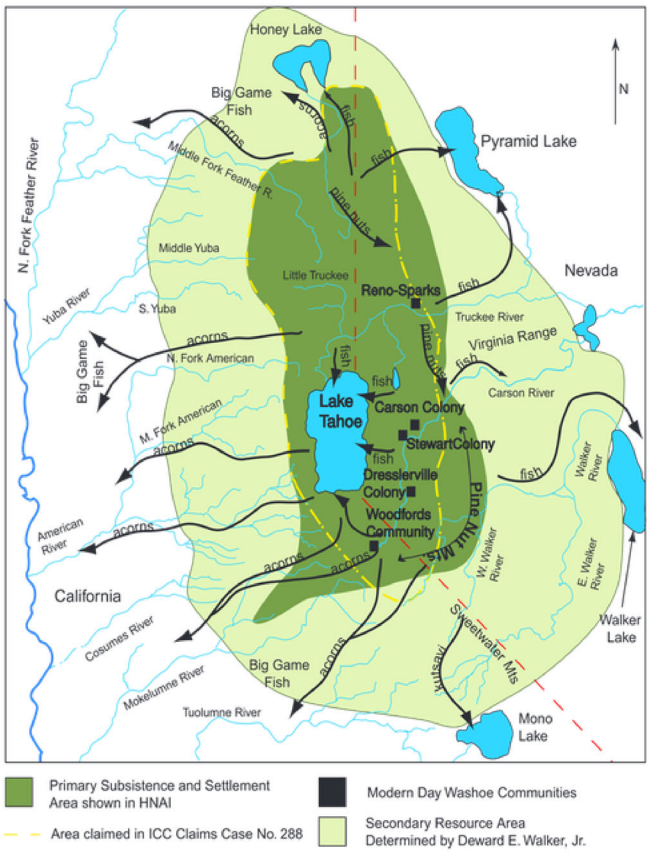
Like most native peoples our lifestyles revolved around the environment; the people were part of the environment, and everything was provided by the environment.

Waší·šiw - The People From Here



The Wá·šiw people are a distinct people who share commonalities with both the Great Basin and the California Cultures. The family unit is the core of the tribe. The families comprised the local groups and the local groups made up a band. The Wá·šiw were recognized by what part of the territory they came from. The four directions of Wá·šiw territory was occupied by different bands of the Wá·šiw that made up the whole of the tribe. Although one tribe, each band was unique in its own area of occupation with subtle differences in cultural diversity and language patterns.

Summers were spent at dáʔaw and all parts of the territory. Large Cutthroat Trout lived in all the lakes and streams along with freshwater clams and other fish once plentiful, sustained the people throughout the year. Large and small game was once plentiful. Plant gathering for food, utilitarian and medicinal use is still actively practiced by Tribal Members in all parts of Wá·šiw lands. During the fall the Wá·šiw traveled to the pine nut hills to gather ťágim (pinion nuts) or to the western slope of the Sierras to gather máluŋ (acorns). The fall was also time for hunting. Rabbit drives were conducted throughout the valleys at the designation of the Rabbit Boss, and the meat and pelts gathered were used to sustain the people through the long winters. During the winters the Wá·šiw would travel to lowland valleys where the harsh winter snows felt by the Sierra Mountains would be bearable. When the snows started melting, it was a time for renewal and it was time to begin the cycle of life again.



Changes to Washoe Life

During the California gold rush followed by the subsequent silver rush in Nevada a few years later, thousands of miners and immigrants flooded Wá·šiw lands in a relatively short time period and they stayed here, disrupting the balance; changing the Wá·šiw world forever in only a few short years. The demand on the natural resources by the immigrant population depleted much of it. The logging industry denuded the forests and scarred the Pine Nut Mountains to support the mining industry and towns that sprang up everywhere. The fisheries of Lake Tahoe once bountiful with the native cutthroat trout had been reduced to nothing and livestock replaced the native herbivores.

Preservation Notice

The Tribal Historic Preservation Office of the Washoe Tribe of Nevada and California is asking you to respect your history and culture and leave cultural resources alone for our future and future generations.

It is illegal to excavate, remove, deface, damage, alter or desecrate heritage resources on Washoe Tribal lands under Title 5 of the Law and Order Code. On Federal Trust Lands archaeological resources are protected under the Archaeological Resources Protection Act. Tribal and federal laws have penalties for offenses against heritage resources

> **“ The health of the land and the health of the people are tied together, and what happens to the land also happens to the people. When the land suffers so too are the people. ”**
>
> -- A. Brian Wallace, Former Chairman

Click here to download our Washoe History: Past and Present packet created by the Tribal Historic Preservation Office

The Language

Wá·šiw has been classified as a distinct branch of the Hokan Language Family known as Washoan; although, the Hokan Language Family itself has been questioned as many of the languages previously included are now considered to be a language isolate by many. The uniqueness of the Wá·šiw language is directly related to the uniqueness of the Wá·šiw homeland. The Wá·šiw fought to maintain their language in the face of a government that once vigorously tried to exterminate the language. Boarding Schools were built on the principle of “kill the Indian, save the man” in hopes of pushing the Indigenous people towards “civilization.” However, in light of draconian policies and practices of the Federal Government the Wá·šiw people have been able to maintain our language and culture for the future. In the mid 1990’s an immersion school was started by a handful of Wá·šiw elders and parents who saw a lack of Wá·šiw language and culture as the primary cause for a multitude of social ills that Wá·šiw youth were struggling to overcome. This led to the creation of “Wá·šiw Wagayay Maŋal” or “the house where Wá·šiw is spoken”, a language immersion school dedicated to the revival of the Wá·šiw language and culture. All mediums of education were taught from a Wá·šiw centric worldview and through the Wá·šiw language. Meaning, that Wá·šiw notions of relationship, respect, tradition, and responsibility were founding principles for the operation of the school.

Since the closing of the immersion school, the demand for language and culture among youth has only increased. The Cultural/Language Resources Department, which now houses the Language Program, has taken on the task of language and cultural revitalization within the Washoe Tribe. However, this is not a new struggle; it is the continuation of what Wá·šiw elders had started decades ago. Without the perseverance of the people who have fought to maintain the Wá·šiw language and culture for the future, our people would not be here. It is this struggle for cultural survival and acceptance that the Washoe Tribe looks to overcome so that future generations of Wá·šiw people will not have to fight anymore, but can live as Wá·šiw people.

> **The language, culture and the people cannot be separated. The language is the identity of the Washoe People.**
>
> -- Steven James, Tribal Elder

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The Association of Ramaytush Ohlone



The Ramaytush Ohlon

Original Peoples of the San Francisco Peninsula

The Ramaytush (pronounced *rah-my-toosh*) are the original peoples of the San Francisco Peninsula. Prior to the arrival of the Spanish, the Ramaytush Ohlone numbered approximately 150(2,000 persons, but by the end the Mission Period only a few families had survived. Today, only one lineage is know to have produced living descendants in the present. Today, those descendants comprise the membership of the Ramaytush Ohlo peoples and the staff of the Association of Ramaytush Ohlone.

Staff Announcements

Executive Director **Jonathan Cordero** is undergoing chemotherapy for Lymphoma at Stanford Medicine in Ramaytush Ohlone Territory. He will be available on an intermittent basis until mid-October.

Culture Director **Gregg Castro** has been hired full-time beginning August 1st!

Barbara Mumby is working as an Organizational Development and Sustainability Consultant for the ARO.

Announcements

Yet Another Big Grant

The ARO is a 2023 recipient of the San Francisco Soda Tax Initiative Award! The funds will support the ARO's work in developing a Community Garden/Urban Farm in San Francisco in coordination with the Friendship House and The Cultural Conservancy. Click here for more information on the grant. Click here for information on the Urban Farm.

Another (Big) Project Grant

In partnership with the Association of Ramaytush Ohlone and Potrero Nuevo Farm, the San Mateo County Resouce Conservation District has received $5.5 million to increase stream flow and fish passage in Pilarcitos creek and to increase water storage at Potrero Nuevo Farm, which serves the homeless and Latinx

Recent News and Events

September and October

24	The ARO will participate in the 100th Anniversary Celebration of the town of Atherton.
19	Gregg Castro will open for Rights and Wrongs: A Constitution Day Conference at San Francisco State University.
14	Gregg Castro will open for the CHHESS report for the America Indian Cultural District and participate on a panel.
8	Gregg Castro opened for "The Source" (festival) sponsored by Dancing Earth.
7	The ARO participated in California Academy of Sciences' California Biodiversity Day.

population in and around Half Moon Bay. Congrats to us all!

Forbes Interview with Jonathan Cordero

Executive Director Jonathan Cordero was interviewed by Forbes about the Land Back Movement. You can find the interview HERE.

Three Project Grants!

The ARO, along with its partners, has received three grants so far this year for the following projects:

- Yelamu Ethnohistory
- Twin Peaks Visitor's Center
- Tenderloin Tree Planting

Two Art Awards!

The ARO has been included in this year's YBCA 100.

The annual YBCA 100 list celebrates artists, activists, and leaders who are committed to building regenerative and equitable communities

Sandy Rodriguez has received this years Jacob Lawrence Award from the American Academy of Arts and Letters. Jonathan Cordero is collaborating with Sandy on an art installation and catalogue.

The ARO will no longer tolerate

July and August 2023

During the months of July and August, the ARO gave a number of openings, presentations, and/or workshops for the following organizations:

Presidio Trust

California Academy of Sciences

Presidio Theater

San Francisco State University Exporatorium

Peninsula International Dance Festival in San Mateo

American Indian Cultural District

May and June 2023

During the months of July and August, the ARO gave a number of openings, presentations, and/or workshops for the following organizations:

South Skyline Community Preparedness Day

Yerba Buena Center for the Arts

California Institute of Intregal Studies

American Indian Cultural District

De Young

California Academy of Sciences

AIANTA

State Coastal Conservancy

Surfrider Foundation

March and April 2023

During the months of March and April, the ARO gave a number of openings, presentations,

the Muwekma Ohlone Tribe's false claims and adverse actions

"The San Francisco Inquirer looks like local news. Here's why politicians are furious with the site."

January 20, 2023

January 2023

With reluctance, the ARO has decided to speak out publicly against the false claims and adverse actions of the Muwekma Ohlone Tribe (MOT), most importantly the false assertion that the MOT is a previously federally recognized tribe. This false claim, along with others, is used by the MOT to assert their purported supremacy and dominion over other Native peoples and lands in the Bay Area. Based on this and other misleading and false claims, the MOT undermines the sovereignty of other Bay Area Native peoples, attempts to erase other Native peoples, and inserts their ethnic identity, culture, language and history in the place of other Native peoples. These acts of erasure constitute lateral oppression and will no longer be tolerated.

For more information visit,

1. Muwekma Territory
2. Muwekma Myths Part I. The Myth of Previous Federal Recognition
3. Muwekma Myths Part II. The Myth of Supremacy

and/or workshops for the following organizations:

Mid-Peninsula Opens Space Trust
Society for California Archaeology
Exploratorium
Bioneers
Southern Exposure
California Institute for Integral Studies
Central Coast Indigenous Documentation Project
California Preservation Conference
California Academy of Sciences

January and February 2023

During the months of November and December, the ARO gave a number of openings, presentations, and/or workshops for the following organizations:

Bartimeaus Kinsler Institute
The Village SF
Lega Aid Society of San Mateo County
Ophthalmology Department at UCSF
EcoFarm Conference in Monterey
Marin Estate Planning Council
Central Subway in San Francisco
Non-Profit Partnerships Summit (San Mateo County and Thrive Alliance)
Millbrae Mayor Ann Schneider
University of San Francisco
Notre Dame de Namur University

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A view from the Saint Francis neighborhood in Daly City. *(Sebastian Miño-Bucheli/KQED)*

BAY CURIOUS

How Daly City Became One of the Most Densely Populated Cities in the Country

LISTEN

By Amanda Stupi Jul 29, 2021

Save Article

In Daly City, looking down a block of manicured lawns and "cookie cutter houses," it's easy to feel like you're in the heart of suburbia. That's why listener Nick Crescenzi was surprised when a few years ago he read that Daly City is one of the densest cities in the country.

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BAY CURIOUS

Bay Curious is a podcast that answers your questions about the Bay Area. Subscribe on Apple Podcasts, NPR One or your favorite podcast platform.

The answer leads to a history unknown to many who haven't lived it, or to those who mistakenly choose to brush Daly City off like a B-side of a chart-topping single. And perhaps most importantly, the history shines light on some of America's cruelest policies.

Smaller Lots but Lots of Them

Daly City came to be densely populated for four main reasons, says Tatum Mothershead, director of economic and community development for Daly City: A relatively high percentage of land in Daly City is used for housing; on average, families in Daly City have more people in them than families in other places; the average lot size in Daly City is small; and lastly, the architecture of the homes that were built.

Sponsored



The amount of land used in Daly City for residential purposes is apparent to anyone who has driven through the city. If you're driving on the freeway or staring out a BART window, hill after hill reveals itself, each one dotted with lines of houses, like cars on an endless train. Those rows of houses are said to have inspired Malvina Reynolds' anti-conformity song, "Little Boxes."

The average lot size for a house in Daly City is well below that in the rest of San Mateo County. If you drive down Mission Street, through the neighborhood that long-time residents call "Top of the Hill" and take a left on any of the side streets, many of the houses you'll see are either connected or within an arm's length of one another. Most of those residences were built before World War II, and on lots around 2,500 square feet.

Even when Daly City expanded in the the post-World War II housing boom, Daly City's parcel size stayed small, in large part because of the success of a housing developer named Henry Doelger.

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For decades, a homeowners association enforced limits on the type of exterior changes that could be made to houses in Westlake, including what kind of trees could be planted. *((Sebastian Miño-Bucheli/KQED))*

The Henry Ford of Housing

If Daly City owes its founding to John Daly, it owes its expansion to Henry Doelger.

"Henry Doelger was a very smart man and he could see the World War II housing boom coming," says Rob Keil, author of the book "Little Boxes: The Architecture of a Classic Midcentury Suburb," which was also made into a movie.

Doelger built a lot of military housing — very quickly — in the Bay Area during World War II. He also built about 11,000 homes in San Francisco, largely in the Sunset and Richmond districts. There's even a section deemed Doelger City, and Herb Caen, the former San Francisco Chronicle columnist, jokingly called the city's western coast line "the white cliffs of Doelger." But land in San Francisco was starting to be in short supply and Doelger was able to secure 1,350 acres of land just to the south of the city for a good price.

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There, Doelger aimed to build Westlake, a city unto itself, that would be affordable for first-time homebuyers.

"From an economic standpoint, you obviously want to build as many homes on a piece of land as you can because you make money by selling homes," says Keil. "However, he had to give people a reason to leave [San Francisco.]"

That reason for many customers was a yard and the opportunity to own a stand-alone house that didn't share walls with the neighbors.



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In Westlake, Doelger gave people *juuust* enough room for a lawn and a bit of privacy. But not much.

"The lotting size attributed to the homes that Doelger built ... was 3,300 square feet, which is still significantly smaller than what we're seeing in other communities down the peninsula," says Mothershead. The tendency toward smaller parcels was continued by developers like the Gellert Brothers who began building in Daly City after Doelger.

As decades passed and Bay Area wealth grew, houses and their yards did, too.

"It's pretty typical that some of our neighboring communities have lots that are 5,000 square feet or greater," Mothershead said.

But 40% of Daly City's housing stock was built before 1950, before a super-sized McMansion was even something one might aspire to.



A house in Daly City's Westlake neighborhood. *((Sebastian Miño-Bucheli/KQED))*

The nickname "The Henry Ford of Housing" was given to Doelger because he created so many ways to streamline the building process, saving himself time and money. Those innovations, coupled with the small houses and yards, allowed Doelger to make high-quality houses that first-time buyers could afford ... but that still made him a profit.

Doelger's innovations ran the gamut, from process to plumbing.

Waiting for trucks to be fixed could stall operations, so Doelger included a car repair shop in his operations. He built with redwood, but to keep costs down, he put his own lumber mill on what is now John Daly Boulevard. That mill would cut

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Today The Boulevard Cafe sits on the location where Henry Doelger built a former lumber yard to help streamline the construction of the Westlake subdivision. *((Sebastian Miño-Bucheli/KQED))*

The quest for efficiency carried into the floor plans that Doelger created. He was one of the first West Coast developers to use sheetrock, and because sheetrock came in 8-foot pieces, Doelger rarely incorporated ceilings that were taller than 8 feet high.

Bathrooms shared walls with kitchens to centralize a house's plumbing, a big cost cutter, says Keil. And the houses were "designed in such a way that they were easy to build."

Those easy-to-build floor plans often put all of the living space upstairs while the downstairs remained open as a basement or a garage. That design, in turn, contributes to how Daly City became so densely populated (and to the city's propensity for garage parties).

"Over time, people were finding that they could add habitable space at the ground floor level and they could do it for a very low cost," says Mothershead. "You can drive by a modest-looking house in Daly City and, you know, it probably doesn't look any different than a home you might see somewhere else that's three bedrooms, two baths, but [in Daly City] you could easily have six bedrooms in that house."

That's space that families can use for bedrooms as they grow, or rent out for supplemental income.

A City Within a City

Doelger's vision for Westlake was much grander than what he had built before; he imagined a city within a city, and in many ways delivered on that idea.

"There was a bank, there was a post office, there were grocery stores," says Keil. "All the stuff was planned in advance so

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Soon, Daly City was getting noticed.

The Ladies' Home Journal magazine put it on its list of Top Ten Suburbs in America in 1975. Its schools were designed by architect Mario Ciampi and were featured in LIFE magazine. Community gatherings were held at the mall. Though many architects derided Doelger's designs, his attention to detail shone through — and still does — when one walks through Westlake. The corner windows, slanted roofs, detailed facades — buyers loved it all.

White buyers that is.



A Westlake entry sign near Eastgate Drive and John Daly Boulevard. Black, Indigenous and other people of color were banned from owning houses in Westlake, as in most suburbs built during the post-World War II housing boom. *((Sebastian Miño-Bucheli/KQED))*

Discrimination by Law

"The federal government required Doelger not only to refuse to sell homes to African Americans, but to put a clause in every deed that prohibited the owner from reselling to African Americans or renting to African Americans," said Richard Rothstein, author of "The Color of Law," on KQED's Forum.

A lot of "The Color of Law: A Forgotten History of How Our Government Segregated America" is devoted to housing policy, with post-war housing developments like New York's Levittown and Daly City's Westlake serving as Rothstein's evidence that federal policy — not personal preference or economic differences — is largely what segregated America.

Rothstein focuses on African Americans in his book, because in a lot of places, that's who racial covenants and deeds specified. But in Daly City, and across the Bay Area, it wasn't just African Americans who were excluded — it was anyone who couldn't pass as white. That included Filipinos — who make up about 30% of Daly City's current population — as well

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In "The Color of Law," Rothstein discusses two attempts to build integrated housing developments in the Bay Area, one by the writer Wallace Stegner and the other by a local union. Both failed, Rothstein writes, as just about all attempts to build integrated housing did.

Other than architect and developer Joseph Eichler (the subject of another Bay Curious episode), Keil doesn't know of a housing developer who would sell to buyers of color. He adds that discrimination was so prevalent that even Willie Mays, the beloved Say Hey Kid, was barred from buying a house in San Francisco.

Racist policies not only kept families of color out of suburban neighborhoods like Westlake, they blocked families of color from one of the most consistent ways to build wealth in America.



Daly City is said to have inspired the singer Malvina Reynolds to write "Little Boxes." *((Sebastian Miño-Bucheli/KQED))*

Rothstein notes that white families that bought homes in the mid-20th century used their equity and earnings to great advantage: "They used it to send their children to college. They use that to take care of emergencies and they use it to bequeath it to their children, who [use it for] down payments for their own homes. African Americans were explicitly denied those opportunities by federal government, not by banks, but by federal government in the mid-20th century."

Eventually, in 1968, the Fair Housing Act outlawed denying housing to someone based on their race.

Next week on the Bay Curious podcast, we'll look into how Daly City went from a predominantly whites-only population, to having a thriving Filipino community.

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WHAT'S YOUR QUESTION?

What do you wonder about the Bay Area, its culture or people that you want B

0/220

Your contact info

We'll be in touch if we look into your question.

Name Email address Phone number (optional)

- [x] Sign me up for your newsletter!
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- [ ] I am over 16 years old
- [ ] I accept the Terms of Service

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COMMUNITY GARDEN ALLIANCE



Please Sign The Petition To Save Daly City's Only Community Garden

PETITION

We encourage the City of Daly City to develop a community gardening program.



> “We can begin by doing small things at the local level, like planting community gardens or looking out for our neighbors. That is how change takes place in living systems, not from above but from within, from many local actions occurring simultaneously.”
>
> — Grace Lee Boggs, Chinese American Philosopher



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SACRED SPACE IN DALY CITY
An 20yr. old garden filled with enchanment & mystery; The intention of this page is to defend against the urbanization of this space.

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COMMUNITY GARDEN ALLIANCE

Winter Garden 2023 — Wetland & Seasonal Creek




00:00 / 03:25


00:00 / 01:10


00:00 / 01:22



January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023





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January 9, 2023





January 16, 2023

January 16, 2023



January 16, 2023



January 16, 2023



January 16, 2023





January 9, 2023





January 9, 2023



JUHSD drains the wetland — January 16, 2023





January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023



January 9, 2023

Can We Please Stop Fighting About Gardens

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Serramonte Del Rey Campus Redevelopment DRAFT EIR

NOTICE OF AVAILABILITY OF A

DRAFT ENVIRONMENTAL IMPACT REPORT

(FULL DOCUMENT WITH APPENDICES AT BOTTOM OF THIS PAGE)

Project Title: Serramonte Del Rey Campus Redevelopment Project

City/County: City of Daly City, San Mateo County, California

Public Review Period: July 25, 2023 to September 8, 2023

NOTICE IS HERBY GIVEN that the Draft Environmental Impact Report (Draft EIR) for the Serramonte Del Rey Campus Redevelopment Project (hereinafter referred to as the "project") in the City of Daly City will be available beginning on July 25, 2023 for review and comment by the public and all interested persons, agencies, and organizations for a period of 45 days, ending September 8, 2023. All comments on the Draft EIR must be received by September 8, 2023 by 5:00 PM.

Project Location: The approximately 22-acre project site is located on the south side of Serramonte Boulevard between the intersections of Callan Boulevard/Serramonte Boulevard and St. Francis Boulevard/Serramonte Boulevard in the City of Daly City (APN 091-211-230). The majority of the

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project site has a General Plan land use designation of C-O (Commercial – Office) and is zoned PD-31 (Planned Development District) while a smaller portion of the site in the northwest corner was rezoned to PD-31A for a faculty and staff housing project that has been constructed and now is occupied and has a General Plan land use designation of R-HD (Residential-High Density).

Project Description: The approximately 22-acre project site currently consists of a main building built in the 1960s currently occupied by Jefferson Union High School District (JUHSD) offices and non-profit organizations, temporary buildings, surface parking, and construction activity for JUHSD faculty and staff housing. A Serramonte Del Rey Precise Plan (PD-31) was approved for the project site in 1985 and allowed up to 175 residential units and approximately 700,000 square feet (sq. ft.) of office space. The applicant and owner, JUHSD, is proposing to prepare a new Precise Plan to allow for the redevelopment of the project site area with up to 1,235 units of affordable and market-rate rental housing (~~20~~ 13.5 percent affordable units), up to 14,000 square feet of neighborhood-serving retail/commercial uses (in addition to ~~1,400~~ 2,800 square feet for a Head Start childcare facility), and infrastructure improvements throughout the project area. Compared to the existing approved plan, the proposal would result in a net increase of 1,060 residential units and the elimination of planned office space. The new Precise Plan would require a General Plan Amendment from C-O (Commercial – Office) to C-MU (Commercial – Mixed Use).

The proposed Precise Plan would divide the project site into six development parcels (with Parcel C further subdivided into two smaller parcels) and additional street parcels with public access easements. Parcels A, B, and C would have maximum building heights of ~~77~~ 87 feet, and Parcels D, E, and F would have a maximum building height of 150 feet. The 1985 Precise Plan allowed for 12-story building within the center of the project site, six-story buildings along the eastern property line, and 3.5-story buildings along the western property line. Build-out of the site and division of parcels is anticipated to be over an eight to 12 year period, but potentially up to 15 years. The proposed phasing for the Precise Plan is development of Parcel B first, followed by Parcels C and D, and finally Parcels E and F, although the phasing order may be adjusted by market conditions or other factors. The proposed Precise Plan would also establish a new Planned Development District, consistent with the City's Municipal Code Chapter 17.28.

The proposed Parcel B development project would be located in the northeast corner of the proposed Precise Plan and would demolish the existing building and surface parking on-site and construct a seven-story (up to 73.5 feet to top of parapet and 85 feet to top of elevator shaft), mixed-use building with 201 residential units and approximately 8,000 square feet of retail space. The building would include two levels of parking (one level of below grade parking). The lower level of the parking garage would provide 212 parking spaces serving the residential units. An additional 133 parking spaces would be provided on the ground-floor, with 43 reserved for retail customers and leasing and the remainder reserved for residential parking. The proposed Parcel B development project would also include three components of open space to be used by the public: 1) approximately 22,300 square-foot public park that would include a large grass area and playground; 2) the first phase of the recreational trail (approximately 6,800 square feet) that would be located in the southeast corner of Parcel B; and 3) open space for public use at the retail plaza (approximately 7,000 square feet) facing the new entry road. Open space serving the residents of the building would

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include both the ground floor terrace and the roof terrace, up to 20 private balconies for individual units, and an approximately 20,300 square-foot courtyard located on the roof of the parking deck of the mixed-use building which includes amenities such as a hot tub, fire pit, lounge furniture, and an outdoor kitchen.

Significant Environmental Impacts: The analysis in the Draft EIR identified potentially significant impacts related to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, transportation, and tribal cultural resources. However, mitigation measures are identified for these impacts to ensure the project will not cause a significant impact on the environment.

Government Code Section 65962.5: The project site is not contained on the lists compiled pursuant to Section 65962.5 of the Government Code.

Availability of the Draft EIR: Copies of the Draft EIR will be available for review beginning on July 25, 2023, at the following location and online at the following location:

City of Daly City – Planning Division

333 90th Street - Second Floor

Daly City, CA 94015

Comments may be submitted in writing to Michael Van Lonkhuysen, Planning Manager, City of Daly City, Planning Division, 333 90th Street, Daly City, CA 94015, or emailed to mvanlonkhuysen@dalycity.org.

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Serramonte Del Rey Redevelopment DEIR- Full Text

- Appendix A - NOP Comments
- Appendix B - Draft Serramonte Del Rey Precise Plan
- Appendix C - Air Quality and GHG Assessment
- Appendix D - Biological Resources Assessment
- Appendix E - Wetland Assessment
- Appendix F - Biological Peer Review
- Appendix G - Historic Resources Evaluation
- Appendix H - Preliminary Geotechnical Investigation Report
- Appendix I - Phase I ESA
- Appendix J - Stormwater Memo
- Appendix K - Noise and Vibration Assessment
- Appendix L - Transportation Impact Assessment
- Appendix M - Water Supply Assessment
- Appendix N - Hydraulic Analysis
- Appendix O - Sanitary Sewer Capacity Evaluation

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City Council



Pictured (from right): *Vice Mayor Juslyn C. Manalo, Mayor Raymond A. Buenaventura, and Councilmember Dr. Rod Daus-Magbual.*

Unavailable for photo: *Councilmember Glenn R. Sylvester and Councilmember Pamela DiGiovanni*

Meetings

- 7 pm

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- The 2nd and 4th Mondays of each month

Watch meetings live on local cable TV:

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Visit Daly City's Video Meeting channel on YouTube to watch previous Daly City Council Meetings

Members

Raymond A. Buenaventura
Mayor



Raymond A. Buenaventura Contact & Biography

Juslyn C. Manalo
Vice Mayor



Juslyn C. Manalo Contact & Biography

Pamela DiGiovanni
Councilmember

Dr. Rod Daus-Magbual

Glenn R. Sylvester
Councilmember

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Councilmember



Pamela DiGiovanni Contact & Biography



Dr. Rod Daus-Magbual Contact & Biography



Glenn R. Sylvester Contact & Biography

- **City Treasurer**
  Daneca Halvorson
  Term Expires: November 2024
  Phone: 650-991-8047
- **City Clerk**
  K. Annette Hipona
  Term Expires: November 2024
  Phone: 650-991-8078

View State and Federal Elected Officials.

Availability of Public Records

All public records relating to an open session item on a regular meeting agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body will be available for public inspection at the City Clerk's Office, City Hall located at 333 90th Street, Daly City, CA during normal business hours, at the same time that the public records are distributed or made available to the legislative body.

Committee Service

Council members serve on a variety of committees, including Ad Hoc Committees for the City and Regional Organizations. View the listing of City Council committees with Council representatives (PDF).

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Public Official Appointments

This form is used to report additional compensation that officials receive when appointing themselves to positions on committees, boards, or commissions of another public agency or to a committee or position of the agency of which the public official is a member. This form is required pursuant to FPPC Regulation 18702.5. Each agency must post on its website a single Form 806 which lists all the paid appointed positions to which an official will vote to appoint themselves.

Agency Report of:
Public Official Appointments

A Public Document

1. Agency Name
City of Daly City

Division, Department, or Region *(If Applicable)*

Designated Agency Contact *(Name, Title)*
K. Annette Hipona

Area Code/Phone Number
(650) 991-8075

E-mail
ahipona@dalycity.org

California Form 806
For Official Use Only

Page 1 of 1

Date Posted:
07/09/2020
(Month, Day, Year)

2. Appointments

Agency Boards and Commissions	Name of Appointed Person	Appt Date and Length of Term	Per Meeting/Annual Salary/Stipend
San Mateo County Mosquito and Vector Control District	Name: Sylvester, Glenn *(Last, First)* Alternate, if any: none *(Last, First)*	03 / 08 / 17 *Appt Date* Appt. by Council *Length of Term*	*Per Meeting:* $ ____ *Estimated Annual:* ☒ $0-$1,000 ☐ $2,001-$3,000 ☐ $1,001-$2,000 ☐ ____ *Other*
Bay Area Water Supply and Conservation Agency (BAWSCA)	Name: Manalo, Juslyn *(Last, First)* Alternate, if any: none *(Last, First)*	02 / 11 / 19 *Appt Date* Appt. by Council *Length of Term*	*Per Meeting:* $ ____ *Estimated Annual:* ☐ $0-$1,000 ☐ $2,001-$3,000 ☒ $1,001-$2,000 ☐ ____ *Other*
	Name: *(Last, First)* Alternate, if any: *(Last, First)*	___/___/___ *Appt Date* *Length of Term*	*Per Meeting:* $ ____ *Estimated Annual:* ☐ $0-$1,000 ☐ $2,001-$3,000 ☐ $1,001-$2,000 ☐ ____ *Other*
	Name: *(Last, First)* Alternate, if any: *(Last, First)*	___/___/___ *Appt Date* *Length of Term*	*Per Meeting:* $ ____ *Estimated Annual:* ☐ $0-$1,000 ☐ $2,001-$3,000 ☐ $1,001-$2,000 ☐ ____ *Other*

3. Verification

I have read and understand FPPC Regulation 18702.5. I have verified that the appointment and information identified above is true to the best of my information and belief.

Signature of Agency Head or Designee	Print Name	Title	(Month, Day, Year)
	K. Annette Hipona	City Clerk	07/09/2020

Comment: ____

FPPC Form 806 (1/18)
FPPC Toll-Free Helpline: 866/ASK-FPPC (866/275-3772)

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Agendas & Minutes

Agendas available prior to meetings. Minutes are available following approval.

For Agendas older that 08/2021 please visit Historical Agendas

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Past Events

Tuesday
SEP 5
7:00 PM

Planning Commission Meeting - MEETING CANCELED

Planning Commission

Thursday
SEP 7
6:00 PM

Personnel Board Meeting

Personnel Board

Today

Monday
SEP 11
5:30 PM

City Council - Closed Session

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General

Monday
SEP 11
6:45 PM

Sanitation District Board Meeting - 2nd Monday - MEETING CANCELED

Sanitation District

Monday
SEP 11
7:00 PM

City Council Meeting - 2nd Monday

City Council

Coming Up

Tuesday
SEP 12
6:30 PM

Arts and Culture Commission Meeting - CANCELED

333 90th St Daly City, CA 94015

Arts and Culture Commission

Thursday

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City Council

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333 90th Street
Daly City, CA 94015

Directions

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City Council



Pictured (from right): *Vice Mayor Juslyn C. Manalo, Mayor Raymond A. Buenaventura, and Councilmember Dr. Rod Daus-Magbual.*

Unavailable for photo: *Councilmember Glenn R. Sylvester and Councilmember Pamela DiGiovanni*

Meetings

- 7 pm
- The 2nd and 4th Mondays of each month

Watch meetings live on local cable TV:

- Comcast channel 27 or RCN channel 26

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View Previous Council Meetings

Visit Daly City's Video Meeting channel on YouTube to watch previous Daly City Council Meetings

Members

Raymond A. Buenaventura

Juslyn C. Manalo
Vice Mayor

Mayor



Raymond A. Buenaventura Contact & Biography



Juslyn C. Manalo Contact & Biography

Pamela DiGiovanni Councilmember



Pamela DiGiovanni Contact & Biography

Dr. Rod Daus-Magbual Councilmember



Dr. Rod Daus-Magbual Contact & Biography

Glenn R. Sylvester Councilmember



Glenn R. Sylvester Contact & Biography

- **City Treasurer**
  Daneca Halvorson
  Term Expires: November 2024
  Phone: 650-991-8047
- **City Clerk**
  K. Annette Hipona
  Term Expires: November 2024
  Phone: 650-991-8078

View State and Federal Elected Officials.

Availability of Public Records

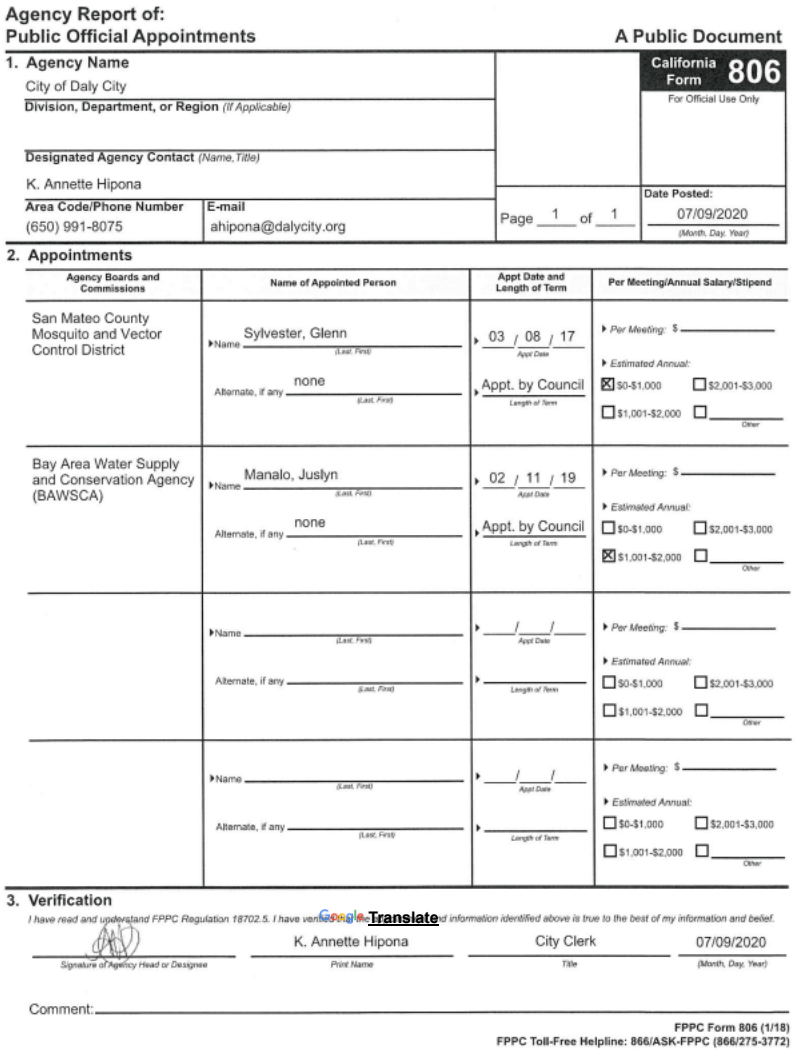
All public records relating to an open session item on a regular meeting agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that is distributed to a majority of the legislative body will be available for public inspection at the City Clerk's Office, City Hall located at 333 90th Street, Daly City, CA during normal business hours, at the same time that the public records are distributed or made available to the legislative body.

Committee Service

Council members serve on a variety of committees, including Ad Hoc Committees for the City and Regional Organizations. View the listing of City Council committees with Council representatives (PDF).

Public Official Appointments

This form is used to report additional compensation that officials receive when appointing themselves to positions on committees, boards, or commissions of another public agency or to a committee or position of the agency of which the public official is a member. This form is required pursuant to FPPC Regulation 18702.5. Each agency must post on its website a single Form 806 which lists all the paid appointed positions to which an official will vote to appoint themselves.



Agency Report of:
Public Official Appointments

A Public Document

1. Agency Name
City of Daly City
Division, Department, or Region *(If Applicable)*
Designated Agency Contact *(Name, Title)*
K. Annette Hipona
Area Code/Phone Number: (650) 991-8075
E-mail: ahipona@dalycity.org

California Form **806**
For Official Use Only

Page 1 of 1

Date Posted: 07/09/2020 (Month, Day, Year)

2. Appointments

Agency Boards and Commissions	Name of Appointed Person	Appt Date and Length of Term	Per Meeting/Annual Salary/Stipend
San Mateo County Mosquito and Vector Control District	Name: Sylvester, Glenn (Last, First) Alternate, if any: none (Last, First)	Appt Date: 03 / 08 / 17 Length of Term: Appt. by Council	Per Meeting: $ ____ Estimated Annual: ☒ $0-$1,000 ☐ $2,001-$3,000 ☐ $1,001-$2,000 ☐ ____ Other
Bay Area Water Supply and Conservation Agency (BAWSCA)	Name: Manalo, Juslyn (Last, First) Alternate, if any: none (Last, First)	Appt Date: 02 / 11 / 19 Length of Term: Appt. by Council	Per Meeting: $ ____ Estimated Annual: ☐ $0-$1,000 ☐ $2,001-$3,000 ☒ $1,001-$2,000 ☐ ____ Other
	Name: ____ (Last, First) Alternate, if any: ____ (Last, First)	Appt Date: ___/___/___ Length of Term: ____	Per Meeting: $ ____ Estimated Annual: ☐ $0-$1,000 ☐ $2,001-$3,000 ☐ $1,001-$2,000 ☐ ____ Other
	Name: ____ (Last, First) Alternate, if any: ____ (Last, First)	Appt Date: ___/___/___ Length of Term: ____	Per Meeting: $ ____ Estimated Annual: ☐ $0-$1,000 ☐ $2,001-$3,000 ☐ $1,001-$2,000 ☐ ____ Other

3. Verification

I have read and understand FPPC Regulation 18702.5. I have verified that the information identified above is true to the best of my information and belief.

Signature of Agency Head or Designee	Print Name	Title	(Month, Day, Year)
	K. Annette Hipona	City Clerk	07/09/2020

Comment: ____

FPPC Form 806 (1/18)
FPPC Toll-Free Helpline: 866/ASK-FPPC (866/275-3772)

Agendas & Minutes

Agendas available prior to meetings. Minutes are available following approval.

For Agendas older that 08/2021 please visit Historical Agendas

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Past Events

Tuesday
OCT 3
7:00 PM

Planning Commission Meeting

Planning Commission

Wednesday
OCT 4
6:00 PM

Bicycle/Pedestrian Advisory Committee Meeting

333 90th St. Daly City - City Hall Gateway Conference Room (3rd Flr) Daly City, CA 94015

Bicycle / Pedestrian Committee

Today

Monday
OCT 9
6:45 PM

Google Translate

Sanitation District Board Meeting - 2nd Monday - MEETING CANCELED

Sanitation District

Monday
OCT 9
7:00 PM

City Council Meeting - 2nd Monday - MEETING CANCELED

City Council

Coming Up

Contact Us

City Council

Email the City Council

Physical Address
333 90th Street
Daly City, CA 94015

Directions

Phone: 650-991-8008

Submit an email form

Tuesday
OCT 10
6:00 PM

City Council - Closed Session

View Map

City Council

Tuesday
OCT 10
6:30 PM

Arts and Culture Commission Meeting

333 90th St Daly City, CA 94015

Arts and Culture Commission

Government Websites by CivicPlus®

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School Board of Trustees



Clerk Rosie Tejada, Trustee Jerome Gallegos, President Andrew Lie, Trustee Sherrett Walker, Vice President Kalimah Salahuddin

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BOARD MEETING INFO & DOCS

Board Agendas

Past Board Agendas

Watch Meetings Live

Board Meeting Highlights

Governance Calendar

Board Policies

Vision Statement

Brown Act Information

BOARD OF TRUSTEES



President Andrew Lie

Serves through 2024



Vice President Kalimah Salahuddin

Serves through 2024



Clerk Rosie Tejada

Serves through 2026



Trustee Jerome Gallegos

Serves through 2026



Trustee Sherrett Walker

Serves through 2026