

CPC DRAFT MINUTES FOR MEETING OF DECEMBER 10, 2019

7. HOUSING, MOBILITY ELEMENT INITIATIVES – Information Item. Brian Schoenfisch, Program Manager, Planning Department and Heidi VonBlum, Program Manager, Planning Department, discussed major initiatives for housing and mobility related to Complete Communities and for mobility that works with new land use planning. Schoenfisch discussed the first initiative- housing solutions. Schoenfisch mentioned that San Diego has a major housing affordability issue and highlighted the downward trend in permits since 2016. Schoenfisch compared San Diego’s median housing price of \$645K to the national average of \$280K. Schoenfisch said San Diego will need to add 108,000 units over the next eight years to meet state-mandated goals. He said San Diego has taken steps to increase housing and affordability, including density bonuses, expansion of accessory dwelling units and the expedite program. He said that fifteen community plans have been updated to add capacity for approximately 74,000 units to address the need for housing. Schoenfisch said the Complete Communities Housing Solutions program will help achieve these goals through assistance with housing for low and middle-income residents. A major feature of Complete Communities is to provide smaller scale amenities, such as outdoor museums, parks, etc. at the time new affordable development occurs, not years later. Complete Communities would apply only in the city’s Transit Priority Area (TPA’s). In return for provision of amenities a development would receive incentives that include: ministerial review, FAR-based density, and a DIF reduction based on size of unit, encouraging small units. Public hearings are expected in early 2020.

Heidi VonBlum discussed how SB743 required traffic impacts to be measured through vehicle miles traveled (VMT) as opposed to level of service. This change will require mitigation to reduce impacts to VMT through active transportation programs to achieve Climate Action Plan goals, as opposed to mitigation for level of service requiring more infrastructure to accommodate more vehicle trips. VonBlum discussed adoption of new CEQA thresholds that would achieve City goals, and a program to include on-site, lower cost VMT-reducing amenities in TPA’s with a goal of increasing the number of TPA’s citywide. Two components to achieve these goals are: adoption of an ordinance with the new regulations; amendments with appendices to the Land Development Code and CEQA significance thresholds for transportation. A draft EIR addressing housing and mobility initiatives is scheduled for release on 12-20-19.

Board Comment: Comment mostly focused on examples of VMT-reducing amenities that would implement Complete Communities. Schoenfisch described examples and commented that on-site amenities would include a maintenance agreement that the developer would be responsible for. VonBlum provided examples of vehicle and micro-mobility charging stations. Other questions centered on whether the smaller units would provide less DIF though impact would be the same as a regular unit, and would the City subsidize the need. VonBlum identified fee scaling as a method to identify the true impacts of a smaller unit. One member said the focus on TPA’s and development near the urban core would overlook the need for transportation improvements generated from DIF fees in the northern/I-15 communities. VonBlum responded that focusing on the urban core would result in more VMT-reducing amenities that would take more vehicles off the road than would be the case in the northern communities. VonBlum said they will return as an action item in 2020.