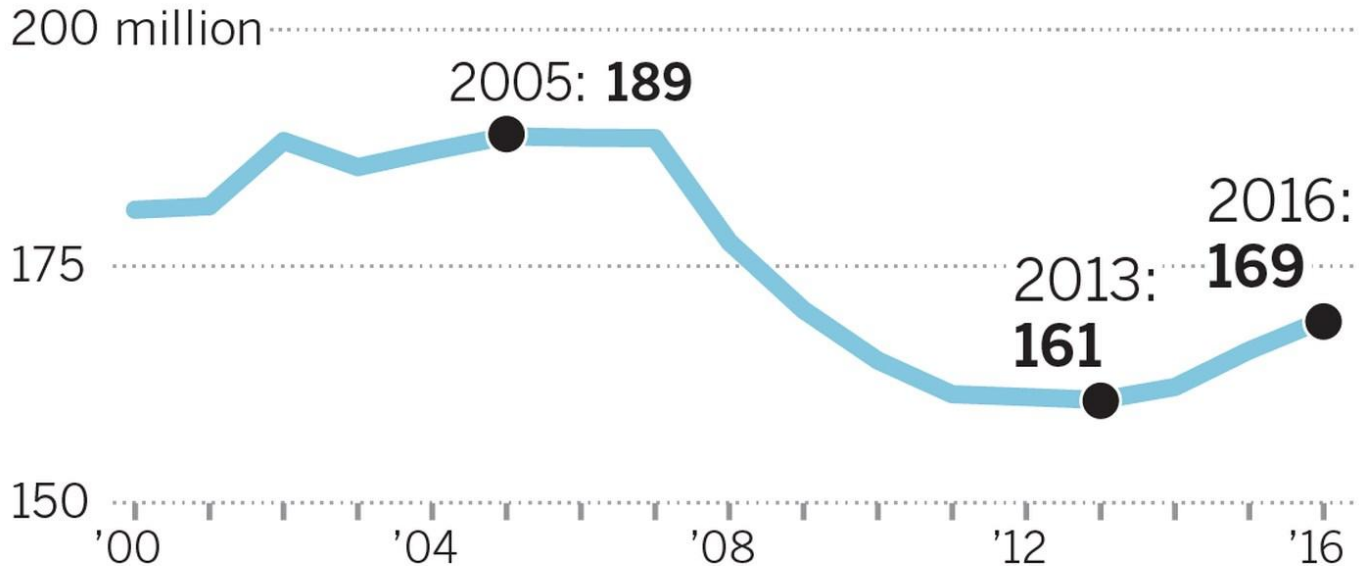


October 24, 2018
Matthew Lewis &
Victoria Fierce

Car and truck pollution is rising again

(Tons of greenhouse gas emissions*)



* In metric tons of CO₂ equivalent

Source: California Air Resources Board

@latimesgraphics

Los Angeles Times

“California will need billions of dollars in new funding for housing and transportation improvements, and to make extraordinary changes to state and local government policies, in order to meet its new 2030 climate change goals, according to new reports from state and regional government officials and UC Berkeley researchers.”





CHEVROLET

Sutter

ONLY
BUS

“Parking-First ‘Save Polk Street’ Crowd Attacks Van Ness BRT”





MARKET

88:88788
CYCLISTS TODAY
88888888

CYCLISTS THIS YEAR

Thank you for bicycling

SFMTA

NO STOPPING ANY TIME

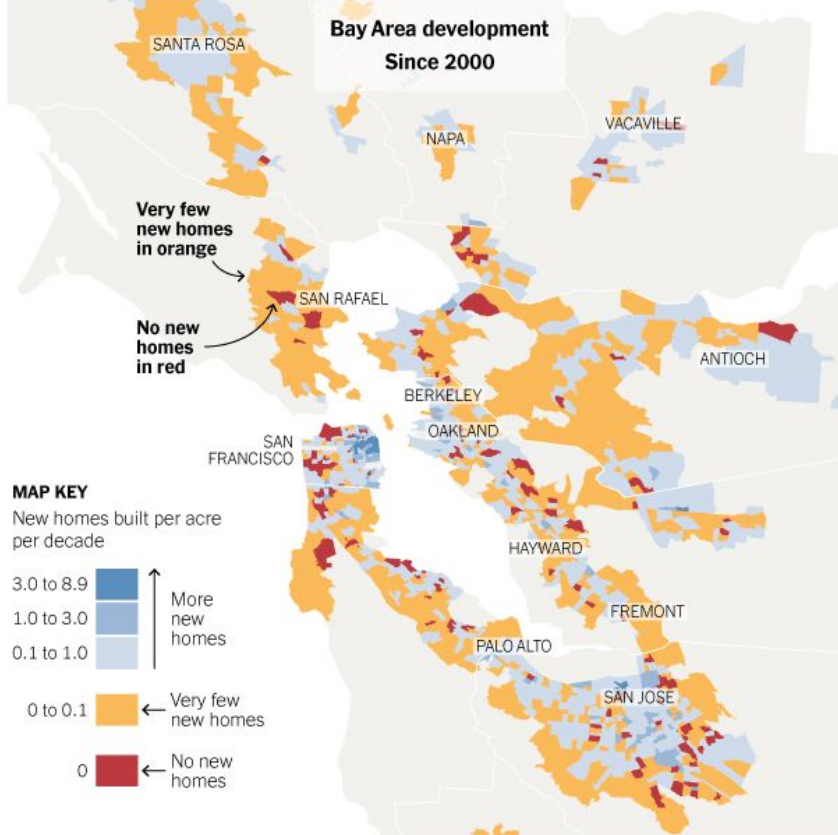
BIKE

“Irate commuters threaten a lawsuit over narrowed streets in Playa del Rey”



Blockades to Building Homes

Since World War II, the Bay Area of Northern California has grown steadily. But in recent decades, many municipalities have rejected proposals for new housing development, leading critics to accuse them of exacerbating the housing crisis there.



The New York Times

“... plans to reduce carbon emissions are being undermined by high home prices that are pushing people farther and farther from work.”

Emissions and Travel Trends to Date Are Not on Track

SB 375 Vehicle Miles Traveled & Greenhouse Gas Emissions

(per capita reductions compared to 2005 base year)





**Reducing VMT is necessary, and solves
problems electric vehicles and clean
fuels cannot**

**“Californians Must Drive Less,
Says ARB at Historic First Joint
Meeting with CTC”**

How?

“Implementation of smart land use policy, in combination with technological advances in the energy sector, will be critical for the state to achieve its ambitious 2030 decarbonization target.”

- [Moving California Forward](#)



“California can no longer ignore another inconvenient truth: its climate goals are being undermined by land use regulations that block infill, while sprawl remains easier and less costly and is therefore growing more quickly.” - [Another Inconvenient Truth](#)



“While the business-as-usual scenario results in more car-dependent housing farther away from jobs and schools, the infill target scenario meets the same demand, spurring economic growth with a much smaller carbon footprint.”

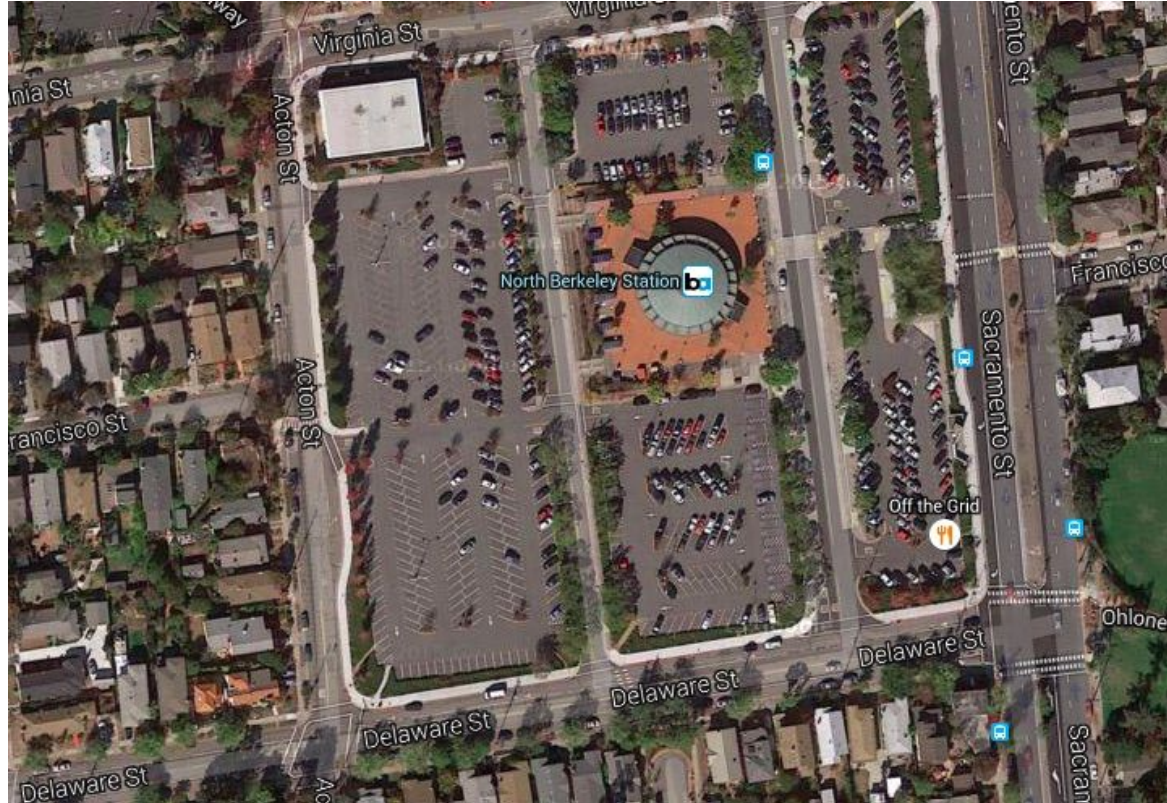
- [Right Type, Right Place](#)



“The city of Berkeley (1.6 MMtCO₂e) has more than double the abatement opportunity, with large potential from urban infill (over 120,000 tCO₂e in 2030).” - [Carbon Footprint Planning](#)

The Role of State and Local Policy

Local constraints on land use



Recent developments in state law

- SB-167 - The Housing Accountability Act
- AB 2923 - BART development
- SB 35 - TOD

SB 167 - The Housing Accountability Act

GOV 65589.5: A local agency shall not disapprove a housing development project, [...] unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following:

1. The jurisdiction has adopted a housing element
2. The housing project as proposed would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.
3. A denial is required to comply with state or federal law (applies to affordable housing only)
4. The land is zoned for resource preservation, eg agriculture
5. The project is inconsistent with the city's zoning ordinance

AB 2923 - BART TOD

- Allows BART to develop requirements for decarbonized, ecologically supportive affordable housing near their stations on BART owned land.
- Gives cities two years to implement those requirements in their local zoning; if they don't, BART can preempt them.

SB 35

- Allows certain projects to bypass bureaucracy and Local Politics through ministerial approval.
- Only applies to cities that fail to meet regional housing need calculations.
- Minimum of 50% BMR or 10% BMR, depending on how far behind the city is.
- Must be within a stones' throw of high frequency transit, eg a bus with 5 minute frequencies.

The elephant in the room - CEQA

- California Environmental Quality Act
- Allegedly it protects the environment.
- In reality, nearly 95% of all CEQA lawsuits are aimed at stopping dense, green, infill housing development.
- It doesn't actually consider what could make the environment better; it only allows us to consider whether or not Doing Something will be worse off than the status quo.

Thank you! Contact:

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tdfischer@eastbayforeveryone.org

Additional Resources

<http://www.latimes.com/local/lanow/la-me-adv-california-climate-pollution-20180722-story.html>

<https://www.vox.com/energy-and-environment/2017/8/22/16177820/california-transportation>

<https://cal.streetsblog.org/2018/06/29/californians-must-drive-less-says-arb-at-historic-first-joint-meeting-with-ctc/>