



California's Affordable Housing and Sustainable Communities Program **FIVE YEARS OF INVESTMENTS**



CALIFORNIA HOUSING PARTNERSHIP

www.chpc.net

The State created the California Housing Partnership (the Partnership) in 1988 as a private nonprofit organization with a public mission: to help preserve and expand California’s supply of affordable homes and to provide leadership on affordable housing policy and resource issues. The California Housing Partnership is unique in combining on-the-ground technical assistance with applied research and policy leadership at the state and national level to increase the supply of affordable homes. Since 1988, the Partnership has helped more than a hundred California nonprofit and government housing agencies leverage more than \$20 billion in public and private financing that resulted in the creation or preservation of more than 75,000 homes affordable to low-income Californians. The Partnership has provided financial technical assistance to dozens of AHSC applicants since the program was formed in 2014. The Partnership was part of the initial advocacy for the creation of the program—co-authoring research initially with TransForm and the Center for Neighborhood Technology and later with Enterprise Community Partners.

ENTERPRISE COMMUNITY PARTNERS

www.enterprisecommunity.org/ahsc

Enterprise is a national nonprofit that develops technical and capacity building programs, advocates for policies, and delivers the capital to create and preserve affordable housing for low-income families. Our vision is that one day, all people—regardless of race, income, or zip code—will live in vibrant, inclusive communities. Over the last 40 years, Enterprise has worked across California to invest \$4.2 billion through Low Income Housing Tax Credits, grants, and loans to provide residents with high-quality affordable homes and strengthening community-based resources. We also provide technical assistance and capacity building support to affordable housing developers, public sector agencies, and community-based organizations, which provides us with both an in-depth and wide-reaching look at opportunities and challenges for affordable housing across the state. Enterprise is one of the leading technical assistance providers for AHSC. After advocating for the creation of the program, Enterprise launched its AHSC practice in 2014 and has grown its practice to provide comprehensive technical assistance to AHSC applicant teams statewide. Enterprise provided technical assistance to 22 out of the 26 awarded applicants in Round 5 of AHSC funding.

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INTRODUCTION

Since its inception in 2014, the Affordable Housing and Sustainable Communities (AHSC) program has invested in local transformational change in order to further many of the state’s top policy goals—including mitigating climate change, addressing housing unaffordability, and creating better-connected communities. To date, AHSC has invested \$1.66 billion in 127 catalytic developments across California that integrate housing and transportation with community infrastructure and amenities to reduce greenhouse gas emissions (GHG) and support sustainable, connected, vibrant neighborhoods. This state investment has unlocked an estimated \$1.6 billion in other local, state, federal, and private investments.

AHSC creates affordable housing conveniently located near the places individuals and families need to go—such as jobs, grocery stores, and schools. The program also provides transportation investments that help make walking, biking, and taking public transit safe and convenient options. Through these local housing and transportation investments, AHSC-funded developments reduce the need for Californians to drive, which in turn decreases greenhouse gas and air pollutant emissions.

The program’s primary focus on reducing GHG emissions is why AHSC is funded through the cap-and-trade auction proceeds—the Greenhouse Gas Reduction Fund (GGRF). A significant share



Integrated Community Investment in Disadvantaged Communities (DACs)

AHSC is designed to fund developments that directly benefit low-income and disadvantaged communities that are disproportionately burdened by and vulnerable to multiple sources of pollution due to health and socioeconomic conditions. AHSC is unique among state housing programs in that it funds integrated developments that complement affordable housing with public transportation, community amenities, and improved connectivity to jobs and resources. This type of cross-sector investment is especially vital in low-income communities—disproportionately communities of color—that have been historically excluded from community-serving investments. Addressing these inequities in community investment is an important part of addressing systemic racism and affirmatively furthering fair housing.

At least 50 percent of AHSC-funded developments are required to benefit or be located within disadvantaged communities (DACs). Over the first five funding rounds, 91 of 127 (72 percent) of funded affordable housing developments—accounting for 70 percent of total awarded funds—will either be located within or will directly benefit DACs.¹

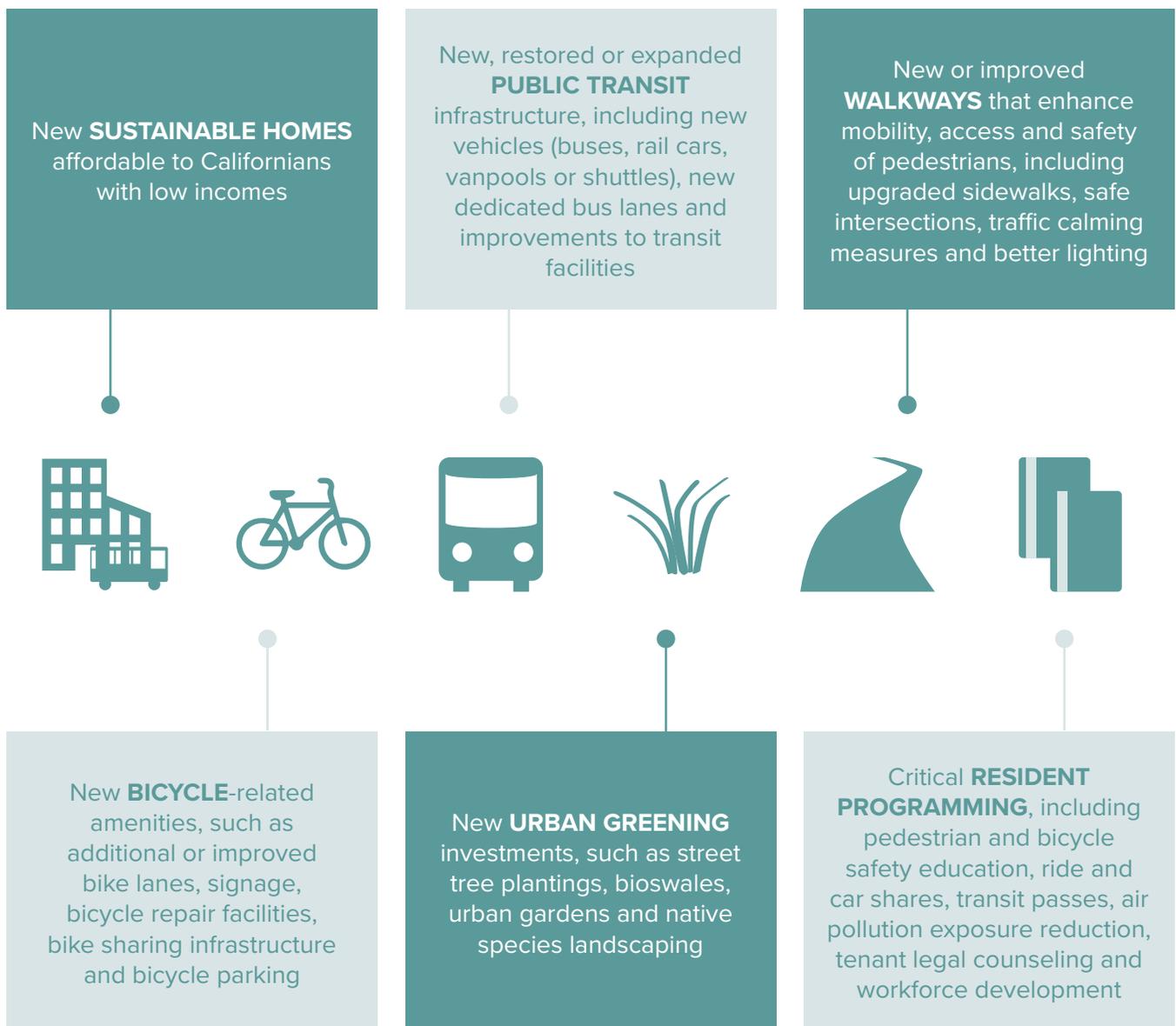
of AHSC investments are required to be spent in disadvantaged communities, where residents are less likely to have benefited historically from this type of holistic development.

The past year has underscored the urgency of many of the goals that guide AHSC. The COVID-19 pandemic and its economic impact have exacerbated Californians' housing insecurity while making it clearer than ever how foundational it is for everyone to have a safe, stable home. This crisis has also impacted our public transportation systems which have been left struggling to maintain and restore services that many Californians, especially essential workers, rely on.

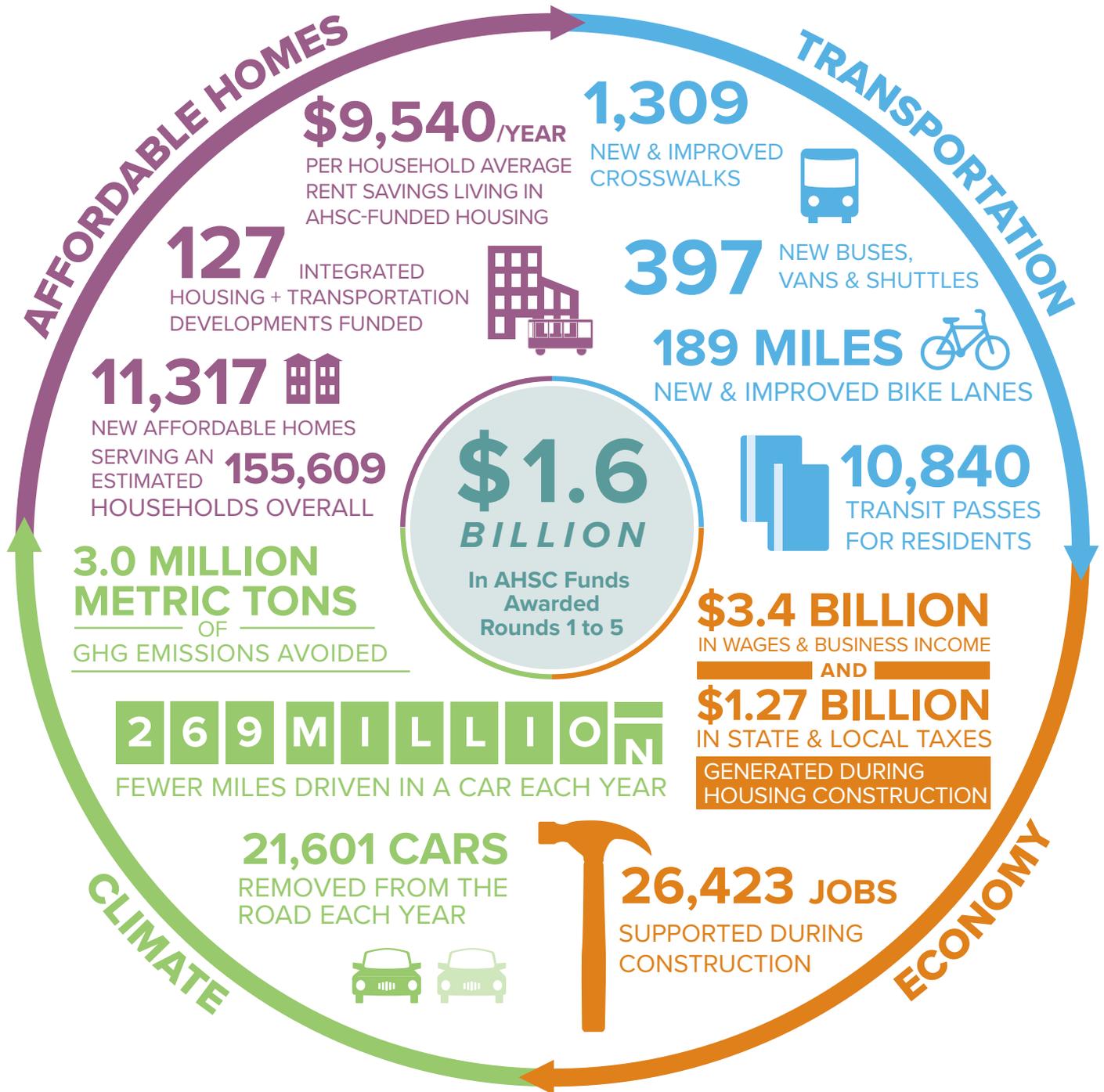
The pandemic's effect on housing and transportation has disproportionately impacted communities of color across California. Fueled by a changing climate, California suffered the worst wildfire season in state history in 2020, resulting in at least 31 fatalities, more than 10,000 structures damaged or destroyed, and over 4.1 million acres burned. Moreover, the murders of George Floyd, Breonna Taylor, and other Black Americans by law enforcement elevated the urgency of addressing the

deep, persistent racial inequities that have been embedded in our systems and institutions. In light of these interconnected crises, Californians are looking for holistic solutions that will have a meaningful impact on addressing immediate needs while also working to achieve long-term goals. Now in its sixth year, AHSC has matured into a strong example of integrated, cross-sector investment that helps meet these challenges while furthering a diverse set of state priorities.

What Does AHSC Fund?

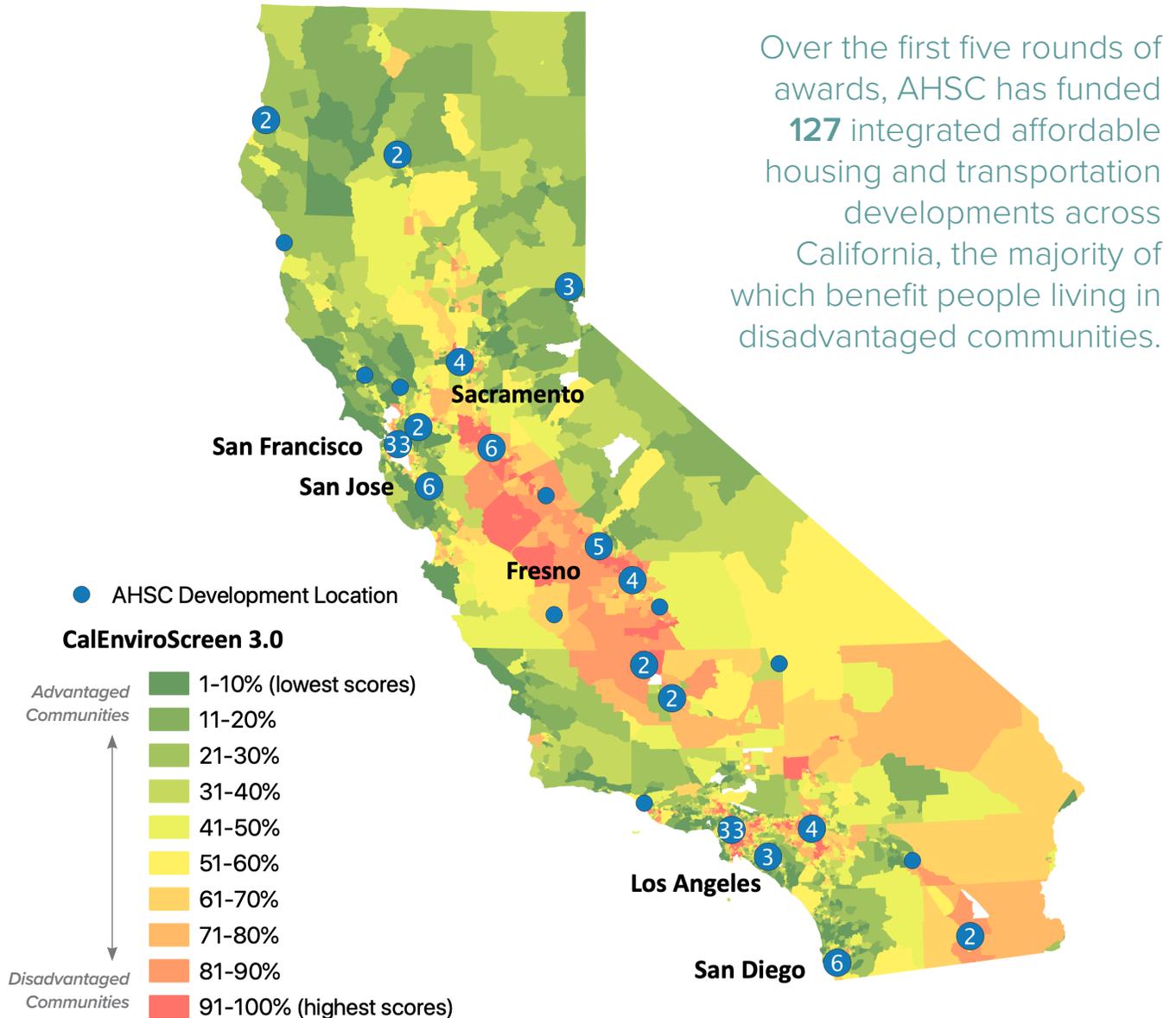


IMPACT TO DATE



The Affordable Housing and Sustainable Communities (AHSC) program is administered by the California Strategic Growth Council (SGC) and implemented by the California Department of Housing and Community Development (HCD).

MAP OF AHSC DEVELOPMENTS ROUNDS 1 - 5



Source: California Housing Partnership mapping of AHSC-funded developments, Rounds 1-5. Development locations are overlaid on the CalEnviroScreen 3.0 map, which identifies California communities that are “disadvantaged” or disproportionately burdened by sources of pollution, as well as where people are especially vulnerable to pollution’s effects. AHSC is specifically designed to fund developments that directly benefit these “disadvantaged” communities (also known as “DACs”)—at least 50 percent of AHSC funds are required to benefit or be located within a DAC. Currently, 2,007 census tracts throughout California have been identified as DACs. Assembly Bill 1550 built upon these provisions by imposing additional requirements for AHSC funds to benefit “low-income communities.”

Note: Each blue dot represents a single AHSC-funded development. When there is a high concentration of AHSC-funded developments in close proximity, the number of developments is enclosed in a blue circle.

BENEFITS FOR RESIDENTS, COMMUNITIES & CALIFORNIA

The Affordable Housing and Sustainable Communities (AHSC) program was created from the recognition that housing development patterns have a profound impact on the climate and the well-being of individuals and communities. Where jobs and schools are located and homes are built—and what roads, sidewalks, bicycle lanes, and transit connect them—define our neighborhoods and the way we interact with them.

In its five rounds of funding thus far, AHSC has grown to represent the very best of what integrated housing development can—and should—be by uniting planning for housing with planning for how people will get to and from that housing. It is this marriage of land use, affordable housing, and high-quality transportation that makes AHSC uniquely effective at not only addressing California's housing affordability crisis, but also in mitigating

climate change, improving air quality, and better connecting communities to resources and opportunity. At its core, AHSC has always provided benefits at multiple levels: for residents and families, for communities, and for the state.

AHSC is also about serving the full community: from supporting new and existing local jobs and businesses to expanding transit infrastructure and active transportation options—from new and increased train, bus, vanpool, and shuttle services, to improved bike lanes and sidewalks.

Whether it means unlocking affordable housing options for families, seniors, veterans, and individuals experiencing homelessness, or connecting those same residents to jobs and services through improved transit, **AHSC is about meeting the fundamental needs of Californians.**



**Reducing GHG
Emissions, Improving
Air Quality & Mitigating
Climate Change**

**Building Stable,
Affordable Homes**

**Investing in
Local Economies**

**Expanding
Transportation
Infrastructure &
Connectivity to Jobs
& Resources**

**Engaging
Communities &
Collaborating
Across Sectors**

Reducing Greenhouse Gas Emissions, Improving Air Quality & Mitigating Climate Change

A growing body of research shows that locating affordable homes near transit, jobs, and community amenities helps reduce greenhouse gas emissions. Affordable, walkable, and transit-proximate housing allows low-income families to reduce their need for driving and remain in their communities, even as their neighborhoods receive new investments and change (for more information on this research, see Appendix B).

California is not on track to meet the greenhouse gas emissions reductions expected for 2020 under SB 375 and will not achieve the necessary emissions reductions to meet mandates for 2030 “without significant changes to how communities and transportation systems are planned, funded, and built” wrote California Air Resources Board (ARB) researchers in a November 2018 report.² While fuel efficiency has improved in recent years, emissions from statewide passenger vehicle travel per capita have increased.

Programs like AHSC that incorporate a coordinated strategy for aligning land use planning, transportation, and housing with the state’s climate goals are now more important than ever. AHSC-funded developments are projected to generate substantial GHG reductions—**3 million metric tons of CO₂**—by reducing the need to drive among residents of location-efficient affordable homes, and through investments in new transit, biking, and walking infrastructure.³



11,317 homes

affordable, new and connected to transportation, jobs, and resources



21,601 cars

removed from the road annually



3.0 million

metric tons of GHG emissions avoided

Analysis of AHSC awards reveals that developments funded by the program are becoming more ambitious and efficient at reducing GHGs with each new round of funding. Between Rounds 4 and 5, the median estimated GHG emissions reduction per development increased by 43 percent—from 19,470 to 27,801 metric tons of CO₂—and each dollar of AHSC Round 5 funding helped reduce eight (8) percent more GHGs than in Round 4 (see Table 1).

Through a substantial reduction in local car trips—21,601 annually—AHSC not only reduces GHGs, but also improves local air quality and public health.⁴ AHSC developments funded in the most recent round will each remove approximately 10,400 pounds of local air pollutant emissions (median value) over the course of their operating lives, primarily in disadvantaged and low-income communities that suffer high pollution burdens.⁵

Table 1: Greenhouse Gas Emissions Reductions (MT CO₂e)

	ROUND 2	ROUND 3	ROUND 4*	ROUND 5
Total GHG Reduction (All Developments)	356,794	478,921	554,902	832,748
Median GHG Reduction (Per Development)	13,421	13,607 (+1%)	19,470 (+43%)	27,801 (+43%)
Median GHG Reduction per \$1,000 of AHSC Funding	1.09	1.13 (+3%)	1.24 (+10%)	1.33 (+8%)

*Between Rounds 3 and 4, the California Air Resources Board updated the quantitative methodology to include GHG emissions reduction estimates from solar PV electricity generation. This additional source of GHG reductions represented 5 percent of total GHG emission reductions.

In addition to these substantial greenhouse gas emission reductions and air quality improvements, AHSC-funded developments also employ climate resiliency strategies to ensure that California's communities are prepared for the impacts of climate change. For example, all 26 awardees in Round 5 are planting trees or vegetation to mitigate heat islands and filter air.

Extreme heat events and air pollution often affect California's most vulnerable populations first. Planting trees and vegetation can help reduce heat island effects and reduce air pollution by shading building surfaces, deflecting radiation from the sun, and filtering the air.⁶

Other common strategies for increasing community climate resiliency include:



- Conserving water and planting drought-tolerant landscaping to adapt to drying climates
- Reducing electrical grid demand and household costs associated with cooling
- Enhancing insulation, air filtration, and ventilation technologies in the housing elements of the development

Inequitable Exposure to Pollution

Passenger vehicles produce a significant amount of harmful air pollution as well as climate-changing emissions—nitrogen oxides, carbon monoxide, carbon dioxide, and other smog-forming emissions. In California, Latinx, Black, Asian, and low-income communities are exposed to substantially more air pollution from passenger vehicles than other demographic groups.⁷

According to the Union of Concerned Scientists, detrimental air pollution “increases respiratory ailments like asthma and bronchitis, heightens the risk of life-threatening conditions like cancer, and burdens our health care system with substantial medical costs. Particulate matter is single handedly responsible for up to 30,000 premature deaths each year.”⁸

The substantial reduction in local car trips enabled by the AHSC program improves local air quality, bringing relief to residents with high pollution burdens.



Building Stable, Affordable Homes

Even before COVID-19, many Californians were struggling with housing instability due to the state's relentless housing affordability crisis. According to 2018 U.S. Census Bureau data, 1.3 million low-income California households lacked access to an affordable home. More than half (53 percent) of all renter households in California were cost burdened or spent more than 30 percent of income on housing costs. That figure was even more dire for individuals and families earning below median income: 90 percent of extremely low-income renter households, 86 percent of very low-income renter households, and 70 percent of low-income renter households were cost burdened.^{9,10}

Racial disparities in access to a safe, stable, and affordable home have also defined California's housing crisis: people of color are more likely to experience housing cost burdens, homelessness, and housing instability and are less likely to own homes and acquire wealth, due in large part to



\$9,540/year

per household average rent savings living in AHSC-funded housing



127 developments

with integrated housing & transportation

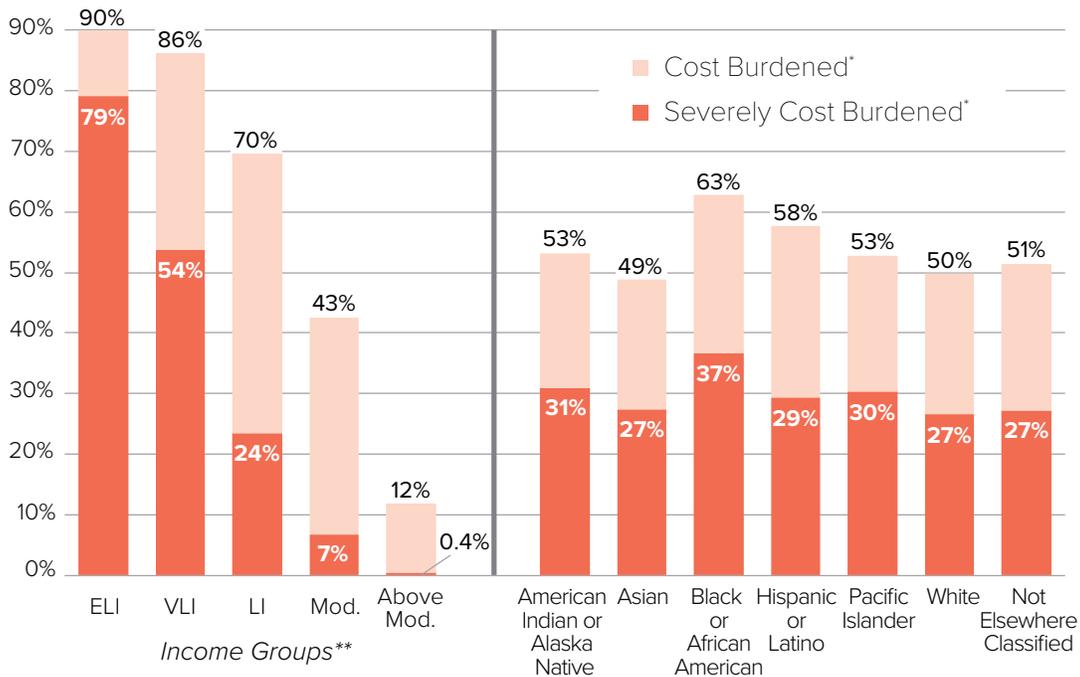


155,609 households

with access to an AHSC-funded affordable home

California's long history of discrimination in public and private housing markets, structural racism, and government-sponsored segregation.¹¹ New pandemic-caused unemployment, displacement and massive local government deficits exacerbate this instability and have upended previous efforts to relieve the housing crisis.

COST BURDEN AND SEVERE COST BURDEN FOR RENTER HOUSEHOLDS IN CALIFORNIA BY INCOME GROUP AND RACE/ETHNICITY



Source: California Housing Partnership 2020 Affordable Housing Needs Report. <https://chpc.net/resources/2020-statewide-housing-needs-report/>. California Budget and Policy Center analysis of 2016-2018 1-year ACS PUMS data.

*Cost burdened households spend 30% or more of their income towards housing costs. Severely cost burdened households spend more than 50%.

**ELI: Extremely Low-Income, VLI: Very Low-Income, LI: Low-Income, Mod.: Moderate-Income, Above Mod.: Above Moderate-Income

With its five rounds thus far, AHSC has funded and will produce more than 11,000 new sustainable and affordable homes. While significantly more investment is needed to meet California’s pressing need for affordable and sustainable homes, no other state program has addressed these needs as holistically. Fundamentally, the AHSC program is producing the kinds of developments California needs most: affordable, climate-friendly homes paired with high-quality transportation investments fostering healthy, well-connected communities.

The financial benefits for residents living in AHSC-funded developments come first in the form of relief from homelessness or housing instability and then as more income to spend on essentials such as health care, education, food, child enrichment, and transportation. By alleviating the housing cost burdens residents would otherwise face in the private market, residents of AHSC-funded developments save an average of \$795 per household, per month, which totals to \$9,540 per year. All together, this leads to approximately \$6.3 billion in total household savings over the program’s 55-year affordability terms.¹²

The economic fallout from the COVID-19 pandemic has only worsened the financial challenges facing low-income households, especially people of color, throughout the state. As of December 2020, 57 percent of Californians reported someone in their household experiencing a loss of employment income since the state’s stay-at-home orders went into effect in mid-March. Additionally, 21 percent of respondents in renter households statewide reported being behind on rent—with 53 percent of them anticipating the likelihood of facing an eviction in the next two months as “somewhat” or “very” likely.

Black and Latinx renters faced distinct hardship: a staggering 48 percent of Black renters and 45 percent of Latinx renters had “no” or “slight” confidence in their ability to pay October rent compared to just 14 percent of white renters.¹³ With this in mind, the stability and rent savings created by affordable housing offer a much needed financial buffer. While the conditions created by COVID-19 are certainly unique, programs like AHSC are fundamental in the effort to alleviate the underlying housing instability that has placed so many renter households in jeopardy this year.

Leveraging Other Local, Federal and Private Investments

Because funding from AHSC is combined with local and federal housing funds, as well as private dollars, each AHSC development creates more return on taxpayers’ investments without any additional costs to state taxpayers. AHSC has been an effective tool for the state to leverage other local, federal, and private affordable housing and transportation dollars—from federal 4% Low-Income Housing Tax Credits (LIHTCs) to locally-generated bond funding for affordable housing (e.g., Alameda County’s 2016 Measure A-1 Housing Bond). In Round 5 alone, AHSC-awarded developments leveraged \$1.6 billion in local, federal, private, and other, non-AHSC state sources.

“[Receiving AHSC] really helped us secure the next step of the funding, which is tax exempt bonds and 4% tax credits... AHSC has allowed us to plan to start construction on Legacy Square as early as December.”

—Zoe Kranemann, Senior Project Manager, National CORE

Investing in Local Economies

Investment Without Displacement

All too often, low-income households and locally-owned businesses face displacement from their neighborhoods as new transit and infrastructure investments occur. The affordable homes created by AHSC help to ensure that the positive benefits of the program are realized without displacing members of the community in which they take place.

A 2017 study by the Urban Displacement Project found that transit-rich neighborhoods often experience a destabilizing increase in housing costs, which results in a loss of low-income households.¹⁵ A classic example of this can be seen in the Bay Area, where many residents of color and low-income households have been forced to relocate from San Francisco and Alameda County to Solano County, eastern Contra Costa County, and southern Alameda County in response to rising housing costs.^{16,17}

In order to counteract this harmful cycle, AHSC includes scoring incentives for applicants who adopt property-level anti-displacement strategies or who locate developments in jurisdictions that have adopted local anti-displacement policies. Beyond the development and preservation of affordable housing itself, examples of anti-displacement strategies built into AHSC applications include anti-tenant harassment and just cause eviction policies, affirmative marketing plans for outreach to disadvantaged communities, local workforce development strategies, and small business supports.

These combined efforts make the affordable housing created by AHSC a powerful anti-displacement tool, which helps low-income families and local businesses remain in their communities while new investments increase their access to regional transit and improved amenities.



26,400 jobs
supported during construction



\$3.36 billion
in wages & business income



\$1.27 billion
in state & local govt. revenues

AHSC-funded developments generate substantial economic activity that extends beyond residents and into surrounding communities and regions. Further, AHSC's scoring incentives ensure that local businesses benefit from the program's investments in communities.

The housing developments funded by AHSC's first five rounds are generating thousands of construction-period and permanent jobs, along with hundreds of millions of dollars of wages, business income, and local and state tax revenue. During construction alone, AHSC-funded developments from Rounds 1-5 have supported more than 26,400 jobs overall, creating more than \$3.36 billion in wages and business income, and generating more than \$1.27 billion in revenue for state and local governments. Each year after construction, these developments will support an additional 7,550 jobs, create more than \$587 million in wages and business income, and generate more than \$167 million in annual revenue for state and local governments.¹⁴

In addition, high labor standards (including prevailing wage) and local workforce development and hiring practices are the norm for AHSC-funded developments. For Round 5 specifically, 70 percent of awarded developments involved establishing partnerships with existing community-based workforce development and job training programs. Half of Round 5 awardees incorporated a local purchasing program to ensure that a proportion of the goods and services supporting the development are sourced locally.

Expanding Transportation Infrastructure & Connectivity to Jobs & Resources



10,840 transit passes made available for residents



1,309 crosswalks newly added or improved



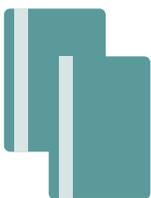
141 million reduction in vehicle miles traveled from public transit investments

Developing affordable housing near transit positively affects not only the environment, but also the health and well-being of residents.¹⁸ One of AHSC's core goals is to increase transit infrastructure and healthy mobility options to enable residents of AHSC-funded developments and the surrounding community to bike, walk, or use public transit instead of relying on cars.



Since its first round of funding, AHSC has invested in 189 miles of new and improved bike lanes, 1,309 new and improved crosswalks, lighting, signage, bus shelters, and bicycle parking and carrying structures on public transportation.¹⁹

AHSC's substantial transportation investments are critical to building healthy and connected communities. AHSC has also funded 397 new buses, vans, and shuttles as well as associated capital improvements necessary for improved access to public transit. These improvements are projected to eliminate more than 141 million local vehicle miles traveled per year—that is as much as driving around the Earth 5,660 times!^{20,21}



The program also requires that awardees provide transit passes to residents for at least three years, and many provide far more.²²

Adaptability During the COVID-19 Pandemic

The state agencies administering AHSC have demonstrated responsiveness to the program's beneficiaries, applicants, and stakeholders throughout all five rounds of funding through a robust public engagement process. This commitment continued in 2020 in response to high levels of uncertainty from the COVID-19 pandemic.

The pandemic has led to a crisis for transit agencies that are experiencing funding shortfalls, decreased ridership, and service fluctuations; in response, applicants for the next round of AHSC funds (Round 6) will now be allowed to use a portion of funding to return to service levels seen prior to COVID-19 rather than exclusively for expansion beyond those levels.²³ In addressing the immediate needs of transit providers, AHSC is helping ensure continued service to those most dependent on public transit.



"The new bike and pedestrian [investments] going from Archway Commons to the transit center will not just encourage the residents of Archway Commons to use it, but people who live in that district. It is a lower income part of our community, and it will give them more access to the transit center."

—Councilmember Jenny Kenoyer from the City of Modesto

Engaging Communities & Collaborating across Sectors

Changing Development Patterns Across the State

Both application teams and local elected officials have shared how the AHSC experience and local proof of concept is changing the way planning and development is done across the state. Building bridges for cross-sector collaboration is not only essential for the success of the AHSC-funded development; it is often a catalyst for ongoing collaboration and more integrated, sustainable planning and development.

“It’s now started to establish relationships within the city where our affordable housing group is meeting with our transportation group and our public transportation group as well. As things come about, we’re now trying to look at them from a multi-pronged approach, versus everyone doing their projects separately and not connecting them.”

—Jessica Narayan, the Community Development Manager at the City of Modesto

While sustainable development looks different in rural, suburban, and urban neighborhoods, the principles and goals incentivized through AHSC are demonstrated in the local context and residents and planners alike are able to see the impacts firsthand. As California continues to reckon with its persistent challenges, the catalytic impact of AHSC on development patterns and sustainable planning across the state is more relevant than ever.

In order to envision, plan for, and build the kind of holistic developments that AHSC funds, “silo busting” cross-sector collaboration is essential. Partners typically include affordable housing developers, transportation agencies, local government, community-based organizations, and residents. Round 5 winning applicant teams involved:

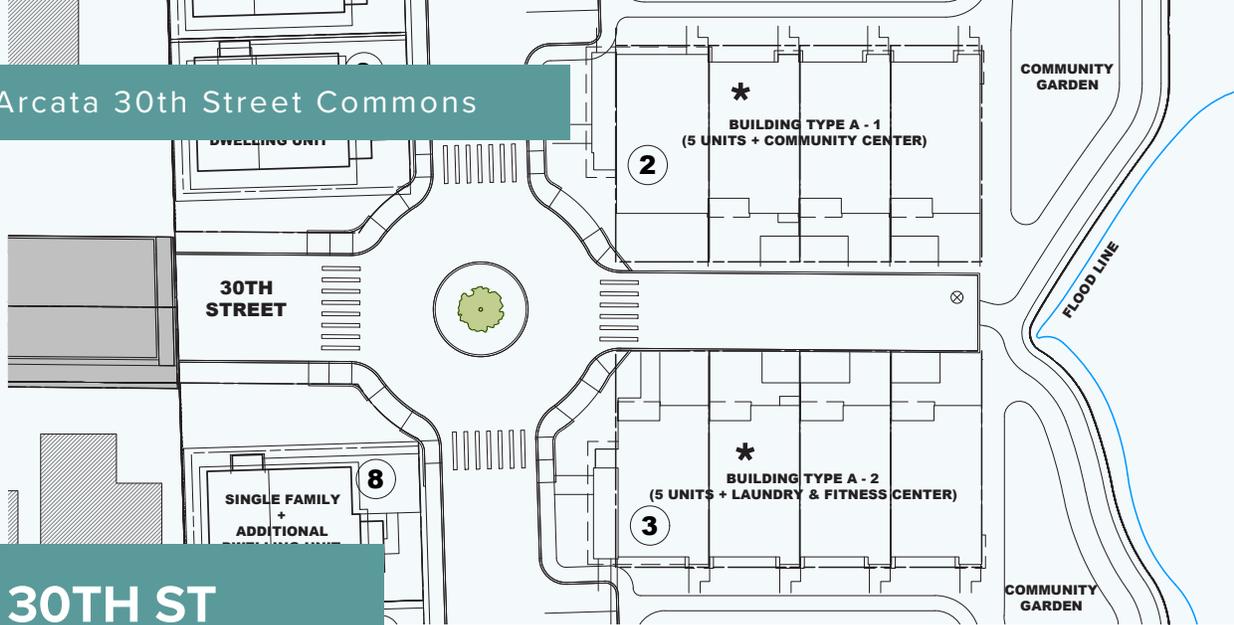
- 22 housing developers
- 17 city and county governments
- 18 transportation agencies
- Four public housing authorities
- One Native American tribe



AHSC teams draw from and implement a diverse set of community engagement strategies to inform their proposed development, including community meetings, advisory councils, tabling at events, meetings with local community organizations and neighborhood associations, and by conducting surveys. Successful AHSC applicants are often those with design solutions addressing the needs voiced in these settings. For example, in response to the need for affordable commercial space, at least five developments awarded in Round 5 have reserved commercial space on ground floor for nonprofits or community-based organizations, and three developments include space for pop-ups and small restaurant businesses. Responding to the need to support local families with children, developments are integrating an on-site YMCA child development center, an early childhood education center, outdoor play areas, and housing units with more bedrooms.

In many cases, AHSC developments are also able to include funding for investments identified by previous community engagement and planning processes, including specific plans, safe routes to school plans, and mobility plans.

CASE STUDY: Arcata 30th Street Commons



Revised: August 7, 2020			
Building #5 - #12			
No. Units in Bldg	Total Cond. Unit Area	Total Built Unit Area	Community Area
1	1,521	1,796	-
1	480	480	-
2	2,001	-	-
Total Building Area		2,276	-

Building #2			
No. Units in Bldg	Total Cond. Unit Area	Total Built Unit Area	Community Area
1	-	-	-
2	1	-	-
2	3	-	-
5	5	-	-

ARCATA 30TH ST COMMONS

Arcata, CA

Project Type:
Rural Innovation Project Area

State Legislative Districts:
Assembly District 2
Senate District 2

AHSC Investment:
\$11.4 million

Federal Funds Leveraged for Permanent Financing:
\$1.6 million



In 2020, the Arcata 30th Street Commons became the **first AHSC-funded tribal development**, led by the Yurok Indian Housing Authority. The development design was informed by over a year of community engagement, including listening sessions with elders of the Yurok tribe and engagement with the broader tribal community. The development includes 36 affordable homes, all of which are affordable to households with extremely low or very low incomes.

These 36 homes include eight single-family residences with attached accessory dwelling units (ADUs) and four multifamily apartment buildings; this design decision was important to the community to meet the needs of tribal members at many different stages of life. The development also includes a number of resources that community members identified as important, including community gardens and community-oriented wellness resources.





“We have a huge need in this area for tribal members. [The Yurok tribe] experienced a huge flood in 1964-1965 over Christmas, and a lot of tribal members relocated from the flooded areas of the reservation to this area in Humboldt County. [Today], there's a huge tribal population in this area, and it's one of the highest need areas for the Yurok tribe in terms of low income housing for tribal members.”

–Nicole Sager, Executive Director for the Yurok Indian Housing Authority

This much needed affordable housing is also located in close proximity to key resources and amenities in Arcata.

“This project represents the first time that Yurok citizens will have access to affordable housing in an area where there is a university, a Native American health clinic, transportation and all of the other quality-of-life improving amenities Arcata has to offer.”

–Richard Myers, Chairperson of Yurok Indian Housing Authority's Board of Commissioners

To better connect neighborhood residents to these resources and to the city, the development also includes transportation and mobility improvements in the surrounding neighborhood, including an additional 5,000 feet of Class 1 bike path, bikeshare, a pedestrian bridge and new sidewalks, ride shares, and three years of free bus passes for residents. As a result, the development is estimated to avoid 1,310 metric tons of greenhouse gas emissions.

Many of the guiding principles of AHSC, including sustainability, wellness, and walkability, have been core values of the Yurok tribe for generations. While applying for AHSC funds and quantifying these efforts was a new experience for the community, the strategies and values resonate with the tribe's long held traditions and way of life.

“Yurok people historically participate in active transportation. They are the first people to walk somewhere. Trails are the oldest roads, and that's how they have always transported themselves so that is not a concept that originated outside of their community; they're very on board with it. It's interesting that these concepts that are very innate in Yurok people are something that the State of California is deciding to incorporate into development.”

–Nicole Sager, Executive Director for the Yurok Indian Housing Authority



Archway Commons II

Modesto, CA

Project Type:

Integrated Connectivity Project

State Legislative Districts:

Assembly District 12

Senate District 5

AHSC Investment:

\$24.8 million

Federal Funds Leveraged for Permanent Financing:

\$11.83 million

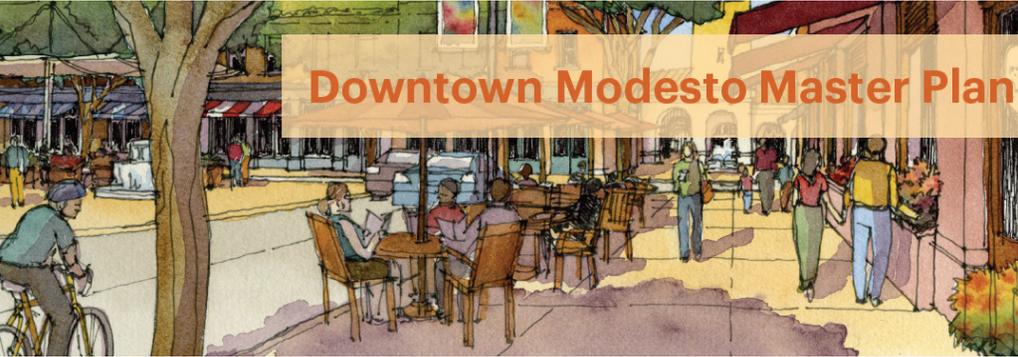
While Central Valley cities like Modesto are less likely to make headlines for the state's housing crisis, the region faces a significant shortage of affordable homes, especially relative to local wages and the influx of new residents from coastal cities.

A close partnership between the City of Modesto and EAH Housing, Archway Commons received an AHSC award in 2020 making it possible to proceed with Phase II of this downtown Modesto development. Over a decade in the making, Phase I of this development was completed in 2013, and AHSC funding is now providing the funding to enable the final phase to proceed.

The new development will include 73 affordable homes, 44 of which are affordable to Californians that have extremely low or very low incomes. The development design benefitted from engagement and input from Archway Commons residents who currently live in phase one of the development, as well as the broader neighborhood.

“We have a lot of people from the Bay Area moving into the City of Modesto, so the prices go up, but really the incomes and salaries that are offered in the City of Modesto aren't leveling with what those needs are. And so there's a huge gap in our community.”

—Jessica Narayan, Community Development Manager at the City of Modesto



Downtown Modesto Master Plan

In addition to the much-needed affordable housing, AHSC funding will allow the City of Modesto to implement a transformational pilot project included in the downtown master plan to redesign the 9th Street Corridor, renovating the former highway to make it an attractive, walkable, and bikeable gateway to downtown Modesto.

The project will add improvements for pedestrian safety, better connections to the protected bike lane, and reroute a bus route along 9th St, which will increase accessibility to the Junior College, downtown businesses, and the regional transit center.

“It’s more than just a housing development; it’s more like a placemaking project. It’s going to really build out the transit infrastructure from the [affordable housing] project site to downtown Modesto where folks can pick up the regional ACE Rail and take it to the East Bay or San Francisco.”

–Michael Schaier, Project Manager at EAH Housing

The development also worked to make local public transportation more accessible by providing free transit passes for all Archway Commons residents. All together, Archway Commons is estimated to avoid 30,042 metric tons of greenhouse gas emissions.

This type of development in Modesto represents a cultural shift that Councilmember Jenny Kenoyer believes will have far-reaching, catalytic impacts.

“I think when people see it completed, in a couple of years, they’re going to be inspired and say ‘let’s see how much more we can do for other areas in the city.’ I think once they see it accomplished, it will inspire other councilmembers and staff.”

–Councilmember Jenny Kenoyer



LEGACY SQUARE

Santa Ana, CA

Project Type:

Integrated Connectivity Project

State Legislative Districts:

Assembly District 69

Senate District 34

AHSC Investment:

\$25.4 million

Federal Funds Leveraged for Permanent Financing:

\$18.92 million

“There’s a huge need for affordable housing in this area. We held a number of community meetings on-site at the church building to get feedback from the local community. [We] heard from the community that there’s a real serious need for large family [units] and rent restricted units. [This feedback] allowed us to convert the project to entirely affordable, which we felt like was a win.”

–Sarah Walker, Senior Project Manager with National CORE



Responding to the changing needs of their congregation, the Santa Ana United Methodist Church decided to redevelop one of its downtown sites into affordable housing—named Legacy Square. National Community Renaissance of California (National CORE) is leading this new development in partnership with the church and the City of Santa Ana. The development will include 92 affordable homes, including 33 permanent supportive housing units. A quarter of the affordable homes have three bedrooms, in order to accommodate larger families, and both residents and the wider community will have access to on-site services.

CASE STUDY: Legacy Square

Legacy Square will be located just a short walk from Downtown Santa Ana, City and County Civic Centers, and the intermodal Santa Ana Regional Transportation Center, which serves as a hub for Amtrak, Metrolink, Orange County Transit Authority, and intercity and interstate buses. The new affordable housing is also located conveniently along the OC StreetCar Trolley that is currently under construction.

In addition, the AHSC investment in Legacy Square will fund additional transportation and community improvements, including new bike lanes, pedestrian improvements of sidewalks and crossings, improved transit signals, a small park, and bike- and electric car-share. Legacy Square will also provide free transit passes to residents for three years to help make public transportation even more accessible. As a result, the development is estimated to avoid 37,450 metric tons of greenhouse gas emissions.

Furthermore, the development aims to serve as a hub for community-based organizations in the neighborhood that can provide services such as workforce development to the broader community.

"This community in particular has been going through a lot of changes...I think it'd be nice for the community to feel that there are services, not only housing, that can help them get ahead in life."

—Zoe Kranemann, Senior Development Manager with National CORE

Like the housing development, these transportation and community improvements were informed by what the development team heard from the community.

"We engaged the community, in particular the school community. There's a few local organizations that we worked with in partnership to bring to the table community residents and school parents to even go out [together and] walk the site and the neighborhood [and] talk about the problems, talk about things that they like to see improved."

—Sarah Walker, Senior Project Manager with National CORE

These improvements in the local transportation infrastructure are not only significant to local residents, but also for the City and the region.

"This is an important investment in our SCORE program—and will help us continue to enhance our essential transportation service. Economic development and an improved transportation system go hand-in-hand to create more opportunities for the residents and communities of our region."

—Stephanie N. Wiggins, CEO of Metrolink





MANDELA STATION

Oakland, CA

Project Type:

Transit Oriented Development

State Legislative Districts:

Assembly District 15

Senate District 9

AHSC Investment:

\$29.7 million

Federal Funds Leveraged for Permanent Financing:

\$66.62 million

Recently approved to be developed on a parking lot adjacent to the West Oakland BART Station, the AHSC-funded Mandela Station development will provide 238 affordable homes as part of a large, mixed use, master planned redevelopment. In collaboration with BART, the project is a partnership between Strategic Urban Development Alliance (SUDA) and MacFarlane Development Corporation, both of which are Black-owned and led businesses.

To best understand this development, it is important to appreciate the history and context of the neighborhood. For decades, detrimental real estate and community development efforts have adversely impacted the historically Black community in West Oakland. This history informed the approach and vision for Mandela Station.

"The African American community that has been there for so long has been [disproportionately] impacted by urban renewal programs that brought the freeway right through the city, the BART tracks themselves, [and] trucks being able to travel through the neighborhoods. The neighborhood was severely hit by other things like the subprime mortgage debacle, drugs being brought into the area, counterintelligence programs. It was not only a burgeoning African American community but a place that had a lot of revolutionary things like the Black Panther headquarters... In the West Oakland Specific Plan this site was identified as a key development site that would mitigate a lot of these issues over time. That's part of the big assignment and responsibility we have now."

—Alan Dones, Managing Partner & Chief Executive Officer of SUDA



In addition to the housing, the development includes significant transportation and mobility investments that will benefit both local residents and the Bay Area region, including bikeways, pedestrian infrastructure, new and improved crosswalks and sidewalks, as well as three new BART cars to maximize capacity during peak commute hours. The development is estimated to avoid 54,305 metric tons of greenhouse gas emissions—equivalent to removing 11,732 passenger vehicles from the roads over the lifetime of the development.

The development includes plans to revitalize the 7th Street commercial corridor, which was disrupted by the highway expansion and the above-ground BART tracks. Mandela Station will also leverage the existing small business advocate office and build upon these resources with the creation of a small business alliance and promotion of small business assistance programs. The attention to economic development and wealth-building, however, is much broader.

“The project is meant to give people job opportunities, small businesses opportunity, opportunity to own equity and achieve inter-generational wealth. We also want the project to demonstrate that by prioritizing these things there are economic

advantages... The scale of [Mandela Station] was a heavy lift, but now this project suddenly rises to the top to usher in, not only the recovery of the housing market, but also economic stimulus.”

—Alan Dones, Managing Partner & Chief Executive Officer of SUDA

The holistic scope of Mandela Station was a strong fit for AHSC.

“[AHSC] is a good example of the benefits that come out of making your project as equitable and socially responsible as possible. [When] you can show that there is State funding available... as a result of making those choices, it’s a strong validation of our approach. This validation is not only important for our region but serves as a national and global example. People in the global stage are looking at West Oakland.”

—Regina Davis, Partner with SUDA

CONCLUSION

Embracing and expanding the cost-effective, integrated solutions that define the Affordable Housing and Sustainable Communities program will help California recover faster and more equitably from the unprecedented challenges it is currently facing.

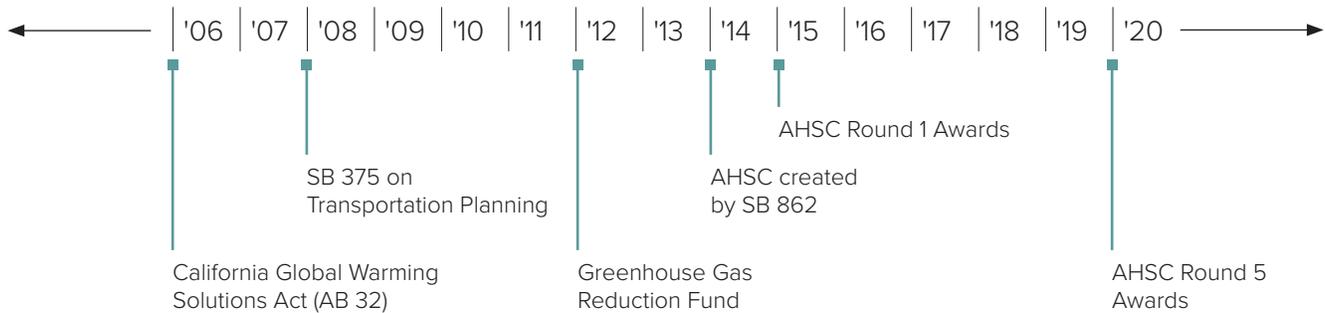
California's recovery can only succeed if state leaders recognize that Californians must have a stable, affordable place to live with access to the places they need to go as a foundation to a prosperous, vibrant life and community. Bold, transformational changes are needed to meet the moment for our climate, our communities, our families, and our economy.

Over five years, AHSC has demonstrated its success in rising to these challenges—making a daily impact for Californians and long-term, catalytic change for California.



Legislative History of AHSC

Affordable Housing and Sustainable Communities (AHSC) Program Timeline



California's Leadership on Climate Change: AB 32 and SB 375

In 2006, California solidified itself as a leader on climate change by passing AB 32 (Nunez and Pavley), the California Global Warming Solutions Act, which requires the state to reduce greenhouse gases (GHGs) to 1990 levels by 2020 and to 80 percent below 1990 levels by 2050.

To achieve these goals, and in recognition that transportation-related GHGs accounted for 37 percent of California's total emissions, the Legislature passed SB 375 (Steinberg) in 2008. SB 375's primary aim is to reduce reliance on passenger vehicles by requiring coordination between transportation, housing, and land use planning at a regional scale. SB 375 requires the Metropolitan Planning Agencies (MPOs) to develop a Sustainable Communities Strategy (SCS) or community development plans that must account for projected growth while also reducing greenhouse gas emissions. Furthermore, SB 375 seeks to align the Regional Housing Needs Assessment (RHNA) planning process with the SCS process.

Basics of California's Cap-and-Trade Program

Combined, AB 32 and SB 375 acknowledge the need for sustainable growth and intentional land use planning for the State to meet its climate goals and allow the California Air Resources Board (CARB) to create a plan for achieving California's ambitious GHG reduction goals ("Scoping Plan") and leverage

a suite of programs to meet these targets, including California's Cap-and-Trade program. The Cap-and-Trade program establishes a regulatory "cap" on GHG emissions by issuing a limited number of GHG emission permits—called allowances—each year. A portion of these allowances can be purchased from the State at quarterly auctions, generating auction proceeds. These State auction proceeds are then deposited in the Greenhouse Gas Reduction Fund (GGRF), where they become available for appropriation by the Legislature to further the purposes of AB 32.

Greenhouse Gas Reduction Fund (GGRF) and Disadvantaged Communities

Established in 2012, the GGRF receives and administers Cap-and-Trade auction proceeds to GHG-reducing programs promising to deliver major economic, environmental, and public health benefits for Californians. In 2012, the Legislature passed Senate Bill 535 (de Leon), which requires that 25 percent of the proceeds from the GGRF go to developments and programs that provide benefits to disadvantaged communities (DACs).

In 2016, the Legislature then passed AB 1550 (Gomez), which modified SB 535 to require that 25 percent of proceeds from GGRF be spent on developments and programs located in disadvantaged communities and an additional 10 percent of developments and programs to benefit low income households and communities.²⁴

The determination of DAC status is based on the California Communities Environmental Health Screening Tool (CalEnviroScreen), a model administered by the California Environmental Protection Agency (CalEPA) that combines economic data with information on pollution, public health, geographic, and other environmental impacts to identify which communities are disproportionately burdened by and vulnerable to multiple sources of pollution.²⁵ Currently, 2,007 census tracts throughout California have been identified as DACs.

The Creation of AHSC and SB 862

Enacted by the Legislature in 2014, SB 862 established continuous appropriations of 20 percent of the available GGRF proceeds for the Affordable Housing and Sustainable Communities (AHSC) program. AHSC contains a variety of land use and transit-oriented strategies to reduce GHG emissions. Among other things, the program provides grants and affordable housing loans for infill and transit-oriented development and infrastructure.

Developments funded by AHSC demonstrate how they support reduction of GHGs by increasing accessibility of housing, employment centers, and key destinations via low-carbon transportation options (walking, biking, and transit), resulting in fewer vehicle miles traveled. A minimum of 50 percent of program funds must be invested in developments benefiting disadvantaged communities and a minimum of 50 percent of program funds must be utilized to provide housing opportunities for lower-income households.

For more insight into the multi-sector coalition that designed AHSC and advocated for its funding, see *"Building a Cross-Sector Coalition: Sustainable Communities for All and CA's Cap-and-Trade Program."*²⁶

What is the Link between Affordable Housing & GHG Emissions?

There is a growing body of research asserting that locating affordable homes near transit, jobs, and community amenities is an effective GHG emissions reduction strategy because:

1. Walkable, transit-proximate locations reduce driving
2. Low-income households drive less when they have access to transit
3. Affordable housing helps low-income families remain in their communities and maintain access to regionally-serving transit, even as their neighborhoods receive new investments and change

Walkable, Transit-Proximate Locations Reduce Driving

Research on transit-oriented development in California over the past two decades has found that even in a state famous for its freeways and car use, locating housing in close proximity to transit, jobs, and local amenities (schools, libraries, grocery stores, etc.) reduces driving.²⁷ Robert Cervero's 2007 research, for example, found that residents who had moved to areas of California with close proximity to transit from areas with poor transit access drove 42 percent fewer miles per day on average.²⁸ The Cervero study also showed added benefits for new residents living near transit, including reduced commute times, lower commute costs, and increased job access.

Low-Income Households Drive Less and Use Transit More, Especially in Transit-Accessible Neighborhoods

While living in homes near transit increases public transit use among people of all incomes, low-income households living in transit-accessible neighborhoods take transit, walk, or bike at much higher rates than their higher-income counterparts also living in transit-accessible neighborhoods. Access to high quality transit also lowers transportation costs compared to driving, yielding the greatest proportional savings to low-income households and freeing up scarce financial resources for other essential needs. These results are consistent with national data that show higher transit ridership and lower car ownership and car use on average among low-income households.²⁹

Affordable Housing is an Important Anti-Displacement Tool

Additionally, affordable housing near transit can help prevent the displacement of low-income households that might follow new transit investment and related infill investments in a neighborhood. In a 2017 study, the Urban Displacement Project found that transit-rich neighborhoods often experience destabilizing increases in housing costs and loss of low-income households.³⁰ Affordable housing is a proven anti-displacement strategy, which helps low-income families remain rooted in their communities and maintain access to regionally-serving transit as new amenities and investments are coming into their neighborhoods. When households do experience displacement, it is often to communities much farther away and often less transit accessible, which in turn increases the need for driving and generates more greenhouse gas emissions.

List of AHSC-Funded Developments Rounds 1 - 5

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Alameda	Berkeley	5	Connected Berkeley	\$19,072,792	62	15	9
	Berkeley	5	Maudelle Miller Shirek Community	\$22,781,553	86	15	9
	Berkeley	4	2012 Berkeley Way	\$19,591,610	141	15	9
	Berkeley	2	Grayson Street Apartments	\$3,755,326	22	15	9
	Emeryville	1	3706 San Pablo Avenue	\$5,532,400	86	15	9
	Fremont	1	Central Commons	\$1,000,000	30	20	10
	Hayward	1	Hayward Senior Apartments	\$2,183,000	59	20	10
	Oakland	5	Fruitvale Transit Village IIB	\$29,966,039	169	18	9
	Oakland	5	Mandela Station Transit Oriented Development	\$29,659,310	238	18	9
	Oakland	3	3268 San Pablo	\$8,917,500	50	15	9
	Oakland	3	Coliseum Area-International Boulevard TOD Partnership	\$14,000,000	58	18	9
	Oakland	2	Coliseum Connections	\$14,844,762	54	18	9
	Oakland	2	Empyrean & Harrison Hotel Housing and Transportation Improvements	\$16,807,556	146	18	9
	Oakland	2	Lakehouse Connections	\$18,127,203	90	18	9
	Oakland	1	Camino 23	\$3,062,730	31	18	9
	Oakland	1	Civic Center 14 TOD Apartments	\$1,500,000	39	18	9
	San Leandro	1	San Leandro Senior	\$7,997,808	84	18	9
	Unincorporated Alameda County	5	Madrone Terrace	\$18,947,330	78	20	10
Contra Costa	Concord	5	Galindo Terrace and Sustainable Transportation Improvements	\$20,942,930	61	14	7
	El Cerrito	1	El Cerrito Senior Mixed Use Apartments	\$5,657,872	62	15	9
	Richmond	1	Miraflores Senior Housing	\$5,077,558	79	15	9
	Walnut Creek	1	Riviera Family Apartments	\$4,956,610	57	16	7
Fresno	Coalinga	5	Coalinga	\$16,845,700	75	31	12
	Fresno	3	Blackstone & McKinley Transit Oriented Development (BMTOD)	\$16,039,962	87	31	14
	Fresno	2	Kings Canyon Connectivity Project - (Kings Canyon)	\$15,579,426	134	31	14

List of AHSC-Funded Developments Rounds 1 - 5 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Fresno	Fresno	2	South Stadium Phase I TOD	\$5,738,730	10	31	14
	Fresno	1	Hotel Fresno	\$4,800,000	40	23	8
	Orange Cove	4	Amaya Village	\$14,790,000	80	31	14
Humboldt	Arcata	5	Arcata 30th St. Commons	\$11,447,114	36	2	2
	Arcata	4	Danco Communities and City of Arcata Isaacson's Multifamily Housing HRI and STI Project	\$4,460,700	43	2	2
Imperial	Brawley	4	Ocotillo Springs	\$12,779,179	74	56	40
	Imperial	5	Worthington la Luna Rural Housing and Transportation Partnership	\$15,000,000	112	56	40
Kern	Bakersfield	1	19th Street Senior Apartments	\$2,559,394	62	34	16
	Lamont	3	Mountain View Village	\$8,226,250	40	32	14
	McFarland	5	Sherwood Avenue Family Apartments	\$25,588,431	80	32	14
	Ridgecrest	5	Mojave View	\$18,205,593	75	34	16
	Wasco	2	Wasco Farmworker Housing Relocation Project	\$18,637,432	159	32	14
Los Angeles	Long Beach	3	Long Beach Active Streets and Las Ventanas TOD Apartments	\$13,975,653	101	70	33
	Long Beach	1	Anchor Place	\$2,441,616	119	70	35
	Los Angeles	5	3rd and Dangler Apartments	\$23,856,673	77	24	13
	Los Angeles	5	619 Westlake	\$13,232,431	77	53	24
	Los Angeles	5	Corazón del Valle	\$23,229,151	88	46	18
	Los Angeles	5	Parkview	\$24,057,513	126	59	33
	Los Angeles	5	Rose Hill Courts Phase I	\$20,186,958	77	51	24
	Los Angeles	5	Santa Monica & Vermont TOD	\$29,889,806	94	43	24
	Los Angeles	5	Washington Arts Collective	\$7,532,258	55	2	2
	Los Angeles	4	Hollywood Arts Collective	\$13,839,800	61	50	26
	Los Angeles	4	Jordan Downs Phase S3 & Watts Pedestrian Bike District	\$11,125,600	89	64	35
	Los Angeles	4	Manchester Urban Homes	\$20,000,000	119	59	30
	Los Angeles	3	Elden Elms	\$16,662,640	92	53	24

List of AHSC-Funded Developments Rounds 1 - 5 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Los Angeles	Los Angeles	3	PATH Villas Hollywood	\$8,310,578	59	43	24
	Los Angeles	3	Vermont Manchester Transit Priority Project	\$20,000,000	165	59	30
	Los Angeles	3	Weingart Tower and Skid Row Transportation Safety Project	\$20,000,000	275	53	30
	Los Angeles	3	Willowbrook 2	\$12,531,304	99	64	35
	Los Angeles	2	7th & Witmer Apartments	\$16,760,000	75	53	24
	Los Angeles	2	MDC Jordan Downs	\$11,969,111	119	64	35
	Los Angeles	2	PATH Metro Villas Phase 2	\$13,750,183	120	53	24
	Los Angeles	2	Rolland Curtis West	\$5,668,074	69	59	30
	Los Angeles	2	Six Four Nine Lofts	\$5,315,000	54	53	30
	Los Angeles	1	127th Street Apartments	\$1,500,000	84	64	35
	Los Angeles	1	1st and Soto TOD Apartments, Phase 2	\$2,485,440	30	53	24
	Los Angeles	1	Crenshaw Villas	\$2,200,000	49	54	30
	Los Angeles	1	El Segundo Family Apartments	\$1,900,000	74	64	35
	Los Angeles	1	Jordan Downs, Phase 1	\$6,500,000	99	64	35
	Los Angeles	1	Mosaic Gardens at Westlake	\$1,900,000	123	51	24
	Los Angeles	1	Rolland Curtis East	\$4,000,000	69	59	30
	Los Angeles	1	Sylmar Court Apartments	\$2,500,000	100	39	18
	Marina del Rey	5	Thatcher Yard Housing	\$13,255,512	78	62	26
	Sun Valley	2	Sun Valley Senior Veterans Apts & Sheldon Street Pedestrian Improvements	\$11,110,020	94	39	18
	Unincorporated LA County	3	East Los Angeles Wellness Hub and Cavalry Walking Path	\$8,722,423	111	51	24
Unincorporated LA County	3	Florence Neighborhood Mobility, TOD Affordable Housing, and Urban Greening	\$10,798,068	108	59	33	
Madera	Madera	4	Downtown Madera Veterans and Family Housing	\$11,326,908	47	5	12
Merced	Merced	4	Childs and B Street TOD Affordable Housing	\$13,949,300	118	21	12
Multiple Counties	Multiple Counties	1	Vanpool Expansion Project	\$3,000,000	-	32	14

List of AHSC-Funded Developments Rounds 1 - 5 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Napa	Napa	4	Manzanita Family Apartments	\$8,150,000	50	4	3
Nevada	Truckee	3	Meadow View Place	\$16,255,000	55	1	1
	Truckee	2	Coldstream Mixed Use Village	\$10,682,140	47	1	1
	Truckee	1	Truckee Railyard Downtown Corridor Improvements	\$8,000,000	81	1	1
Orange	Santa Ana	5	Legacy Square	\$25,431,865	92	69	34
	Santa Ana	2	Santa Ana Arts Collective	\$12,028,626	57	69	34
	Santa Ana	1	Depot at Santiago	\$3,925,000	69	69	34
Riverside	Riverside	5	Entrada	\$22,121,206	64	61	31
	Riverside	4	Downtown Coachella Net Zero Affordable Housing and Transportation Collaboration	\$14,895,407	104	56	28
	Riverside	4	Mission Heritage Plaza	\$16,826,931	71	61	31
	Riverside	1	March Veterans Village	\$6,109,114	136	61	31
Sacramento	Sacramento	4	Railyards Activation, Housing & Mobility	\$15,211,698	61	7	6
	Sacramento	4	Twin Rivers Block B and E	\$18,793,015	100	7	6
San Bernardino	San Bernardino	3	Arrowhead Grove Phase II & III	\$20,000,000	147	40	23
San Diego	El Cajon	2	Cornerstone Place	\$12,090,713	69	71	38
	National City	1	Westside Infill Transit Oriented Development	\$9,240,888	91	80	40
	San Diego	4	13th & Broadway	\$20,000,000	270	78	39
	San Diego	3	Keeler Court/Southcrest AHSC	\$9,934,273	70	80	40
	San Diego	3	San Diego Downtown Mobility Plan and 14/ Commercial TOD Apartments	\$20,000,000	403	78	39
	San Diego County	1	South Bay Bus Rapid Transit (BRT) Project	\$7,000,000	-	80	40
San Francisco	San Francisco	5	266 4th Street - TOD Partnership	\$20,113,667	69	17	11
	San Francisco	5	Balboa Park Upper Yard	\$29,952,200	112	19	11
	San Francisco	5	HOPE SF Potrero Block B	\$29,829,178	156	17	11

List of AHSC-Funded Developments Rounds 1 - 5 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
San Francisco	San Francisco	4	500 Turk Street, TOD Partnership	\$20,000,000	96	17	11
	San Francisco	4	Treasure Island Parcel C3.1, Ferry Terminal, and Bay Bridge Connection	\$20,000,000	81	17	11
	San Francisco	3	1950 Mission Street	\$15,000,000	155	17	11
	San Francisco	3	2060 Folsom Street Affordable Housing	\$14,000,000	126	17	11
	San Francisco	2	455 Fell	\$16,056,563	107	17	11
	San Francisco	1	222 Beale Street	\$6,500,000	119	17	11
	San Francisco	1	Eddy & Taylor Family Housing	\$12,284,976	102	17	11
	San Francisco	1	Mission Bay South Block 6 East	\$4,999,989	142	17	11
San Joaquin	Stockton	4	Grand View Village Connectivity Project	\$17,894,572	62	13	5
	Stockton	2	Hunter Street Housing	\$8,941,370	72	13	5
	Stockton	1	Anchor Village	\$5,857,096	50	13	5
San Mateo	East Palo Alto	4	Light Tree	\$20,000,000	126	24	13
	Millbrae	4	Gateway at Millbrae, Site 6A	\$18,042,459	79	22	13
Santa Clara	San Jose	4	Roosevelt Park Apartments	\$12,637,770	69	27	15
	San Jose	4	San Jose Market-Almaden TOD	\$18,908,818	86	27	15
	San Jose	2	Renascent San Jose	\$14,979,486	160	27	15
	San Jose	2	St. James Station TOD	\$12,889,611	134	27	15
	San Jose	1	777 Park Ave.	\$4,000,000	81	27	15
Shasta	Redding	3	Block 7 Net Zero Housing & Downtown Activation Project	\$19,959,536	59	1	1
	Redding	2	Redding Downtown Loop and Affordable Housing Project	\$20,000,000	56	1	1
Sonoma	Santa Rosa	5	Roseland Village AHD Active Transportation and SMART Extension	\$25,780,623	74	10	2
Stanislaus	Modesto	5	ARCHWAY COMMONS II	\$24,766,157	73	21	5
	Patterson	3	Stonegate Village Affordable Housing & Transportation Project	\$12,075,537	65	21	12
Stanislaus	Turlock	2	Avena Bella (phase 2)	\$1,661,667	60	12	8

List of AHSC-Funded Developments Rounds 1 - 5 (cont.)

County	City	AHSC Round	Development Name	Total AHSC Award	# Affordable Homes	Assembly District	Senate District
Tulare	Dinuba	2	Sierra Village Affordable Housing & Transportation Improvement Project	\$4,646,731	43	26	14
	Goshen	3	Sequoia Commons Affordable Housing & Transportation Project	\$12,088,276	65	26	16
	Lindsay	2	Lindsay Village Affordable Housing & Transportation Improvement Project	\$5,518,353	49	26	14
Ventura	Ventura	4	Ventura Westside Housing and Active Transportation	\$18,893,730	104	37	19
Yolo	Davis	2	Creekside Affordable Housing	\$11,881,748	89	4	3
	West Sacramento	1	Delta Lane Affordable Housing and Grand Gateway	\$6,730,888	76	7	6

Methodology & Sources

- ¹ In order to identify DACs, CalEPA uses the California Communities Environmental Health Screening Tool (CalEnviro-Screen), a tool that assesses all census tracts in California to identify the areas disproportionately burdened by and vulnerable to multiple sources of pollution.
- ² California Air Resources Board, 2018. “2018 Progress Report: California’s Sustainable Communities and Climate Protection Act.” November. Website: https://ww2.arb.ca.gov/sites/default/files/2018-11/Final2018Report_SB150_112618_O2_Report.pdf
- ³ CO₂ reduction for each round of AHSC awards was calculated from the Strategic Growth Council’s public release data, located at <http://sgc.ca.gov/programs/ahsc/resources/>, and verified by the CARB’s Revised Calculator Tool for AHSC. Please note that the quantitative methodologies used by the CARB to determine GHG reductions are updated annually as stronger data is released. Aggregate CO₂ reductions are not updated between each round but represent the quantification methodology employed by the CARB at the time. Past and current versions of the quantitative methodology are located at <http://sgc.ca.gov/programs/ahsc/resources/>
- ⁴ The number of cars removed from the road was calculated from the Environmental Protection Agency’s (EPA) GHG Equivalency calculator, which converts aggregate CO₂ reduction to cars removed from the road. The EPA GHG Equivalency calculator can be found at <https://www.epa.gov/energy/greenhouse-gas-equivalenciescalculator>. Reduction in vehicle miles traveled (VMT) was calculated from the CARB’s Revised Calculator Tool for AHSC. Because VMT data is not available for Round 1, we used the EPA’s GHG Equivalency calculator to determine VMT reduction.
- ⁵ Total pounds of local air pollutant emissions removed by each AHSC development is represented as the median value for Round 5. AHSC measures the toxic air pollutant emissions reduced by each awarded development’s associated benefits, including transit, transportation infrastructure, affordable housing, and urban greening. Toxic air pollutant emission reductions (in pounds) measured by AHSC include nitrogen oxide (NO_x), reactive organic gases (ROG), diesel particulate matter (diesel PM), and fine particulate matter less than 2.5 micrometers (PM_{2.5}).
- ⁶ See, for example: Plumer, Brad and Nadja Popovich, 2020. “How Decades of Racist Housing Policy Left Neighborhoods Sweltering.” *New York Times*. Website: <https://www.nytimes.com/interactive/2020/08/24/climate/racism-redlining-cities-global-warming.html>
- ⁷ Reichmuth, David, 2019. “Inequitable Exposure to Air Pollution from Vehicles in California.” Cambridge, MA: Union of Concerned Scientists. <https://www.ucsusa.org/resources/inequitable-exposure-air-pollution-vehicles-california-2019>
- ⁸ Union of Concerned Scientists, 2014. “Vehicles, Air Pollution, and Human Health.” Website: <https://www.ucsusa.org/resources/vehicles-air-pollution-human-health>
- ⁹ California Housing Partnership, 2020. “California’s Housing Emergency Update.” March. Website: https://chpc.net/wp-content/uploads/2020/03/CHPC_HousingNeedsReport-CA_2020_Final-.pdf
- ¹⁰ Extremely low-income households are those with incomes at or below 30% of area median income (AMI). Very low-income households have incomes between 31% and 50% AMI. Low-income households have incomes between 51% and 80% of AMI.
- ¹¹ See, for example: Cimini, Kate, 2019. “Black people disproportionately homeless in California.” *CalMatters*. Website: <https://calmatters.org/california-divide/2019/10/black-people-disproportionately-homeless-in-california/>; Hutchful, Esi, 2018. “The Racial Wealth Gap.” *California Budget & Policy Center*. Website: https://calbudgetcenter.org/wp-content/uploads/2018/12/Report_The-Racial-Wealth-Gap_12.2018.pdf; PolicyLink National Equity Atlas, 2020. Website: https://nationalequityatlas.org/indicators/Housing_burden#; Solomon, Danyelle, Maxwell, Connor, and Abril Castro, 2019. “Systemic Inequality: Displacement, Exclusion, and Segregation.” *Center for American Progress*. Website: <https://www.americanprogress.org/issues/race/reports/2019/08/07/472617/systemic-inequality-displacement-exclusion-segregation/>
- ¹² Household rent savings was calculated as the difference between the restricted rents in AHSC developments and the Small Area Fair Market Rents (SAFMR) for the zip code where the development is located, as provided by HUD at <https://www.huduser.gov/portal/datasets/fmr/smallarea/index.html>. Household rent savings are not discounted.
- ¹³ See, for example: California Housing Partnership, 2020. COVID-19 Response: Resources for California. Website: <https://chpc.net/covid19/>; California Budget and Policy Center, 2020. “COVID-19 Recession at Six Months: California’s Unemployment Remains High.” Website: <https://calbudgetcenter.org/resources/californias-unemployment-remains-high/>
- ¹⁴ Estimates for job creation and economic impact are based on multipliers published by the National Association of Home Builders for calculating wages, taxes, and jobs generated by the construction of multifamily homes in California. Post-construction jobs supported by new multifamily development in California span several industries, including retail, restaurants, government, health, transportation, education, and social services. All values are in 2019 dollars. Report: *National Association of Home Builders*, 2016. “The Economic Impact of Home Building in California: Income Jobs, and Taxes Generated.” July.
- ¹⁵ Chapple, Karen and Anastasia Loukaitou-Sideris, 2017. “Developing a new methodology for analyzing potential displacement.” May. Website: https://www.arb.ca.gov/research/single-project.php?row_id=65188

- ¹⁶ California Housing Partnership and Urban Displacement Project, 2019. "Rising Housing Costs and Re-Segregation in the San Francisco Bay Area." Website: <https://chpc.net/resources/rising-housing-costs-and-re-segregation-in-the-san-francisco-bay-area/>
- ¹⁷ Zuk, Miriam and Karen Chapple, 2015. "Case Studies on Gentrification and Displacement in the San Francisco Bay Area." Website: https://www.urbandisplacement.org/sites/default/files/images/case_studies_on_gentrification_and_displacement_full_report.pdf
- ¹⁸ A significant and growing body of research has established the benefits of locating housing near transit as a means of reducing car travel and transportation costs, and improving resident's health from walking and biking more to access transit and other key community destinations. See, for example: Park, et al., 2018. "The Impacts of Built Environment Characteristics of Rail Station Area on Household Travel Behavior." *Cities* 74: 277-283. <https://www.sciencedirect.com/science/article/abs/pii/S026427511730896X?via%3Dihub>; Zhou, X and Zolnik, E, 2013. "Transit-Oriented Development and Household Transportation Costs." *Transportation Research Record: Journal of the Transportation Research Board* 2357: 86–94. <https://journals.sagepub.com/doi/10.3141/2357-10>; Saelens, Brian, Sallis, James, and Frank, Lawrence, 2016. "Environmental Correlates of Walking and Cycling: Findings from the Transportation, Urban Design, and Planning Literatures." *Annals of Behavioral Medicine* 25(2), 80–91. https://doi.org/10.1207/S15324796ABM2502_03; Frank, et al., 2011. "An Assessment of Urban Form and Pedestrian and Transit Improvements as an Integrated GHG Reduction Strategy." Website: <http://www.wsdot.wa.gov/research/reports/fullreports/765.1.pdf>
- ¹⁹ The numbers of miles of new and improved bike lanes and the number of crosswalks was calculated from the Strategic Growth Council's public release data (<http://sgc.ca.gov/programs/ahsc/resources/>) and verified through application data.
- ²⁰ The number of new transit vehicles was calculated from the Strategic Growth Council's public release data (<http://sgc.ca.gov/programs/ahsc/resources/>) and verified through application data. Because data on new transit vehicles was not reported in the public release data for Round 1, these calculations only include Round 2 through 5 awarded developments.
- ²¹ Reduction in vehicle miles traveled attributable to new public transit services was calculated from the California Air Resources Board's (CARB) Revised Calculator Tool for AHSC.
- ²² The number of transit passes was calculated from awarded AHSC applications (often titled "Transit Subsidy"), located at <https://faast.waterboards.ca.gov/>. This variable includes both partially and fully funded transit passes.
- ²³ Based on the Draft Round 6 AHSC Guidelines available January 2021.
- ²⁴ AB 1550 built upon the provisions outlined in SB 535 by including a focus on investments in low-income communities and low-income households. AB 1550 defines low-income communities as those census tracts with: (1) median household incomes at or below 80 percent of the statewide median income or (2) median household incomes at or below the threshold designated as low income by California Department of Housing and Community Development's (HCD) list of State income limits.
- ²⁵ CalEnviroScreen data can be found at <https://oehha.ca.gov/calenviroscreen/sb535>
- ²⁶ Link: <https://www.frbsf.org/community-development/blog/building-cross-sector-coalition-sustainable-communities-cas-cap-trade-program/>
- ²⁷ See, for example, Reid Ewing and Robert Cervero, 2010. "Travel and the Built Environment A Meta-Analysis," *Journal of the American Planning Association* 76, No. 3: 10; John Holtzclaw, Robert Clear, Hank Dittmar, David Goldstein, and Peter Haas, 2002. "Location Efficiency: Neighborhood and Socio-Economic Characteristics Determine Auto Ownership and Use - Studies in Chicago, Los Angeles and San Francisco," *Transportation Planning and Technology* 25, No. 1.
- ²⁸ Robert Cervero, 2007. "Transit Oriented Development's Ridership Bonus: A Product of Self-Selection and Public Policies." *Environment and Planning* 39: 2074, 2075.
- ²⁹ See, for example: Center for Neighborhood Technology, 2015. "Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy." <http://bit.ly/2LHUBg4>; California Housing Partnership and TransForm, 2013. "Building and Preserving Affordable Homes Near Transit: Affordable TOD as a Greenhouse Gas Reduction Strategy." <http://bit.ly/2V9YxJP>; John Pucher and John L. Renne, 2003. "Socio-economics of Urban Travel: Evidence from the 2001 NHTS," *Transportation Quarterly*, 57, No. 3.
- ³⁰ Chapple, Karen and Anastasia Loukaitou-Sideris, 2017. "Developing a new methodology for analyzing potential displacement." May. Website: https://www.arb.ca.gov/research/single-project.php?row_id=65188

PHOTOS

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