

Putting SB 375 to Work

*Creating Choices for Your Community,
Spurring Economic Recovery, and Improving Health*



*Fruitvale Village
in Oakland*



*Mission Meridian Village
and the MTA Gold Line
in South Pasadena*

ClimatePlan

Addressing the land use decisions that shape our climate and our lives



What (SB375) will mean is more environmentally-friendly communities, more sustainable developments, less time people spend in their cars, more alternative transportation options and neighborhoods we can safely and proudly pass on to future generations.

– Governor Arnold Schwarzenegger (R)

The Time is Now

By 2050, California's population is expected to grow to nearly 60 million people. How and where we decide to grow will impact California's economy, traffic conditions, air pollution, water resources, and more.

Successful implementation of SB 375 will help our communities by stimulating new residential construction and economic recovery, reducing vehicle pollution that affects our health and our climate, saving tax dollars, and giving commuters more choices to get around. It creates an opportunity for regions to take control of future growth and transportation decisions and improve everyday life for local residents.

An Historic Opportunity

With the passage of SB 375 in 2008, we have the opportunity to change the way we grow. It provides incentives to build the kinds of communities that most Californians want, while also reducing greenhouse gas pollution and boosting our economy.

The law gives authority to the Air Resources Board (ARB) to set greenhouse gas reduction targets for each of the 18 metropolitan regions in the state, working with local governments to reduce GHG emissions caused by land use patterns and transportation policies.



San Diego's Centre City

If implemented properly, SB 375 could result in:

- less traffic congestion and air pollution
- shorter commutes between homes and jobs
- CEQA relief to stimulate new residential construction close to rail and jobs
- new funding opportunities for local governments to build livable communities
- neighborhoods designed with shopping and other daily conveniences located nearby
- housing, affordable at all income levels, located closer to jobs
- protection of open space, agricultural lands, and natural habitats
- an expanded transportation system including more transit options, bike lanes, and pedestrian-friendly environments

The real estate market in Southern California is witnessing growing demand for housing located closer to jobs. People don't want to waste so much time driving between their homes and their jobs, especially with high gas prices eating up a growing percentage of their paychecks. If SB 375 can help local governments to promote compact development patterns and reduce car use, that will align government policies with positive trends in the real estate market.

– J. Marc Huffman Vice President, Planning & Entitlements, Playa Vista

Made in Space 2009 ©



The Wilshire Vermont Station, a \$136 million mixed-use transit village development in Los Angeles, features hundreds of rental units, restaurants, and shops, centered on a bustling Metro stop.

Regional Planning Takes Center Stage

California is divided into eighteen metropolitan planning organizations (MPOs) which are responsible for overseeing the region's transportation system. The regions are as unique and diverse as California itself, from the huge Southern California region, which houses half of the state's population, to the tiny Shasta County with less than 200,000 residents. Recognizing that land use planning is a local prerogative, and that each region will have its own unique circumstances, SB 375 sets a course to reduce GHGs from transportation at the regional level.



An enhanced transportation system is just one way in which Californians would benefit from successful implementation of SB 375.

Economically, SB 375 will help the state, communities, and developers meet the shifting market demand for housing, diversify the housing offerings on the market, allocate public resources more efficiently, and ensure a better of quality of life.

– SB 375 Impacts Analysis Report, Urban Land Institute

Next Steps: Developing Sustainable Communities Strategies

When local and regional officials work together to develop their GHG reduction plan, known as a Sustainable Communities Strategy, they will have the opportunity to develop an integrated development and transportation plan that accelerates the development of new housing closer to jobs and more transportation choices for residents. The Sustainable Communities Strategy will be supported by new CEQA streamlining incentives for projects which generate fewer car trips and carbon emissions, and by new funding opportunities to help cities and counties implement the plan in their community. The Sustainable Communities Strategy will also be incorporated into the Regional Transportation Plan, which allocates federal transportation funding for the region.

Communities which already have invested in rail and bus transit will have an opportunity to show how their land use plans would

maximize transit ridership, by locating housing closer to jobs and transit, reducing unnecessary off-street parking spaces near transit, and encouraging more efficient, healthy alternatives such as bicycles, car-sharing, car-pooling, and walking.

Even in other communities where the alternatives to driving are currently limited, there is growing frustration with traffic congestion, long commute trips, and unpredictable gas prices. SB 375 opens the door for communities to think differently about their future.



Ash Street Cottages in the City of Brea, with public open space enabling the developer to reduce yard size and increase housing to 10 homes per acre.

Taking Action

SB 375 gives Californians an opportunity to make our communities more walkable, transit-friendly, and vibrant, but it will require action at all levels.

What can the **State of California** do?

- Set ambitious GHG targets and a clear, strong framework for regions to follow.
- Help regions and local governments invest in sustainable land use and transportation by providing funding and technical assistance to help regions achieve the targets.

What can **Regional Agencies** do?

- Reach out to local governments, stakeholders, and community groups to develop a transportation and housing plan that meets the SB 375 target, achieves a job-housing balance and creates a shared vision for a healthier regional future.
- Invest in transportation strategies such as rail, bus rapid transit, carpools and sidewalks that give people more options for getting around without a car.



What can **Local Governments** do?

- Actively participate in your region's development of a Sustainable Communities Strategy.
- Adopt plans and policies to encourage infill development (including affordable housing), and biking, walking and transit in your community.
- Educate local residents and community groups about the connection between your community's decisions and the larger regional vision for reducing traffic and pollution.



What can **Community Groups** do?

- Actively participate in the development of your region's transportation and housing plan (either a Sustainable Communities Strategy or Alternative Planning Strategy).
- Encourage your city or county to only approve projects and plans that are consistent with that plan.

About ClimatePlan

ClimatePlan is a diverse network of organizations committed to improving land use planning in California to protect our climate, our health, our communities and our environment. Our network represents a broad spectrum of interests, ranging from public health advocates to farmland preservationists. But we all are dedicated to smart land use policies and creating a sustainable future for Californians.

For more information about our priorities or our network, visit www.climateplan.org.

Contact us at info@climateplanca.org or 916-441-0204.

