



Housing Working Group

April 15, 2025

WWW.SCAG.CA.GOV

Agenda

- Welcome and Announcements
- HELPR 3.0
- HCD Technical Advisory on AB 2097
- City of Rialto's Foothill Central Specific Plan
- Wrap-up and Next Steps



ANNOUNCEMENTS

2025 Regional Conference and General Assembly

- 60th Anniversary
- May 1-2 at the JW Marriott in Palm Desert
 - 74-855 Country Club Dr, Palm Desert, CA 92260
- Housing and Communities Panel:
 - *Strong Foundations: Housing Solutions in the Wake of Disaster*
- Learn more and register online at <https://scag.ca.gov/ga2025>

REAP 2.0 Program

- SCAG is able to fully fund REAP 2.0 projects
- Projects are now kicking off
- Program expenditure deadline is **June 30, 2026**



HELPR 3.0

Lyle Janicek, Community and Economic Development Planning Supervisor, Southern California Association of Governments (SCAG)



HCD TECHNICAL ADVISORY ON AB 2097

- **David Ying, Housing Policy Analyst, California Department of Housing and Community Development (HCD)**



AB 2097

Prohibition on Minimum Parking

Requirements

Technical Advisory

David Ying

SCAG Housing Working Group

2025-04-15



Agenda

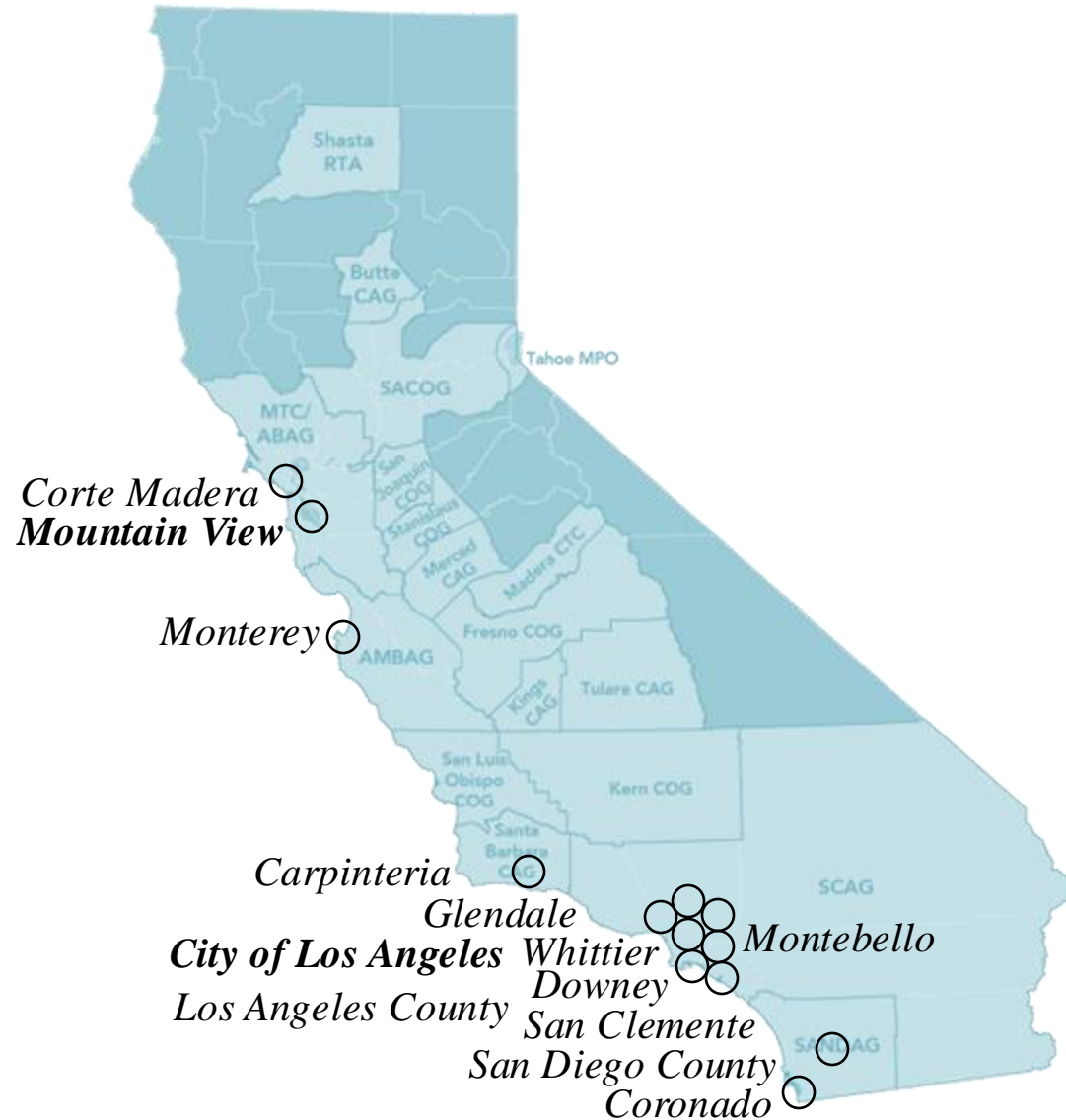
1. Background & Context
2. Contents of HCD AB 2097 Technical Advisory
3. FAQs and responses
4. Recommended methodologies
5. Discussion

Housing Laws & Transit

AB 2097	Prohibits local parking requirements within 0.5 miles of MTS for qualifying projects, excluding EV and disabled parking requirements,	<ul style="list-style-type: none"> ▪ GOV § 65863.2 ▪ PRC § 21155(b)
State Density Bonus Law	100% lower-income affordable projects within 0.5 miles of MTS can receive unlimited density bonus, 3-story/33-ft height limit increase.	<ul style="list-style-type: none"> ▪ GOV § 65915(d)(2)(D) ▪ GOV § 65915(f)(3)(D)(ii) ▪ PRC § 21155(b)
ADU Law	No parking required within 0.5 mile walking distance from transit ; height limit increases within 0.5 miles of MTS or high-quality transit corridor.	<ul style="list-style-type: none"> ▪ GOV § 66322 ▪ GOV § 66321(b)(4)(B), PRC § 21155(b)
Streamlined Ministerial Approvals (SB 35, SB 423)	No parking required within 0.5 miles of public transit .	<ul style="list-style-type: none"> ▪ GOV § 65913.4(e)(1)(A)
Supportive Housing (AB 2162)	No parking required within 0.5 miles of public transit stop .	<ul style="list-style-type: none"> ▪ GOV § 65654
Affordable Housing & High Road Jobs Act (AB 2011)	Maximum density increased to 80 du/ac (metropolitan counties) or 70 du/ac (non-metropolitan counties), height limit increased to 65 feet within 0.5 miles of MTS .	<ul style="list-style-type: none"> ▪ GOV § 65912.123(b)(1)(E) ▪ GOV § 65912.123(b)(2)(E) ▪ GOV § 65912.123(c)(4)(A) ▪ PRC § 21155(b)
Faith & Higher Education Lands Act (SB 4)	No parking required within 0.5 miles of MTS or high-quality transit corridor .	<ul style="list-style-type: none"> ▪ GOV § 65913.16(k)(1)(A) ▪ PRC § 21155(b)
CEQA Streamlining (SB 375)	Transit Priority Projects within 0.5 miles of MTS or high-quality transit corridor included in a regional transportation plan are potentially eligible for CEQA streamlining .	<ul style="list-style-type: none"> ▪ PRC § 21155 et seq.

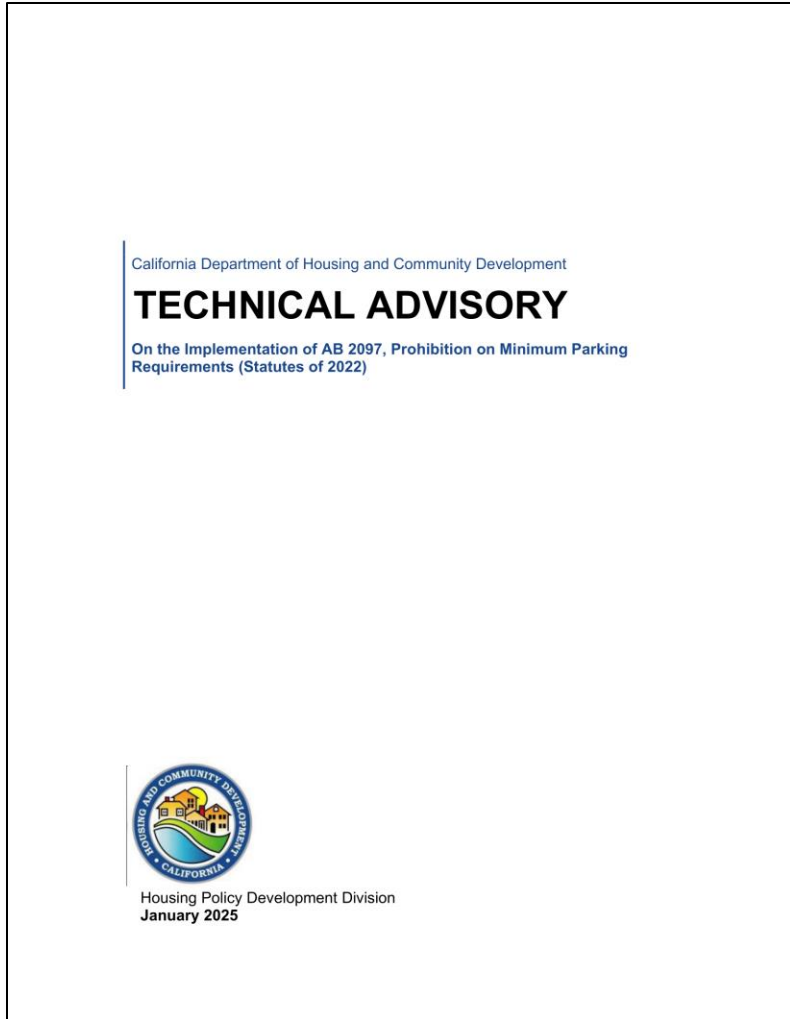
MTS = “major transit stop”

AB 2097 Requests for HCD Assistance



(bold) = more than 1 request

Technical Advisory Outline



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AB 2097 Key Statutory Citations (paraphrased)

GOV § 65863.2

- (a) Eligible projects located within 0.5 mi of “public transit” qualify for parking requirement exemption.
- (b), (d) With exceptions.
- (e)(5) “Public transit” means “major transit stop” in **PRC § 21155**.

PRC § 21155

- (a) Chapter applies for project area where State Air Resources Board has accepted an MPO’s sustainable communities strategy or alternative planning strategy.
- (b) “Major transit stop” is defined in **PRC § 21064.3**, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan.

Note: “Major transit stops” are not statutorily required to be mapped in RTPs.

PRC § 21064.3

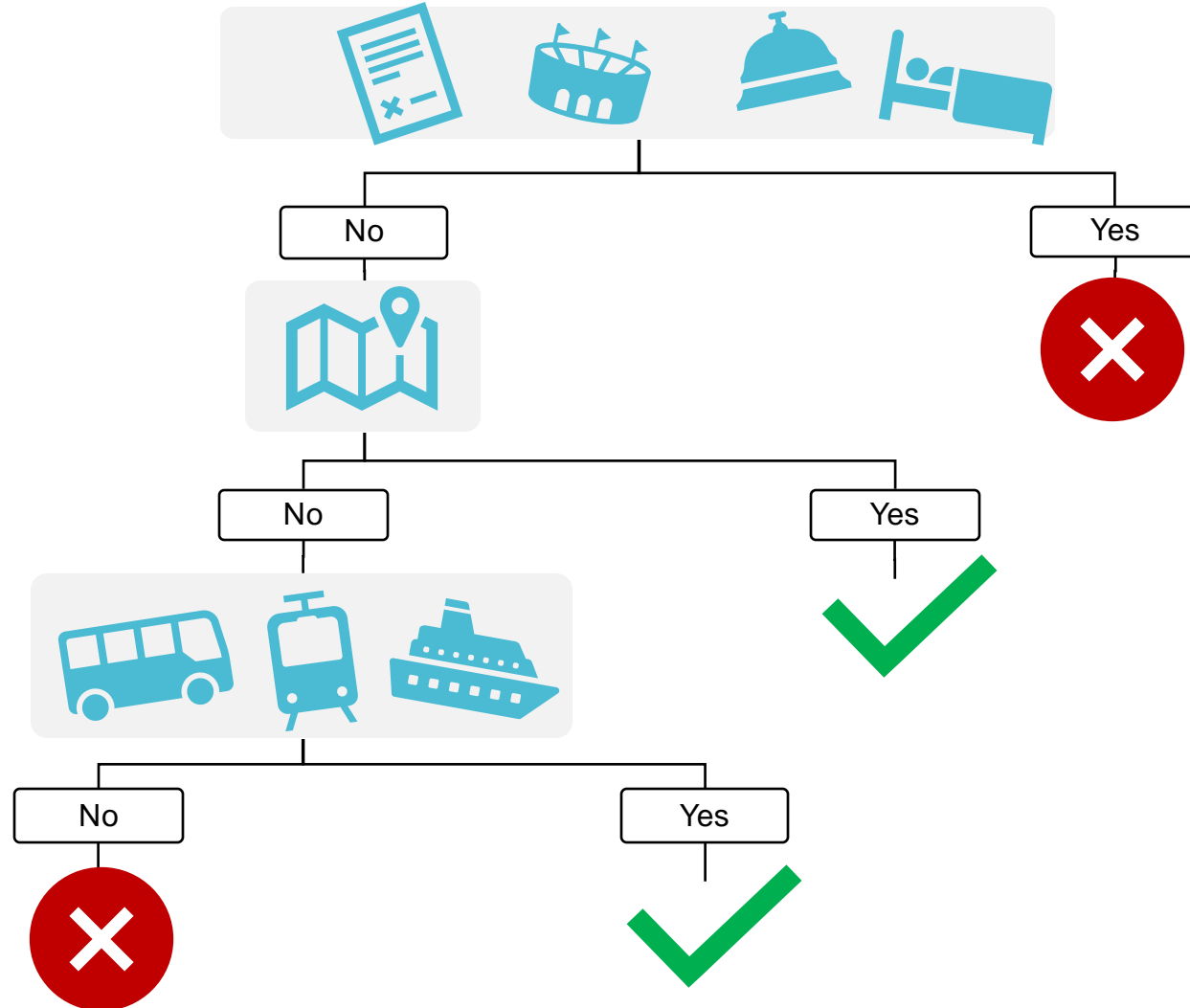
“Major transit stop” means a site containing any of the following:

- (a) Existing rail or **bus rapid transit station**.
- (b) Ferry terminal served by either a bus or rail transit service.
- (c) Intersection of 2+ major bus routes with a frequency of service interval of 20 min. or less during the morning and afternoon peak commute periods.

PRC § 21060.2

- (a) “Bus rapid transit” includes all the following features:
 - (1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.
 - (2) Transit signal priority.
 - (3) All-door boarding.
 - (4) Fare collection system that promotes efficiency.
 - (5) Defined stations.
- (b) “Bus rapid transit station” is a clearly defined bus station served by a bus rapid transit.

Determining AB 2097 Eligibility



Five Broad Topics

1. Voluntary and Required Parking
2. Project Eligibility
3. Major Transit Stop Eligibility
4. Regional Transportation Plans
5. Transit Service Frequency

In collaboration with:



LOS ANGELES
CITY PLANNING



Voluntary and Required Parking and Project Eligibility

Voluntary and Required Parking

- Parking requirements are mostly not allowed near MTS
- General vehicle parking requirements are allowed in limited circumstances
- Developers can voluntarily provide parking
- Jurisdictions can require disabled and EV parking at pre-existing levels

Project Eligibility

- AB 2097 applies to new construction and use changes alike
- AB 2097 can eliminate parking agreements except commercial parking agreements with public agencies executed before 2023-01-01
- AB 2097 applies to all agencies

Stop Eligibility, RTPs, and Service Frequency

MTS Eligibility

- 0.5-mile straight-line radius around only major transit stops
- High-quality transit corridors not covered

RTPs

- Identified MTS, existing or planned, qualify for AB 2097
- Identified MTS count even if they no longer meet PRC criteria

Transit Service Frequency

- Only colinear line families can be combined for calculating frequencies
- Loop pairs are counted as one line, and bus trunk lines do not count

Recommended Methodologies

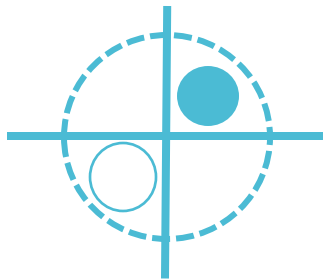
**Peak Morning & Afternoon
Commute Periods:** RTP Peak Hours



**Peak Period Bus Service Interval
Frequency:** Average Intervals Across
Morning and Afternoon Peaks



Intersections & Buffer: Straight Line
500-Foot Distance



Bus Rapid Transit (BRT) Stations:
Full-Time Dedicated Transit Lane to
Qualify



Links to Other Statewide Resources

- **California Governor's Office of Land Use and Climate Innovation. CEQA Site Check Online Map.** Layer: Existing Major Transit Stops per Public Resources Code sections 21155 and 21064.3.
<https://sitecheck.opr.ca.gov>
- **Caltrans. High Quality Transit Stops Online Map,** Layer: "Major Transit Stop." <https://data.ca.gov/dataset/ca-hq-transit-stops>
- **California Coastal Commission AB 2097 Memorandum.**
<https://www.coastal.ca.gov/lcp/mrfcj/housing.html>

Still to Come

- HCD implementation of AB 2097
 - Continuing HAU TA.
 - Submit cases: www.hcd.ca.gov/planning-and-community-development/accountability-and-enforcement
 - Statewide transit mapping project. Partnership with:
 - State agencies (Caltrans, LCI)
 - MPOs (including SCAG)
- External engagement (like this presentation)

Discussion

End of Presentation





CITY OF RIALTO'S FOOTHILL CENTRAL SPECIFIC PLAN

Paul Gonzalez, Community Development Manager, City of Rialto
David Suls, AICP, Vice President, WSP

Rialto Foothill Central Specific Plan Update

April 15, 2025





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Specific Plan Update Overview

- BACKGROUND AND PURPOSE
- Opportunity to implement 6th Cycle Housing Element policies and programs and align with State legislation.
- The Central Area Specific Plan was last updated in 1983
- The Foothill Boulevard Specific Plan was last updated in 2010.
- Update and merge the two plans



Specific Plan Area Map: Foothill Boulevard and Central Areas



Vision Statement



For the next 30 years, Central Rialto will continue to be the heart of the City, defined by its hometown character and functioning as an important job center and transportation hub. The historic Route 66, Foothill Boulevard, will continue to serve as a gateway corridor through the City and to the downtown core. The Foothill Central Specific Plan area will continue to evolve as a lively mixed-use destination that integrates housing for all incomes and ages with shopping, restaurants, entertainment, and civic and arts uses and preserves existing landmarks.

The Specific Plan will be a tool to implement high-quality development standards along Foothill Boulevard and within Central Rialto that complement and enrich a public realm that is safe, green, and beautiful, incorporating landscaping, lighting, and public art. Streets and sidewalks will be designed for all ages, abilities, and modes including pedestrians, bicyclists, transit, and cars.

Specific Plan Update Overview



Public Engagement



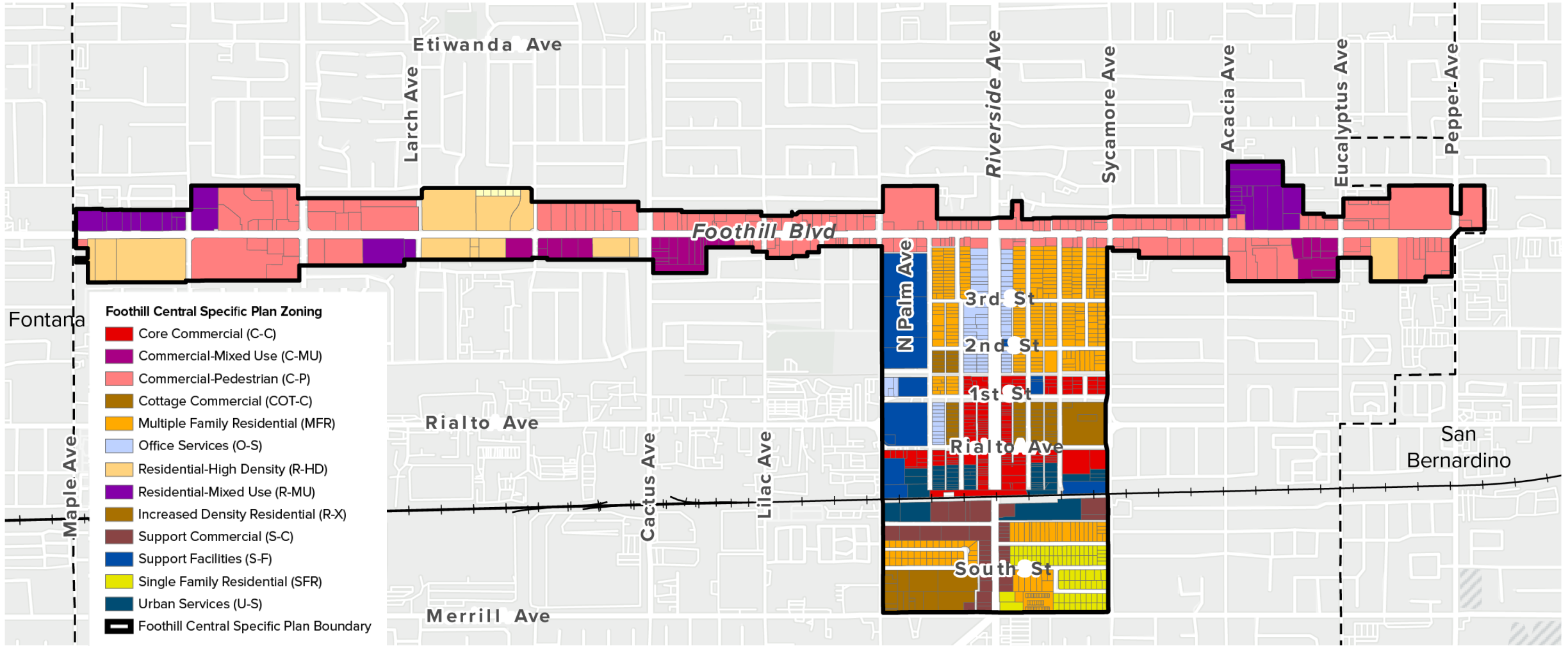
Specific Plan Highlights

Highlights from the Specific Plan include:

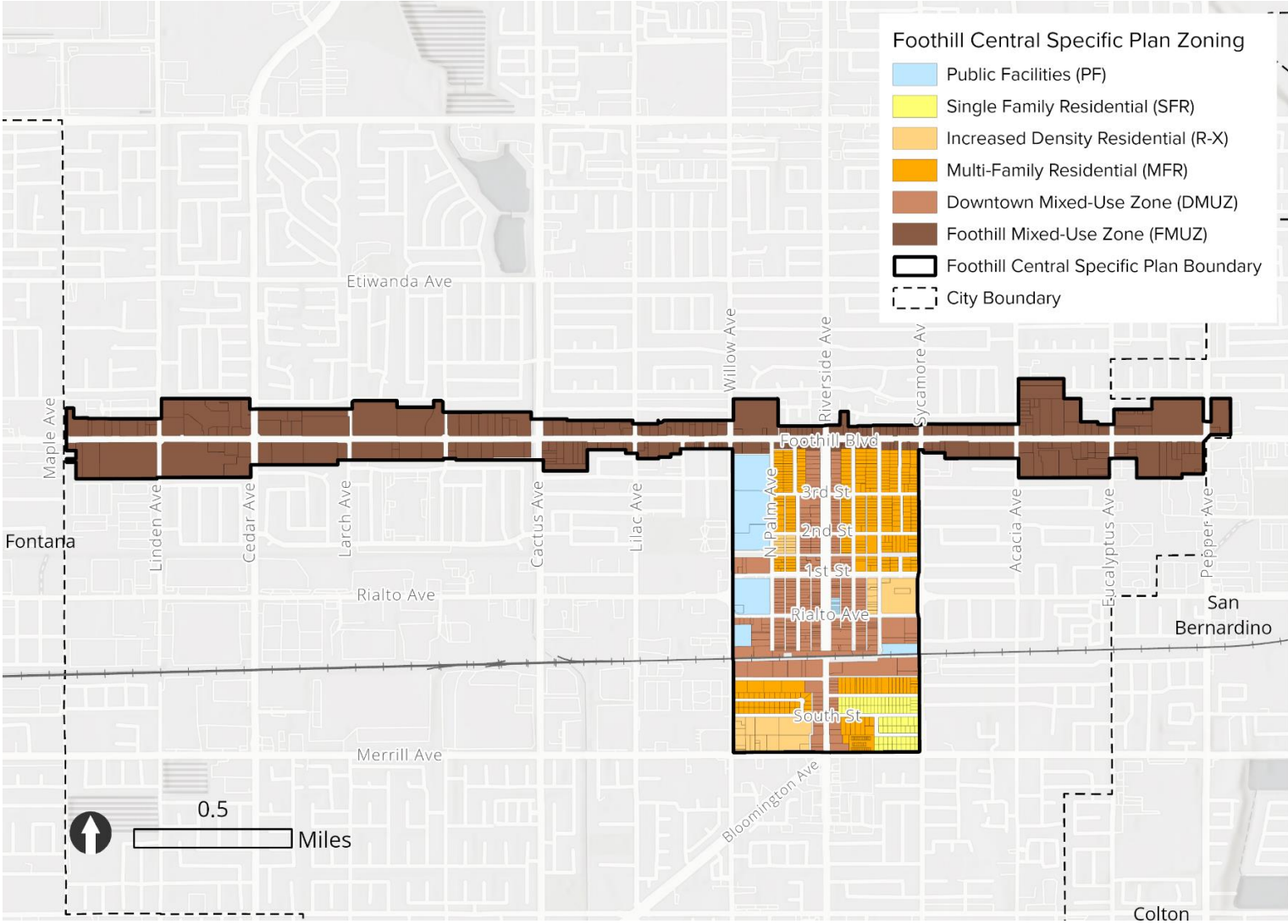
- **Preserving existing land uses while also providing additional uses.**
- Increased Opportunity for Residential and Commercial Development
- **Encouraging Higher Density Downtown**
- Simplified Zoning Designations and Associated Development Standards
- **Adding Route 66 Themes to Foothill Boulevard**
- Entry themes across Riverside Avenue into Downtown
- Consistent with Rialto's 6th Cycle Housing Element



Current Zoning



Proposed Zoning



Residential and Commercial Development Opportunities



~ 35 dwelling units per acre



~ 48 dwelling units per acre



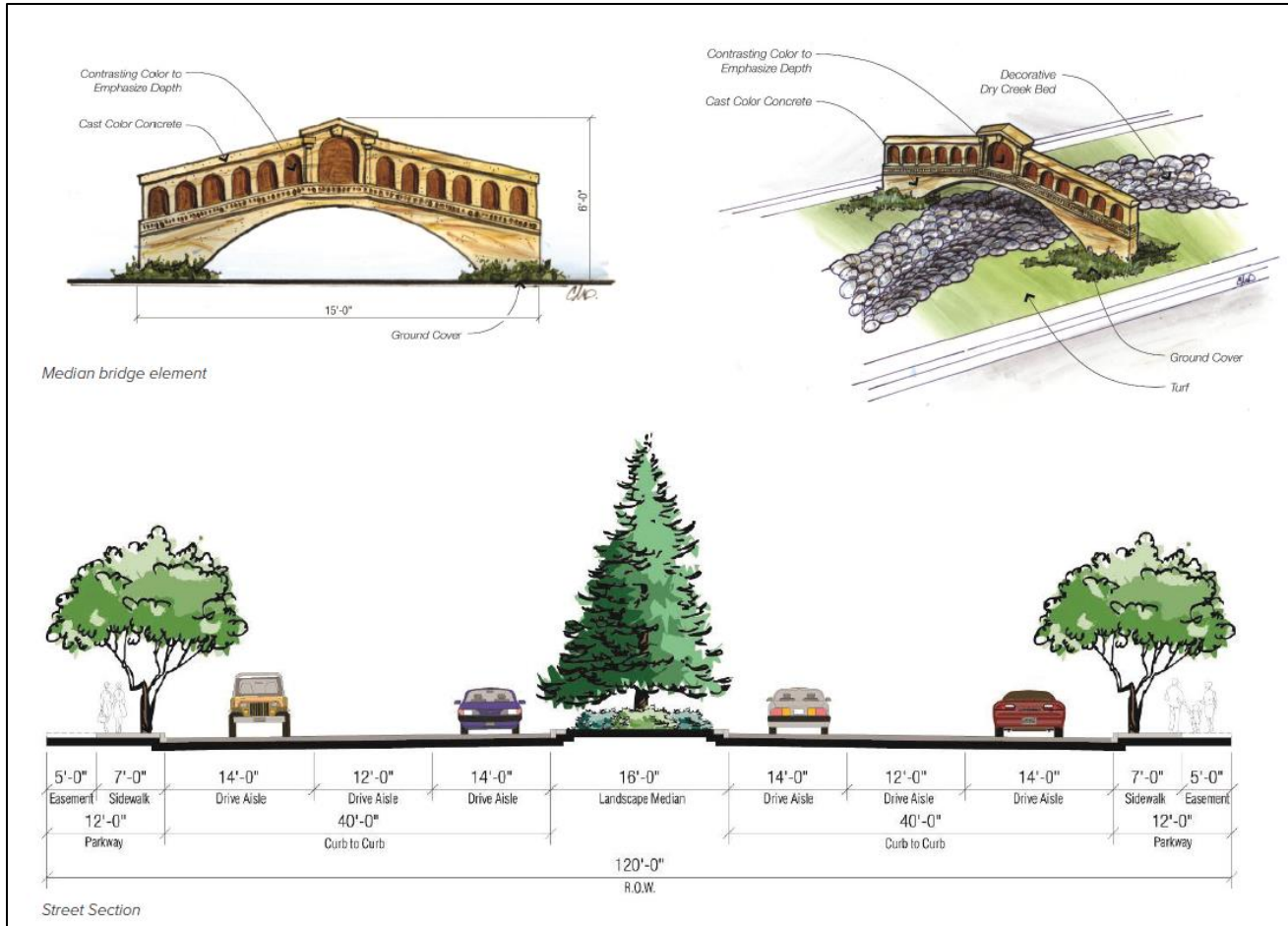
Warmington
RESIDENTIAL

City of Rialto – NEC Foothill Blvd. & Spruce Ave. – 81 Two Story Condominium Units (4.993 Acres net)

Perspective Rendering



Median Improvements

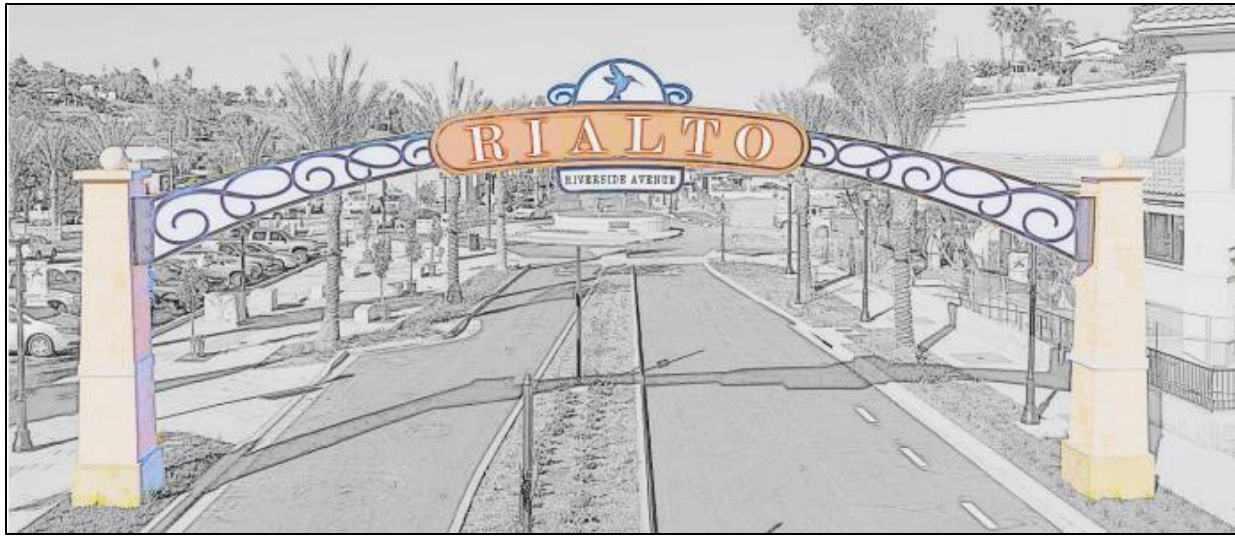


Foothill Boulevard median

Riverside Avenue Downtown



Streetscape Improvements



Gateway on Riverside Avenue at Foothill Boulevard



Special Wayfinding Signs



Foothill Boulevard median, shade structures and stamped crosswalks



Foothill Central Specific Plan

April 15, 2025

Wrap-Up and Next Steps

- GA Conference: May 1-2 at the JW Marriott in Palm Desert
- **Save the Date! Next HWG meeting:**
 - Tuesday, July 15, 2025, 10 AM – 12 PM



THANK YOU!

For more information, please visit:

www.scag.ca.gov/housing