

2026 DRAFT Appendix for SCCP and LPP-C

LAND USE EFFICIENCY AND PROHOUSING SUPPLEMENT

I. INTRODUCTION

A. Background and Purpose

The Commission developed this supplement in collaboration with the California Department of Housing and Community Development (HCD) as a resource for applicants preparing project nominations for the Solutions for Congested Corridors Program and the Local Partnership Competitive Program.

This supplement describes land use policies and programs that may demonstrate the efficient land use co-benefit identified in program guidelines, provided there is a nexus to the project area. It also identifies additional resources available to local and regional jurisdictions to support transportation-efficient land use and housing.

Applicants may demonstrate that a project supports and advances efficient land use and housing through at least one of the following pathways:

- Prohousing Designation
- Transportation-Focused Prohousing Policies
- Indicators of Efficient Land Use
- Ongoing Investment in Transportation-Efficient Land Use and Housing
- Partnership in Facilitating Transportation-Efficient Land Use and Housing

Please note that all pathways are equally considered during the evaluation process and no single pathway will be considered more competitive than any other. Applicants may address one or more pathways. Where a single policy or program could be described under more than one pathway, applicants should describe it under the most relevant pathway and cross-reference the others, rather than repeating it across pathways.

II. PATHWAYS AND EXAMPLES

B. Prohousing Designation

The Prohousing Designation Program (PDP), administered by the California Department of Housing and Community Development, recognizes cities and counties that adopt policies exceeding state housing law to accelerate housing production.

Applicant agencies in jurisdictions that have received or applied for a Prohousing Designation

should state the designation status. The California Department of Housing and Community Development will confirm designations during application review. Applicants may also provide confirmation from the city or county that a Prohousing Designation application is planned or in progress. The California Department of Housing and Community Development provides technical assistance to cities, counties, and other public agencies working with them, including transportation authorities, transit agencies, and regional agencies. For more information, including a list of Prohousing-designated jurisdictions, visit the California Department of Housing and Community Development's Prohousing Designation Program [website](#) or contact its Prohousing team at ProhousingPolicies@hcd.ca.gov.

C. Transportation-Focused Prohousing Policies

If a project area's jurisdiction has not received or applied for Prohousing Designation, applicants may describe existing or proposed transportation-focused Prohousing policies. Applicants should explain how these policies accelerate or conserve housing in a manner that benefits the project area. Policies may be project or location specific and directly benefit the project area or be jurisdiction-wide and indirectly benefit the project area.

Examples of policies include:

- Substantial rezoning, recent or planned, to higher densities, or other policies to encourage higher-density housing.
- Density bonus programs that exceed statutory requirements of [Government Code Section 65915](#).
- Increasing allowable density in low-density, single-family residential areas beyond Accessory Dwelling Unit (ADU) law requirements (e.g., permitting more than one Accessory Dwelling Unit or Junior Accessory Dwelling Unit per single-family lot).
- Reduced or eliminated parking requirements for residential development.
- Zoning that allows residential or mixed uses in one or more non-residential zones.
- Modification of development standards and other applicable zoning provisions to promote greater development intensity.
- Streamlined, program-level California Environmental Quality Act (CEQA) analysis and certification of general plans, community plans, specific plans, and accompanying Environmental Impact Reports (EIR); regular use or application of CEQA documents at the project level, including by-right approval processes or use of statutory and categorical exemptions (e.g., Public Resources Code Sections [21155.1](#), [21155.2](#), [21155.4](#), [21159.24](#), [21159.25](#), [21159.28](#), [21094.5](#), [21099](#), Government Code Section [65457](#); [California Code of Regulations, Title 14, Sections 15303, 15332](#)).
- Priority permit processing or reduced plan check times for Accessory Dwelling Units, multifamily housing, or homes affordable to lower- or moderate-income households.
- Measures that reduce transportation-related infrastructure costs or encourage active modes of transportation and alternatives to automobiles (e.g., publicly funded sidewalk

expansions, protected bike and micro-mobility lanes, on-street bike parking, transit improvements, or car-sharing programs).

- Ministerial, pre-approved, or prototype plans or measures to encourage higher-density (e.g., multifamily) or missing middle housing (e.g., duplexes, triplexes, fourplexes).
- Inclusionary policies or programs requiring new developments to include housing affordable to and reserved for low- and very low-income households, consistent with [Assembly Bill 1505 \(Chapter 376, Statutes of 2017\)](#) or other measures that promote affordability incentives.
- Replacement of subjective development and design standards with objective standards.
- Waiver, reduction, or deferral of development impact fees for residential development, especially for units affordable to lower- and moderate-income households.
- Establishment or regular use of a housing fund, or prioritization of funding towards affordable housing.
- Programs complying with the Surplus Land Act ([Government Code Section 54220](#) et seq.) that make publicly owned land available for affordable or multifamily housing, including through land donations, sales at significant write-downs, or below-market leases. Public land is not limited to local agencies.
- Project location near a housing development eligible under [Senate Bill 79 \(Chapter 512, Statutes of 2025\)](#) the Abundant and Affordable Homes Near Transit Act, which establishes state zoning standards allowing higher-density housing within one-half mile of major transit stops (Government Code Sections [65912.155](#) through [65912.162](#)).

D. Indicators of Efficient Land Use

If a project area does not benefit from a Prohousing Designation or transportation-focused Prohousing policies, applicants may describe other indicators of efficient land use that exist, are occurring, or are planned for the project area. These activities may be carried out at local, regional, and state levels and should have a nexus to the project area. Indicators fall into the following three categories:

- Zoning and Land Use
- Streamlining Approvals
- Reducing Development Costs

1. Zoning and Land Use

Zoning and land use activities influence the physical and social development of an area. Examples include general plans, specific plans, zoning codes, strategic plans, visioning documents, and Sustainable Communities Strategies (SCS) or similar regional plans. Applicants should identify the area of benefit, either through the planning and land use documents themselves or through the project's location within an area of benefit.

Examples of areas of benefit include:

- Proximity to major transit stops or high-quality transit corridors, as defined in Public Resources Code Sections [21064.3](#) and [21155](#). Proximity to transit is one of the strongest indicators of location efficiency.
- Infill locations, as defined under Government Code Section [65041.1](#) and related provisions, are areas previously developed or substantially surrounded by qualified urban uses. Transportation investments in infill areas can facilitate future infill development.
- Low per capita vehicle miles traveled (VMT) areas, such as those 15 percent below the regional or city average, are a good indicator of location efficiency.
- Project areas that an adopted Sustainable Communities Strategy (SCS) or similar regional planning strategy, identifies for growth, infill, or location-efficient development. Under [Senate Bill 375](#), each Metropolitan Planning Organization develops a Sustainable Communities Strategy as part of its regional transportation plan, to coordinate land use, transportation, and greenhouse gas reduction. More information is available on the California Air Resources Board's Sustainable Communities and Climate Protection Act [website](#).
- Areas with future location efficiency potential, such as planned higher-density development, compact or high-intensity mix of uses, or planned density near key destinations. For information on density bonus programs, parking requirements under State Density Bonus Law, and related affordability eligibility criteria, see [Government Code Section 65915](#) and the California Department of Housing and Community Development's State Density Bonus Law [fact sheet](#).

To assess these areas, applicants may use the State's [Site Check ✓](#) tool, developed by the Governor's Office of Land Use and Climate Innovation in collaboration with the California Department of Housing and Community Development. This is a free, public mapping tool that maps major transit stops, high-quality transit corridors, and average per capita vehicle miles traveled.

2. Streamlining Approvals

Streamlining approvals reduces the time and discretion involved in approving housing projects. Streamlining may apply within the proposed project area or to processes encouraged in the project area, and may occur at the administrative, plan, or environmental review stages.

Examples of streamlined approval mechanisms include:

- By-right (ministerial) approval processes, which remove discretionary review in zones permitting multifamily and mixed-use residential development. Applicants may describe their own decision-making processes or describe jurisdictional

policies that establish or are developing a by-right path.

- Program-level CEQA documents, such as general plans, specific plans, or master environmental impact reports that allow project-level tiering and reduce the need for new environmental analysis. Specific Plans with certified Program EIRs may exempt consistent residential and mixed-use projects from further CEQA review pursuant to Government Code Section [65457](#).
- Statutory and categorical CEQA exemptions applied at the project level, including those identified in [CEQA Guidelines Sections 15168, 15303, and 15332](#), and related provisions.
- Priority permit processing or reduced plan check times for residential development, particularly for affordable housing, multifamily housing, or Accessory Dwelling Units.

For additional guidance on CEQA streamlining, refer to the Governor’s Office of Land Use and Climate Innovation’s CEQA Review of Housing Projects Technical Advisory [website](#).

3. Reducing Development Costs

Reducing development costs can accelerate housing and community development in the project area. Cost reductions may be undertaken by the applicant, agencies with jurisdictional land use authority in the project area, or by other project partners and may target land, construction, or financing costs.

Examples include:

- Land acquisition and land write-down programs, including disposition of public land at federal, state, local, or special district levels.
- Alternative building materials and methods, such as factory-built or modular housing.
- Adaptive reuse of existing buildings for mixed-use development, including residential.
- Reductions, waivers, or deferrals of planning and impact fees, particularly for affordable or workforce housing.
- Site preparation and enabling infrastructure, including remediation, demolition, and other improvements necessary to unlock housing production in infill or underutilized areas.

4. Sample Practices of Efficient Land Use

The following practices illustrate how California jurisdictions have applied one or more of the categories above. Applicants are not expected to replicate any specific practices; these are only examples.

- **City of Campbell:** The City prepared a program-level Environmental Impact Report for its General Plan and Housing Element. Most housing development projects are deemed categorically exempt from further CEQA review, with exceptions for projects larger than five acres or with unusual site conditions. The City has prepared application checklists, including one for [Assembly Bill 2011 projects](#), that have streamlined intake for affordable housing developments near transit. More information is available on the City of Campbell [website](#).
- **City of Fresno:** The City uses a coordinated set of adopted plans and financing tools to direct housing growth, affordability, and revitalization to its Downtown. These include the Downtown Specific Plan, Fulton Corridor Specific Plan, Downtown Neighborhoods Community Plans, and Downtown Development Code, paired with an Enhanced Infrastructure Financing District and the Inner-City Fee Program. The City complements these with place-based revitalization in the project area, including urban greening and pedestrian, bicycle, and streetscape improvements. More information is available on the City of Fresno [website](#).
- **City of Hanford:** The City is partnering with the State to anchor land use planning around a future high-speed rail station through Hanford Connected, a framework that lays the foundation for over 9,000 housing units near the station while complementing the Cross Valley Corridor Rail Service planning project. The framework includes an infrastructure financing plan integrating housing, transportation, and open space, with an emphasis on multimodal mobility, economic development, and benefits to disadvantaged and low-income communities. More information is available on the City of Hanford [website](#).
- **City of Los Angeles:** The Citywide Housing Incentive Program (CHIP), adopted in February 2025, consolidates three programs into a single density bonus framework: the State Density Bonus Program, the Mixed Income Incentive Program, and the Affordable Housing Incentive Program. CHIP directs housing growth through three place-based tools: Opportunity Corridors along major commercial streets, Corridor Transitions for missing-middle housing on adjacent residential blocks, and Transit Oriented Incentive Areas near public transit citywide. More information is available on the Citywide Housing Incentive Program [website](#).
- **City of Redlands:** The City prepared the Transit Villages Specific Plan with support from HCD Senate Bill 2 Planning Grants and California Department of Transportation (Caltrans) Sustainable Transportation Planning Grants. The Plan establishes a form-based code paired with CEQA streamlining and adds residential capacity for approximately 2,400 housing units across three new train station areas. More

information is available on the City of Redlands [website](#).

- **City of Sacramento:** The City uses its [2040 General Plan Master Environmental Impact Report](#) to tier from and streamline CEQA review for subsequent public and private projects, pursuant to [CEQA Guidelines Sections 15177, 15178, and 15183](#). Since first using a Master EIR in 2009, the City has applied this approach to a comprehensive zoning code update, parking code updates, and other implementing ordinances. The current list of subsequent projects is in Appendix E of the Master EIR. More information is available on the City of Sacramento [website](#).
- **City of San Diego:** The City has aligned recent community plan updates with regional transit investments through its Blueprint SD framework and Village Climate Goal Propensity Map. The [Hillcrest Focused Plan Amendment \(2024\)](#) creates capacity for approximately 17,200 new homes in a walkable, transit-served neighborhood. The [University Community Plan update \(2024\)](#) creates capacity for approximately 30,000 new homes along the Mid-Coast Trolley extension. More information is available on the City of San Diego [website](#).
- **City of Santa Barbara:** The City's Average Unit Size Density Program incentivizes smaller multi-unit residential development near transit and within walking and biking distance of commercial services. Increased densities and development standard incentives apply across most multi-family and commercial zones. More information is available on the City of Santa Barbara [website](#).
- **City of Santa Cruz:** Since 2017, the City of Santa Cruz and the Coastal Commission have approved two substantial updates to the Santa Cruz Downtown Specific Plan that have facilitated and expanded housing production and planned for increased bicycle and pedestrian facilities on city streets and atop the San Lorenzo River levee. The City used Infill and Infrastructure Grants to facilitate affordable housing developments and non-motorized infrastructure and established an Enhanced Infrastructure Financing District to support public infrastructure. More info can be found on the City of Santa Cruz website for both the [Downtown Plan Expansion](#) and the [Significant Projects Planning](#) pages.
- **Humboldt County Association of Governments:** The Humboldt County Association of Governments and community partners are implementing a development strategy in McKinleyville, an unincorporated community thirty minutes north of Eureka and the County's largest and fastest-growing unincorporated area. The effort funds predevelopment for a community-based infill initiative led by [We Are Up](#), a local non-profit organization developing inclusive, affordable, intergenerational housing for adults

with, and without, intellectual and developmental disabilities, seniors, and full-time students. More information is available on the Humboldt County Association of Governments [website](#).

- **Metropolitan Transportation Commission:** The [One Bay Area Grant \(OBAG\)](#) program, established in 2012, ties transportation funding to local jurisdiction progress on housing. Allocation factors include recent housing production, Regional Housing Needs Allocations (with additional weight for affordable housing), and state certification of Housing Elements. The current cycle, OBAG 4, implements [Plan Bay Area 2050+](#), the region's combined Regional Transportation Plan and Sustainable Communities Strategy. More information is available on the Metropolitan Transportation Commission [website](#).
- **Motherlode Accessory Dwelling Unit (ADU):** The Counties of Amador, Calaveras, Mariposa, and Nevada partnered to develop [Mother Lode ADU](#), a free public resource that guides homeowners through the Accessory Dwelling Unit process. The site provides information on rules, design, approval, construction, and occupancy.
- **Wiyot Tribe:** The Wiyot Tribe is using Regional Early Action Planning Grants of 2021 (REAP 2.0) funding to prepare predevelopment activities for mixed-use, midrise affordable housing on Ancestral territory near Wigi (Humboldt Bay). The sites are infill, located near transit and services, with ground-floor commercial space and three to five stories of affordable multifamily housing above. Proximity to Tuluwat Island and other ceremonial sites supports cultural access while reducing vehicle miles traveled. More information is available on the Wiyot Tribe [website](#).

E. Ongoing Investment in Transportation-Efficient Land Use and Housing

Applicants may demonstrate ongoing and planned investments in the project area that facilitate efficient land use and housing. Investments may be part of the project nomination, prior awards, or activities of government, community-based organizations, for-profit, and nonprofit entities. This pathway also encompasses activities that [Affirmatively Further Fair Housing](#) pursuant to [Assembly Bill 686 \(Chapter 958, Statutes of 2018\)](#), as activities that directly or indirectly benefit the project area.

Examples include:

- Recurring or planned use of funding for infrastructure, active transportation, and neighborhood improvements such as housing conditions, sidewalks, streetscapes, parks, and community amenities.
- Prioritization of capital improvement programs in or benefitting the project area.
- Place-based strategies for community revitalization, particularly in lower-income areas

that advance Affirmatively Furthering Fair Housing.

- Infrastructure investments that support higher-density and climate-friendly housing development in infill and transit-served areas.
- Transportation and mobility improvements that reduce vehicle miles traveled, including transit access, pedestrian and bicycle infrastructure, first- and last-mile connectivity.
- Climate resilience and sustainability investments, including green infrastructure, urban greening, stormwater capture, heat mitigation, and energy infrastructure that supports electrification.
- Public realm and neighborhood infrastructure that supports housing growth, including utilities, water and wastewater systems, broadband infrastructure, parks and open space, and community facilities.

Affirmatively Furthering Fair Housing (AFFH)

[Government Code Section 8899.50](#) requires all public agencies, including cities, counties, and housing authorities, to ensure that their housing and community development programs and activities collectively, affirmatively further fair housing. Meaningful actions generally address:

- Disparities in housing needs and access to opportunity - including incentivizing below-market rate housing, conserving existing affordable housing, and supporting housing mobility and displacement mitigation.
- Replacement of segregated living patterns with integrated and balanced patterns, including community benefits agreements, inclusionary zoning, and zoning for a variety of housing types such as multifamily, supportive, and accessible units.
- Transformation of racially and ethnically concentrated areas of poverty (R/ECAP) into areas of opportunity, including community-led place-based revitalization, preservation of naturally occurring affordable housing, and mixed-income development paired with strong anti-displacement protections.
- Compliance with civil rights and fair housing laws, including the California Fair Employment and Housing Act (FEHA), Government Code Sections [65008](#), [65583](#), and [11135](#), and the [Unruh Civil Rights Act](#). More information is available on the California Civil Rights Department [website](#).

More information about Affirmatively Furthering Fair Housing, including a [Guidance Memo](#) and the [Data Viewer](#), is available on the California Department of Housing and Community Development [website](#).

F. Partnership in Facilitating Transportation-Efficient Land Use and Housing

Applicants may demonstrate coordination and partnership with entities that influence efficient land use and housing in the project area. Partners may include cities, counties, federal, state and regional governments, community-based organizations, academic institutions, tribes, and

other entities. Coordination activities can be past, current, or planned and should have a relationship to the project area.

Examples include:

- Regular meetings to support existing measures or develop future ones.
- Technical assistance, staff time, or capacity-building support for partners.
- Coordination on community engagement and outreach.
- Assistance with funding applications, including letters of support or other backing for land use changes that benefit the project area.

Applications should describe partners, the relationship to the project area, the regularity and history of coordination, and commitments and timelines for future coordination.

III. ADDITIONAL RESOURCES

This section identifies state and federal resources that may support the development or implementation of activities aligned with the pathways described above. Resources include funding programs, statutory frameworks, and data tools available to local and regional agencies.

- **Caltrans Sustainable Transportation Planning Grants:** These grants comprise four categories: Sustainable Communities Competitive, Sustainable Communities Formula, Strategic Partnerships, and Strategic Partnerships Transit. Together, the categories award approximately \$34.5 million in state and federal funding annually to local and regional planning agencies, cities, counties, transit agencies, and Native American Tribal Governments. More information is available on the Caltrans [website](#).
- **Statewide Vehicle Miles Traveled Mitigation Bank:** Established by Assembly Bill 130 (Chapter 140, Statutes of 2025), the [Statewide Vehicle Miles Traveled Mitigation Bank](#) provides applicants and lead agencies with a streamlined option to mitigate impacts from vehicle miles traveled under CEQA. Projects may mitigate impacts by contributing to the Transit-Oriented Development Implementation Fund, administered by the California Department of Housing and Community Development. The California Department of Housing and Community Development aggregates and allocates these funds to support the development of location-efficient affordable housing and related infrastructure projects. More information is available on the California Department of Housing and Community Development Transit-Oriented Development Implementation Program [website](#) and the Governor's Office of Land Use and Climate Innovation [website](#).

- **Senate Bill 79 Transit-Oriented Development:** Effective July 1, 2026, Senate Bill 79 (Chapter 343, Statutes of 2025) makes qualifying transit-oriented housing developments an allowed use on sites zoned for residential, mixed, or commercial development located near specified transit stops in urban transit counties. The California Department of Housing and Community Development reviews local Senate Bill 79 ordinances and Transit-Oriented Development alternative plans for substantial compliance and is required to establish standards for inclusion of Senate Bill 79 sites in the housing element sites inventory. Each metropolitan planning organization must produce a tiered map of Transit-Oriented Development stops and zones within its region. More information is available on the California Department of Housing and Community Development [website](#).
- **Housing Element:** Since 1969, the California Housing Element Law has required all local governments to adopt housing plans as part of their general plan. A general plan serves as a local government's blueprint for growth and development and includes eight elements: land use, transportation, conservation, noise, open space, safety, environmental justice, and housing. Applicants may review local housing elements to identify initiatives and programs that demonstrate alignment with the land use efficiency and Prohousing categories described in this supplement. More information is available on the California Department of Housing and Community Development [website](#).
- **Streamlined Ministerial Approval Process:** The California Streamline Approval Open Data Map, also known as the Interactive Senate Bill 35 Determination and Housing Element Open Data Map, identifies local jurisdictions subject to a streamlined approval process for residential developments. Hosted by the California Department of Housing and Community Development, this resource may be used to identify jurisdictions with adopted or proposed by-right (non-discretionary) approval processes relevant to the Streamlining Approvals category described in this supplement. More information is available at:
 - [Streamline Approval Open Data Map](#)
 - [Mapping Webinar](#)
- **Local Zoning Codes:** For more information about a local jurisdiction's zoning policies, municipal codes, and zoning codes, [Municode](#) provides a searchable repository that may assist applicants in identifying zoning and land use information relevant to the project area.

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EVALUATION CRITERION: EFFICIENT LAND USE AND HOUSING

The nomination must address how the proposed project will support and advance transportation efficient land-use **or** Prohousing principles. **Applicants may refer to the *Land Use Efficiency and Prohousing Supplement in Part VIII, Appendix E* as a resource to respond to this criterion.**

Applicants may describe:

- **Whether** housing **is** an existing or developing issue for the community in the project area, **and** why or why not.
- **Which** local land-use policies **or programs support** the project's expected benefits. **This may include Prohousing designations, transportation-focused prohousing policies, or other indicators of efficient land use.**
- How future land development--enabled by zoning, permitting, or other local land-use policies--**will** maximize the project's potential to reduce congestion.
- How the project **aligns with ongoing investments, partnerships, or coordination efforts** supporting residential, mixed-use, and infill development with multimodal choices.

City and county governments with jurisdiction over land-use and housing policy are encouraged to apply for the California Department of Housing and Community Development's Prohousing Designation Program, however it is not required to address this criterion.

DRAFT 2026 LPP-C GUIDELINES

EVALUATION CRITERION:

TRANSPORTATION, LAND USE, AND HOUSING GOALS

The nomination must address how the proposed project will support and advance transportation, land-use, and housing goals **or** Prohousing principles **in the project area and within the region. City and county governments with jurisdiction over land-use and housing policy are encouraged to apply for the California Department of Housing and Community Development's Prohousing Designation Program, however it is not required to address this criterion. Applicants may demonstrate that a project supports local land-use and housing policies by discussing the items below and considering resources listed in Appendix D.**

- **For a Regional Agency** – The project nomination should explain how the project will advance transportation, land use, and housing goals within the region as identified in the Regional Transportation Plan, Sustainable Communities Strategy (where applicable), **or** Regional Housing Needs Allocation. This may also **be demonstrated by describing** how the project will support or align with the region's Regional Early Action Planning (REAP) grant investments or other regional planning or implementation efforts.
- **For a Local Agency** - The project nomination should **demonstrate, at the time of project nomination**, how the project will advance local transportation, land use, and housing goals. This may include:
 1. The local jurisdiction has submitted its Housing Element annual progress report to the State of California for the current and prior year; or
 2. The local jurisdiction **has received, or** applied to, the Department of Housing and Community Development's Prohousing Designation Program and meets Prohousing criteria that support efficient land use.

The project nomination must include a commitment by the local jurisdiction to continue pursuing full Prohousing Designation after receiving Local Partnership Competitive Program funding.

The **Efficient Land-Use and Housing** Supplement developed in partnership with the California Department of Housing and Community Development is available in **Appendix D and is provided as a reference for addressing this criterion.**

If housing is not an issue for the local jurisdiction, provide a detailed explanation, including an accounting of the jurisdiction's assigned local share of the Regional Housing Needs Allocation and the jurisdiction's progress toward meeting those needs documented in the jurisdiction's Housing Element annual progress report for the current and prior years.



APPENDIX F – LAND USE EFFICIENCY AND PROHOUSING SUPPLEMENT

This supplement was developed by the California Transportation Commission in partnership with the California Department of Housing and Community Development and the Governor’s Office of Planning and Research as a resource for applicants preparing project nominations for the Solutions for Congested Corridors Program. This supplement provides information about local land-use policies that can serve as indicators to support efficient land use patterns. The presence of these policies in a project area can be used to demonstrate a project’s ability to support the efficient land use co-benefit as described in [Part IV, Section 17.2](#) of the program guidelines.

This supplement also identifies new grant funding opportunities and online resources that are available to assist local and regional jurisdictions to plan and implement activities that promote efficient land use, including achieving indicators provided in Section B below.

For the Solutions for Congested Corridors Program, applicants can demonstrate a project will support and advance transportation efficient land use by meeting *either* of these two standards:

A. Confirming Prohousing participation. The applicant may substantiate that the proposed project serves a local jurisdiction that has applied to the California Department of Housing and Community Development’s [Prohousing Designation Program](#) and received email verification from the California Department of Housing and Community Development that the application meets at least one of the Prohousing criteria included below. These criteria can include Prohousing Policies or Enhancement Factors. This supplement describes 16 Prohousing criteria that promote infill development, location efficiency, and reduction of vehicle miles traveled. Verifying the adoption of local policies meeting these criteria confers benefits to local communities under the Solutions for Congested Corridors Program.

OR

B. Providing narrative regarding efficient land use indicators. The applicant may describe and substantiate adopted local policies within the project area that support residential, mixed-use, and infill development with multimodal choices. The applicant must include a narrative response explaining these local policies. To help guide the development of this narrative, this supplement provides detailed descriptions and best-practices resources for eight indicators of efficient land use that may be consulted voluntarily. This supplement uses the same eight indicators that were used in previous Solutions for Congested Corridors Program Guidelines.



A. Prohousing

A project nomination can demonstrate that the proposed project supports efficient land use by substantiating that the project serves a community that has both:

1. Applied for Prohousing designation under the California Department of Housing and Community Development's [Prohousing Designation Program](#), and
2. Received email verification from the California Department of Housing and Community Development that the local jurisdiction's application meets at least one of the Prohousing criteria included below. These criteria can include Prohousing Policies or Enhancement Factors.

If a local jurisdiction has not yet received the Prohousing Designation but has applied for it, the applicant may still satisfy the Efficient Land Use co-benefit by providing verification from the California Department of Housing and Community Development that the jurisdiction does meet one or more of the Prohousing criteria included below. In such an instance, the application should include a commitment from the local jurisdiction to continue to work with the California Department of Housing and Community Development to receive the Prohousing Designation. For verification purposes, the applicant must provide the confirmation email from the California Department of Housing and Community Development which includes the Preliminary Checklist substantiating that a local jurisdiction meets specific Prohousing criteria. Adopting local policies to meet these criteria confers benefits to local communities under the Solutions for Congested Corridors Program.

Local jurisdictions interested in participating in the Prohousing Designation Program can contact the California Department of Housing and Community Development at ProhousingPolicies@hcd.ca.gov. The California Department of Housing and Community Development will provide technical assistance to cities or counties to apply for Prohousing Designation and to any other public agencies working with cities or counties, including transportation authorities, transportation agencies, transit agencies, or regional agencies.

Policies

1. Density bonus programs that exceed statutory requirements.
2. Increasing allowable density in low-density, single-family residential areas beyond the requirements of state Accessory Dwelling Unit (ADU) law [e.g., permitting more than one ADU or Junior Accessory Dwelling Unit (JADU) per single-family lot].
3. Reducing or eliminating parking requirements for residential development.
4. Zoning allows for residential or mixed uses in one or more non-residential zones.
5. Modification of development standards and other applicable zoning provisions to promote greater development intensity.



6. Establishment of geographic areas for promoting workforce housing or sustainability, such as Workforce Housing Opportunity Zones defined in Government Code Section 65620 or housing sustainability districts defined in Government Code Section 66200.
7. The documented practice of streamlining housing development at the project level, such as by enabling a by-right approval process or by utilizing statutory and categorical exemptions as authorized by applicable law (such as Public Resources Code Sections 21155.1, 21155.4, 21159.24, 21159.25; Government Code Section 65457; California Code of Regulations, Title 14, Sections 15303, 15332; Public Resources Code, Sections 21094.5, 21099, 21155.2, 21159.28).
8. Priority permit processing or reduced plan check times for Accessory Dwelling Units, multifamily housing, or homes affordable to lower- or moderate-income households.
9. Adoption of policies to reduce barriers for property owners to create Accessory Dwelling Units.
10. Measures that reduce costs for transportation-related infrastructure or programs that encourage active modes of transportation or other alternatives to automobiles. Qualifying policies include, but are not limited to, publicly funded programs to expand sidewalks or protect bike and micro-mobility lanes; creation of on-street parking for bikes; transit-related improvements; or establishment of carsharing programs.
11. Establishment of pre-approved or prototype plans for missing middle housing types (e.g., duplexes, triplexes, and fourplexes) in low-density, single-family residential areas.

Enhancement Factors

12. Policies that represent one element of a unified, multi-faceted strategy to promote multiple planning objectives, such as efficient land use, access to public transportation, affordable housing, climate change solutions, and hazard mitigation.
13. Policies that promote development consistent with the state planning priorities pursuant to Government Code Section 65041.1.
14. Policies that go beyond state law requirements in reducing displacement of lower-income households and conserving existing housing stock that is affordable to lower-income households.
15. Rezoning and other policies that support high-density development in Location Efficient Communities.
16. Other policies that involve meaningful actions towards affirmatively furthering fair housing pursuant to Government Code Section 8899.50.



B. Land Use Efficiency Indicators

A project nomination can demonstrate that the proposed project supports efficient land use by describing local policies, in place or under development, within the project area, that support residential, mixed-use, and infill development with multimodal choices. This supplement's Land Use Efficiency Indicators (included below) guide such policies.

1. Is the project located in a jurisdiction(s) that has a by-right (non-discretionary) approval process, adopted or in development, for multifamily residential and mixed-use development?

By-right approval process means the review of a proposed development shall not require:

- A conditional-use permit,
- A planned unit development permit,
- Other discretionary, local-government review or approval would constitute a “project” as defined by the California Environmental Quality Act (CEQA) (Public Resources Code Section 21100).

A by-right approval process does not preclude local planning agencies from imposing design review standards. However, the review and approval process must remain ministerial, and the design review must not constitute a “project” as defined in Public Resources Code Section 21100.

For example, a by-right approval process allows a hearing officer (e.g., zoning administrator) or other hearing body (e.g., planning commission) to review a project's design merits and call for a project proponent to make design-related modifications, but this process also prohibits the hearing officer or hearing body from deliberating on the project's merits or exercising judgment to reject or deny the “residential use” itself.

To assess the “Efficient Land Use and Housing” co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is located in a jurisdiction that has adopted a by-right approval process in all zones permitting multifamily residential and mixed-use development. This by-right approval process may be an existing policy of the jurisdiction, or the by-right approval process may be in development with specific expectations that the process is adopted by a time certain.



2. *Is the project located in, or adjacent to, an existing or proposed Specific Plan area, or a similar area, that allows streamlined plan-level environmental analysis for multifamily residential and mixed-use development?*

The California Planning and Zoning Law authorizes a city or county to adopt a Specific Plan, which is a comprehensive planning and zoning document designed to carry out the General Plan policies within a particular geographic area by providing a special set of development standards for that area (Government Code Section 65450, et seq.). Special standards may include form-based code coupled with California Environmental Quality Act streamlining to help facilitate higher-density housing production and mixed-use development within core areas.

Before adopting a Specific Plan, a city or county must prepare an Environmental Impact Report (EIR) according to California Environmental Quality Act. To meet this requirement, the jurisdiction may adopt a “Program Environmental Impact Report” which facilitates California Environmental Quality Act streamlining by including project-level analysis and project-level mitigation measures that may account for and effectively cover future proposed projects within the Specific Plan area (California Environmental Quality Act Guidelines Section 15168, et seq.).

Accordingly, Government Code Section 65457 specifies that residential and mixed-use projects that are consistent with a Specific Plan, with a certified Program Environmental Impact Report, are exempt from California Environmental Quality Act. By adopting a Specific Plan, local jurisdictions can significantly help accelerate future approval and permitting processes for infill housing development projects and efficient land use.

For information and guidance on California Environmental Quality Act streamlining through Specific Plans, see the Governor’s Office of Planning and Research’s [CEQA Review of Housing Projects Technical Advisory](#).

Examples of Specific Plans that Allow Streamlined Plan-Level California Environmental Quality Act Analysis

- The City of San Diego recently adopted two Specific Plans to rezone areas along trolley stations to facilitate the development of approximately 9,000 new homes, taking advantage of the planned Mid-Coast Trolley Blue Line Extension to promote transit-oriented development. Each Specific Plan includes a Program Environmental Impact Report, facilitating California Environmental Quality Act streamlining for future development by including project-level analysis and mitigation measures. The two Specific Plans include:



1. The [Balboa Station Specific Plan](#) allows for an additional 3,508 housing units, over the 1,200 units allowed in the previous zoning designation, within a half-mile of the planned station.
2. The [Morena Corridor Community Plan](#) allows for 5,630 additional housing units, over the 1,387 allowed in the previous zoning designation.

To assess the “Efficient Land Use and Housing” co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is located in, or adjacent to, a Specific Plan area, or similar area, that allows streamlined plan-level environmental analysis for multifamily residential and mixed-use development; or whether the project is located in, or adjacent to, an area for which the jurisdiction is developing a Specific Plan, or similar policy to allow streamlining, with specific expectations to adopt one by a time certain.



3. *Is the project located in a jurisdiction(s) that has a density bonus ordinance, adopted or in development, whose allowable density increase exceeds the requirements of State Density Bonus Law?*

Context: State Density Bonus Law

Under Government Code Section 65915, State Density Bonus Law requires cities and counties to grant a “density bonus” to a housing development, in exchange for the housing development providing affordable units, or units for senior housing, student housing, or childcare facilities.

A “density bonus” means an increase of residential units over the otherwise maximum density allowed by the applicable zone. State Density Bonus Law requires each city and county to adopt an ordinance that specifies how its density bonus will be implemented.

- For a guide to California’s State Density Bonus Law, visit <https://www.meyersnave.com/wp-content/uploads/California-Density-Bonus-Law.pdf>.
- For information on recent updates to State Density Bonus Law, review “California’s Density Bonus Law: 2019 Update” at <https://www.meyersnave.com/californias-density-bonus-law-2019-update/>.

Exceeding Statutory Requirements

State Density Bonus Law requires cities and counties to adopt an ordinance defining the density bonuses available to housing developments. Typically, the exact amount of the bonus must be determined by a sliding scale (from five to 35 percent) outlined in Government Code Section 65915. Additionally, developments that meet special criteria for affordability, or proximity to transit, are entitled to higher density bonuses. In adopting their local ordinances, cities and counties have the *option*, but not the obligation, to also offer density increases that exceed these ranges required in state law.

Examples of Local Density Bonus Ordinances Which Exceed the Requirements of State Law

- The City of San Diego’s density bonus program allows certain housing developments to receive a density increase that is 15 percent above the range set by State Density Bonus Law, for a maximum density bonus of 50 percent. This special increase is available to housing developments for low-, very low-, and moderate-income households. For a description of San Diego’s density bonus program, see [Municipal Code Article 3: Supplemental Development Regulations Division 7: Affordable Housing Regulations](#).
- The City of Fresno’s municipal code exceeds statutory requirements by offering a density bonus for transit-oriented development projects that can be combined with the density bonus required by State Density Bonus Law. Fresno’s program provides a maximum



density bonus of 100 percent of the underlying zone's typical density. For a description of Fresno's density bonus program, see [City of Fresno Municipal Code, Article 21 \(Transit-Oriented Development Height and Density Bonus\)](#) and [Article 22 \(Affordable Housing Density Bonus\)](#).

- Sonoma County's density bonus program exceeds statutory requirements by allowing a by-right 100-percent increase in density for rental housing developments that provide 40 percent of the total units as affordable to households with incomes at 50 to 60 percent of AMI. For a description of Sonoma's density bonus ordinance, including applicability, permit requirements, and summary of provisions, visit the [Sonoma County website](#).
- The City of Santa Rosa has adopted a supplemental density bonus, used in addition to State Density Bonus Law, within certain areas of the city. Housing developments within these areas may receive, if they qualify, a supplemental density bonus of up to 100 percent above the General Plan's residential density limit depending upon several factors. Those factors are the project site's General Plan land use designation, its proximity to transit and schools, and its location within a housing opportunity site or a historic preservation district. For a description of Santa Rosa's density bonus ordinance, including the supplemental density bonus, visit the [Santa Rosa City website](#).
- The City of Ontario's municipal code allows a density bonus that exceeds statutory requirements, within a program specifically for senior housing developments. In addition to the general sliding scale of potential density bonuses jurisdictions are required to offer (from five to 35 percent), State Density Bonus Law also creates a special type of density bonus for senior housing developments, requiring local jurisdictions to offer a bonus of up to 20 percent for qualified senior housing developments. The City of Ontario meets and exceeds this requirement by offering a 30 percent density bonus for senior housing developments. For a description of Ontario's density bonus program, see [Municipal Code Section 5.03.360 Senior Citizen Housing Development](#).

To assess the "Efficient Land Use and Housing" co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is located in a jurisdiction with an ordinance whose allowable density increase exceeds the requirements of State Density Bonus Law. This ordinance may be an existing policy of the jurisdiction, or the ordinance may still be in development with specific expectations that the ordinance is adopted by a time certain.



4. *Is the project located in a jurisdiction(s) that has an ordinance or other policy, adopted or in development, allowing reduced parking requirements for all sites zoned for multifamily residential or mixed-use development?*

The Government Code authorizes local jurisdictions to set the number of parking spaces required for each residential unit being developed. However, for projects that qualify for a density bonus, the State Density Bonus Law limits these requirements. In general, State Density Bonus Law limits parking requirements for these developments to not exceed the following (Government Code Section 65915[p][1]):

- Zero to one-bedroom: one onsite parking space.
- Two to three bedrooms: two onsite parking spaces.
- Four and more bedrooms: two and one-half parking spaces.
- If the development is located within one-half mile of a major transit stop, inclusive of handicapped and guest parking, 0.5 parking spaces per bedroom.
- Senior housing, or special needs housing, with either paratransit service or unobstructed access, within a one-half mile to fixed bus route service that operates at least eight times per day: 0.5 parking spaces per unit.

For more information, see [Government Code Section 65915](#).

To assess the “Efficient Land Use and Housing” co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is located in a jurisdiction that imposes parking requirements, throughout the area of the jurisdiction, that is less than, or can be reduced to below, the parking requirements specified in Government Code Section 65915(p)(1). These parking requirements may be an existing policy of the jurisdiction, or they may still be in development with specific expectations that they are adopted by a time certain.



5. *Is the project located within a half-mile of a major transit stop, as defined by Public Resources Code Section 21064.3; or a high-quality transit corridor, as defined by Public Resources Code Section 21155?*

Proximity to transit is one of the best indicators of location efficiency. Improved access to transit stops can serve as an effective solution for congested corridors by encouraging alternative modes of transportation.

Major Transit Stops

Public Resources Code Section 21064.3 defines a major transit stop as “a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

High-Quality Transit Corridors

Public Resources Code Section 21155 defines a high-quality transit corridor as “a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”

To assess the “Efficient Land Use and Housing” co-benefit under the Solutions for Congested Corridors Program, this indicator considers where the project is located within a half-mile of a major transit stop or a high-quality transit corridor.

In collaboration with the Governor’s Office of Planning and Research, the California Department of Housing and Community Development released [Site Check ✓](#), a free and public mapping tool that helps users quickly find parcels where housing projects may qualify for streamlining and exemptions under the California Environmental Quality Act (CEQA). This tool has all major transit stops, high-quality transit corridors, and average per capita vehicle miles traveled mapped. Accordingly, applicants are encouraged to utilize this tool when determining whether their project areas or sites may qualify under Indicator #5 and Indicator #7. For more information about Site Check, contact brianne.masukawa@opr.ca.gov.



6. *If the project is a transit stop or station, is it substantially surrounded (75 percent or more) by parcels developed for residential, commercial, public institutional, transit or transportation passenger facility, retail use, or any combination of those uses?*

State law encourages development on infill sites (Government Code Section 65041.1). Infill sites are typically defined as areas that were previously developed or are substantially surrounded by qualified urban uses. (See Public Resources Code Sections 21061.3, 21099, 21094.5, 21159.25, and California Environmental Quality Act Guideline 15332.) “Qualified urban uses” are defined as “*any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses*” (Public Resources Code Section 21072).

By placing transportation investments in these infill areas, projects can facilitate future infill development.

For more information and guidance on infill developments, see the Governor’s Office of Planning and Research’s [CEQA Review of Housing Projects Technical Advisory](#).

To assess the “Efficient Land Use and Housing” co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is substantially surrounded (75 percent or more) by parcels developed for residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.



7. Is the project located in an area with per capita household vehicle travel that is 15 percent below regional or city average?

In addition to proximity to transit, the per capita vehicle miles traveled of an area, as compared to a regional or city average, is a good indicator of location efficiency.

The Governor's Office of Planning and Research and the California Air Resources Board have determined that focusing development in areas that are 15 percent below the regional or city average will help the state meet its climate goals.

These are also the areas of the state where housing, jobs, and amenities are in proximity. With the right infrastructure investments, citizens could use alternative forms of transportation to access their daily needs, removing personal vehicles from the road and alleviating congestion.

To assess the "Efficient Land Use and Housing" co-benefit under the Solutions for Congested Corridors Program, this indicator considers whether the project is in an area with per capita household vehicle travel that is 15 percent below the regional *or* the city average.

In collaboration with the Governor's Office of Planning and Research, the California Department of Housing and Community Development released [Site Check ✓](#), a free and public mapping tool that helps users quickly find parcels where housing projects may qualify for streamlining and exemptions under the California Environmental Quality Act (CEQA). This tool has all major transit stops, high-quality transit corridors, and average per capita vehicle miles traveled mapped. Accordingly, applicants are encouraged to utilize this tool when determining whether their project areas or sites may qualify under Indicator #5 and Indicator #7. For more information about Site Check, contact brianne.masukawa@opr.ca.gov.



8. Does the project further the forecasted development pattern of the applicable Regional Transportation Plan's Sustainable Communities Strategy?

Federal legislation requires each metropolitan planning organization (MPO) to develop a regional transportation plan (RTP) as part of its transportation planning process (23 U.S.C. Section 134[g] and 49 U.S.C. Section 5303[f]). The regional transportation plan must cover a minimum 20-year horizon, include long- and short-range strategies and actions, and describe the ways the region intends to invest in the transportation system (23 CFR Section 450.322).

In 2008, California Senate Bill 375 required each metropolitan planning organization to develop and adopt, as part of its regional transportation plan, a sustainable communities strategy (SCS). The sustainable communities strategy must demonstrate how the regional transportation plan meets regional targets for reducing greenhouse gas (GHG) emissions through the planned transportation network, a forecasted development pattern, and transportation measures and policies within the regional transportation plan. Specifically, SB 375:

- Requires the California Air Resources Board to develop regional greenhouse gas reduction targets for cars and light trucks for each of the 18 metropolitan planning organizations in California.
- Requires each metropolitan planning organization, through its respective planning processes, to prepare a sustainable communities strategy that will specify how the greenhouse gas reduction targets for 2020 and 2035 can be achieved.
- Streamlines California Environmental Quality Act requirements for specific residential and mixed-use developments that are consistent with a Sustainable Communities Strategy or auxiliary power system (APS) that has been determined by the California Air Resources Board to achieve the regional emissions reduction target.
- Synchronizes the Regional Housing Needs Assessment (RHNA) process with the regional transportation plan process.

Under state law, the sustainable communities strategy must set forth a forecasted development pattern for the region, which—when integrated with the transportation network, and other transportation measures and policies—will reduce the region's greenhouse gas from cars and light trucks (Government Code Section 65080[b][2][B]). This forecasted development pattern must be designed to achieve (if possible) the greenhouse gas reduction targets approved by the California Air Resources Board.

Additionally, state law requires the sustainable communities strategy to:

- Identify the general location of uses, residential densities, and building intensities within the region.



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- Identify areas within the region sufficient to house all the population of the region, considering net migration, population growth, household formation, and employment growth.
- Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region. Identify a transportation network to service the transportation needs of the region.
- Gather and consider the best practically available scientific information regarding resource areas and farmland in the region.
- Consider state housing goals.
- Utilize the most recent planning assumptions, considering local general plans and other factors.
- Provide consistency between the forecasted development pattern and Regional Housing Needs Assessment.
- Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)



AVAILABLE RESOURCES

Local and regional jurisdictions may access new resources to support the development or implementation of activities to help meet the indicators listed above. These resources include new one-time grant funding and technical assistance.

Grant Funding

The Regional Early Action Planning Grants of 2021 (REAP 2.0) Program provides grants to regional agencies to fund planning and implementation activities that *both* accelerate infill housing development and reduce vehicle miles traveled. REAP 2.0 provides grant funding to 1) metropolitan planning organizations, with an expectation that metropolitan planning organizations will subgrant a portion of the funds to eligible entities (cities, counties, transit, or transportation agencies) in their metropolitan region; and 2) counties and tribal entities in non-metropolitan planning organization regions.

REAP 2.0 funds transformative planning and implementation activities that may include, but are not limited to, accelerating infill and affordable housing development; supporting residents through realizing multimodal communities; shifting travel behavior through reducing driving; and increasing transit ridership, walking, and biking as primary modes of transportation.

REAP 2.0 funds can be used to develop and adopt local policies meeting the indicators described in this Land Use Efficiency and Prohousing Supplement.

For more information about REAP 2.0, visit [Regional Early Action Planning Grants of 2021 \(REAP 2.0\)](#).

- For questions about the Prohousing Designation Program, contact the California Department of Housing and Community Development at ProhousingPolicies@hcd.ca.gov. The California Department of Housing and Community Development will provide technical assistance to cities or counties to apply for Prohousing Designation and to any other public agencies working with cities or counties, including transportation authorities, transportation agencies, transit agencies, or regional agencies. More information is accessible on the Prohousing Designation Program's [website](#).
- For questions about a local jurisdiction's zoning policies, municipal codes, and zoning codes, visit [Municode](#). This resource can also assist applicants to identify information to address Indicators #1 through #4.



- To identify local jurisdictions with an adopted or proposed by-right (non-discretionary) approval process, review the California Streamline Approval Open Data Map (also known as the Interactive SB 35 Determination and Housing Element Open Data Map) which identifies local jurisdictions subject to a streamlined approval process for residential developments. Hosted by the California Department of Housing and Community Development, this resource can be used by prospective applicants to identify areas where Indicator #1 (nondiscretionary approval) would apply.
 - [Streamline Approval Open Data Map](#)
 - [Mapping Webinar](#)
 - [Mapping Webinar Presentation](#)



APPENDIX E - PROHOUSING DESIGNATION SUPPLEMENT

This supplement was developed by the California Department of Housing and Community Development (HCD) in partnership with the California Transportation Commission, as a resource for applicants preparing project nominations for the Local Partnership Competitive Program (Competitive Program). This supplement describes types of policies that serve as indicators of supporting efficient local land use patterns.

A project nomination for Competitive Program funding can demonstrate that the project supports efficient land use by substantiating that the project serves a local government jurisdiction that has both:

- A. Applied to HCD for the Prohousing Designation under HCD's [Prohousing Designation Program](#), and
- B. Received written verification by HCD that the local government's application meets at least one of the Prohousing criteria described below. These criteria can include Prohousing Policies or Prohousing Enhancement Factors.

Local government jurisdictions seeking to participate in the Prohousing Designation Program, can reach HCD at ProhousingPolicies@hcd.ca.gov. Adopting local policies meeting these criteria confer benefits to local communities under the Competitive Program as well as numerous other State funding programs.

Prohousing Policies:

- Density bonus programs which exceed statutory requirements.
- Increasing allowable density in low-density, single-family residential areas beyond the requirements of state Accessory Dwelling Unit law (e.g., permitting more than one Accessory Dwelling Unit (ADU) or Junior Accessory Dwelling Unit (JADU) per single-family lot).
- Reducing or eliminating parking requirements for residential development.
- Zoning to allow for residential or mixed uses in one or more non-residential zones.
- Modification of development standards and other applicable zoning provisions to promote greater development intensity.
- Establishment of geographic areas for promoting workforce housing or sustainability, such as Workforce Housing Opportunity Zones defined in Government Code section 65620 or housing sustainability districts defined in Government Code section 66200.
- Documented practice of streamlining housing development at the project level, such as by enabling a by-right approval process or by utilizing statutory and categorical exemptions as authorized by applicable law (such as Pub. Resources Code, §§ 21155.1, 21155.4, 21159.24, 21159.25; Gov. Code, § 65457; Cal Code Regs., tit. 14, §§ 15303, 15332; Pub. Resources Code, §§ 21094.5, 21099, 21155.2, 21159.28).
- Priority permit processing or reduced plan check times for Accessory Dwelling Units, multifamily housing, or homes affordable to lower- or moderate-income households.



- Adoption of policies to reduce barriers for property owners to create Accessory Dwelling Units.
- Measures that reduce costs for transportation-related infrastructure or programs that encourage active modes of transportation or other alternatives to automobiles. Qualifying policies include, but are not limited to, publicly funded programs to expand sidewalks or protect bike and micro-mobility lanes; creation of on-street parking for bikes; transit-related improvements; or establishment of carshare programs.
- Establishment of pre-approved or prototype plans for missing middle housing types (e.g., duplexes, triplexes, and fourplexes) in low-density, single-family residential areas.

Prohousing Enhancement Factors:

- Policies that represent one element of a unified, multi-faceted strategy to promote multiple planning objectives, such as efficient land use, access to public transportation, affordable housing, climate change solutions, and hazard mitigation.
- Policies that promote development consistent with the state planning priorities pursuant to Government Code section 65041.1.
- Policies that go beyond state law requirements in reducing displacement of lower income households and conserving existing housing stock that is affordable to lower income households.
- Rezoning and other policies that support high-density development in Location Efficient Communities.
- Other policies that involve meaningful actions towards affirmatively furthering fair housing pursuant to Government Code section 8899.50.