ESP 171 Urban and Regional Planning

Class 10: Infrastructure and Growth

**Recap: Making Efficient Development Happen**

<table>
<thead>
<tr>
<th>Regulation</th>
<th>Shape development when it does happen</th>
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<tr>
<td>Incentives</td>
<td>Encourage development to happen</td>
<td>?</td>
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<tr>
<td>Action</td>
<td>Make development happen</td>
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Growth → Infrastructure: How can cities ensure adequate infrastructure?
Infrastructure → Growth: How can cities use infrastructure to manage growth?

**City Level Tools**

1. **Capital Improvement Programs**: Public physical improvements scheduled for next 5-6 years; facilities with long-term usefulness or permanence: streets, sidewalks, water lines, sewer lines, parks, libraries, etc.

   Funding: e.g. general revenues, service fees, redevelopment funds, grants, assessment districts, exactions
   - In California...
     - Mello-Roos Districts (1982): tax increase for infrastructure
     - Proposition 218 (1996): 2/3 vote needed for special tax
     - New: Enhanced Infrastructure Financing Districts (EIFDs)
     - New: Cap and Trade grant programs

   Prioritization: e.g. give points to projects that support growth management goals

   Issues: Are criteria tied to general plan goals? Trends: Fix-it-first, participatory budgeting, complete streets

2. **Exactions**: Imposed on new development. Two forms: Physical = dedicate land, provide infrastructure; Financial = payments “in-lieu of”

   Legal requirements:
   - Policy power – must further a legitimate public purpose.
     - AB1600, passed by state legislature in 1987 – must spend funds for that purpose within 5 years
   - Nollan vs. California Coastal Commission, decided by US Supreme Court in 1987 - essential nexus test
   - Dolan vs. City of Tigard, decided by US Supreme Court in 1994 - rough proportionality

   Issues: Increase housing costs? Reduce growth? Equity?

3. **Adequate Public Facilities Standards**: Facilities and services must be available to serve project at the time it come online. Variations: Concurrency management (FL, WA); growth-phasing systems (Ramapo, NY)

   Issue: What happens if community does not have adequate public facilities?

4. **Traffic Impact Analysis**: Effects that traffic generated by a particular development will have on surrounding transportation network, as a part of development review process

   Process: existing traffic, future traffic without project, trips generated by project, future traffic with project, mitigation
   Level of service (LOS) = f(volume/capacity)

   Issues: Increase capacity or reduce volume? Using trip generation rates from suburban developments to analyze infill/refill projects? SB743: switch from LOS to vehicle miles traveled (VMT) for CEQA analysis.