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Top Roadblocks to Infill Development in California

Panel:
Smart and Green: Could Housing Trends Bolster Sustainable Building Patterns?

NEW PARTNERS FOR SMART GROWTH CONFERENCE
FEBRUARY 2, 2012
SAN DIEGO

Civic Enterprise Associates LLC
Barrier #1: Inadequate Infrastructure

- Deteriorating, inadequate and/or ugly public realm
- Lack of transit alternatives
- Insufficient/aging utilities
- Low-performing schools
- Addiction to one-off negotiations with private developers to fund public improvements
- Public realm planning is essentially dead
Barrier #2: Uncertain regulatory process

- Addiction to one-off negotiations with private developers to fund public improvements
- Public realm planning is essentially dead
- CEQA
- Bad actors
- Vicious cycle of planning and failure
S-3. That the following improvements be either constructed prior to recording of the final map or that the construction be suitably guaranteed:

(a) Construct on-site sewers to serve the tract as determined by the City Engineer.

(b) Construct any necessary drainage facilities.

(c) Install street lighting facilities to serve the tract as required by the Bureau of Street Lighting.

(d) Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by the Street Tree Division of the Bureau of Street Maintenance. All street tree planting's shall be brought up to current standards. When the City has previously been paid for tree planting, the subdivider or contractor shall notify the Street Tree Division ((213) 485-5675) upon completion of construction to expedite tree planting.

(e) Repair or replace any off-grade or broken curb, gutter and sidewalk satisfactory to the City Engineer.
acknowledge, Developer shall pay attorney fees and related costs to BWHA by cashier’s check or wire transfer of immediately available funds as follows:

A. **Developer shall pay to BWHA Sixty-Two Thousand Dollars ($62,000.00) within thirty (30) days of the Effective Date of this Agreement.**

B. **If the City approves the Revised Project, Developer shall pay to BWHA and additional Seventy-Eight Thousand Dollars ($78,000.00) within thirty (30) days following the final approval. If the City does not approve the Revised Project, the payment obligations in this sub-paragraph (B) are null and void, except as set forth in Sub-paragraph (C) below.**
Barrier #3: Higher economic costs

- Land
- Construction
- Process
- Politics
Barrier #4: Skewed tax incentives

- Prop. 13 and owner inertia
- Fiscalization of land-use
Barrier #5: Restrictive local land-use policies

- Parking minimums
- Ineffective and/or harmful zoning
- Building code challenges
- Lack of clear pathway for good projects in good locations
- Cycle of hope and failure in planning
Typical Commercial Blvd. Parcels
Typical Pre-WWII Building: Great Infill!
7,500 sq. ft., “zero lot line”

100% efficiency

Illustration: MDA Johnson Favaro Architecture & Urban Design
“By-Right” Retail Building:
3,125 sq. ft. (improvements)
12 stalls (4 per 1,000 sq. ft.)

Illustration: MDA Johnson Favaro Architecture & Urban Design

42% efficiency
“By-Right” Restaurant Building:
1,665 sq. ft. (improvements)
16 stalls (10 per 1,000 sq. ft.)

Illustration: MDA Johnson Favaro Architecture & Urban Design

22% efficiency
Typical Pre-WWII Building: Great Infill!

7,500 sq. ft., “zero lot line”

Illustration: MDA Johnson Favaro Architecture & Urban Design

100% efficiency
Proposed Solutions

- TIF for TOD, TIF for Infill
- Realign State funding infrastructure funding formulas
- Create a new infill CEQA process
- Reduce parking requirements
- Plan the public realm in a meaningful way
- Legislate pathways for good projects in the right locations