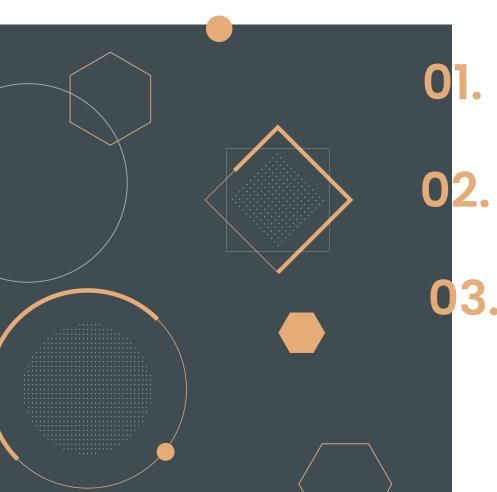
Transportation and Housing in the Inland Empire

A pilot study incorporating projected growth, and overall costs & affordability.



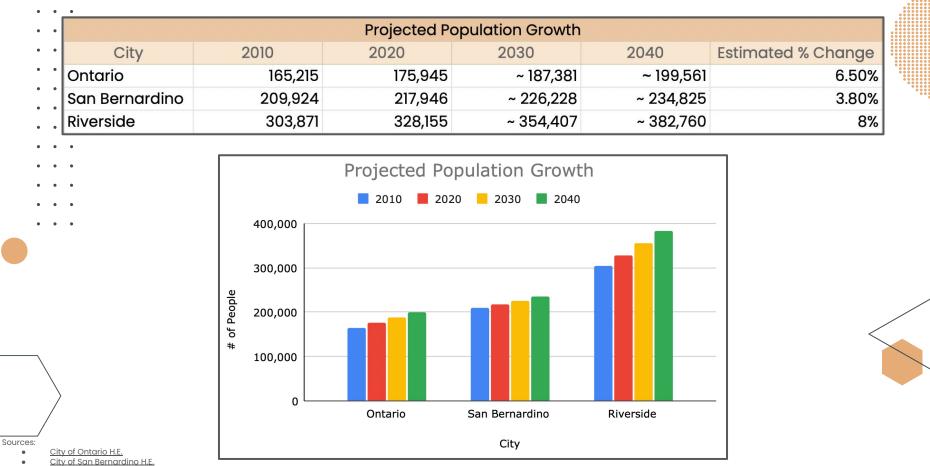
Projected Growth

Costs & Affordability

03. Proposal

Projected Growth

Population Growth



City of Riverside H.E. Technical Report

Housing Units Produced in the Past

	Housi	ng Units by Peri	od of Construct	tion	
City	Period (Yr)	Single-family	Multi-family	Total	Avg. # of Units/Yr
• Ontario	2010 - 2021 (12yr)	2,337	2,114	4,451	~ 371
* San Bernardino	2010 - 2019 (10yr)	301	555	856	~ 86
Riverside	2010 - 2020 (11yr)	1,209	1,761	2,970	~ 270
•	-	J Units by Perio		ction	
	4,000	1 (12yr)	9 (10yr)	(1/yr) (1/yr)	
	<u>بة</u> 1,000	2010-3 2010-3 2021	2010 - 2019	2010 - 2020	
>	0	Dntario San	Bernardino	Riverside	
ity of Ontario H.E.			City		

<u>City of San Bernardino H.E.</u>
 City of Piverside H.E. Technical

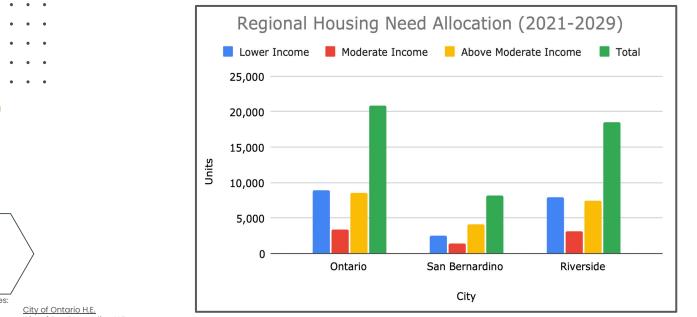
Sou

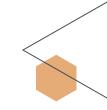
. . .

City of Riverside H.E. Technical Report

Regional Housing Needs Assessment (RHNA)

Regional Housing Need Allocation (2021-2029)					
City	Lower Income	Moderate Income	Above Moderate Income	Total	Avg. # of Units/Yr
Ontario	8,926	3,329	8,599	20,854	~ 2,317
San Bernardino	2,512	1,448	4,163	8,123	~ 903
Riverside	7,925	3,139	7,394	18,458	~ 2,051



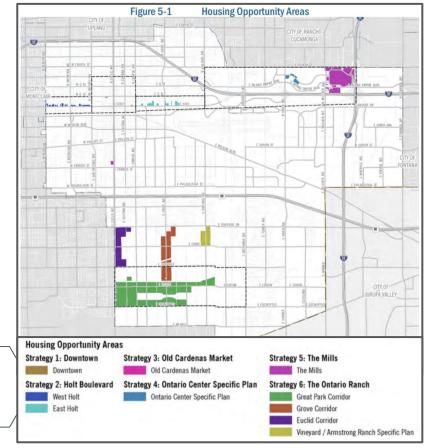


Sources:

Citv of San Bernardino H.E.

v of Riverside H.E. Technical Report

Projects Aimed to Meet RHNA The City of Ontario

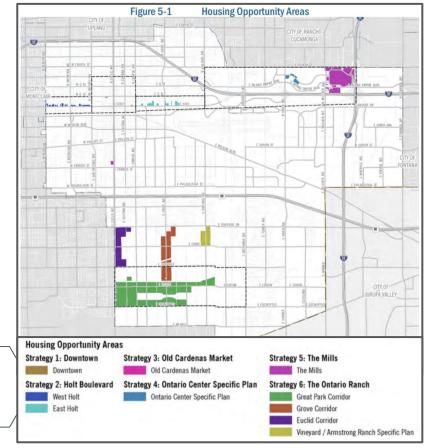


Site Area		Lower Income	Moderate Income	Above Moderate Income	Final Reaslistic Capacity
2021–2029 RHNA		8,926	3,329	8,599	20,854
	Project Credits		.*	(2,111)	(2,111)
	Remainder	8,926	3,239	6,488	18,734
Strat	egies				
#1	Downtown	20	20	-	40
#2	West Holt	227	227	•	454
	East Holt	250	249		499
#3	Old Cardenas Market	33	32		65
#4	Ontario Center Specific Plan	151	152		303
#5	Ontario Mills Specific Plan	1,564	782	782	3,128
#6	Great Park Corridor	6,508	3,235	3,337	13,080
	Grove Corridor	1,205	-	2,926	4,131
	Euclid Corridor	731		2,229	2,960
	Vineyard Corridor / Armstrong Ranch Specific Plan	354	•	1,062	1,416
#7	Accessory Dwelling Units	69	42	9	120
	Total Capacity	11,112	4,740	10,345	26,197
	Surplus / Buffer	2,186 (24%)	1,411 (42%)	3,857 (45%)	7,454 (36%)
		RHNA met	RHNA met	RHNA met	RHNA met

.

Source: .

Projects Aimed to Meet RHNA The City of Ontario



Site Area		Lower Income	Moderate Income	Above Moderate Income	Final Reaslistic Capacity
2021–2029 RHNA		8,926	3,329	8,599	20,854
	Project Credits		.*	(2,111)	(2,111)
	Remainder	8,926	3,239	6,488	18,734
Strat	egies				
#1	Downtown	20	20	4	40
#2	West Holt	227	227	•	454
	East Holt	250	249		499
#3	Old Cardenas Market	33	32		65
#4	Ontario Center Specific Plan	151	152		303
#5	Ontario Mills Specific Plan	1,564	782	782	3,128
#6	Great Park Corridor	6,508	3,235	3,337	13,080
	Grove Corridor	1,205	-	2,926	4,131
	Euclid Corridor	731		2,229	2,960
	Vineyard Corridor / Armstrong Ranch Specific Plan	354	•	1,062	1,416
#7	Accessory Dwelling Units	69	42	9	120
	Total Capacity	11,112	4,740	10,345	26,197
	Surplus / Buffer	2,186 (24%)	1,411 (42%)	3,857 (45%)	7,454 (36%)
		RHNA met	RHNA met	RHNA met	RHNA met

.

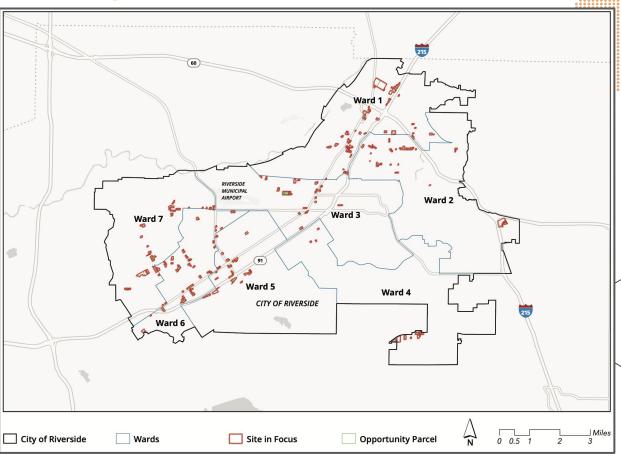
Source: .

Projects Aimed to Meet RHNA

The City of Riverside

There is a total of (650) acceptable parcels available throughout the (7) designated Wards.

- Proposed rezoning includes:
 - Downtown Specific
 Plan
 - Innovation District
 Overlay
 - Mixed-Use Village
 - Mixed-Use Urban
 - Multifamily
 Residential



<u>City of Riverside: RHNA Opportunity Sites</u>

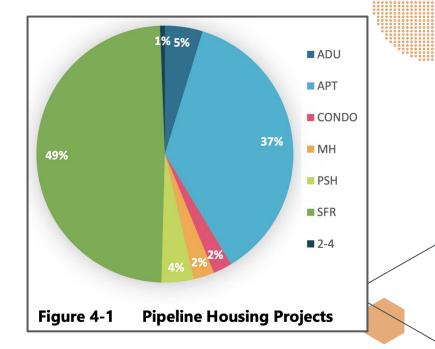
City of Riverside: Frequently Asked Questions

Sources:

Projects Aimed to Meet RHNA The City of San Bernardino

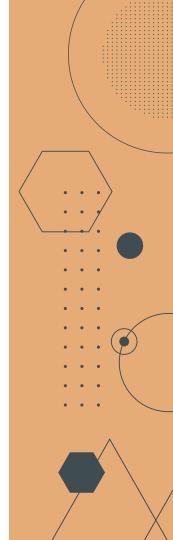
"An inventory of land suitable and available for residential development, including vacant sites and sites having realistic and demonstrated potential for redevelopment during the planning period to meet the locality's housing need for a designated income level, and an analysis of the relationship of zoning and public facilities and services to these sites. (Gov. Code, § 65583, subd. (a)(3).)"

 Reid Miller (HCD's response letter to San Bernardino's Housing Element)



HCD's Response Letter to San Bernardino



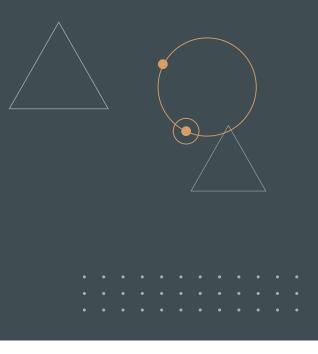


Case Study: California's IE

The-Future-of-Cities_Californias-Inland-Empire.pdf (joelkotkin.com)

- Fifth-fastest-growing region.
- Of the top five fastest-growing cities in Southern California, four are located in IE, and three are in Riverside County.
- The rising demand has driven rents up significantly in the IE.
- Affordable Housing Needs Report (2022)
 - Riverside County:
 - Average Monthly Rent: \$1,971
 - Hourly Income Needed: \$34.44 (approx. 2.3x state minimum wage)
 - San Bernardino County:
 - Average Monthly Rent: \$1,813
 - Hourly Income Needed: \$34.86 (approx. 2.3x state minimum wage)
- The typical home value of a house in the IE in 2022 was \$534,393, which is 26.2% over the past year and up 0.9% from November 2021





ONGOING HOUSING CRISIS

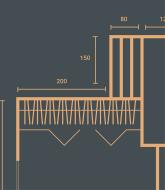
https://escholarship.org/uc/item/36b9j7hq Housing Affordability in the Wake of COVID-19: Regional Solutions for Southern California

- The ongoing housing crisis is driven by:
 - Housing market failures
 - Eroded wages and labor protections
 - An inadequate social safety net
 - The impactful legacy of state-sanctioned racism
- 60% of renters: "worried that they won't be able to make the next month's rent"
- 39% of renters: "extremely concerned that they will have to move out of their homes for reasons outside their control"
- 20% of renters reported making food spending cuts and going hungry in the past year (2020)

RECOMMENDED POLICIES

To address housing affordability in the Inland Empire, we call for:

- 1. Short-term policy solutions
- 1. Longer-term policy solutions



LONG-TERM POLICY SOLUTIONS

- 1. Multi-sectoral Partnerships: One such Inland Empire collaboration has brought together a broad array of Coachella Valley partners to deliver 9,881 housing units over 10 years.
- 2. **Regional Coordination:** One such the BAHFA would provide a vital organizing body to initiate the structural changes required to address affordability at its root. <u>https://mtc.ca.gov/about-mtc/authorities/bay-area-housing-finance-authority-bahfa</u>
- **3. Social Housing:** They result in the direct provision of housing for residents whose needs are not typically met by the private sector.
- 4. Value Capture & Benefits-Sharing Agreements: Value capture tools—such as land taxes and benefits-sharing agreements—offer one strategy to ensure that new development fosters equity.
- 5. Expansion of Housing Vouchers: In the long term, we must fully fund the Housing . Choice Voucher program to meet the needs of 15 million households in the U.S. that : currently qualify but do not receive benefits.
- 6. Income Supports and Worker Rights: Income support is especially pertinent in Los Angeles and the Inland Empire, where widespred regional underemployment exists.

2019 Census Indicators for Los Angeles, Riverside, and San Bernardino counties

Indicators	L.A. County	Riverside	San Bernardino		
Population	10,039,107	2,470,546	2,180,085		
Population Below the poverty level (%)	13	11	13		
Labor force participation rate (%)	65	60	61		
Unemployment rate (%)	5	6	6		
Rent Burden (30% +) (%)	56.5	56.3	55.4		
Median Rent (dollars)	1,577	1,487	1,342		
Median income (dollars)	72,797	73,260	67,903		
Change in income 2009-2019 (%)	19	16	11		
Change in rents 2009-2019 (%)	18	14	12		
Foreign-born (%)	34	21	22		
Not a U.S. citizen (%)	16	9	10		
Household with no vehicle available (%)	8.7	4.2	4.4		
Only English spoken at home (%)	43.2	58.6	56.7		
Industries employing the largest share of workers					
Industry 1	Health care and social assistance	Health care and social assistance	Health care and social assistance		
Industry 2	Retail trade	Retail trade	Retail trade		
Industry 3	Manufacturing	Construction	Transportation and warehousing		

The Impact of Transportation Costs on THE AFFORDABILITY OF HOUSING CHOICES





Research Objective

Examine how city/neighborhood characteristics in the IE affect transportation costs, impacting affordability and housing choices.

Relevance

The affordability of housing should be considered in the context of the transportation costs associated with the neighborhood in which the home is located. It is the interaction between housing and location that provides a more meaningful measure of affordability.



Data/Methods

Neighborhood level or city level

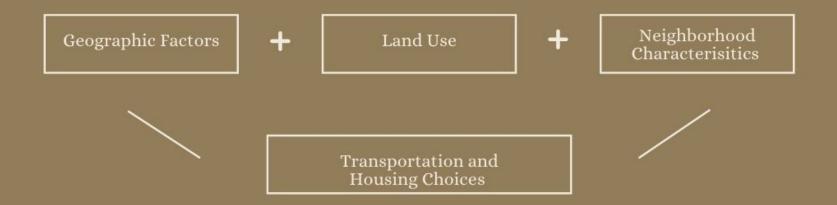
US Decennial Census 2020 Survey

The National Household Travel Survey In and around San Bernardino/2 more cities

The Census Transportation Planning Package

The National Transit Oriented Development Survey

Research Question



First Analysis san bernardino, ca

San Bernardino County remained the most housing affordable county in Southern California as of the first quarter of 2020.

Out of 24 cities within the county, San Bernardino, ranked first in the largest population.

Source:

- * San Bernardino County Housing Affordability, 2023
- California Association of Realtors (C.A.R) CA housing affordability slides to the lowest level in nearly 15 years n second-quarter 2022 as home prices set record highs and interest rates surge, C.A.R reports, 2022



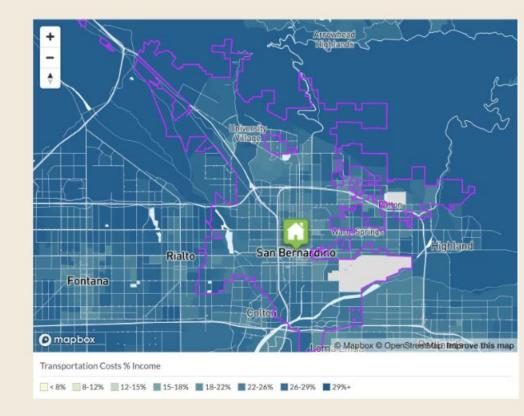
Socioeconomic Characteristics			Son Bonnading
		San Bernardino City	Will Include 2 more Cities
Demographics	Number of household	61,680 (2017-2021)	
	Avg. household size	3.41 (2017-2021)	REAL DARK NORTH PARK OF THE CHOIL
	Annual median household income	\$55,372 (2017-2021)	
Income Factors	Household income range	\$32,344 - \$115,7200	
Density Measures	Walkability	67	
	Pop. Density (per Sq. Mile) Job Density (per sq. mile)	3,616 1,701	NUCLEAR AND A CONCOME AND A CONCOME
Access to Transit and Jobs	Jobs Access (1-10)	5.6	
	Avg. Commute Time (in mins) Cars per Household Transit Ridership % of Workers	27 1.89 4%	
Housing and Transportation cost indicators	Annual VMT per household Annual Transportation Cost Avg. monthly mortgage payment Avg. monthly rental payment	17,494 \$15,227 \$1,691 \$1,195	ALLEY VIEW RVERVEW
			SOLITH

U.S. Centsus Bureau - Quick Fairls San Bernardino City, Co. 20

Data Commona - San Bernardino, 20

Housing and Transportation (H+T)Affordability Index

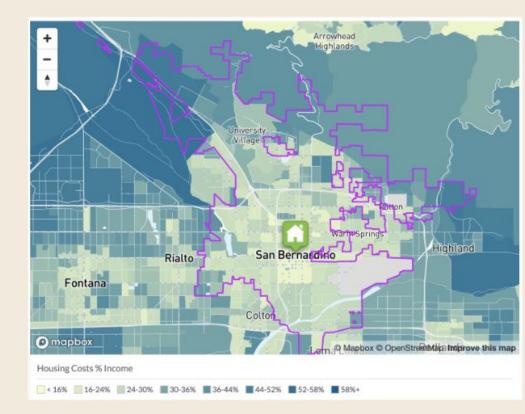




Map Source: https://htaindex.cnt.org/map/

Housing and Transportation (H+T)Affordability Index





Map Source: https://htaindex.cnt.org/map/

Housing and Transportation (H+T)Affordability Index



Arrowhead Highlands Village Warne Springs Highland San Bernardino Rialto Fontana Colton 🖸 mapbox @ Mapbox @ OpenStredtMap Improve this map Housing + Transportation Costs % Income

🔜 < 24% 📃 24-36% 🔜 36-45% 🔳 45-54% 🔳 54-66% 📕 66-78% 📕 78-87% 📕 87%+

Map Source: https://htaindex.cnt.org/map/

The Affordability Index: A New Tool for Measuring the True Affordability of a Housing Choice

The Center for Transit-Oriented Development and Center for Neighborhood Technology, 2006

Objective	Examines the trade-offs that households make between housing and transportation costs, the savings that derive from living in communities near shopping centers, school, work, and a transit-rich environment.
Data/Method	Uses the Affordability Index which is based on the proven concepts in the location efficiency study - that transportation costs are determined by both neighborhood and socioeconomic characteristics. Studied 4 areas in Minneapolis-St. Paul.
Findings	Proximity to better transit services in the central cities, access to more jobs, and the availability of some lower priced housing improves the overall cost of living.

"Neighborhood characteristics influence how much is spent on transportation and how many vehicles are owned, given that the characteristics of a place also shape transportation demand. "

Suggested Research Plan

