



# CITY OF SACRAMENTO

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## DEPARTMENT OF PLANNING AND DEVELOPMENT

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Sacramento, Ca. 95814

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Building Inspections  
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Planning  
Room 200 449-5604

October 9, 1985

Transportation and Community Development Committee  
Sacramento, California

Honorable Members in Session:

SUBJECT: Report on Jobs-Housing Balance Policies (M85-070)

### SUMMARY

The Planning Commission recommends that the policies identified below be adopted as the City's Jobs-Housing Balance Policies.

### BACKGROUND INFORMATION

In 1984, the joint City/County Urban Development Task Force directed the City Planning staff to prepare a City jobs-housing balance policy for presentation to the Transportation and Community Development Committee. On October 3, 1985, the Planning Commission reviewed staff recommended policies and approved them for transmittal to the Transportation and Community Development Committee and City Council.

### RECOMMENDATION

It is recommended that the Transportation and Community Development Committee recommend to the City Council the following:

1. Request that SACOG develop pragmatic job and housing policy framework for the jurisdictions in the Region.
2. Direct that City Planning Staff develop specific and quantifiable job-housing balance allocations as a key part of the Update of the City General Plan.
3. Direct that the job-housing balance in the Update of the General Plan be based upon the following existing policies.
  - o The General Plan should be based on infill, reuse, and increased densities in selected communities (rather than continued expansion into outlying areas) as the favored land use strategies for accommodating urban development.

October 9, 1985

- o New urban growth will pay its own way on a Citywide basis by providing the required public facilities and services as development proceeds, including a balance between new jobs created and the construction of an adequate supply of residential units to house the workforce.
  - o The City will support the maintenance of an adequate and reasonably affordable housing costs and accommodate enough new housing units to keep pace with projected need.
  - o The General Plan should maintain a balanced and continuing supply of industrial, commercial and residential land to meet the projected needs.
  - o Place higher density and people intensive land uses next to public transit routes and near light rail stations whenever possible.
  - o Encourage employers to participate in trip reduction measures by meeting the Trip Reduction Ordinance and other voluntary measures.
4. Direct that the job-housing allocations developed in the update of the Citywide General Plan also be reflected in future updates of the eleven Community Plans in the City.

Respectfully submitted,

*Gary Stonehouse*

Gary Stonehouse  
Principal Planner

RECOMMENDATION APPROVED:

*Walter J. Slize*

For

Solon Wisham, Jr.  
Assistant City Manager

DS:lao  
Attachments  
M85-070

City Planning Commission  
Sacramento, California

Members in Session:

SUBJECT: Report on Jobs-Housing Balance Policies (M85-070)

### SUMMARY

In 1984, the joint City/County Urban Development Task Force requested City Planning staff to report on the feasibility of a jobs-housing balance policy for the City of Sacramento. An issue paper (attached) was prepared and presented to the Urban Development Task Force in March 1985. Upon review of the issue paper, staff was directed to prepare a jobs-housing balance policy for presentation to the Transportation and Community Development Committee. Staff recommends that the jobs-housing balance policies proposed below be reviewed by the Planning Commission and recommendation to the Transportation and Community Development Committee and City Council for adoption.

### BACKGROUND INFORMATION

The issue paper, prepared for the Urban Development Task Force, notes that an ideal jobs-housing relationship would be to develop a balance between employment and housing opportunities.

Any jobs-housing balance definition or policy must consider the:

- o Geographical nature of the problem.
- o Ratio between employment and housing.
- o Symptoms of a jobs-housing imbalance.

### Geographical Nature of the Problem

Since 1983, the City has attempted to balance jobs and housing through the Community Plan process. Some Community Plan areas have more existing non-residential or residential land uses than others. In these areas, it is difficult to attain a balance at the Community Plan level. The Central City, for example, is a regional employment center.

A precise Citywide jobs-housing balance may also be unachievable and undesirable because of the Central City's regional significance as an employer. Large employers just outside the City limits (e.g., McClellan AFB) contribute significantly to disrupting a balance within the jurisdictional boundaries of the City.

Because of these relationships, the jobs-housing balance issue in the Sacramento Area is a multi-jurisdictional issue based, not on governmental boundaries, but on locations of employers and employee housing. The jobs-housing balance issue may be an appropriate task for a regional agency (e.g., Sacramento Area Council of Governments {SACOG}) to undertake.

Besides the geographical nature of a jobs-housing balance, the ratio between employment and housing should be considered.

#### Ratio Between Employment and Housing

Government Code Section 65913.1 requires Cities to designate and zone sufficient land for residential use, with appropriate standards, in relation to zoning for non-residential uses. In addition, the City of Sacramento has been identified as a significant employment area for high tech development which has spawned the concern for establishing a jobs-housing balance policy for the City.

In 1983, the Center for the Continuing Study of the California Economy predicted 80,000 new jobs would be created in the Sacramento Area between 1983 and 1990. An Angus McDonald Study estimates that about 45.7 percent of new jobs in the area will be filled by immigrants. The North Natomas Planning Studies used a 1.2 employees per household ratio to determine the number of homes needed by the number of new jobs created. Using these two estimates, 36,560 homes would be needed for the predicted 80,000 new employees. Considering the additional housing demands of other natural increases, this projection is relatively close to a SACOG projection for Sacramento County of 80,795 estimated new households between 1983-1991. Based on a survey of the average annual number of final building permits issued in the Sacramento area, local builders will be able to meet the demand for the projected new housing.

Although it appears that there will be sufficient housing to meet the projected demand, examples of a jobs-housing imbalance need to be identified and considered in the jobs-housing policy.

#### Examples of a Jobs-Housing Imbalance

Primary examples of a jobs-housing imbalance are traffic congestion, air pollution and lack of affordable housing. These examples are seen in Santa Clara and Orange Counties where the lack of affordable homes in close proximity to work centers have created long commutes. Long commutes contribute to overall traffic congestion and air pollution.

Traffic congestion and associated air pollution are not presently as extreme in Sacramento as is in Santa Clara and Orange Counties. Future impacts may be reduced by encouraging Transportation Systems Management (TSM) programs, such as, ridesharing, transit subsidies, shuttle busses, etc., infill development and land use plans that support high residential densities along public transit routes and residential uses near work centers.

Providing affordable housing near work centers is another method of reducing the impacts of a jobs-housing imbalance. Tying affordable housing to a particular employment locale requires an assessment of salaries for that area. This relationship is tenuous as salaries typically increase and an employer may close or relocate which reduces the effectiveness of this measure.

Encouraging a mixture of housing types can encourage a variety of price ranges and can provide a more stable environment. A mixture of housing types offer employees greater purchasing options in proximity to their job site.

Before City jobs-housing policies are presented, policies of other nearby agencies should be reviewed.

Other Agencies

Private and public agencies have become interested in the jobs-housing balance.

A number of private businesses in the San Francisco Bay Area have developed voluntary programs ranging from educating employees on housing matters to providing capital expenditures for employee housing. The programs are discussed in a publication by the Bay Area Council entitled, "Corporate Housing Action Guide". With these programs, they will be better able to compete with other areas for employees.

Sacramento County has adopted a jobs-housing policy with the objective of achieving a distribution of home-work trips as follows:

Less than 6 miles one way	60% of home-work trips
6 to 8 miles one way	20% of home-work trips
Greater than 8 miles one way	20% of home-work trips

South Placer County has initiated a housing monitoring program and a multi-mechanism approach to making adjustments to jobs-housing changes. As the jobs-housing imbalance increases more stringent regulations are applied to developers.

The City of San Jose elected to deal with the problem through land use planning by establishing an urban reserve area in Coyote Valley south of the City. Developers locating in these designated urban reserve areas are required to meet specific criteria including submittal of phasing, land use and circulation plans. Although the Coyote Valley development is industrial, it is intended to draw from existing residential areas 2-3 miles north in San Jose.

Within the City of Sacramento's Growth Policy, existing policies related to jobs-housing balance can be found.

City of Sacramento's Policies

The following policies have been adopted in the City's "1982 Growth Policy".

- o New urban growth will pay its own way on a Citywide basis by providing the required public facilities and services as development proceeds, including a balance between new jobs created and the construction of an adequate supply of residential units to house the workforce (page 4, #7).

- o The City will support the maintenance of an adequate and reasonably affordable housing costs and accommodate enough new housing units to keep pace with with projected need (page 4, #8).
- o The General Plan should maintain a balanced and continuing supply of industrial, commercial and residential land to meet the projected needs (page 4, #9).
- o The General Plan should be based on infill, reuse, and increased densities in selected communities (rather than continued expansion into outlying areas) as the favored land use strategies for accommodating urban development (page 4, #10).

A policy found in the North Sacramento Community Plan addresses placing high residential densities and people intensive uses next to public transit routes and near light rail stations (page 57, 111C). This policy works toward reducing traffic congestion, air pollution and travel time to and from work centers.

In addition to these policies, the City encourages TSM programs in the Trip Reduction Ordinance and the use of public and alternative transportation. The City's Infill Development Ordinance contributes toward improving traffic congestion and air quality by placing jobs and housing in close proximity to each other.

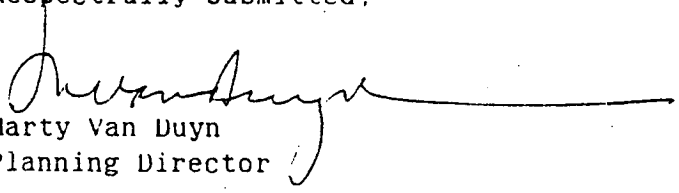
#### RECOMMENDATION

It is recommended that the Planning Commission recommend to the Transportation and Community Development Committee and the City Council the following:

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2. Direct that City Planning Staff develop specific and quantifiable job-housing balance allocations as a key part of the Update of the City General Plan.
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  - o The General Plan should be based on infill, reuse, and increased densities in selected communities (rather than continued expansion into outlying areas) as the favored land use strategies for accommodating urban development.
  - o New urban growth will pay its own way on a Citywide basis by providing the required public facilities and services as development proceeds, including a balance between new jobs created and the construction of an adequate supply of residential units to house the workforce.

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  - o The General Plan should maintain a balanced and continuing supply of industrial, commercial and residential land to meet the projected needs.
  - o Place higher density and people intensive land uses next to public transit routes and near light rail stations whenever possible.
  - o Encourage employers to participate in trip reduction measures by meeting the Trip Reduction Ordinance and other voluntary measures.
4. Direct that the job-housing allocations developed in the update of the Citywide General Plan also be reflected in future updates of the eleven Community Plans in the City.

Respectfully submitted,

  
Marty Van Duyn  
Planning Director

MVD:DS:lr  
Attachments

CITY OF SACRAMENTO  
JOBS-HOUSING BALANCE POLICY  
ISSUE PAPER

SUMMARY

The 1984 Urban Development Task Force requested a report on the feasibility of a jobs-housing policy for the City of Sacramento. Policies similar to those of the County could be adopted, however, the City Council may wish to give consideration beforehand to several policies applied within the region and issues which have a direct relationship to such a policy's long term workability for the City. Therefore, one objective of this paper is to highlight issues surrounding this complex subject in order that their ramifications are better understood before adopting a policy.

BACKGROUND

The ideal jobs and housing relationship would be a balance between employment opportunities and housing opportunities. Optimally, this balance would satisfy the needs of each labor force member in a household in order to assure a short commute time between home and work and to offer a reasonably good selection of housing at a cost commensurate with earnings. Failure to provide a jobs-housing balance can be a major contributor to traffic congestion, long commute times, reduced air quality, depressed or inflated housing costs, and employer hiring problems.

Orange and Santa Clara Counties

Some of the problems just mentioned have been experienced in Orange and Santa Clara Counties where tremendous growth has occurred over the past two decades. Growth priorities of these two counties were focused on providing land for commercial, office, and industrial expansion. At the same time adequate accompanying residential land was reduced. As housing for many segments of these counties became scarce, it also became unaffordable near prime employment centers. Many workers were forced to commute long distances. Some industries dependent on lower paid workers were forced to relocate or close down because of the diminished labor base nearby.

Placer and Sacramento Counties

In the last 4 years, an influx of high tech industries into Placer and Sacramento Counties has prompted studies of the jobs-housing balance. To properly assess the impact of these firms on housing supply and demand, a South Placer County study identified the need for a periodic monitoring and forecast program. This program contains the collection of market and construction data as well as survey data from major companies on related employee housing and commute patterns. SACOG, who actually prepared the program, wants to update this information annually. The initial program report outlines a multi-mechanism approach to respond to jobs/housing changes. Attachment A shows this approach. To make it work in Sacramento County and/or the City, substantial staffing would be required, not only to generate a credible data base but also to implement the various action alternatives once the housing need level is determined.

Sacramento County has also looked into the jobs-housing balance in selected areas of the County (Attachment B) and has adopted the following jobs-housing policies in its General Plan without using the more complex method of South Placer County.

- o Promote balanced expansion of jobs and housing stock within each local jurisdiction of the Sacramento region, realizing the demand for housing will always be greater than employment created.
- o Encourage the balanced expansion of employment and housing opportunities throughout the planned urban area of the County, with the provision that this policy shall not be construed to prohibit or curtail the production of housing in relation to employment created.
- o Initiate programs to increase the awareness of employees as to the advantage of living close to work and of the housing opportunities that exist close to their workplace.
- o Provide opportunities for the expansion of growth industries in close proximity to existing and proposed residential areas.
- o Recognize that not all economic segments of society possess the ability to locate near work centers though still requiring replacement housing and formulate programs and ordinances under this section with that basic premise.

Sources: "Sacramento County General Plan" 1982; also "Planning for a Jobs and Housing Balance", Sacramento County, August 1982.

A more recent Sacramento County policy influencing a jobs-housing balance is expressed in the General Plan's Air Quality Element. This states "it is the objective...to achieve a 25 percent reduction in average home-work vehicle miles travelled". To accomplish this, it is also the County's objective to achieve a distribution of home-work trips as follows:

Less than 6 miles one way	60 percent of home-work trips
6-8 miles one way	20 percent of home-work trips
Greater than 8 miles one way	20 percent of home-work trips

Application of this objective has been used in the Sunrise-Highway 50 industrial corridor and greater South Sacramento.

Although the South Placer and Sacramento County studies are helpful in looking at two approaches to the issues (i.e., a fairly detailed inventory/analysis alternative action approach versus a less structured policies approach), neither can be fully applied to the City of Sacramento without further analysis that is not part of the Planning Division's approved 1984-1985 Work Program.

#### City of Sacramento

Currently, the City of Sacramento does not have traffic congestion or poor air quality at levels considered high for a jurisdiction of its size. Housing prices, although continuously rising, are still comparatively moderate on a

Statewide basis. A disproportionate increase of either employment opportunities or available housing will probably result in longer commute times, traffic congestion, and reduced air quality. The Sacramento Board of Realtors' study on the existing imbalance of remaining residential land and non-residential land plus Sacramento County's study of the Sunrise-Highway 50 industrial corridor seem to forewarn us of these impending problems. The two studies validate the need for a countywide if not regionwide approach to the balance objective.

Since 1983, the City has attempted to deal with balancing jobs and housing through the community plan update process. South Natomas, North Natomas, North Sacramento, Airport-Meadowview, and South Sacramento have or are being proposed to have land use or other policies to seek a balance within their immediate areas (Attachment C shows these communities). Jobs-housing balances adopted or proposed in these community plans lack consistency of approach and have been estimated without a supportive data system sufficient to fully evaluate their effectiveness. The proposed approach in the Draft North Natomas Community Plan comes closest to using extensive data to support a balance policy similar to the County's home-work trips objectives. The Planning Commission directed the consultant team to work on a balance with 80 percent within 6 miles one way and the remaining 20 percent within a 7 to 8 mile one way distance of the community's center. Validation as to whether this can be accomplished, however, is subject to the plan's approval and testing over the years of development build-out.

The City's complexity, the relative small size of its eleven communities, and the lack of a comprehensive, current data inventory makes a more detailed approach very difficult. Optimally, the following information would be needed to analyze and develop a good jobs-housing balance for the City and its sub-areas.

- o An inventory of employment sources, distribution and levels in the City.
- o An inventory of associated employee housing by location.
- o An identification of the ratio between the number of jobs created and housing unit needs.
- o An inventory of vacant lands suitable for employment centers and residential uses.
- o An inventory of extra-jurisdictional jobs-housing policies that would influence a City jobs-housing policy.
- o A definition of what type and price range of housing is considered affordable by employees.

Lacking such a refined data system, a few key factors should be considered before adopting any type of jobs-housing policy. These are the geographic scope to which any jobs-housing policy is applied, affordable housing, commute times, right-to-travel doctrine, and implementation.

### Geographic Scope

Balancing jobs with housing in any specific geographic area is directly influenced by growth policies applied in adjacent areas, market and land use variables, worker commute habits, housing costs, consistency of political support, and just plain human preferences. The smaller the geographic area where the balance is sought, the greater the probability that the policy objective is rendered ineffective because of strong non-controllable forces.

Because of the regionality of the jobs-housing issue, any balance that one jurisdiction achieves may not be effective unless coordinated with adjacent jurisdictions. This is especially true if a large employment center were to locate in an adjacent area where closeby provisions for affordable housing have not been made. In such a situation, demands on existing housing resources would result in increased prices and decreased availability. On the other hand, if housing were provided without nearby employment opportunities, long commutes would result.

The majority of Sacramento's employment and housing is contained within the Cities of Sacramento, Folsom, and Roseville and the contiguous unincorporated portions of Sacramento and Placer Counties. Uniform policies throughout these jurisdictions would be desirable in meeting the balance objective, but are highly unrealistic at this point given each jurisdiction's unique governmental make-up. If this were not the case, the Sacramento Area Council of Governments (SACOG) would be a logical source to facilitate such an effort.

Each of the City's eleven community planning areas are different from one another in land use and demographic characteristics. In staff's opinion, this makes it difficult if not impossible to apply rigid balance policies uniformly. A possible exception to this is in North Natomas where urbanization of City lands is still in the planning stage.

Thus, the geographic scope of a balance policy, where it considers just this factor, points to application on a Citywide basis. Application of a fairly generalized policy to individual community planning areas would also be appropriate if patterned after the approach in the County of Sacramento and North Natomas where only a percentage of the total housing (or, jobs) need is applied internally within the community itself.

### Affordable Housing

Providing affordable housing near employment centers becomes complex and controversial. It is complex in that "affordable housing" has a different meaning for different people. To be sure, "affordable" to a family earning \$55,000 per year differs from a family earning \$15,000 per year. A housing needs profile of workers in a given business is predictably based on salaries and other cultural and social factors from another business. Further study would be needed before requirements could be established linking price ranges and types of housing with each work center. For now, it is suggested that a mix of housing prices and types should be encouraged. This has been recommended by the Planning Commission in the North Natomas Study.

Providing mechanisms to supply affordable housing near employment centers is controversial in at least two ways. First, industrial developers usually do not want to be tied to residential development. Second, affordable housing to some people may also be synonymous with high population and development densities, diminished amenities, and sometimes high crime rates. These aspects of affordable housing need to be considered before a balance policy can be formulated. The City Housing Element update will address some of these issues.

#### Commute Times

Commute time between the work place and the home is commonly used in considering a jobs-housing balance policy as opposed to linear distance travelled. The latter approach does not account for travel mode preferences, service levels, or available transportation alternatives. Typically, as traffic congestion increases, commute time increases and air quality decreases. A balance policy using the commute time factor would promote a reduction of these negative aspects. The problem with this, however, is the frequency with which new traffic/commute information is needed in order to validly apply a policy to any given project. This is especially true in rapid growth areas where commute patterns and times change fast. SACOG, for example, updates its data using computer simulations every 2 to 3 years. Improvements in mass transit systems work toward alleviating some of the commute pressure, however, dependence on the automobile will continue to be the major commute time component in Sacramento for many years into the future. A more pragmatic approach for now is to apply the more generalized criterion of linear distance travelled using the modified contour approaches as proposed in North Natomas or applied in County studies.

#### Right-to-Travel

A jobs-housing balance implementation program may consider a hiring scheme which gives preference to local residents to reduce unemployment and commute times, and to reduce the need for construction of new housing.

In 1981, the City Council requested the City Attorney to review this scheme. In response, the City Attorney's Office indicated that such a practice would be considered an infringement on the constitutional right-to-travel. The right-to-travel doctrine encompasses the freedom to "migrate within a State or in a different state, and start a new life".

The opinion further stated: "an ordinance or land use condition which substantially penalizes or disables newly arrived residents or non-residents chills the exercise of this fundamental travel right and, accordingly, is valid only if justified by a compelling state interest".

In the opinion of the City Attorney, "it would be difficult, if not impossible, to devise a City interest sufficiently compelling to support the proposed condition". In light of this, consideration of such a provision would be ill-advised.

#### Implementation

Implementation of a City policy to achieve an effective jobs-housing balance must be pragmatic, and subject to clear interpretation and fair application.

Several components of a jobs-housing policy have thus far been identified by staff as generally needed. These include:

- o An objective which strives for a 100 percent balance between jobs created and an affordable housing mixture regionwide, Countywide, and Citywide.
- o A practice of providing as much of a balance in each separate City community as possible. This can be implemented when community plans are updated.
- o An objective which, for now at least, sets up a balance standard expressed in percentage of housing needed to jobs generated, and in linear distance travelled using modified contours.
- o Establishment of a monitoring system to periodically evaluate the effectiveness of the jobs-housing policy.
- o An explicit procedure for reviewing and coordinating all jobs-housing balance studies with other jurisdictions within the immediate area of the City.
- o Improvement of data generation and reporting including, but not limited to, information on commute characteristics, employment centers, employee housing needs, and housing/employment supply and demand.

FURTHER NEEDED INFORMATION

Some questions not addressed herein should be answered before a precise policy is considered for City adoption. These are:

- o What legal authority does the City have to require policy compliance?
- o What incentives could be offered to the private sector to achieve compliance with a jobs-housing program where an imbalance is found?
- o Will all projects be subjected to the jobs-housing policy or only "major" employers? (How many employees would an employer need to be considered "major"?)
- o Should programs be voluntary or mandatory?
- o How realistic are programs phasing industrial with residential development? And, if realistic, should a minimum project size subject to such a program be set?
- o Are long term regulatory methods feasible to retain affordable housing near work centers?
- o Should a precise affordable housing standard be factored into this policy, or is it best accomplished through other avenues such as the Housing Element and/or simply providing for a "mixture"?

- o What are the administrative costs of such a policy and program implementation to the City?

CONCLUSION/RECOMMENDATION

The jobs-housing balance issue is important to the City of Sacramento because of the influx of new industry and population. Through its Community Plan process, the City currently attempts to balance employment generating land uses with residential land uses to reduce commute times and traffic congestion and to enhance air quality. This process would be more effective with the collection and evaluation of detailed information and the establishment of effective policies and programs that are coordinated throughout the Sacramento region.

This paper was prepared for response of the Task Force participants. Staff recommends that the City Council consider holding an additional meeting or workshop, however, with the Council Transportation and Community Development Committee since this is primarily a City issue. The meeting would be to further discuss a precise jobs-housing balance policy and action program. At the Task Force meeting of March 11, 1985, it would be desirable to focus on the policy components identified by staff under the subheading Implementation. By doing so, Council could narrow the scope of the task and provide staff with direction for the pursuit of an effective jobs-housing policy. The subsequent meeting would hopefully give staff time to answer those questions (and others as raised) identified under the heading Further Needed Information.

ML:lr  
Attachments

## ATTACHMENT A

### MULTI-MECHANISM APPROACH TO MAKING ADJUSTMENTS TO JOBS/HOUSING CHANGES (Source: 1983 SACOG Report on a Housing Monitoring Program for South Placer County)

#### SECTION 5: HOUSING PROGRAM OPTIONS

The Cities and County expect to pursue programs to encourage or facilitate the construction of housing in the Housing Impact Area in response to housing demand. The composition of the housing program specified in Section 3(f) will depend on the number, type and price of housing needed, how fast it is needed, and the opportunities and constraints present at the time. Such a program may include, but is not limited to, any (or all) of the following actions:

##### First Line Actions:

1. Higher density residential zones.
2. Overzone residential areas.
3. Mixed-use zoning.
4. Expedite development review procedure.
  - A. One-step permit procedure.
  - B. Simultaneous consideration of major elements of a proposal (General Plan amendment, zoning change, EIR, tentative map, etc.).
  - C. Creation of a Master EIR.

##### Second Line Actions:

1. Density bonus.
2. Reviewing of current property development standards.
3. Community Development Block Grant (CDBG) funds:
  - A. Site acquisition.
  - B. Public utility improvements.
  - C. Housing rehabilitation.
4. Federal housing programs.
5. Fee reduction or fee forgiveness.
6. Programs to maintain affordability.
7. Housing Authority or Housing Office.
8. Any first line actions that can be targeted to help build more housing in specific price ranges.

##### Third Line Actions:

1. Tax-exempt revenue bonds.
2. Private Non-Profit Development Corporation.
3. Self-Help Programs.
4. Site development.
5. Inclusionary Housing Programs.
6. Rezoning of industrial land to residential, or to urban reserve.

SECTION 6: HOUSING PROGRAM RESPONSE TO SUPPLY SHORTFALL

The housing program specified in Section 3(f) shall be formulated according to the following guidelines for relating housing supply shortfall, as calculated in Section 3(e), to the local government response:

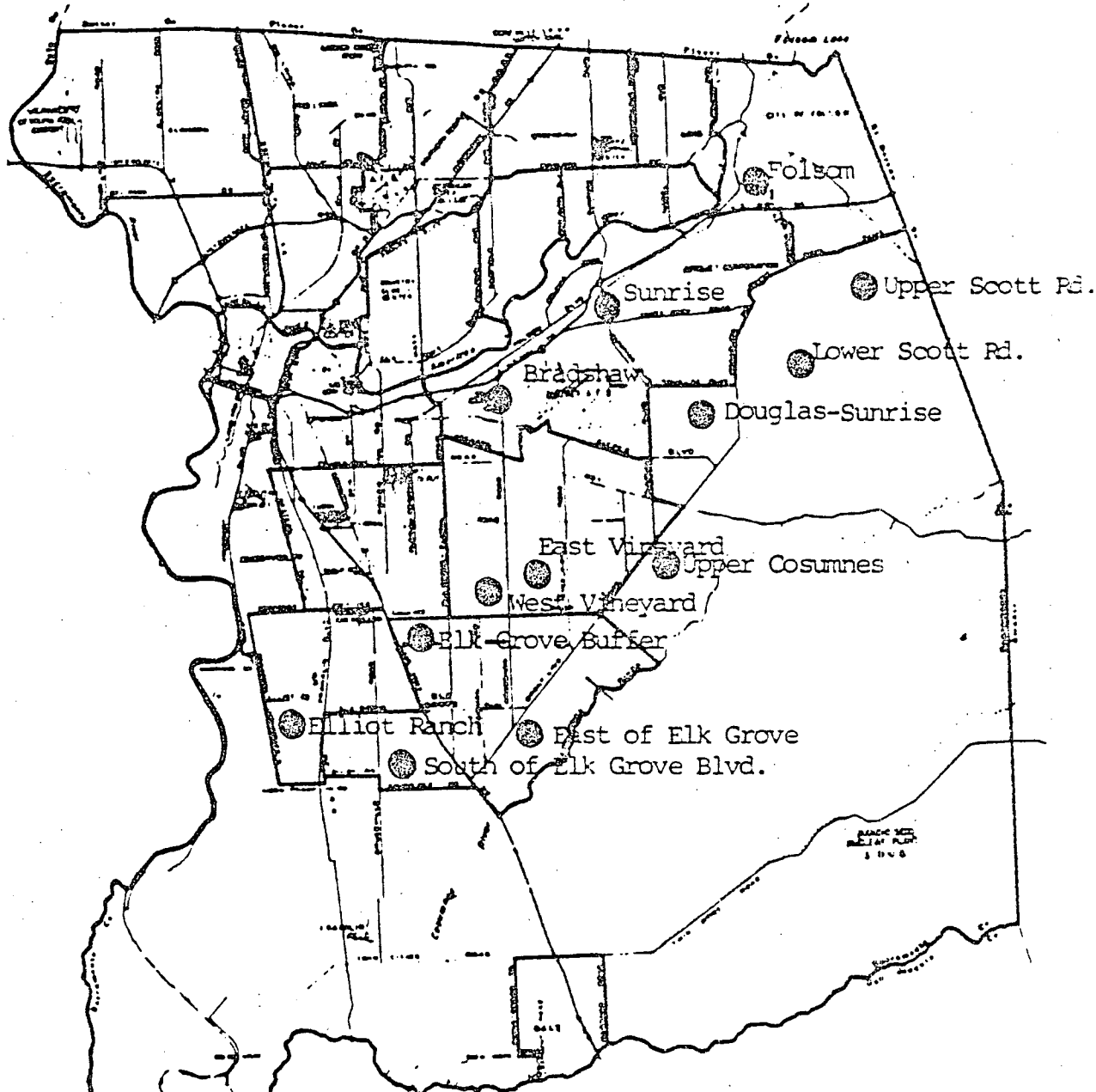
Ongoing, Overall Housing Shortfall

1. An overall housing shortfall of 10 percent or more for 1 year calls for intensified or expanded use of first line actions.
2. An overall housing shortfall of 25 percent or more for 1 year or of an average of 10 percent or more during 2 years, calls for a further step-up in first line actions, and trial of one or more second line actions.
3. An overall housing shortfall that cumulatively reaches 40 percent over 3 years calls for intensified or expanded use of both second and third line housing programs.

Ongoing, Price Specific Shortfall:

1. A housing unit shortfall of 20 percent in any one price category for 1 year calls for intensified or expanded use of second line programs.
2. A housing unit shortfall of 40 percent or more for 1 year or an average shortfall of 25 percent or more during 3 years in any one price category calls for a further step-up in second line actions and trial of one or more third line actions.
3. A housing unit shortfall that reaches 50 percent in any one price category for 1 year, or 40 percent in any two combined price categories averaged over 3 years calls for intensified or expanded use of both second and third line housing programs.

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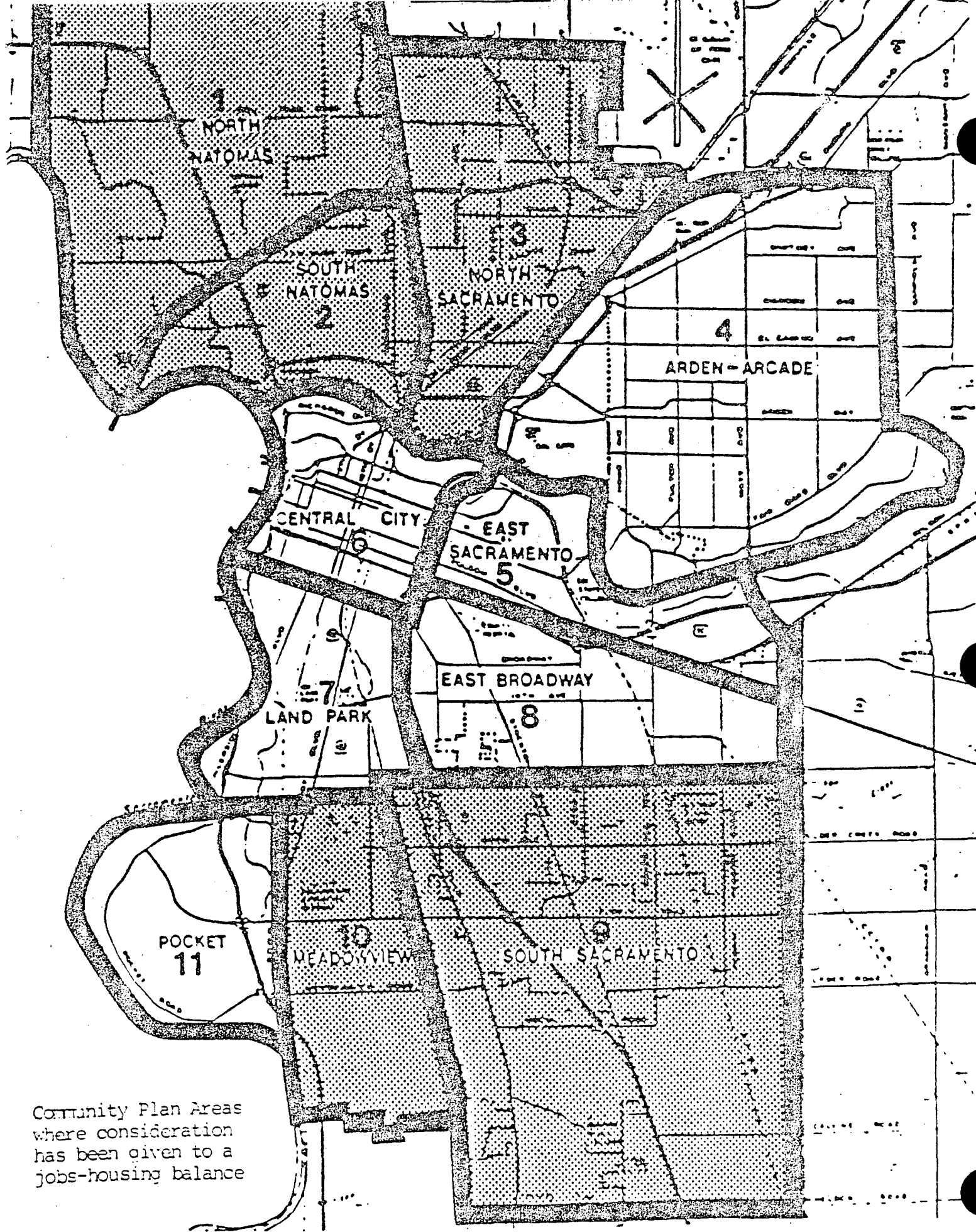


SACRAMENTO COUNTY, CALIFORNIA

Areas where consideration has been given to a jobs-housing balance



PREPARED BY THE SACRAMENTO COUNTY PLANNING DEPARTMENT 12-12-75



Community Plan Areas  
 where consideration  
 has been given to a  
 jobs-housing balance

COMMUNITY PLANNING AREAS