



City of Garden Grove

HOUSING, ENVIRONMENTAL JUSTICE, AND SAFETY ELEMENTS

City Council Discussion of Housing Element Land Use Alternatives January 12, 2021



Agenda

- Objective for the Session
- Online Mapping Survey Results
- Strategies for Achieving the RHNA
- Alternative Land Use Plan
- Next Steps



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Objective for the Session



Council Action Requested

Affirm the land use strategies for meeting the Regional Housing Needs Assessment (RHNA) to allow preparation of an Environmental Impact Report (EIR) to analyze impacts

Formal public hearings on the update Land Use Plan, Housing and Land Use Elements, Environmental Justice and Safety Elements, EIR, and related Zoning Amendments will occur in Fall 2021



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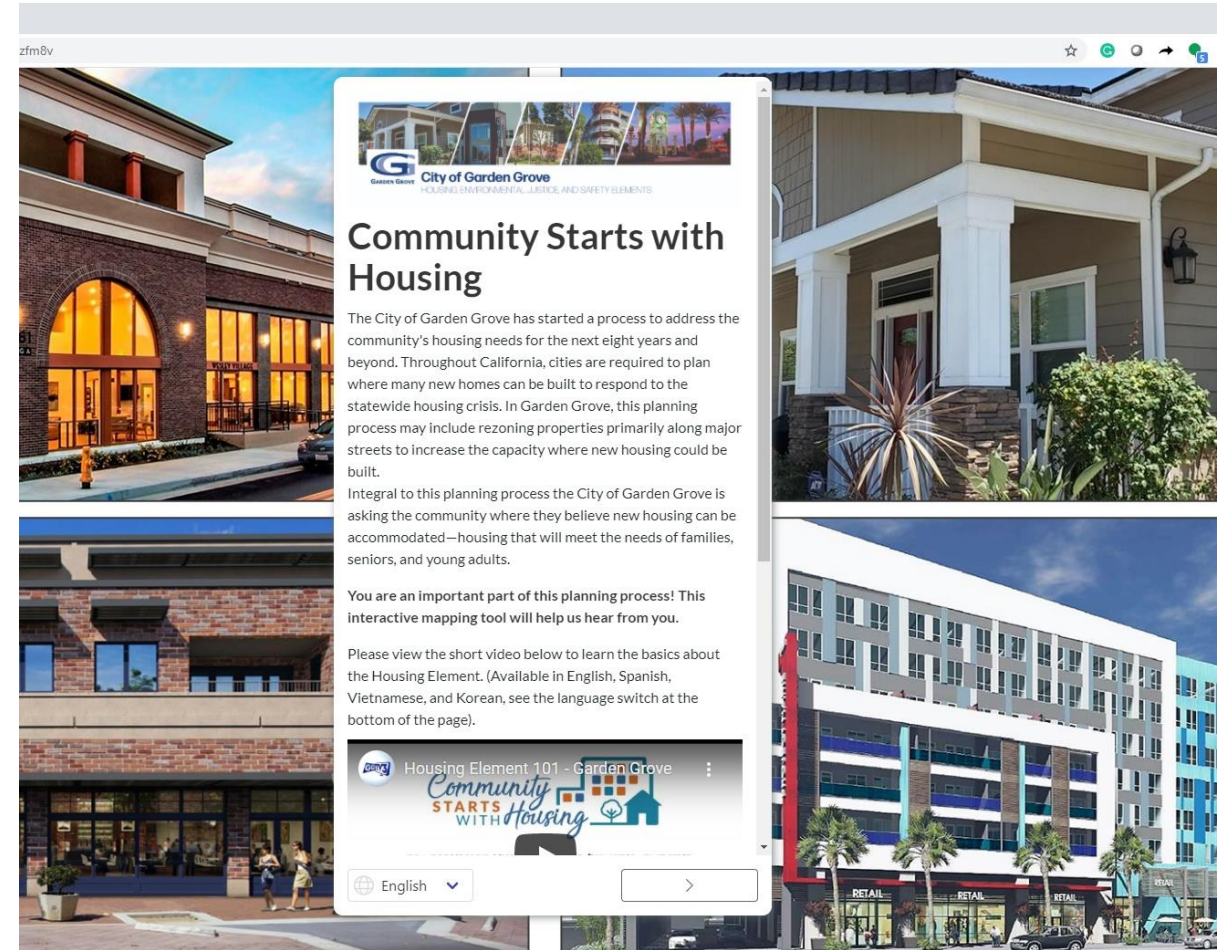
Online Mapping Survey Results



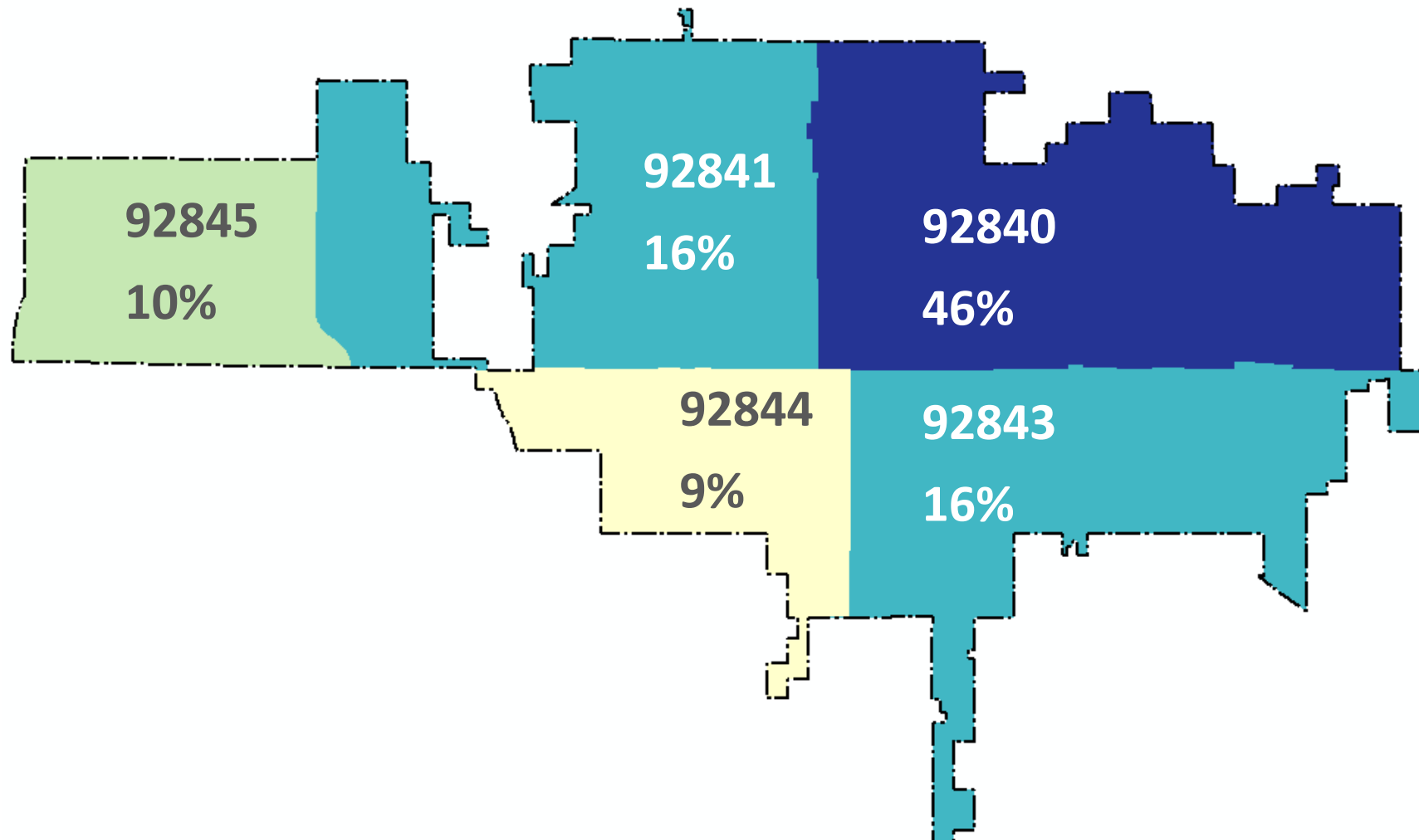
Online Mapping Survey

Housing and Environmental Justice Focus

- **310** responses (180 completed)
- Four languages: English, Spanish, Vietnamese, and Korean
- Available online
- Advertised online and through social media outlets
- Prize incentives to bolster participation

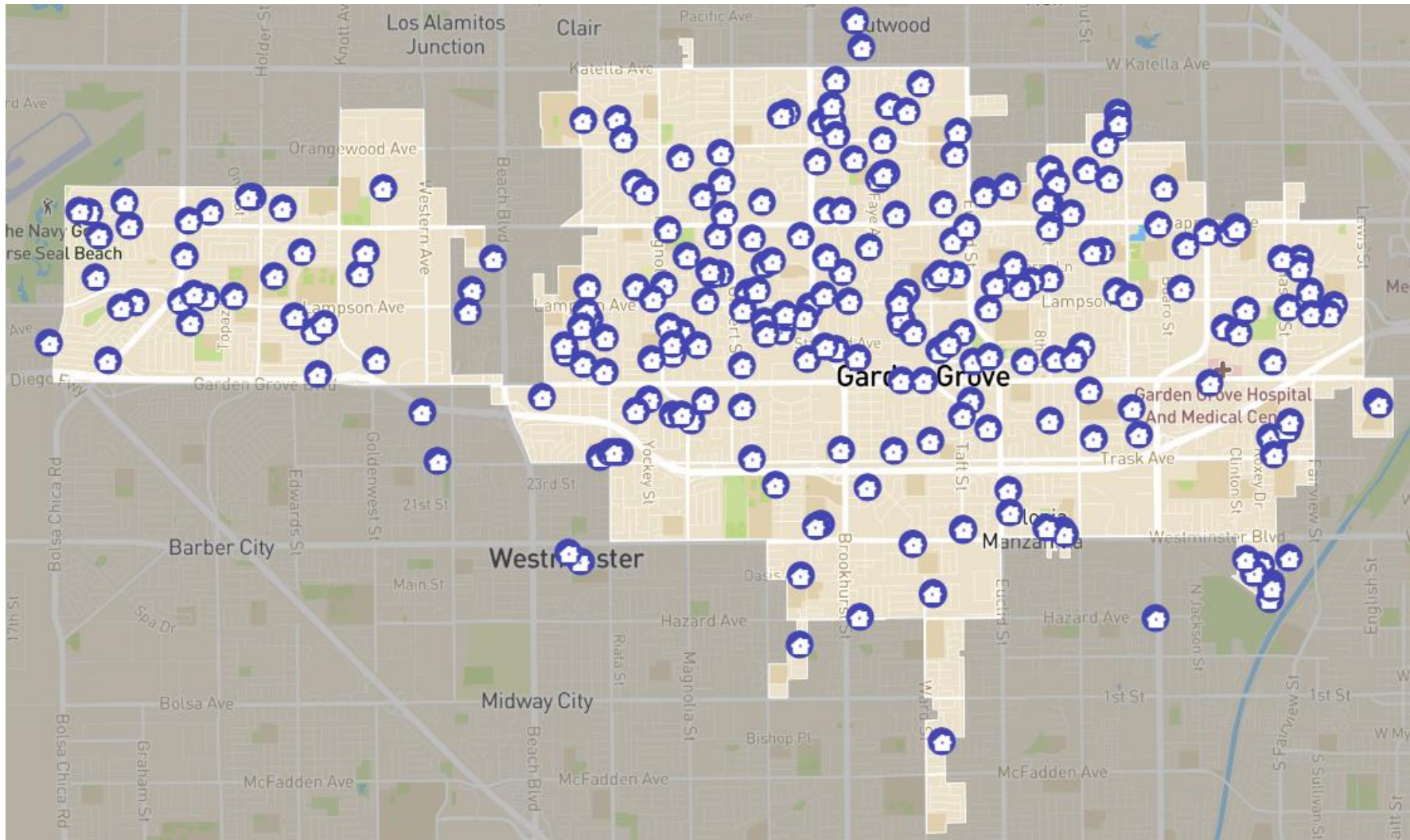


Respondents' Zip Code



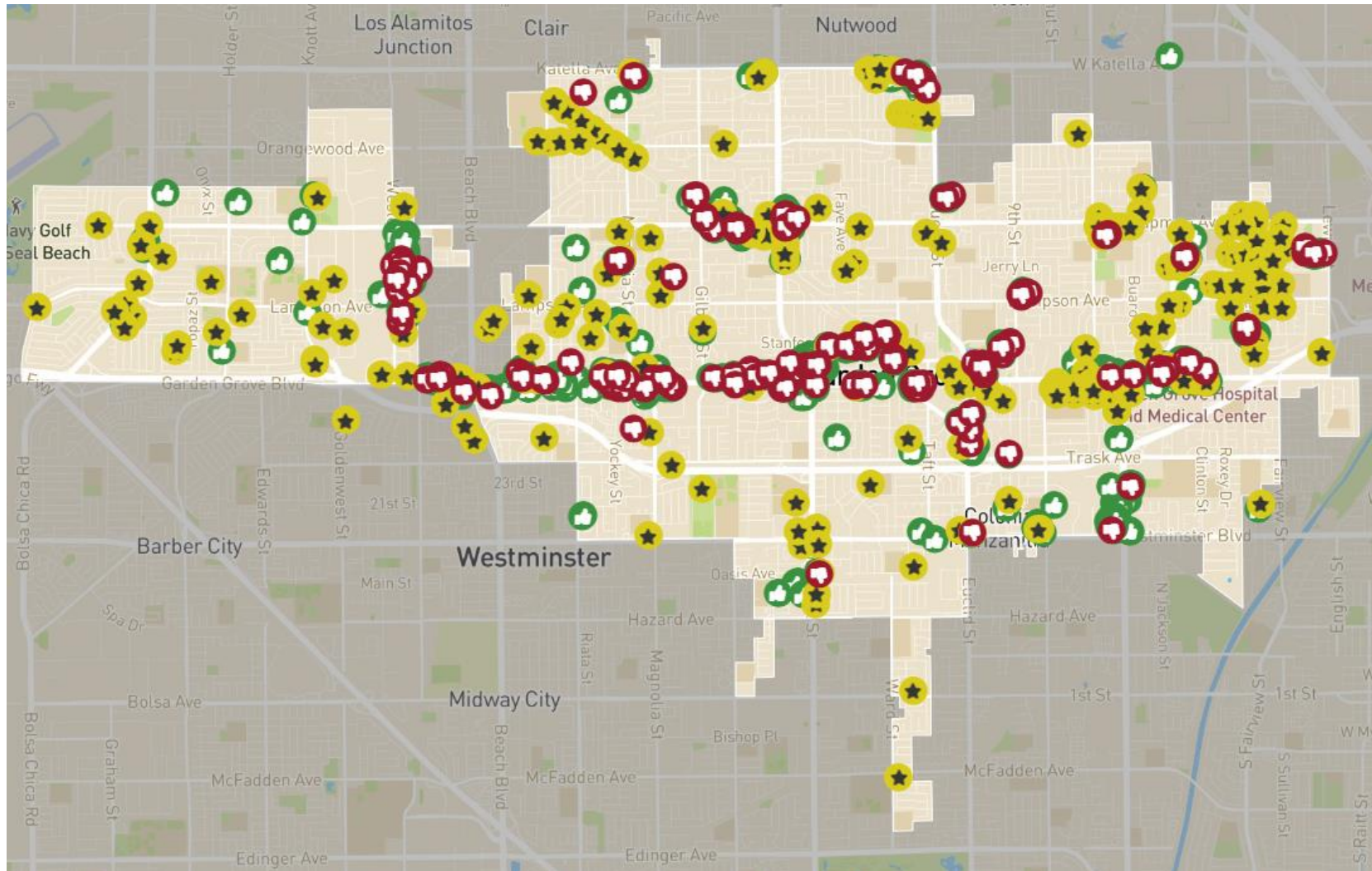
Where Respondents Live



310 Total Respondents (as of 1/4/2021)



- 250 + pins

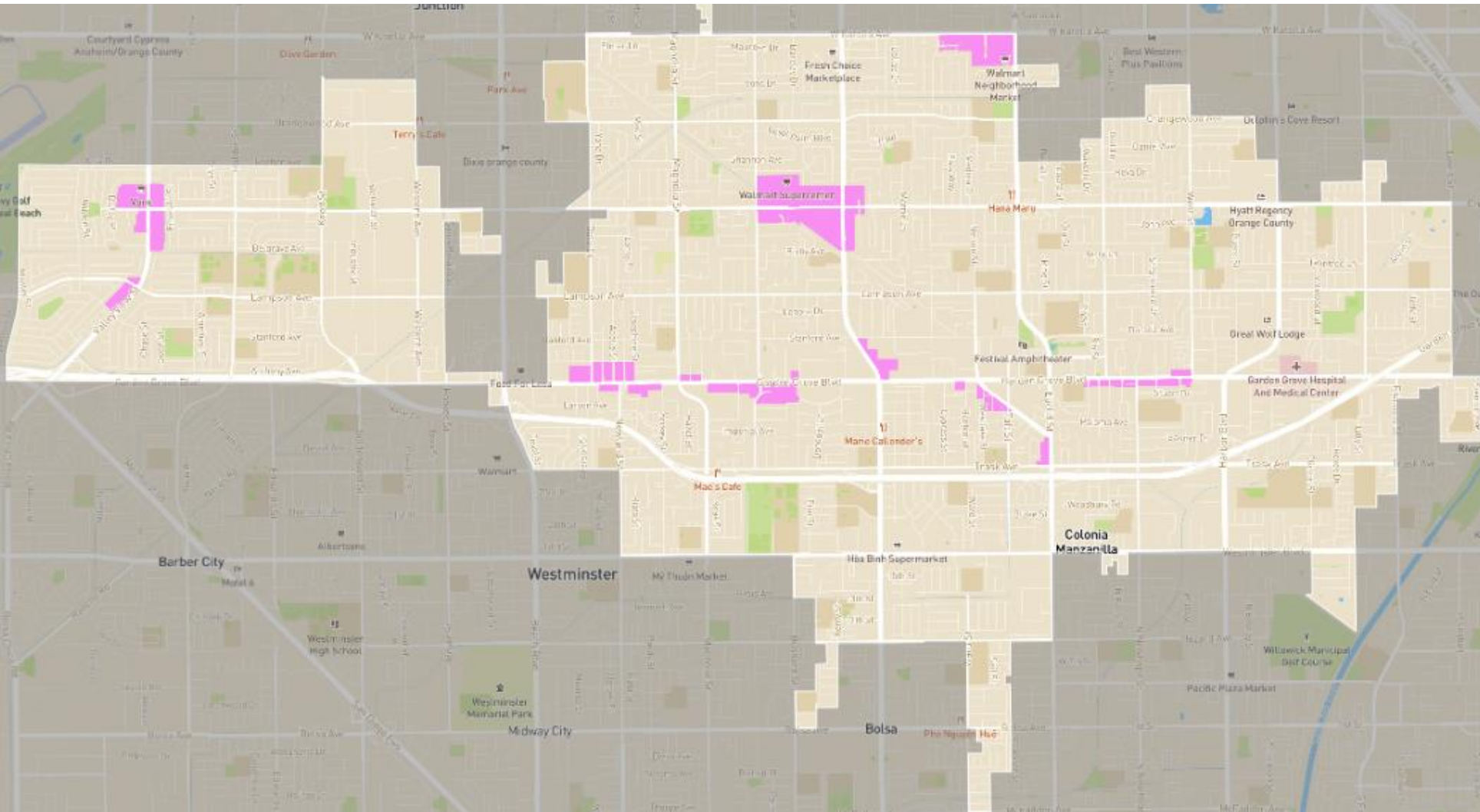
Sites Inventory Map



-  Excellent Site
-  Not a Good Site
-  New Site to Consider

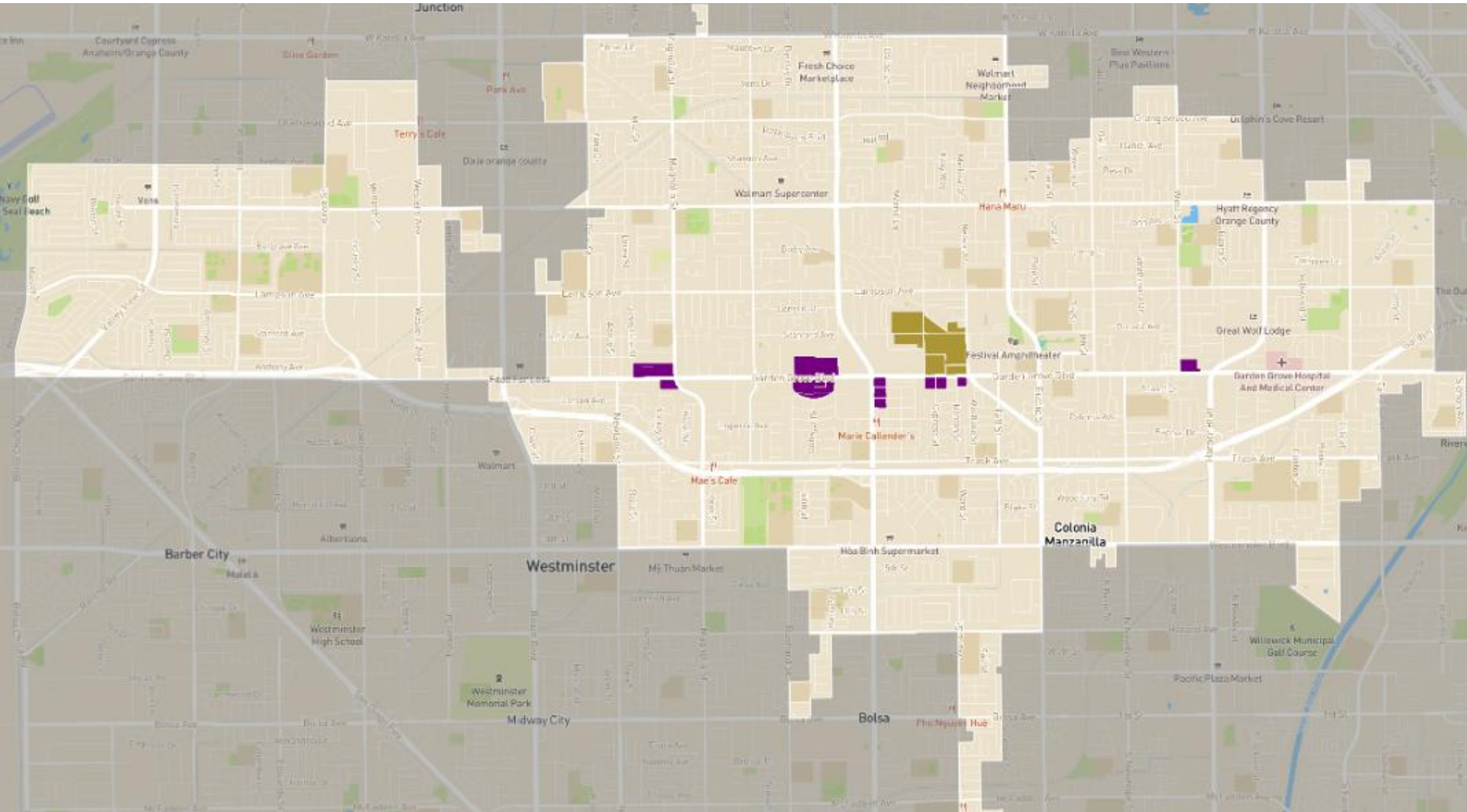
- Excellent Site:
610 pins
- Not a Good Site:
187
- New Site to Consider:
221 pins

21 to 24 units/acre



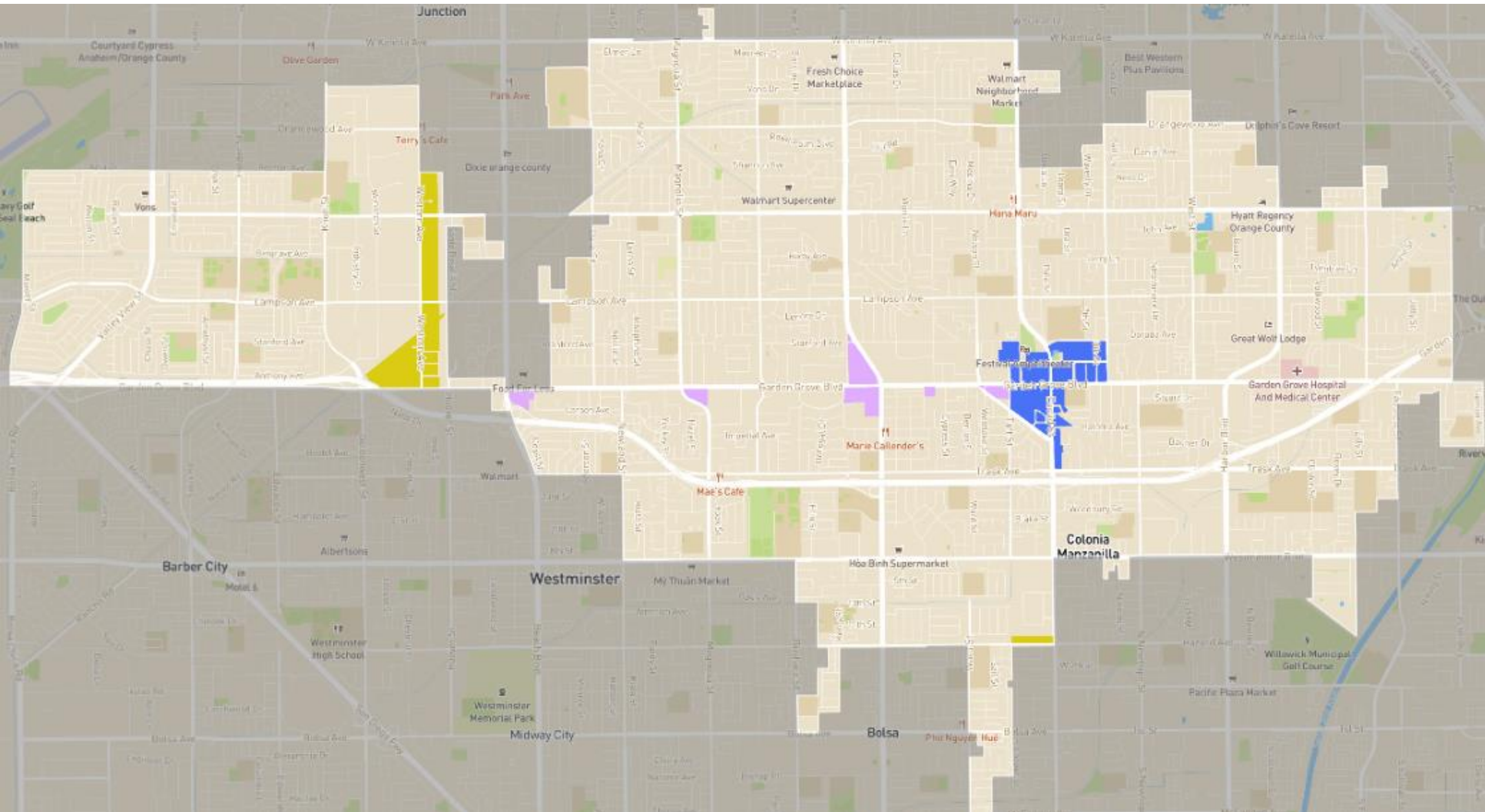
I Support **48%**
I Do NOT Support **35%**
I Don't Know **17%**

32 to 48 units/acre



I Support **46%**
I Do NOT Support **39%**
I Don't Know **15%**

48 to 60 units/acre

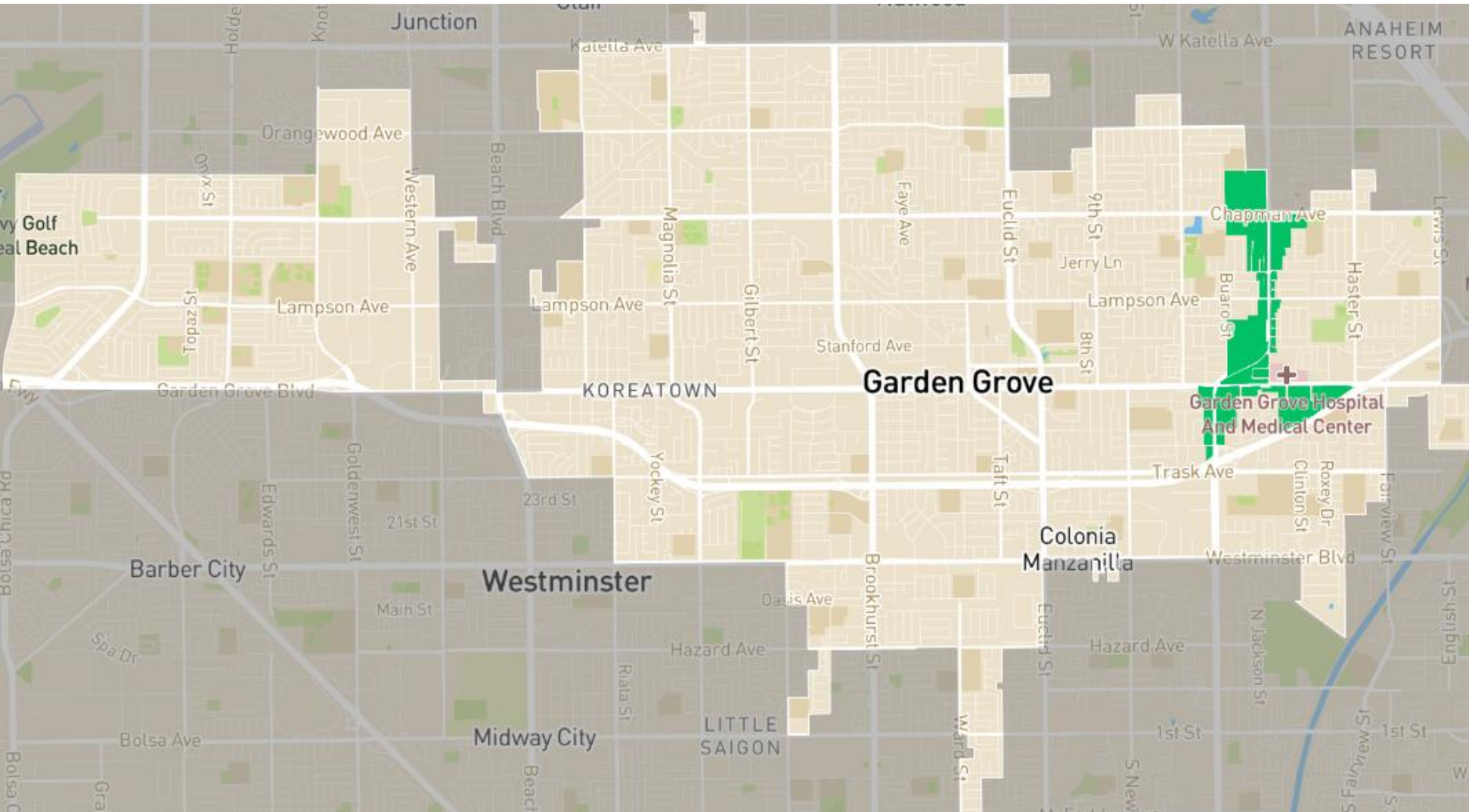


I Support **42%**

I Do NOT Support **47%**

I Don't Know **11%**

60 to 70 units/acre



I Support **55%**

I Do NOT Support **35%**

I Don't Know **10%**

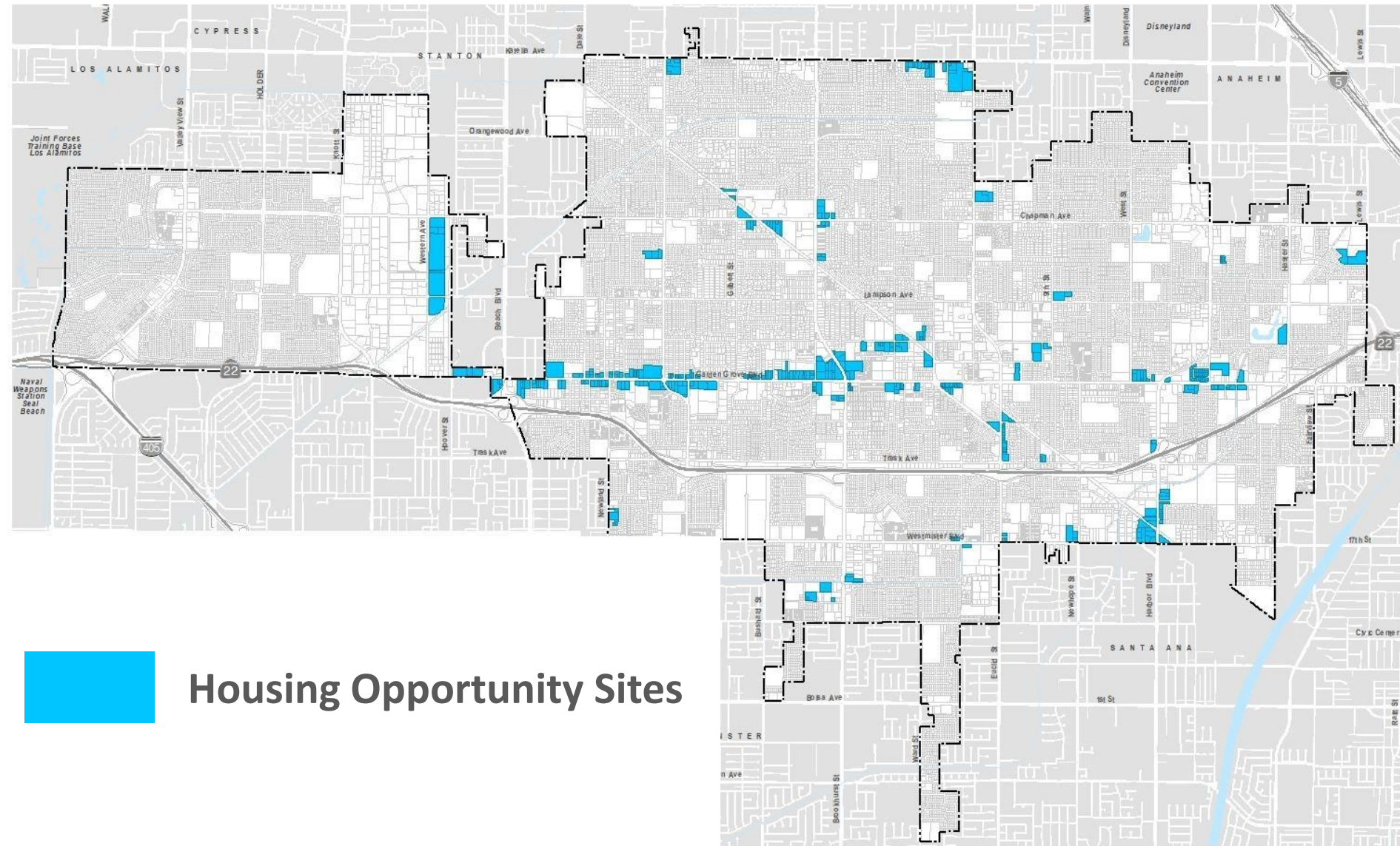
OC Streetcar Train Station

Due to the development of the OC Streetcar train station at the corner of Harbor Blvd. and Westminster Ave., and the potential to extend the streetcar north on Harbor Blvd., towards the City of Anaheim, would you support an increase of more than 70 homes per acre?

Yes: 65%

No : 35%

Sites Inventory



 Housing Opportunity Sites

I Support the
sites inventory
map:

66%

I do NOT support
this map

34%





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Approach to Meet RHNA



Meeting the RHNA – Draft Numbers

Pipeline Sites and Projected ADUs		Housing Income Groups				Total	
		Very Low	Low	Moderate	Above Moderate	Number	%
Starting RHNA Number		4,155	2,795	3,204	8,968	19,122	100%
Accessory Dwelling Units (ADU)		537	924	645	43	2,149	11.2%
Pipeline Sites		316	145	636	80	1,177	6.2%
Sub Total		853	1,069	1,397	123	3,326	17.4%
Remaining RHNA		3,302	1,726	1,923	8,845	15,796	82.6%

Meeting the RHNA – Draft Numbers

Sites within Residential Designations	Maximum Density	Housing Income Groups				Total	
	Existing (No Change)	Very Low	Low	Moderate	Above Moderate	Number	%
Remaining RHNA		3,302	1,726	1,923	8,845	15,796	82.6%
Low Density Residential	11	--	--	--	203	203	1.1%
Low Medium Density Residential	21	--	--	--	909	909	4.8%
Medium Density Residential	32	--	--	110	2,630	2,740	14.3%
	Sub Total	--	--	110	3,742	3,852	20.1%
	Remaining RHNA	3,302	1,726	1,813	5,103	11,944	62.5%

Meeting the RHNA – Draft Numbers

Mixed Use Density Increase	Maximum Density		Housing Income Groups				Total	
	Existing	Proposed	Very Low	Low	Moderate	Above Moderate	Number	%
Remaining RHNA			3,302	1,726	1,813	5,103	11,944	62.5%
Residential/Commercial Mixed Use 2	21	24	--	--	--	1,956	1,956	10.2%
Residential/Commercial Mixed Use 3	32	48	--	--	894	401	1,295	6.8%
Residential/Commercial Mixed Use 1	42	60	--	1,035	706	447	2,188	11.4%
Industrial/Residential Mixed Use 2	32	48	--	--	--	686	689	3.6%
Industrial/Residential Mixed Use 1	42	60	1,035	--	--	841	2,146	11.2%
Civic Center Mixed Use	42	60	--	691	--	153	844	4.4%
International West Mixed Use	60	70	840	--	--	619	1,459	7.6%
OC Streetcar	--	70	1,427	--	213	--	1,257	7.1%
Sub Total			3,302	1,726	1,813	5,103	11,944	62.5%
Remaining RHNA			0	0	0	0	0	0%

Additional Sites Inventory Unit (Buffer)

To provide flexibility during HCD review of sites inventory, EIR will consider an additional 1,120 potential units within the International West area

Additional Strategies

- If City's RHNA appeals are successful, sites inventory and/or densities might be adjusted
- Staff intends to prepare an updated Land Use Plan with build-out numbers just sufficient to accommodate the RHNA (pre- and post-appeal)



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Alternative Land Use Plan

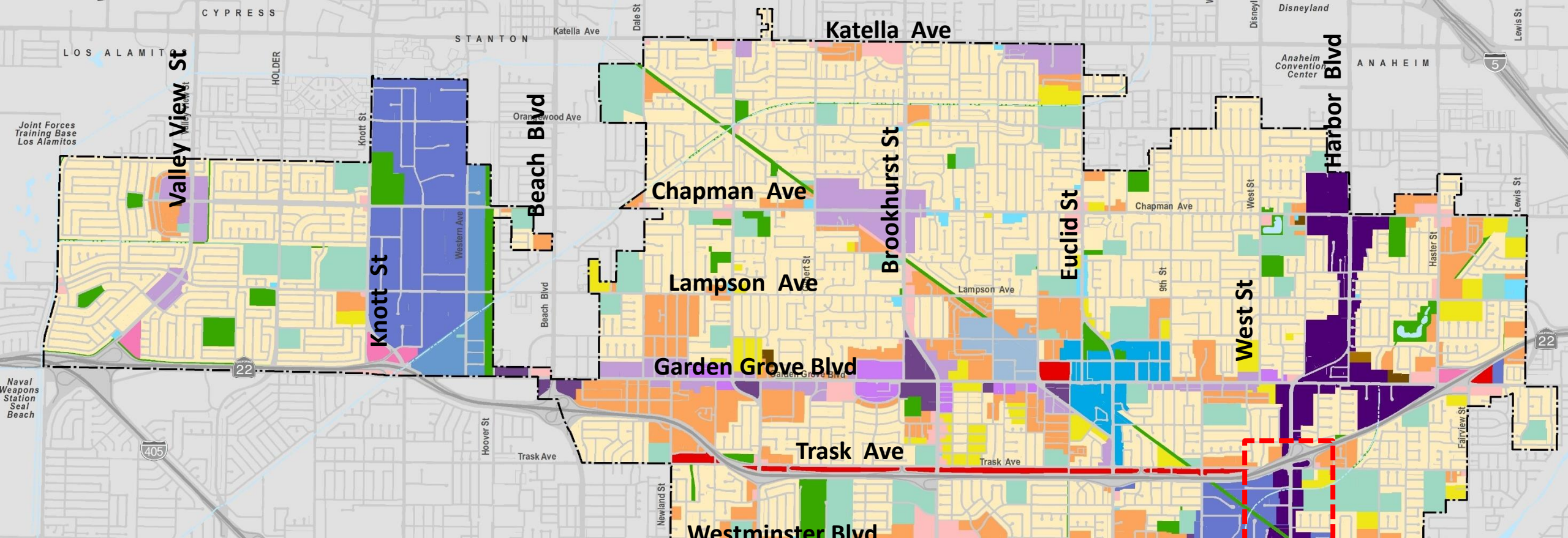


General Plan Land Use Plan Amendments

- **Change Maximum Density: 21 to 24 dwelling units per acre**
 - Residential/Commercial Mixed Use 2
- **Change Maximum Density: 32 to 48 dwelling units per acre**
 - Residential/Commercial Mixed Use 3
 - Industrial/Residential Mixed Use 2

General Plan Land Use Plan Amendments

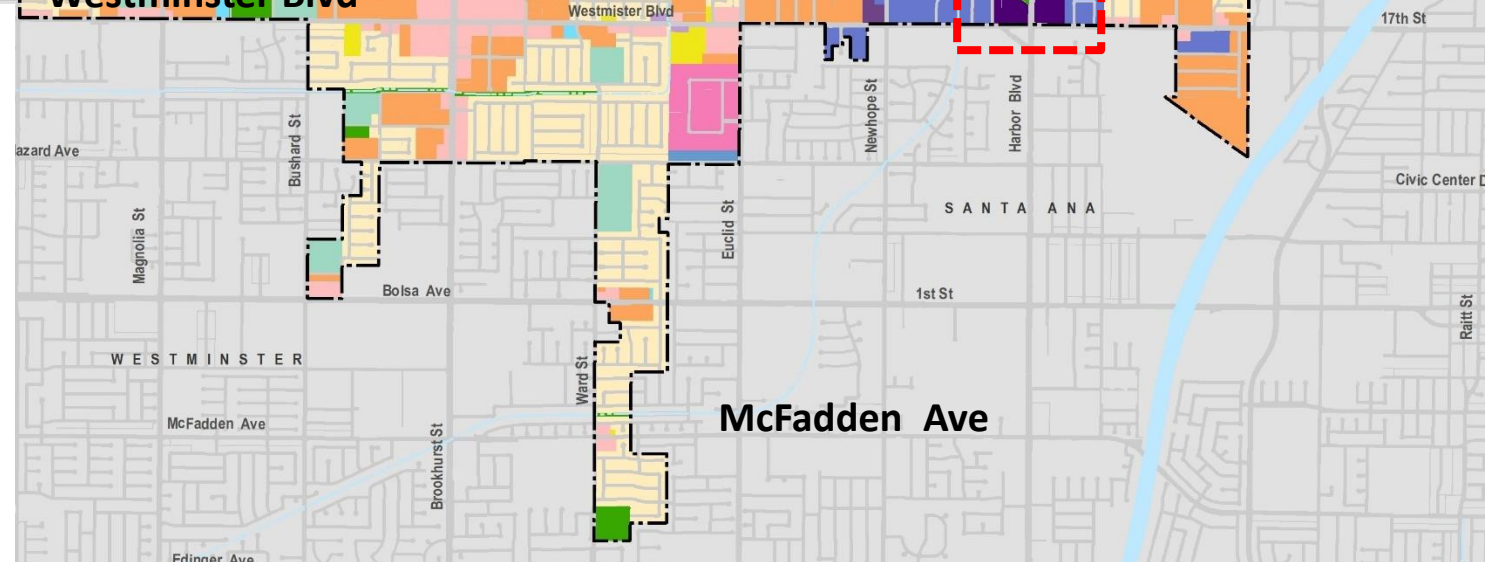
- **Change Maximum Density: 48 to 60 dwelling units per acre**
 - Residential/Commercial Mixed Use 1
 - Industrial/Residential Mixed Use 1
 - Civic Center Mixed Use
- **International West Mixed Use**
 - Expand designation along Harbor Boulevard to OC StreetCar/City boundary
 - Change Maximum Density: 60 to 70 dwelling units per acre



Alternative Land Use Plan

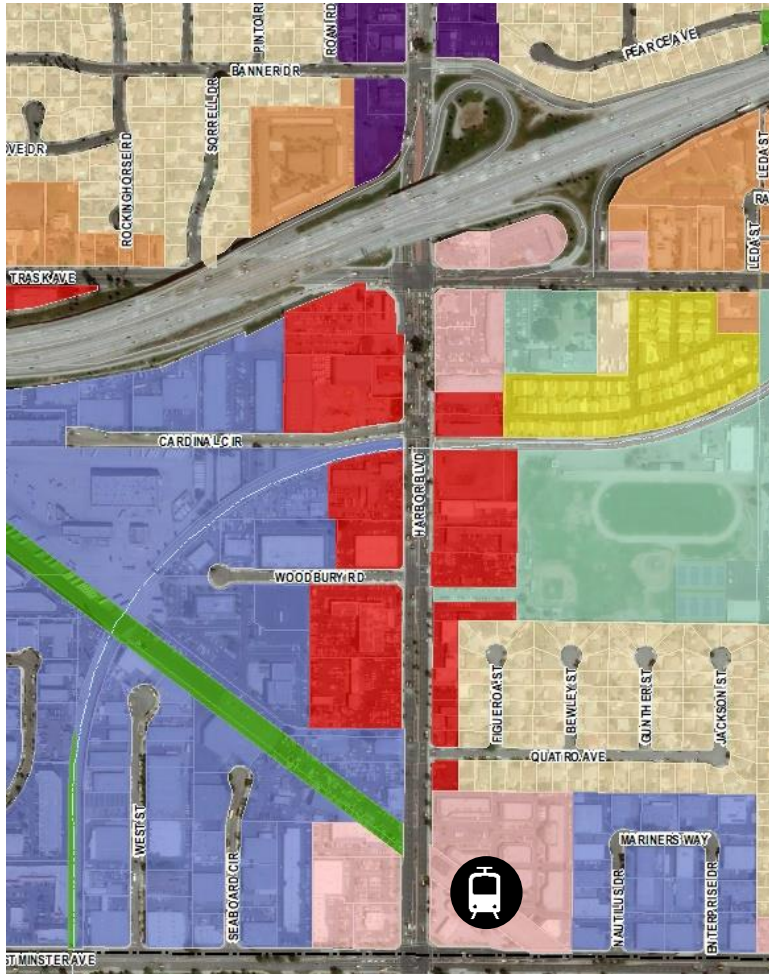
Land Use Designations

	Low Density Residential (1.0-11.0 du/ac)		Civic Center Mixed Use (60 du/ac)
	Low Medium Density Residential (11.1-21.0 du/ac)		Residential/Commercial Mixed Use 2 (24 du/ac)
	Medium Density Residential (21.1-32.0 du/ac)		Residential/Commercial Mixed Use 3 (48 du/ac)
	Medium High Density Residential (32.1-42.0 du/ac)		Residential/Commercial Mixed Use 1 (60 du/ac)
	Community Residential (42.1-60.0 du/ac)		Industrial/Residential Mixed Use 2 (48 du/ac)
	Light Commercial		Industrial/Residential Mixed Use 1 (60 du/ac)
	Heavy Commercial		International West Mixed Use (42.1-70 du/ac)
	Industrial		Civic/Institutional
	Office Professional		Parks and Open Space
	Industrial/Commercial Mixed Use		

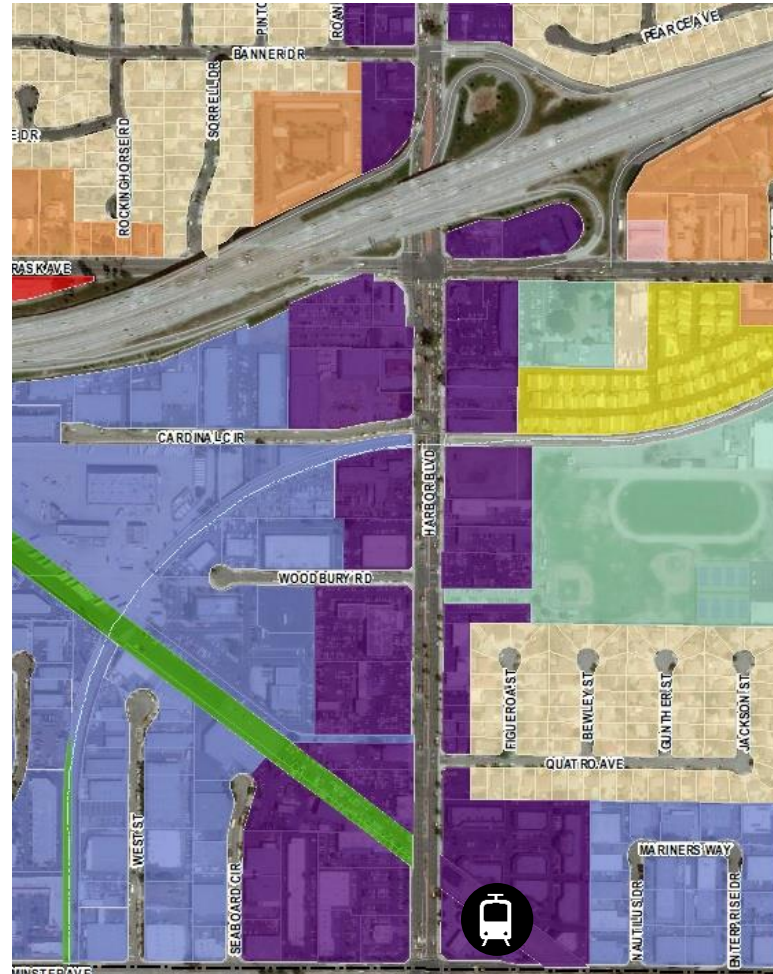


International West Mixed-Use Change

Existing General Plan Land Use



Proposed General Plan Land Use



OC Streetcar Station

Land Use Designations

- Low Density Residential (1.0-11.0 du/ac)
- Low Medium Density Residential (11.1-21.0 du/ac)
- Medium Density Residential (21.1-32.0 du/ac)
- Light Commercial
- Heavy Commercial
- Industrial
- International West Mixed Use (42.1-70 du/ac)
- Civic/Institutional
- Parks and Open Space



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Next Steps



Next Steps

Actions	Date
Prepare <i>Draft</i> Housing Element	January/February 2021
Prepare <i>Draft</i> EIR	February to May 2021
Update Land Use Element to reflect land use changes	April/May 2021
Amend Zoning Ordinance to reflect land use changes	April/May 2021
Additional Community Engagement	Spring/Summer 2021
HCD Consultation	Summer 2021
Public review of draft documents	Summer 2021
Public hearings	Fall 2021



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Appendix: Mapping Survey Comments



Responses to 21 to 24 units/acre

- Make sure there is enough parking
- Increased density is good
- Rent will still be so high
- Make it affordable
- More homes per acre means less space for families
- I think it should be even higher
- Too dense
- Home amounts should not be increased in smaller spaces

Responses to 32 to 48 units/acre

- Just need more than enough parking which would be the problem for all housing developments
- Again, it is doable, and can be wonderful, but deal with parking and traffic considerations. No. Garden Grove is a suburb and a suburb first. Keep GG a suburb
- These large facilities look a bit overcrowding and overpriced
- Absolutely against this plan in this particular area

Responses to 48 to 60 units/acre

- Too dense
- These new homes should be built not just planned for
- Too expensive
- If it is affordable
- Too congested and lead to parking issues; families need space
- I believe too much concentration does not create healthy neighborhoods
- Keep out of the civic center area
- This would give Garden Grove a "downtown"

Responses to 60 to 70 units/acre

- Wouldn't this become vacation rentals rather than housing?
- Parking and traffic must be a consideration. And yes, we need this, at AFFORDABLE levels
- The area along Harbor Blvd can support this style of homes since many everyday necessities are within walking distance
- Make more sense in this area given the location and proximity to existing hotels and tourism plans
- Instead of developing in expensive apartments that will bring more problems for GG, invest in more areas and use funds that would be going to apartments to better protect and fund our suburb city

OC Streetcar Train Station Responses

- Higher density along Harbor Blvd. would be good as long as public transportation is improved
- Require stricter parking rules (can't park in neighborhoods)
- I would have supported high rise had it been an option
- Traffic on Harbor during traditional tourism season is a major concern with the increase in housing
- Add retail to ground floor
- Help get homeless off the streets and out of parks

Site Inventory Responses

- Please consider where extra cars will park
- Help the homeless as well
- I disagree with State's requirement; that many homes will cause very dense housing areas and too much congestion
- Too many located near hazardous waste products
- Areas near schools are good candidates for more housing, as moving students within walking distance of schools can significantly reduce vehicle use

Site Inventory Responses

- I support any site south of the 22 freeway, as it's already mainly residential
- SCAG is an illegal government entity that are unelected officials. I don't support SCAG's Plan and the City shouldn't either.
- Building more housing will increase crime and will be too crowded
- I am on board with any housing developments to help low income or homeless individuals