

Reading Tips and Study Questions

CLASS FIFTEEN

Required reading

- Pendall et al., 2005. "Connecting Smart Growth, Affordable Housing, and Racial Equity," in *The Geography of Opportunity*.
- Quigley, John M., Steven Raphael, and Larry A. Rosenthal. 2009. "Measuring Land Use Regulations and Their Effects in the Housing Market" in Edward L. Glaeser and John M. Quigley, eds. *Housing markets and the economy: risk, regulation, and policy: essays in honor of Karl E. Case* (Cambridge, MA: Lincoln Institute)
- Fisher, Lynn. 2008. "Reviewing Chapter 40B: What Gets Proposed, What Gets Approved, What Gets Appealed, and What Gets Built?" (Rappaport Inst. Policy Brief, 11/2008)

Recommended reading

- CHP and Transform, "Cap and Trade Proceeds for Affordable Housing"
- "Environmental justice and housing worlds seek meeting of minds on defining disadvantage" (CP&DR, 9/12/14)
- Transform, "Cap and Trade Funding"
- CNT, Housing and Transportation Cost Calculator
- Policy Link, Can Light Rail Be an Engine of Economic Opportunity?
- Paul Krugman, Wrong Way Nation (NYT, 8/24/14)
- Benfield, Kaid. 2014. "Let's Not Pronounce Sprawl Dead Just Yet," Huffington Post (8/1/2014)

Session overview

We have looked at many housing-specific policies, but we also need to recognize how general land use practice keeps many communities from providing significant affordable housing. The key reading for today is the piece by **Pendall**, et. al. regarding the discriminatory effects of contemporary land use practice. Look over the article by **Quigley**, et. al. briefly for an example of how economists try to quantify the effect of land use regulation on housing prices (for Gateway folks, note the applicability of this concern to the Portland Urban Growth Boundary.)

Several of the recommended readings (**Transform**, **CHPC**, and **CP&DR**) lay out the framework for California's approach to use land use reform to address both climate change problems and inequitable urban geographies. Environmentalists, housing advocates, and progressive transportation planners have worked together as the state passed AB32 (a climate change law), SB375 (a regional land use law), and now a program to use a significant chunk of the proceeds from the state's sale of carbon cap-and-trade credits for affordable housing near public transportation.

If you have time and interest, you can check out the information on how housing advocates are now linking housing cost to transportation costs (**MTC, CNT**). Cost of commuting means that an "affordable" unit on the urban fringe is less helpful for a low/mod household than one near a transit node.

Questions

1. What are the most important ways that land use regulations reduce access to affordable housing, according to **Pendall**, et al? Have you seen these in effect in your work?
2. What do you think of **Quigley's** approach to measuring the effect of land use regulations? How do they measure restrictiveness?
3. How do California's SB375 and the cap-and-trade funding for housing work? Do you think they are likely to be effective? Are these programs one-off efforts, or can they be adapted for other regions?

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