

State Housing Requirements



**California Department of Housing and
Community Development**





Housing Element Law

- The only 1 of 7 mandatory elements of the community General Plan that requires State approval
- Prepared by every city and county
- Consistency is required between Housing Element (land inventories and housing programs) and other elements of the General Plan
- Housing Element must be updated every 8 years (for 97% of jurisdictions) or every 5 years (for localities in small, rural counties)
- Requires public outreach
- HCD reviews each locality's Housing Element to certify its compliance with the law
- Compliance with Housing Element Law is a threshold requirement for many housing and infrastructure grant programs



Housing Element Process

Engage with the public to consider

Housing Needs

Available Land and Financial Resources

Development Barriers

Evaluate Effectiveness of Past Programs

Develop Programs w/ Quantified Objectives (“Action Plan”)

- Upgrade housing stock
- Consider housing opportunities for for special needs groups
- Address displacement and loss of affordable housing
- Ensure fair housing
- Rezone land to accommodate RHNA
- Provide financial/regulatory incentives
- Zone for multifamily, farmworker, ADU, etc
- Reduce parking requirements
- Reduce impact fees
- Streamline application review process



Regional Housing Need Allocation (RHNA)

An assessment of how many new housing units will be needed in each region to accommodate projected household growth (segmented by income levels), over the upcoming planning period.

Each local jurisdiction in the region is assigned a share of the regional housing need, for which the jurisdiction must zone and plan in its Housing Element.

HCD reviews each locality's Housing Element to certify that it accommodates the locality's RHNA share.



RHNA

Statutory objectives:

- Increase housing supply, mix of housing types, & affordability
- Promote infill development & socioeconomic equity, protection of environmental & agricultural resources, & encouraging efficient development patterns
- Promote improved intraregional jobs-housing relationship
- Balance disproportionate household income distributions



RHNA

RHNA is:

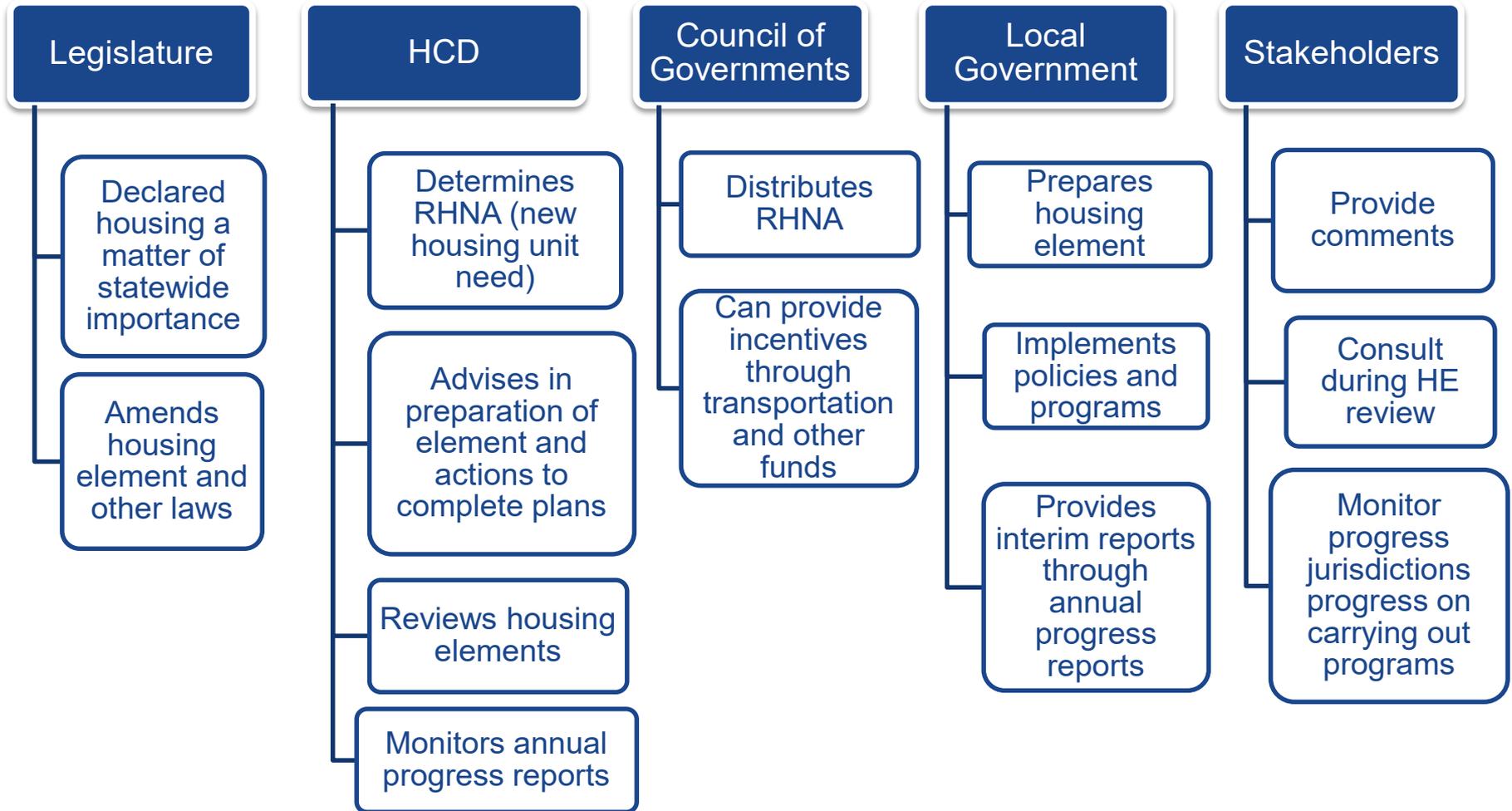
A projection of the number of housing units that each region will need over the next planning period, based upon demographic population information from the California Department of Finance

RHNA is not:

- ✓ A prediction of building permit, construction, or housing activity
- ✓ A quota of housing that must be produced
- ✓ A prescription for where or how each locality zones for housing



Roles of Organizations





H+T Cost Burden



Source: Center for Neighborhood Technology, Housing and Transportation Index, Average Percent of Income Spent on Housing and Transportation for Selected Counties. Graphic by HCD.



H+T Coordination Workgroup

Steering Committee:

- Transportation Agency
- Business, Consumer Services, and Housing Agency
- Department of Transportation
- Transportation Commission
- High Speed Rail Authority
- Housing Finance Agency
- Department of Housing and Community Development



H+T Coordination Workgroup

Workgroup Members:

- Governor's Office of Planning and Research
- Air Resources Board
- Strategic Growth Council
- Transportation Agency
- Business, Consumer Services, and Housing Agency
- Department of Transportation
- Transportation Commission
- High Speed Rail Authority
- Housing Finance Agency
- Department of Housing and Community Development



H+T Linkage Work

H+T Coordination Workgroup 2019 Goals:

- Engage partners on immediately possible improvements to transportation-funding programs
- Identify programmatic requirements or scoring criteria that will lead to funded projects being aligned with state housing and transportation goals
- Coordinate cross-departmental educational opportunities to inform program staff of housing and transportation goals
- Identify linkage opportunities



H+T Linkage Work

Facilitating program changes:

- Transit & Intercity Rail Capital Program
- Solutions for Congested Corridors Program

Participating in application evaluations:

- Sustainable Transportation Planning Grants Program
- Affordable Housing and Sustainable Communities Program
- Transit & Intercity Rail Capital Program
- Solutions for Congested Corridors Program



Planning Grant Funding

- The 2019-20 Budget Act provides \$250M for the Early Action Planning Grants:
 - \$125M for cities and counties
 - \$125M for COGs and other regional entities
- These funds will assist regions and local jurisdictions in planning activities to accelerate housing production and adopt compliant Housing Elements for the 6th cycle of RHNA



Prohousing Designations

- The 2019-2020 Budget Act created incentives for jurisdictions that are compliant with Housing Element requirements and prohousing local policies have been designated by HCD.
- Additional points or other preference in the scoring of competitive programs:
 - Infill Incentive Grant Program
 - AHSC Program
 - Transformative Climate Communities Program
 - And other programs



Timeline

Early 2020:

- Planning Grant NOFA
- Preliminary Prohousing Policies

Application Deadlines:

- Local Governments no later than July 1, 2020
- Regions no later than January 31, 2021

Technical assistance will be available from the NOFA release to the application deadlines.

Prohousing regulations adopted by July 2021

Questions?

