



**Special Meeting of the
Solano County City-County Coordinating Council
Solano County Housing Summit
Monday, February 25, 2019
Joseph Nelson Community Center, 611 Village Drive, Suisun City, CA**

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All handouts and copies of the presentations from this evening's speakers and panelists will be available for download from the Solano County website (www.solanocounty.com) and the new STA website (www.sta.ca.gov) after March 1st.



Solano City County Coordinating Council

HISTORY OF CITY COUNTY COORDINATING COUNCIL:

On June 18, 1991, the Solano County Board of Supervisors and the Mayors of Solano County's seven cities established the Solano City County Coordinating Council (CCCC). The primary reason provided for its creation was to explore ways to improve city/county communications, coordination and problem resolution. As outlined in the agreement establishing the Solano CCCC, the group was to meet on a regular basis before or after the monthly meeting of the Solano County Water Agency. On April 14, 2005, the City County Coordinating Council approved several changes to formalize the operation of the City County Coordinating Council as outlined below.

PURPOSE STATEMENT:

"The purpose of the Solano City County Coordinating Council is to discuss, coordinate and resolve City/County issues, including but not necessarily limited to land use planning, duplication of services/improving efficiency, as well as other agreed to topics of regional importance, to respond effectively to the actions of other levels of government, including the State and Federal government, to sponsor or support legislation at the State and Federal level that is of regional importance, and to sponsor or support regional activities that further the purpose of the Solano City County Coordinating Council. " (revised & adopted 1-10-08)

GOVERNANCE/SELECTION AND ROTATION OF BOARD CHAIR:

There shall be a Chair and a Vice Chair of the City County Coordinating Council and they shall come from each of the two member organizations. The Chair and Vice-Chair shall rotate on a bi annual basis between the Board of Supervisors and the Mayor's Conference. The Chair and Vice Chair shall serve two year terms. The appointment of the Chair or Vice Chair shall be determined by the respective organization whose turn it is to serve as Chair or Vice Chair the City County Coordinating Council. (I.e. if Mayor's Conference turn to chair, the Mayor's Conference will appoint the chair of the CCCC, and if the Board's turn to chair, then the Board will designate the Chair of the CCCC.) Appointment of the vice chair would follow the same process. (If Mayor's Conference turn as vice chair, the Mayor's Conference will appoint the vice chair for the year, and if the Board's turn as vice chair, then the Board will designate the vice chair for the year).



MEETING SCHEDULE:

The City County Coordinating Council shall meet quarterly. Additional meetings may be scheduled if deemed necessary by the Joint Steering Committee. The City County Coordinating Council shall adopt a two-year meeting schedule. The City County Coordinating Council has designated the months of February, May, August and November as their quarterly meeting months. The four quarterly meetings shall be scheduled in coordination with the Solano County Water Agency Board meetings and will either be in lieu of the Solano County Water Agency Board meetings or follow a shorter consent item SCWA meeting on the second Tuesday of the quarterly months adopted.

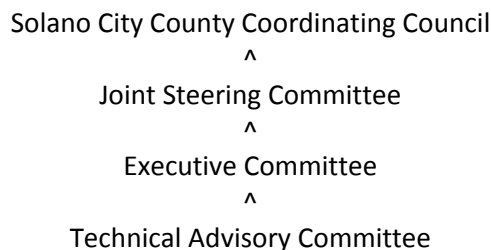
City County Coordinating Council should host a General Assembly once every year or two. The General Assembly would be for the full Board of Supervisors, Mayor's Conference and the city council members of each city.

PROCESS FOR AGENDIZING TOPICS FOR CCCC MEETINGS:

A specific work plan for meeting agenda topics shall be developed and adopted for the upcoming year with tentative subjects for the second year. The work plan shall be prepared by the Joint Steering committee and presented to the City County Coordinating Council at a meeting annually for confirmation. Agenda topics may be requested/submitted by the following:

- Mayor's Conference
- Board of Supervisors
- Individual Members of the Solano City County Coordinating Council Board
- Other countywide, regional, state or federal agencies
- Other interest groups

ORGANIZATIONAL STRUCTURE:



JOINT STEERING COMMITTEE:

There shall be a Joint Steering Committee for the City County Coordinating Council. The Joint Steering Committee will consist of two members of the Mayor's Conference designated by the Mayor's Conference and two members of the Board of Supervisors designated by the Board of Supervisors. The function of the Joint Steering Committee would include developing the draft work plan for the City County Coordinating council, the setting of the meeting agendas, confirming presentations and speakers, and working with staff of respective agencies invited or requested to attend or make presentations at a City County Coordinating Council Meeting. The Joint Steering Committee should consist of the Chair of the Mayor's Conference, the Chair of the Board of Supervisors, and the designated Chair and Vice Chair of the CCCC. The Joint Steering Committee should operate on a consensus basis when developing the proposed work plan and in the preparation of the agenda items.



EXECUTIVE STEERING COMMITTEE:

There shall be an Executive Management Committee ensure continued and effective coordination on regional matters. The Executive Management Committee will support the efforts and future work plan of the Solano City County Coordinating Council. The membership is as follows:

- City Managers from Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville and Vallejo
- County of Solano CAO
- STA Executive Director
- SCWA General Manager
- LAFCo Executive Officer

A prime task for the Executive Committee would be to coordinate with designated agency representatives and the City County Coordinating Council support staff on the development of staff recommendations and reports for Solano CCCC meetings.

TECHNICAL ADVISORY COMMITTEE:

To provide adequate staff support and technical review, and to not overburden County staff, there will be a Technical Advisory Committee (TAC) consisting of the Planning Directors for the seven cities, the County of Solano's Director for Resource Management, and the Planning Directors for STA, SCWA, LAFCo Executive Director and other affected agencies. Other invited participants could be representatives from ABAG, BAAQMD, YSAQMD, ALUC, or representatives from special districts.

CITY COUNTY COORDINATING COUNCIL SUPPORT STAFF:

The coordination of the agenda, scheduling of meetings, and coordination with other agencies on behalf of the Solano CCCC be the responsibility of the County of Solano through the County's Director of Resource Management or designee.



A BRIEF HISTORY OF SOLANO COUNTY'S ORDERLY GROWTH INITIATIVE AND CITY CENTERED GROWTH POLICIES

In December 1980, the Solano County Board of Supervisors adopted a General Plan Land Use and Circulation Element that established a development policy of city-centered growth. Under the 1980 General Plan, urban development was to be confined to patterns that did not conflict with essential agricultural lands, while rural and suburban development was to be confined to non-essential marginal agricultural lands. The 1980 General Plan was intended to provide policy guidance for shaping growth and development within the unincorporated areas of Solano County, and for protecting its agricultural and natural resources, until the year 1995. This Plan provided the cornerstone for future local land use patterns, with local measures going to the voters in 1994 and 2008 that reaffirmed the essential provisions and policies.



Proposition A, an initiative measure passed by the voters of Solano County in June 1984, reaffirmed the General Plan's policies of city-centered growth and farmland protection, and imposed strict limitations on the County Board of Supervisor's ability to allow new residential, commercial, or industrial development in agricultural and open-space areas. **Proposition A** was a limited-term measure that was to expire in December 1995. In 1994, the voters of Solano County proposed the **Orderly Growth Initiative** to extend the protections of **Proposition A** until

December 31, 2010. In response to broad public support for that proposal, the Solano County Board of Supervisors adopted the **Orderly Growth Initiative** as its Resolution No. 94-170 on July 26, 1994. For 28 years, the 1980 General Plan, **Proposition A**, and the **Orderly Growth Initiative** have protected working farms, ranches, and watershed areas in Solano County by directing urban growth and development into our cities.

With the County's comprehensive General Plan update in 2008, **Measure T** was passed by the voters which continues to protect Solano County's working farms, ranches and watershed areas by extending the essential provisions of the **Orderly Growth Initiative** for the anticipated duration of the new 2008 Solano County General Plan.



CORNERSTONE POLICIES OF CITY-CENTERED GROWTH AND FARMLAND PROTECTION

- Provide each city in Solano County the opportunity to develop with its own unique character
- Reduce flood risks, improved air quality, and protected our water quality
- Prevent poorly-planned growth and development
- Assure the continued preservation of working farms, ranches, and watershed areas between the cities of Solano County



BENEFITS

- Maintains the current development strategy of city-centered growth
- Retains the overall function of the Orderly Growth Initiative, while updating and refining the Initiative's policies and land use designations
- Protects and supports agriculture as an important component of Solano County's economy and quality of life
- Provides an opportunity for farm-based, businesses, such as wineries, to develop successfully within Solano County
- Encourages the location of new industrial and agricultural processing facilities
- Sustains and enhances Solano County's natural environment, including its diverse species, watersheds, natural communities, and wildlife corridors
- Ensures sufficient opportunities for residential, commercial, and industrial development within areas served by the cities, to provide all Solano County's residents with a vibrant economy and affordable housing options
- Protects the health, safety, and welfare of Solano County's residents by avoiding more air pollution, water pollution, water shortages, traffic congestion, noise and other adverse environmental impacts from urban sprawl
- Prevents costly and inefficient extensions of urban services and infrastructure to rural areas of the County
- Permits Solano County to continue to bear its fair share of regional growth and provide safe, decent affordable places for people to live in our cities
- Prevents piecemeal amendments of the Solano County General Plan that would allow development on agricultural and open space lands
- Helps increase our supply of good jobs by encouraging job development in our growing agriculturally-based industries



2020 CENSUS, IT'S JUST AROUND THE CORNER



The U.S. Constitution mandates that a headcount occur every ten years, of everyone residing in: the 50 states, Puerto Rico, and the Island Areas of the United States. It includes people of all ages, races, ethnic groups, citizens, and noncitizens. The next census occurs in 2020. The goal of the 2020 Census is to count everyone once, only once, and in the right place. The population totals from this census will determine the number of seats each state has in the House of Representatives. The totals are also used to redraw states' legislative districts.

The US Census Bureau is required to submit state population totals to the President of the U.S. by December 31, 2020. The totals also affect funding, and data collected in the census help inform decision makers how their community is changing. Approximately \$675 billion in federal funding is distributed to states and communities each year based on census data. The Census Bureau further states that approximately \$20,000 is lost by states and local governments for every person not counted in the census. In addition to determining seats in the House, census data is used by the federal government to allocate funds in many areas, including:

“ Approximately **\$675 billion** in federal funding is distributed to states and communities each year based on census data. ”

- Title I grant funding to educational agencies (school districts)
- Head Start programs
- Women, Infants, and Children (WIC) program
- Public transportation
- Road rehabilitation and construction
- Programs for the elderly
- Emergency food and shelter



NEW TECHNOLOGY

In 2020, new technology will be used to make it easier to respond to the census. For the first time, people will be able to respond online, by phone, or by mail. The Census Bureau also states that it will be automating its field operations.



2020 CENSUS TIMELINE AND KEY DATES

The following represents the operational timeline for the 2020 Census activity:

DATE	ACTION
November 1, 2017	Local update of Census addresses begins (<i>Solano completed in March 2018</i>)
October 1, 2018	Partnership specialists begin working for Census Bureau
January - March 2019	Open 40 new Census field offices
May 1, 2019	Complete County Committee established
June - September 2019	Open 208 Census field offices
August 1, 2019	Conduct in-field address canvassing
January 1, 2020	Advertising begins
March 1, 2020	Self-response begins
April 1, 2020	*** Census Day ***
May 1, 2020	Non-response follow-up begins
December 31, 2020	Apportionment counts to the U.S. President
March 31, 2021	Redistricting counts to the states

COMPLETE COUNT COMMITTEES (CCC)

California's Complete Count effort is a statewide outreach and awareness campaign designed to encourage and support full participation by all Californians in the upcoming 2020 Census. The state is devoting significant resources to the campaign because California, with its very diverse populations that risk being undercounted, faces the greatest barriers in the nation to ensure an accurate count and therefore receiving its fair share of federal funding and Congressional representation. The state seeks to reach the more than 13.5 million total households to raise awareness of the 2020 Census and motivate the hardest to count residents to respond.

" Approximately \$20,000 is lost by states and local governments for every person not counted in the census. "

The state is focusing its communication and outreach efforts on the area of greatest need: communities historically undercounted in the Census. These populations, called "hard to count" (HTC), are least likely to respond to the Census questionnaire without specialized outreach and assistance. The state's goal is to meet or exceed the U.S. Census Bureau's nationwide target to achieve a 60.5% self-response rate from people in all communities.

HTC census tracts are defined by the U.S. Census Bureau based on a range of housing, demographic, and socioeconomic variables that correlate with undercounts. They include population density, and percentage of:

- Immigrants and foreign born
- Linguistically isolated people
- Persons who are not high school graduates
- Person who are unemployed
- Number of vacant housing units in an area



- Specific ethnic and minority populations
- Renters and children
- Densely populated communities with multi-unit housing, public assistance
- Native Americans living on tribal lands

SOLANO COUNTY'S ROLE

The U.S. Census Bureau and California Government Operations Agency (GovOps) are requesting local agency assistance and the formation of local Complete Count Committees to help market the 2020 Census and encourage participation in hard to reach communities. To facilitate this request GovOps is allocating state funding to counties, including \$145,572 allocated to Solano County to use toward marketing and outreach efforts countywide. Solano County and its Cities are currently working to establish a local Complete Count Committee and utilize the funding to ensure that as many people are counted in the 2020 Census as possible.



MEMBERS

John Vasquez
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*Supervisor, Solano
County, District 4*

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Vice Chair
Mayor, City of Benicia

Thom Bogue
Mayor, City of Dixon

Harry Price
Mayor, City of Fairfield

Ronald Kott
Mayor, City of Rio Vista

Lori Wilson
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Ron Rowlett
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Monica Brown
*Supervisor, Solano
County, District 2*

Jim Spering
*Supervisor, Solano
County, District 3*

Skip Thomson
*Supervisor, Solano
County, District 5*

SUPPORT STAFF:

Birgitta E. Corsello
*Solano County
Administrator's Office*

Michelle Heppner
*Solano County
Administrator's Office*

Daryl Halls
*Solano Transportation
Authority*

Jim Lindley
City of Dixon

4 C's Housing Summit Acronyms List

4 C's: City-County Coordinating Council

ABAG: Association of Bay Area Governments

ADU: Accessory Dwelling Unit (also known as a granny flat)

AHSC: Affordable Housing and Sustainable Communities grant

AMI: Area Median Income

APR: Annual Progress Reports

CASA: Committee to House the Bay Area

CDBG: Community Development Block Grant

CEQA: California Environmental Quality Act

EIR: Environmental Impact Report

FHA: Federal Housing Administration

HCD: California Department of Housing and Community Development

HIP: Housing Incentive Pool

HUD: U.S. Department of Housing and Urban Development

LAFCO: Solano County Local Agency Formation Commission

MTC: Metropolitan Transportation Commission

NEPA: National Environmental Policy Act

NOFA: Notice of Funding Availability

OPR: Governor's Office of Planning and Research

PDAs: Priority Development Areas

PCAs: Priority Conservation Areas

PPAs: Priority Production Areas

RHE: Regional Housing Enterprise

RHNA: Regional Housing Needs Allocation

SB 2: Senate Bill 2, also known as the Building Homes and Jobs Act

SB 35: Senate Bill 35, or Streamline Approval Process Act

Section 8: Housing Choice Voucher Program

STA: Solano Transportation Authority

SubHIP: Suburban Housing Incentive Pool

TOD: Transit Oriented Development

TPA: Transit Priority Area

VMT: Vehicle Miles Traveled

A photograph of a suburban neighborhood. In the foreground, a concrete sidewalk leads from the bottom center towards the middle ground. To the left of the sidewalk is a green lawn, and to the right is a landscaped area with some dry, brownish plants. A series of black street lamps with white globe lights are spaced along the sidewalk. In the background, there are several houses. On the right, a large green house with a grey roof is prominent. To the left, there are smaller, light-colored houses. Tall trees, including a palm tree, are scattered throughout the scene. The sky is blue with some light clouds.

Solano County Regional Housing Needs Allocation (RHNA)

City County Coordinating Counsel Housing Summit, February 25, 2019

RHNA BACKGROUND

WHAT IS RHNA?

- State Housing Element requirement intended to ensure that all regions in California are planning to provide their “fair share” of the State’s affordable housing need
- California Department of Housing and Community Development (HCD) uses population projections to determine State-wide housing need (number of units)



RHNA BACKGROUND

WHAT IS RHNA?

- HCD determines housing need for each region and assigns them to Councils of Government (such as ABAG) for a projected period of time
- Next Housing Element cycle is 2023-2030



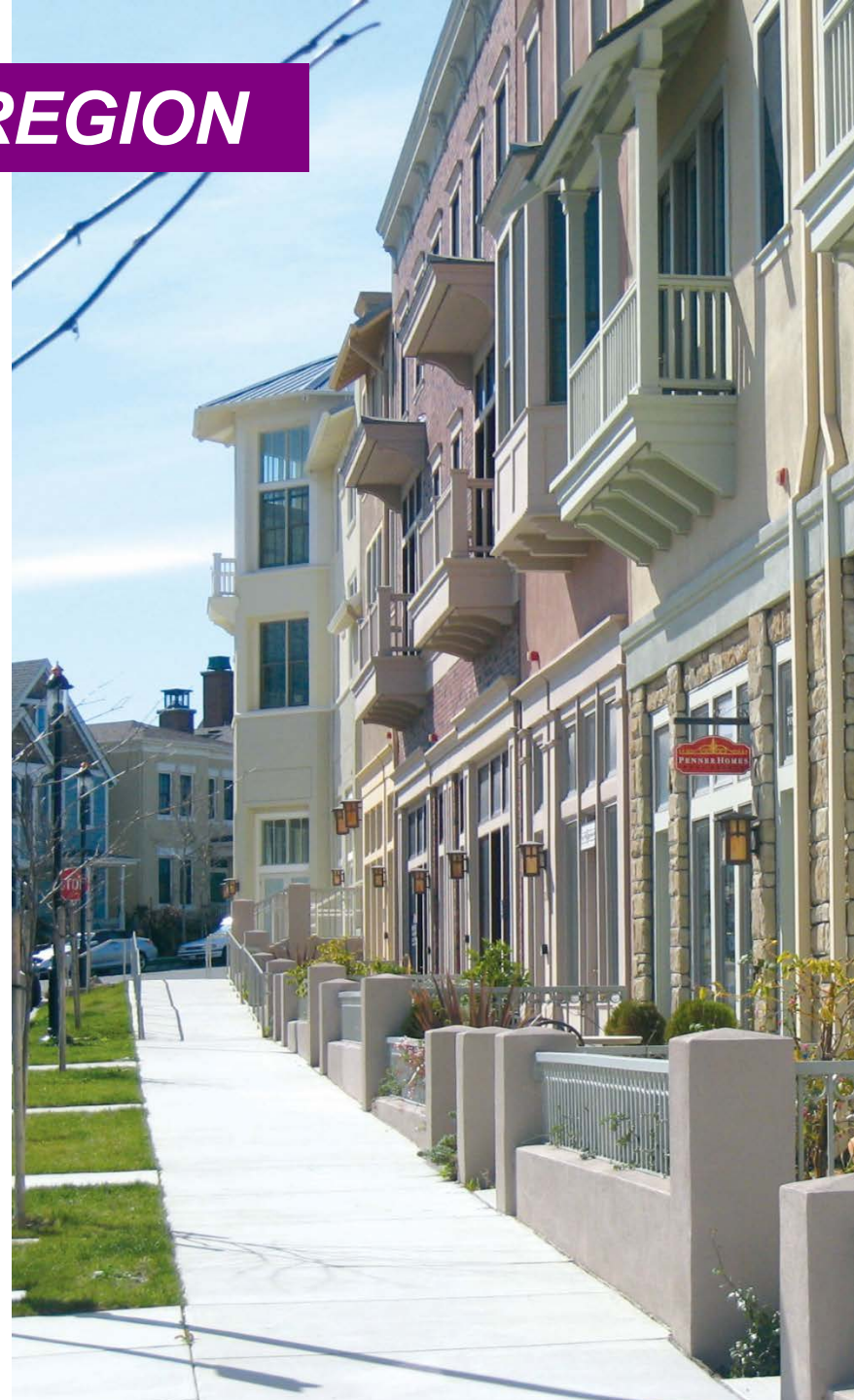
RHNA BACKGROUND

ALLOCATION PROCESS

- ABAG will receive its 2023-2030 RHNA numbers from HCD for all nine Bay Area Counties, including Solano County in 2020 (approx.)
- ABAG will determine methodology for how the housing allocation is divided among Counties and Cities in Bay Area through public process
- Once assigned, jurisdictions must show in their Housing Elements how they will accommodate their portion of the Bay Area's RHNA

SOLANO COUNTY SUBREGION

- State law permits cities within a county to develop “Subregions”
- A Subregion can work together to allocate units among members using a methodology different than the region’s



SOLANO COUNTY SUBREGION

- For 2014-2022 RHNA, Solano County established a Subregion of the seven Cities and Unincorporated Solano County
- San Mateo and Napa Counties also formed subregions
- Solano County subregion contracted with DC&E to assist with the technical analysis of various subregional methodologies
- Solano County's Planning Directors worked together to consider alternative methodologies tailored to Solano County's market and needs

CURRENT SOLANO COUNTY RHNA

Jurisdiction	Income Distribution					Regional Housing Needs Allocation				
	Very Low	Low	Mod	Above Mod		Very Low	Low	Mod	Above Mod	Total
Benicia	28.7%	16.5%	17.1%	37.6%		94	54	56	123	327
Dixon	25.3%	12.1%	15.2%	47.2%		50	24	30	93	197
Fairfield	24.6%	12.9%	14.7%	47.6%		779	404	456	1,461	3,100
Rio Vista	15.1%	12.1%	16.1%	56.5%		45	36	48	170	299
Suisun City	29.5%	11.2%	11.5%	47.6%		147	57	60	241	505
Vacaville	26.4%	12.3%	15.9%	45.2%		287	134	173	490	1,084
Vallejo	20.7%	13.0%	15.4%	50.6%		283	178	211	690	1,362
County	25.3%	14.2%	19.0%	41.2%		26	15	19	43	103
Subregion Total						1,711	902	1,053	3,311	6,977

Based on Subregional Allocation

RHNA CONSIDERATIONS

- General Upcoming RHNA schedule:

July 2019: ABAG to begin development of new RHNA

July 2021: ABAG adopts Final RHNA

(ABAG's development of Plan Bay Area 2050 to occur concurrent with RHNA development)

- Recent legislation(and proposed) seems to indicate that future RHNA allocations will be affected by past performance and actual construction
- Begin discussions about whether Solano County should form a Subregion again? How to administer process at local level?

SB2 — Building Homes and Jobs Act

Overview

SB2 is the first permanent source of state funding dedicated to helping local governments increase housing production. The program is funded by fees levied on certain real estate transactions and is expected to generate between \$250 and \$300 million annually. The California Department of Housing and Community Development (HCD) is administering the program. The revenues generated for the first year of funding will be split between homelessness programs and planning grants.

Local governments will be eligible to apply for planning grants (anticipated in March 2019) that can be used on a range of qualifying activities related to streamlining and accelerating housing production. Eligible activities include updates to general and specific plans, updates to zoning ordinances, and process improvements that expedite planning approval for housing development. Jurisdictions will have eight months anticipated to begin in March to apply for and receive SB2 funding.

Fund Availability

SB2 planning grants are non-competitive and a jurisdiction's maximum award is based on population size, as determined by the California Department of Finance. The minimum award amount is \$25,000.

- Smaller localities (60,000 or less): \$125,000 Maximum
- Medium localities (60,000–200,000): \$250,000 Maximum
- Large localities (greater than 200,000): \$500,000 Maximum

Eligibility Requirements

To qualify for SB2 funding, a jurisdiction must meet the following threshold requirements (specific details to be provided in the Notice of Funding Availability (NOFA)):

1. A compliant Housing Element
2. Submission of Annual Progress Report (APR)
3. Document that demonstrates nexus of fund utilization to housing production
4. Document that demonstrates locality is consistent with State Planning and Other Priorities
5. Priority Policy Areas

HCD has preliminarily identified five [Priority Policy Areas*](#) that ease access and reporting, and have various other benefits in the SB2 Planning Grants program. For example, Priority Policy Areas automatically demonstrate nexus to housing production and no documentation is needed. The program's Technical Assistance will also focus on the Priority Policy Areas.



Priority Policy Areas include:

1. **Rezone to Permit By-right:** Rezoning for additional housing capacity without or lesser discretionary review or establishing zoning to permit residential development by-right, particularly multifamily, without discretionary action.
2. **Objective design and development standards:** Developing objective design standards or pre-approved site and architectural plans that facilitate non-discretionary permitting.
3. **Specific plans or Form Codes coupled with CEQA streamlining:** Designating and rezoning for additional housing capacity or preparing specific plans or form codes that include zoning and development standards and plan-level environmental analysis that can be used to streamline future housing projects and facilitate affordability.
4. **Accessory Dwelling Units and other innovative building strategies:** Encouraging ADUs and other innovative building types through ordinances, outreach, fee waivers, pre-approved plans, website zoning clearance assistance, and other homeowner tools or finance tools.
5. **Expedited processing:** Speeding up approvals and permit processing, including instituting programs that streamline or consolidate the review process or create a separate process for expedited review of housing projects.

Collaborative Projects

ABAG/MTC is encouraging jurisdictions to pool their SB2 resources together for joint projects of regional importance. ABAG/MTC staff are prepared to assist Bay Area jurisdictions to develop ideas and coordinate partnerships ahead of the March release of the applications. During our engagement with planning directors and staff across the region, we have identified three key activities that local governments could pursue with their SB2 resources:

1. **Housing Element Pre-work and Analysis:** Recent legislation (AB879 and AB1397) increased scrutiny of Housing Element sites and introduced limits on whether sites can be carried over from one RHNA cycle to the next to meet lower-income need. With only 7% of sites from the previous RHNA cycle available for reuse in the upcoming RHNA with no changes, local jurisdictions will need to identify new sites and/or re-zone previously used sites for by-right development at default densities to meet the needs identified in the upcoming RHNA cycle. Jurisdictions are encouraged to use SB2 funds to identify and re-zone sites to allow multi-family housing by-right and facilitate meeting future housing element requirements.
2. **Implementation of ADU Calculator:** A tailored ADU calculator is a good example of a low-cost, high-impact SB2 project if enough jurisdictions agree to pitch in and share the cost of developing the tool. ABAG/MTC staff have experience deploying countywide ADU calculators and are ready to assist similar collaborative efforts.
3. **Objective Design Standards:** Since passage of SB35, cities have been struggling to implement objective development standards, the most challenging being design standards. ABAG/MTC staff is interested in supporting jurisdictions in developing form-based code design guidelines that can be shared among jurisdictions and customized to a particular neighborhood or housing type.

For More Information Please Contact:

Ada Chan, Regional Planner
Association of Bay Area Governments
(415) 820-7958
achan@bayareametro.gov

CASA COMPACT

A 15-Year Emergency Policy Package
to Confront the Housing Crisis in the San Francisco Bay Area

January 2019



The Committee to House the Bay Area



COMMITTEE TO HOUSE
THE BAY AREA

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CASA Preamble

The Bay Area faces many pressing regional problems — traffic congestion, air pollution, the threat of earthquakes and other natural disasters, to name a few. But the housing shortage has reached crisis proportions. During our remarkable run of economic expansion since the Great Recession ended in 2010, the Bay Area has added 722,000 jobs but constructed only 106,000 housing units. With housing supply and demand that far out of whack, prices have shot through the roof and long-time residents as well as newcomers are suffering the consequences.

In one of the wealthiest metropolitan areas on the planet, tens of thousands of our fellow citizens are ill-housed or not even housed at all. Many more families are just one missed paycheck away from eviction. While the recent wildfires have underscored the devastating effects of suddenly losing a home, the reality is that too many Bay Area residents face that situation every day.

Our housing crisis is also a transportation crisis. Nearly 190,000 workers commute from outside the nine-county Bay Area to the business parks of Silicon Valley and the Tri-Valley, and more than 220,000 East Bay residents cross the toll bridges to the Peninsula every day. Driven by the search for reasonably-priced housing, these “super-commuters” are clogging the roads and transit systems that we all rely on.

The Bay Area faces a housing crisis because we have failed at three tasks: (1) we have failed to produce enough housing for residents at all income levels; (2) we have failed to preserve the affordable housing that already exists; and (3) we have failed to protect current residents from displacement where neighborhoods are changing rapidly.

These 3 P’s — Production, Preservation, and Protection — are not only the signposts of our collective failure, but they should be the focus of our future efforts to overcome the crisis we have created.

What is CASA? Of course, it is the Spanish word for “house.” It is also the name of a blue-ribbon task force of elected and civic leaders convened by the Association



“The Bay Area is in a state of great peril today; CASA is the best chance to fix this crisis.”

FRED BLACKWELL

of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC). Its three Co-Chairs are Fred Blackwell of the San Francisco Foundation, Leslye Corsiglia of Silicon Valley @ Home and Michael Covarrubias of TMG Partners. The CASA Compact is a 15-year emergency policy package to confront the region’s housing crisis head-on. It includes a series of policy reforms that will allow the Bay Area to build more housing at all income levels while protecting tenants and low-income communities from unjust evictions and displacement.

The Compact also includes a series of revenue recommendations needed to preserve our existing housing stock,

subsidize the construction of more affordable housing, and provide assistance to tenants facing eviction.

Finally, the CASA coalition proposes to create a new Regional Housing Enterprise to provide technical assistance to local governments, collect data to monitor our progress, and administer any new regional funds that might be approved. The new enterprise will not have direct land use authority. These three R’s — Reform,

Revenue, and Regionalism — form the crux of the CASA Compact.

Animating our work has been a deep concern about how we grow housing in a more inclusive manner in all neighborhoods and not accelerate displacement in the most vulnerable communities. The Bay Area’s segregated housing patterns — both by race and by income — are a legacy of decades of discriminatory government policies and private sector lending practices. The CASA Compact contains specific protections for neighborhoods and residents most affected by that horrible history. And while the Compact was not designed to deal directly with all aspects of the region’s chronic homelessness problem, many of its elements should

result in more and better options to shelter this particularly vulnerable segment of the Bay Area’s population.

When Bay Area residents are polled about who is



“Our goal is to reach consensus on big picture responses that will move the needle on housing affordability in this region.”

LESLYE CORSIGLIA

responsible for the region's housing crisis, they spread the blame far and wide: it's the businesses who create all the jobs, it's the developers who build the luxury housing, it's local government officials who oppose new housing developments, it's environmental and labor interests whose demands make new housing more expensive, it's community groups who fear the changes that new development will bring.

All those interests (and more) came together around the CASA table for the past 18 months. They worked in the spirit of finding common ground, working through entrenched differences and charting a course forward for the good of the region. The resulting Compact represents an interlocking series of agreements among the negotiating parties. Each signatory to the Compact pledges to support the entire agreement and all of its provisions.

The signatories to the CASA Compact further pledge that their work will not stop when they put down their ceremonial pens. The real work will have just begun.

Implementation of the CASA Compact will require bills to be passed in Sacramento, it will require leadership from our new governor Gavin Newsom, it will require regional ballot measure campaigns in 2020 and the years beyond, it will require changes in transportation and housing policy-making at both ABAG and MTC, and it will require every local government in the Bay Area to do their part.

It is a commonplace to say problems that have been decades in the making can't be solved overnight. But we can't afford to take our time in confronting the Bay Area's housing crisis. We need to make significant progress in the next 3–5 years.



"We must compromise, break down silos, and set aside differences for the greater good of the Bay Area."

MICHAEL COVARRUBIAS

The CASA Compact is detailed, comprehensive, and actionable. Yet, the region's housing challenge really boils down to a simple, quite personal question: shouldn't our region be able to grow and prosper while also ensuring that our kids and grandkids can live as adults in the neighborhoods where they grew up?

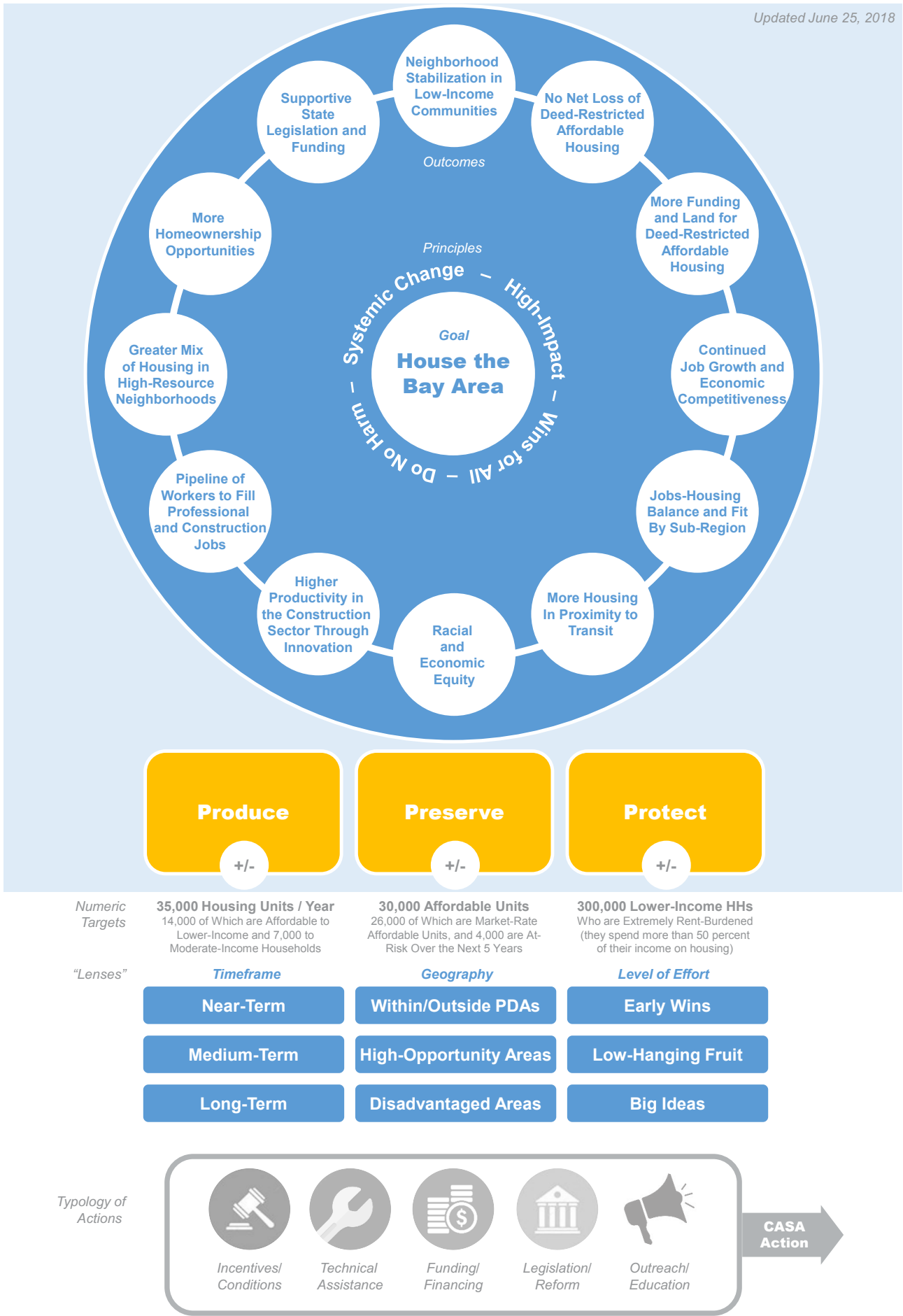
We say the answer is yes.



CASA is about what kind of place our kids and grandkids will live in.

Figure A: The CASA Framework

Updated June 25, 2018



Introduction

The recommendations in this Compact are the result of an intensive dialogue among the key interests who are collectively responsible for housing the Bay Area. Over the course of 18 months, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) convened a series of structured discussions with local government officials, developers, major employers, labor interests, housing and policy experts, social equity advocates and non-profit housing providers. The goal was straightforward but by no means simple: find common ground on a comprehensive set of solutions to the Bay Area's housing crisis.

CASA was led by three Co-Chairs (Fred Blackwell, Leslye Corsiglia and Michael Covarrubias), and Steve Heminger, Executive Director of MTC/ABAG. It was structured around a Technical Committee of policy experts and practitioners and a Steering Committee of elected officials, thought leaders and major employers. The Technical Committee's role was to recommend actions for addressing the crisis. Those recommendations went to the Steering Committee for review, refinement and final approval. The CASA effort was supported and staffed by MTC/ABAG and a team of consultants. Profiles of the Co-Chairs and rosters for both the Steering and Technical Committees are included as appendices to this document.

Phase One: Foundational Work (June 2017-Jan 2018)

The first phase of the CASA process was focused on learning, sharing perspectives, and developing a framework for the process of developing the CASA Compact. Experts from UC Berkeley provided in-depth analysis of the many causes and consequences of the crisis, ensuring that all members of the Committees were operating from a shared base of knowledge. On the basis of this shared understanding, the Co-Chairs and Committee forged a detailed framework (shown as Figure A) to shape the CASA process and the ultimate Compact. The framework is organized around three principal outcomes, or **'Three Ps'** as they became known in CASA parlance:

- 1 Increasing housing production** at all levels of affordability,
- 2 Preserving** existing affordable housing, and
- 3 Protecting** vulnerable households from housing instability and displacement.

Phase Two: Brainstorming Action Ideas (Jan-July 2018)

Next, the Committees spent six months brainstorming and vetting upwards of 30 action ideas. This process was driven by workgroups who dedicated hundreds of hours to meeting, researching and drafting ideas.

Community-based organizations and members of the public also participated in generating ideas. A series of listening sessions around the region solicited input from vulnerable households in identifying priority actions that CASA should consider. Members of the public also shared ideas and feedback through public comment. Each idea was written up and presented to the Technical Committee for vetting. The Committee members used a "gradients of agreement" tool to score each idea on a scale of 1-5. The Steering Committee reviewed and refined the most promising ideas that emerged from the Technical Committee.

Phase 3: Crafting the Compact (Sept-Dec 2018)

In the final phase, the Co-Chairs distilled the 30+ action plans into the Compact you see before you. This happened through an iterative process, with successive versions of the Compact presented to both the Technical and Steering Committees and refined based on their input.

Phase 4: CASA Implementation

CASA leadership and key members will continue to work in cross-sector coordination with State and local elected officials and agencies to implement the principles of the CASA Compact.

Core Principles

Over the course of this process, the participants forged an understanding around core principles that underpin the recommendations in this document. These include:

- 1 Shared responsibility** All sectors and interests should share the burdens and benefits of housing the Bay Area.
- 2 Inclusion everywhere** Find ways to include more housing at all income levels, in every jurisdiction.
- 3 Promote 'Missing Middle' housing types** Encourage the development of smaller homes that are more affordable by design and less likely to cause displacement.
- 4 Stabilize communities** Preserve the historic diversity and access to opportunity in the Bay Area.
- 5 Balance across the Three Ps** Individual components of the Compact should move forward together and avoid undermining each other.
- 6 Level the playing field** The Compact should create fair, more uniform standards for the housing development process, across the Bay Area.
- 7 Minimize administrative burden** We should minimize new administrative requirements and focus on strategies that can be implemented rapidly and efficiently.

Compact Element #1 — Just Cause Eviction Policy

Brief Summary Ensure that all Bay Area tenants are protected from arbitrary evictions by adopting a region-wide policy requiring landlords to cite specific “just causes” (both fault and no-fault) for termination of tenancy, such as failure to pay rent or violation of lease terms. Require landlords to provide relocation assistance for covered no-fault evictions.

Desired Effect Just cause protects tenants from arbitrary evictions. Studies show that eviction can cause health issues, emotional trauma, school disruption for children, longer and costly commutes, and reduced wage earnings for adults. Just cause eviction protections promote tenant stability and limit eviction-related health consequences.

References and Models Action Plan 2.1; NJ state Just Cause Law; Large cities in CA (SF, Oakland, San Jose, LA)

DETAILED PROPOSAL

Permissible causes for eviction Both fault and no-fault evictions should be allowable under a region-wide just cause policy. Fault eviction causes should include failure to pay rent, substantial breach of a material term of the rental agreement, nuisance, waste, or illegal conduct. No-fault causes should include owner move-in, withdrawal of unit from rental market (Ellis Act/condo conversions), unit unsafe for habitation, or demolition/substantial rehabilitation

Coverage Just cause eviction standards should apply to all rental units except the following:

- Government owned and government subsidized housing units or housing with existing government regulatory assessments that govern rent increases in subsidized rental units (e.g., Section 8)
- Transient and tourist hotel occupancy as defined in Civil Code Section 1940(b)
- Housing accommodations in a nonprofit hospital, religious facility, or extended care facility
- Dormitories owned and operated by an institution of higher education or a K-12 school
- Tenant shares bathroom/kitchen with the owner who maintains principal residence there
- Single owner-occupied residences including when the owner-occupant rents or leases 2 units (including ADU and JADU) or bedrooms
- Resident-owned nonprofit housing

Waiting Period The protections should apply only after a tenant has been in occupancy (with or without a lease) for at least 12 months. All existing tenancies should be subject to these protections, effective immediately upon the policy being signed into law.

Notice Requirements Owners should be required to provide notice to tenants at the beginning of each tenancy as to tenant rights with copy of lease. This notice should be in the form of a lease addendum that is signed by the tenant at the time the lease is signed. The grounds for eviction should be set forth in the notice to terminate tenancy.

If the reason for the termination is a curable lease violation, the owner should be required to provide an initial notice with an opportunity to cure before the notice of termination. If the lease violation is related to specific illegal activity that presents the potential for harm to other tenants, there should not be a right to cure. Separate provisions should be made for domestic violence situations.

Relocation Assistance Relocation assistance should be provided in all covered no-fault causes where tenants have been in occupancy for at least 12 months, except in cases where the owner is moving into the unit. At time of service of notice to quit, the landlord should notify the tenants of their right to relocation assistance and provide payment directly to the tenant. The amount of relocation assistance should be tiered based on number of bedrooms (see San Jose example). Relocation assistance should be available to all qualifying tenants regardless of income.

Preemption of Local Ordinances This law should not preempt more restrictive local ordinances.

Low-Income Renters, 2016
Households earning less than \$75,000/yr

Less than 250
250 to 500
500 to 750
750 to 1,000
1,000 to 1,500
1,500 to 2,500
Greater than 2,500
Sensitive Community Areas

Population
Oakland Over 350,000
Sunnyvale 50,000 to 350,000
Albany Below 50,000

Scale:
Miles 0 3 6 9 12
Kilometers 0 4 8 12 16

Source: BPC, ACS 2010
Map Author: J. S. November 2018
<https://data.bpc.org/dataset/low-income-renters-2016>

Compact Element #2 — Rent Cap

Brief Summary Establish a Bay Area-wide rent cap that limits annual increases in rent to a reasonable amount.

Desired Effect A rent cap would prevent extreme increases in rent on a year-to-year basis, thereby decreasing the number of households who are at risk of displacement and homelessness, decreasing the number of households who are rent burdened, and promoting tenant and community stability. Extreme rent increases can pose a particular burden for tenants who are low and fixed income. The rent cap can be extended after the emergency period. Figure 2 maps the many Bay Area communities at risk of displacement.

References and Models Action Plans 1.1, 1.2, 1.3; Existing State Anti-Gouging Law in States of Emergency

DETAILED PROPOSAL

Cap on Annual Rent Increase For an emergency period (15 years), no landlord should increase rent by more than CPI+5% in any year of tenancy. The notice of allowable rent increase should be provided annually.

Vacancy Provision The cap on rent increase should apply to the renter, not the unit.

Coverage The following unit types should be exempt from the cap:

- Affordable housing properties governed by regulatory agreements;
- ADUs on owner-occupied properties;
- Dormitories.

Pass-Throughs, Banking and Capital Improvements If rent has declined or if landlord has not increased rents for several consecutive years, landlords should be able to bank those unused rent increases for 3-5 years. When drawing upon banked rent increases, landlords should not be allowed to increase rents more than 10-15% annually.

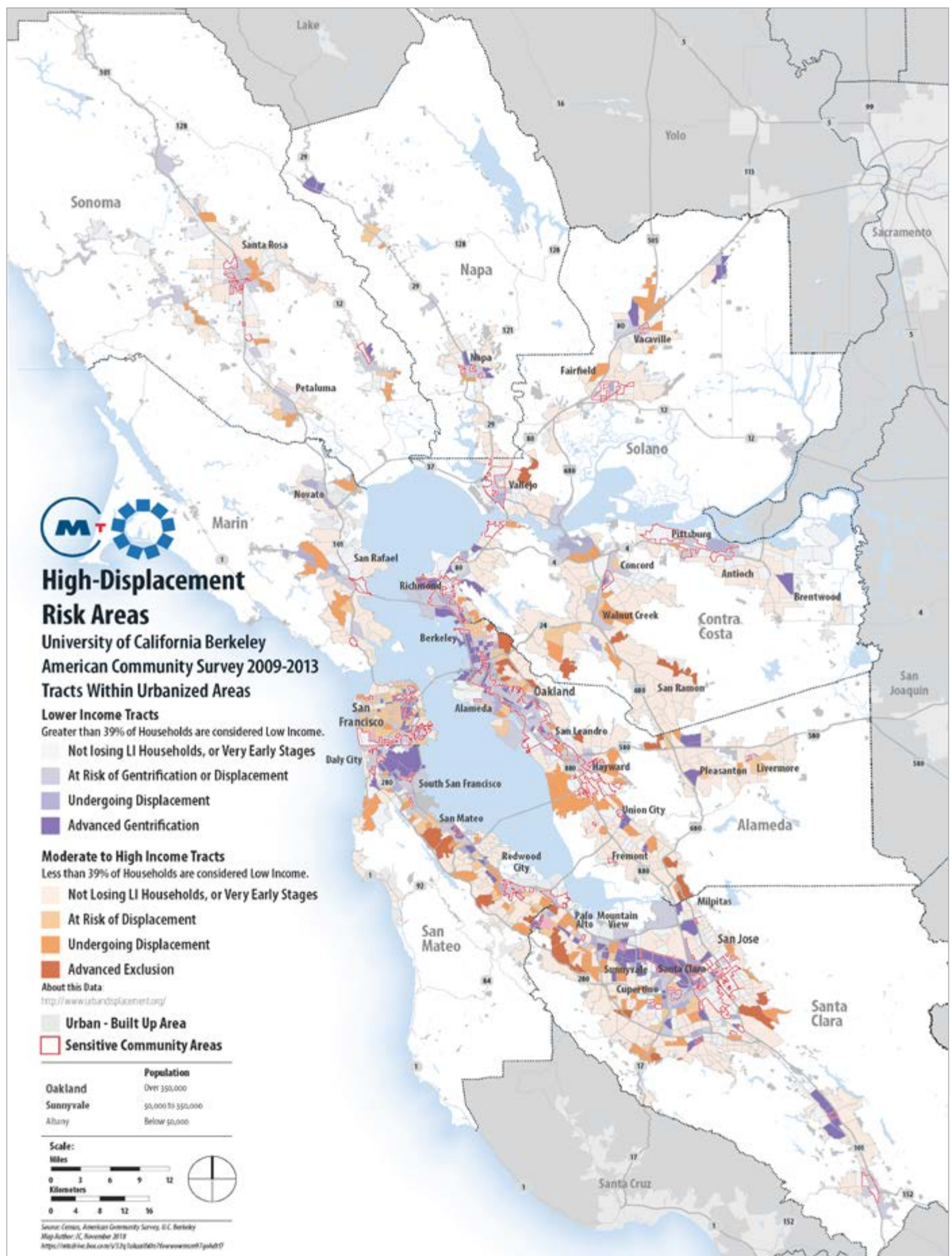
A landlord should be able to pass through actual operating expense increases including water and sewer, wastewater, trash, electric and gas using industry standards such as the RUBS system (Ratio Utility Billing System). The costs of capital improvements inclusive of a 4% return on investment that are necessary to maintain the building(s) with reasonable upgrades and maintenance items to address health and safety, shall be allowed to be passed through to tenants on an amortized basis, per IRS standards.

Preemption of Local Ordinances This law should not preempt more restrictive local ordinances.

State of Emergency Rent cap shall be evaluated before any extension is granted to study impact of rent cap on housing market overall.

Administration This Compact Element will likely require some type of oversight function.

Figure 2: **Map of Displacement Risk**



Compact Element #3 — Rent Assistance and Access to Legal Counsel

Brief Summary For low-income tenants facing eviction, provide access to free legal counsel and emergency rent assistance.

Desired Effect Access to a lawyer can be the difference between losing a home and keeping it. Ensuring that all tenants facing eviction have access to legal counsel would create a fairer justice system; prevent evictions and homelessness; improve health, stability, and opportunity for thousands of residents including children; and preserve existing affordable housing.

Non-payment of rent is the leading cause of evictions in the Bay Area. Figure 3 shows rent increase trends in the Bay Area. An emergency rent assistance program would assist in cases where tenants have an urgent, temporary financial gap. It would help tenants stay in their homes, preventing evictions, periods of marginal housing, and homelessness for households at risk of eviction due to financial instability.

There is a recognition of the importance of keeping people housed, and a significant portion of funding identified to help with housing instability will likely be earmarked to emergency rental assistance.

This Compact Element is not intended to supersede any local government programs that might be more expansive than what is contemplated herein.

References and Models Action Plans 3.1 and 4.1; SF Prop F (June 2018); New York City; Santa Clara County Emergency Assistance Network

DETAILED PROPOSAL

Legal Representation All tenants who are faced with legal proceedings to evict them from their residence should have access to legal counsel, except when eviction proceedings are brought by a landlord or master tenant who resides in the same dwelling unit or property with tenant. The term “legal representation” should mean full scope representation provided to an individual by a designated organization or attorney which includes, but is not limited to, filing responsive pleadings, appearing on behalf of the tenant in court proceedings, and providing legal advice.

Emergency Rent Assistance Low-income tenants facing eviction and homelessness due to non-payment of rent should be eligible to receive emergency rent assistance. This assistance should be targeted to tenants who have an urgent, temporary financial gap and are at high risk for becoming homeless if evicted. The Regional Housing Enterprise (see Compact Element #10) should establish guidelines and policies for administering the program, including how to determine eligibility. The regional agency should identify, fund and oversee local service providers (public or non-profit) to carry out the program.

Cap on Assistance The amount of total assistance should be capped at \$5,000 - \$10,000 per tenancy.

Landlord Obligation Landlord obligation should be limited to providing an addendum notice of this access in the lease and eviction notice. Landlord should have no payment or any other obligations. If a tenant fails to seek legal counsel, it will not impede eviction proceedings for the landlord.

Means Testing Emergency rental assistance should be limited to those whose incomes do not exceed 80% of AMI. Legal services should be provided to all qualifying tenants regardless of income.

Funding Generate significant funds through Compact Element #9 to fund regional access to legal counsel and emergency rent assistance. Pro-bono counsel for tenants shall be encouraged.

MT

Rent Increases, 2011 to 2016 (% Change, by Census Tracts)

- Decrease greater than 30%
- Decrease 15 to 30%
- Decrease 5 to 15%
- Minimal Change
- Increase 5 to 15%
- Increase 15 to 30%
- Increase greater than 30%
- Sensitive Community Areas

Population

Oakland	Over 350,000
Sunnyvale	50,000 to 350,000
Albany	Below 50,000

Scale:

Miles: 0 3 6 9 12

Kilometers: 0 4 8 12 16

Source: MTC, ACS 2011, 2016
Map Author: J.S. November 2016
<https://rentdataforbaysan.com/s22g/forecast/forecast7.html?>

Compact Element #4 — Remove Regulatory Barriers to ADUs

Brief Summary Extend current Bay Area best practices regarding Accessory Dwelling Units (ADUs) to every jurisdiction in the region. Amend existing state ADU law to remove regulatory barriers including ministerial approval for ADUs and Junior ADUs in residential zones, allowance for multiple ADUs in multi-family homes, and creation of a small homes building code (AB 2890 Ting).

Desired Effect Existing single-family homes make up a significant portion of the region's land base. Local best practices in the region today allow both an ADU and Junior ADU on single family lots and multiple ADUs in existing multi-family buildings with ministerial approval. See Figure 4 for a prototypical ADU. Expanding these best practices regionwide would allow for a rapid increase in more affordable homes, and would help stabilize cost-burdened homeowners by creating a new source of income. If 20% of the region's 1.5 million single-family homeowners choose to build an ADU, this policy could create 300,000 new homes distributed throughout existing neighborhoods. This includes about 50,000 new units in Priority Development Areas alone.

References and Models Action Plans 10.3, 10.4; UCB Chapple 2014; UCB Turner Center 2017; Legislative history SB 1069, AB 2890; Arlington VA, Portland OR, Seattle WA, Vancouver BC, State of Oregon Tiny Homes Code.

DETAILED PROPOSAL

Local Standards for ADUs (see AB 2890 Ting) New state law should require local jurisdictions in the Bay Area to encourage the creation of ADUs as follows:

- Require ministerial approval for both an ADU and a Junior ADU (JADU) in all residential zones including in rear yards or by division of existing homes into two units;
- ADUs receiving ministerial permits should not be used for short-term rentals;
- Encourage forgiveness of code violations (except health and safety) in grandfathered ADUs;
- Apply the Housing Accountability Act's provisions for determining project consistency.

Sprinklers should be required for ADUs if required under the building code for comparable home construction. Use of unlicensed contractors under "owner builder" permits shall be discouraged by requiring that a statement of owner liability be provided when the building permit is issued.

Impact Fees Require impact fees for ADUs and tiny homes to be charged (1) on a per-square-foot basis and (2) only on net new living area over 500 sq. ft. per accessory unit.

Small and Tiny Homes Building Code State law should create a building code for small homes and wheeled homes to reduce non-safety code requirements that disproportionately make small homes and tiny homes infeasible including energy standards, appliance and room sizes, and similar requirements. Life-safety standards must be upheld.

Owner Occupancy Local jurisdictions should be encouraged to adopt owner occupancy requirements for properties containing ADUs. If owner occupancy is required, reasonable annual monitoring programs that rely on existing published documents should be established.

Figure 4: Prototypes for Accessory Dwelling Units



Compact Element #5 — Minimum Zoning near Transit

Brief Summary This element includes three components. In neighborhoods served by high quality bus service, establish minimum zoning on all residential, commercial, and institutional zones to allow ‘missing middle’ housing types up to 36’ tall. In neighborhoods surrounding the region’s major transit stops (rail stations and ferry terminals), establish minimum zoning to allow midrise residential housing up to 55’ tall (75’ tall with a density bonus). Allow sensitive communities to defer rezoning above 36’ while they develop context-sensitive plans. On large commercial-zoned parcels located near job centers, make housing an allowable use. For projects with 20 units or more, require inclusion of affordable units.

Desired Effect This policy would create an inclusive mix of homes near transit and jobs, consistent with the goals of Plan Bay Area. It would spur the development of ‘missing middle’ housing types that are within reach of working families and blend into existing neighborhoods. This type of housing is common in pre-war neighborhoods of the East Bay and Peninsula but has largely been zoned out of existence in recent decades.

References and Model Policies SB 827 (Wiener, 2017). CASA Action Plans 8.2, 10.3, 10.5, 10.6

DETAILED PROPOSAL

Minimum Zoning Near Transit The state should establish minimum zoning for housing in neighborhoods served by existing high-quality transit as follows:

- **High quality bus service** Residential uses up to 36’ tall with development standards (such as lot coverage, setbacks, density limits, and maximum unit size) should be allowed within 1/2 mile of bus stops with at least 15-minute headways at peak periods and 30-minute headways on weekends (as defined in SB 827).
- **Major transit stop** Residential uses up to 55’ tall (75’ tall with density bonus) that have development standards similar to those above (such as lot coverage, setbacks, density limits, and maximum unit size) should be allowed within 1/4 -mile radius of major transit stops (rail stations and ferry terminals).

Development standards such as setbacks, unit sizes and lot coverage requirements should apply. Neither development standards nor other zoning and design controls should mandate densities lower than those prescribed above. These shall not be used to reduce density where higher local standards or plans apply.

Housing Overlay on Large Low-Density Commercial Sites The state should establish minimum zoning for housing on low-density commercial sites above a certain acreage that are located within the transit areas defined above.

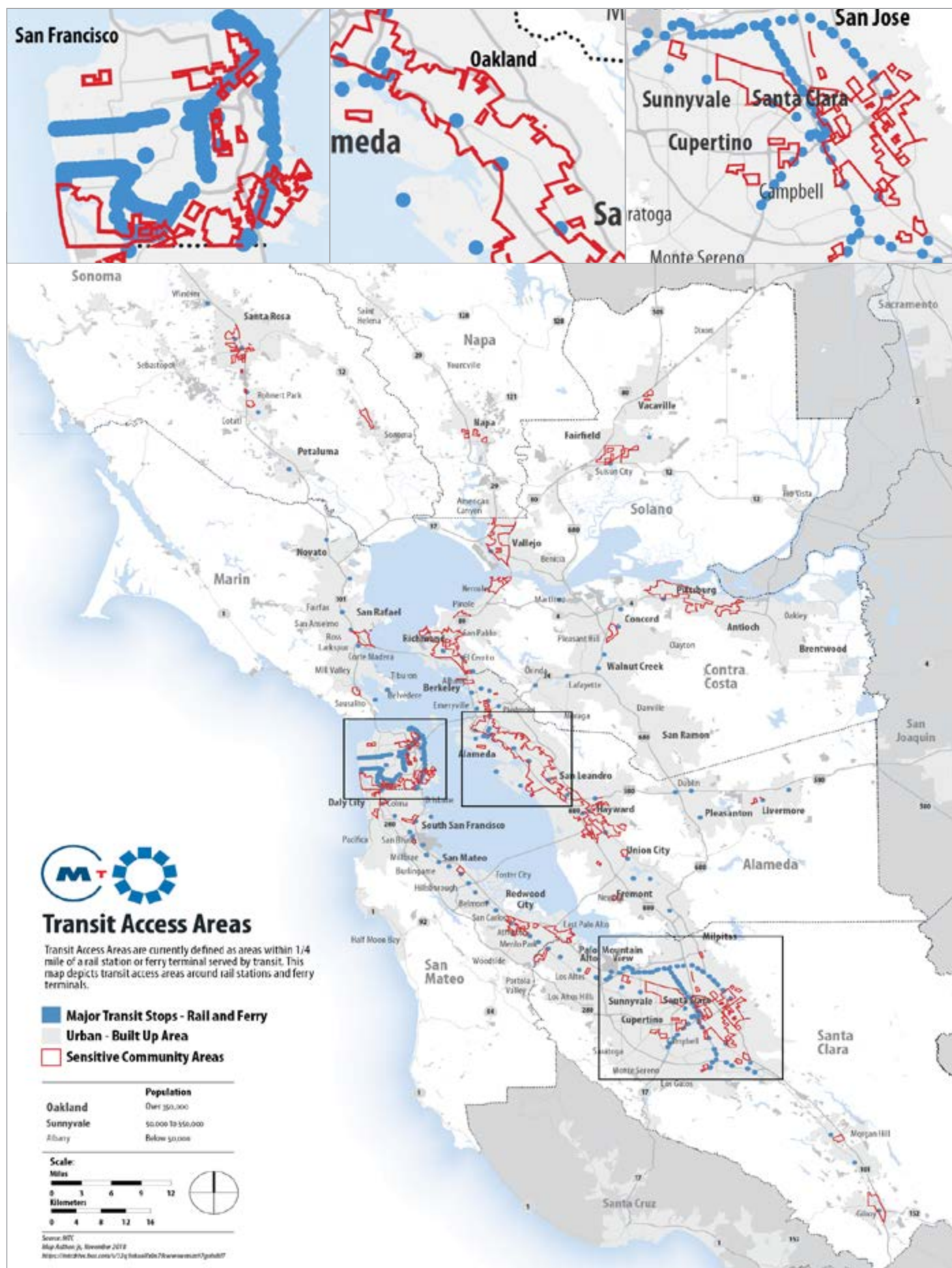
Tenant Protections and Preservation All sites rezoned under this policy should be subject to tenant protections, demolition controls and no net loss provisions. Sites occupied by a mobile home park, public housing, or Single Room Occupancy (SRO) built prior to the effective date of the enabling legislation should not be eligible for rezoning.

Affordable Housing Requirements Onsite affordable housing should be required at levels not less than state density bonus law. Projects with 10-20 units should have the option to pay an in-lieu fee. This in-lieu fee should be deferred or waived for units that are sold or rented at or below missing middle income levels. This fee should be imposed at the time of sale. Funds generated by this fee should be deposited into a local or regional housing fund.

Sensitive Communities If a major transit stop is located in or adjacent to a sensitive community, up-zoning above 36’ should be automatically deferred for a period of up to 5 years while the jurisdiction develops a context-sensitive plan for that community. If the community so chooses, it may opt into up-zoning to 55’ without a deferral period or community plan. The decision to opt in should be made by the local legislative body (city council or board of supervisors) and must involve consultation with residents of the sensitive community and at least one public hearing. Sensitive community areas represent the intersection of disadvantaged and vulnerable communities as defined by the following Bay Area regional agencies: MTC and the SF Bay Conservation and Development Commission (BCDC). See Figure 5 for the map of these Transit Access and Sensitive Community Areas.

Labor Standards The residential development shall comply with all applicable labor, construction, employment, and wage standards otherwise required by law and any other generally applicable requirement regarding the approval of a development project, including, but not limited to, the local government’s conditional use or other discretionary permit approval process, the California Environmental Quality Act, or a streamlined approval process that includes labor protections.

Figure 5: Map of Transit Access and Sensitive Community Areas



Compact Element #6 — Good Government Reforms to Housing Approval Process

Brief Summary Establish ‘good government’ standards for the entitlement and permitting of zoning-compliant residential projects. Require transparency and consistency in how residential impact fees are set and enforced. Figure 6 shows how complicated the approval process for housing can be in California.

Desired Effect Research by the UC Berkeley Turner Center for Housing Innovation demonstrates that local government impact fees and inclusionary requirements, when combined with regulatory uncertainty and record-high construction costs, have made it economically infeasible to build a standard mid-rise housing project in many parts of the Bay Area. The American Planning Association recommends that local governments should restore direct reliance on adopted plans and create transparency, predictability, reliability and timeliness to the housing approvals process.

References and Model Policies CASA Action Plan 12.1; Turner Center Report on Fee Costs; Berkeley Law Land Use Study; Roseville fee transparency

DETAILED PROPOSAL

Standards for Processing Zoning-Compliant Residential Applications with Fewer than 500 Units Local jurisdictions should be required to process zoning-compliant residential development applications in accordance with the following standards:

- Each jurisdiction should create and maintain an up-to-date listing of all rules, codes and standards that apply to residential development applications. This information should be made available online and in print.
- Rules, fees and historic status should be locked at the date of application completeness which shall be defined as providing only the elements on the agency’s written application material.
- The jurisdiction should require no more than three de novo public hearings on a zoning-compliant residential application.
- Building permits should expire if not used in 24 months, with flexibility to adapt to changing economic conditions and other extenuating circumstances.
- Jurisdictions should apply the Housing Accountability Act’s standards for project consistency and remedies.

Standards for Impact Fees State law should create a set of uniform standards and requirements for Bay Area jurisdictions to follow when imposing impact fees on new residential development, as recommended by the UC Berkeley Turner Center:

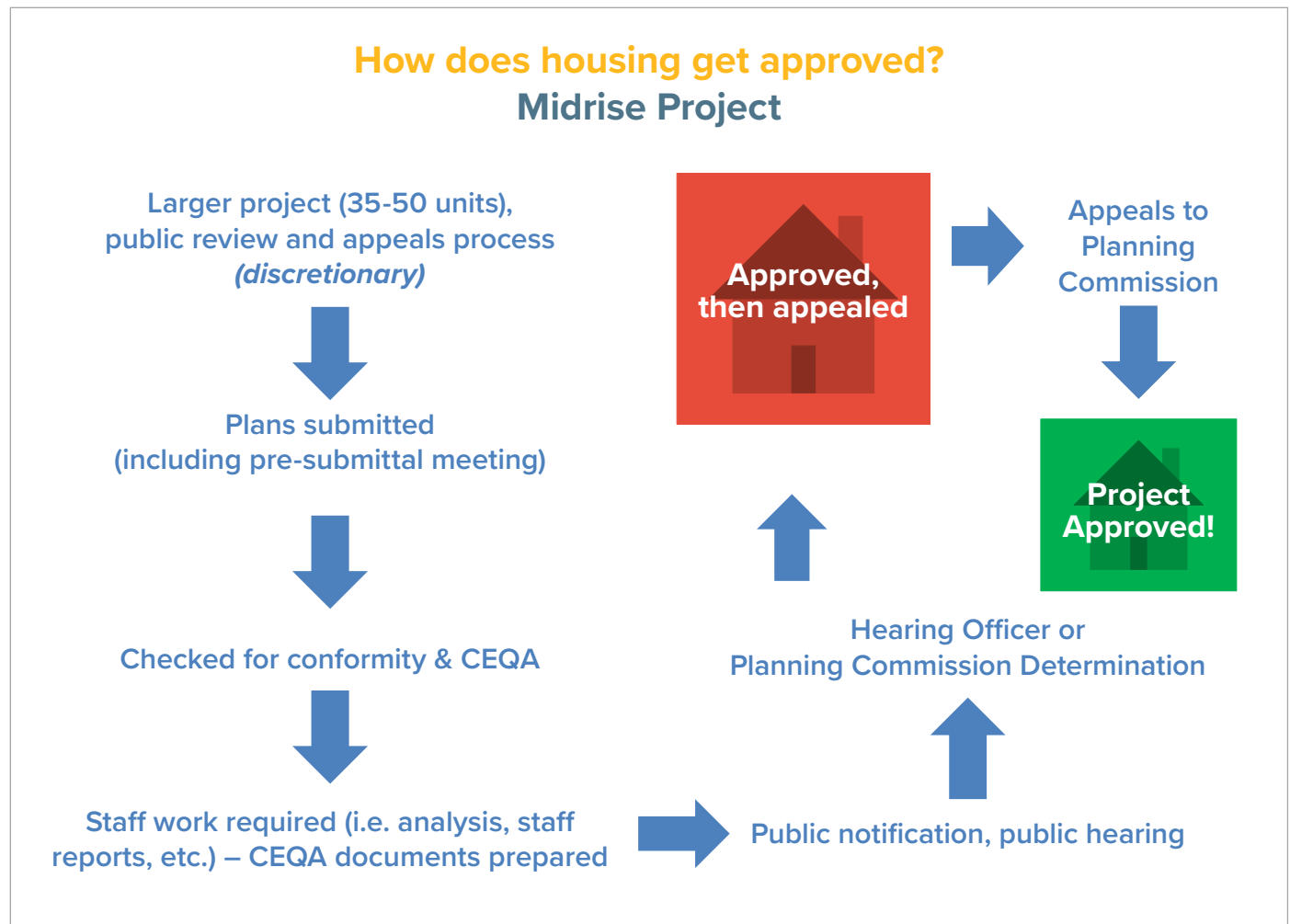
- Every jurisdiction should conduct a comprehensive review and assessment of their fees to better understand the aggregate costs imposed.
- When determining the amount of fees to charge to new residential projects, jurisdictions should adhere to a standardized methodology and set of objective standards, rather than the current “reasonableness” test which is overly broad.
- Every jurisdiction should create and maintain an up-to-date fee schedule in a publicly accessible format.
- Adopt fee deferral programs which allow builders to pay some fees later in the development process.

Standards for Inclusionary Zoning State law should establish that programs which require inclusion, such as density bonus, local inclusionary requirements, housing impact fees and in-lieu fees, should not be additive. Require that in-lieu fees should be an option for fulfilling inclusionary requirements imposed without the density bonus. Existing local policies should be grandfathered in.

Standards for Downzoning and Moratoria The State should create standards that govern the circumstances in which local governments downzone or impose building moratoria in existing or planned residential neighborhoods in urbanized areas. Such actions run counter to state housing law and should only be undertaken to address an immediate crisis, such as a health and safety hazard or protection of low-income families at risk of displacement.

Report Impositions That May Suppress Housing above the Hard Cost of Housing Construction Jurisdictions should annually document all local agency impositions that increase the hard cost (excluding labor and materials) of housing construction, including fees and inclusionary zoning requirements. This information should be included in the jurisdiction’s annual Housing Element report.

Figure 6: **Typical Local Housing Approval Processes and Timeframes**



Source: the Turner Center for Housing Innovation, UC Berkeley, 2018

Compact Element #7 — Expedited Approvals and Financial Incentives for Select Housing

Brief Summary Ensure timely approval of zoning-compliant housing projects and create financial incentives for enabling on-site affordability and prevailing wages. This streamlining policy will provide another option for projects that may not benefit from SB 35. This policy does not amend or replace SB 35. Allow Sensitive Communities to defer implementation while they develop a context-sensitive plan.

Desired Effect This policy would make it possible to build more housing projects while addressing the critical shortage of housing labor, curbing unsafe labor practices, and providing on-site affordability for missing-middle income ranges that are not eligible for other sources of subsidy. By harnessing future tax increment from the proposed housing development itself, local jurisdictions can get more affordable units built with less public subsidy. All taxing agencies will benefit from the multiplier effect of new construction beyond the project site. By providing expedited approvals, these projects will be approved and built more quickly. The intent of this element is that it does not overrule local inclusionary zoning.

Models and References SB 35 (Wiener,2017); New York tax abatement; Action Plans Referenced 12.2, 12.3, 17.1, 17.2

DETAILED PROPOSAL

Streamlined Review Process state law should create a new, expedited review process for residential projects that meet thresholds outlined below. These projects should be granted a statutory CEQA exemption and should be subject to a limited discretionary review process. Projects should be approved within one year and should be subject to no more than three de novo public hearings.

Qualifying Projects To qualify for streamlined review, projects should meet all of the following criteria:

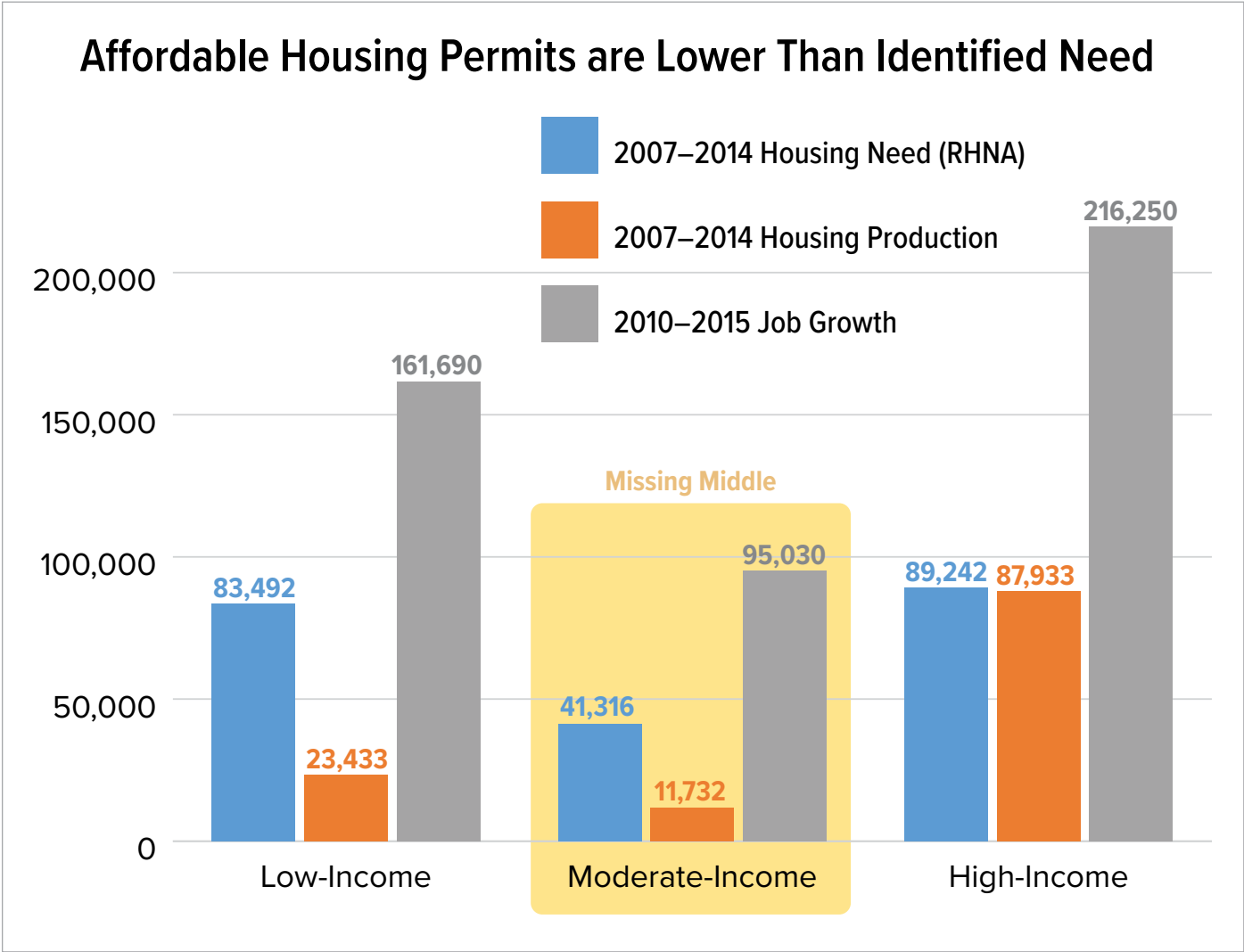
- Complies with existing zoning standards;
- Located in an existing urbanized area;
- Eligible sites as defined in SB 35;
- Restricts at least twenty percent (20%) of onsite housing units to middle-income households through recorded long-term deed restrictions (that may range from 80% to 150% of AMI depending on localized rents and market conditions) with an average affordability not to exceed 110% AMI;
- Provides prevailing wages and safe working conditions for all workers;
- Utilizes apprentice labor to grow the construction workforce;
- Complies with all proposed labor standards contained in SB 35 and shall include prevailing wages and trained apprentices to help grow the construction workforce.

Financial Incentives to Offset Costs Qualifying projects should receive financial incentives to offset the costs associated with providing income-restricted housing units and higher wages. Incentives could include some combination of the following:

- Fifteen years of property tax increment abatement, modeled on the New York City program. Abatement should be structured so that units rented or sold at missing middle prices (i.e., 150% AMI or less) receive full abatement, and units rented or sold above this shall receive a lesser abatement (i.e., 50% -75% abatement)
- Cap impact fees at a reasonable level that allows project feasibility targeted to regional median
- Density bonus of 35%
- Parking reduced to 50% of local requirement (at the discretion of the developer)
- Relief from strict liability standards for ownership housing

Sensitive Communities Implementation of this policy in sensitive communities should be automatically deferred for a period of up to 5 years where the local jurisdiction should develop a context-sensitive plan for that community. If a Sensitive Community so chooses, it may opt to implement this policy effective immediately. The decision to opt in should be made by the local legislative body (city council or board of supervisors) and must involve consultation with residents of the sensitive community, and at least one public hearing. Sensitive community areas represent the intersection of disadvantaged and vulnerable communities as defined by the following Bay Area regional agencies: MTC, SF Bay Conservation and Development Commission (BCDC), and the Bay Area Air Quality Management District. See Figure 5 for the map of these Transit Access and Sensitive Community Areas.

Figure 7: Regional Housing Production is Worst for the “Missing Middle”



Compact Element #8 — Unlock Public Land for Affordable Housing

Brief Summary Promote increased utilization of public land (surplus and underutilized) for affordable housing through a variety of legislative and regulatory changes, as well as the creation of new regional coordination and planning functions.

Desired Effect Encourage the reuse of public land for creation of mixed-income/affordable housing by reducing barriers to development on public land. See Figure 8 for the largest public agency landowners near public transit.

References and Models Action Plans 16.1; 16.2; Puget Sound region including Seattle; Enterprise; MTC/ABAG Study.

DETAILED PROPOSAL

Support reforms introduced in AB 2065 (Ting, 2017)

- Respond to the issue of charter cities and the requirement that all cities comply with State surplus lands law
- Create clear definition of “surplus” and “underutilized.”
- Require cities, counties, State agencies, and all public agencies to create a full inventory of their publicly-owned sites and report them to HCD.
- Direct HCD to develop a statewide public lands database that will include all publicly-owned sites in the State of California, starting with a pilot in the Bay Area. The database will also include information on present uses. HCD would enforce a revised State Surplus Land Act with referral power to the Attorney General’s Office for infractions.

Amend State Housing Element Law to:

- Allow residential uses on all developable public land, regardless of zoning, by establishing a presumption in Housing Element Law that homes may be built on public land meeting certain criteria (e.g., not parkland).
- Require that Housing Elements include a discussion of the jurisdiction’s policies and plans to encourage the development of affordable housing on these sites.
- Require jurisdictions to report annually through housing element progress reports how they disposed of public and surplus sites.
- State and regional agencies should give preference in screening and scoring projects for discretionary funds to public agency project sponsors that dispose of surplus lands for affordable housing.

Regulatory and Process Changes

- Require State agencies to comply with the State Surplus Land Act and make surplus and underutilized property available for affordable housing, including deploying 10% of underutilized/surplus property for affordable housing on an annual basis.
- Amend State law time frames for surplus land disposition to expedite the process to no more than 24 months.
- Competitive funding programs for affordable housing, including the Low-Income Housing Tax Credit (LIHTC) and Affordable Housing & Sustainable Communities (AHSC) programs, should reward additional points to projects that propose affordable development on public land.
- The State of California should review its spatial guidelines for public facilities (i.e., schools) to evaluate potential for changes that could open up land for housing without compromising the quality of on-site public services.

Labor Standards Public lands released for housing should include policies that help expand the trained labor pool available for housing construction including requirements for trained apprentices and prevailing wages. Exceptions to these requirements should be made for temporary housing built to address an emergency, and for housing built with volunteer labor (see Labor Code § 1720.4). Temporary housing shall be defined as follows:

- Designed and constructed to be relocatable and transportable over public streets.
 - Floor area of 500 square feet or less when measured at the most exterior walls.
 - Sited upon a temporary foundation in a manner that is designed to permit easy removal.
 - Designed to be removed within three (3) years of installation.
-

Figure 8: **Top Ten Landowners for Publicly-Owned Parcels Suitable for Housing Near Transit**

Publicly-Owned Land		
Landowner	Number of Parcels	Total Acres
Bay Area Rapid Transit (BART) District	91	229
Santa Clara Valley Transportation Authority (VTA)	26	178
State of California	17	42
City/County of San Francisco	18	26
San Mateo County Transit District (SamTrans)	11	18
Union City Community Redevelopment	6	15
County of Santa Clara	7	15
City of Oakland	19	10
City of San Jose	5	8
Suisun City	17	8
Total	217	548

Source: MTC

Compact Element #9 — Funding and Financing the CASA Compact

Brief Summary Raise \$1.5 billion in new revenue annually from a broad range of sources, including property owners, developers, employers, local governments and the taxpayers, to fund implementation of the CASA Compact. While not all revenue ideas in Figure 9 will be implemented, no one sector would bear the burden on its own. No more than one revenue idea should be implemented under each of the five categories.

Desired Effect The Compact identifies a range of strategies to protect tenants, preserve affordability and produce new units. Many of the strategies, such as “Access to Legal Counsel,” building 14,000 new subsidized housing units annually, and preserving 26,000 market-rate units as permanently subsidized units for lower-income households, require an infusion of new revenue.

References and Models The entire CASA Compact

DETAILED PROPOSAL

Funding gap CASA estimates that the funding gap to implement the Compact is \$2.5 billion per year over the next 15 years. CASA proposes to meet \$1.5 billion of this deficit with regional and local self-help measures. The remainder would be funded from additional state and federal sources. Any regional impositions that duplicate similar local impositions shall be reduced proportionally.

Potential sources New revenue could be raised through fees or taxes. In principle, new revenue would be raised from a range of sources to spread the responsibility among different sectors of the economy. These sources may include property owners, developers, employers, local governments and taxpayers. CASA also recommends exploring with other stakeholders whether a ‘mega measure’ involving transportation and housing could be pursued. The Compact identifies a menu of options (for further details see Figure 9)

- A. [Vacant Homes Tax](#) levied on property owners;
- B. [Parcel Tax](#) levied on property owners (residential and commercial);
- C. [Commercial Linkage Fee](#) charged to developers;
- D. [Gross Receipts Tax](#) levied on employers;
- E. [Head Tax](#) levied on employers;
- F. [Revenue Set Asides for Redevelopment Agencies](#) (local governments);
- G. [Revenue Sharing Contribution](#) into a region-wide housing program for local governments;
- H. [1/4-cent Sales Tax](#); and
- I. [General Obligation Bonds](#), reissued every five years.

Allocation formula New revenues would be allocated by the following shares:

- Up to 10 percent for local jurisdiction incentives (including funding for hiring more building inspectors);
- Up to 10 percent for tenant protection services;
- Up to 20 percent for preservation; and
- A minimum of 60 percent for subsidized housing production.

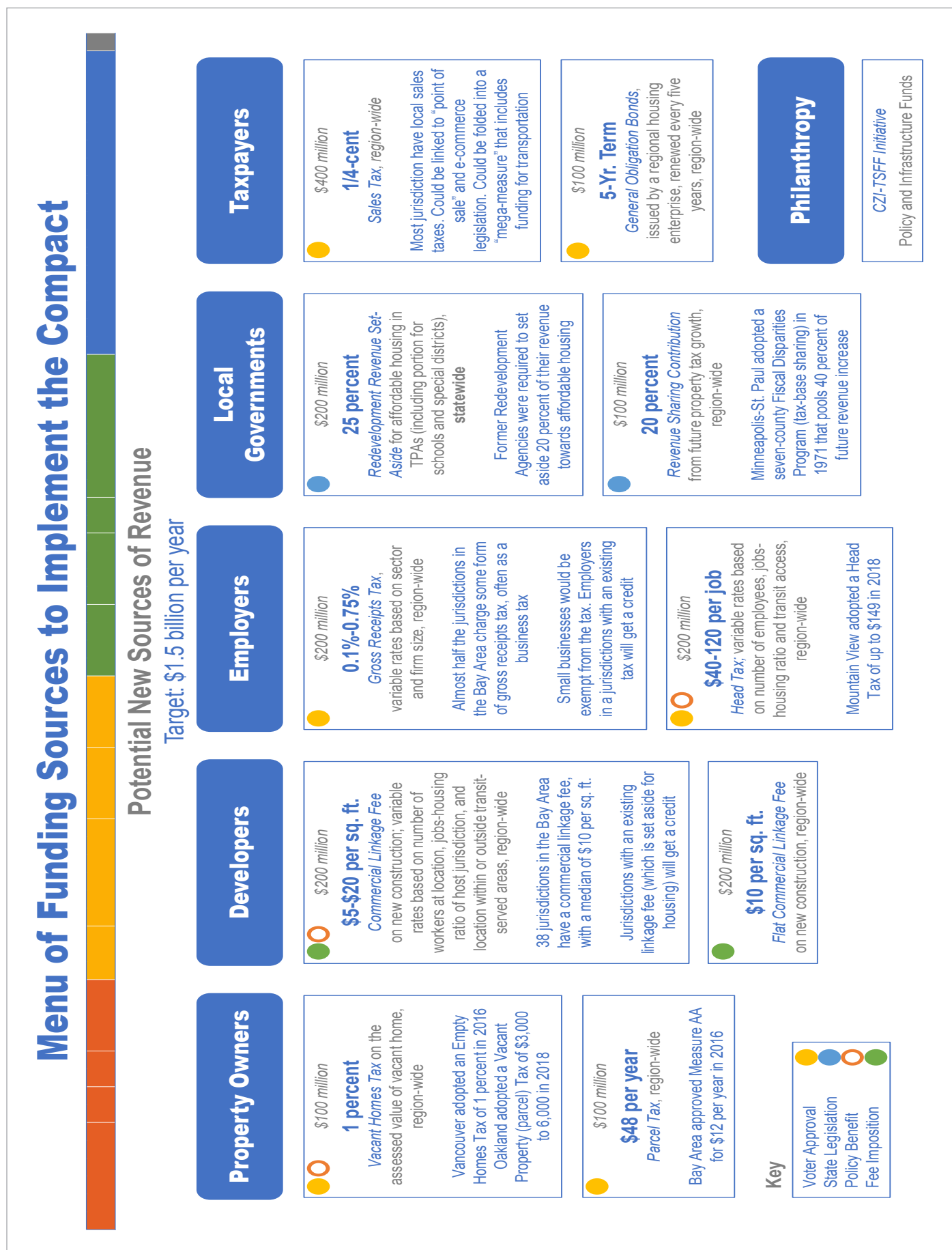
Distribution formula New revenues would be distributed by the following shares (total expenditures would still meet the allocation formula (see above), and be subject to objective performance standards and outcomes):

- 75 percent to county of origin (return to source); and
- 25 percent to a regional program (revenue-sharing).

Labor Standards Public funding through CASA shall include a requirement for trained apprentices and prevailing wages. Projects under a certain size should be required to comply with existing wage and labor laws and standards.

Administration Revenue collection and disbursement would be managed by the Regional Housing Enterprise (RHE) described in Compact Element #10. New revenue would be authorized based on fund source but may include state enabling legislation, a decision of the RHE board, or a vote of the people in the Bay Area.

Figure 9: **Funding Options**



Compact Element #10 — Regional Housing Enterprise

Brief Summary Establish a regional leadership entity to implement the CASA Compact, track and report progress, and provide incentives and technical assistance. The entity must be governed by an independent board with representation from key stakeholder groups that helped develop the Compact. The housing entity would not play a regulatory/enforcement role.

Desired Effect Existing regional agencies either do not have the mandate (e.g., the Metropolitan Transportation Commission) or the resources/tools (e.g., the Association of Bay Area Governments) to directly tackle the region's pressing displacement and affordable housing crisis. The CASA Compact will set a bold region-wide agenda for addressing protection of existing tenants, preservation of existing affordable units and production of both market-rate and subsidized units. To implement this agenda, a broad coalition of stakeholders, who have helped shape the CASA Compact, must stay engaged with state legislative advocacy, building support for raising new revenue and financing programs, tracking and monitoring progress, keeping the public engaged, and taking a regional approach to challenges such as homelessness. A regional approach can balance inequities and imbalances across multiple jurisdictions that have to contend with varying market strengths, fiscal challenges and staff expertise.

Models New York City Housing Development Corporation (housing finance); Twin Cities (revenue-sharing)

References The entire CASA Compact

DETAILED PROPOSAL

Board Structure and Governance CASA recommends establishing a Regional Housing Enterprise (RHE) to coordinate and lead implementation of the CASA Compact. State law should establish an independent board, with broad representation from MTC, ABAG and key stakeholder groups that helped develop the CASA Compact. See Figure 10 for a graphic depiction of the RHE.

Authority The state should form the RHE through an act of legislation and give it authority to collect new revenue (through fees or taxes); disburse the revenue to programs and projects in the expenditure plans (consistent with the CASA Compact); purchase, lease and hold land; and provide direct assistance. The RHE will not have regulatory authority.

Roles and Responsibilities

Revenue administration and debt issuance – Using the authority to levy fees and seek voter approval to impose taxes for housing, the RHE may collect and disburse new funding, issue debt as needed, and allocate funding to protection, preservation and production programs, as laid out in the CASA Compact.

Land leasing and disposition – The RHE may act on behalf of the related public agency to lease or purchase land for housing development and assemble parcels, when appropriate. The RHE may hold and bank land, based on market conditions.

Monitoring and reporting – The RHE will coordinate with MTC/ABAG and local jurisdictions to collect specified data (including on local housing performance), conduct research and analysis, and disseminate information as part of its monitoring and reporting role. The RHE may also conduct an evaluation of its program to improve stated CASA outcomes.

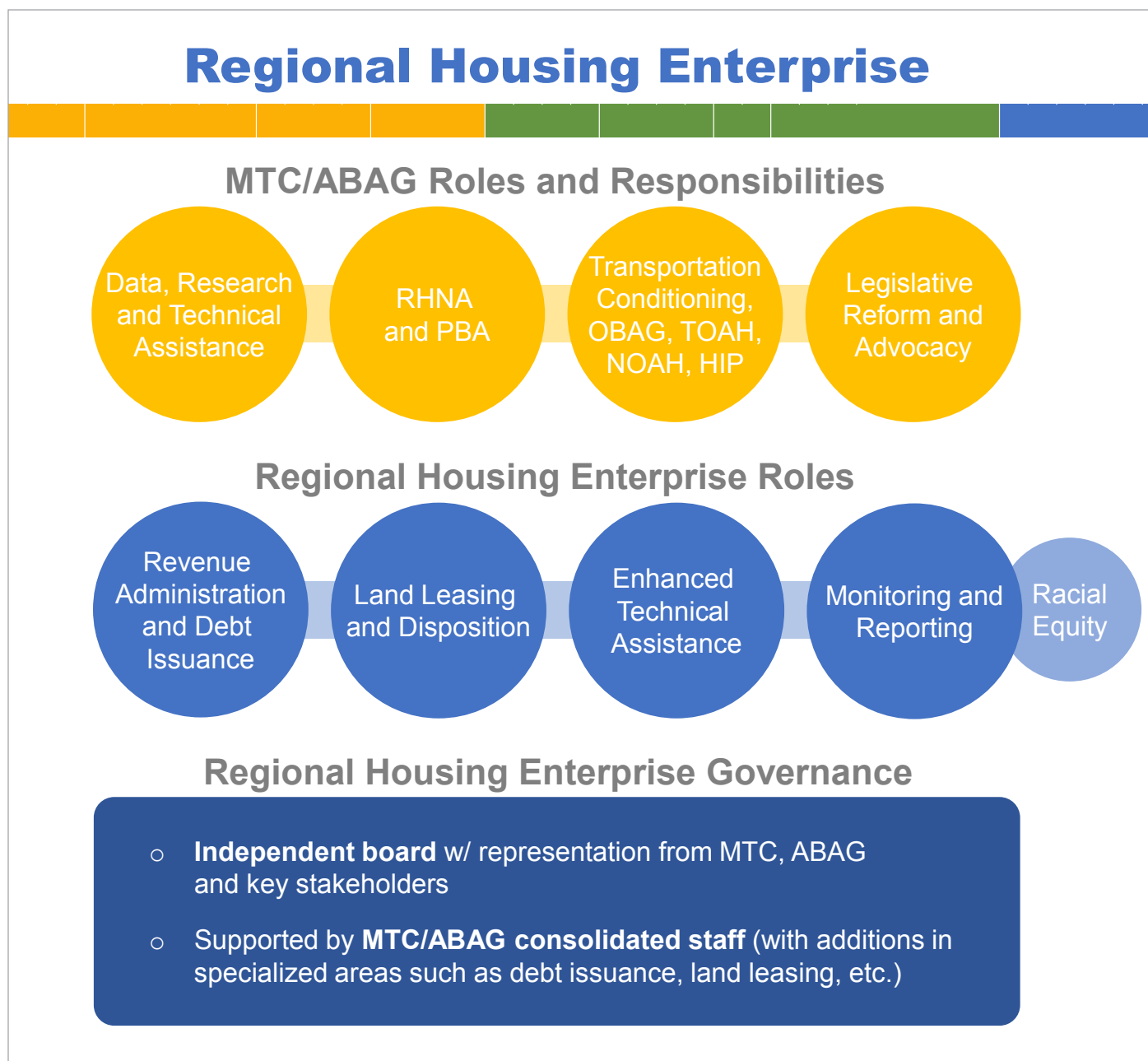
Enhanced technical assistance – The RHE may coordinate with MTC/ABAG to provide extensive support and technical assistance to local jurisdictions (especially smaller jurisdictions with limited staff capacity), education and awareness for stakeholders (such as tenants and landlords), and communication materials for the broader public.

Oversight of protections programs – While the RHE will not have an administrative role in implementing tenant protection policies, the board would provide oversight when allocating funding.

Staffing The RHE will be supported by the consolidated staff of MTC/ABAG, with additional staff added in specialized areas such as debt issuance, land leasing and disposition, financing projects, etc.

Administration This state-enabled policy package in the CASA Compact will be implemented by the RHE. Some capacity would be needed at the local and county-level to implement the protection strategies.

Figure 10: **Regional Housing Enterprise**



Calls for Action

The CASA Compact sets a bold region-wide agenda for addressing the protection of existing tenants, preservation of existing affordable units and production of both market-rate and subsidized units. The CASA Compact Elements represent key reforms that were developed through an intensive 18-month process encompassing multiple stakeholders and constituencies. Supportive state action on the issues outlined below in concert with the implementation of the CASA Compact will fundamentally “turn the tide” on the Bay Area’s housing crisis.

Call for Action: Redevelopment 2.0

Background: The elimination of redevelopment agencies in California severely restricted the production of affordable housing and market rate housing in the Bay Area. Prior to dissolution, redevelopment agencies in the region provided \$200 million in annual funding for affordable housing that was highly leveraged with other funding sources. In addition, redevelopment agencies provided funding, expertise and infrastructure to advance the production of market rate housing in mixed-use, infill developments. CASA supports the development of a new redevelopment framework to advance the production of extremely low, very low, and low-income housing, and to leverage funding for mixed income, infill housing.

CASA Call for Action: Pass legislation enabling the re-establishment of redevelopment in California to provide a significant source of new funding for affordable and mixed income development. Redevelopment agencies should be focused on development activities that are audited regularly, with local projects subject to state level reviews. A new redevelopment framework in California should reinforce a strong link between housing and jobs and transit. Funding should be designed to leverage other sources, including new regional funding through the implementation of the CASA Compact.

References: The entire CASA Compact

Call for Action: Lower the Voter Threshold for Housing Funding Measures

Background: Bay Area voters have demonstrated — through their past approval of major transportation, school, housing, and water bonds — that they understand the importance of investing in the region’s future. Although Bay Area voters have passed a significant number of funding measures to expand the supply of affordable housing, on too many occasions an overwhelming majority of voters have supported new funding but the final tally fell short of the two-thirds majority needed for approval under current state law. When provided the opportunity, voters supported lowering the voter threshold for school bonds to a 55 percent vote. The well-being of California’s children was a motivating factor in lowering the voter threshold for school funding. Ensuring that future generations, our children and grandchildren, have the housing opportunities they will need to remain in the Bay Area is a central purpose of the CASA Compact.

CASA Call for Action: Pass legislation that will provide voters statewide with the opportunity to apply a 55 percent threshold for investments in affordable housing and housing production. This legislative priority is critical to the successful implementation of the CASA Compact — and to the Bay Area’s prosperity and quality of life.

References: The entire CASA Compact

Call for Action: Fiscalization of Land Use

Background: Under Proposition 13, local jurisdictions in California are “paid more” for commercial land uses than for housing. This “fiscalization of land use” is a central factor in the Jobs-Housing Imbalance that exists in the Bay Area resulting in long commutes, traffic congestion and a diminished quality of life for millions of Bay Area residents. The California Tax Code in effect punishes cities that build more housing and rewards cities that build commercial space without commensurate housing for workers and their families. To address the revenue imbalance related to new housing, jurisdictions have raised impact fees and other development requirements that make housing even more expensive so that cities and counties may maintain infrastructure and provide for the needs of existing residents.

CASA Call for Action: Pass legislation that will return e-commerce/internet sales tax revenues to the point of sale — not the point of distribution as currently mandated — to provide cities that have a significant residential base with a commensurate fiscal stimulus for new housing. Also pass legislation that will change the Proposition 13 property tax allocation formula to provide jurisdictions building more housing with a higher share of property tax revenue.

References: CASA Elements # 9 and # 10.

Call for Action: Homelessness

Background: The Bay Area has one of the largest and least sheltered homeless populations in North America. The proliferation of homeless encampments from select urban neighborhoods to locations across the region is the most visible and arguably disheartening manifestation of the Bay Area's extreme housing affordability crisis. Although this is one of the most prosperous regions in the world, every night thousands of people sleep on our streets. The complexity and scale of homelessness in the Bay Area has increased exponentially as previously housed people including families with children, veterans, and senior citizens cannot find shelter. In the nation's most expensive housing market, commonplace life circumstances (e.g., illness, job loss, and separation/divorce) result in too many of our neighbors being unable to afford monthly rent, resulting in a downward spiral to homelessness.

CASA Call for Action: California is experiencing an affordability and housing crisis that is negatively impacting thousands of Californians. The work of CASA has endeavored to put forth a package of policy interventions to house the Bay Area. Homelessness is a humanitarian crisis that is deeply impacting the entire Bay Area. CASA recognizes that homelessness is a regional issue that requires alignment across geographies in order to tackle this problem. CASA's funding package must include resources that help produce housing for formerly homeless people, prevent homelessness when possible and make homelessness rare, brief and non-reoccurring.

References: The following CASA Elements include measures to reduce the region's unhoused population, provide more temporary options for homeless housing, and streamline approvals of permanent homeless housing developments which are often strongly opposed by project neighbors:

CASA Elements 1,2,3 - Tenant Protections: Critical to stabilize households and reduce displacement from housing that has caused a significant rapid rise in the unhoused population.

CASA Element 4 – Accessory Dwelling Units (ADUs)/Tiny Homes: Create more housing options for populations vulnerable to economic setback, including seniors or their family members, disabled family members, students and Section 8 recipients, by allowing more of the smallest naturally affordable home types in every neighborhood.

CASA Elements 5, 6, 7- Up-zone and streamline to increase income restricted and market rate housing options and reduce displacement and upward rent pressure on existing homes and neighborhoods.

CASA Element 8 - Public land: Encourage immediate disposal of more public land for affordable housing to create more sites and reduce the subsidy needed.

CASA Element 9 - Public funding: More funding for the preservation and production of affordable housing, the provision for new tenant protection measures, and new permanent supportive housing.

Call for Action: Grow and Stabilize the Construction Labor Force

Background: Growing the construction labor force and improving labor force productivity is critical to expanding the supply of housing. By increasing the safety and desirability of construction work, and thereby expanding the pool of available workers and contractors, we can grow the labor force without which we cannot increase housing production. The following are recommended by CASA as a starting point. We also recommend ongoing work to implement the CASA recommendations in a manner which creates an effective and coordinated regional and State response to the need for a larger construction labor force.

CASA Call for Action:

1. Grow the workforce by increasing apprentice training, placement, and payment of prevailing wages when direct public funding, public land, fee abatement, tax abatement, CEQA exemptions, and other fiscal/economic development incentives are provided for housing (Compact items 7, 8, 9).
2. Discourage the underground economy and require compliance with existing wage and workforce laws (Compact items 4, 5).
3. Create a CASA/State labor workgroup charged with coordinating implementation of CASA policies and needed labor force expansion consistent with CASA principles.
4. Call upon the State to use its workforce development and training programs to improve the construction employment pipeline and create improved pathways from secondary education into apprentice training programs.

References: Compact Elements 4, 5, 7, 8 and 9.

Local Best Practices

This section describes local best practices that are relevant to the CASA Compact.

Protection, Preservation and Production (3-Ps) Framework

While many jurisdictions in the Bay Area focus on one or two of three Ps, the City of Oakland was one of the first to codify the 3-P framework in a citywide policy developed through a multi-stakeholder process. The underlying policy outcome for Oakland was to address housing insecurity in a rapidly changing community that faces both historic disinvestment as well as very high displacement pressures.

City of Oakland

In 2016, the Oakland Housing Cabinet developed a comprehensive plan, called *Oakland at Home – Recommendations for Implementing A Roadmap Toward Equity*, to address the city's chronic housing affordability and homelessness crisis. The plan outlines a three-pronged strategy to protect renters, preserve existing affordable housing by taking it off the speculative real estate market and produce more affordable and market-rate housing. The plan identifies several strategies under each "P" designed to significantly improve housing affordability in Oakland. CASA borrowed this concept from Oakland's plan to form the three Ps framework.

Rent Stabilization

13 jurisdictions in the Bay Area have adopted some form of rent stabilization policies. This section highlights two such examples, in the City of Richmond and County of Sonoma.

City of Richmond

In 2016, Richmond residents approved Measure L, which established the *Richmond Fair Rent, Just Cause for Eviction and Homeowner Protection Ordinance*. The ordinance applies to all multifamily properties, including duplexes. The annual rent increase is set at 100% of the Consumer Price Index. Landlords are required to file all notices of rent increase, termination of tenancy, and change of terms of tenancy notices with the Rent Program. Landlords and tenants may petition the *Rent Board* for an Individual Rent Adjustment.

The city established a Rent Board, an appointed governing body, and a Rent Program Department to administer the program. The department is set up to function on a cost-recovery basis, with no financial assistance from the city's general funds. Funding for the department comes from the Rental Housing Fee, which must be paid by all Richmond landlords on an annual basis.

City of Santa Rosa and County of Sonoma

On October 9, 2017, the Governor of California issued an Executive Order declaring a state of emergency in Napa and Sonoma Counties due to widespread damage caused by wildfires. California Penal Code section 396 prohibits price gouging (defined as increases over 10%) for necessary goods and services after the governor declares a state of emergency, including rental housing and hotels.

The City of Santa Rosa adopted additional protections for tenants, which allow renters to file civil lawsuits for violations. The county also adopted protections for tenants in mobile home parks. In addition, the county adopted several *Urgency Ordinances* to address the immediate need for housing for persons displaced by the wildfires. The Urgency Ordinance allows: the use of recreational vehicles and trailers as homes, with an emergency temporary permit; a Safe Parking Program for RVs, trailers and campers, to be parked overnight on county-owned land (basic services such as bathrooms, showers, and warming stations are provided); year-round occupancy in seasonal farmworker housing; replacement schools and child care centers in specific zones without a use permit; and long-term rental of bed and breakfasts, inns, resorts.

Just Cause Eviction Protections

Ten jurisdictions in the Bay Area have already adopted some form of just cause eviction protections for renters. This section highlights one such example, in the City of East Palo Alto.

City of East Palo Alto

East Palo Alto has adopted both a *Just Cause for Eviction* as well as a *Rent Stabilization Ordinance* to protect tenants in the city from harassment and displacement due to rising market pressures on the city's existing housing stock. The just cause policy applies to both mobile home parks and residential rental units, including single family dwellings. The ordinance identifies fourteen just causes for eviction, establishes a noticing and filing requirement (with the city rent board) and gives tenants the right to request documentation of all rent payments and charges. The program is funded entirely through fees, half of which are passed on to tenants.

Access to Legal Counsel

City and County of San Francisco

In June of 2018, San Francisco voters approved Proposition F that guarantees free legal representation for any renter facing eviction, regardless of income. Proposition F calls for full-scope representation within thirty days of an eviction notice or filing of an unlawful detainer action. San Francisco estimates that as many as thirty-five hundred tenants a year will be eligible for the free services, for which it earmarked \$5.8 million over the first two years of the program. San Francisco also currently spends \$4.4 million a year on eviction-related services such as counseling, education, outreach and basic no-cost or low-cost legal services.

Rent Assistance

Twenty-six jurisdictions in the Bay Area provide some form of tenant assistance. This section highlights one such example, in the County of Sonoma.

County of Sonoma

The county's *Home Tenant-Based Rental Assistance Program* (TBA) provides rent subsidies to homeless families in shelters, survivors of domestic violence, seniors and persons with HIV/AIDS. Only very low-income individuals are eligible to receive this assistance. They are referred by emergency shelters, transitional shelters, non-profit service providers, the County's Human Services Department and the Division of Adult and Aging Services. The TBA program is administered similarly to the US Department of Housing and Urban Development's Section 8 program.

Acquisition and Rehabilitation of Affordable Units

Thirty jurisdictions in the Bay Area have established some form of a preservation program to support acquisition, rehabilitation and protection of affordable units occupied by low-income renters. This section highlights one such example, in the City and County of San Francisco.

City and County of San Francisco

Launched by the Mayor's Office of Housing and Community Development in 2014, San Francisco's *Small Sites Program* (SSP) is an acquisition and rehabilitation loan program for small multifamily rental buildings. The program was created to protect and establish long-term affordable housing throughout San Francisco. SSP is funded through multiple sources, including voter-approved bonds, inclusionary housing fees, and the city's *Housing Trust Fund*. As of May 2018, the program has acquired 160 units in 25 buildings, serving 327 residents that earn less than 65% of the Area Median Income. The units are located in the following neighborhoods: the Mission District, Downtown/Civic Center, South of Market, Castro/Upper Market, Haight Ashbury, Bernal Heights and Richmond.

Homebuyer Assistance

Twenty-eight jurisdictions in the Bay Area have established some form of a homebuyer program. This section highlights two such examples, in the cities of Napa and Oakland.

City of Napa

Napa's *Down Payment Assistance Program*, funded with grants from the State of California Department of Housing and Community Development, provides assistance to lower-income first time home buyers in the form of a silent (deferred) loan of up to \$150,000. To qualify, an applicant must meet income and credit restrictions and cannot have owned a home in the last three years. Homes must be located within city limits and cannot be bigger than 3 bedrooms and 2 baths.

City of Oakland

Hello Housing, a regional non-profit organization, has partnered with the City of Oakland and the Alameda County Treasurer-Tax Collector's Office, to acquire and convert formerly blighted and tax-defaulted properties into permanently affordable housing for low-and-moderate income residents. Hello Housing and three local developers have acquired 26 vacant properties, a majority of which will be developed into single-family homes for ownership and two properties into multifamily affordable rental units to house approximately 15 to 20 families. Construction on the first homes is now underway with occupancy on many of the homeownership properties expected in late 2018 and early 2019.

Permit Streamlining

Fifty jurisdictions in the Bay Area have adopted some form of permit streamlining policies. This section highlights two such examples, in the County of Sonoma and the City of San Jose.

City of Santa Rosa and County of Sonoma

In the aftermath of the wildfires in Sonoma in 2017, the City of Santa Rosa adopted multiple policies to expedite the permitting process for those who wanted to rebuild. These included: establishing a *Resilient City Permit Center* with dedicated staff; exemptions from environmental review; expansion of damaged nonconforming residential structures to added living areas, ADUs, and JADUs; increasing the allowable residential floor area in mixed-use projects from 50 to 80 percent; and delaying collection of fees until near occupancy. The county also established a *Resiliency Permit Center* to expedite permitting, and relaxed rules related to accessory dwelling units (ADUs).

City of San Jose

In 2014, the City of San Jose formed an ad-hoc committee to explore permit streamlining for small businesses as well as for major projects. Based on the committee's recommendations, the city created a planning desk dedicated to small projects and recently established an electronic plan review system to simplify permitting. The electronic system has resulted in time and cost savings for both the city as well as the applicant. The system provides real-time updates on the status of the approval process.

Fee Waiver

Twenty-six jurisdictions in the Bay Area offer some form of fee waivers to housing developers. This section highlights one such example, in the City of Sunnyvale.

City of Sunnyvale

Sunnyvale charges all new rental housing projects an impact fee of \$9 to \$18 per habitable square feet. If a developer opts to provide affordable units on-site instead of paying the housing impact fee, the city credits the developer \$300,000 per very low-income unit and \$150,000 for every low-income unit, up to the total housing impact fee amount owed by the project. In case any fee obligation remains after the affordable unit developer credits are applied, the developer may opt to provide additional affordable units to reduce the fee to zero.

These developer credits are based on the subsidy amounts required to develop affordable units, which the 2014 rental impact fee nexus study determined to be \$302,496 for a very low-income unit and \$146,233 for a low-income unit. The city also waives the park and recreation fee for affordable units.

Housing Overlay Zoning

Twenty-four jurisdictions in the Bay Area have adopted some form of a zoning overlay for housing projects. This section highlights one such example, in the City of Menlo Park.

City of Menlo Park

Menlo Park's *Affordable Housing Overlay* (AHO) zone was established to encourage the development of housing for low, very low and extremely low-income households on housing opportunity sites identified in the city's adopted Housing Element. The AHO establishes development standards for these sites and is designed to benefit all affordable housing projects, including market-rate developments that provide a higher share of low- and very low-income units than what is called for in the State's *Density Bonus Program*.

New Revenue and Organizational Capacity for Housing

Multiple cities and counties in the Bay Area have raised new revenue for housing in the last two election cycles and/or adopted a regional or sub-regional approach to solving the housing crisis. This section highlights four such examples, in the counties of Santa Clara, San Francisco, Alameda and Sonoma.

County of Santa Clara

In June 2016, Santa Clara voters approved Measure A, a \$950 million affordable housing bond program to build and preserve 5,000 affordable housing units countywide. The bond proceeds will help stabilize housing for the county's most vulnerable populations including veterans, seniors, the disabled, low and moderate-income individuals or families, foster youth, victims of abuse, the homeless and individuals suffering from mental health or substance abuse illnesses. Measure A priorities include advancing supportive housing for special needs populations, including homeless and chronically homeless persons and increasing housing supply for extremely low-income populations.

As of June 2018, the first year of implementation, the county approved \$111 million for 10 projects that will add more than 800 multifamily units in 6 cities. The county also approved \$25 million for a first-time homebuyer program.

City and County of San Francisco

In November 2018, San Francisco voters approved Proposition C, a business tax measure, which will generate up to \$300 million per year to fund homelessness services. Businesses with over \$50 million in gross annual receipts will pay a tax equal to 0.175 percent to 0.69 percent of their gross receipts. Businesses with over \$1 billion in gross annual receipts and those with administrative offices in San Francisco will pay 1.5 percent of payroll expenses. In June 2018, San Francisco voters approved Measure F, which will provide tax-funded legal help to tenants facing eviction. The expanded legal services is estimated to cost the city \$5.6 million a year.

In November 2016, San Francisco voters approved Proposition C, which authorized the city to repurpose \$261 million in unused general obligation bond funding that voters originally approved in 1992 for seismic upgrades. Under Proposition C, bonds would be used to acquire and rehabilitate multi-unit properties and convert them to permanently affordable housing.

In November 2015, San Francisco voters approved Proposition A, a \$310 million General Obligation Bond for affordable housing, to finance the construction, acquisition, improvement, rehabilitation, preservation and repair of affordable housing for low and middle income households. The bond will address pressing housing needs by: investing in neighborhoods; developing and acquiring housing for a broad population, from families to seniors; transitional-aged youth to single working adults; and veterans to disabled households; and, meeting housing needs through a range of activities, including new multi-family construction, acquisition of existing apartment buildings, SRO rehabilitations, down payment assistance for first-time homebuyers, and other efforts that will effectively increase the affordable housing supply.

County of Alameda

In November 2016, Alameda County voters approved Measure A1, a \$580 million general obligation bond to finance the construction and rehabilitation of affordable rental units, loans for moderate-income homebuyers and upgrades to existing low-income housing.

City of Oakland

In November 2018, Oakland voters approved Measure KK, a \$600 million infrastructure bond earmarking \$100 million for affordable housing. A citizen oversight committee would audit all spending from the measure.

County of Sonoma

The City of Santa Rosa and the county are moving forward with establishing a joint powers authority, called the Renewal Enterprise District (RED), with the explicit goal for regionalizing housing production; pooling and leveraging financing and funding; sharing risks and benefits of development in new ways; streamlining environmental review and providing confidence in good projects; and putting equity, affordability and climate solutions in the center of local economic strategy.

When established, the RED will focus housing development in specific geographies; define project criteria for which incentives and streamlined permitting processes are appropriate; pursue new models for public-private partnerships; expand, pool, and leverage public and private financing in new ways; explore the most strategic use of publicly-owned land; and leverage the regional housing planning tools and resources of MTC/ABAG.

Cross-Jurisdictional Collaboration

This section highlights the unique process in San Mateo County to coordinate housing strategies across jurisdictions, including conducting a “nexus” study for setting impact fees.

The 21 Elements Effort

21 Elements is a multi-year, multi-phase collaboration of all twenty-one San Mateo County jurisdictions, along with partner agencies and stakeholder organizations. The project aims to support jurisdictions in developing, adopting, and implementing local housing policies and programs. It is a forum for sharing resources, successful strategies and best practices. The project is co-sponsored and coordinated by the San Mateo County Department of Housing (DOH) and the City/County Association of Governments of San Mateo County (C/CAG).

The project recognizes that cities in the county often struggle with similar housing issues and consider similar solutions. 21 Elements helps those cities find policies that are right for them, working with their neighbors in a supportive, cooperative environment. Respecting local control, 21 Elements makes it easier to adopt innovative policies that address important housing needs. From affordable housing to accessory dwelling units, 21 Elements has resources to help.

Grand Nexus Study

Through a multi-jurisdiction collaborative process, 15 cities in San Mateo County and the City of Palo Alto embarked on developing a nexus study for their respective linkage fee programs. This project, which came to be known as the Grand Nexus Study, reduced costs by 75 percent and helped establish best practices. Customized, jurisdiction-specific reports focusing on local conditions were completed and provided to each participating city in the second half of 2015.

(continued on next page)

Affordable Housing Needs Allocation

In the fourth Regional Housing Needs Allocation (RHNA) cycle, 11 of San Mateo County's 21 jurisdictions engaged in "housing unit trades." Five of these jurisdictions accepted additional unit allocations for proposed development adjacent to their city limits. Three additional jurisdictions who had already adopted a land use plan that calls for more housing development also accepted additional allocations. In all, these trades covered a total of 396 units, or 2.5% of the total 8-year allocation for the county. While numerically insignificant, the trades represent an important accomplishment for these 11 jurisdictions as they work together on other multiple efforts to meet the county's housing crisis.

Signatures

Fred Blackwell

CASA Co-Chair

*Chief Executive Officer,
The San Francisco
Foundation*

Leslye Corsiglia

CASA Co-Chair

*Executive Director,
Silicon Valley @ Home*

Michael Covarrubias

CASA Co-Chair

*Chair and Chief Executive
Officer, TMG Partners*

Bob Alvarado

Northern California Carpenters
Regional Council

Kofi Bonner

FivePoint

London Breed

City/County of San Francisco

Keith Carson

Alameda County

Stuart Cohen

TransForm

Julie Combs

City of Santa Rosa

Dave Cortese

Santa Clara County

Grace Crunican

BART

Matthew Franklin

MidPen Housing

Ariane Hogan

Genentech

Sam Liccardo

City of San José

Jake Mackenzie

MTC

Michael Matthews

Facebook

Rebecca Prozan

Google

David Rabbitt

ABAG

Dave Regan

SEIU

Libby Schaaf

City of Oakland

Ellen Wu

Urban Habitat

Appendix A — **CASA Leadership**

Fred Blackwell, CASA Co-Chair

Chief Executive Officer | The San Francisco Foundation



Fred Blackwell is a visionary leader working to ensure shared prosperity, innovation, and equity in the Bay Area. As CEO of The San Francisco Foundation, he leads one of the largest community foundations in the country, working hand-in-hand with donors, nonprofits, community leaders, business, and government partners in philanthropy to identify, influence, and leverage best practices and long-term solutions to make a greater impact in our community.

Mr. Blackwell currently serves on the board of the San Francisco Bay Area Super Bowl 50 Legacy Fund, on the advisory council for Berkeley's College of Environmental Design, and as an advisor for Google Impact Challenge: Bay Area. He previously served on the boards of the California Redevelopment Association, Urban Habitat Program, LeaderSpring, SPUR, and Leadership Excellence. He holds a master's degree in City Planning from U.C. Berkeley and a bachelor's degree in Urban Studies from Morehouse College.



One Embarcadero Center, Suite 1400
San Francisco, CA 94111
P: (415) 733-8500
E: fblackwell@sff.org

Established in 1948, The San Francisco Foundation (TSFF) is committed to serving the people of the Bay Area. As an incubator for community investment, original ideas, and passionate leadership, TSFF has become one of the nation's largest community foundations in grant-making and assets, giving millions of dollars a year to make the Bay Area the best place it can be. Currently, TSFF is tackling widening inequality, increasing poverty, and declines in upward economic mobility despite historic levels of prosperity. Staying true to its commitment to serving the people of the Bay Area, TSFF recently launched an ambitious strategy to advance racial and economic equity across the Bay Area.

Leslye Corsiglia, CASA Co-Chair

Executive Director | Silicon Valley @ Home



Leslye Corsiglia began her professional career at the California Department of Housing and Community Development, where she held several positions before taking on the challenge of overseeing the day-to-day activities of the state's housing loan and grant programs. In that capacity, she worked to pass and then implement the first affordable housing bond initiatives, which made \$550 million available for the construction and rehabilitation of affordable housing throughout the state.

Ms. Corsiglia joined the City of San Jose as the Department of Housing's first Assistant Director in 1991, and then served for 14 years as the Director. While with the City, she oversaw a program that developed and improved 21,000 affordable housing units, leveraging the City's funds with more than \$2.7 billion from public and private sources. She has served on a number of federal, state, and regional boards and currently serves on the Board of the Non-Profit Housing Association of Northern California. She is a dedicated housing wonk, loves policy and research, and is excited to take on the challenge of leading the new start-up venture known as SV@Home.



350 W. Julian St. #5
San Jose, CA 95110
P: (408) 780-8411
E: leslye@siliconvalleyathome.org

SV@Home is the voice for affordable housing in Silicon Valley. Based initially in the Housing Trust Silicon Valley, SV@Home is a membership organization that advocates for policies, programs, land use, and funding that lead to an increased supply of affordable housing. Additionally, SV@Home educates elected officials and the community about the need for housing and the link between housing and other quality of life outcomes, including education, health, transportation, and the environment.

Michael Covarrubias, CASA Co-Chair
Chair and Chief Executive Officer | TMG Partners



Michael Covarrubias joined TMG Partners in 1988. He oversees all of the company's operations and has directed the company since 1995. Prior to TMG, Mr. Covarrubias' professional background includes 17 years with Union Bank, including commercial and real estate lending as well as administrative management. In his last position, he served as Senior Vice President and Manager of Union Bank's Silicon Valley Regional Real Estate Center.

Mr. Covarrubias is a graduate of the University of San Francisco with a bachelor's degree in business administration.



100 Bush Street
San Francisco, CA 94101
P: (415) 772-5900
E: michael.c@tmgpartners.com

TMG Partners is a privately-held, full-service development company headquartered in San Francisco focusing on urban infill projects in the San Francisco Bay Area.

Its exclusive focus in the Bay Area helps the firm understand the nuances of market trends and timing. This allows TMG Partners to be highly responsive and opportunistic while contributing to the vibrancy of the communities that make up the Bay Area region.

Dr. Jennifer Martinez, Protection Work Group Moderator
Executive Director | Faith in Action Bay Area



Dr. Jennifer Martinez currently leads Faith in Action Bay Area, a regional network of community and faith-based organizations. She has also been an organizer with the PICO National Network since 2001. Dr. Martinez has a bachelor's degree from Stanford University and a master's degree and Ph.D. from the University of Nottingham in England. Her graduate research focused on social movement strategies in the struggle for housing and land rights in Venezuela and South Africa. In 2011, her Ph.D. won the British International Studies Association thesis of the year award.

She has several published works and, in addition to being a participant in faith-based movement-building, continues to write about the ways in which social movements transform people and places.



1336 Arroyo Avenue
San Carlos, CA 94070
P: (650) 796-4160
E: Jennifer@picocalifornia.org

Faith in Action Bay Area is a regional network of community and faith-based organizations working to create innovative solutions to problems facing urban and suburban communities in San Mateo and San Francisco Counties. Faith in Action Bay Area has successfully worked to increase access to health care, improve public schools, make neighborhoods safer, build affordable housing, redevelop communities, and revitalize democracy.

The organization helps engage ordinary people in public life, building a strong legacy of leadership in local communities across the region, and is part of PICO, a national network of faith-based organizing groups. Faith in Action Bay Area is non-partisan, multi-faith, and multicultural.

Linda Mandolini, Protection Work Group Moderator

President | Eden Housing



Linda Mandolini has served Eden Housing as a Project Developer, as Director of Real Estate Development, and since 2001 as President. She oversees affordable housing production, resident support services, and property management components of the organization, and a staff of more than 340 employees. She is guided in her work by Eden's active, volunteer Board of Directors.

Under Ms. Mandolini's strong leadership, Eden has become one of the most productive and successful nonprofit affordable housing developers in California. Eden has received numerous awards including being named as a Best Place to Work in the Bay Area in 2012, 2015, and 2016 and Healthiest Employers in the Bay Area by the San Francisco Business Times for the past five years in a row (2012-2016).

Ms. Mandolini received her A.B. from Wheaton College in Massachusetts and earned a master's of Business Administration at Boston University.



22645 Grand Street
Hayward, CA 94541

P: (510) 582-1460

E: lmandolini@edenhousing.org

Eden Housing revitalizes California communities through its affordable housing development and property management activities, through the partnerships it establishes and the investments it makes in California neighborhoods, and through the resident services programs it provides to meet the needs of its residents.

Since its founding in 1968, Eden Housing has developed or acquired 7,450 affordable housing units in nearly 100 properties that have provided homes for more than 65,000 people. Eden currently has more than 1,000 units in its immediate pipeline.

Eden's housing now includes rental apartments, cooperatives, and supportive living environments for families, seniors, and people with disabilities. Eden has so far partnered with 29 cities in 10 California counties and it is rapidly expanding its geographical operations to new communities, including the greater Sacramento area, the Central Valley, and Southern California.

Derecka Mehrens, Production Work Group Moderator

Executive Director | Working Partnerships USA



Derecka Mehrens, Executive Director at Working Partnerships USA, brings 15 years of community organizing, civic engagement, and public policy experience working in communities of color and with low- and moderate-income families.

Under Ms. Mehrens' leadership, Working Partnerships USA co-founded Silicon Valley Rising, a coordinated regional campaign to inspire a tech-driven economy where all workers, their families, and communities thrive. The unprecedented labor-faith-community alliance is working to build a new economic model that rebuilds the middle class, to raise wages and workplace standards for all workers in this valley, and to address a regional housing crisis that is pushing families and children to live in garages, cars, or near creek beds in order to survive.

Ms. Mehrens graduated from the University of Oregon with a bachelor's degree in Sociology, History, and International Studies.

WORKING PARTNERSHIPS USA

2102 Almaden Road Suite 107

San Jose, CA 95125

P: (408) 809-2120

E: derecka@wpusa.org

Working Partnerships USA is a community organization that drives the movement for a just economy by bringing together public policy innovation and the power of grassroots organizing.

Working Partnerships USA builds the capacity of workers, low-income neighborhoods, and communities of color to lead and govern. Based in Silicon Valley, it tackles the root causes of inequality and poverty by leading collaborative campaigns for quality jobs, healthy communities, equitable growth, and vibrant democracy.

Denise Pinkston, Production Work Group Moderator

Housing Committee Co-chair | Bay Area Council



Denise Pinkston has over 30 years of experience in real estate including acquisitions, asset and construction management, marketing, leasing, planning/entitlements, transit and green building program development, and public affairs. Ms. Pinkston was named one of the Bay Area's Most Influential Women in Bay Area Business by the San Francisco Business Times in 2012 and 2013 and was named to their Forever Influential Honor Roll in 2014. Ms. Pinkston teaches real estate at the Lorry I. Lokey Graduate School of Business at Mills College.

Ms. Pinkston attended the University of California, Berkeley where she earned a bachelor's degree in History and a master's degree in City and Regional Planning.



353 Sacramento St., 10th Floor,
San Francisco, CA 94111
P: (415) 946-8777
E: dpinkston@tmgpartners.com

The Bay Area Council is a business-sponsored, public-policy advocacy organization for the nine-county San Francisco Bay Area. The Council proactively advocates for a strong economy, a vital business environment, and a better quality of life for everyone who lives here.

Steve Heminger, CASA Convener

Executive Director | Metropolitan Transportation Commission



Steve Heminger is Executive Director of MTC and responsible for the administration of more than \$2 billion per year in funding for the operation, maintenance, and expansion of the Bay Area's surface transportation network.

Mr. Heminger was appointed by House Democratic Leader Nancy Pelosi to serve on the "National Surface Transportation Policy and Revenue Study Commission," which helped chart the future course for the federal transportation program. As Chair of the Toll Bridge Program Oversight Committee, he also oversaw construction of the new east span of the San Francisco-Oakland Bay Bridge, the largest transportation project in California history. In addition, he is a member of the Board of Trustees for the Mineta Transportation Institute and of the Executive Committee for the Transportation Research Board.

Mr. Heminger received a bachelor's degree from Georgetown University and a master's degree from the University of Chicago.



375 Beale Street
San Francisco, CA 94105
P: (415) 778-5228
E: sheminger@bayareametro.gov

The Metropolitan Transportation Commission (MTC) connects the nine-county Bay Area's communities by allocating regional, state, and federal funds for transportation projects, planning for the future, and coordinating the participation of governments and residents in the planning process.

The Commission's central purpose is to make sure that the transportation networks that connect the residents and communities within the Bay Area region function smoothly and efficiently. Its job is to plan responsibly to meet the mobility needs of residents, now and in the future.

Appendix B — Committee Members

Steering Committee Members		Technical Committee Members	
Name	Organization	Name	Organization
Bob Alvarado	Northern California Carpenters Regional Council	Robert Apodaca	California Community Builders
Kofi Bonner	FivePoint	Ophelia Basgal	Terner Research Center
London Breed	City/County of San Francisco	Michele Byrd	City of Oakland
Keith Carson	Alameda County	Andreas Cluver	Building and Construction Trades Council
Stuart Cohen	TransForm	Jonathan Fearn	GREYSTAR
Julie Combs	City of Santa Rosa	Jacky Morales Ferrand	City of San José
Dave Cortese	Santa Clara County	Amie Fishman	Non-Profit Housing Association
Grace Crunican	BART	Caitlyn Fox	Chan Zuckerberg Initiative
Matthew Franklin	MidPen Housing	Bob Glover	BIA Bay Area
Ariane Hogan	Genentech	Rich Gross	Enterprise
Sam Liccardo	City of San José	Jennifer Hernandez	Holland and Knight
Jake Mackenzie	MTC	Joshua Howard	California Apartment Association
Michael Matthews	Facebook	Lynn Hutchins	Goldfarb Lipman LLP
Rebecca Prozan	Google	Aimee Inglis	Tenants Together
David Rabbitt	ABAG	Janice Jensen	Habitat for Humanity
Dave Regan	SEIU	Mark Kroll	Saris Regis Group
Libby Schaaf	City of Oakland	Scott Littlehale	Nor Cal Carpenters Reg. Council
Ellen Wu	Urban Habitat	Linda Mandolini	Eden Housing
		Dr. Jennifer Martinez	PICO California
		Derecka Mehrens	Working Partnership, USA
		Tomiquia Moss	Hamilton Families
		Mary Murtagh	EAH Housing
		Adhi Nagraj	SPUR
		Denise Pinkston	Bay Area Council
		Ken Rich	City/County of San Francisco
		Matt Schwartz	CA Housing Partnership Corp.
		Doug Shoemaker	Mercy Housing
		Abby Thorne-Lyman	BART
		Randy Tsuda	City of Mountain View
		Matt Vander	Sluis Greenbelt Alliance
		Joseph Villarreal	Contra Costa Housing Authority
		Bill Witte	Related California

Solano County's Priority Development Areas

Priority Development Areas, or PDAs, were developed by the cities in conjunction with STA and ABAG in 2008 and represent areas designated for investment, housing growth, and job growth.

STA has invested over \$200 million in planning and capital funds in Solano County's PDAs over the last two decades, including the funding of five PDA plans in Benicia, Dixon, Fairfield, Rio Vista, and Suisun City. The majority of these funds have been spent on critical transportation and transit infrastructure.

Solano's PDAs offer:

- High quality transit service (bus, rail, and ferry)
- Affordable housing
- Near term housing construction near transit
- Planned mixed use & high density developments near transit
- Employment centers
- Bike & pedestrian access
- Livable downtown locations
- Several with unique waterfront locations

Solano County has 13 PDAs; at least one in each city!

Benicia

Downtown Benicia PDA

Along 1st St between Military West, W. 2nd, E. 3rd, and the Waterfront

Northern Gateway PDA

Benicia Industrial Park between Lake Herman Rd, E Channel Rd, & Industrial Wy

Dixon

Downtown Dixon PDA

Along First St between W. Cherry St, Porter Rd, N. Adams St, W. E St, and N 4th St

Fairfield

Fairfield Downtown South PDA

Between Pennsylvania Ave, Kentucky St, N. Texas St, and SR-12

Fairfield-Vacaville Train Station PDA

E of Peabody Rd, N of Travis AFB, W of North Gate Rd, and S of Vacaville

North Texas Core PDA (Fairfield)

Along N. Texas St between Air Base Pkwy and Travis Blvd

West Texas Gateway PDA

Along W. Texas St between Indiana St, Woolner Ave, Pennsylvania Ave, and I-80

Rio Vista

Rio Vista Downtown PDA

Between Montezuma St, California St, S. 7th St, State Route 12, and the Sacramento River

Suisun City

Suisun City Downtown & Waterfront PDA

Downtown Suisun between UPRR tracks, Suisun Marsh, and Marina Blvd

Vacaville

Allison Area PDA

Between I-80, Putah South Canal, Ulatis Creek, and Elmira Rd

Downtown Vacaville PDA

Between E. Monte Vista Ave, Depot St, I-80, and Cernon St

Vallejo

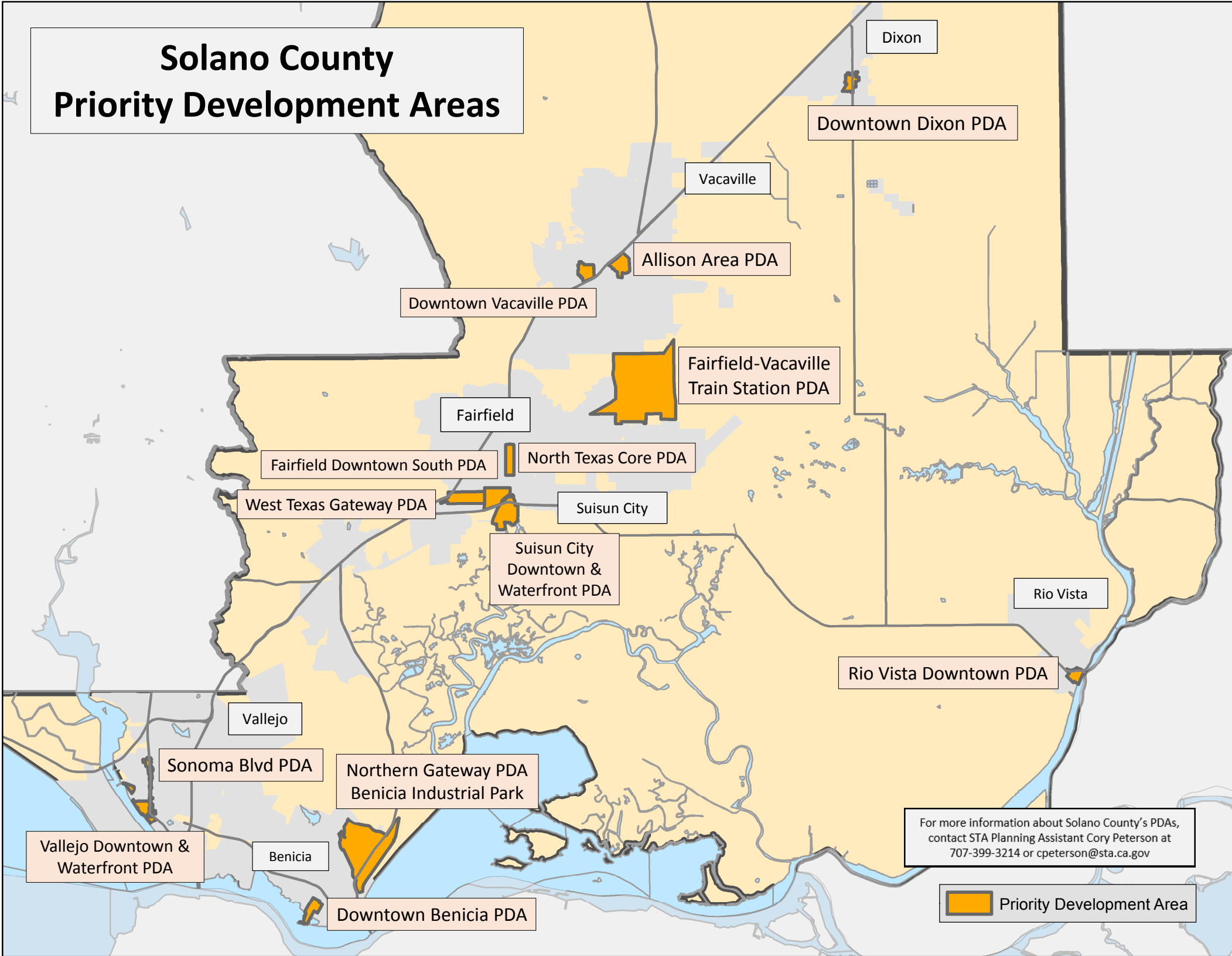
Sonoma Blvd PDA

Area along Sonoma Blvd between Curtola Pkwy and Redwood St

Vallejo Downtown & Waterfront PDA

Vallejo Waterfront between Capitol St, Sutter St, Napa St, and Solano Ave. Also includes Northern Waterfront parcels.

Solano County Priority Development Areas



Solano County's Priority Conservation Areas

Priority Conservation Areas, or PCAs, were first developed in 2008 by ABAG and local agencies, and identify Bay Area open spaces that fall under at least one of the following categories:

- Natural Landscapes
- Agricultural Lands
- Urban Greening
- Regional Recreation

Solano County and ABAG designated four PCAs in 2008, and added an additional one (Suisun Valley) in 2013.

Solano's PCAs offer:

- Protection for vital agricultural lands
- Preservation of open space buffers between cities
- Recreational opportunities
- Protects some of Solano's most scenic areas

STA has invested over \$40 million in planning and capital funds in Solano County's PCAs over the last two decades, including the completion of the North Connector Project and a PCA Assessment & Implementation Plan.

90% of land in unincorporated Solano County is either designated as agricultural (70%) or undeveloped natural resources (20%), such as marsh, watershed, or conservation areas.

Solano County has five designated PCAs:

Blue Ridge Hills PCA

Part of the Vaca Mountain range bordered by the cities of Vacaville and Fairfield, between Pleasants Valley Rd, Putah Creek, and the Napa County line.

Suisun Valley PCA

Covers Suisun Valley agricultural area between I-80, Fairfield city limit, and Napa County line.

Tri-City and County Cooperative Planning Area PCA

Represents the open space that separates the cities of Fairfield, Vallejo, and Benicia

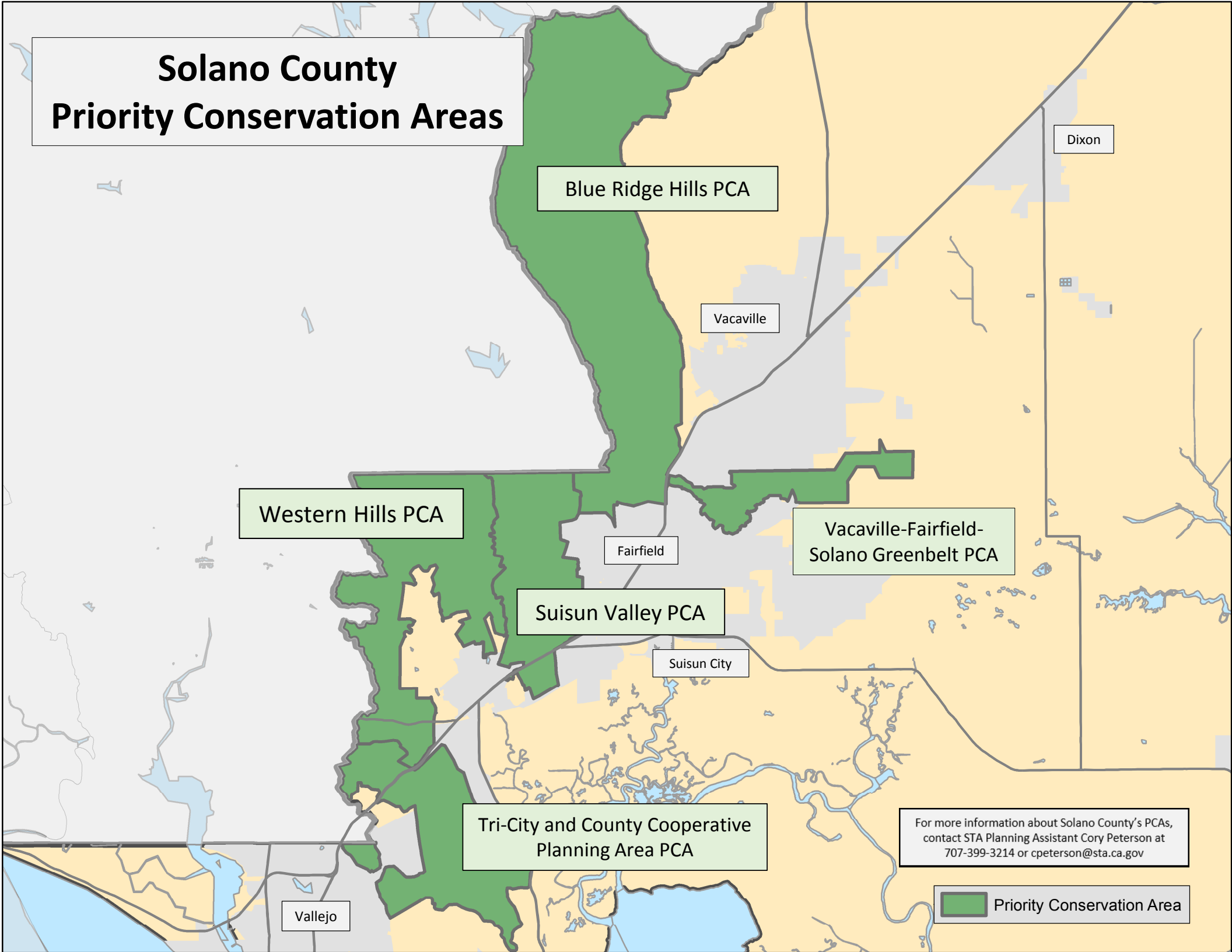
Vacaville-Fairfield-Solano Greenbelt PCA

Acts as a agricultural and open space buffer between the cities of Vacaville and Fairfield

Western Hills PCA

Covers the hills west of Suisun Valley, north of I-80/SR-12, and west/south of Napa County line. Does not include Green Valley.

Solano County Priority Conservation Areas



Blue Ridge Hills PCA

Vacaville

Dixon

Western Hills PCA

Fairfield

Vacaville-Fairfield-
Solano Greenbelt PCA


Suisun Valley PCA

Suisun City

Tri-City and County Cooperative
Planning Area PCA

Vallejo

For more information about Solano County's PCAs,
contact STA Planning Assistant Cory Peterson at
707-399-3214 or cpeterson@sta.ca.gov

 Priority Conservation Area

Priority Development Area Implementation

SUBURBAN HOUSING INCENTIVE POOL PILOT PROGRAM

\$5 Million Set Aside Program Guidelines

January 8, 2019

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Introduction

The San Francisco Bay Area is facing a housing crisis resulting from a robust job market and a failure to keep pace with housing construction. According to the Metropolitan Transportation Commission (MTC), since 2010, the Bay area has added almost 500,000 jobs but only 50,000 new housing units. This imbalance has created a housing and housing affordability crisis. The elimination of redevelopment took away a local funding source for affordable housing. MTC has historically played a limited role related to housing. However, its role is growing with its recent staff merger with the Association of Bay Area Governments (ABAG), the region's council of governments and the agency responsible for the development of the regional housing needs assessment (RHNA) for the nine Bay Area counties.

In October of 2017, the MTC Board adopted Resolution 4308, the 2018 Regional Transportation Improvement Program (RTIP) Policies, Procedures and Project Selection Criteria. A proposed Housing Incentive Pool (HIP) program was established with \$76 million in regional funding proposed and MTC staff developed criteria for the distribution of the funding. Based upon the proposed criteria, 90% of the \$76 million would go to 3 counties (Alameda, San Francisco and Santa Clara). Solano County would receive .003% of the funding (\$250,000) for 1 housing unit produced that met the new program criteria.

Solano County's MTC representative, Jim Spering, working with the Solano Transportation Authority (STA) raised a number of concerns about the proposed criteria for distributing the HIP funding. The criteria were modified by MTC as follows:

- 1) The provision that every county be represented in the funding distribution was eliminated.
- 2) A set-aside of \$5 million (out of the \$76 million) was established to create a competitive program to help finance eligible infrastructure that will support affordable and moderate housing projects in both Priority Development Areas (PDAs) and Transit Priority Areas (TPAs). The County Transportation Agencies will work with the cities and developers to identify candidate projects. MTC staff is to develop guidelines for this pilot competitive program.

The Housing Crisis

It is clear that the Bay Area is in a housing crisis and more housing needs to be built and affordable housing needs to be created and preserved. The Bay Area housing market is typically analyzed on a county by county basis. The California Association of Realtors publish a Traditional Housing Affordability Index (single family homes only). The chart below provides the newest data.

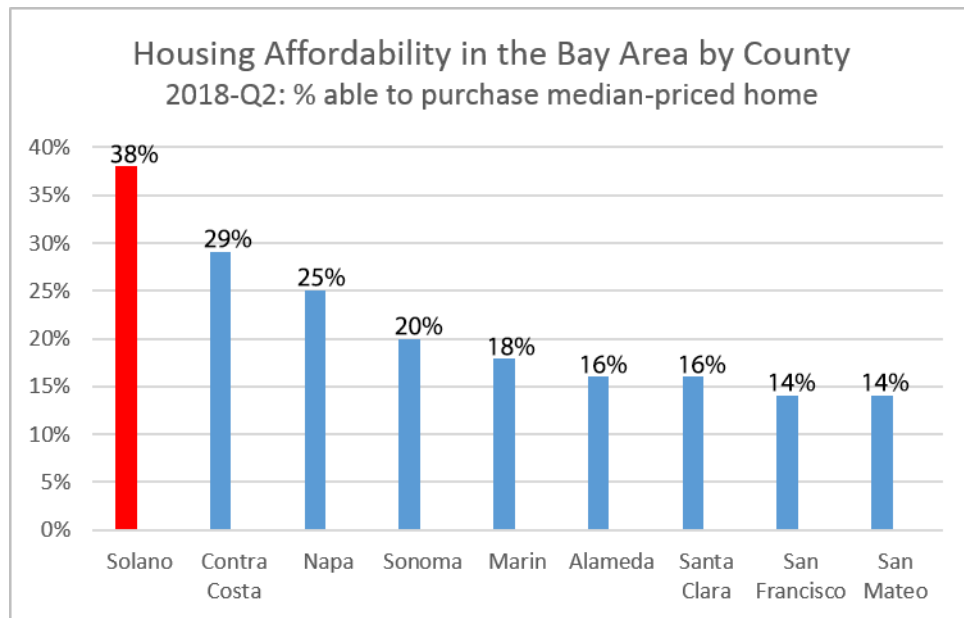


Figure 1: Housing Affordability Index by CA County

This chart shows the percentage of households that could afford to purchase a medium-priced home by Bay Area County. The lowest percentage, at 14%, are San Francisco and San Mateo counties, the highest percentage is Solano County at 38%. The national average is 53%.

The National Association of Home Builders publish a Housing Opportunity index which is the share of homes sold in an area by quarter that would be affordable to a family with that area's medium income.

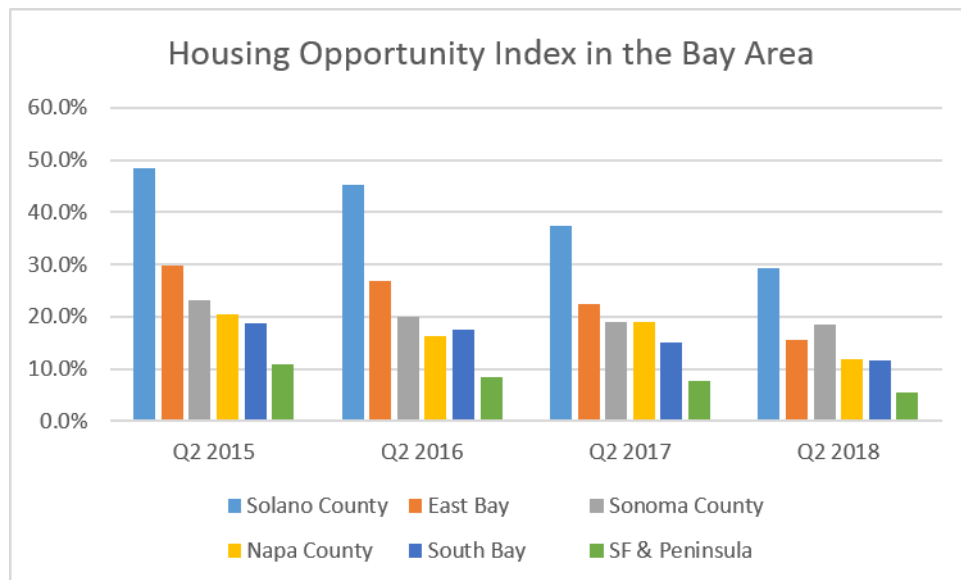


Figure 2: Percent of homes sold that are affordable to median income households, by Bay Area region

This data shows a similar housing affordability crisis. However, what is dramatic is the decline in the Housing Opportunity Index for Solano County. The Index dropped from 48.3% in the second quarter in 2015 to 29.3% in the second quarter of 2018.

Appendix A shows the median home price by county, as well as the home price that is affordable by income level. Solano County is substantially more affordable than any of the other 8 Bay Area counties.

Clearly, however, the Bay Area's most affordable county is rapidly becoming less affordable.

The Bay Area Housing Market

Most of the data that is collected and analyzed in regards to housing is shown by county. However, the housing market does not recognize county boundaries. The Bay Area housing market is regional, not local. A person may be employed in one county and purchase a home in another county. Looking at the housing market and housing affordability on a county by county basis ignores the mobility of Bay Area residents. There is a significant commute pattern from more affordable housing areas to areas that have more jobs.

The commute data from Solano County clearly demonstrates the issue. The chart below shows that as of 2015, 119,850 Solano County residents commute daily elsewhere for jobs. Contra Costa, Alameda, Napa and San Francisco counties are the Bay Area's biggest destinations for these commuters coming from Solano County.

Where Solano County Residents Go to Work, 2007, 2010, 2014, and 2015

County	2007		2010		2014		2015	
	Count	Share	Count	Share	Count	Share	Count	Share
Solano County	63,531	35.9%	59,782	35.9%	62,431	34.8%	66,899	35.8%
Contra Costa County	25,064	14.2%	21,165	12.7%	22,412	12.5%	23,431	12.5%
Alameda County	16,268	9.2%	14,110	8.5%	15,037	8.4%	15,720	8.4%
Sacramento County	9,570	5.4%	11,318	6.8%	12,065	6.7%	12,288	6.6%
Napa County	9,824	5.5%	9,613	5.8%	11,397	6.3%	12,207	6.5%
San Francisco County	11,084	6.3%	10,506	6.3%	11,355	6.3%	11,635	6.2%
Santa Clara County	6,387	3.6%	5,364	3.2%	6,097	3.4%	6,432	3.4%
San Mateo County	5,635	3.2%	4,844	2.9%	5,293	2.9%	5,300	2.8%
Marin County	4,403	2.5%	4,327	2.6%	4,791	2.7%	5,001	2.7%
Sonoma County	4,261	2.4%	3,851	2.3%	4,731	2.6%	5,514	3.0%
Other Locations in Laborshed	21,048	11.9%	21,450	12.9%	23,989	13.4%	22,322	12.0%
Total Outbound Commuters	113,544	100.0%	106,548	100.0%	117,167	100.0%	119,850	100.0%
Total Inbound Commuters	56,028	64.1%	62,394	64.1%	64,786	65.2%	77,574	64.2%

Source: LEHD (<http://onthemap.ces.census.gov/>)

Figure 3: Where Solano County Residents Go To Work

The recently published 2017 Solano County Economic Index states "35.8 percent of working residents of Solano County worked for employers within Solano County; this implies that 64.1 percent of the county's working residents commute outside to work..."

Moving Solano Forward, which was a multi-year economic development and diversification effort conducted by Solano Economic Development Corporation (EDC) in partnership with Solano County and its seven cities, concluded that "Population growth has been outpacing job growth since 2010, an economic indicator that Solano has become a place to live for the Bay Area workforce".

A recent study by the Turner Center (California's SB 375 and The Pursuit of Sustainable and Affordable Development) found that "Insufficient housing construction, in combination with growing housing demand in regions with strong economies, has contributed to skyrocketing housing prices, reduced housing affordability and longer commute times. The study also found that far-flung development encourages reliance on cars for transportation. The study concluded that "Development consistent with climate change goals may simply cost too much to feasibly build enough to alleviate the housing affordability crisis."

Looking at affordable housing levels by county ignores the issue of regional mobility. Solano County's moderate home price is \$396,480, which is lower than the low income median home price in 6 of the 9 Bay Area counties. It is also lower than the very low income median home price in 4 of the 9 Bay Area counties. It is easy to see why people move to Solano County and commute to jobs elsewhere. Solano County has reached 96.5% of its moderate-income housing goals for RHNA. Solano County is serving as an affordable housing producer for the Bay Area.

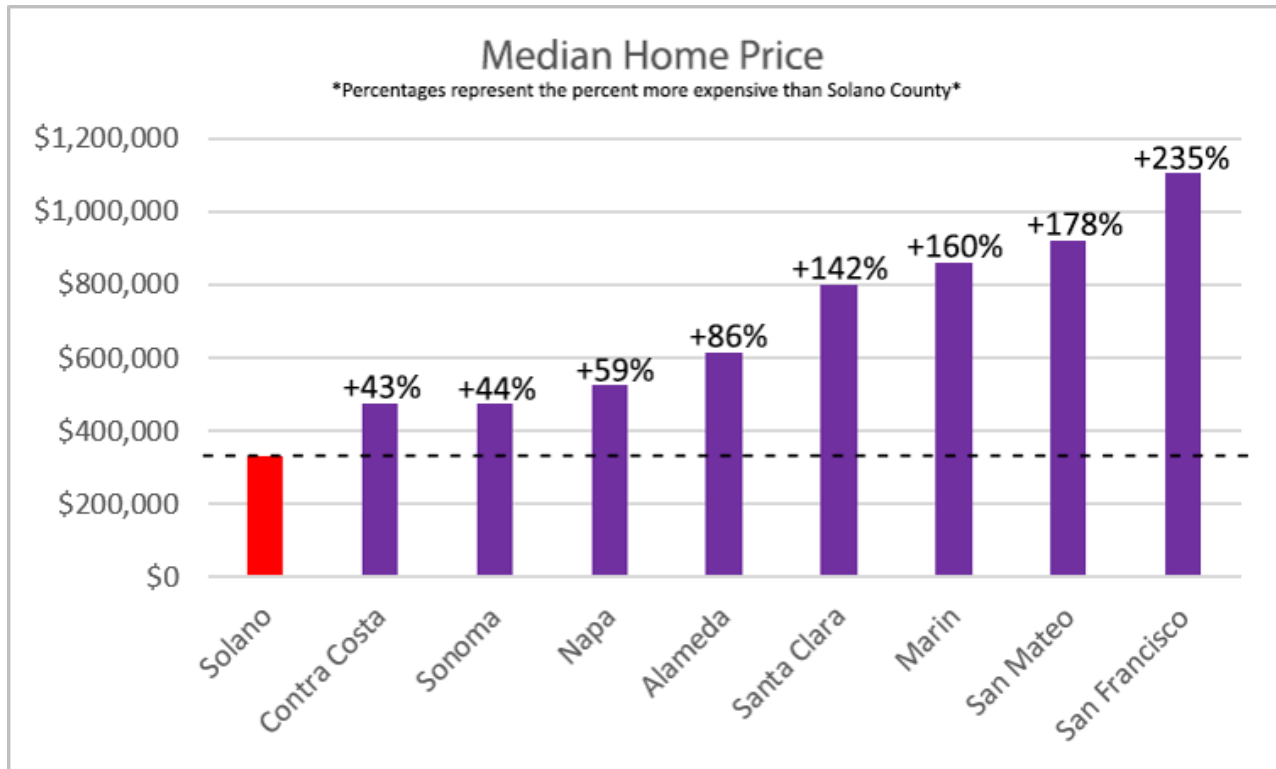


Figure 4: Solano County's median home price comparison

It is clear that people will continue to move to the more affordable areas of the Bay Area, such as Solano County. This creates a number of impacts in these communities. Rising housing costs make the community less affordable to existing residents. Solano County estimates that 1 out of 4 residents receive some level of public assistance. In addition, new housing creates additional congestion on the transportation corridors to job centers.

The Turner Center study noted that "Aligning land use, transportation, and sustainability is more important than ever as it becomes clear how interrelated these issues are."

The **regional** HIP program is designed to encourage housing production and preservation in or near these job centers. For areas like Solano County, where housing is being built, there needs to be an incentive to get people out of their cars, off the freeways and into public transit. The HIP Set-Aside Program should focus on encouraging a link between housing production and non-auto related transportation improvements and services.

SubHIP Pilot Proposed Set-Aside Program Guidelines

The guidelines should focus on the non-urban areas that are producing housing and yet facing a strong migration of commuters to job centers. The focus should be **on** creating an incentive to link these new housing areas in and around PDAs to transportation links (Capitol Corridor, ferry service, express buses, etc.).

The following is a list of suggested guidelines for the Suburban Housing Incentive Pool (SubHIP) Pilot \$5 million Set-Aside Program:

- 1) The local County Transportation Agency (CTA) would be the applicant to MTC for the set-aside funding and the CTA would manage the funding distribution ***within that county***, based on the program's criteria.
- 2) An eligible city would need to demonstrate that it meets the four-state housing laws (housing element, density bonus, accessory dwelling units and surplus lands act)
- 3) The funding would equal \$5,000 per housing unit produced or preserved. Preserved rental units would have to be affordable based on the Bay Area average moderate income home price and have deed restrictions.
- 4) The housing units would have to be:
 - A) located within a PDA
 - B) adjacent or contiguous to a PDA
 - C) within a 2-mile radius of the PDA and served by existing or planned transit service or transportation demand service which providing direct transit or active transportation links to public transit hubs located in the PDAs or TPAs.
- 5) A new housing unit would be determined by either a completed home built during the timeframe (2018-2022) or a building pad being completed within the same timeframe. A completed building pad is defined as a subdivision with all the required infrastructure necessary to serve a home on the building pad being complete (streets, water, sewer and storm drain lines, etc.). The only constraint preventing a completely built housing unit is the market/buyer once the building pad and other infrastructure is constructed.
- 6) New housing is affordable based on the Bay Area average moderate income home price. Preserved rental units would need to meet the county's low or very-low income criteria.

Eligible Uses of Proposed SubHIP Pilot Program Funding

The regional HIP program is funded by two funding sources: \$46 million in State Transportation Improvement Program (STIP) funds, and \$30 million in One Bay Area Grant (OBAG) federal funds. Both of these fund sources must be used for transportation purposes.

Eligible transportation infrastructure projects for the SubHIP Pilot Program should also be limited to transportation related projects. Examples include:

- Bicycle and pedestrian infrastructure
- Transit capital and/or transit services
- First/Last Mile shuttle and/or access services
- Wayfinding Signs

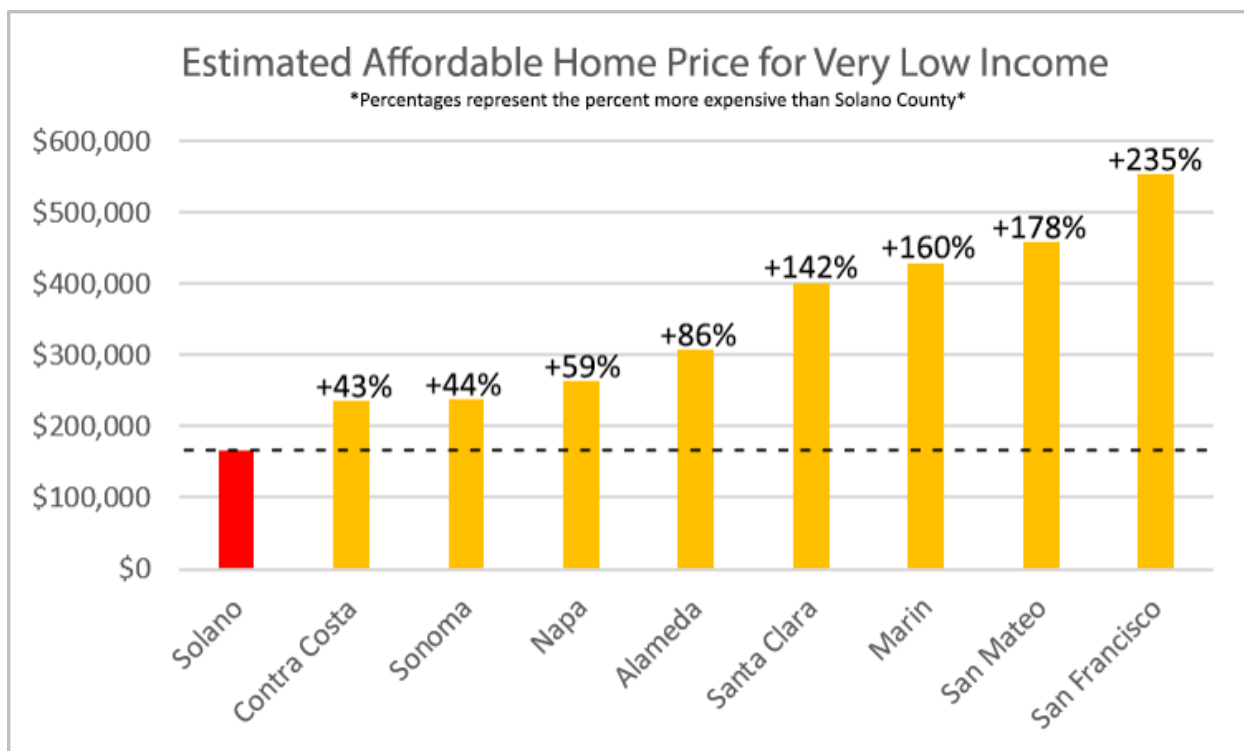
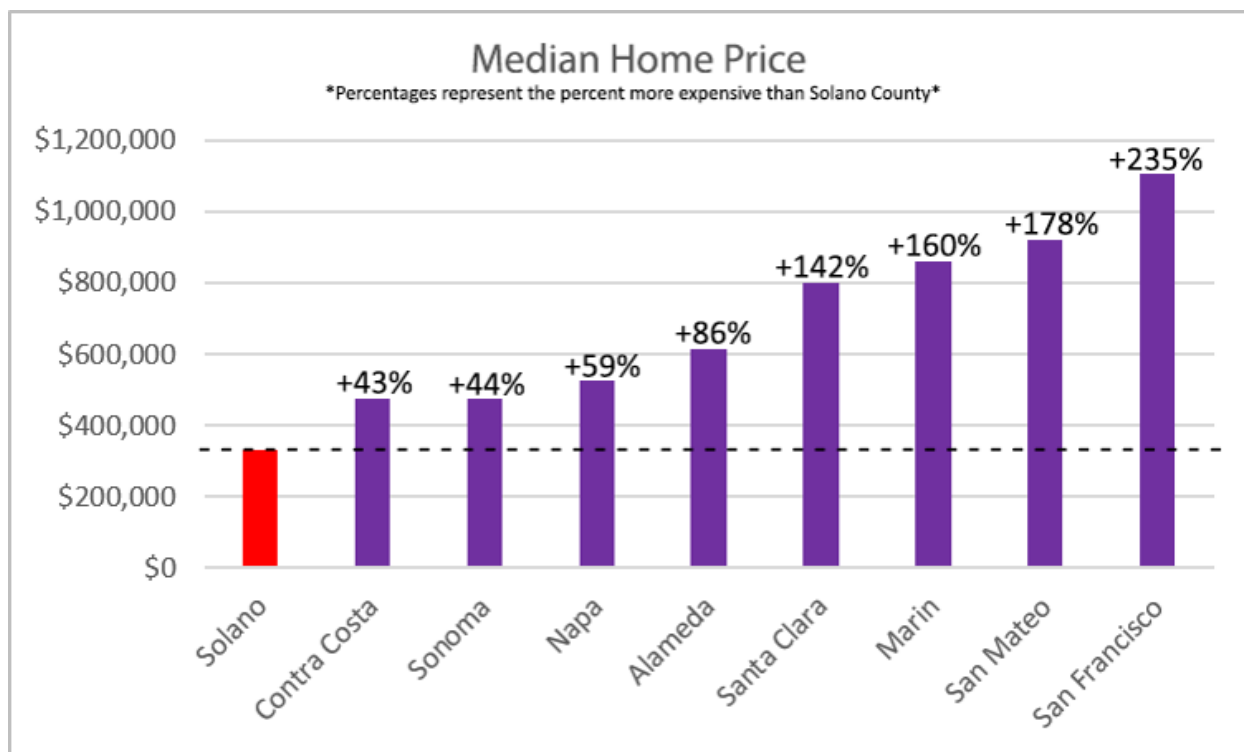
Solano County Eligible PDA Profiles

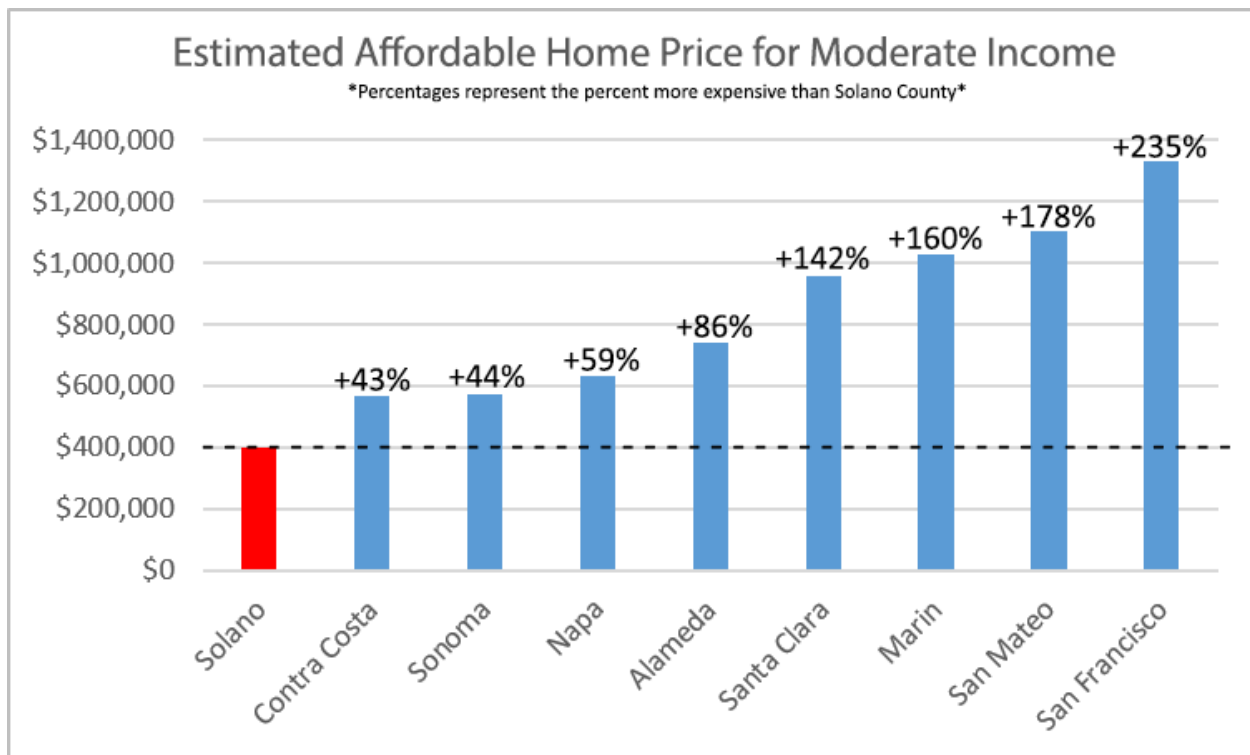
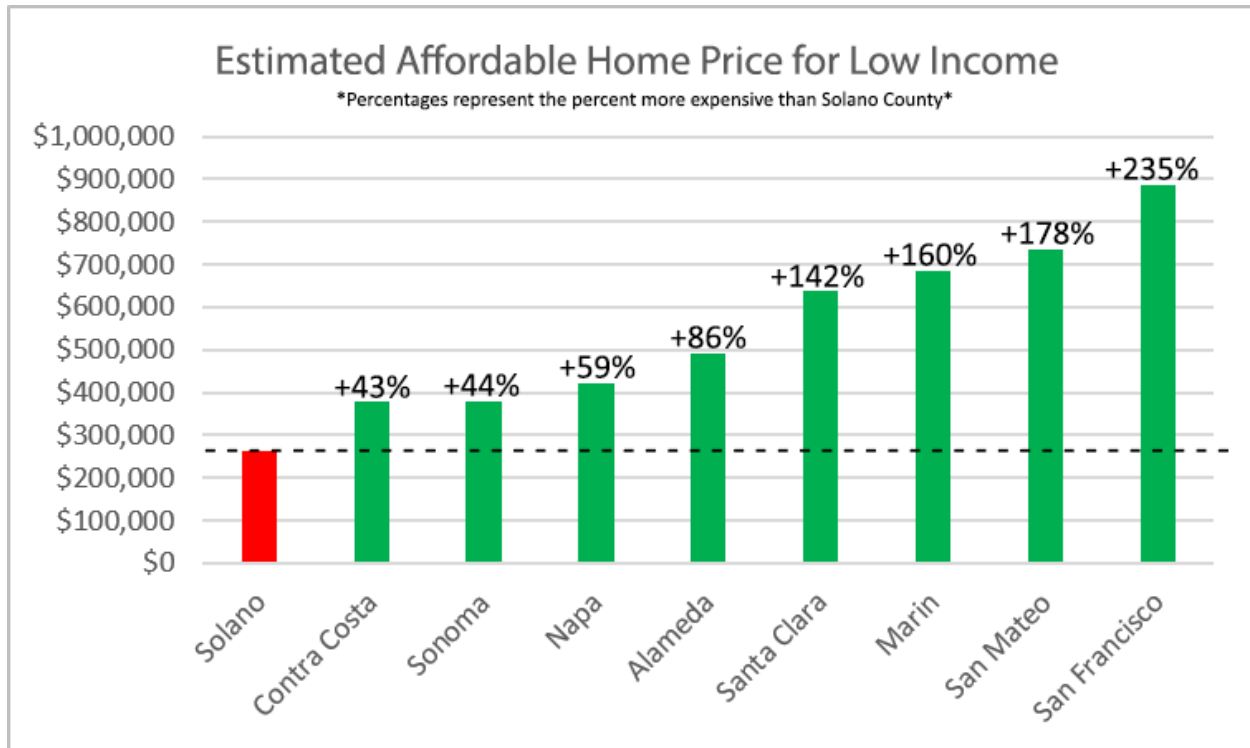
The STA, as Solano County's transportation agency, worked to develop a process (guidelines, projects, etc.) that will prepare cities in Solano County to be competitive for the pilot project funding.

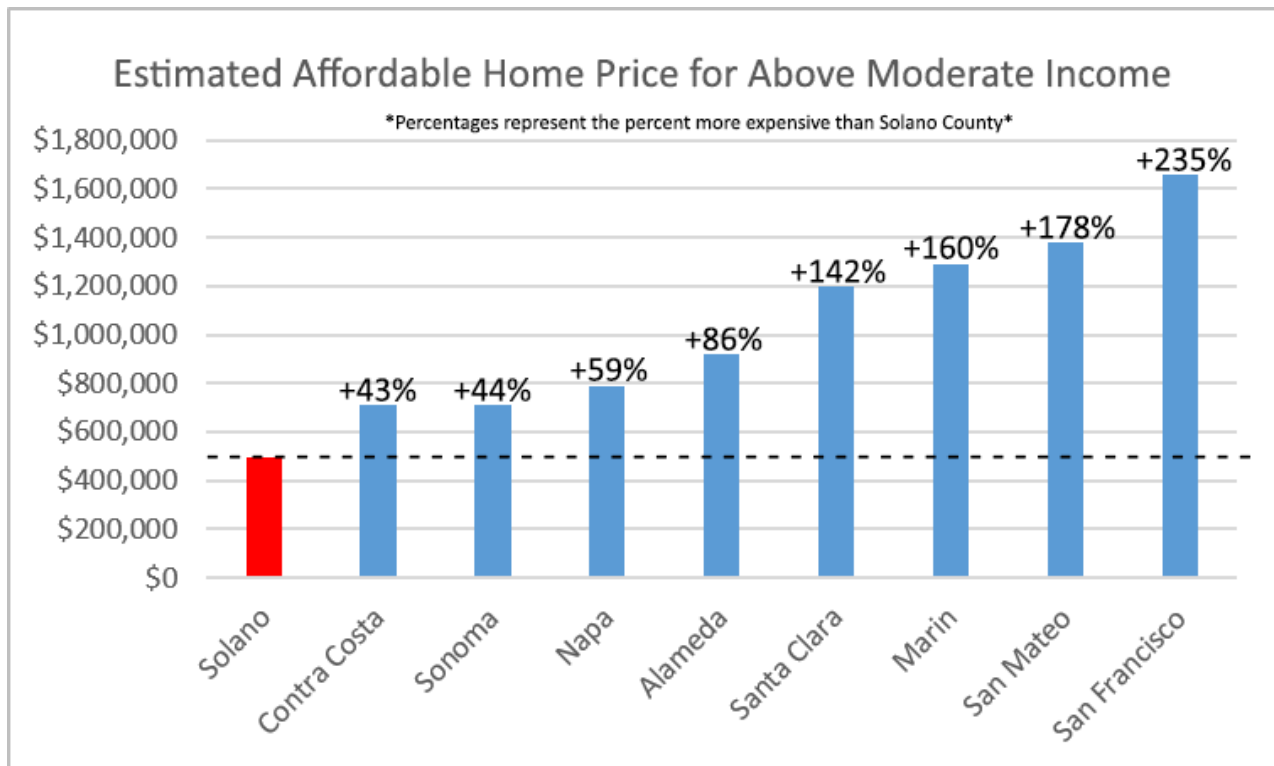
Appendix B on page 11 includes PDA Profiles from three Solano County cities that are ready and interested to proactively participate in the implementation of this proposed SubHIP Pilot Program. The three cities have four active PDAs with access to regional transit services and facilities. Two of the cities meet the four state housing laws requirements and the third city meets 3 of the 4 state housing laws and is prepared to meet the 4th. All three cities have current or planned development that would benefit from this proposed SubHIP Pilot Program based on the criteria outlined in this proposed guidelines.

The cities of Dixon, Benicia, Rio Vista and Vallejo also have PDAs and will be good candidates for future allocations of SubHIP Program funding. The City of Vallejo in particular has the most potential to benefit from the program given the affordability of the city's housing stock and growth potential. However, all four cities currently would not qualify for the SubHIP Pilot Program at this time because they do not have an updated accessory dwelling units (ADU) ordinance or an updated density bonus ordinance. These ordinances are two of the four state requirements necessary to qualify for the SubHIP Pilot Program. The STA will continue to encourage and coordinate with these cities to be eligible for future allocations of the program.

House Prices by HCD Income Levels for Bay Area counties







Methodology for Calculating Graphs:

Very Low Income = 50% of county's median home price

Low Income = 80% of county's median home price

Moderate Income = 120% of county's median home price

Above Moderate Income = 150% of county's median home price

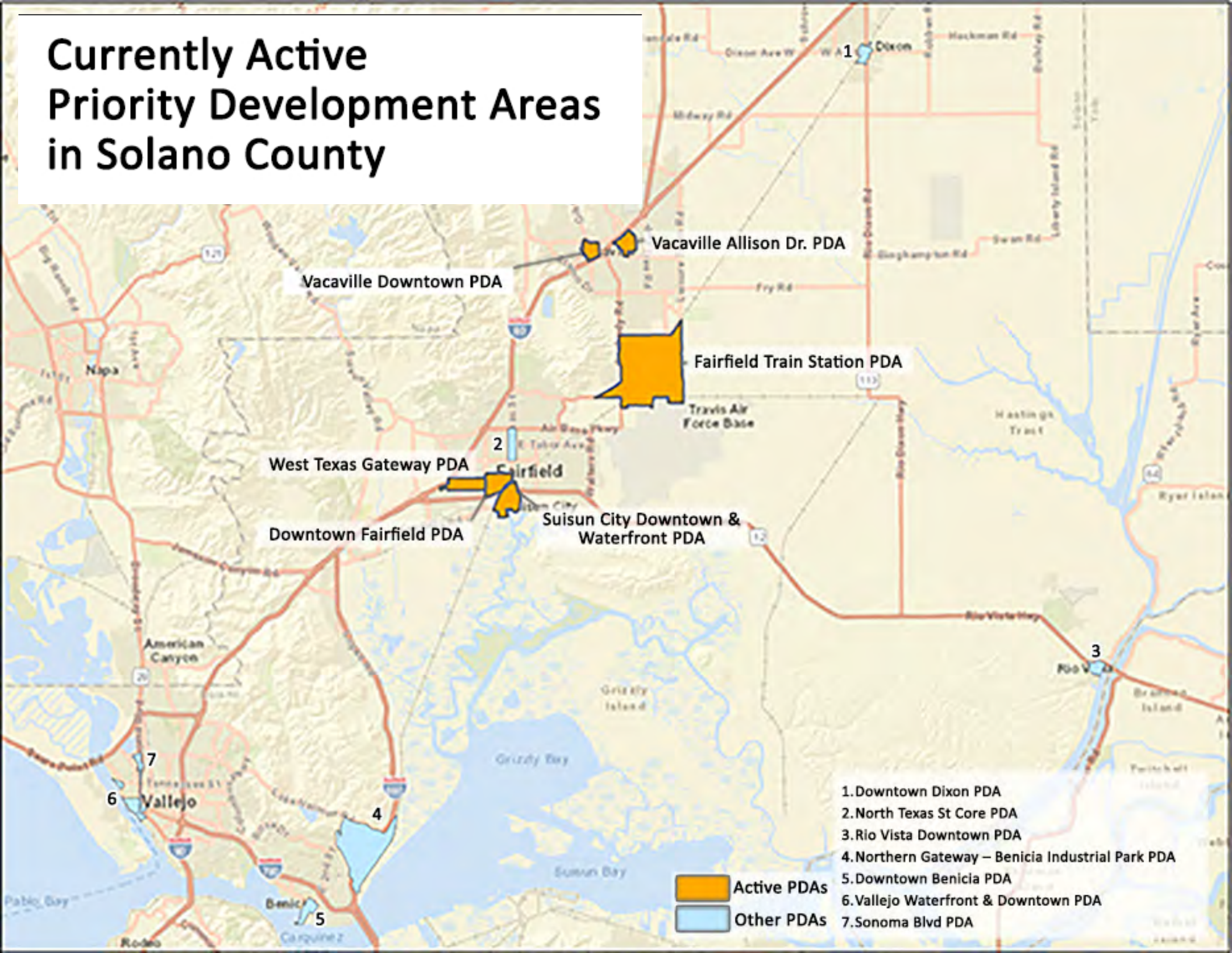
Solano County

SUBHIP PILOT PROGRAM

Eligible Priority Development Area Profiles

The cities of Fairfield, Suisun City and Vacaville have the most anticipated housing growth and have the most potential to be eligible for MTC's HIP Program. The following are PDA Profiles for each city. Currently, the cities of Fairfield and Suisun City meet the four-state housing laws (housing element, density bonus, accessory dwelling units and surplus lands act). The City of Vacaville is in the process of approving their density bonus ordinance.

Currently Active Priority Development Areas in Solano County



Housing in Priority Development Areas

City of Fairfield



Fairfield's PDAs offer:

- **600+** housing units ready for construction near Capitol Corridor train service
- **6,500+** additional housing units planned long term near transit service
- High density multi-family housing planned directly adjacent to Capitol Corridor train service
- Capitol Corridor train service to Sacramento and the Bay Area
- SolanoExpress bus service to the Vallejo Ferry, Sacramento, and BART
- Bike & Pedestrian Connections to Transit (existing and planned)

Fairfield is Affordable!

Fairfield's median home price of \$338,025 is less than the low income home price in all other 8 Bay Area counties, and slightly above the median home price for Solano County (\$330,400).

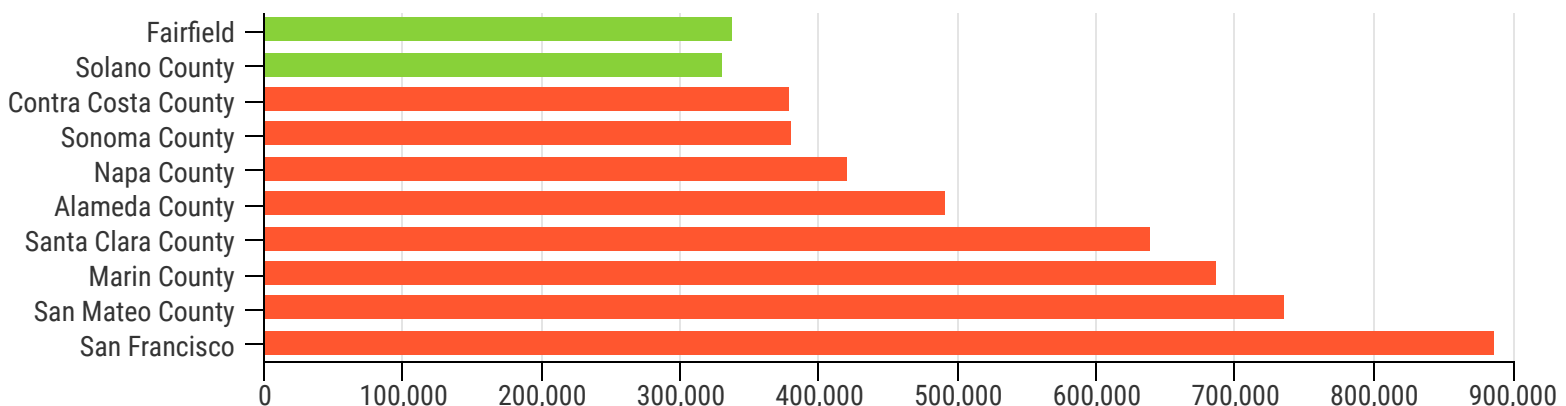
Proposed Projects in PDAs:

The City of Fairfield has identified projects that would add to the infrastructure offered by their PDAs:

- **Class I Bike/Ped Connection from Fairfield-Vacaville Train Station to Travis AFB**
Provide a Class I bike/ped connection along the future Viking Dr. extension, providing a safe and direct connection to Solano County's largest employer: Travis AFB
- **Linear Park Trail Extension**
Extend Linear Park Bike/Ped Trail from Clay Bank Rd to Fairfield-Vacaville Train Station
- **Transit Access Improvements**
- **First/Last Mile Services**



Concept drawing of planned apartments at Broadway St and Madison St in downtown Fairfield



Fairfield Downtown & Train Station PDAs

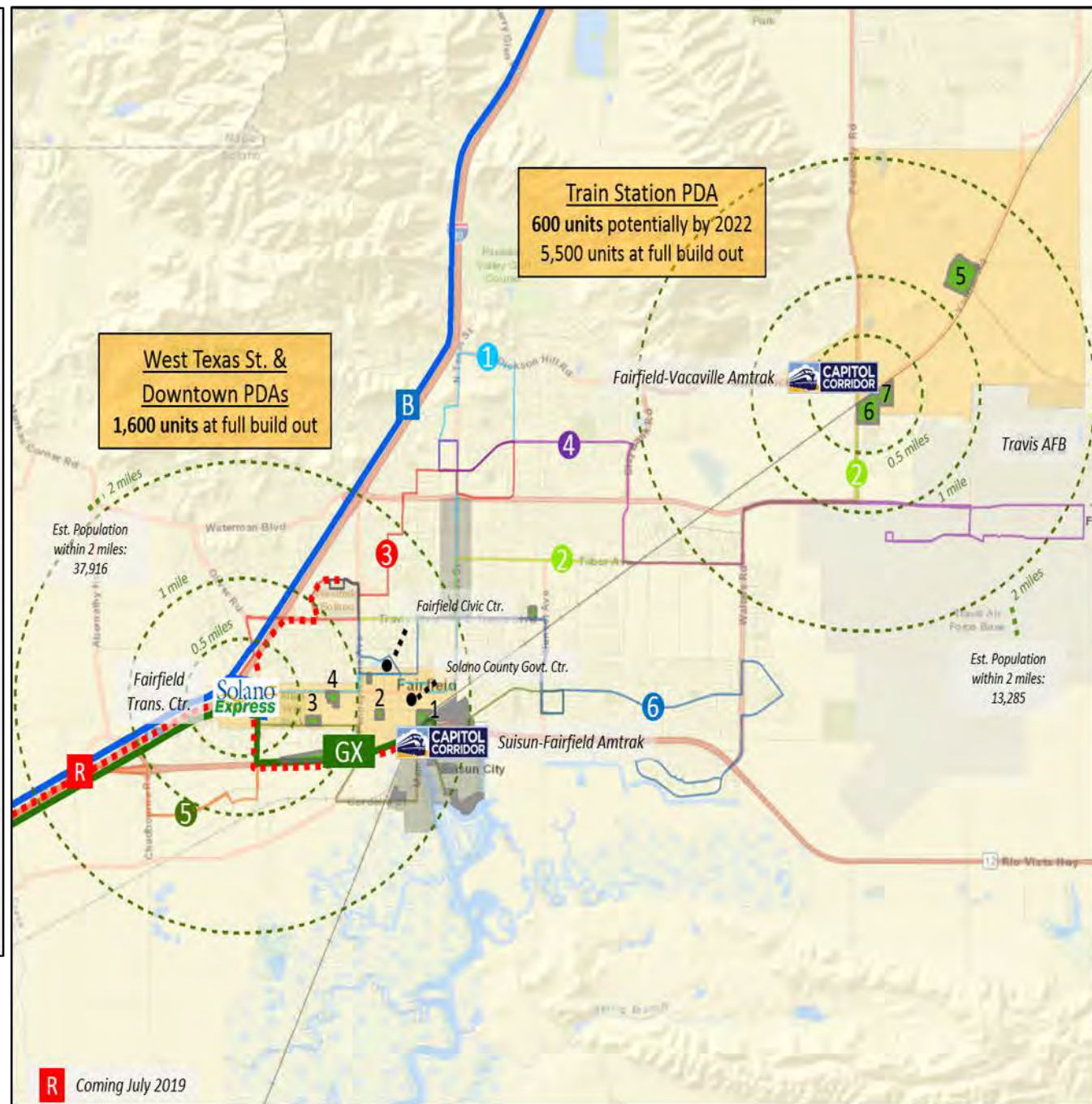
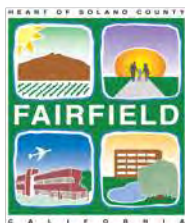
Estimated Housing Production in PDAs

Housing Developments

1. Union Ave at Train Station – **140 units**
2. Broadway St & Madison St (Sem Yeto Property) – **230 units**
3. Woolner Ave & Gregory Ln (Ray Venning Property) – **350 units**
4. W. Texas St Infill Site – **100 units**
5. Canon Station Project – **600 units**
6. Medium Density Residential– **175 units**
7. Future High Density Residential

Planned Capital Projects:

1. Class I Bike/Ped Connection from Fairfield-Vacaville Amtrak to Travis AFB
Provide a Class I bike/ped connection along the future Viking Dr extension, providing a safe and direct connection to Solano County's largest employer, Travis AFB
2. Linear Park Trail Extension
Extend Linear Park Bike/Ped Trail from Clay Bank Rd to Fairfield-Vacaville Train Station
3. Transit Access Improvements and First/Last Mile Services



Housing in Priority Development Areas

City of Suisun City



Suisun City's PDA offers:

- **800+** housing units planned near term within walking distance of Capitol Corridor train service
- **475+** additional housing units planned long term near train and bus service
- Unique affordable waterfront location
- High density multi-family housing planned directly adjacent to Capitol Corridor train service
- Capitol Corridor train service to Sacramento and the Bay Area
- SolanoExpress bus service to BART (soon to include service to Vallejo Ferry)
- Well connected network of off-street bicycling and walking paths (more planned in future)

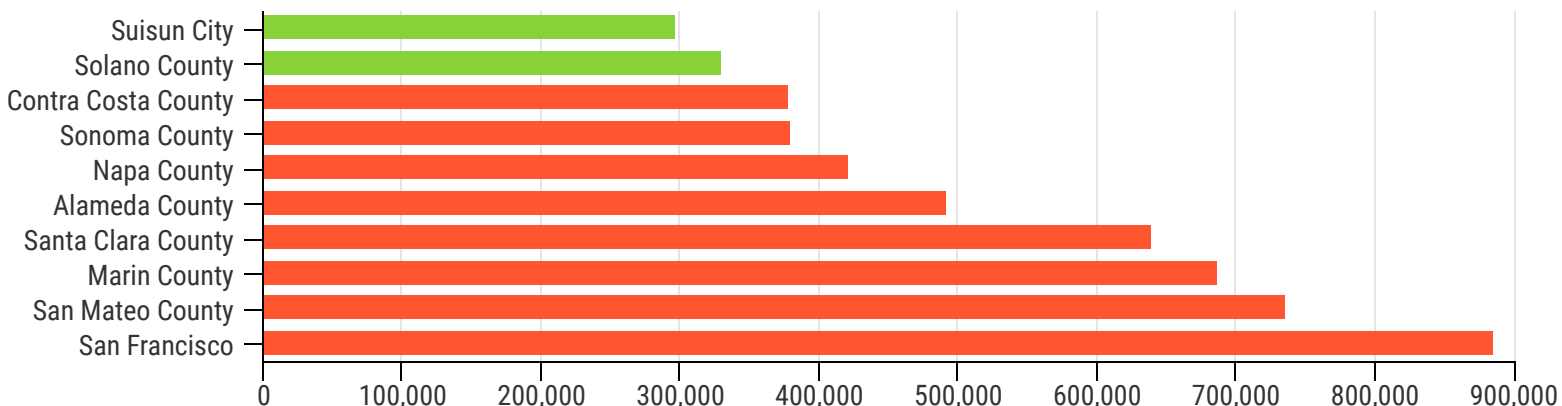
Proposed Projects in PDAs:

The City of Suisun City has identified projects that would add to the infrastructure offered by their PDA:

- **Southern Waterfront Promenade Extension**
Extend the Class I Waterfront Promenade along the southern waterfront past the current terminus at City Hall
- **Main Street & Morgan Street Complete Streets**
Improved crosswalks, streetscape, wayfinding, and traffic calming
- **Railroad Ave Extension & Complete Streets on Railroad Ave and Marina Blvd**
Extends Railroad Ave to Main St and adds complete streets elements to the new extension and Marina Blvd.
- **Civic Center Blvd Complete Streets**
ADA accessible crosswalk improvements, wayfinding, streetscape improvements, and traffic calming.
- **Transit Access Improvements**
- **First/Last Mile Services**

Suisun City is Affordable!

Suisun City's median home price of \$297,256 is less than the low income home price in all other 8 Bay Area counties, and slightly below the median home price for Solano County (\$330,400).



Suisun City Downtown & Waterfront PDA

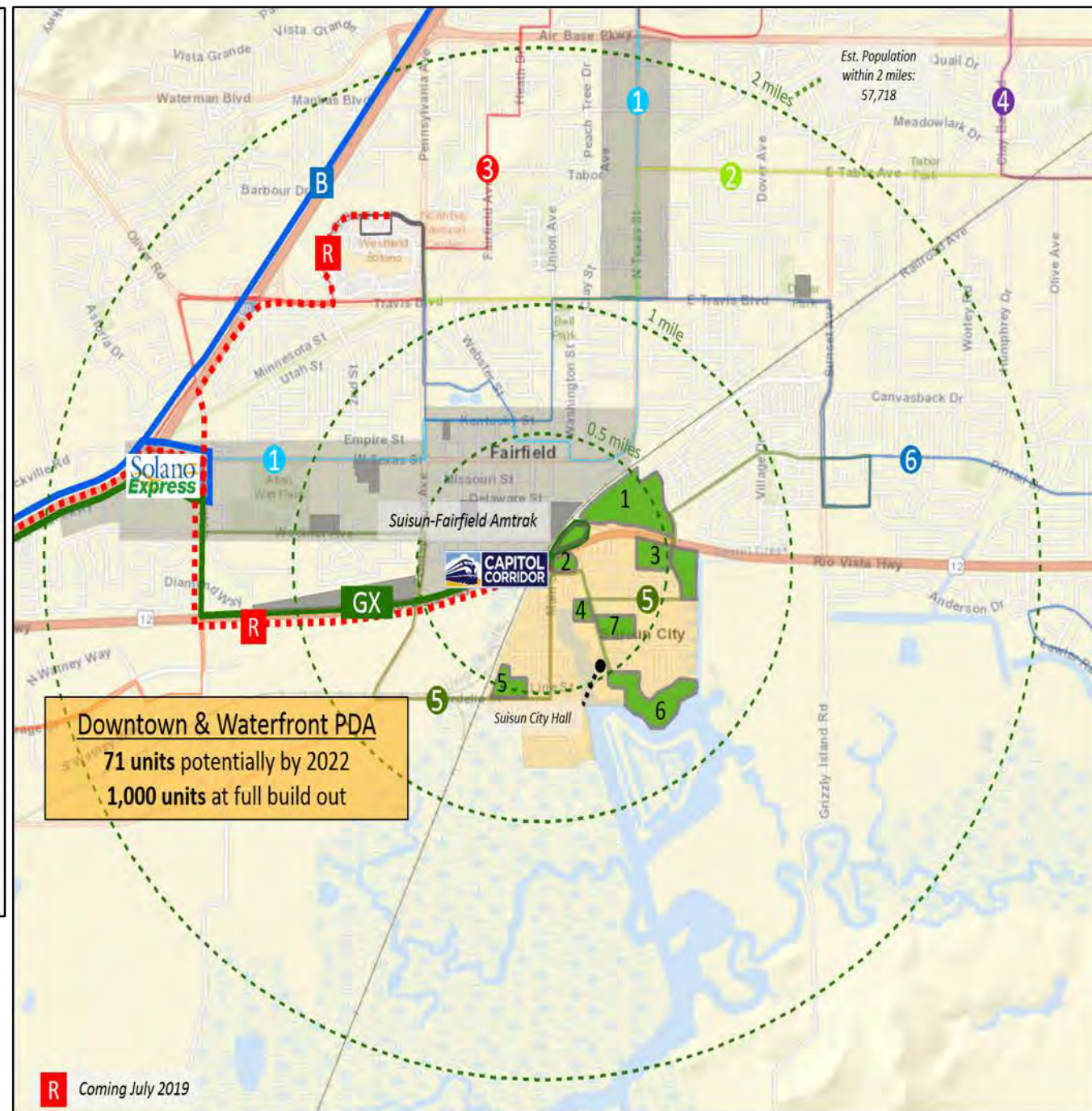
Estimated Housing Production in PDA

Housing Developments

1. North of Hwy. 12 – **350 units**
2. Amtrak P&R – **275 units**
3. Marina Blvd & Hwy 12 (Senior Apts.) – **200 units**
4. Civic Center Dr & Driftwood Dr – **80 units**
5. Cordelia Rd & West St – **71 units**
6. Southern Waterfront – **225 units**
7. Almond Gardens – **75 units**

Planned Capital Projects:

1. Southern Waterfront Promenade Extension
Extend the Class I Waterfront Promenade along the southern waterfront past the current terminus at City Hall
2. Main St & Morgan St Complete Streets
Improved crosswalks, streetscape, wayfinding, and traffic calming
3. Railroad Ave Extension & Complete Streets on Railroad Ave and Marina Blvd
Extends Railroad Ave to Main St and adds complete streets elements
4. Civic Center Blvd Complete Streets
ADA accessible crosswalk improvements, wayfinding, and traffic calming
5. Transit Access Improvements & First/Last Mile Services



Housing in Priority Development Areas

City of Vacaville



Vacaville's PDAs offer:

- 500+ housing units planned near transit by 2022
- 400+ additional housing units planned long term
- SolanoExpress Transit Service to Sacramento and BART
- Local City Coach transit service connecting both PDAs to all of Vacaville
- Mixed Use development nearing construction in Downtown, and another planned adjacent to the Vacaville Transportation Center
- Bike & Pedestrian Connections

Proposed Projects in PDAs:

The City of Vacaville has identified projects that would add to the infrastructure offered by their PDAs:

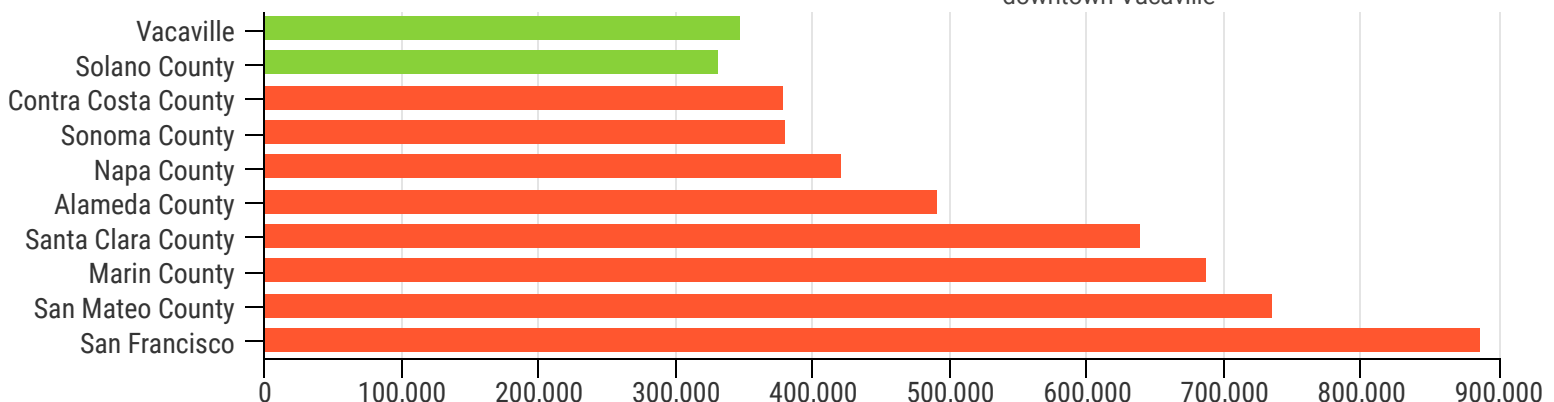
- **Ulatis Creek Trail Extension to Downtown**
Extend the current Ulatis Creek Bike Path from Allison Drive, under I-80, and to the Downtown Vacaville Creekwalk, connecting the two PDAs
- **Allison Dr & Ulatis Dr Intersection Improvements**
- **Sidewalk & Bicycle Improvements in Downtown**
- **First/Last Mile Services**

Vacaville is Affordable!

Vacaville's median home price of \$347,750 is less than the low income home price in all other 8 Bay Area counties, and slightly above the median home price for Solano County (\$330,400).



Concept drawing of E. Main Street District project in downtown Vacaville



Vacaville Downtown & Allison Dr PDAs

Estimated Housing Production in PDAs



Housing Developments

1. Monte Vista Ave & Dobbins St – **100 units**
2. E. Main Street Development – **83 units**
3. Allison Dr. & Travis Wy. – **250 units**
4. Ulatis Dr & Harbison Dr. (Sr. Apt. Complex) – **180 units**
5. Nut Tree Rd. & Allison Dr. (Future Mixed Use) – **90 units**
6. Rocky Hill Veterans Housing – **39 units**
7. Elmira Rd. & Aegean Wy. (Sr. Apt. Complex) – **60 units**
8. Future Tiny Home Complex

Planned Capital Projects:

1. Ulatis Creek Bike Trail Extension to Downtown
Extend the Class I path from Allison Drive under I-80 to Downtown Vacaville
2. Allison Dr/Ulatis Dr Intersection Improvements
3. Downtown Sidewalk & Bicycle Improvements
4. First/Last Mile Services

