Housing Accountability Act (HAA)

The Housing Accountability Act (HAA), codified in California Government Code § 65589.5, prohibits cities from disapproving, or adding conditions of approval that would render infeasible, a housing development project unless the proposal is found to be in violation of an objective general plan or zoning standard, unless otherwise waived or reduced through use of the Density Bonus law, or the project will result in a specific adverse impact to public health and safety. While changes to the project may be applied by the decision-making, or hearing body to further applicable City goals, policies, and strategies – any changes required by the decision-making, or hearing body that are not based on objective standards may not result in making the project, as proposed, infeasible or reduce the number of housing units.

Housing Crisis Act (HCA)

The Housing Crisis Act (HCA), adopted in 2019 under Senate Bill 330, and amended in 2021 by Senate Bill 8, broadly aims to address actions that would decrease or delay the approval and development of new housing by requiring the timely processing of permits by local agencies. Among many components, the law includes a provision to allow applicants to vest ("lock-in") fees, ordinances, policies, and standards that are in effect at the time of submittal of a SB330 preliminary application to the City. Only the limited information specified in State law is required for the submittal of a SB330 preliminary application. Further, the law prohibits the City from conducting more than five hearings, or meetings, in connection with the approval of a housing development project.

State Density Bonus Law (SDBL)

California's Density Bonus Law (SDBL), codified in California Government Code § 65915-65918, aims to promote and facilitate the creation of affordable units in new housing projects by allowing:

- A density "bonus" that allows for an increase to a property's base density (I.e., more market rate units than allowed by the density, as determined by the specific percentage and level of affordability of the affordable units included in a project.);
- Unlimited waivers to development standards that would physically preclude the construction of the project as designed (I.e., modifications or elimination of any development standard);
- Concessions that modify development standards to achieve an identifiable and actual cost reduction (i.e., Specified number of incentives as identified in state law based on the level of affordability and percentage of affordable units); and
- Reduced parking standards. Parking standards identified in state law by project type, proximity of transit facilities, affordability level of the development (or affordable units) and/or number of bedrooms).