

# South Bay Cities Council of Governments

October 14, 2019

TO: SBCCOG Steering Committee

FROM: Jacki Bacharach, SBCCOG Executive Director

RE: Bills to Monitor and for Action – **Status as of October 13, 2019**

Adherence to Strategic Plan:

Advocate for the interests of the South Bay

## **VETOED**

### FINANCE

<p>SB 5 (Beall)</p>	<p>AMENDED 8/12/19 Affordable Housing and Community Development Investment Program. Would establish in state government the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. Would authorize a city, county, city and county, joint powers agency, enhanced infrastructure financing district, affordable housing authority, community revitalization and investment authority, transit village development district, or a combination of those entities, to apply to the Affordable Housing and Community Development Investment Committee to participate in the program and would authorize the committee to approve or deny plans for projects meeting specific criteria. Would also authorize certain local agencies to establish an affordable housing and community development investment agency and authorize an agency to apply for funding under the program and issue bonds, as provided, to carry out a project under the program.</p>	<p>SUPPORT (3/28/19)  (Ltr to Sen Housing Comm 4/1/19 &amp; ltr to Asm Housing &amp; Comm Dev Comm 7/1/19)  LCC supports</p>	<p><b>10/13/19 VETOED</b></p>
<p>SB 127 (Wiener)</p>	<p>Transportation funding: active transportation: complete streets. Would require the asset management plan to prescribe a process for community input and complete streets implementation to prioritize the implementation of safe and connected facilities for pedestrians, bicyclists, and transit users on all State Highway Operation and Protection Program projects, as specified. Would require the department to include complete streets elements in the asset management plan, as specified.</p>	<p>OPPOSE (2/11/19)  (ltr to Sen Housing Comm 2/20/19 &amp; ltr to Asm Trans Comm 7/1/19)</p>	<p><b>10/13/19 VETOED</b></p>

# NEW LAWS

## HOUSING & HOMELESSNESS

<p>AB 68 (Ting)</p>	<p>Land use: accessory dwelling units. Expands ministerial approval of ADUs to include multiple ADUs in existing multifamily dwellings, multiple detached ADUs on the same lot as a multifamily dwelling and an ADU and a JADU on one lot, under specified conditions. Requires local agencies to ministerially approve a building permit for certain ADUs and JADUs in 60 days (instead of 120 days) from the time of receipt of the completed application. Provides that a local ADU ordinance cannot impose lot coverage standards or require minimum lot size or certain setbacks, and cannot require offstreet parking to be replaced when existing parking like a garage, carport or covered parking structure is demolished for the construction or conversion of an ADU. Authorizes the Department of Housing and Community Development (HCD) to submit written findings to a local agency regarding whether the local ordinance complies with state law and requires the local agency, within 30 days, to respond by either amending its ordinance or adopting a resolution with findings explaining the reason the ordinance complies, and allows HCD to notify the attorney general (AG) that the local agency is in violation.</p>	<p>OPPOSE (5/23/19)</p> <p>(Ltr to Sen Housing Comm 6/3/19 &amp; ltr to Sen EQ Comm 7/1/19)</p>	<p><b>10/13/19 NEW LAW</b></p>
<p>AB 881 (Bloom)</p>	<p>Accessory dwelling units. Limits the criteria by which a local agency can determine where ADUs may be permitted to the adequacy of water and sewer services and the impact of ADUs on traffic flow and public safety. Requires local agencies to ministerially approve ADUs on lots with multi-family residences and within existing garages. Removes, until January 1, 2025, the authority for local agencies to require that applicants for ADUs be owner occupants and removes the ability for cities to require owner occupancy for either the primary or the accessory dwelling unit. Specifies that, in measuring one-half mile from public transit for purposes of applying parking requirements, it is measured in walking distance. Adds a definition of "public transit" to mean a bus stop, bus line, light rail, street car, car share drop off or pick up, or heavy rail stop. Adds a definition of "accessory structure" to mean a structure that is accessory and incidental to a dwelling located on the same lot.</p>	<p>OPPOSE (5/23/19) (Ltr to Sen Housing Comm 6/3/19 &amp; ltr to Sen Gov Fin Comm 7/1/19)</p> <p>LCC Opposes unless amended</p>	<p><b>10/13/19 NEW LAW</b></p>

<p>AB 1482 (Chiu)</p>	<p>Tenant Protection Act of 2019: tenancy: rent caps. Would, with certain exceptions, prohibit an owner, as defined, of residential real property from terminating a tenancy without just cause, as defined, which the bill would require to be stated in the written notice to terminate tenancy when the tenant has continuously and lawfully occupied the residential real property for 12 months, except as provided. Would require, for certain just cause terminations that are curable, that the owner give a notice of violation and an opportunity to cure the violation prior to issuing the notice of termination.</p>	<p>MONITOR</p> <p>SBACC approved</p>	<p><b>10/8/19 NEW LAW</b></p>
<p>SB 6 (Beall)</p>	<p>Residential development: available land. Would require the Department of Housing and Community Development to furnish the Department of General Services with a list of local lands suitable and available for residential development as identified by a local government as part of the housing element of its general plan. Would require the Department of General Services to create a database of that information and information regarding state lands determined or declared excess and to make this database available and searchable by the public by means of a link on its internet web. Would require for any housing element adopted on or after January 1, 2021, that an electronic copy of the inventory of land suitable for residential development be submitted to the Department of Housing and Community Development.</p>	<p>MONITOR</p>	<p><b>10/13/19 NEW LAW</b></p>
<p>SB 330 (Skinner)</p>	<p>Housing Crisis Act of 2019. The Housing Accountability Act, which is part of the Planning and Zoning Law, prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based on a preponderance of the evidence in the record. The act specifies that one way to satisfy that requirement is to make findings that the housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation as specified in any element of the general plan as it existed on the date the application was deemed complete. The act requires a local agency that proposes to disapprove a housing development project that complies with applicable, objective general plan and zoning standards and criteria that were in effect at the time the application was deemed to be complete, or to approve it on the condition that it be developed at a lower density, to base its decision upon written findings supported by substantial evidence on the</p>	<p>OPPOSE (3/28/19)</p> <p>(Ltr to Sen G &amp; F Comm 4/9/19 &amp; ltr to Asm Local Gov Comm 7/2/19)</p>	<p><b>10/13/19 NEW LAW</b></p>

	record that specified conditions exist, and places the burden of proof on the local agency to that effect. The act requires a court to impose a fine on a local agency under certain circumstances and requires that the fine be at least \$10,000 per housing unit in the housing development project on the date the application was deemed complete. Until January 1, 2030, would specify that an application is deemed complete for these purposes if a complete initial application was submitted, as described.		
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#### ENVIRONMENTAL

SB 400 (Umberg)	Reduction of greenhouse gases emissions: mobility options. Existing law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Existing law defines specified terms, including mobility options, which means a voucher for public transit or car sharing for purposes of the program. This bill would additionally provide that mobility options also include bike sharing and electric bicycles.	MONITOR	<b>9/6/19 NEW LAW</b>
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#### 2 YEAR BILLS

AB 1694 (O'Donnell)	San Gabriel and Lower Los Angeles Rivers & Mountains Conservancy: territory: Dominguez Channel watershed & Santa Catalina Island. would additionally include the Dominguez Channel watershed and Santa Catalina Island, as described, within that definition of territory, and would make various related changes to the boundaries of that territory.	SUPPORT (6/27/19)  (Ltr to Sen Nat Res & Water Comm. 7/2/19)	<b>8/30/19 2 year bill</b>
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#### TRANSPORTATION

AB 516 (Chiu)	Authority to remove vehicles. Would modify the authority to remove a vehicle parked or left standing for 72 or more consecutive hours in violation of a local ordinance by requiring the vehicle to remain parked or left standing for 10 or more business days after a notice is affixed to the vehicle specifying the date and time after which the vehicle may be removed. The bill would repeal	OPPOSE (6/27/19)  (Ltr to Sen Pub Safety Comm. 7/1/19)	<b>8/30/19 2 Year Bill</b>
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	the related authority to conduct a lien sale to cover towing and storage expenses.	LCC opposes	
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**FEDERAL**

HR 530 (Eshoo)	Accelerating Wireless Broadband Deployment by Empowering Local Communities Act of 2019. Overturns the FCC's September order preempting local authority over small cell wireless infrastructure on January 14, the day the order took effect. Would not preclude future FCC or congressional preemption of cities on wireless infrastructure, but it would halt the FCC's harmful preemption order, which ignored the input of hundreds of local governments. The bill also complements ongoing efforts to overturn the FCC order in federal courts, and the investigation by congressional leaders into alleged attempts by the FCC to thwart that litigation.	SUPPORT & REQUEST CO- SPONSORS (2/11/19)  Endorsed by NLC, NATOA, NAC	1/25/19 House Energy & Commerce Committee - Subcommittee on Communications & Technology
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