

ACTION ALERT!!

SB 330 (Skinner) Housing Crisis Act of 2019

OPPOSE

Background:

The League of California Cities continues to oppose SB 330 (Skinner), even with recent amendments. SB 330 would, among other things, declare a statewide housing crisis and for a five-year period, prohibit a city from imposing parking requirements near rail stops, and freeze nearly all project related fees once a developer submits a “preliminary” application.

We agree with the fundamental problem – there aren’t enough homes being built in California. The League of California Cities remains committed to working with the Legislature and the Governor on finding ways to help spur much needed housing construction statewide without arbitrarily limiting how cities address community growth impacts.

Why should you OPPOSE SB 330?

- **No Parking Requirements** – Regardless of the size of the housing project, SB 330 would strictly prohibit local agencies from imposing any type of parking standard within one-quarter mile of a rail stop. Without parking requirements, congestion and parking conflicts in many communities will significantly increase because people strongly resist giving up their vehicle, especially if public transit is inadequate.
- **Allows Developers To Keep Additional Profits** – SB 330 does not require any of the cost savings associated with banning parking requirements near rail stops or prohibiting project specific fees be passed on to the renter or purchaser of the housing unit. Developers would most likely pocket the savings and enhance their profits, while not producing affordable housing.
- **Freezes Project Development Fees For Up To Three Years** – SB 330 would lock in place nearly all fees imposed on a housing project once a developer submits a “preliminary” application. Developers would have up to three years to begin construction and not be subject to any new fee, even an affordable housing fee. Since we are in a housing crisis, as the title of the bill also declares, why should developers receive a safe harbor from new fees if they refuse to construct city approved housing units?
- **Essentially Bans Project Specific Fees** – SB 330 allows a developer to submit a “preliminary” housing project application, which contains too little information for a city to determine the scope of the project or the type of CEQA document that is needed. Project specific fees cannot be determined until a city fully analyzes the project. Cities would be unable to require a developer to adequately mitigate the impacts of the individual project, pursuant to the Mitigation Fee Act.

ACTION:

SB 330 has been double referred and will be heard in the Assembly Housing & Community Development Committee on June 19th and the Assembly Local Government Committee on July 10th. If you have an Assembly Member on either of these committees, please send in a letter of CITY OPPOSITION as soon as possible.

<u>ASSEMBLY HOUSING AND COMMUNITY DEVELOPMENT</u>				
Member	District	Party	Room	Phone
Chiu, David (Chair)	17	D	4112	916 319 2017
Diep, Tyler (Vice-Chair)	72	R	4153	916 319 2072
Gabriel, Jesse	45	D	4139	916 319 2045
Gloria, Todd	78	D	2176	916 319 2078
Kiley, Kevin	6	R	5126	916 319 2006
Limón, Monique	37	D	6031	916 319 2037
Maienschein, Brian	77	D	4208	916 319 2077
Quirk-Silva, Sharon	65	D	6012	916 319 2065

<u>ASSEMBLY LOCAL GOVERNMENT</u>				
Member	District	Party	Room	Phone
Aquiari-Curry, Cecilia (Chair)	4	D	5144	916 319 2004
Bloom, Richard	50	D	2003	916 319 2050
Boerner Horvath, Tasha	76	D	4130	916 319 2076
Lackey, Tom (Vice-Chair)	36	R	2174	916 319 2036
Ramos, James	40	D	4162	916 319 2040
Rivas, Luz	39	D	2160	916 319 2039
Rivas, Robert	30	D	5158	916 319 2030
Voepel, Randy	71	R	4009	916 319 2071

You can find your Legislator's contact information here: <http://findyourrep.legislature.ca.gov/>.

Talking Points:

- The City/Town of _____ agrees with the fundamental problem—there aren't enough homes being built in California, however we strongly question the effectiveness of prohibiting or limiting parking requirements and restricting essential housing related fees.
- SB 330 does not require any of the cost savings associated with these limitations to be passed on to the renter or purchaser of the housing unit. Developers would most likely pocket the savings and enhance their profits while not producing affordable housing.
- Banning parking requirements near rail stops will lead to significant congestion and parking conflicts because people strongly resist giving up their vehicle, especially if public transit is inadequate.
- It is important to note that all project impact fees are extensively regulated by state law and the constitution. Cities can only charge a fee to cover the cost of providing the service for which the fee is applied. It is illegal for cities to charge project fees and use the funds for other purposes.