



Legislative Action Committee Meeting Agenda

Virtual Meeting via Zoom August 11, 2022 6:00 PM

Register for Zoom webinar [\[HERE\]](#) View YouTube Livestream [\[HERE\]](#)
More info on public comment and accessibility given at the end of the agenda.

Committee Members

Chair: Hon. Neysa Fligor, Los Altos

Campbell	Hon. Liz Gibbons / Alternate: Hon. Anne Bybee
Cupertino	Hon. Darcy Paul / Alternate: Hon. Liang Chao
Gilroy	Hon. Peter Leroe-Muñoz / Alternate: Hon. Marie Blankley
Los Altos	Hon. Neysa Fligor / Alternate: Hon. Anita Enander
Los Altos Hills	Hon. Stanley Mok / Alternate: Hon. Lisa Schmidt
Los Gatos	Hon. Rob Rennie / Alternate: Hon. Marico Sayoc
Milpitas	Hon. Carmen Montaña / Alternate: Hon. Evelyn Chua
Monte Sereno	Hon. Javed Ellahie / Alternate: Hon. Bryan Mekechuk
Morgan Hill	Hon. Rich Constantine / Alternate: Hon. Gino Borgioli
Mountain View	Hon. Ellen Kamei / Alternate: Hon. Pat Showalter
Palo Alto	Hon. Pat Burt / Alternate: Hon. Lydia Kou
San Jose	Hon. Chappie Jones / Alternate: Hon. Matt Mahan
Santa Clara	Hon. Kathy Watanabe / Alternate: Hon. Anthony Becker
Saratoga	Hon. Tina Walia / Alternate: Hon. Kookie Fitzsimmons
Sunnyvale	Hon. Gustav Larsson / Alternate: Hon. Alys Cisneros

Discussion & action may be taken on any of the items below. Times are approximate.

WELCOME AND ROLL CALL (Fligor, 6:00 PM)

1.	Consent Agenda
	Approval of June Legislative Action Committee Minutes Attachment: Draft Minutes
2.	Discuss and Consider Bills for Possible Action
2a.	<u>SB 833 (Dodd, B) Community Energy Resilience Act of 2022</u> This bill would create a grant program for local governments to develop and implement community resiliency plans and expedite permitting for distributed energy resources. Attachments: SVCE Letter , CalCities Sample Letter
2b.	<u>AB 1985 (Rivas, Robert D) Organic waste: recovered organic waste product procurement targets</u> Current law requires, no later than January 1, 2018, the State Air Resources Board to approve and begin implementing a comprehensive short-lived climate pollutant strategy to achieve a reduction in statewide emissions of methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030. Current law requires the methane emissions reduction goals to include a 50% reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75% reduction by 2025. Current law requires the Department of Resources Recycling and Recovery, in consultation with the state board, to adopt regulations to achieve these organic waste reduction goals that include, among other things, requirements intended to meet the goal that not less than 20% of edible food that is currently disposed of be recovered for human consumption by 2025 and that may include penalties to be imposed by the department for noncompliance, as provided. The department's regulations provide for, among other things, the calculation by the department of recovered organic waste product procurement targets for each local jurisdiction. This bill would require any penalties imposed by the department on a local jurisdiction that fails to meet its recovered organic waste procurement target to be imposed pursuant to a specified schedule based on the percentage of the local jurisdiction's recovered organic waste product procurement target achieved. The bill would

	<p>exempt jurisdictions in possession of a specified rural exemption from these requirements until December 31, 2026. Attachments: CalCities Sample Letter</p>
2c.	<p><u>AB 916 (Salas D) Zoning: accessory dwelling units: bedroom addition</u> The Planning and Zoning Law authorizes the legislative body of any county or city to adopt ordinances that regulate the use of buildings, structures, and land as between industry, business, residences, open space, and other purposes. This bill would prohibit a city or county legislative body from adopting or enforcing an ordinance requiring a public hearing as a condition of reconfiguring existing space to increase the bedroom count within an existing dwelling unit. The bill would apply these provisions only to a permit application for no more than 2 additional bedrooms within an existing dwelling unit. The bill would specify that these provisions are not to be construed to prohibit a local agency from requiring a public hearing for a proposed project that would increase the number of dwelling units within an existing structure. The bill would include findings that ensuring adequate housing is a matter of statewide concern and is not a municipal affair, and that the provision applies to all cities, including charter cities. Sponsored by the California Rental Housing Association (www.cal-rha.org) Opposed unless amended by CalCities (see attached letter) Attachment: CalCities Sample Letter</p>
2d.	<p>AB 2011 (Wicks D) Affordable Housing and High Road Jobs Act of 2022 Attachments: CASCC Letter, CalCities Sample Letter, CA YIMBY Summary</p>
2e.	<p>SB 897 (Wieckowski D) Accessory dwelling units: junior accessory dwelling units Attachments: CASCC Letter; CalCities, CSAC, UCC & RCRC Letter; All Home Letter</p>
2f.	<p>AB 2097 (Friedman D) Residential, commercial, or other development types: parking requirements. Attachments: CASCC Letter, CalCities Sample Letter</p>
3.	<p>Other Bills for Consideration, Time Permitting</p>
3a.	<p><u>SB 917 (Becker) Seamless Transit Transformation Act.</u> This bill would require the Metropolitan Transportation Commission to create a Connected Network Plan; a comprehensive, standardized regional transit mapping and wayfinding system; an implementation and maintenance strategy; a funding plan; and open data standards. Transit agencies that fall within the City and County</p>

	of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma would be required to comply with this plan.
3b.	<u>AB 1985 (R. Rivas) Organic waste: list: available products.</u> This bill would create an online database of organic waste products on the market so local governments can connect with local farmers and community members seeking their organic waste products and continue to the conversation to address the procurement requirements in the SB 1383 regulations.
3c.	<u>AB 2120 (Ward) Federal funding for local bridges.</u> This bill would ensure 55% of the bridge funds headed to California through the federal infrastructure package are allocated to local projects through a needs-based allocation.
3d.	SB 932 (Portantino D) General plans: circulation element: bicycle and pedestrian plans and traffic calming plans.
4.	Announcements and Future Agenda Items (Committee Members)

PUBLIC COMMENT

ADJOURNMENT

PUBLIC COMMENT

Members of the public wishing to comment on an item on the agenda may do so in the following ways:

1. Email comments to audin@citiesassociation.org
 - Emails will be forwarded to the Legislative Action Committee
 - IMPORTANT: identify the Agenda Item number in the subject line of your email. All emails received will be entered into the record for the meeting.
 2. Provide oral public comments during the meeting:
 - When the Chair announces the item on which you wish to speak, click the “raise hand” feature in Zoom. Speakers will be notified shortly before they are called to speak.
 - When called to speak, please limit your comments to the time allotted (up to 3 minutes, at the discretion of the Chair).
 - Phone participants:
- *6 - Toggle mute/unmute
*9 - Raise hand

ACCESSIBILITY

We strive for our meetings and materials to be accessible to all members of the public. Closed captioning will be enabled for this meeting. For instructions on how to view the closed captioning, please refer [to this Zoom help page](#).

Additional accommodations are available upon request. Please contact our Board Clerk, Audin Leung, at audin@citiesassociation.org at least three business days prior to the meeting to submit a request for accommodations.



Legislative Action Committee Special Meeting Minutes

**Virtual Meeting via Zoom
June 23, 2022 6:00 PM**

Meeting recording available on YouTube [\[LINK\]](#)

Minutes in Red / Agenda in Black

Committee Members

Chair: Hon. Neysa Fligor, Los Altos

Campbell	Hon. Liz Gibbons / Alternate: Hon. Anne Bybee
Cupertino	Hon. Darcy Paul / Alternate: Hon. Liang Chao
Gilroy	Hon. Peter Leroe-Muñoz / Alternate: Hon. Marie Blankley
Los Altos	Hon. Neysa Fligor / Alternate: Hon. Anita Enander
Los Altos Hills	Hon. Stanley Mok / Alternate: Hon. Lisa Schmidt
Los Gatos	Hon. Rob Rennie / Alternate: Hon. Marico Sayoc
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Monte Sereno	Hon. Javed Ellahie / Alternate: Hon. Bryan Mekechuk
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Mountain View	Hon. Ellen Kamei / Alternate: Hon. Pat Showalter
Palo Alto	Hon. Pat Burt / Alternate: Hon. Lydia Kou
San Jose	Hon. Chappie Jones / Alternate: Hon. Matt Mahan
Santa Clara	Hon. Kathy Watanabe / Alternate: Hon. Anthony Becker
Saratoga	Hon. Tina Walia / Alternate: Hon. Kookie Fitzsimmons
Sunnyvale	Hon. Gustav Larsson / Alternate: Hon. Alys Cisneros

Discussion & action may be taken on any of the items below. Times are approximate.

WELCOME AND ROLL CALL (Fligor, 6:00 PM)

Members in attendance (12):

Campbell	Bybee (alternate)
Cupertino	Paul
Los Altos	Fligor
Los Gatos	Rennie
Monte Sereno	Ellahie
Morgan Hill	Constantine
Mountain View	Kamei
Palo Alto	Kou (alternate) - joined at 6:33pm
San José	Jones
Santa Clara	Watanabe
Saratoga	Walia
Sunnyvale	Cisneros (alternate)

Members absent (3):

Gilroy	Leroe-Muñoz
Los Altos Hills	Mok
Milpitas	Montano

Others in attendance:

- Joanne Benjamin, Acting Executive Director
- Zane Barnes, SCCMA Representative
- Shali Sirkay, Candidate for Acting Executive Director
- Gary Baum, Counsel
- Audin Leung, Clerk

1. Consent Agenda

Approval of April 14, 2022 Legislative Action Committee Meeting Minutes.

Motion by Jones to approve consent agenda. Seconded by Rennie. Motion adopted 10-0-1-4.

Bybee	AYE
Paul	AYE
Leroe-Muñoz	ABSENT
Fligor	AYE
Mok	ABSENT
Rennie	AYE
Montano	ABSENT
Ellahie	AYE
Constantine	AYE
Kamei	AYE
Kou	ABSENT
Jones	AYE
Watanabe	ABSTAIN
Walia	AYE
Cisneros	AYE

2. Discuss and Consider Bills for Possible Action

2a. AB 2011 (Wicks) Affordable Housing and High Road Jobs Act of 2022

This bill would require almost all cities to ministerially approve certain affordable and mixed-use housing developments in areas of a city where office, retail or parking are principally allowed even if it conflicts with a local government's general plan, specific plan, zoning ordinance or regulation.

Motion by Jones to recommend to the Board of Directors a "Support if Amended" position on AB 2011. The motion did not receive a second and failed.

Motion by Constantine to recommend to the Board of Directors an "Oppose" position on AB 2011. Seconded by Paul. Motion adopted 8-1-2-4.

Bybee	AYE
Paul	AYE
Leroe-Muñoz	ABSENT
Fligor	ABSTAIN
Mok	ABSENT
Rennie	AYE
Montano	ABSENT
Ellahie	AYE
Constantine	AYE
Kamei	ABSTAIN
Kou	ABSENT
Jones	NAY
Watanabe	AYE
Walia	AYE
Cisneros	AYE

2b. AB 2097 (Friedman) Residential and Commercial Development. Parking Requirements.

This bill would prohibit a local government from imposing or enforcing a minimum automobile parking requirement or residential, commercial, or other developments, if the development is located on a parcel within one-half mile of public transit.

Motion by Constantine to recommend to the Board of Directors an “Oppose” position on AB 2097. Seconded by Watanabe. Motion adopted 8-1-3-3.

Bybee	AYE
Paul	AYE
Leroe-Muñoz	ABSENT
Fligor	AYE
Mok	ABSENT
Rennie	AYE
Montano	ABSENT

Ellahie	AYE
Constantine	AYE
Kamei	ABSTAIN
Kou	ABSTAIN
Jones	ABSTAIN
Watanabe	AYE
Walia	AYE
Cisneros	NAY

2c. SB 897 (Wieckowski) Accessory Dwelling Units.

This bill would amend the statewide standards that apply to locally adopted ordinances concerning the construction of accessory dwelling units (ADUs). SB 897 would require cities to allow ADUs to be constructed with a height of up to 25 feet.

Motion by Ellahie to recommend to the Board of Directors an “Oppose” position on SB 897. Seconded by Rennie. Motion adopted 8-0-4-3.

Bybee	AYE
Paul	AYE
Leroe-Muñoz	ABSENT
Fligor	AYE
Mok	ABSENT
Rennie	AYE
Montano	ABSENT
Ellahie	AYE
Constantine	AYE
Kamei	ABSTAIN
Kou	ABSTAIN
Jones	ABSTAIN
Watanabe	AYE
Walia	AYE
Cisneros	ABSTAIN

2d. SB 1087 (Gonzalez) Vehicles; Catalytic converters.

This bill would limit who can legally sell and purchase a detached catalytic converter. The measure would make a violation of this proposed law an infraction punishable with a fine between \$1,000 to 5,000

Motion by Constantine to recommend to the Board of Directors a "Support" position on SB 1087. Seconded by Paul. Motion adopted 11-0-1-3.

Bybee	AYE
Paul	AYE
Leroe-Muñoz	ABSENT
Fligor	AYE
Mok	ABSENT
Rennie	AYE
Montano	ABSENT
Ellahie	AYE
Constantine	AYE
Kamei	AYE
Kou	ABSTAIN
Jones	AYE
Watanabe	AYE
Walia	AYE
Cisneros	AYE

3. Other Bills

Discuss and consider a Board of Directors position recommendation for AB 917 and other bills brought forth by Committee members.

AB 917 (Becker) Seamless Transit Transformation Act.

This bill would require the Metropolitan Transportation Commission to create a Connected Network Plan; a comprehensive, standardized regional transit mapping and wayfinding system; an implementation and maintenance strategy; a funding plan; and open data standards. Transit agencies that fall within the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San

Mateo, Santa Clara, Solano, and Sonoma would be required to comply with this plan.

No action was taken on this item.

3. Announcements and Future Agenda Items (Committee Members)

PUBLIC COMMENT

There were no members of the public wishing to speak on non-agenda items.

ADJOURNMENT

Respectfully submitted,



Audin Leung
Board Clerk



333 W El Camino Real, Suite 330 | Sunnyvale, CA 94087 | 1-844-474-SVCE (7823) | SVCleanEnergy.org

February 7, 2022

The Honorable Bill Dodd
State Senator
State Capitol, Room 6620
Sacramento, CA 95814

Re: Support for SB 833 on Community Energy Resiliency Grants

Dear Senator Dodd,

I write on behalf of Silicon Valley Clean Energy (SVCE) to support your bill, SB 833, which would create a new Community Energy Resiliency grant program under the California Energy Commission.

As background, SVCE is a community-owned agency serving the majority of Santa Clara County communities, acquiring clean, carbon-free electricity on behalf of more than 270,000 residential and commercial customers. As a public agency, net revenues are returned to the community to keep rates competitive and promote clean energy programs.

SVCE supports efforts to provide clean back-up generation for Public Safety Power Shutoffs and other de-energization events. SVCE has allocated \$5 million for our local government member agencies to build clean and carbon-free energy resiliency projects at critical public facilities. SB 833 would align with this local funding by providing grant funding for local governments to develop plans, expedite permit reviews for Distributed Energy Resources, and complete Environmental Impact Reports for community resilience projects. Funding through SB 833 will help better prepare local governments to effectively plan and build clean energy resiliency projects.

For these reasons, we support SB 833, and look forward to working with you on its passage.

Sincerely,

Girish Balachandran

ALL LETTERS MUST BE UPLOADED INTO THE ELECTRONIC PORTAL. The portal automatically sends letters to the author's office and the committee(s) of jurisdiction. Please visit the [California Legislature Position Letter Portal](#) to create an account and upload the letter. If you are having difficulty accessing the portal, please contact Meg Desmond at mdesmond@calcities.org.

In addition to submitting the letter through the portal, please email a copy to your local Legislator(s), Cal Cities at cityletters@calcities.org, and to your Cal Cities Regional Public Affairs Manager.

*****CITY LETTERHEAD*****

DATE

The Honorable Chris Holden
Chair, Assembly Appropriations Committee
1021 O Street, Suite 5650
Sacramento, CA 95814

Re: SB 833 (Dodd) Community Energy Resilience Act of 2022
Notice of SUPPORT (As Amended on 3/21/22)

Dear Assembly Member Holden,

The **City/Town of _____** is pleased to **SUPPORT** SB 833 (Dodd), which would require the California Energy Commission (CEC) to establish a grant program for local governments to develop community energy resiliency plans. Specifically, these resiliency plans would identify critical facilities and locations where the construction of microgrids could meet local resilience needs and potential funding sources.

As California faces what has become a year-round fire season, ensuring reliable energy is essential to protecting residents and minimizing the impacts of utility-initiated power shut-off events. As we saw in recent years, critical city operations, such as public safety, water quality and supply, and emergency communications, cannot afford to be shut down due to a planned or unplanned power outage.

Furthermore, outside of emergency situations, there is also a desire from California cities, like ours, to transition towards a clean and green energy future. This future can be better realized through planning and collaboration with our city residents and energy providers. The grant program created through SB 833 will help cities move towards this cleaner and more resilient energy future by providing vital dollars to create these plans and bring them to fruition.

PLEASE CITE HOW YOUR CITY WILL BE BENEFIT FROM THIS BILL HERE.

SB 833 is a step in the right direction, enabling local governments to kickstart resiliency planning in their communities.

For these reasons, the **City/Town of _____ supports** SB 833 (Dodd).

Sincerely,

NAME

TITLE

CITY/TOWN of _____

cc: The Honorable Bill Dodd

(Your City's Senator & Assembly Member)

(Your Cal Cities Regional Public Affairs Manager, via email)

League of California Cities *(via email: cityletters@calcities.org)*

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In addition to submitting the letter through the portal, please email a copy to your local Legislator(s), Cal Cities at cityletters@calcities.org, and to your Cal Cities Regional Public Affairs Manager.

*****CITY LETTERHEAD*****

DATE

The Honorable Anthony Portantino
Chair, Senate Appropriations Committee
State Capitol, Room 412
Sacramento, CA 95814

**RE: AB 1985 (R. Rivas) Organic Waste. Recovered Organic Waste Product
Procurement Targets
Notice of SUPPORT (As Amended on August 1, 2022)**

Dear Senator Portantino,

The City/Town of _____, is pleased to **support AB 1985**, which would assist local governments implementing the state's organic waste diversion targets and allow time for markets to develop for organic waste products.

Organics like food scraps, yard trimmings, paper, and cardboard make up half of what Californians dump in landfills and emit 20% of the state's methane. In a critical effort to reduce methane and other short-lived climate pollutant emissions, California set organic waste diversion targets of 50% by 2020 and 75% by 2025 (SB 1383, Lara, 2016). To drive infrastructure investment and create demand for organic waste products, the SB 1383 regulations required cities and counties by January 1, 2022, to procure a specific quantity of organic waste products based on their population.

Jurisdictions can fulfill these annual procurement targets by procuring any combination of organic waste products such as compost, mulch, or renewable energy. These organic waste products offer benefits to local communities by improving soil and air quality, creating green jobs to help the economy, and support local climate initiatives (i.e., Climate Action Plans).

As jurisdictions ramp up their organic waste collection programs, many cities and counties are struggling to meet their procurement targets due to a limited amount of organic waste infrastructure across the state. In many cases, local governments also struggle to connect with end markets for the organic waste they do process. Jurisdictions are seeking unique and creative pathways to help them achieve these targets while simultaneously vitalize a growing organic waste recycling market.

PLEASE CITE ANY CHALLENGES YOUR CITY IS HAVING WITH SB 1383 PROCUREMENT AND HOW YOUR CITY WILL BENEFIT FROM THIS BILL HERE.

AB 1985 will assist local governments in achieving their procurement targets by phasing in the procurement requirements while markets and infrastructure continues to develop. This, along with other adjustments in the bill, will offer local governments the flexibility they need to meet these important requirements.

For these reasons, the City/Town of _____ **supports** AB 1985 (R. Rivas).

Sincerely,

NAME

TITLE

CITY/TOWN of _____

cc: The Honorable Robert Rivas
(Your Senator and Assembly Member)
(Your Cal Cities Regional Public Affairs Manager, via email)
League of California Cities (via email: cityletters@calcities.org)

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In addition to submitting the letter through the portal, please email a copy to your local legislator(s), Cal Cities at cityletters@calcities.org, and to your Cal Cities Regional Public Affairs Manager.

*****CITY LETTERHEAD*****

DATE

The Honorable Rudy Salas
California State Assembly
1021 O Street, Suite 4610
Sacramento, CA 95814

**Re: AB 916 (Salas) Zoning. Accessory Dwelling Units. Bedroom Addition
Notice of Oppose Unless Amended** (As amended June 20, 2022)

Dear Assembly Member Salas:

The **City/Town of _____** writes to express our oppose unless amended position to your measure AB 916 which was recently amended to increase the height maximum of accessory dwelling units (ADU's) from 16 to 18 feet on all parcels and to 25 feet for multifamily or single-family parcels located within one half mile of transit.

Current law authorizes cities to restrict ADU height to 16 feet, thus helping ensure that ADUs blend into the existing neighborhood. Mandating that local jurisdictions permit up to two story ADUs is completely contrary to the stated belief that ADUs are a way to increase density in a modest fashion that is not disruptive to established communities. Furthermore, shoehorning a 25-foot structure into a backyard of a single-story ranch style home, that is within one half mile of public transit, calls to question the idea that these are "accessory dwelling units" designed for multigenerational housing.

AB 916 could substantially alter the look and feel of our community. **PLEASE CITE SPECIFIC CONCERNS.**

It is vital that we take steps to increase the supply and affordability of new housing units. However, AB 916 disregards already generous maximum height allowances and replaces it with two story ADUs. For these reasons, the **City/Town of _____** opposes AB 916.

Sincerely,

NAME

TITLE

CITY/TOWN of _____

cc: Your Senator and Assembly Member
Your Cal Cities Regional Public Affairs Manager (via email)
League of California Cities (Via email: cityletters@calcities.org)



P.O. Box 3144
Los Altos, CA 94024
www.citiesassociation.org
408-766-9534

June 28, 2022

The Honorable Buffy Wicks
Chair, Assembly Committee on Housing and Community Development
1020 N Street, Suite 156
Sacramento, CA 95814

RE: AB 2011 (Wicks) Affordable Housing and High Road Jobs Act of 2022 - OPPOSE

Dear Assembly Member Wicks,

We write today on behalf of the Cities Association of Santa Clara County (CASCC), an association of the fifteen cities of the county and the elected representatives of more than 1.9 million Bay-Area residents. Since 1990, the city representatives have been gathering to discuss and find consensus and solutions for regional issues. The cities of our association are diverse and include cities of a few thousand people and a city of a million people.

On Thursday, June 23, the CASCC Board of Directors, at the recommendation of the Legislative Action Committee (LAC), voted to respectfully Oppose Assembly Bill 2011, which would require almost all cities to ministerially approve certain affordable and mixed-use housing developments in areas of a city where office, retail or parking are principally allowed even if it conflicts with a local government's general plan, specific plan, zoning ordinance or regulation.

Each of our 15 cities in Santa Clara County recognize the need for more affordable housing and mixed-use developments. Our cities are currently updating our Housing Elements and are identifying sites suitable for more needed affordable housing. However, cities consider many factors in determining housing site locations, including their general plans, specific plans, zoning ordinances and regulations, along with community input. This bill disregards California's state mandated local planning efforts and even questions the rationale for the regional housing needs allocation (RHNA) process.

Notably, a prime reason for our cities to oppose AB 2011 is it disregards current city planning efforts and forces cities to allow houses in areas of the cities that depend on retail and commercial revenue that help to balance city budgets. The need for more affordable housing is very important, but so is city revenue to help provide needed services for those living in our cities.

We thank you for your efforts in working toward solutions for much needed affordable housing. We look forward to working with you to find incentives for much needed housing construction. However, each of our cities is unique and "one size" solutions from the state do not work for our cities. Each of our city councils work diligently to listen to the public and then work to find sites for more housing along with funding to balance city budgets.

Sincerely,



Chappie Jones
President, Cities Association of Santa Clara
Vice Mayor, City of San Jose



Neysa Fligor
Chair, CASC Legislative Action Committee
Councilmember, City of Los Altos

CC:

Assemblymember Marc Berman
Assemblymember Ash Kalra
Assemblymember Alex Lee
Assemblymember Evan Low
Assemblymember Robert Rivas
Assemblymember Mark Stone
State Senator Josh Becker
State Senator Dave Cortese
State Senator John Laird
State Senator Bob Wieckowski
Cities Association of Santa Clara County Board of Directors
Cities Association of Santa Clara County Legislative Action Committee

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In addition to submitting the letter through the portal, please send a physical copy to your Legislator(s) and email a copy to cityletters@calcities.org, as well as your Regional Public Affairs Manager.

*****CITY LETTERHEAD*****

DATE

The Honorable Buffy Wicks
Chair, Assembly Committee on Housing and Community Development
1020 N Street, Suite 156
Sacramento, CA 95814

**Re: AB 2011 (Wicks) Affordable Housing and High Road Jobs Act of 2022
Notice of Opposition (As amended 4/18/2022)**

Dear Assembly Member Wicks:

The City/Town of _____ writes to oppose your measure AB 2011, which would require cities to ministerially approve, without condition or discretion, certain affordable housing and mixed-use housing developments in zones where office, retail, or parking are a principally permitted use regardless of any inconsistency with a local government's general plan, specific plan, zoning ordinance, or regulation.

Housing affordability and homelessness are among the most critical issues facing California cities. Affordably priced homes are out of reach for many people, and housing is not being built fast enough to meet the current or projected needs of people living in the state. Cities lay the essential groundwork for housing production through planning and zoning new projects in their communities based on extensive public input and engagement, state housing laws, and the needs of the building industry. Importantly, cities are currently updating housing plans to identify sites for more than two million additional housing units.

AB 2011 disregards this state-mandated local planning effort and forces cities to allow housing developments in nearly all areas of a city. This seriously questions the rationale for the regional housing needs allocation (RHNA) process. If developers can build housing in office, retail, and parking areas, why should cities go through the multiyear planning process to identify sites suitable for new housing units, only to have those plans ignored and housing built on sites never considered for new housing?

Eliminating opportunities for public review of housing developments goes against the principles of transparency and public engagement. Public hearings allow members of the community to inform their representatives of their support or concerns. "Streamlining" in the context of AB 2011 is a shortcut around public input. While it may be frustrating for some developers to address neighborhood concerns about traffic, parking, and other development impacts, those

directly affected by such projects should be heard. Public engagement often leads to better projects. Disregarding community input will increase public distrust in government and may result in additional efforts by voters to restrict growth.

PLEASE CITE SPECIFIC EFFORTS YOUR CITY HAS TAKEN TO ENGAGE THE PUBLIC.

The City/Town of _____ is committed to being part of the solution to the housing shortfall across all income levels and will work collaboratively with you and other stakeholders on legislative proposals that will spur much needed housing construction without disregarding the state-mandated local planning process and important public engagement.

For these reasons, the City/Town of _____ opposes AB 2011.

Sincerely,

NAME

TITLE

CITY/TOWN of _____

cc. Your Senator and Assembly Member
Your Cal Cities Regional Public Affairs Manager (via email)
League of California Cities (Via email: Error! Hyperlink reference not valid.lcities.org)

From California Yimby website:
<http://cayimby.org/ab-2011/>

AB 2011

AB 2011 allows for ministerial, by-right approval for affordable housing on commercially-zoned lands, and also allows such approvals for mixed-income housing along commercial corridors, as long as the projects meet specified affordability, labor, and environmental criteria. The bill also requires that all projects seeking approval under its provisions ensure all construction workers earn prevailing wages and receive health benefits.

With thousands of potential commercial sites across California, the bill would allow production of new affordable housing units at scale, without changing the density or character of existing residential neighborhoods. One recent analysis found the potential for two million units in just Santa Clara County and Los Angeles County. The bill also includes new homeownership opportunities for middle-income Californians, while promoting climate-friendly affordable development on sites close to jobs and transit.

Author: Buffy Wicks (D, AD 15)

Sponsor: California Conference of Carpenters, California Housing Consortium



P.O. Box 3144
Los Altos, CA 94024
www.citiesassociation.org
408-766-9534

June 28, 2022

The Honorable Bob Wieckowski
Member California State Senate
1021 O Street, Suite 6530
Sacramento, CA 95814

RE: SB 897 (Wieckowski) Accessory Dwelling Units - OPPOSE

Dear Senator Wieckowski,

We write today on behalf of the Cities Association of Santa Clara County (CASCC), an association of the fifteen cities of the county and the elected representatives of more than 1.9 million Bay-Area residents. Since 1990, the city representatives have been gathering to discuss and find consensus and solutions for regional issues. The cities of our association are diverse and include cities of a few thousand people and a city of a million people.

On Thursday, June 23, the CASCC Board of Directors, at the recommendation of the Legislative Action Committee (LAC), voted to respectfully Oppose Senate Bill 897, which would amend the statewide standards that apply to locally adopted ordinances concerning the construction of accessory dwelling units (ADUs). SB 897 would require cities to allow ADUs to be constructed with a height of up to 25 feet.

Each of our 15 cities in Santa Clara County recognize the value of ADUs and are currently seeing a number of these units being built in each of our cities. Current state law requires cities to approve ADUs ministerially, without discretionary review and restricts ADU height to 16 feet which ensures these units blend into existing neighborhoods. Allowing ADUs up to a height of 25 feet is contrary to the rationale that ADUs are a way to increase density in a modest fashion without disrupting established neighborhoods.

During the discussion of your legislation, SB 897, our cities thought there were other ways to incentivize the construction of ADUs, including creating ADU "Tool Kits", provide funding to help with the cost of construction of ADUs and have different requirements for ADUs for large cities vs smaller cities.

Our cities thank you for your efforts in working toward solutions for much needed ways to provide more housing. We look forward to working with you to find incentives for much needed housing construction, especially affordable housing. However, each of our cities is unique and "one size" solutions from the state do not work for our cities.

Sincerely,



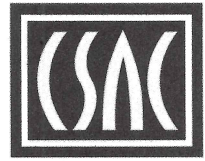
Chappie Jones
President, Cities Association of Santa Clara
Vice Mayor, City of San Jose



Neysa Fligor
Chair, CASCC Legislative Action Committee
Councilmember, City of Los Altos

CC:

Assemblymember Marc Berman
Assemblymember Ash Kalra
Assemblymember Alex Lee
Assemblymember Evan Low
Assemblymember Robert Rivas
Assemblymember Mark Stone
State Senator Josh Becker
State Senator Dave Cortese
State Senator John Laird
State Senator Bob Wieckowski
Cities Association of Santa Clara County Board Of Directors
Cities Association of Santa Clara County Legislative Action Committee



March 31, 2022

The Honorable Bob Wieckowski
Member, California State Senate
1021 O Street, Room 6530
Sacramento, CA 95814

RE: **Senate Bill 897 (Wieckowski) Accessory Dwelling Units**
Notice of Opposition *(As Amended 3/14/22)*

Dear Senator Wieckowski:

The League of California Cities (Cal Cities), California State Association of Counties (CSAC), Urban Counties of California (UCC), and the Rural County Representatives of California (RCRC) must respectfully **oppose SB 897**, which would significantly amend the statewide standards that apply to locally adopted ordinances concerning the construction of accessory dwelling units (ADUs), even though the law has been substantially amended nearly every year since 2016.

Specifically, SB 897 would require local jurisdictions to:

- **Allow ADUs to be constructed with a height of up to 25 feet.** Current law appropriately authorizes cities and counties to restrict ADU height to 16 feet, thus helping ensure that these accessory units blend into the existing neighborhood. Mandating that local jurisdictions allow essentially two-story ADUs is completely contrary to the stated belief that ADUs are a way to increase density in a modest fashion that is not disruptive to established communities. Shoehorning a 25-foot structure into a backyard of a single-story ranch style home calls to question the idea that these are “accessory dwelling units.”
- **Permit constructed ADUs in violation of State building standards and in violation of local zoning requirements.** Current law already requires cities and counties to approve ADUs ministerially, without discretionary review. Expanding this to prohibit local jurisdictions from denying permits for already constructed ADUs that fail to comply with State mandated building standards or local zoning requirements could result in dangerous or substandard living conditions.

The Honorable Bob Wieckowski
Senate Bill 897
March 31, 2022
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- **Allow two ADUs to be constructed on a lot if a multifamily dwelling is proposed to be developed.** SB 897 would allow a property owner to construct two ADUs on a vacant parcel years before the proposed multifamily structure begins construction. Additionally, there is no guarantee that the multifamily structure will ever be constructed. It is unclear why local jurisdictions should be forced to allow ADUs to be constructed before the originally proposed multifamily structure. Constructing an ADU without a primary structure makes them accessory to nothing, but rather a standalone unit.

For these reasons, Cal Cities, CSAC, UCC, and RCRC oppose SB 987. If you have any questions, please feel free to contact Jason Rhine (Cal Cities) at jrhine@calcities.org, Chris Lee (CSAC) at clee@counties.org, Kiana Valentine (UCC) at kiana@politicogroup.com, or Tracy Rhine (RCRC) at Trhine@rcrcnet.org.

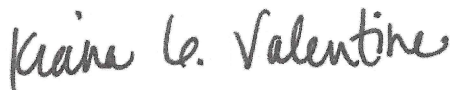
Sincerely,



Jason Rhine
Cal Cities



Christopher Lee
CSAC



Kiana Valentine
UCC



Tracy Rhine
RCRC

cc. Members, Senate Committee on Governance and Finance
Anton Favorini-Csorba, Consultant, Senate Committee on
Governance and Finance
Ryan Eisberg, Policy Consultant, Senate Republican Caucus



March 16, 2022

The Honorable Bob Wieckowski
California State Senate
State Capitol
Sacramento, CA 95814

Re: SUPPORT Senate Bill 897 (Wieckowski) – Accessory Dwelling Units

Dear Senator Wieckowski,

On behalf of All Home, I am writing in support of SB 897 (Wieckowski). All Home is a Bay Area organization that advances regional solutions to disrupt the cycles of poverty and homelessness and create more economic mobility for people with extremely low incomes. SB 897 will make it easier for homeowners to add Accessory Dwelling Units (ADUs) to their properties by eliminating remaining barriers to ADU construction.

ADUs have proven to be an innovative solution to providing housing that is affordable by design. As a way to build more homes and provide income for aging homeowners with fixed or low incomes, Undersupply of "Missing Middle" housing, or medium density housing near jobs and transit, is one of the key factors contributing to the displacement and rent burden of Californians across the state. ADUs are a sensible response to these challenges.

SB 897 will, among other things:

- permanently eliminate ADU and junior ADU (JADU) owner-occupant requirements
- eliminate parking requirements for JADUs, and
- provide grant funding for the construction of ADUs.

These provisions are essential for expanding ADU opportunities for homeowners — including low-income homeowners who could greatly benefit from them — and expanding our state's housing supply. For these reasons, we are pleased to support SB 897.

Sincerely,

Tomiquia Moss

Tomiquia Moss, Founder and CEO of All Home



P.O. Box 3144
Los Altos, CA 94024
www.citiesassociation.org
408-766-9534

June 28, 2022

The Honorable Laura Friedman
Member, California State Assembly
1021 O Street, Suite 6310
Sacramento, CA 95814

**RE: AB 2097 (Friedman) Residential and Commercial Development, Parking Requirements -
OPPOSE**

Dear Assemblymember Friedman,

We write today on behalf of the Cities Association of Santa Clara County (CASC), an association of the fifteen cities of the county and the elected representatives of more than 1.9 million Bay-Area residents. Since 1990, the city representatives have been gathering to discuss and find consensus and solutions for regional issues. The cities of our association are diverse and include cities of a few thousand people and a city of a million people.

On Thursday, June 23, the CASC Board of Directors, at the recommendation of the Legislative Action Committee (LAC), voted to respectfully Oppose Assembly Bill 2097, which would prohibit a local government from imposing or enforcing a minimum automobile parking requirement on residential, commercial, or other developments, without regard to the development size, if the development is located on a parcel within one-half mile of public transit.

Each of our 15 cities in Santa Clara County recognize the need for more affordable housing and strongly support identifying ways to reduce Greenhouse Gas Emissions in our communities. However, this bill falls short of helping to accomplish that goal and in fact would create more challenges for cities. While transit may be available in some cities, it is not frequent in many cities and cars are still the primary mode of transportation for many residents and workers. It was also noted during our discussion that what constitutes “public transit” is still very vague.

AB 2097 could also impact the State’s Density Bonus Law by providing developers parking concessions without also requiring developers to include affordable housing units in the project. The purpose of the Density Bonus Law is to provide concessions and waivers to developers in exchange for affordable housing units.

Our cities thank you for your efforts in working toward solutions for much needed affordable housing. We look forward to working with you to find incentives for much needed housing construction, especially affordable housing. However, each of our cities is unique and “one size” solutions from the state do not work for our cities.

Sincerely,



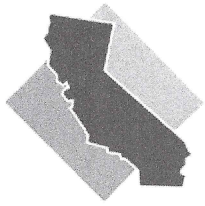
Chappie Jones
President, Cities Association of Santa Clara
Vice Mayor, City of San Jose



Neysa Fligor
Chair, CASC Legislative Action Committee
Councilmember, City of Los Altos

CC:

Assemblymember Marc Berman
Assemblymember Ash Kalra
Assemblymember Alex Lee
Assemblymember Evan Low
Assemblymember Robert Rivas
Assemblymember Mark Stone
State Senator Josh Becker
State Senator Dave Cortese
State Senator John Laird
State Senator Bob Wieckowski
Cities Association of Santa Clara County Board of Directors
Cities Association of Santa Clara County Legislative Action Committee



LEAGUE OF
**CALIFORNIA
CITIES**

April 13, 2022

The Honorable Laura Friedman
California State Assembly
1021 O Street, Suite 6310
Sacramento, CA 95814

RE: **AB 2097 (Friedman) Residential and Commercial Development. Parking Requirements.
Notice of Opposition (As Introduced)**

Dear Assembly Member Friedman:

The League of California Cities (Cal Cities) must respectfully oppose your measure AB 2097, which would prohibit a local government from imposing or enforcing a minimum automobile parking requirement on residential, commercial, or other developments, without regard to the development size, if the development is located on a parcel within one-half mile of public transit.

AB 2097 would essentially allow developers to dictate parking requirements in large areas of many cities because the definition of public transit includes entire bus routes with fifteen-minute service intervals. Restricting parking requirements within one-half mile of a high-frequency transit route does not guarantee individuals living, working, or shopping on those parcels will actually use transit. Many residents will continue to own automobiles and require nearby parking, which will only increase parking demand and congestion.

AB 2097 would give both developers and transit agencies, who are unaccountable to local voters, the power to determine parking requirements. Transit agencies would be able to dramatically alter local parking standards by shifting transit routes and adjusting service intervals.

Additionally, AB 2097 could negatively impact the State's Density Bonus Law by providing developers parking concessions without also requiring developers to include affordable housing units in the project. The purpose of Density Bonus Law is to provide concessions and waivers to developers in exchange for affordable housing units.

While AB 2097 may be well intended, parking requirements are most appropriately established at the local level based on community needs. A one-size fits all approach to an issue that is project specific just does not work. For these reasons,



LEAGUE OF
**CALIFORNIA
CITIES**

Cal Cities opposes AB 2097. If you have any questions, please contact me at (916) 658-8264.

Sincerely,

Jason Rhine
Assistant Director, Legislative Affairs

Cc: Members, Assembly Committee on Local Government
Hank Brady, Consultant, Assembly Committee on Local Government
William Weber, Consultant, Assembly Republican Caucus