



CITY OF BEVERLY HILLS

455 NORTH REXFORD DRIVE • BEVERLY HILLS, CALIFORNIA 90210

John A. Mirisch, Mayor

June 10, 2019

The Honorable Nancy Skinner
California State Senate, 9th District
State Capitol, Room 5094
Sacramento, CA 95814

Re: SB 330 (Skinner) Housing Crisis Act of 2019
City of Beverly Hills – OPPOSE

Dear Senator Skinner,

On behalf of the City of Beverly Hills, I write to you in respectful **OPPOSITION** to your **SB 330**. This measure 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.

While we agree with the fundamental problem- there are not enough homes being built in California, we also believe that local governments are best suited to address community growth impacts. The City remains committed to working with the State Legislature and the Governor on findings ways to help spur much needed housing construction statewide without arbitrarily limiting cities. This problem is most effectively solved with the state and local governments working in partnership, not one level of government usurping the authority of the other.

SB 330 would allow a developer to submit a “preliminary” housing project application. This would be a new type of application established by this bill and would contain too little information for a city to effectively determine the scope of the project or the type of CEQA document that would be required. Additionally, once the “preliminary” application is filed, new limits on the number of the public hearings and streamline approval timeline begins.

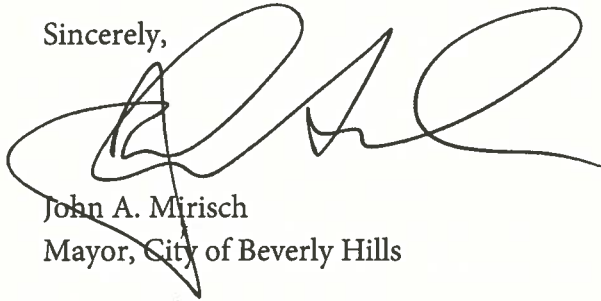
Additionally, this measure would lock in place nearly all fees or exactions imposed on development projects once a developer submits a “preliminary” application. Since the “preliminary” application lacks all the necessary information to evaluate the project, a city would be unable to determine

which fees apply to the project. Currently, project impact fees are extensively regulated by state law and the California Constitution. Cities can only charge a fee to cover the cost of providing the services for which the fee is applied. It is illegal for cities to charge fees on a project and use the funds for other purposes.

SB 330 would also strictly prohibit local agencies from imposing any type of parking standard within one-quarter mile of a rail stop. Without tailored parking requirements, this would have the unintended consequence of forcing new residents to park on city streets. Many cities, including Beverly Hills, are currently dealing with the issues of overcrowded parking on city streets. In order to preserve parking for our residents, the City has created over 70 Preferential Parking Permit zones. Even with these special parking zones in place, there is almost no additional capacity to add street parking should density be increase in those areas.

For these reasons, the City of Beverly Hills must respectfully **OPPOSE** your **SB 330**.

Sincerely,

A handwritten signature in black ink, appearing to read 'John A. Mirisch', is written over the typed name and title.

John A. Mirisch
Mayor, City of Beverly Hills

cc: Members and Consultants, Assembly Housing and Community Development Committee
The Honorable Ben Allen, 26th Senate District
Andrew K. Antwih, Shaw / Yoder / Antwih, Inc.