

Planning & Transportation Commission Staff Report (ID # 14768)

Report Type:	Study Session	Meeting Date: 11/30/2022
Summary Title:	Review 2022 Land Use & Housing State Legislation	
Title:	Study Session to Review 2022 Stat Use and Housing	e Legislation Related to Land
From:	Jonathan Lait	

Recommendation

Staff recommends that the Planning and Transportation Commission (PTC) receive staff's presentation regarding 2022 State legislation pertaining to land use and housing.

Background

On November 7, 2022, City Council received a staff report regarding State legislation that passed in 2022, including land use and housing legislation: <u>https://www.cityofpaloalto.org/files/assets/public/agendas-minutes-reports/agendas-minutes/city-council-agendas-minutes/2022/20221107/20221107pccsm-amended-linked-q.a-2.pdf#page=168</u>.

The Council report contained the Policy and Services Committee report presented to that committee on October 11, 2022. New housing and land use laws built upon the passage of major land use reform bills from 2021, such as SB 9 (Atkins) is addressed on packet page 181.

In this report, staff highlights some of the new laws which have required or will require modifications to our Municipal Code and/or processing of housing and other development projects or will necessitate increased reporting and content in the City's policy documents.

Discussion

Urban Lot Splits - SB9, Became Effective January 2022

The PTC and Architectural Review Board did not review the City's SB9 standards, SB9 urgency ordinance, and interim ordinances, which staff presented and Council adopted in late 2021 and early 2022. The SB9 State legislation passed in the fall of 2021 and became effective in January 2022. The SB9 legislation required ministerial approval of urban lot splits and two-unit

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developments on single-family zoned parcels. When changes to establish a permanent ordinance begin, staff will engage the PTC and ARB for recommendations on the standards.

Land Use Legislation Becomes Effective July 1, 2023 – AB2011 and SB6

Two of the State's land use reform measures will go into effect on July 1, 2023; these are AB 2011 (Wicks) and SB 6 (Caballero). Both bills authorize housing development projects in sites zoned for retail, office, parking, or along transit-rich corridors, so long as developers utilize stricter labor standards or adhere to stricter affordability requirements. Despite their similarities, both bills passed into law – a strategy that legislative leadership has touted as a method to give developers the choice to decide which strategy to use when approaching a housing development project in a non-residential zone: comply with stricter labor standards or stricter affordability standards. Any necessary local amendments related to these State laws would be taken up in the spring of 2023. The July effectiveness date enables staff an opportunity to meet with the PTC to review any changes to Title 18, rather than handling Title 18 changes through interim/urgency ordinances.

Parking Laws - AB 2097 and AB2244 – Effective January 2023

AB2097 prohibits public agencies from imposing minimum automobile parking requirements on specified residential, commercial, and other developments located within one-half mile of high-quality public transit stops. Notably, this bill is the second iteration of the legislation, which failed in the Appropriations Committee during the 2021 Legislative Session. The law has specific wording regarding public transit stops; staff is still reviewing the law to ensure full understanding; the two primary train stops in Palo Alto and north Mountain View are considered high-quality, major transit stops. The bus stops for the Valley Transit Authority (VTA) line 22 along El Camino provide 15-minute headways (frequency); staff's understanding is that where this bus line's stops intersect with another bus line with 15-minute headway service, this is considered a high-quality public transit stop.

The bill includes limited exceptions in the event a city can make certain findings supported by a preponderance of the evidence. To take advantage of these exceptions, the City would have to develop evidence to support findings that the absence of parking requirements would have a substantially negative impact on:

- 1) the City's ability to meet its share of RHNA for lower income households;
- 2) the City's ability to meet special housing needs identified in its housing element for the elderly or persons with disabilities; or
- 3) existing residential or commercial parking within one-half mile of the housing development project.

Of these three options, the third appears to have the broadest applicability; however, it only speaks to housing development projects. In other words, this would not be a basis for imposing parking requirements on commercial projects under AB 2097. In addition, where housing projects are concerned, AB 2097 provides several exceptions to these exceptions. For housing projects, a city may not use these findings to impose parking requirements if:

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- 1) the project reserves at least 20 percent of its units for moderate-income households, students, elderly persons, or persons with disabilities;
- 2) the project contains fewer than 20 units; or
- 3) the project is subject to other state laws that permit reduced parking. In short, there is only a very limited class of projects for which the City could utilize findings to impose parking requirements: large housing projects that do not provide at least 20 percent of units for moderate-income households, students, elderly persons, or persons with disabilities.

AB2244 refines earlier legislation allowing parking reductions for sites with housing and religious buildings.

Although both bills are effective January 1, 2023, they are essentially self-implementing, as the state law is clear and completely supersedes local regulations. In other words, regardless of what is stated in the Palo Alto Municipal Code, staff will begin to apply the new standards in AB 2097 and AB 2244 on January 1, 2023. However, to avoid confusion, staff intend to update the Municipal Code to reflect these new parking laws and will bring these updates to the PTC at the earliest available opportunity.

<u>Accessory Dwelling Unit (ADU) Legislation - SB 897, AB 916, and AB2221 Effective January 2023</u> The code changes to implement the 2022 ADU laws were included in the most recent ADU ordinance update that PTC recommended to Council. To ensure that the City will have a compliant ADU ordinance adopted by January 2023, staff is considering splitting the ADU ordinance recommended by the PTC into two separate items:

- 1) an ordinance that contains updates based on changes in state law and feedback from HCD, which will be presented to Council in December 2023; and
- 2) an ordinance that contains other policy questions considered by the PTC (e.g. an affordable ADU program), which would be delayed to early 2023.

Density Bonus Legislation – AB 2334 and AB 634

AB 2334 allows a housing development project to receive added height and unlimited density if the project is located in an urbanized very low vehicle travel area in specified counties, at least 80% of the units are restricted to lower-income households, and no more than 20% are for moderate-income households. The bill also clarifies the definition of 'maximum allowable density' in several ways. First, it provides the basic definition as the 'maximum number of units allowed under the zoning ordinance, specific plan or land use element of the general plan.' Second, it provides that if these limits are inconsistent, the greater shall prevail. Finally, the city doesn't have a provision for dwelling units/acre to limit density, then the development standards are used. The city may be able to require developers to submit a 'base density study.'

AB 634 clarifies that the Density Bonus law does not prohibit a city from requiring an affordability period in excess of 55 years in certain circumstances.

Other Legislation of Interest

<u>AB 2668</u>

This law represents a clean-up of the prior law, SB35. It clarifies that SB35 projects are not subject to conditional use permits or any other non-legislative discretionary approval. The required affordable units are calculated before the density bonus is determined. The City cannot determine an application inconsistent with objective standards if there are missing application materials, when there is 'substantial evidence' the project is consistent with the standards. This law will also allow for development on hazardous waste sites deemed suitable for residential use.

Housing Element Laws – AB 1734, AB 2011, AB 2094, AB 2339 and AB 2653

These laws require the following:

- If the City does not submit its first draft housing element by January 31, 2022, emergency shelters must be allowed in residential zones or nonresidential zones that allow residential uses; these cannot be placed in industrial zones or other zones without residential uses and there must be amenities and services for homeless.
- No Net Loss: Sites shown in the housing element with carryover obligations, where the sites were not zoned as promised in the prior housing element cycle.
- There are rules for what to include in annual progress reports and HCD may request corrections of these reports within 90 days after receipt, and the city would have 30 days to correct the APR.
- Failure to comply with APR requirements can result in HCD/Attorney General enforcement.
- The APRs must include a breakdown of ministerial vs. discretionary housing projects, progress in meeting extremely low-income housing needs, certain information about AB2011 projects, the total number of new housing units, the total number of demolished housing units, and data from all density bonus projects.

Housing Element Law AB 1445

This law requires fire, sea level rise, and evacuation risk to be considered in determining housing goals.

Open Space Element SB 1425

A City's open space element must address access to open space for all residents, climate resilience, and other co-benefits of open space, correlated with the safety element, and rewilding opportunities, correlated with the land use element. The open space element has to be updated by January 1, 2026.

Funding Laws AB2006 and SB948

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<u>AB 2006</u> requires the Department of Housing and Community Development, the California Housing Finance Agency, and the California Tax Credit Allocation Committee to enter into a Memorandum of Understanding by July 1, 2024, to streamline the compliance monitoring of affordable multifamily rental housing developments that are subject to a regulatory agreement with more than one of these entities.

<u>SB 948</u> replaces individual project transition reserves for the development of affordable housing to a pooled reserve model, as specified, operated by the Department of Housing and Community Development.

<u>SB 649</u>

This law creates a state policy supporting local tenant preferences for lower-income households, which are subject to displacement risk. In addition, the bill authorizes local governments and developers in receipt of the low-income housing tax credit program and tax-exempt bonds for rental housing developments to restrict occupancy to those at risk of displacement. This legislation has a sunset of January 1, 2033.

<u>AB 2234</u>

This law seeks faster approval of building permits (ministerial permits) that follow planning entitlements (discretionary permits). The law(s) will require post-entitlement phase permits to have faster review times. Action items staff anticipates, working with Public Works staff, embarking upon include better defining 'minor' and 'standard' offsite improvements in our local ordinance.

Other Legislation

The attached diagram shows other laws not discussed in this report, such as:

- SB922 (Wiener) sustainable transportation projects streamlined approval
- SB379 (Wiener) to automate the permitting of residential rooftop solar systems and residential energy storage systems
- AB2206 (Lee) "parking cash-out"

PTC¹ Liaison & Contact Information

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Attachments:

• Attachment A: Visual of California New Laws as of October 1 2022 (DOCX)

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¹ Emails may be sent directly to the PTC using the following address: <u>planning.commission@cityofpaloalto.org</u>

