



20285 S. Western Ave., #100
Torrance, CA 90501
(310) 371-7222
sbccog@southbaycities.org
www.southbaycities.org

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The South Bay Cities Council of Governments (SBCCOG) is the joint powers authority of 15 incorporated cities in the south coast region of Los Angeles County plus parts of the City and County of LA. The sub-region includes communities of all income levels. Its population is aging like so many other places in California, and it is ethnically diverse. The cities are built-out suburbs that contain some of the densest districts in the County. The residential population is around 1 million plus about 500,000 employees. Transit service is poor with mode share on average less than 4% of trips taken.

The cities are mostly small (Torrance is the largest with a population of 147,000) so the SBCCOG has helped to provide the strategic planning for the sub-region. Beginning in 2003, this took the form of an aggressive program of research and demonstration into the interaction between land use and transportation. That R&D has included five years dedicated to demonstrating both slow and freeway speed electric vehicles; an economic simulation of redevelopment of a commercial arterial to housing; study of the feasibility of retrofitting multi-unit buildings with electric vehicle charging infrastructure; and regression analysis published in a seminal article of how to develop walking neighborhoods in a suburban context. (Retrofitting the Suburbs to Increase Walking: Evidence from a Land Use-Travel Study, Urban Studies, 2011 48(1) Boarnet, Joh, Siembab, Fulton and Nguyen)

All of those projects and more became the basis for the Land Use – Transportation Chapter of a sub-regional Climate Action Plan that was adopted by the SBCCOG Board in January, 2018. The basic idea is to use housing development as a key factor in creating *sustainable neighborhoods*. Being sustainable by reducing our carbon footprint is extremely important to South Bay cities.

The SBCCOG Board voted to oppose SB 50 as written. The reason is because SB50's mobility component is transit with housing sited so as to reinforce transit. That simply will not work here. To label our opposition as NIMBYism disrespects the time and money invested developing a strategy that will guide housing development to support the goal of producing housing that is also sustainable. Producing housing that will minimize the carbon footprint of its occupants is more complex than simply siting it adjacent to a bus corridor. The SBCCOG is utilizing other components to ensure that sustainability is realized including a regional fiber optic ring network, a Local Travel Network (for local use vehicles from e-scooters to golf carts) and the initial steps toward a telework program.

The SBCCOG requests an amendment to SB50 and other housing legislation to allow our cities to develop housing according to our adopted strategic plan for sustainable housing, and not be required to authorize transit-oriented housing. These themes are expanded in the accompanying White Paper and its Supplement.

For further information, please contact SBCCOG Executive Director, Jacki Bacharach @ jacki@southbaycities.org

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