

**SPUR**

San Francisco | San Jose | Oakland

March 7, 2018

Office of Assemblymember David Chiu
State Capitol, Room 4112
Sacramento, CA 95814

Office of Assemblymember Tim Grayson
State Capitol, Room 4164
Sacramento, CA 95814

RE: AB 2923 (CHIU AND GRAYSON) – BART TOD – SUPPORT IN CONCEPT

Dear Assemblymembers Chiu and Grayson,

SPUR is pleased to offer support in concept to AB 2923 (Chiu and Grayson), which would require the BART Board to establish transit-oriented development (TOD) standards for BART-owned land within a half-mile of stations (primarily surface parking lots). This bill is an important step toward ensuring that key transit-oriented sites are developed to their full potential. Cities in San Francisco, Alameda and Contra Costa Counties would need to make sure that their local zoning is consistent with these TOD standards.

SPUR (San Francisco Bay Area Planning and Urban Research Association) is a member-supported nonprofit organization that promotes good planning and good government. We bring people together from across the political spectrum to develop solutions to the big problems our cities face. With offices in San Francisco, San Jose and Oakland, we are recognized as a leading civic planning organization and are respected for our independent and holistic approach to urban issues.

Transit-oriented development is a key aspect of the state's efforts to significantly reduce greenhouse gas emissions by 2030. In recent years, BART adopted a bolder TOD policy, reflecting the adopted Plan Bay Area framework, the loss of redevelopment tools and growing regional affordability challenges resulting from a serious housing shortage. But more can be done to ensure that key sites near regional transit support regional environmental, economic and affordability goals as well as the fiscal stability of BART.

The bill is intended to make sure that BART can deliver on its goals of producing at least 20,000 new units of housing (7,000 of which would be affordable) plus 4,500,000 square feet of office and commercial space on land it owns. The TOD standards would limit building height restrictions to between five and 12 stories depending on the station location and would require parking maximums. In prior policy reports, SPUR has called for minimum densities for new development for jobs and housing, especially within a

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half-mile of regional transit. SPUR has also repeatedly advocated for removing minimum parking requirements and imposing parking maximums in transit-oriented locations.

Thank you for proposing AB 2923 this year. SPUR believes it is an important move for the Bay Area. Transit-oriented development at BART stations presents a major opportunity to grow the region's housing stock and job opportunities in the right places, near transit and other amenities.

BART has already facilitated the creation of several successful transit-oriented developments; AB 2923 would provide tools to ensure that all underutilized sites around BART stations will be built out to their greatest potential in the future, addressing how our region can best accommodate growth. Please let me know if you have any questions. I can be reached at kwang@spur.org or 415-644-4884. Thank you again for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'KWANG', with a stylized flourish at the end.

Kristy Wang
Community Planning Policy Director

cc: SPUR Board of Directors