



SPUR

San Francisco | San Jose | Oakland

March 7, 2018

Office of Senator Scott Wiener
State Capitol, Room 4066
Sacramento, CA 95814

RE: SB 827 (WIENER) — TRANSIT-RICH HOUSING BONUS — SUPPORT IN CONCEPT

Dear Senator Wiener:

SPUR is pleased to offer support in concept to SB 827, which will overcome barriers to the creation of infill homes in the right places — close to major transit stops and high-frequency bus stops throughout California. SB 827 limits the constraints that local jurisdictions can place on the height, density and parking associated with new development at these key locations within communities throughout the state.

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.

As you well know, California is facing a severe housing shortage, which has created affordability issues not only for households with low incomes but also for moderate and middle-income households. There are no silver bullet solutions — we must pursue many efforts at the state, regional and local levels to grow our housing supply sustainably and efficiently. SB 827 is one important part of a statewide effort to plan and zone for housing at the appropriate scale to the housing shortage our state faces.

The amended version of this bill (as of March 7, 2018) requires compliance with local demolition permit requirements, local inclusionary requirements, locally adopted objective zoning standards and locally adopted minimum unit mix requirements. It would also require a plan for relocation benefits and a right to remain for displaced persons. It is important to note that no property owners will be forced to sell, give up or develop their land. There is no eminent domain associated with this bill. In addition, developers would be able to develop smaller projects — a city's zoning code simply could not be more limiting than the bill sets forth.

SB 827 is aligned with existing SPUR policy. SPUR's Agenda for Change calls for "concentrat[ing] growth inside existing cities" and "focus[ing] housing growth in existing communities." This support for infill and transit-oriented growth is a consistent thread throughout our policy research and advocacy

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throughout the region. SPUR's "Downtown" papers have specifically called for minimum densities for new development for jobs and housing, especially within a half-mile of regional transit (Land Use Recommendation #2 in The Future of Downtown San Jose and Recommendation #9 in A Downtown for Everyone). SPUR has also strongly advocated for removing minimum parking requirements in transit-oriented locations in several policy reports.

SB 827 places reasonable limits on a few key project aspects that localities can require or disapprove on sites at major transit stops. This bill helps ensure that sites located near important transit stops are utilized well. 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', written over a light grey rectangular background.

Kristy Wang
Community Planning Policy Director