

A flood of housing bills in the state legislature would block or limit local control of housing development. Among the most draconian:

SB50: Override local planning near major transit stops – or in any “job-rich” housing area based on “proximity to jobs, high area median income and high-quality public schools.”

SB4: Streamline approval process for small multi-family housing projects in cities and counties with unmet housing needs. Allow apartment and condo development up to one story taller than existing height limits within a half-mile of transit stations.

SB330: Prohibit moratoriums and other restrictions on housing construction in cities with high rents and low vacancy rates.

AB68: Override city ordinances that require a minimum lot size for Accessory Dwelling Units (ADUs or “granny units”) or restrict those units to less than 800 square feet.

AB587: Allow separate sale/transfer of ADUs built by qualified nonprofits, laying groundwork for splitting lots zoned for R-1 single family residences.

AB725: Impose new restrictions on housing for high-income jurisdictions. At least 80% of zoning for above moderate-income housing has to be multi-family--an attack on single family zoning.

AB1279: Designate “high opportunity/low-density” housing communities (e.g., single-family) where developers could more easily build affordable apartment and condo complexes.

AB1487: Creates a regional unelected taxing agency to raise \$1.5B annually for construction of 35,000 homes a year – requiring an additional \$1B/year from state and local measures.

What is the CASA Compact?

The CASA Compact was created by the Committee to House the Bay Area, a coalition of developers, business leaders, elected officials, labor interests and tenant advocates convened by the Metropolitan Transportation Commission.

Recently endorsed by the MTC and ABAG (the Association of Bay Area Governments), the CASA Compact consists of a ten-point plan to:

- Spur housing construction through minimum zoning near transit; streamlined approvals and exemptions from the California Environmental Quality Act; property tax breaks for developers; use of public lands for affordable housing; and further incentives for accessory dwelling units.
- Protect renters through just-cause eviction rules and relocation assistance; access to emergency rent assistance and legal help; and a temporary cap limiting the size of rent increases.

Stop the erosion and loss of local decision-making and zoning control to legislators in Sacramento.

SB-50 and other current regional legislative proposals threaten R-1 neighborhoods, cities and towns throughout the state.

For more information visit these websites:

<http://sensiblezoning.org>

<http://paneighborhoods.org>

<http://livablecalifornia.com>

<http://embarcaderoinstitute.com>

The IMPACT of SB-50 on PALO ALTO



**TOWN HALL MEETING
SUNDAY, MARCH 17, 2019
4PM TO 6PM**

Guest Speakers

Susan Kirsch

Livable California

Dennis Richards

San Francisco Planning Commission

Doria Summa

Palo Alto Planning Commission

Lucie Stern Community Center

1305 Middlefield Road

Palo Alto, CA

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Zoning



Palo Alto
Neighborhoods



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SB-50 OVERVIEW

California Senate Bill 50 (SB-50) is designed to incentivize higher density housing development near major transit stops, major bus routes, and in “areas of high-opportunity close to jobs” throughout California. The Bill requires local governments to grant “equitable communities incentives” waiving certain local zoning rules for housing projects that include a minimum number of affordable units.

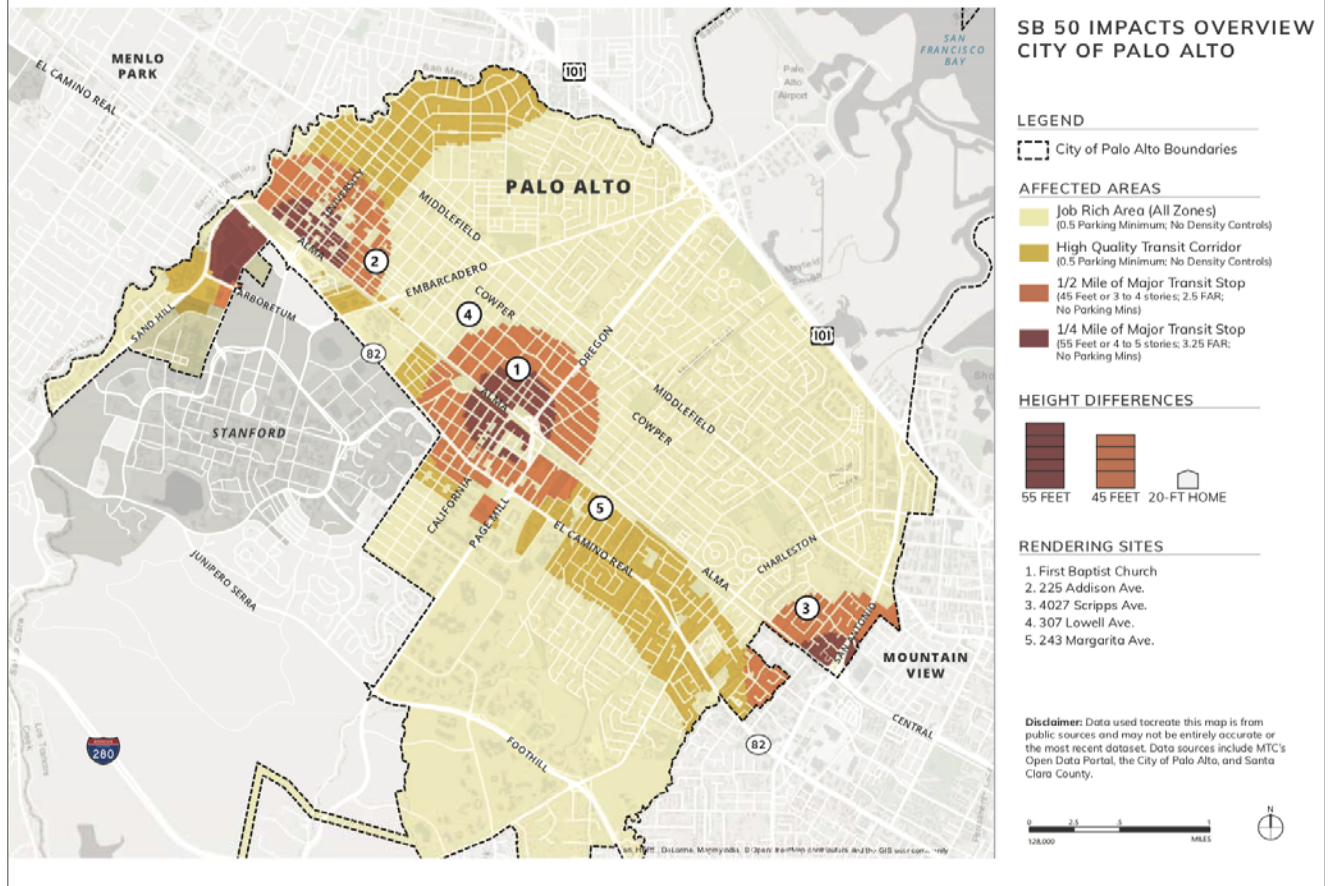
- 1 It applies to all cities, including charter cities. If passed, SB-50 would allow townhouses and apartment buildings to be developed on properties throughout Palo Alto, effectively eliminating R-1 single family zoning city-wide.
- 2 It would also limit the City’s ability to set height, building density, parking and a variety of other development standards.

AREAS AFFECTED BY UPZONING

The bill targets three critical zones (shown in the map on the next page) that will be subject to varying degrees of upzoning – **Jobs-Rich, Transit-Rich, and High Quality Bus Corridors**. The Jobs-Rich zone is defined by an area’s proximity to jobs, school quality and median income. The last two zones are defined by proximity to transit.

“Jobs-Rich”

The exact threshold for Jobs-Rich has yet to be defined in SB-50. However, Palo Alto, under any scenario will likely reach that threshold. Few cities boast a jobs to housing ratio of almost 3:1, an area median income almost twice the state median, and a school district where over 75% of students test “at or above” state standards.



3 As such, **SB-50 will likely impact all of Palo Alto including neighborhoods far from transit** such as Crescent Park, Duveneck, Midtown and Fairmeadow.

“Transit-Rich”

The Bill affects all of Palo Alto, but has particular significance for parcels that fall within a 1/2 mile radius of three Caltrain stops:

- Palo Alto Station – parts of Downtown North, University South, Professorville
- California Ave. Station – parts of Old Palo Alto, Midtown, Evergreen Park, Mayfield, Ventura
- San Antonio Station – parts of Greenmeadow and Monroe Park

“High Quality Bus Corridor”

4. **There are also three primary transit routes that qualify as High-Quality Bus Corridors.** This designation includes areas that are within 1/4 mile of bus routes that have service intervals of no more than 15 minutes during peak weekday hours. **Bus routes that qualify as a High-Quality Bus Corridor include:**

- VTA Rte 22 & 522 – Evergreen Park, Southgate, College Terrace, Barron Park, Ventura
- SamTrans Route 281 (University Ave.) – Downtown North

Map and analysis courtesy of Embarcadero Institute. For the complete report see their website: <http://embarcaderoinstitute.com>