SENATE BILL 50 (WIENER)
PROPOSED AMENDMENT TO HOUSING, OPPORTUNITY, MOBILITY, EQUITY, AND STABILITY ACT

PROPOSED SAN BRUNO
STATEMENT OF CONCERN

April 23, 2019
Jovan Grogan, City Manager
Presentation Objective

- Overview of SB 50

- Review staff analysis and Statement of Concern issue areas

- Authorize Mayor to Sign Statement of Concern to California Senate Bill 50 (Wiener), as Amended, on Housing, Opportunity, Mobility, Equity, and Stability Act, and its Impact to the City of San Bruno
SB 50 Overview

▲ Senate Bill 50 aims to legalize more housing near job centers and public transportation by overriding hyper-restrictive low-density zoning, while protecting against displacement of renters and vulnerable communities.

▲ Aims to address Californian’s unprecedented housing shortage and the affordability crisis that impacts the ability of workers (at all incomes) to live near where they work.

▲ Also called More HOMES Act (Housing, Opportunity, Mobility, Equity, and Stability).
SB 50 Overview

▲ Senate Bill 50 provides various incentives to new housing developments by

- Waving local regulations with respect to density, height, and on-site parking standards
- Providing up to 3 additional incentives or concessions under the State Density Bonus Law

▲ Density and parking restrictions apply within ½ mile of fixed rail (CalTrain) and ¼ mile of high-frequency bus stops and in job-rich areas

▲ Height limits (prevents buildings lower than 45 or 55 feet) apply within ½ mile of fixed rail (CalTrain)
SB 50 aims to address a valid matter of statewide concern, however, its impacts will likely have significant negative consequences for San Bruno.

San Bruno’s development regulations are tailored to the various needs and characteristics of the community.

- Much of the developable land for new housing abuts low density residential neighborhoods
- San Bruno’s Transit Corridors Plan (TCP) and Measure N allows for new dense housing development around transit centers –which aligns to the core goal of SB 50.
- Many neighborhoods, commercial areas, and other uses (schools, day cares, parks, medical offices, hospitals) are not within walking distance or accessible by transit.
- Access to transit is also constrained by the City’s hilly topography. For example, there is an over 800-foot elevation change between the San Bruno Caltrain station and the farthest residential neighborhood to the west of the city.
Areas of Concern

Areas of Concern:

1. SB 50 disrespects local values and penalizes communities that have adopted thoughtful approaches to increasing housing supply

2. SB 50 strips local control with respect to parking

3. SB 50 erodes the ability of local governments to obtain design changes and community benefits to mitigate negative impacts
Questions and Discussion
THE END