

## OPPOSITION to California Senate Bill 827

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Traci Considine

Mar 15, 2018 12:24 PM

Posted in group: **Clerk-PLUM-Committee**



### OPPOSITION to California Senate Bill 827 (SB 827)

Dear Assemblymember Bloom, Senator Mitchell, and Members of the California Senate Committee on Transportation and Housing (cc staff),

I write to **OPPOSE California Senate Bill 827**, which would exempt residential development projects within a ½ mile radius of a major transit stop or a ¼ mile radius of a high-quality transit corridor from a variety of existing controls related to height, parking, density, and floor area ratio.

SB 827's arbitrary state infringement into local land use and planning policy flies in the face of time-honored traditions of transparency and community engagement, and would wreak havoc on city infrastructure, affordability, diversity, equity, and the environment. It would eviscerate local input in land use decisions; moot the City's current efforts to update community plans and a general plan tailored to the geographic, demographic, socioeconomic, and environmental needs of Los Angeles; and would actually work *against* some of our local initiatives to create more affordable housing.

Regions, cities, towns, and neighborhoods are unique, and the responsible stewardship of our communities requires thoughtful planning and land use policy integrating local input and expertise.

**SB 827's 'one size fits all / top down' approach is at odds with its stated goals, and the bill should be withdrawn without delay.**

Sincerely,

Traci Considine  
1600 Hi Point St  
Los Angeles CA 90035

## OPPOSITION to California Senate Bill 827

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Lorraine Kirsten

Mar 15, 2018 1:12 PM

Posted in group: **Clerk-PLUM-Committee**

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Sincerely,  
Lorraine Kirsten  
1640 S. Point View Street  
Los Angeles, CA 90035

## **OPPOSITION to California Senate Bill 827**

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**Mitchell Syrop**

Mar 15, 2018 1:54 PM

Posted in group: **Clerk-PLUM-Committee**

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Sincerely,

Mitchell Syrop

1640 S Point View Street

Los Angeles, CA 90035

## OPPOSITION to California Senate Bill 827

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Faye Armstrong

Mar 15, 2018 2:09 PM

Posted in group: **Clerk-PLUM-Committee**

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Sincerely,  
Faye Armstrong

1736 S Hayworth Ave.  
Los Angeles, CA

FAYE ARMSTRONG

producer

RPA ADVERTISING

2525 colorado ave. santa monica ca 90404

T 310-633-6357

rpa.com

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## OPPOSITION to California Senate Bill 827

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M H

Mar 15, 2018 3:31 PM

Posted in group: **Clerk-PLUM-Committee**

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Sincerely,  
Monica Hummer  
Los Angeles, CA

## **OPPOSITION to California Senate Bill 827**

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**Dana Pehrson**

Mar 15, 2018 5:56 PM

Posted in group: **Clerk-PLUM-Committee**

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Sincerely,

**Dana and Leif Pehrson**

**1633 Hi Point St**

**Los Angeles, CA 90035**

## OPPOSITION to California Senate Bill 827 (SB 827)

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dorit cypis

Mar 15, 2018 7:34 PM

Posted in group: **Clerk-PLUM-Committee**

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Be wise. Consider how communities of people need

**SB 827's 'one size fits all / top down' approach is at odds with its stated goals, and the bill should be withdrawn without delay.**

Sincerely,  
Dorit Cypis, 8417 Waring Ave, LA, CA 90069



Dorit Cypis  
Artist, Educator, Conflict Communications  
323-356-5003  
dorit@doritcypis.com  
www.doritcypis.com



## Opposition to SB 827

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Edward Lehman

Mar 15, 2018 2:55 PM

Posted in group: **Clerk-PLUM-Committee**

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**SB 827's 'one size fits all / top down' approach is at odds with its stated goals, and the bill should be withdrawn without delay. This is a truly awful idea. PLEASE don't do it.**

Sincerely,

Edward Lehman  
1807 S. Hayworth Av.  
Los Angeles, CA 90035

**"I want you to OPPOSE SB827:"**

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**Dr. Susan Shapiro**

Mar 15, 2018 12:56 PM

Posted in group: **Clerk-PLUM-Committee**

Quality of life and common sense are sorely lacking in this bill. PLEASE VOTE NO!!!!!! This must never ever pass.....

Susan Shapiro, PhD, MS, MS, RDN, FAND, CAMS-II

Licensed Psychologist/Registered Dietitian-Nutritionist/Disordered Eating Specialist/ Certified Anger Management Specialist II

269 S Beverly Dr. #812 BH, CA 90212

*310.659.7800*

[drsushap@alumni.uchicago.edu](mailto:drsushap@alumni.uchicago.edu)

## OPPOSING Senate Bill 827

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A.B. Mar 15, 2018 12:48 PM  
Posted in group: **Clerk-PLUM-Committee**

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Sincerely,

April Barnett

1331 1/4 S. Mansfield Avenue  
Los Angeles, CA 90019



Richard Williams <richard.williams@lacity.org>

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## Oppose SB 827 and SB 828...CF # 18-0002-S13 (CFMS)

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poonsy6603@aol.com <poonsy6603@aol.com>

Thu, Mar 15, 2018 at 7:59 PM

To: councilmember.ryu@lacity.org, councilmember.wesson@lacity.org

Cc: mayor.garcetti@lacity.org, ken.bernstein@lacity.org, vince.bertoni@lacity.org, richard.williams@lacity.org, councilmember.buscaino@lacity.org, councilmember.englander@lacity.org, councilmember.krekorian@lacity.org, councilmember.harris-dawson@lacity.org, councilmember.huizar@lacity.org, councilmember.koretz@lacity.org, councilmember.blumenfield@lacity.org, councilmember.cedillo@lacity.org, councilmember.martinez@lacity.org, councilmember.ofarrell@lacity.org, councilmember.price@lacity.org, councilmember.rodriquez@lacity.org, councilmember.bonin@lacity.org

Please submit to Council File #18-0002-S13

Thank you

Dear Councilmember Ryu and Councilmember Wesson,

Thank you so much for opposing SB 827.

This bill would hurt people at all ends of the spectrum, from those seeking more affordable housing to those living in well established single family neighborhoods, and in historically designated HPOZ communities.

According to Senator Weiner and Assemblymember Laura Friedman, at a Hollywood Town Hall, Single Family Neighborhoods are a waste of space and should be replaced with SB 827 high density projects.

According to them, HPOZ neighborhoods are also wasting space, and since properties in HPOZ's are not 'landmarks' HPOZ's are not protected from being wiped out and replaced with higher density SB 827 projects.

According to them, any parcel that becomes available in an HPOZ shall be upzoned, to allow 4 to 10 story buildings and little by little single family neighborhoods will all be bulldozed and the history preserved in our historic HPOZ's, will, quite literally, be history.

Nothing is protected.

Bulldozing neighborhoods in 'transit rich communities' will surely create opposition to and battles against public transit expansion if merely adding bus stops on any corner will mean communities are destroyed and replaced with SB 827 projects.

This is the reason the Sierra Club is one of many orgs. opposing SB 827.

It's bad for the environment.

SB 827 projects also will not help the desperate need for more affordable housing.

Upzoning areas to make way for SB 827 projects will only create more unaffordable housing and will surely cause displacement, and gentrification in many of Los Angeles's well established affordable areas, and, since displacement many times adds to homelessness, SB 827 will certainly not help the current homeless crisis.

Please continue to oppose this bill.

We urge the Mayor and the rest of L.A. City Council to officially oppose SB 827, as many other cities have been.

No amendments can make this blanket, one size fits all for every city, community, and neighborhood across the state of California, bill work.

Cutting out planning, and city, community, neighborhood council input and participation in how our neighborhoods and cities are developed, allowing nothing but 'by right' over dense projects, with no design restrictions, that require no parking, or EIR's, will set the stage for potentially unhealthy, dangerous projects, and for chaos and disaster.

### From The Planning Report:

**Zev Yaroslavsky:** SB 827 is not a housing bill; it's a real-estate bill. It is intended to monetize real estate. This bill is not about YIMBYs vs. NIMBYs; it's about WIMBYS: Wall Street in My Backyard. With one stroke of the pen, the State Legislature could totally transform the economics of real-estate development in Los Angeles—while totally eviscerating decades of planning.

Full interview below

Thank you,  
Ann and Jim Geoghan  
CD4

March 15, 2018 - From the March Planning Report, 2018 issue

## Zev Yaroslavsky on Scott Wiener's SB 827: The Triumph of WIMBYs

*In introducing Senate Bill 827 this January, Senator Scott Wiener, a champion of dense housing development, has initiated a heated and complex debate about the future of local zoning and community plan governance throughout the state. In response to Sen. Wiener's comments at a recent community hearing in Los Angeles organized by Assemblymember Laura Friedman, Zev Yaroslavsky, former Los Angeles County Supervisor and City Councilmember and presently Director of the Los Angeles Initiative at UCLA Luskin School of Public Affairs opines on how the Wiener bill would radically change Southern California by "eviscerating decades of planning." Yaroslavsky, deeply critical of SB 827, provides context for how this state legislation—touted as promoting transit-oriented development—would in fact undermine the region's existing affordable housing stock and ability to chart its own future.*

**At a recent community hearing in Los Angeles, State Senator Scott Wiener promoted his bill, SB 827, with the argument that the state ought to address the housing crisis by facilitating greater density in cities throughout California. Having spent decades adjudicating land-use and transit issues while serving in LA's local government, what are your thoughts on the bill?**

**Zev Yaroslavsky:** SB 827 is not a housing bill; it's a real-estate bill. It is intended to monetize real estate. This bill is not about YIMBYs vs. NIMBYs; it's about WIMBYS: Wall Street in My Backyard. With one stroke of the pen, the State Legislature could totally transform the economics of real-estate development in Los Angeles—while totally eviscerating decades of planning.

I admit some of that planning has not been good. But on the whole, it has been the result of give-and-take from the stakeholders who live and work in these communities.

As Senator Wiener would have it, the legislation is about transit-oriented development that creates added zoning near transit stops. At the town hall, for example, he spoke about subway and light-rail stops. But that's not all that this bill is about.

Wiener's definition of a "transit corridor" is not simply subways and light rail. It's every bus line in the state that runs at least once every 15 minutes during the morning and evening rush hours. In Los Angeles, that's almost every bus route on almost every commercial street from Boyle Heights to Brentwood, and from the San Fernando Valley to south Los Angeles.

Moreover, his definition of a "major transit stop" includes any bus stop at the intersection of two transit corridors—e.g. Melrose and Fairfax Avenues, Soto Street and Cesar Chavez Boulevard, Ventura and Van Nuys Boulevards, and hundreds of similar intersections throughout most of the LA basin and a good part of the San Fernando Valley.

Under SB 827, a developer would have the right to build, at *minimum*: 1) an eight-story-high apartment building within a quarter-mile of a major transit stop or transit corridor, or 2) a building of four to five stories within a half-mile of a major transit stop or a transit corridor.

What does this all mean? Think of the corner of Melrose and Fairfax. Under this bill, the bus stop at that corner qualifies as a "major transit stop." That means that if a developer bought the commercial properties on those two streets, and/or any residential



Zev Yaroslavsky

"SB 827 is not a transit-oriented development bill; it's a real estate play of the worst kind." - Zev Yaroslavsky

properties within a quarter-mile radius of that corner, they would have the right to build eight-story apartment buildings there—with no parking and no limit on density.

That's right: Wiener would prohibit the city from requiring a single parking space in an eight-story, 100-unit apartment building. A "brilliant" idea for LA.

That would impact the shops on Melrose—one of LA's most unique shopping streets—as well as all the rent-controlled apartments and single-family homes within a quarter-mile radius. The same can be said for the corner of Exposition and Crenshaw in Leimert Park, the corner of Nordhoff and Reseda in Northridge, the corner of Pico and Westwood in southern Westwood, and so forth.

What's more, historic preservation zones—such as Angelino Heights, which is within a quarter-mile of the Sunset transit corridor, and South Carthay Circle, which is within a quarter-mile from the Pico, Olympic, and La Cienega transit corridors—could be razed in favor of five-to-eight-story, market-rate apartment buildings.

Is that what we want to do to these neighborhoods? Does Scott Wiener want to take a wrecking ball to most of the retail villages and residential communities in Los Angeles? It's nuts. Every responsible planner with whom I've spoken about this bill speak of it with great disdain. It is classic overreach—a "one-size-fits-all" approach to the planning of the largest city in California. That's why I say this is not a transit-oriented development bill; it's a real-estate play of the worst kind.

A San Francisco state senator cannot possibly understand the complexities and nuances of a city the size of LA—and he really shouldn't try. Maybe he should use his own city as a guinea pig; let's see how this brilliant idea works out in his hometown.

This bill has accomplished one thing: It has united tenants' rights organizations with small businesses and homeowners, all of whom are rising up against this broad-brush approach.

In an effort to gain the support of tenants' groups, Wiener has amended his bill, with great fanfare, to *appear* to address their concerns about the demolition of what's left of our affordable housing stock, especially rent-controlled apartments. He has failed to do so.

After the new clause prohibiting the demolition of rent-controlled units, the bill goes on to add, "...*unless* the local government passes a resolution explicitly authorizing a review process for demolition permit applications."

If you can't trust your local city council, by gosh, who can you trust?

**You were a longtime advocate of public transit, and a Metro Board member who fiercely supported increasing sales-tax for the buildout of our public transit system. Why do you say SB 827 is not a transit bill?**

We didn't pass two sales-tax measures over the last 10 years in order to raze the city to make it look like New York. We didn't promote Measures R and M as growth machines that would densify every linear foot along the new rail lines and existing bus routes. If we had, they would not have passed.

That is not to say that there aren't many areas along the new fixed guideway lines that are appropriate for densification. Hollywood, the Wilshire corridor, the Vermont corridor, Van Nuys, NoHo, and many areas along the Expo, Gold, and Crenshaw light-rail lines—among others—lend themselves to densification. However, we have to be smart about where along these corridors we densify, and where we preserve neighborhood character. There is room for both.

While it's more difficult to go through a consensus-building process community by community, it's far better than letting the bulldozers loose on most of the LA basin.

**Some criticism of the bill has come from the perspective that achieving equity requires localized solutions. Blogger John Perry recently wrote:**

**"'Local control' is a term that has been tainted in Southern California by its association with Beverly Hills or Santa Monica homeowners who wielded it to keep out low-income residents and people of color. But in South L.A. and Boyle Heights, residents have struggled for years to gain some degree of control over their futures, and their efforts have finally begun to bear fruit with accomplishments like the People's Plan and Metro's revised plans for Mariachi Plaza."**

**How would SB 827 affect different communities differently?**

That's precisely the problem with Wiener's bill: It is oblivious to the uniqueness of the communities that make up Los Angeles and every other city in California. He treats them all equally—abrogating local zoning laws and giving the real-estate industry a gift horse of increased property values, increased building, and increased profits. In other words, put a bull's eye on every community in our city, and let the developers have at it.

This is an arrogant and wrong-headed approach. Land-use policies, and their impacts on a community, must be left to local government—not the State Legislature—to determine. The Legislature cannot possibly know the unintended consequences of a broad-brush bill. And there are hundreds of unintended consequences.

Every member of every community cares deeply about where they live and work. Whether you live in Echo Park or Beverly Hills, in Chatsworth or Wilmington, your community is your community. Businesses, residents, and other stakeholders fight to maintain a community's values—and its value. That doesn't make them NIMBYs; it makes them the responsible citizen stakeholders who make a city what it is.

It's been my experience that political leadership can bring about a large degree of consensus on where to build low-rise, mid-rise, or high-rise buildings, and on where to build permanent supportive housing for the homeless. Indeed, when I served on the Los Angeles County Board of Supervisors, my office funded more than a half-dozen permanent housing projects for chronically mentally ill homeless persons, and I never had a so-called NIMBY testify against them. On the contrary, communities from Santa Monica to Hollywood to Van Nuys to West Hollywood to Culver City embraced them.

**Let's take a step back and assess the impacts of the last few decades of state legislation on local housing supply.**

The State Legislature and the city of Los Angeles have approved myriad pieces of legislation over the last two decades. First, the Resident Auxiliary Zone (RAS) essentially doubled the FAR for residential buildings on commercial streets—from 1.5:1 to 3:1. Then there's SB 1818, another density bonus bill.

The recent granny flats ordinance now allows any single-family homeowner to build an auxiliary unit on their property, essentially doubling R-1 density. And in the last legislative session, just a few months ago, Governor Brown signed no fewer than 15 housing bills.

A lot has been legislated recently! Let's give those laws a chance to work.

It's also worth noting that there is ample capacity under LA's current zoning code to build hundreds of thousands of new apartment units, without a single zone change or plan amendment. The problem is that residential developers prefer to have zoning doubled, tripled, or even quadrupled because it allows them to realize a much bigger profit. And they have a compliant city, which has approved over 90 percent of developer requests for increased zoning.

I don't blame developers for trying to change the rules rather than playing by them; it's much more lucrative to do the former. But that effort has driven up land values, ultimately resulting in prevailing rents that fewer and fewer people can afford. It's part of the reason we're in the mess we're in—and it's dead wrong.

**At the same hearing, in response to hostile questions, Senator Wiener said, “I do not advocate a state takeover of housing policy. I’m advocating looking at a balance, where the state sets basic standards that are enforceable, and local communities [have] control within those standards—just like public education.”**

Scott Wiener has said a lot of things, but this one made me laugh. Of course he’s advocating a state takeover of local housing policy!

He’s willing to leave it to the city to permit demolition of rent controlled apartment buildings—but not to determine which retail villages or single-family neighborhoods live or die. He’s advocating the destruction of what’s left of our affordable housing stock.

Wiener’s bill is the most audacious takeover of local zoning powers in the state’s history. If he’s going to propose it, he shouldn’t be afraid to accurately describe what it does.

**Wiener also said that the LA region has downzoned much of its housing capacity, such that the vast majority of the region today is zoned for single-family homes—which, in places where prices are rising, are inefficient uses of land. Your thoughts?**

In the 1980s, LA was forced to downzone much of the city as a result of state legislation (AB 283) and a law suit. However, I am not aware of any community plan in which the city changed multi-family zoning to single-family zoning. That is simply not true.

Many sections of the city were downzoned from R-4 (multifamily zoning at 100 units to the acre) to R-3 (50 units to the acre), and even some lesser multiple-dwelling densities—but not to single-family zones. It would be fair for the city to revisit some of those 40-year-old decisions, but not with a broad brush, and not from Sacramento.

The affordable housing crisis is not simply a matter of zoning, and it’s not simply a matter of supply and demand. Wiener’s bill doesn’t require developers to set aside a significant percentage of units for affordable housing. All it will induce is the development of market-rate rentals that will command rents that are unaffordable to a large percentage of our population.

If the Senator wants to do something about affordable housing, he might work a little harder to repeal the Costa-Hawkins Act, which prevents cities from enacting meaningful rent stabilization laws that protect our affordable housing stock.

**Metro is about to engage in an effort to reconfigure all of its bus lines countywide. Given the definition of transit corridor in SB 827, is it possible to truly know what tracts in the city will be subject to state legislative exception to local zoning? As writer Bob Silvestri asked:**

**"What happens when bus frequency suddenly rises above or falls below SB 827’s frequency criteria? Will cities then be required to immediately up-zone or down-zone large swaths of land as bus intervals rise and fall? And, how will a city or a developer deal with zoning that is in constant flux and essentially unpredictable? What if a street is “transit rich” one year but not the next, and in the interim a developer has broken ground on a housing project? Does that neighborhood then end up with high density housing but no public transit?"**

**Given these possibilities, are you concerned that the buildout of public transit is evolving into the vehicle for land-use changes?**

That’s one of the most insidious features of this bill: It determines the size, height, and density of allowable development based on how often a bus comes down the local business street during peak hours. If a bus runs every 15 minutes, you get to build eight-story apartments in the Melrose/Fairfax neighborhood—destroying businesses, rent controlled units and single-family homes. If it runs every 16 minutes, the neighborhood is saved.



I suggest we all get to know the chief bus scheduler at Metro, because he or she will determine what gets built and where. Who's the genius who thought that scheme up?

## COALITION to PRESERVE L.A.

If state Sen. Wiener gets SB 827 through the legislature, L.A. will see 4 to 10 story luxury towers wipe out single-family areas, Historically Designated HPOZ zones and low-rise apartment/bungalow communities.

Here's your visual guide to Scott Weiner's SB 827:



*The above depiction by artist Anne Hars is not the worst of it. This shows a mere 5-stories plopped into West Adams — but that's the **smallest size** Wiener is proposing.*

### PETITION:

<https://www.change.org/p/california-state-legislature-no-to-sb-827-sb-828-stop-top-down-planning-unsustainable-high-density-housing-growth>

**ABOUT SENATE BILL 827:** Senate Bill 827 (Wiener) would allow developers to build much denser, taller housing near major transit hubs and transit

corridors by exempting "transit-rich housing projects" from local regulations concerning zoning, density, floor area ratio, setbacks, design guidelines, and parking requirements. The bill would also mandate that **minimum** height limits of such housing range from 45 to 85 feet (5 to 8 stories) OR from 65 to 105 feet (7 to 10 stories) if the State Density Bonus is applied.

SB-827 would pose a significant threat to local control, democracy, and public engagement. Immense developments could be approved with hardly any public input! The bill would benefit developers who profit from unlimited high-end housing production, without solving the need for affordable housing. Furthermore, it would foster displacement of existing residents.

**ABOUT SENATE BILL 828:** Senate Bill 828 (Wiener) would dramatically raise local jurisdictions' housing quotas by requiring them to plan for 200% more housing units than their assigned housing allocations, among other methods.

**CONSEQUENCES OF BOTH BILLS:** The subsequent housing densification and population growth would increase the risk of adverse impacts on the environment, public health and safety, traffic congestion, infrastructure, utilities (water supply), public services (schools), views, sunlight, privacy, neighborhood character, and quality of life. Moreover, there is no funding for dealing with these impacts.



Richard Williams <richard.williams@lacity.org>

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## Fwd: OPPOSITION to California Senate Bill 827

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sharon.dickinson@lacity.org <sharon.dickinson@lacity.org>  
To: Richard Williams <richard.williams@lacity.org>

Tue, Mar 27, 2018 at 8:23 AM

On Thursday, March 15, 2018 at 1:12:55 PM UTC-7, Lorraine Kirsten wrote:

### **OPPOSITION to California Senate Bill 827 (SB 827)**

Dear Assemblymember Bloom, Senator Mitchell, and Members of the California Senate Committee on Transportation and Housing (cc staff),

I write to **OPPOSE California Senate Bill 827**, which would exempt residential development projects within a ½ mile radius of a major transit stop or a ¼ mile radius of a high-quality transit corridor from a variety of existing controls related to height, parking, density, and floor area ratio.

SB 827's arbitrary state infringement into local land use and planning policy flies in the face of time-honored traditions of transparency and community engagement, and would wreak havoc on city infrastructure, affordability, diversity, equity, and the environment. It would eviscerate local input in land use decisions; moot the City's current efforts to update community plans and a general plan tailored to the geographic, demographic, socioeconomic, and environmental needs of Los Angeles; and would actually work *against* some of our local initiatives to create more affordable housing.

Regions, cities, towns, and neighborhoods are unique, and the responsible stewardship of our communities requires thoughtful planning and land use policy integrating local input and expertise.

**SB 827's 'one size fits all / top down' approach is at odds with its stated goals, and the bill should be withdrawn without delay.**

Sincerely,  
Lorraine Kirsten  
1640 S. Point View Street  
Los Angeles, CA 90035

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## Fwd: OPPOSITION to California Senate Bill 827

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sharon.dickinson@lacity.org <sharon.dickinson@lacity.org>  
To: Richard Williams <richard.williams@lacity.org>

Tue, Mar 27, 2018 at 8:23 AM

On Thursday, March 15, 2018 at 12:24:42 PM UTC-7, Traci Considine wrote:



### **OPPOSITION to California Senate Bill 827 (SB 827)**

Dear Assemblymember Bloom, Senator Mitchell, and Members of the California Senate Committee on Transportation and Housing (cc staff),

I write to **OPPOSE California Senate Bill 827**, which would exempt residential development projects within a ½ mile radius of a major transit stop or a ¼ mile radius of a high-quality transit corridor from a variety of existing controls related to height, parking, density, and floor area ratio.

SB 827's arbitrary state infringement into local land use and planning policy flies in the face of time-honored traditions of transparency and community engagement, and would wreak havoc on city infrastructure, affordability, diversity, equity, and the environment. It would eviscerate local input in land use decisions; moot the City's current efforts to update community plans and a general plan tailored to the geographic, demographic, socioeconomic, and environmental needs of Los Angeles; and would actually work *against* some of our local initiatives to create more affordable housing.

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**SB 827's 'one size fits all / top down' approach is at odds with its stated goals, and the bill should be withdrawn without delay.**

Sincerely,

Traci Considine  
1600 Hi Point St  
Los Angeles CA 90035



Richard Williams <richard.williams@lacity.org>

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## Fwd: OPPOSITION to California Senate Bill 827 (SB 827)

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sharon.dickinson@lacity.org <sharon.dickinson@lacity.org>  
To: Richard Williams <richard.williams@lacity.org>

Tue, Mar 27, 2018 at 8:52 AM

On Thursday, March 15, 2018 at 7:34:24 PM UTC-7, dorit cypis wrote:

Dear Assembly member Bloom, Senator Mitchell, and Members of the California Senate Committee on Transportation and Housing,

I write to **OPPOSE California Senate Bill 827**, which would exempt residential development projects within a ½ mile radius of a major transit stop or a ¼ mile radius of a high-quality transit corridor from a variety of existing controls related to height, parking, density, and floor area ratio.

SB 827's arbitrary state infringement into local land use and planning policy flies in the face of time-honored traditions of transparency and community engagement, and would wreak havoc on city infrastructure, affordability, diversity, equity, and the environment. It would eviscerate local input in land use decisions; moot the City's current efforts to update community plans and a general plan tailored to the geographic, demographic, socioeconomic, and environmental needs of Los Angeles; and would actually work *against* some of our local initiatives to create more affordable housing.

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Be wise. Consider how communities of people need

**SB 827's 'one size fits all / top down' approach is at odds with its stated goals, and the bill should be withdrawn without delay.**

Sincerely,  
Dorit Cypis, [8417 Waring Ave, LA, CA 90069](http://8417WaringAve.com)



Dorit Cypis  
Artist, Educator, Conflict Communications  
323-356-5003  
[dorit@doritcypis.com](mailto:dorit@doritcypis.com)  
[www.doritcypis.com](http://www.doritcypis.com)



Richard Williams <richard.williams@lacity.org>

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## Fwd: OPPOSITION to California Senate Bill 827

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sharon.dickinson@lacity.org <sharon.dickinson@lacity.org>  
To: Richard Williams <richard.williams@lacity.org>

Tue, Mar 27, 2018 at 8:24 AM

On Thursday, March 15, 2018 at 5:56:54 PM UTC-7, Dana Pehrson wrote:

### **OPPOSITION to California Senate Bill 827 (SB 827)**

Dear Assemblymember Bloom, Senator Mitchell, and Members of the California Senate Committee on Transportation and Housing (cc staff),

I write to **OPPOSE California Senate Bill 827**, which would exempt residential development projects within a ½ mile radius of a major transit stop or a ¼ mile radius of a high-quality transit corridor from a variety of existing controls related to height, parking, density, and floor area ratio.

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**SB 827's 'one size fits all / top down' approach is at odds with its stated goals, and the bill should be withdrawn without delay.**

Sincerely,

**Dana and Leif Pehrson**

**1633 Hi Point St**

**Los Angeles, CA 90035**



Richard Williams <richard.williams@lacity.org>

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## Fwd: OPPOSITION to California Senate Bill 827

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sharon.dickinson@lacity.org <sharon.dickinson@lacity.org>  
To: Richard Williams <richard.williams@lacity.org>

Tue, Mar 27, 2018 at 8:23 AM

On Thursday, March 15, 2018 at 3:31:35 PM UTC-7, M H wrote:

### **OPPOSITION to California Senate Bill 827 (SB 827)**

Dear Assemblymember Bloom, Senator Mitchell, and Members of the California Senate Committee on Transportation and Housing (cc staff),

I write to **OPPOSE California Senate Bill 827**, which would exempt residential development projects within a ½ mile radius of a major transit stop or a ¼ mile radius of a high-quality transit corridor from a variety of existing controls related to height, parking, density, and floor area ratio.

SB 827's arbitrary state infringement into local land use and planning policy flies in the face of time-honored traditions of transparency and community engagement, and would wreak havoc on city infrastructure, affordability, diversity, equity, and the environment. It would eviscerate local input in land use decisions; moot the City's current efforts to update community plans and a general plan tailored to the geographic, demographic, socioeconomic, and environmental needs of Los Angeles; and would actually work *against* some of our local initiatives to create more affordable housing.

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**SB 827's 'one size fits all / top down' approach is at odds with its stated goals, and the bill should be withdrawn without delay.**

Sincerely,  
Monica Hummer  
Los Angeles, CA



Richard Williams <richard.williams@lacity.org>

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## Fwd: OPPOSITION to California Senate Bill 827

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sharon.dickinson@lacity.org <sharon.dickinson@lacity.org>  
To: Richard Williams <richard.williams@lacity.org>

Tue, Mar 27, 2018 at 8:23 AM

On Thursday, March 15, 2018 at 2:09:05 PM UTC-7, Faye Armstrong wrote:

Dear Assemblymember Bloom, Senator Mitchell, and Members of the California Senate Committee on Transportation and Housing,

I write to **OPPOSE California Senate Bill 827**, which would exempt residential development projects within a ½ mile radius of a major transit stop or a ¼ mile radius of a high-quality transit corridor from a variety of existing controls related to height, parking, density, and floor area ratio.

SB 827's arbitrary state infringement into local land use and planning policy flies in the face of time-honored traditions of transparency and community engagement, and would wreak havoc on city infrastructure, affordability, diversity, equity, and the environment. It would eviscerate local input in land use decisions; moot the City's current efforts to update community plans and a general plan tailored to the geographic, demographic, socioeconomic, and environmental needs of Los Angeles; and would actually work *against* some of our local initiatives to create more affordable housing.

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**SB 827's 'one size fits all / top down' approach is at odds with its stated goals, and the bill should be withdrawn without delay.**

Sincerely,  
Faye Armstrong

1736 S Hayworth Ave.  
Los Angeles, CA

FAYE ARMSTRONG

producer

RPA ADVERTISING

[2525 colorado ave. santa monica ca 90404](#)

T 310-633-6357

[rpa.com](#)

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Richard Williams <richard.williams@lacity.org>

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## Fwd: OPPOSITION to California Senate Bill 827

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sharon.dickinson@lacity.org <sharon.dickinson@lacity.org>  
To: Richard Williams <richard.williams@lacity.org>

Tue, Mar 27, 2018 at 8:23 AM

On Thursday, March 15, 2018 at 1:54:33 PM UTC-7, Mitchell Syrop wrote:

### **OPPOSITION to California Senate Bill 827 (SB 827)**

Dear Assemblymember Bloom, Senator Mitchell, and Members of the California Senate Committee on Transportation and Housing (cc staff),

I write to **OPPOSE California Senate Bill 827**, which would exempt residential development projects within a ½ mile radius of a major transit stop or a ¼ mile radius of a high-quality transit corridor from a variety of existing controls related to height, parking, density, and floor area ratio.

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**SB 827's 'one size fits all / top down' approach is at odds with its stated goals, and the bill should be withdrawn without delay.**

Sincerely,

Mitchell Syrop

1640 S Point View Street

Los Angeles, CA 90035