



# CITY OF DEL MAR

January 23, 2026

The Honorable Scott Wiener  
California State Senate  
1021 O Street, Suite 8620  
Sacramento, CA 95814

**RE: SB 677 (Wiener) Housing Development: Transit-Oriented Development  
Notice of Opposition**

The City of Del Mar must respectfully state its opposition to SB 677 (Wiener), as amended. The City supports the State's goal of increasing housing production and recognizes the importance of encouraging development in appropriate locations near transit. However, as amended, SB 677 raises significant concerns for Del Mar and similarly situated coastal cities related to local implementation, public safety, infrastructure capacity, and potential conflicts with existing coastal and transportation requirements.

SB 677 is framed as a technical or cleanup measure to SB 79; however, the amendments significantly broaden the scope of jurisdictions subject to the bill. The revised definitions of Tier 1 and Tier 2 transit-oriented development stops, coupled with expanded ministerial approval requirements, would likely apply to Del Mar in the future due to the presence of commuter rail service within the region. As a result, the bill risks imposing urban-scale transit-oriented development standards on small, fully built-out coastal cities with fundamentally different physical, environmental, and public safety constraints.

Del Mar is a 2.2-square-mile coastal community with limited developable land and constrained infrastructure. The City faces well-documented challenges related to bluff stability, rail safety, evacuation routes, and emergency access along the LOSSAN rail corridor. Applying state-mandated, by-right housing approvals in proximity to active rail lines and coastal bluffs without meaningful local discretion raises serious concerns regarding geotechnical safety, evacuation capacity, and long-term community resilience.

In addition, SB 677 further erodes local land use authority by allowing development to proceed without adequate coordination with local agencies responsible for providing public safety services, infrastructure, and essential facilities. For small coastal cities like Del Mar and neighboring jurisdictions, these impacts are disproportionately significant and cannot be absorbed in the same manner as in larger, urban jurisdictions with greater infrastructure capacity.

The City is also concerned that SB 677 does not adequately reconcile its housing streamlining provisions with existing Coastal Act requirements, certified Local Coastal Programs, and transportation safety obligations. For coastal jurisdictions, these frameworks are not discretionary preferences; they are legal mandates designed to protect public safety, coastal access, and sensitive environmental resources. Advancing housing policies that bypass or conflict with these requirements creates uncertainty and risk for both local governments and future residents.

Finally, SB 79 has only recently taken effect, and cities have not yet had sufficient time to evaluate its implementation, effectiveness, or unintended consequences. In addition, SB 677 would apply mid-cycle during the 7th Regional Housing Needs Allocation (RHNA) period, when cities are already actively implementing state-certified Housing Elements and zoning programs adopted in reliance on existing law. Delaying implementation until the next RHNA cycle would provide local governments, the State, and housing developers the opportunity to better assess the impacts of SB 79 before expanding its reach and would avoid destabilizing locally adopted plans midstream. Amending and expanding SB 79's applicability before local governments have had an opportunity to assess its real-world impacts undermines thoughtful policymaking and collaboration between the State and local jurisdictions.

Cities throughout the state would benefit from additional clarity regarding the scope and applicability of SB 79 and SB 677. As amended, the latter's revised transit definitions create uncertainty regarding which jurisdictions, stations, and service levels will trigger Tier 1 or Tier 2 eligibility. This ambiguity makes it difficult for cities to determine whether and how the bill would apply to their communities, complicates long-term infrastructure and safety planning, and increases the risk of inconsistent interpretation and implementation.

For these reasons, the City of Del Mar respectfully opposes SB 677 and urges the Legislature to delay further expansion of SB 79's applicability until the next RHNA cycle and provide clearer, more precise statutory guidance regarding its scope. The City remains willing to engage constructively with the Legislature to develop housing solutions that meaningfully increase affordability while respecting local conditions, infrastructure limitations, and public safety responsibilities.

Sincerely,



Tracy Martinez  
Mayor

cc. Senator Catherine Blakespear  
Assemblymember Tasha Boerner  
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