



CITY OF BEVERLY HILLS

455 NORTH REXFORD DRIVE • BEVERLY HILLS, CALIFORNIA 90210

Lili Bosse, Mayor

June 7, 2022

The Honorable Laura Friedman
California State Assembly, 43rd District
1021 O. St, Suite 6630
Sacramento, CA 95814

Re: AB 2097 (Friedman) – Residential and Commercial Development: Remodeling, Renovations, and Additions: Parking Requirements
City of Beverly Hills – OPPOSE

Dear Assemblymember Friedman,

I write to inform you that the City of Beverly Hills must respectfully OPPOSE AB 2097, which would prohibit local governments from enforcing minimum parking requirements for developments located close to public transit.

The City of Beverly Hills has a population of over 34,000 residents and sits on 5.7 square miles. Sixty percent of our residents are renters, and many reside in multifamily dwellings. Beverly Hills is a transit-rich city and the site of two future subway stations. As the City is relatively small and already built out, this bill will have an immense impact on our community.

Beverly Hills is one of several cities that works aggressively to manage overcrowded parking on our streets. To preserve parking for our residents, the City has created over 70 Preferential Parking Permit zones. Even with this in place, there is almost no additional street parking available should the density be increased in these areas. AB 2097 would make this already challenging task more difficult as developers would not necessarily build the parking needed to support their residents. Assuming people will solely use public transportation because they live near transit is a false assumption and will only exacerbate issues in areas where street parking is already at maximum capacity.

AB 2097 could negatively impact the State's Density Bonus Law by providing developers parking concessions without also requiring developers to include affordable housing units in the project. The purpose of the Density Bonus Law is to provide concessions and waivers to developers in exchange for affordable housing units.

The City of Beverly Hills has limited avenues to pursue to require the construction of a significant percentage of affordable units. We are concerned that AB 2097 would simply perpetuate the status quo — the unnecessary construction of market rate and luxury housing units, which creates an added financial windfall for developers as well as worsens traffic and parking congestion in residential and commercial areas intended to be served by high quality transit. The one-size-fits-all approach in AB 2097 fails to account for the role local governments' discretionary land use authority plays in ensuring public safety.

Local officials need to retain the discretion to plan for and spur development that makes sense for their local density and travel patterns. The state should not take away a tool that cities can use to negotiate with developers to produce more affordable units at a time when the state has enacted several laws calling for increased production of affordable housing.

The City of Beverly Hills has put forth a great amount of time and effort to ensure the City's growth is well-planned and takes the City's future housing needs into account. The City of Beverly Hills has long supported the preservation of local control, as localities are best suited to aptly address the needs of local constituents, which this bill would further erode.

This proposal overrides local discretionary land use authority and prevents municipalities like ours from best serving our communities. For these reasons, the City of Beverly Hills must respectfully OPPOSE your AB 2097. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Lili Bosse". The signature is fluid and cursive, with the first name "Lili" and last name "Bosse" clearly distinguishable.

Lili Bosse

Mayor, City of Beverly Hills

Cc: The Honorable Ben Allen, Senator, 26th District
The Honorable Richard Bloom, Assemblymember, 50th District
Andrew K. Antwih, Shaw Yoder Antwih Schmelzer & Lange