



August 28, 2022

The Hon. _____
California State Senate, The Capitol
1021 "O" Street
Sacramento, CA 95814-4900

***Re: Support AB 2097, Increase Housing Supply
Ease Parking Requirements for New Residences Near Transit***

Dear Senator,

As your constituent, I stand with Abundant Housing LA in support of AB 2097 (Friedman), which would prohibit public agencies from imposing or enforcing parking minimums on new developments within ½ mile of a major transit stop, such as along a light rail transit (LRT) line or a bus rapid transit (BRT) line.

Minimum parking requirements increase the cost of housing both directly by adding to construction costs and indirectly by decreasing the amount of housing builders propose, which contributes to the housing shortage that is pushing up prices. Parking requirements skew our transportation system towards cars and away from sustainable alternatives like walking, cycling and public transit. Cities often require more parking than people can actually use. American Community Survey data show that 42% of households in Los Angeles County have no vehicle or only one vehicle available, but zoning codes often require two or more spaces per home, forcing people to pay higher rent to cover parking spots they can't even use. With AB 2097, off-street parking can still be built, and homebuilders will likely include it in many cases, based on market demand, it just can't be required by local governments, with some exceptions.

I think the bill is worth supporting, even though some of the compromises that were necessary to move it forward make it weaker than I would ideally like as a policy. While the bill prohibits cities from imposing minimum parking requirements on new residential and commercial developments with ½ mile of a major transit stop, they could opt out and still require parking if they can make certain findings, like that no parking requirements would negatively impact affordable housing production, housing for the elderly, housing for persons with disabilities or street parking in the area. However, the city opt out wouldn't apply to developments with fewer than 20 homes or developments where at least 20% of the homes are affordable to low or moderate-income households or reserved for students, the elderly or persons with disabilities. The bill would also explicitly grant the California Department of Housing and Community Development and the Attorney General enforcement authority over these provisions.

At the end of the day, AB 2097 represents meaningful progress over the status quo. I urge you to support the bill and to be mindful of the difficult negotiations and compromises that were necessary to advance it to this point. I also urge you to keep an open mind about revisiting this policy and making it even stronger in future years. Parking requirements are holding us back from creating the affordable, sustainable cities we so desperately need.

Sincerely,

Print Name _____

Address _____
