



August 10, 2022

Sen. Toni Atkins
President Pro Tempore
California State Senate

Re: Homes for people, not homes for cars: Support AB 2097 (Friedman)

Dear Sen. Atkins:

For more than 10 years, a growing coalition of infill builders, pro-housing, pro-climate and pro-small business leaders have fought for parking reform. Prioritizing housing for people and ending restrictive minimum parking mandates is the simplest step the State can take to incentivize housing in transit rich locations, increasing housing affordability, walkability and reducing greenhouse gas emissions – and it comes with **no impact to the State budget**.

HCD has indicated that no additional resources are needed to offset the workload cost associated with this bill. AB 2097 will have **NO FISCAL EFFECT** to the State. Moving it out of Senate Appropriations Suspense and giving the bill the chance for a full senate vote is the right thing to do.

Visionary legislators have been calling for these reforms since as early as 2011. In the 11 years since Assemblymember Nancy Skinner introduced AB 710, which would have ended parking mandates for projects near transit, many questions have been asked and answered. Early concerns that ending parking mandates could somehow hurt density bonus programs were assuaged by data from San Diego, which implemented transit-area parking reform in 2019. **The following year, San Diego’s overall housing production increased by 24%, density bonus production increased by 5X and affordable production in density bonus projects skyrocketed by 6X.¹**

Last year, at the height of both a housing and small business crisis, Assemblymember Friedman introduced AB 1401, which largely modeled Skinner’s bills from a decade prior and San Diego’s

¹ <https://cal.streetsblog.org/2021/05/19/parking-requirements-are-not-a-useful-bargaining-chip-for-increasing-affordable-housing/>



program from 2019 (with the addition of commercial parking reform). The bill enjoyed strong bi-partisan support in committee and the Assembly floor but died in Senate Appropriations suspense – a great loss for the State.

Now AB 2097 – the fourth incarnation of this vital housing, climate and economic development bill – has won strong support of legislators and policy groups. The author and sponsors have worked constructively with engaged opponents, winning the support of some, such as the California Chapter of the American Planning Association, and softening the concerns of others.²

The Council of Infill Builders is a proud co-sponsor of this legislation, as we have been of the three prior reform efforts. We write to urge your support to help this bill move to a floor vote.

Thank you for your leadership in addressing climate change and promoting sustainable transportation, affordable housing and livable communities with this important legislation.

Very truly yours,

Meea Kang
Director Council of Infill Builders

Mott Smith
Chairman of the Board

² <https://www.latimes.com/opinion/story/2022-07-17/editorial-california-should-prioritize-housing-people-not-cars>