



## CITY OF BEVERLY HILLS

455 NORTH REXFORD DRIVE • BEVERLY HILLS, CALIFORNIA 90210

**Lili Bosse, Mayor**

June 7, 2022

The Honorable Anthony Portantino  
California State Senate, 25<sup>th</sup> District  
1021 O. St, Suite 7630  
Sacramento, CA 95814

Re: SB 1067 (Portantino) – Housing Development Projects: Automobile Parking Requirements  
**City of Beverly Hills – OPPOSE**

Dear Senator Portantino,

I write to inform you that the City of Beverly Hills must respectfully **OPPOSE** your **SB 1067**, which would prohibit cities or counties from imposing or enforcing minimum parking requirements on housing development projects located within a half-mile of a major transit stop.

While **SB 1067** is well intended, and we recognize that recent amendments narrow the bill to only apply to residential development, the City of Beverly Hills strongly believes parking requirements are most appropriately established at the local level. The City has long supported the preservation of local control, as localities are best suited to aptly address the needs of local constituents.

Many local jurisdictions have utilized their local authority to end minimum parking requirements. San Francisco abolished all parking minimums, while San Diego and Sacramento removed requirements within walking distance of mass transit. While some cities have voluntarily moved toward removing parking minimums, others seek to maintain local control and review projects on a case-by-case basis.

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.

The City of Beverly Hills has limited avenues to require the construction of a significant percentage of affordable units. We have adopted an inclusionary housing ordinance to help retain affordable housing units in Beverly Hills. This ordinance requires new developments with five to nine units to have one unit that is dedicated to affordable housing. New developments with ten or more units must provide ten percent of the units at affordable rental rates.

**SB 1067** 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 as California.

The City of Beverly Hills is in favor of crafting an adequate solution for revamping parking requirements; however, 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 **SB 1067**. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Lili Bosse". The signature is written in a cursive, flowing style.

Lili Bosse

Mayor, City of Beverly Hills

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