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June 10, 2021

The Honorable Laura Friedman
Member, California State Assembly
State Capitol, Room 6011
Sacramento, CA 95814

**RE: AB 1401 (Friedman) Residential and Commercial Development. Parking Requirements.
Notice of Opposition (As Amended 4/5/2021)**

Dear Assembly Member Friedman:

The Cities Association of Santa Clara County (CASCC) represents the fifteen cities of Santa Clara County, which is home to over 1.9 million Bay Area Residents. Since 1990, councilmembers from each of the cities have met to find and build consensus around ways to address regional issues. Our cities are diverse and range from populations of a few thousand to one million people.

We must respectfully oppose your AB 1401 (Friedman), which would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel within one-half mile walking distance of public transit.

AB 1401 would essentially allow developers to dictate parking requirements in vast areas of many cities because the definition of public transit includes entire bus corridors, not just high frequency bus stops or major transit stops. Restricting parking requirements within one half-mile walking distance of a high-quality transit corridor does not guarantee individuals living, working, or shopping on those parcels will have access to public transit since proximity to a corridor does not equate to a convenient bus stop.

AB 1401 would give both developers and transit agencies, who are unaccountable to local voters, the power to determine parking requirements. Transit agencies would be able to dramatically alter local parking standards by shifting transit routes and adjusting service intervals.

As the state aspires to reach its climate goals, the move to electric vehicles will be a part of the solution. However, much like gasoline-fueled automobiles, electric vehicles need parking spaces too. If there are not enough spots to park and charge these vehicles, individuals will remain reluctant to own an electric vehicle.

Additionally, AB 1401 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 Density Bonus Law is to provide concessions and waivers to developers in exchange for affordable housing units.

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While AB 1401 may be well intended, parking requirements are most appropriately established at the local level based on community needs. A one-size fits all approach to an issue that is project specific just does not work. For these reasons, The Cities Association opposes AB 1401.

Sincerely,



Marico Sayoc
President, CASCC
Mayor, Town of Los Gatos



Rich Constantine
Chair, Legislative Action Committee
Mayor, City of Morgan Hill

cc: The Honorable Senators Becker, Cortese, Laird, and Wieckowski
The Honorable Assembly Members Berman, Kalra, Lee, Low, Rivas, and Stone
Seth Miller, League of California Cities Regional Public Affairs Manager
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