



American Planning Association  
**California Chapter**

*Creating Great Communities*

June 28, 2021

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

SUBJECT: **Support for AB 1401 (Friedman) – Statewide Prohibitions on Minimum Parking Requirements for Residential and Commercial Developments Near Public Transit**

Dear Assembly Member Friedman:

The American Planning Association, California Chapter (APA California) is pleased to move to a support position on your bill, AB 1401, which would prohibit a local government from imposing or enforcing minimum automobile parking requirements for both residential and commercial developments, if such developments are located within a ½ mile of public transit.

APA California is supportive of the goals of AB 1401 and other efforts that encourage developing walkable communities, enhancing high-quality transit options and reducing reliance on private automobiles. With these goals in mind, our organization is also supportive of encouraging housing development, particularly affordable housing. As you know, we had previously taken a support if amended position on your bill, suggesting that developments of 10 units or more should move into the Density Bonus Law to receive full parking waivers. While we understand the concerns that Density Bonus Law has been unevenly used throughout the state, it remains one of the few tools through which cities can produce housing affordable for low-income households in the absence of a permanent, dedicated public funding source.

Although we still believe our suggestion would help strengthen both AB 1401 and the state's commitment to providing on-site long-term housing affordable to lower income households, we acknowledge that the benefits of our proposed amendments would be of greatest use to jurisdictions that do not have inclusionary requirements, but that have high enough residual value to support increased affordability requirements without suppressing development. As we have engaged our membership on this issue, it appears that the number of communities that depend on Density Bonus Law to generate some of these units is not high enough to withhold our full support of AB 1401. Moreover, recent published data about Density Bonus use and housing production suggests that the changes contemplated in AB 1401 may not suppress the use of Density Bonus in many parts of the state. Accordingly, we are hopeful that, as has been discussed, the cost savings from reduced parking requirements will be realized in more affordable homes being built, even without affordability requirements being incorporated into the bill.



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We do believe AB 1401 takes a substantial step forward in creating more walkable communities and providing another tool to address the state's housing and climate crisis, even without a commitment to affordable housing production. We appreciate the time your staff and sponsors have made to discuss our initial concerns and ideas, and we also appreciate a number of amendments we discussed early on that were made to the bill.

Finally, APA California remains supportive of the waiver of minimum parking requirements for commercial projects. We appreciate your efforts on this important issue and if you have any questions, please contact Lauren De Valencia, Stefan/George Associates, APA California's lobbyist, at 916 443-5301, [lauren@stefangeorge.com](mailto:lauren@stefangeorge.com).

Sincerely,

A handwritten signature in blue ink that reads 'Eric Phillips'.

Eric Phillips  
Vice President Policy and Legislation  
APA California

cc: Senate Governance and Finance Committee  
Senate Housing Committee  
Senate Republican Caucus  
The Governor  
The Office of Planning and Research  
The Department of Housing and Community Development