

Claudia Bill-de la Peña
Mayor

April 27, 2021

Hon. David Chiu
Chair- Assembly Housing and Community Development Committee
State Capitol, Room 4112
Sacramento, CA 94249-0043

RE: AB 1401 (FRIEDMAN) RESIDENTIAL AND COMMERCIAL DEVELOPMENT. PARKING REQUIREMENTS- NOTICE OF OPPOSITION *(As Amended April 14, 2021)*

Dear Chair Chiu,

The City of Thousand Oaks respectfully opposes AB 1401. This bill would prohibit a local government from imposing a minimum parking requirement, or enforcing a minimum parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit or located within a low-vehicle miles traveled area. We recognize that the State is in the midst of a housing shortage and developable land is scarce. Eliminating parking requirements is meant to encourage greater use of public transportation, reduce carbon emissions and greenhouse gases, while promoting better health, this bill will have unintended consequences.

While many urbanized cities such as Glendale, Los Angeles and San Diego that have robust public transit systems and may have unused parking lots ripe for housing development, this is not true for all cities. This one-size-fits-all approach does not work for the City of Thousand Oaks that does not have transit options that would alleviate such reduction in parking. These larger cities have established public parking facilities to offset such reduction while the City of Thousand Oaks have public parking facilities for a combination of shared uses. Moreover, the City's fixed route transit system does not have the ridership to increase current pick-ups. Cities should instead be given an option to reduce minimum parking requirements especially if they have appropriate high frequency transit options instead of making this a mandate.

Without requiring minimum standards for parking on new developments, residents will be competing for street parking. This would lead to increased traffic and congestion in neighborhoods and business sectors, which could spill over to other streets.

Although the bill was amended so that new multifamily and nonresidential developments are required to provide the same number of EV parking spaces and as for parking for the disabled, it disregards the impacts to non-disabled senior adults, and businesses who would lose customers and patrons because of the lack of parking and convenient access. AB 1401 would impact the quality of life for residents and business productivity in the commercial sector.

For these reasons, we must oppose AB 1401.

Sincerely,



Claudia Bill-de la Peña
Mayor

cc: Assemblymember Jacqui Irwin
Senator Henry Stern
David Mullinax- Regional Public Affairs Manager, dmullinax@cacities.org
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