

February 26, 2021

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

Support – AB 1401– Residential and commercial development: parking requirements.

Assembly Member Friedman,

I write on behalf of California YIMBY to support and cosponsor AB 1401, which would eliminate local minimum parking requirements for both residential and commercial buildings.

California YIMBY is a statewide organization of 80,000 neighbors who welcome more neighbors. We believe an equitable California begins with abundant, secure, affordable housing. We focus on housing and land use policy at the state and local level to ensure grassroots organizers and city leaders have the tools they need to accelerate home building, fight displacement, and fight for a California for everyone.

On-site parking reduces the housing supply by taking up space that could otherwise be used for additional apartments. Providing on-site parking is also very expensive, costing \$30,000 to \$75,000 per space to build. This cost is passed on to renters and home buyers, regardless of whether they own a car. In fact, in a recent study by Santa Clara University, researchers found that the cost of garage parking to renter households is approximately \$1,700 per year, or an additional 17% of a housing unit's rent.¹

In response to the pandemic and the closure of restaurants and small shops, local governments have allowed businesses to expand into on-site and street parking spaces to allow for safe outdoor dining and shopping. These new and more productive uses of parking spaces have shown us the way forward to create more inviting and sustainable neighborhoods and allow small businesses to survive and in some cases thrive. This bill would remove arbitrary restrictions that prevent small businesses from using their property for its most productive use.

AB 1401 will eliminate requirements that homes and commercial buildings near transit or in neighborhoods with less car use be built with more parking than necessary. By preventing the wasteful over-requirement for parking spaces and by reducing car dependency and carbon emissions, AB 1401 will also encourage greater transit usage and more housing and business growth near transit, helping to create revitalized and pedestrian-friendly commercial corridors and downtowns throughout California.

We thank you for championing policies that address climate change, promote sustainable transportation, and encourage affordable, livable communities and look forward to working with you on this bill.

Best wishes,



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¹ Gabbe, C. J., & Pierce, G. (2017). Hidden Costs and Deadweight Losses: Bundled Parking and Residential Rents in the Metropolitan United States. *Housing Policy Debate*, 27(2), 217–229.