



CITY OF SANTA CLARITA  
AGENDA REPORT

CONSENT CALENDAR

CITY MANAGER APPROVAL: Ken Striplin

DATE: April 27, 2021

SUBJECT: STATE LEGISLATION: ASSEMBLY BILL 1401

DEPARTMENT: City Manager's Office

PRESENTER: Masis Hagobian

RECOMMENDED ACTION

City Council adopt the City Council Legislative Committee recommendation to oppose Assembly Bill 1401 (Friedman) and transmit position statements to Assembly Member Friedman, Santa Clarita’s state legislative delegation, appropriate legislative committees, Governor Newsom, League of California Cities, and other stakeholder organizations.

BACKGROUND

Authored by Assembly Member Laura Friedman (D-43-Glendale), Assembly Bill 1401 prohibits a local government from imposing a minimum parking requirement on residential, commercial, or other development if the development is located within a one-half mile walking distance of public transit.

Under current law, local governments have the authority to adopt minimum parking standards and impose those standards on developments built within their jurisdiction, as long as they are consistent with state law standards. Chapter 17.42, Residential Use Types, of the City of Santa Clarita Municipal Code, includes the following parking standards:

- a. Single family unit - two enclosed parking spaces
- b. Two family units - two enclosed parking spaces per unit
- c. Studio units - one enclosed parking space per unit
- d. One-bedroom units - two enclosed parking spaces per unit
- e. Two-bedroom units - two enclosed parking spaces per unit

- f. Guest parking - one parking space per each two units
- g. Mobile home park - two spaces per unit, plus one guest per two units

This bill would preempt the aforementioned parking standards for any development that is located within a one-half mile walking distance of public transit or located within a low-vehicle miles traveled area. As prescribed in this bill, public transit includes high-quality transit corridors and major transit stops, as defined by state law.

State law defines a “high-quality transit corridor” as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

State law defines a “major transit stop” as an existing rail or bus rapid transit station or the intersection of two or more bus routes with a frequency of service interval of 15 minutes or less during peak commute hours.

The City of Santa Clarita’s (City) three existing Metrolink stations (Via Princessa, Santa Clarita, and Newhall) and one future station (Vista Canyon) are all “major transit stops,” as defined by state law. The City would be restricted from imposing minimum parking requirements to developments within one-half mile of the Metrolink stations and the following four corridors:

1. Soledad Canyon Rd./Valencia Blvd. (between the Santa Clarita Metrolink station and McBean Pkwy.)
2. Lyons Ave. (between Railroad Ave. and Wiley Canyon Rd.)
3. Railroad Ave. (between Magic Mountain Pkwy. and Lyons Ave.)
4. Newhall Ave. (between Lyons Ave. and Sierra Highway)

The City imposes minimum on-site parking requirements to ensure that residents and customers have adequate and reasonable access to homes and businesses. Additionally, the standards serve as a safeguard to prevent street congestion caused by vehicle parking that may result in unsafe conditions for surrounding residents and businesses, and access challenges for emergency personnel, especially in the event of an evacuation due to an emergency.

Additionally, the recommendation to oppose Assembly Bill 1401 is consistent with the City of Santa Clarita 2021 Executive and Legislative Platform. Specifically, Component 27 under the “State” section advises that the City Council, “Oppose legislation that would interfere with, limit or eliminate the decision-making authority of municipalities in the area of local land use.”

Assembly Bill 1401 passed the Assembly Committee on Local Government (6-1-1) on April 15, 2021, and was referred to the Assembly Committee on Housing and Community Development. As a member of the Assembly Committee on Local Government, a vote was not recorded for Assembly Member Tom Lackey.

Notable supporters include the SPUR (Sponsor), California YIMBY (Sponsor), Council of Infill

Builders (Sponsor), Abundant Housing LA (Sponsor), and California Apartment Association.

Notable opponents include the League of California Cities and California Cities for Local Control.

The City Council Legislative Committee met on April 8, 2021, and recommends that the City Council adopt an “oppose” position on Assembly Bill 1401.

#### ALTERNATIVE ACTION

1. Adopt a “support” position on Assembly Bill 1401
2. Adopt a “neutral” position on Assembly Bill 1401
3. Take no action on Assembly Bill 1401
4. Refer Assembly Bill 1401 back to the Legislative Committee
5. Other direction, as provided by the City Council

#### FISCAL IMPACT

The resources required to implement the recommended action are contained within the City of Santa Clarita's adopted FY 2020-21 budget.

#### ATTACHMENTS

Assembly Bill 1401 - Bill Text