



American Planning Association  
**California Chapter**

*Making Great Communities Happen*

August 31, 2016

The Honorable Governor Brown  
State Capitol  
Sacramento, California 95814

**SUBJECT: VETO REQUEST FOR SB 1069 (WIECKOWSKI) – ACCESSORY DWELLING UNIT ORDINANCES AND LIMITATIONS ON PARKING**

Dear Governor Brown:

The American Planning Association, California Chapter (APA California) respectfully requests that you veto SB 1069. This bill makes various changes to accessory dwelling unit (ADU) ordinances and limits parking standards in ADU ordinances if, among other things, the unit is near “transit”.

APA California is very aware of the severe affordable housing shortage California is facing and supports second units as one of the solutions to that problem. In fact, **APA originally took a “Support if Amended” position on this bill in the hope that a compromise could be reached in defining “transit”. The lack of an active transit definition in the bill is the only but very important portion of the bill that APA opposes.**

As written, the bill doesn’t allow an ordinance to require parking if the ADU “*is located within one-half mile of public transit or shopping*”. While “shopping” was removed from the bill, an amendment we appreciate, the bill still continues to leave “transit” undefined.

APA California has requested throughout the year that “transit” be defined to ensure that transit near the ADU is active transit: running frequently enough to be a true alternative to a car and mitigating the need for parking that would be prohibited by the bill. APA requested that the bill include the definition of a “major transit stop” as defined in either AB 744 (Chau 2015) or SB 375 (Steinberg 2008), but was open to other active transit definitions. It is critical that ADU residents have access to active transit if no parking is provided for the unit. Active transit also mitigates the real possibility that neighboring homes near the ADU, if a parking space is not required for that unit, could be detrimentally affected by spillover parking that would leave those surrounding homeowners without parking for their own household. **APA was able to come to agreement on this transit issue in AB 2299 (Bloom), which has ADU provisions that are very similar to SB 1069. AB 2299 was amended to remove the parking restrictions, reverting back to existing limitations on the number of parking spaces that can be required for these units. APA California is in full support of AB 2299 and urges your signature on that bill (please see our separate letter on AB 2299).**

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It is important to note that infill areas within jurisdictions would most likely be able to meet the active transit definitions we had proposed in order to waive parking requirements. Those areas without active transit would likely be suburban areas with bigger lots where requiring parking wouldn't be an issue for the ADU applicant.

**If ADU residents are not provided parking, and presumably wouldn't have a car, they need to have access to reliable public transit that can get them to work, the grocery store, to doctors appointments or anything else that requires a form of transportation in our daily lives. As planners, we must not assume that all residents will have the same parking needs, can depend on a ride from the owner of the home or afford to pay for ride sharing options. We must plan for the ability of all residents to move around communities to live their daily lives.** For all the reasons above, we would strongly urge you to veto SB 1069. If you have any questions, please contact APA California's lobbyist, Lauren De Valencia [lauren@stefangeorge.com](mailto:lauren@stefangeorge.com) at Stefan/George Associates (916) 443-5301.

Sincerely,

*John Terell*

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