

Requested Concession and Waiver of Standards for Monterey Road Townhomes (19380 Monterey Road)

The proposed new 93-townhome community at 19380 Monterey Road is exercising one concession and one waiver for relief from development standards. The concession is for relief from the Floor Area Ratio (FAR) and the waiver for the type and amount of parking for residents.

1) FAR Concession

Government Code Sections 65915-65918 state that the applicant shall be granted a density bonus and other “incentives or concessions” if at least 10% of the housing units in a for-sale common interest development are reserved for persons and families of moderate income. [see Govt Code Section 65915 (b) (1) (D)]

DHI is proposing that 15% of the units will be restricted for sale to qualified buyers with moderate- and median-incomes; the median income range is actually *lower* than the moderate income range. Therefore, the project qualifies for one concession. DHI is opting to exercise its one concession to apply to the FAR component in the MU-Flex zoning district to allow for the proposed 0.98 FAR instead of the required 0.50 FAR.

AB 2345 further reinforces the applicant’s ability to achieve “.. . a density bonus and other incentives or concessions ... if the developer agrees to construct a specified percentage of units for ... moderate income households...” It reinforces that one incentive or concession shall be received for projects that include 10 percent of its units (to be reserved) for persons and families of moderate income in a common interest development.

2) Parking Waiver

SB 1818 Section 65915 (p)(1) (A&B) allows for a reduction in parking standards with the provision of below market-rate housing. DHI is proposing to provide 14 homes at a below-market rate: seven homes at a median-income level and seven homes at a moderate income level.

City standards for this community of 2- and 3- bedroom homes require a total of 93 covered parking and 129 uncovered parking spaces for resident parking, and 31 uncovered spaces for guest parking, for a total of 252 parking spaces.

DHI is proposing 186 covered parking spaces (garage spaces) for residents, and 39 uncovered parking spaces for guests, for a total of 225 parking spaces.

The State ratio for 2- and 3-bedroom units is 2 spaces per unit, which yields 186 parking spaces, the exact number of resident spaces proposed.

DHI is requesting a waiver for the amount of uncovered resident parking required, and instead utilizing covered parking at a ratio of 2 spaces per one unit. Adding uncovered surface parking stalls would require:

- a reduction in the amount of common open space;
- a reduction in the amount of landscaped area;
- an increase in impermeable surfaces; *and /or*

- a reduction in the overall number of units ; *and /or*
- a reduction of the number of two- and 3-bedroom units.

The reduction of common open space and landscaping would reduce the quality of life of the residents and the overall aesthetics of the community due to the increase in paving. The increase in impermeable surfaces is environmentally detrimental, with the necessity of collecting and treating more storm water run-off. Adding 129 uncovered parking spaces increases the amount of paved area by nearly 21,000 square feet (9' x 18' parking stalls), which is nearly half an acre and one-tenth of the entire site area.

Other options to meet the required uncovered parking amounts would be to reduce the overall number of homes, thereby reducing the amount of parking needed, or reduce the size of the units to just studio or one-bedroom units, which are assigned a lower uncovered parking ratio.

Reducing the number of units or the size of units changes the financial feasibility of the project. Smaller units (studio or 1 bedrooms) will command a lower price and also do not address the need for attainable housing for families.

In addition, providing attached, secured, covered parking with each unit and for all residents is far more desirable for and beneficial to residents. Garage parking ensures that residents will always have parking, since it is not possible to ensure that uncovered parking spaces will always be available to residents, rather than guests. As noted in the FAR discussion above, providing attached covered parking also reduces the overall building footprint to well below the 50% allowed, and is a far more efficient use of the available land area.