



Hedgpeth Architects

## 1650 West Steele Lane Apartments

Density Bonus Project Narrative and Cost Reduction Statement  
December 2022

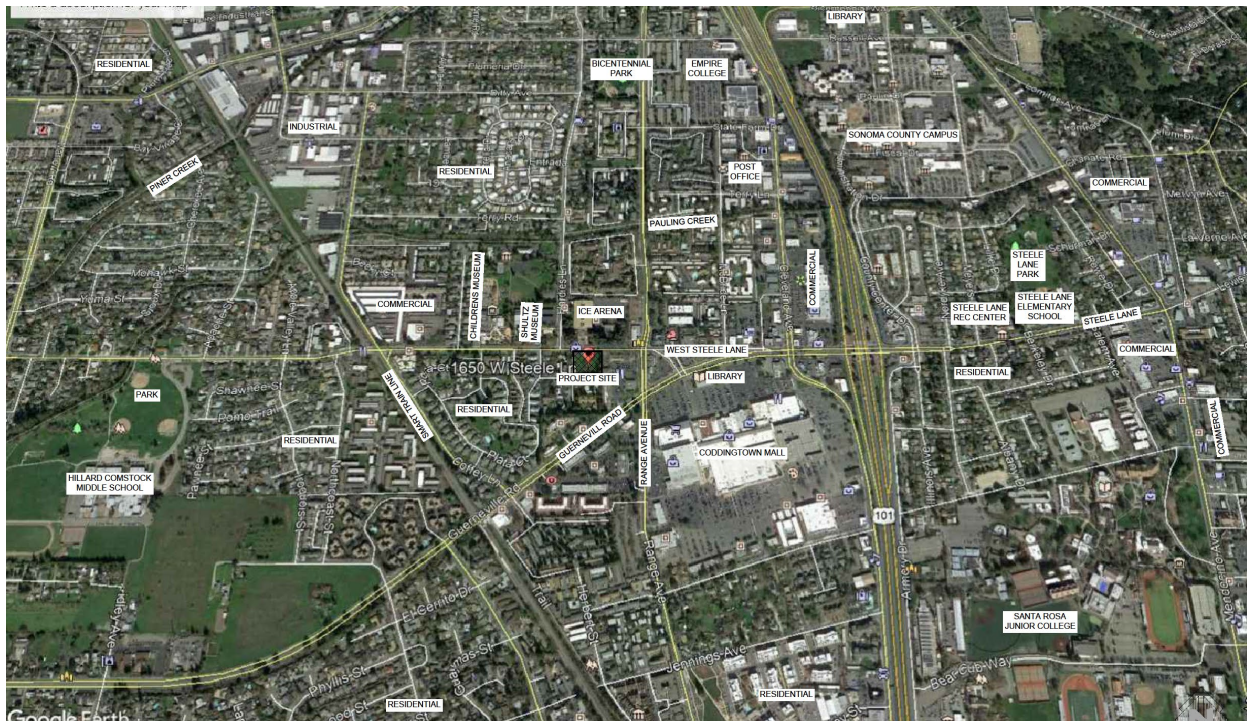
<b>Applicant:</b>	McBride Lane Apartments, LLC Patrick O'Neill 19 Leona Drive San Rafael, CA 94903
<b>Owner:</b>	Same as above
<b>Architect:</b>	Hedgpeth Architects 2321 Bethards Drive Santa Rosa, CA 95405
<b>Project Location:</b>	1650 West Steele Lane Santa Rosa, CA 95403
<b>APN:</b>	041-042-012
<b>Site Size:</b>	0.98 Acre; 42,688.8 sf
<b>General Plan:</b>	Medium Density Residential
<b>Proposed Land Use:</b>	Medium High Residential
<b>Zoning:</b>	R-3-15-SA
<b>Proposed Zoning:</b>	R-3-15-SA
<b>Total Allowable Units:</b>	18 base project
<b>Total Proposed Units:</b>	36, (4 of which are below market rate). A 100% density bonus with application of State Density Bonus Gov. Code 65915 and Supplemental Density Bonus SR City 20-31-030
<b>Total Required Parking:</b>	52 stalls (1.5 stalls x 32 market rate units = 48 stalls; 1 stall x 4 below market rate units = 4 stalls; 48 + 4 = 52 stalls)
<b>Total Proposed Parking:</b>	36 stalls, 25 of which are covered and in an automated parking structure, 6 of which are covered in Buildings II and III, and 5 of which are surface.
<b>Required Setbacks:</b>	
Front:	10 feet (project conforms)
Corner Side:	10 feet (project conforms)
Rear:	15 feet at residential; 3-5 feet at garage; abutting PD zone (not applicable)
Side:	10 feet, abutting CG-SA zone (Density Bonus Concession #2, waiver of development standard to allow reduction of side yard setback to 5' at the Parking Structure).

**Allowable Site Coverage:** 55%  
**Proposed Site Coverage:** 35%  
**Allowable Maximum Height:** 35 feet  
**Proposed Maximum Height:** 40 feet maximum – Density Bonus Concession #3, waiver of development standard to allow increase in maximum building height

**Garbage Collection:** Covered Trash Enclosure positioned at south property line on the drive aisle with bins for recyclable, compostable and landfill waste.  
Recology Sonoma Marin is servicer.

### Density Bonus Narrative

1650 West Steele Lane Apartments, (the Project), is located in Northwest Santa Rosa, in the North Station Specific Plan Area, situated at the corner of West Steele Lane and Meadowbrook Court. The ±0.98-acre site is currently vacant. (See Figure 1, Site Analysis Map) The project seeks approval to implement the City of Santa Rosa's Resilient City Development Measures and the City's Density Bonus Ordinance, amending chapter 20-31 to allow up to 100% Supplemental Density Bonus above General Plan to sites within the North Santa Rosa Station Area Specific Plan. The site is within one half mile of a major mass transit stop and major retail and business services, parks, a school and cultural institutions. It is located within a housing opportunity district and its base density allows development of 18 units maximum by right.



The Project comprises 36 units in three 3-story residential buildings, (Buildings I, II and III), and a separate structure, Building IV, which houses a two level automated parking apparatus. The unit mix includes (3) three bedroom units, (27) two bedroom units, and (6) one bedroom units.

The Developer, McBride Lane Apartments, LLC, is requesting a density bonus for the above referenced attached multifamily residential development to allow the construction of 36 apartment dwelling units, 4 of which are deed restricted Below Market Rate, Very Low Income units.

The California State Density Bonus Law as stated within California Government Code Sections 65915 et seq. and the City of Santa Rosa Municipal Code 20-31-030 require jurisdictions to provide a density bonus and incentives to developers for the production of lower income housing units. The density bonus and incentives are intended to compensate developers for the financial value lost when residential units are set aside for lower income families.

The mix of affordable units proposed is three 1-bedroom units and one 3-bedroom large family unit at Very Low Income tenure. The project is eligible for a State Density Bonus of 9 units, and a Supplemental Density Bonus of 9 units. A 100% density bonus over base density, including four affordable units, is proposed.

Applying a State Density Bonus of 50%, the parcel is eligible to add 9 bonus units over base density of 18 units. 3 of the base density units, (15% of the 18 base density units), are required to be affordable at the Very Low Income level. The developer will reserve at least 15% of the units for Very Low-Income families (50% of Area Median Income or less). The affordability covenant will be in place for fifty five years. By meeting this parameter, the Project is entitled to a density bonus of at least 50% over the maximum allowable density of the existing general plan designation, or 9 density bonus units.

#### State Density Bonus – Gov. Code 65915

Base density:  $.98 \text{ acre} \times 18 \text{ units/acre} = 17.6 \text{ units}$ ; round up to 18  
9 additional bonus density market rate units are desired  
150% State density bonus:  $1.50 \times 18 = 27 \text{ units}$   
15% of the base density is proposed for Very Low Income residents  
 $15\% \times 18 = 2.7$  round up to 3 units  
3 Very Low Income units are proposed, and a density bonus of 9 units are requested  
15 market rate units + 3 below market rate units (very low income) =  
18 base density units  
18 base density units + 9 State density bonus market rate units = 27 total units

Applying a Supplemental Density Bonus of an additional 50%, the project can include 9 supplemental density bonus units, in addition to the 27 units, above, 1 of which is affordable for Very Low Income families. The site is eligible to request an increase in density from 18 to 36 units to the acre.  
4 units (or 11%) of the total units are affordable units.

#### Supplemental Density Bonus – Santa Rosa City Code 20-31.070, Tables 3.2 and 3.3

100% density bonus over base density of 18 units = 36 units  
50% density bonus requested (100% - 50% = 50%), need 100 points  
 $50\% \times 18 \text{ (base density)} = 9$   
36 units desired - 27 units available with state density bonus = 9 units  
100 points for one very low income unit  
 $3.7\% \times 18 = .67$ , round up to 1 unit affordable to Very Low Income residents

#### Market Rate and Below Market Rate Unit Mix

(1) 1 bedroom - Very Low Income unit for State Density Bonus, Unit 10  
(1) 1 bedroom – Very Low Income unit for State Density Bonus, Unit 12  
(1) 3 bedroom – Very Low Income unit for State Density Bonus, Unit 1 (ground floor and accessible)  
(1) 1 bedroom – Very Low Income unit for Supplemental Density Bonus, Unit 24  
(15) market Rate base density units  
(9) market rate State Density Bonus units  
(8) market rate Supplemental Density Bonus units  
(36) Total Units

### Concessions to Allow Waivers of Development Standards

In addition to the waiver of development standards to allow increased residential density, the Developer of this inclusionary housing project is entitled to receive up to three concessions or incentives. A development meeting these parameters does not require discretionary approval for a density bonus and accompanying concessions. In addition, if any city development standard would physically prevent the project from being built at the permitted density and the granted concessions/ incentives, the developer may propose to have those standards waived or reduced. Acceptable concessions applicable to this project include, but are not limited to:

- a) A reduction of site development standards or a modification of zoning code requirements, such as building height
- b) Reduced setback requirements
- c) Other regulatory incentives or concessions resulting in cost reductions, such as reduction of parking standard.

Three development incentives/waivers of development standards are requested:

1. Concession #1 – allow a decrease of parking provision from 52 stalls to 36 stalls  
SR City Code Table 3-4, North Santa Rosa Station Area Specific Plan  
Multi-family – 1.5 spaces per unit, Affordable multifamily – 1 space per unit

#### Parking Required:

32 Market Rate units x 1.5 stalls/unit	= 48 stalls
<u>4 Below Market Rate units x 1 stall/unit</u>	<u>= 4 stalls</u>
Total Stalls Required	= 52 stalls

#### Parking Proposed:

32 Market Rate units x 1 stall/unit	= 32 stalls
<u>4 Below Market Rate units x 1 stall/unit</u>	<u>= 4 stalls</u>
Total Stalls Provided	= 36 stalls

2. Concession #2 – allow an increase of building height from 35' maximum allowable to up to 45' at top of highest ridge; the building height to top of structural plate is 30' or lower—aerial access is not required by the fire department in a waiver of the development standard which normally limits the maximum building height in the R-3-15 SA zone to 35 feet or less. To be economically feasible, the development needs to build 36 units. In order to achieve this density and meet minimum parking requirements, the applicant is requesting a height increase to accommodate three story buildings, up to 45 feet high at top of the highest ridgeline.

3. Concession #3 – allow a reduction of setback at the side yard abutting CG zone from 10' to 5' at the rear of the parking structure in a waiver of the development standard requiring development on this site to have a side yard setback of 10 feet where abutting a CG-SA zone. In order to achieve this density and to meet the parking provision requirements, the applicant requests a reduction of the side yard setback from 10 feet, to 5 feet, at the automated parking enclosure.