

Second Street Family LP

July 1, 2024

Ms. Rocio Lopez
City of Corona
400 S. Vicentia Avenue
Corona, CA 92882

RE: Second Street Family Density Bonus Request – 115 unit Affordable Housing Development (AHD2023-0002)

Ms. Lopez:

The 115-unit affordable family project, Second Street Family project would like to request a Density Bonus Agreement under the City's Affordable Housing & Density Bonus Program. The creation of 115 affordable housing units will serve as a cornerstone for the local housing market, offering not only a place to live but a place to thrive for many individuals and families in need.

While the project's 33.24 du/Acre are below the maximum allowable of 36 du/Acre within the R-3 zoning, the project is still requesting a Density Bonus Agreement. The utilization of a Density Bonus Agreement will allow the development to compete more competitively for various affordable housing financing sources.

Per Government Code Section 65915(e)(1), we are requesting are requesting the following development standard waivers for the project:

1. Reduction in Front Yard Setback (Buena Vista Avenue)
 - a. The project is requesting a waiver from the required 25-foot front yard setback. The project proposes a minimum 4.5-foot front yard setback.
 - b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the setbacks, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
 - c. The R-3 zoning standards are infeasible because the setback standard would render the project physically infeasible as currently designed. To meet the setbacks the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
 - d. The waiver is needed because the CMC R-3 zoning standard requires a 25' setback. The project cannot be physically built at the current density without incurring significant increases in costs, if a 25' setback is required.
2. Reduction in Street Side Yard Setback (2nd Street)
 - a. The project is requesting a waiver from the required 15' street side yard setback.

EXHIBIT 4

The project proposes a minimum 4.5-foot street side yard setback.

- b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the setbacks, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
- c. The R-3 zoning standards are infeasible because the setback standard would render the project physically infeasible as currently designed. To meet the setbacks the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
- d. The waiver is needed because the CMC R-3 zoning standard requires a 15' setback. The project cannot be physically built at the current density without incurring significant increases in costs, if a 15' setback is required.

3. Reduction in Interior Side Yard Setback

- a. The project is requesting a waiver from the required 10-foot interior side yard setback. The project proposes a 1' 8 ¼" interior side yard setback.
- b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the setbacks, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
- c. The R-3 zoning standards are infeasible because the setback standard would render the project physically infeasible as currently designed. To meet the setbacks the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
- d. The waiver is needed because the CMC R-3 zoning standard requires a 10' interior side yard setback. The project cannot be physically built at the current density without incurring significant increases in costs, if a 10' interior setback is required.

4. Reduction in Rear Yard Setback

- a. The project is requesting a waiver from the required 10-foot rear yard setback. The project proposes a minimum 3-foot rear yard setback.
- b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the setbacks, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
- c. The R-3 zoning standards are infeasible because the setback standard would render the project physically infeasible as currently designed. To meet the setbacks the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
- d. The waiver is needed because the CMC R-3 zoning standard requires a 10' rear yard setback. The project cannot be physically built at the current density without incurring significant increases in costs, if a 10' rear yard setback is required.

5. Reduction in Parking Stall Depth (from 20 feet to 17 feet)

- a. The project is requesting a waiver from the required 20' parking stall depth. The

project proposes 17' to 18' deep stalls with overhangs ranging from 1'-8 1/4" to 2.5' to.

- b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the parking depth, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
- c. The parking stall standards are infeasible because the stall depth would render the project physically infeasible as currently designed. To meet the parking stall depths, the project would need to either reduce the number of affordable units or incur substantial increases in costs to accommodate a parking structure.
- d. The waiver is needed because the CMC parking stall standard requires a 20' stall depth. The project cannot be physically built at the current density without incurring significant increases in costs, if a 20' stall is required.

6. Reduction in Required CMC Parking Standards

- a. The CMC Multiple Family parking standards from Section 17.76.30 (A)5 is as follows:

<i>TYPE OF USE</i>	<i>NUMBER OF REQUIRED SPACES</i>
5. Multi-family: a. Studio or single bedroom unit b. Two bedroom unit c. Three or more bedroom unit	a. 2 covered spaces/unit, plus 1 uncovered guest space/5 units b. 2 covered spaces/unit, plus 1 uncovered guest space/5 units c. 2 covered and 1 uncovered spaces/unit, plus 1 uncovered guest space/5 units See § 17.76.010(H)

- b. The CMC Multiple Family parking standards from Section 17.76.30 (A)5 require the following parking:

Unit Type	Number of Units	Parking Requirement (including covered)	Total Spaces
Studio	6	2	12
1BR	18	2	36
2BR	46	2	92
3BR	45	3	135
Guest	115	.2	23
Total Required			298

- c. Per Government Code Section 65915(p)(1), the required parking based upon State Density Bonus is 161:

Unit Type	Number of Units	Parking Requirement	Total Spaces
Studio	6	1	6
1BR	18	1	18
2BR	46	1.5	69
3BR	45	1.5	68
Total Required			161

7. Reduction in Required CMC Covered Parking

- a. The CMC Multiple Family parking standards from Section 17.76.30 (A)5 require the following covered parking:

Unit Type	Number of Units	Parking Requirement	Total Spaces
Studio	6	2	12
1BR	18	2	36
2BR	46	2	92
3BR	45	3	135
Total Required			275

- b. The project is requesting a waiver from the required 275 covered parking standard from CMC Section 17.76.30(A)5. The project proposes 33 covered parking spaces.
- c. The CMC covered parking standards are infeasible because the project would incur a significant cost increase to provide covered parking. The project is providing 33 garage parking spaces.
- d. The waiver is needed because the CMC parking standards require 275 covered spaces. The project cannot be completed within the current budget without incurring significant cost increases and would thus render the project infeasible.

8. Reduction in Required State Density Bonus Law Parking from 161 to 154 spaces.

- a. The project is requesting a waiver from the required 161 parking spaces to 154 provided spaces Per Government Code Section 65915(p)(1), the required parking based upon State Density Bonus is 161:

Unit Type	Number of Units	Parking Requirement	Total Spaces
Studio	6	1	6
1BR	18	1	18
2BR	46	1.5	69
3BR	45	1.5	68
Total Required			161

The project is proposing a parking ratio of 1.34 spaces per unit. Based upon our experience in the City of Corona, this will be adequate. We conducted a parking study of our Citrus Circle affordable family project that is located adjacent to this project. The Citrus Circle Apartments has 109 spaces available for 61 units. We calculated the number of cars that residents are parking onsite. The result is that we have 74 spaces being used for 61 units, a ratio of 1.21 spaces per unit. In addition, a parking demand study will be provided to justify the reduced parking. Per Government Code Section 65915(p)(5), the Applicant is requesting a waiver for reduced parking from 161 to 154 spaces. The project would incur additional costs related to building a parking structure to accommodate the additional spaces and would thus render the project financially infeasible.

9. Reduction in Building Court Distances, Front Yard (Section 17.24.100(C)(c))

- a. The project is requesting a waiver from required 40-foot courtyard requirements between Buildings 2 and 4 and the 30-foot courtyard requirements between Buildings 1 and 4. The project proposes a 15-foot courtyard between Buildings 2 and 4 and a 20' courtyard between Buildings 1 and 4.
- b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the courtyard requirements, the project would need to either reduce the number of affordable units/buildings or incur substantial increases in costs to accommodate a parking structure.
- c. The R-3 zoning standards are infeasible because the courtyard standard would render the project physically infeasible as currently designed. To meet the setbacks the project would need to either reduce the number of affordable units/buildings or incur substantial increases in costs to accommodate a parking structure.
- d. The waiver is needed because the CMC R-3 zoning standard requires a 40' courtyard between Buildings 2 and 4 and a 30' courtyard between Buildings 1 and 4. The project cannot be physically built at the current density without incurring significant increases in costs, if the 40' courtyard between Buildings 2 and 4 and 30' courtyard between Buildings 1 and 4 are required..

10. Deviation from maximum wall height (Section 17.70.060 (C))

- a. The property shares its Southerly property line with the Corona-Norco Unified School District. The property to the South is a maintenance/storage yard and the school district has installed razor wire topped chain link fences. For the safety of the future residents and aesthetics, the project would like to utilize an 8' solid wall. The CMC currently allows up to an 8-foot high wrought iron fence.

11. Reduction from required Studio unit 600 square foot minimum

- a. The project is requesting a waiver of the CMC's requirement for a minimum 600 square foot studio unit size.
- b. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. The project proposes 588 square foot studio units.
- c. Per Government Code Section 65915(e)(1), a waiver is requested. The waiver will reduce affordable housing costs for the project. To meet the unit size minimum, the project would need to either reduce the number of affordable units/buildings or incur substantial increases in costs to accommodate a parking structure and increase building costs.
- d. The R-3 zoning standards are infeasible because the unit size minimum would render the project physically infeasible as currently designed. To meet the unit size minimum, the project would need to either reduce the number of affordable units/buildings or incur substantial increases in costs to accommodate a parking structure as well as increased building costs.
- e. The waiver is needed because the CMC R-3 zoning standard requires studio units to be a minimum of 600 square feet. The project cannot be physically built at the

current density without incurring significant increases in costs, if the 600 square foot minimum is required.

Per Chapter 17.87.040 of the Corona Municipal Code, the project will utilize the City's standard Density Bonus Agreement form. This agreement will ensure that the project will maintain compliance with the State Density Law.

Once again, thank you for your time and the opportunity to contribute to the betterment of the City of Corona.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Todd Cottle', with a stylized flourish at the end.

Todd Cottle