



PLANNING COMMISSION

AGENDA REPORT

VI . 1

MEETING DATE: JULY 14, 2008

ITEM NUMBER

SUBJECT: NEW PARKING STANDARDS FOR R1 PROPERTIES

DATE: JUNE 25, 2008

**FOR FURTHER INFORMATION CONTACT: MINOO ASHABI, AIA, SENIOR PLANNER
(714) 754-5610**

DESCRIPTION

Pursuant to Council direction, this report analyzes different alternatives for amending the R1 (Single-Family Residential) off-street parking standards of the Zoning Code. Planning Commission will consider alternatives to address increased parking demand for large homes of five bedrooms or more.

RECOMMENDATION

Direct staff to process a Zoning Code amendment to the R1 off-street parking standards for a specific alternative.

MINOO ASHABI, AIA
Senior Planner

KIMBERLY BRANDT AICP
Asst. Development Svs. Director

BACKGROUND

Parking in the residential neighborhoods is challenged by an overall increase in the number of vehicles per household. Although, remodeling and new construction activities have decreased because of the current housing market, the trend for constructing large, new homes and/ or large additions to existing homes is expected to continue.

It is also apparent from the planning applications within the last few years, that most new additions are maximizing the lot coverage [40 percent in the Single Family Residential (R1) zoning district] and providing additional bedrooms. Furthermore, field conditions indicate that a high percentage of residents own more than two vehicles and use their garages or a portion of their garage for non-vehicle storage purposes that further limits on-site parking.

In an effort to consider alternatives to the current residential parking standards, at the March 10, 2008 meeting, Planning Commission requested staff to study increasing the required number of parking spaces for larger single family residences based on the size of the house or number of bedrooms.

On April 3, 2008, staff provided Commission a brief analysis of research and potential options for an increase in the number of parking spaces (Attachment 1). Commission recommended that City Council authorize staff for further analysis.

On May 6, 2008, the Council directed staff to prepare Zoning Code amendment alternatives for consideration by the Planning Commission (Attachment 2- City Council Minutes). Council expressed concern with requiring three-car garages for residences with five or more bedrooms and noted needed clarification on parking requirements, including nonconforming residences regardless of the number of bedrooms.

ANALYSIS

Objectives of New R1 Parking Ordinance

Staff has identified four alternatives for Commission consideration:

- Alternative 1 – Current Code (No Change) Alternative
- Alternative 2 – Three-Car Garage/ Three-Open Spaces Alternative
- Alternative 3 – One Additional Parking Space Alternative
- Alternative 4 – Separate Parking Requirements Alternative

Excluding the “No Change” Alternative, these alternatives address the following objectives.

- Define “large” homes as residences with five bedrooms or more. Staff believes with applying the R1 development standards/ design guidelines, the maximum building size on an average 6000 square-foot lot would be approximately 4,500 square feet (not including a two-car garage). A residence of this size would typically contain four to five bedrooms. Therefore, establishing a threshold of five bedrooms (including any office or den space that could be used as sleeping area) is a reasonable standard. In addition, this threshold has been used by several cities in Orange County.

- Address increased parking demand from large homes (five bedrooms or more) by requiring more parking for these homes. As noted in the City's 2008 Draft Housing Element, there are approximately 850 (5%) residential units in the City with more than five bedrooms. Since the number of larger home additions has been on the rise, it is estimated that this number will increase in the future.
- Allow tandem parking on a driveway to be considered as a standard parking space. Excluding our overlay zone or specific plan areas, Code does not allow tandem parking spaces on extra-long driveways that lead to a garage to be counted towards the minimum parking requirements. However, staff believes that since the additional parking space would be in addition to a two-car garage, a provision that allows tandem spaces in cases with narrow lots may be viable. In addition, the tandem space would provide additional parking without significantly altering the home's front elevation as viewed from the street. All of the proposed alternatives include a provision to allow tandem parking on extra-long driveways to be counted as parking space(s).
- Potential for variance requests related to larger additions which cannot comply with new requirements. Given that the width of most residential lots could not accommodate an additional garage space (i.e. three-car garage, minimum 600 sq. ft. in size), staff believes that requiring additional garage spaces with no flexibility on the size or location of the additional space could lead to an increase in the number of variance requests (Attachment 5 – examples of typical R1 neighborhoods).

Three-car garages are not considered to be an issue with new construction and could be integrated in the new building design.

Alternative 1: Current Code Alternative (No Change)

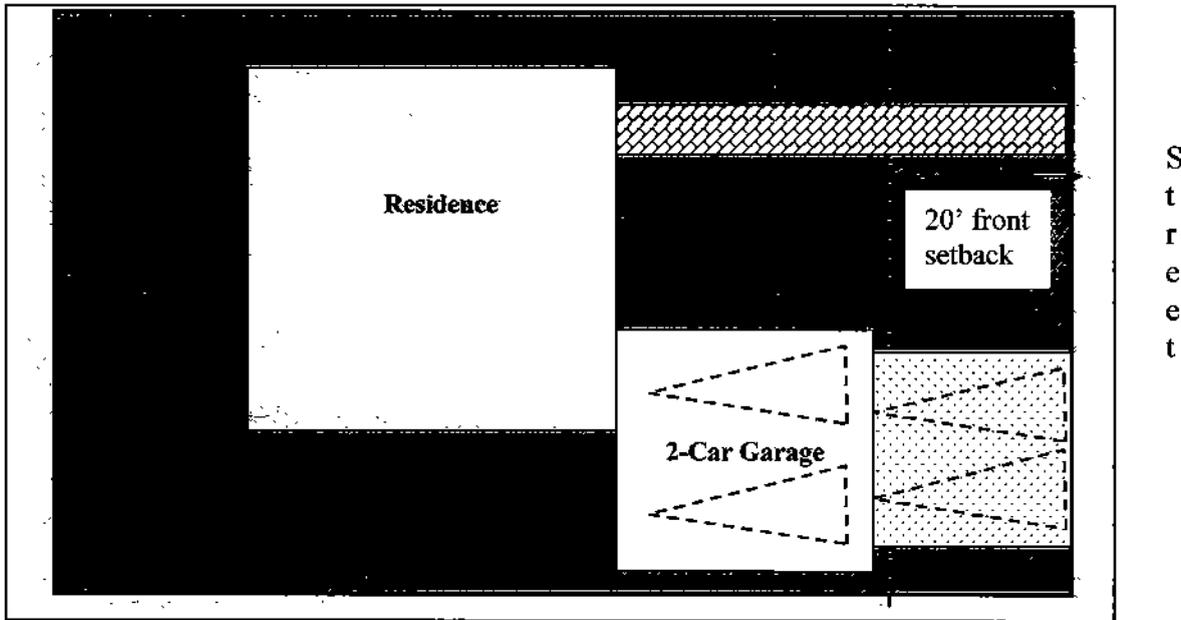
Unlike Code requirements for a multi-family residence, the parking requirement for a single-family residence is not based on the number of bedrooms nor applied to an existing residence at the time the residence is increased in size and/or bedrooms.

Alternative 1 represents no changes to the existing Zoning Code requirements for R1 parking. Code Section 13-85 requires the following minimum off-street parking spaces for the properties located in the R1 district:

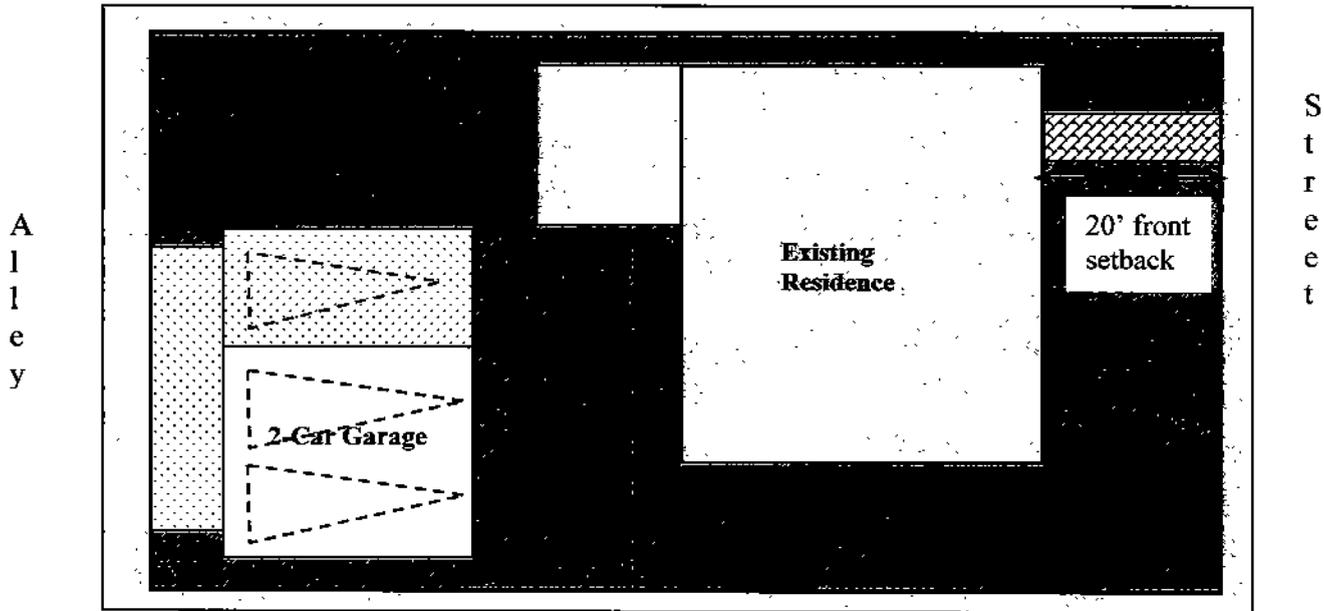
Garage Parking Spaces	Open Parking Spaces
2	Lots without garage access from alley: 2 Lots with garage access from alley: 1
In R1 zones, required open parking may be provided in a garage or on a minimum 19-foot long, individual driveway leading to a garage. In common interest developments, required open parking may be provided on an individual unit's driveway or within the common area.	

It should be noted that these R1 parking requirements are only applicable to newly-constructed, single-family residential homes. These standards are **not applied** to an existing residence at the time the residence is increased in size and/or the number of bedrooms is increased.

The following illustrations depict current parking situations on 1) a typical lot and 2) an alley loaded lot.



TYPICAL LOT WITH STREET FACING GARAGE



TYPICAL LOT WITH ALLEY ACCESS

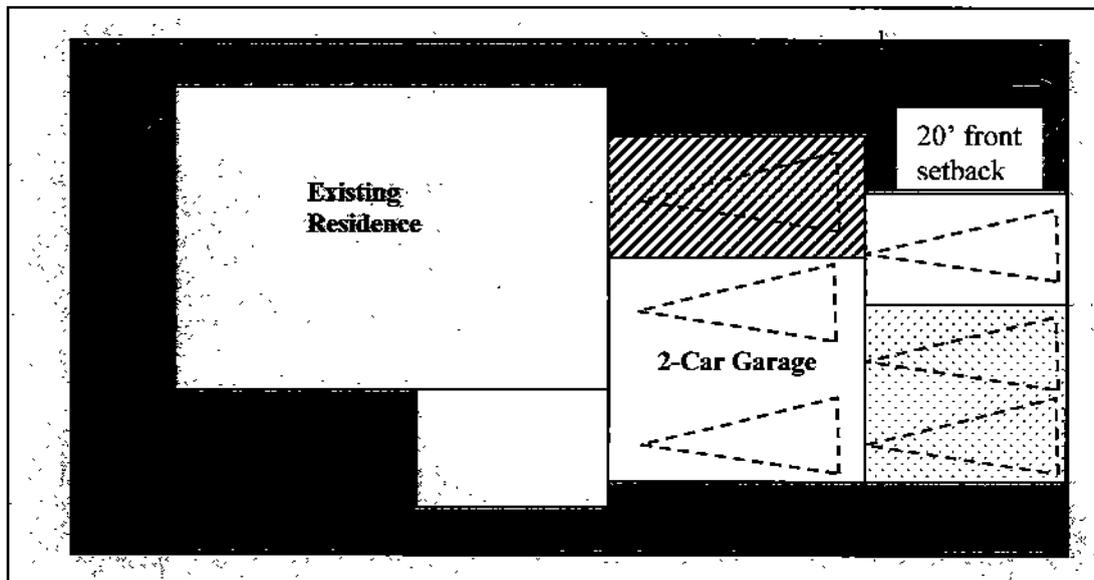
-  Existing Garage
-  Driveway

Alternative 2: Three-Car Garage Plus Three Open Space Alternative

The following standards are proposed at the time of new construction or at the time a single-family residence is increased to have five bedrooms or more.

Garage Parking Spaces	Open Parking Spaces ¹	Total Parking Spaces ¹
Single-Family Units with 4 Bedrooms or Fewer		
2	Lots without garage access from alley: 2	4
	Lots with garage access from alley: 1	3
Single-Family Units with 5 Bedrooms or More		
3	Lots without garage access from alley: 3	6
	Lots with garage access from alley: 1	4
<p>1. In R1 zones, required open parking may be provided in a garage or on a minimum 19-foot long, individual driveway leading to a garage. Tandem parking on driveways leading to a garage is also permitted when there is sufficient length. In common interest developments, required open parking may be provided on an individual unit's driveway or within the common area.</p>		

The two additional parking spaces will likely result in variance requests for existing residences which are physically challenged to accommodate a three-car garage. Most alley-loaded lots should be able to provide four parking spaces. The following illustration depicts the possible location of an additional garage space that may be in conflict with the entrance or floor plan of the existing house.



TYPICAL LOT WITH ADDITIONAL GARAGE



Potential Garage



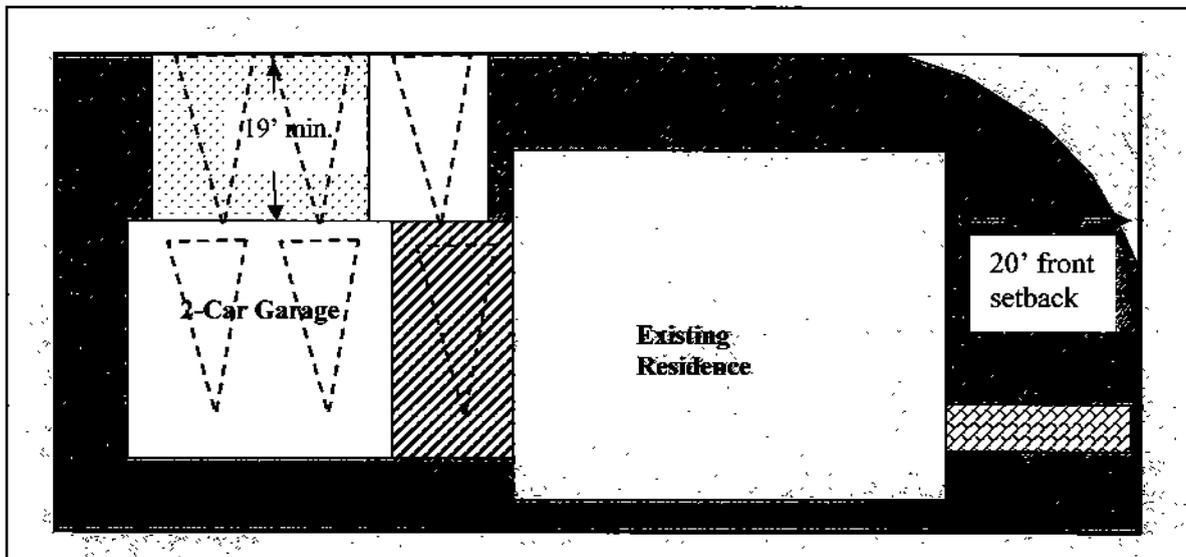
Existing Garage

Alternative 3: One New Parking Space Alternative

This alternative requires only one additional parking space for five bedrooms. The following standards are proposed at the time of new construction or at the time a single-family residence is increased to have five bedrooms or more.

Garage Parking Spaces	Open Parking Spaces ¹	Total Parking Spaces ¹
Single-Family Units with 4 Bedrooms or Fewer		
2	Lots without garage access from alley: 2	4
	Lots with garage access from alley: 1	3
Single-Family Units with 5 Bedrooms or More		
2 minimum	Lots without garage access from alley: 2 minimum	5
	Lots with garage access from alley: 1 minimum	4
<p>1. In R1 zones, required open parking may be provided in a garage or on a minimum 19-foot long, individual driveway leading to a garage. Tandem parking on driveways leading to a garage is also permitted when there is sufficient length. In common interest developments, required open parking may be provided on an individual unit's driveway or within the common area.</p>		

For example, the one additional parking space can be provided in a three-car garage for a brand new home. For existing homes with building additions, the new parking space can be located on a lengthened or widened driveway. The following illustration depicts a corner lot with potential addition of one garage or one open parking space.



TYPICAL CORNER LOT WITH ADDITIONAL GARAGE OR PARKING SPACE

 Potential Garage
  Existing Garage

Alternative 4: Separate Parking Requirements Alternative

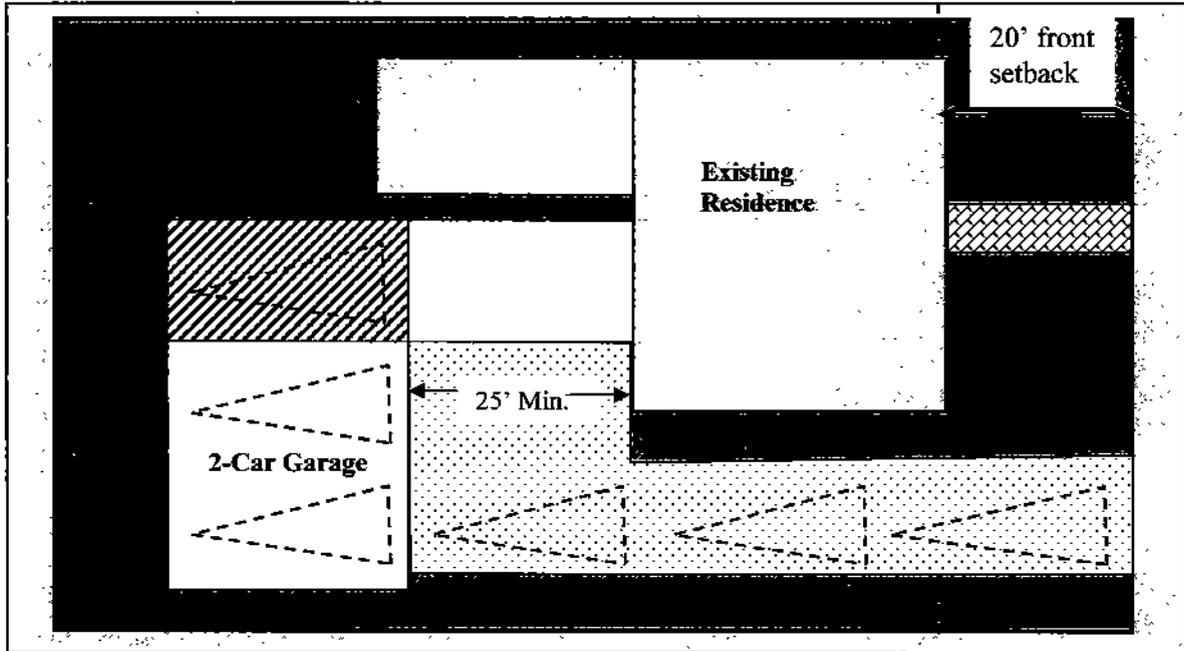
Alternative 4 is a combination of the alternatives described above. The central intent of this alternative is to minimize variance requests from homeowners who cannot comply with the additional parking requirements due to the property’s physical limitations.

The following standards are proposed at the time of new construction or at the time a single-family resident is increased to have five bedrooms or more.

Garage Parking Spaces	Open Parking Spaces ¹	Total Parking Spaces ¹
Single-Family Units with 4 Bedrooms or Fewer		
2	Lots without garage access from alley: 2	4
	Lots with garage access from alley: 1	3
Single-Family Units with 5 Bedrooms or More		
New Construction		
3	Lots without garage access from alley: 3	6
	Lots with garage access from alley: 1	4
Additions		
2 minimum	Lots without garage access from alley: 2 minimum	5
	Lots with garage access from alley: 1 minimum	4
1. In R1 zones, required open parking may be provided in a garage or on a minimum 19-foot long, individual driveway leading to a garage. Tandem parking on driveways leading to a garage is also permitted when there is sufficient length. In common interest developments, required open parking may be provided on an individual unit’s driveway or within the common area.		

For existing homes which are built prior to the effective date of the ordinance and which involve building additions resulting in five bedrooms or more, one additional parking space in a garage or in the driveway is required.

The following illustration demonstrates non-standard driveway that five required parking/garage spaces could be accommodated with the existing configuration of the lot if tandem parking is allowed.



TYPICAL REAR GARAGE LOT WITH ADDITIONAL GARAGE OR PARKING

- | | | | |
|---|------------------|---|-----------------|
|  | Potential Garage |  | Existing Garage |
|  | New Driveway |  | Driveway |

The following is a comparison summary of the four alternatives:

Alternative	Total Parking Spaces Required	Net Increase Compared to Current Code	Applicable to:	Tandem Parking allowed in Driveway ?
Alt. 1 Current Code*	4 spaces total: Two garage, two spaces in driveway Two garage, one open space for alley loaded*	NA	New home construction <u>and</u> additions to existing homes, resulting in 5 bedrooms or more.	No
Alt. 2 Three Car Garage	3 garage space and 3 open space Three garage, one open space for alley loaded*	+2 new spaces for non-alley loaded lots +1 new space for alley-loaded	New home construction <u>and</u> additions to existing homes, resulting in 5 bedrooms or more.	Yes
Alt. 3 One Additional Space	1 new parking space for new construction and one space for additions *	+1 new space for non-alley loaded lots +1 new space for alley-loaded	New home construction <u>and</u> additions to existing homes, resulting in 5 bedrooms or more.	Yes
Alt. 4 Separate Parking Requirements	3 garage space for new construction and one open space for additions except when provided as tandem*	+2 new spaces for new homes +1 new space for existing homes with additions +1 new space for alley-loaded	Separate requirements for new homes and additions to existing homes	Yes

* Alley loaded lots could potentially only provide a three car garage or a two car garage and one to two parking spaces; however, alley loaded lots have access to more street parking because of fewer curb cuts on street side.

Existing Homes with Additions versus New Construction

Staff intends that the code amendment be applicable to new construction and additions. Residences that are nonconforming with the current parking standards or become nonconforming as a result of a new code amendment could maintain or remodel their residences as long as the remodeling does not add new bedrooms.

The following table summarizes the positive and negative consequences of applying new parking requirements to existing homes with building additions compared to newly constructed homes.

Residence Type	Extra Garage Space	Extra Parking Space	Positives	Negatives
Additions	Not possible in most cases without major alterations	Possible in most cases but may need to occur in front setback area	<ul style="list-style-type: none"> • Less on-street parking demand • Discourage oversized additions 	<ul style="list-style-type: none"> • Additional hardscape on street view • Increase in Variance requests • Tandem garage not practical, could lend itself to storage use.

New Construction	Additional garage could be integrated into design	Additional parking spaces would be provided on driveway leading to garage	<ul style="list-style-type: none"> • Less on-street parking demand • Screened vehicles from street view except on driveways 	<ul style="list-style-type: none"> • Additional hardscape on street view but the garage could be designed with side facing access
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Comparison with Other Cities

The proposed alternatives are generally comparable to the existing parking regulations in the majority of the Orange County Cities surveyed by staff. A comparison table is shown below.

Parking Requirements of Neighboring Cities

Jurisdiction	Parking Requirement	Restrictions	Applies to New Construction and Building Additions to Existing Homes
City of Huntington Beach	5 or more bedrooms - 3 garage spaces and 3 open parking spaces per residence	<ul style="list-style-type: none"> • Carports or Tandem Parking not allowed. 	No, This applies to new construction and additions to homes built after 1994.
City of Fountain Valley	5 or more bedrooms or more than 4,000 sq. ft. — 3 garage spaces.	<ul style="list-style-type: none"> • Carports or Tandem Parking not allowed. 	Yes
City of Irvine	4 bedrooms or more – 3 spaces total: minimum 2 covered spaces	<ul style="list-style-type: none"> • Carports or Tandem Parking not allowed. 	No. This applies to new construction and additions to homes built after 1983.
City of Fullerton	5 or more bedrooms – 3 garage spaces	<ul style="list-style-type: none"> • No Carports Allowed. • Tandem parking in driveway may be permissible. 	Yes
City of Newport Beach	2 garage spaces (regardless of bedroom count)	<ul style="list-style-type: none"> • Carports and Tandem Parking on driveway may be permissible. 	Yes

CONCLUSION

Parking standards have increased in few neighboring cities to address the high demand for on-street parking. The above analysis included alternatives for Planning Commission consideration. Depending on the direction from the Planning Commission, staff could prepare additional information or a draft ordinance for Commission’s consideration by late summer.

- Attachments:
- 1 – May 6, 2008 City Council Report
 - 2 – Minutes of May 6, 2008 City Council Meeting
 - 3 - Aerial Maps

Distribution: Assistant City Attorney
Deputy City Manager- Dev. Svs. Director
Public Services Director
City Engineer
Fire Protection Analyst
Staff (4)
File (2)

File: 071408R1Parking	Date: 062508	Time: 12:00 p.m.
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CITY COUNCIL AGENDA REPORT

MEETING DATE: MAY 6, 2008

ITEM NUMBER:

SUBJECT: PLANNING COMMISSION REQUEST TO REVIEW RESIDENTIAL (R1) PARKING REQUIREMENTS

DATE: APRIL 23, 2008

FROM: PLANNING DIVISION/DEVELOPMENT SERVICES DEPARTMENT

PRESENTATION BY: MINOO ASHABI, AIA, SENIOR PLANNER

FOR FURTHER INFORMATION CONTACT: MINOO ASHABI, (714) 754-5610

RECOMMENDATION:

Direct staff to further study current parking standards in the single-family residential (R1) neighborhoods and prepare Zoning Code amendment alternatives for consideration by the Planning Commission and City Council.

BACKGROUND:

At their March 10, 2008 meeting, Planning Commission discussed the need for requiring more parking for large homes containing 5 or more bedrooms in the R1 zoning district. It was stated that the Cities of Huntington Beach and Fountain Valley currently require 3-car garages for these larger homes. Commission then requested staff to identify alternatives for amending the R1 parking provisions of the zoning code.

On April 14, 2008, Planning staff presented a report indicating potential alternatives to the City's current single-family residential parking requirements. The report included a survey of neighboring cities and identified potential increases to the current parking standard for additions or new home construction with more than five bedrooms. In addition, alternative garage/parking locations for various site layouts such as corner lots, alley loaded lots, and cul-de-sac lots were provided (Attachment 1).

On a 5-0 vote, Commission requested that Council direct staff to prepare an ordinance with alternatives for their consideration (Attachment 2). Based on staff's initial assessment, potential parking standard alternatives are as follows:

- Require three (3) garage spaces for additions that result in five (5) or more bedrooms.
- Require three (3) garage spaces for new construction of residences with five (5) or more bedrooms.
- Include additional provisions for minimum front yard landscaping to ensure limited paving of front yards.
- Include tandem parking as an alternative for houses with site constraints.

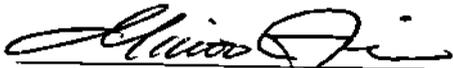
- No revision to existing R1 parking requirement.

FISCAL REVIEW

Fiscal review is not required for this item.

LEGAL REVIEW

Legal review is not required for this item.



MINOO ASHABI, AIA
Senior Planner



DONALD D. LAMM, AICP
Deputy City Mgr. – Dev. Svs. Director

Attachment: 1- April 14, 2008 Planning Commission Report
 2- Draft Minutes of April 14, 2008 Planning Commission Minutes

cc: City Manager
 Assistant City Manager
 City Attorney
 Public Services Director
 Associate Engineer
 City Clerk
 Staff (4)
 File (2)

File: 050608SFParking	Date: 042408	Time: 3:15 p.m.
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**04-14-08 PC Minute Excerpt for Single-Family Residential (R1) Parking Standards
Unofficial Until Approved**

1. Single-Family Residential (R1) Parking Standards

Planning Commission Secretary Kimberly Brandt reviewed the information in the report and gave a detailed presentation with photographs. She responded to a question from the Commission regarding variances for nonconforming dimensions.

Harvey Berger, Berger Development, thanked Senior Planner Minoo Ashabi for speaking to him at length on this item and explained that 50% of all garages are used for storage. He said that storage may have decreased open space and suggested carports and tandem parking for new construction, for increased onsite parking.

Gary Hernandez, Costa Mesa, commented on parking concerns due to board/care homes on his street, McKinley Way. The Chair pointed out that the City Council has to work with the State on new legislation.

Mark (last name inaudible), Costa Mesa, expressed his concerns about board/care homes on McKinley Way and said it is similar to having an apartment complex on the street. He noted that a conditional use permit is needed.

Commissioner Clark said he is aware of everyone's concerns and thought that Mr. Berger's suggestion of carports is a good idea.

Commissioner Egan mentioned that a "resident only" parking restriction on the street could be helpful. Ms. Brandt said she would have to research that suggestion.

Commissioner Righeimer discussed his ideas for a motion on this item and the Chair asked him to restate his motion more clearly.

MOTION: Recommend forwarding this to the City Council to ask them to allow staff to spend the time necessary to draft an ordinance to address the R1 parking standards in Costa Mesa.

Moved by Commissioner James Righeimer, seconded by Commissioner Eleanor Egan.

The motion carried by the following roll call vote:

Ayes: Commissioner Sam Clark, Vice Chair James Fisler, Commissioner Eleanor Egan, Commissioner James Righeimer, and Chair Donn Hall

Noes: None.

Absent: None.

City of Costa Mesa

Inter Office Memorandum

TO: PLANNING COMMISSION
FROM: *MA* MINOO ASHABI, SENIOR PLANNER
DATE: APRIL 3, 2008
**SUBJECT: POTENTIAL INCREASE IN RESIDENTIAL (R1) PARKING SPACES
 PLANNING COMMISSION MEETING OF APRIL 14, 2008**

At the March 10, 2008 meeting, Planning Commission requested staff to study the idea of increasing the required number of parking spaces for larger R1 residences based on the size of the house or number of bedrooms. The following is an analysis of previous actions and research conducted by staff:

Current Code Requirements:

The Zoning Code (Section 13-85) requires the following minimum off-street parking spaces for the properties located in the Single Family Residential (R1) district:

Garage Parking Spaces	Open Parking Spaces
2	Lots without garage access from alley: 2 Lots with garage access from alley: 1
In R1 zones, required open parking may be provided in a garage or on a minimum 19-foot long, individual driveway leading to a garage. In common interest developments, required open parking may be provided on an individual unit's driveway or within the common area.	

In contrast to multi-family residential units, the parking requirement for a single-family residence is not based on the number of bedrooms. In addition, the parking requirement is not applied to an existing residence at the time the residence is increased in size and/or bedrooms.

Existing Neighborhood Context:

The City's Single Family Residential (R1) district and lot configurations are mainly identified by the following neighborhoods and characteristics:

- The East Side – grid street pattern, small rectangular lots with alley access (typical lot size: 50' x 120')
- Freedom Homes – small rectangular lots, single-car carports (typical lot size: 60' x 100')

- Mesa Verde – curvilinear street with cul-de-sacs, mostly rectangular lots (typical lot size: 70' x 100')
- Halecrest Hall of Fame - curvilinear street (typical lot size: 60' x 100')
- Wimbledon Homes - curvilinear street with cul-de-sacs (typical lot size: 45' x 110')
- Mesa North – grid pattern with cul-de-sacs, mostly rectangular lots (typical lot size: 50' x 120' or 60' x 100')
- Mesa del Mar - curvilinear street with cul-de-sacs (typical lot size: 70' x 100')
- College Park - curvilinear street with cul-de-sacs (typical lot size: 60' x 100')

The single-family homes are primarily single story and occupy the entire width of the lot (with the exception of the setbacks) with straight driveways and in rare cases with a side-facing garage and on-site vehicular turn-around space. With the existing configuration of the homes, most room additions are feasible on the rear of the lot with minor modifications to the front.

There are over 19,000 single-family detached units in Costa Mesa. It is estimated that 5 percent of these single-family homes consist of 5 or more bedrooms.

Previous Code Requirements:

- Prior to 2001
The parking requirement for R1 properties developed with a single family residence was a two car garage.
- June 2001
The parking requirement increased to two (2) garage spaces and two (2) open parking spaces for new construction and remodeling or enlarging structures by adding bedrooms.
- September 2003
Due to the number of variance requests associated with construction of additions and remodels, the City Council modified the parking requirement to the current standard that the R1 parking requirements are **not applied** to existing residence at the time the residence is increased in size and/or the number of bedrooms is increased. Therefore, if a home was originally constructed with a single-car garage, regardless of the number of bedrooms added, no additional parking spaces are currently required.

Research:

The R1 parking requirements in our neighboring cities are as follows:

Jurisdiction	Parking Requirement	Related Provisions
City of Huntington Beach	0-4 bedrooms - 2 garage spaces and 2 open 5 or more bedrooms - 3 garage spaces per unit and 3 open per unit	<ul style="list-style-type: none"> • Residence with nonconforming parking may be expanded by adding bedrooms provided the dwelling complies with current standards. • Open spaces may be behind any required garage spaces and/or on a street adjacent to the property. • Standards applicable to new construction and additions
City of Fountain Valley	1-4 bedrooms – 2 garage spaces 5 or more bedrooms or more than 4,000 sq. ft. – 3 garage spaces.	<ul style="list-style-type: none"> • No driveway/ open spaces required • Standards applicable to new construction and additions
City of Irvine	1-3 bedrooms – 2 covered spaces 4 bedrooms or more - 3 spaces/unit (2 covered)	<ul style="list-style-type: none"> • One visitor space is required for all single family units; on-street parking is counted if 100' from residence • Standards applicable to new construction and additions
City of Newport Beach	2 garage spaces	<ul style="list-style-type: none"> • No driveway/ open spaces required

Analysis:

Staff believes that considering the configuration of the existing lots and applying the R1 development and design standards, the maximum building size on an average 6000 square-foot lot would be approximately 4,500 square feet (not including a two-car garage). A residence of this size would typically contain 4 to 5 bedrooms. Therefore, establishing a threshold of 5 bedrooms (including any office or den space that could be used as sleeping area) is reasonable.

Given that the width of most residential lots could not accommodate an additional garage space (i.e. three-car garage, minimum 600 sq. ft. in size) or access to the rear yard for the construction of a detached garage, staff believes that this provision may increase the number of variance requests to accommodate the additions. A variance request will add cost and processing time for a zoning approval.

Currently, tandem garage spaces are not acceptable for compliance with the minimum parking standards. However, staff believes that since the third garage space would be in addition to a two-car garage, a provision that allows tandem spaces in cases with narrow lots may be viable in that it would provide additional garage space without significantly altering the front elevation.

Attached are a series of illustrations that depict potential locations of the third garage space on typical lots.

Please note that adoption of new R-1 parking regulations would not modify the City's Code provisions that allow residential care facilities to submit an application for "reasonable accommodation" currently authorized by Section 13-200.62 (attached hereto for your reference). The "reasonable accommodation" process allows any person seeking approval of a residential care facility, which serves persons with disabilities, to apply for relief from a zoning code provision, regulations, policy, or condition, which creates a barrier to equal opportunity for housing.

Alternatives:

If the Planning Commission would like to proceed with the code amendment, the Commission could make a recommendation to the City Council to direct staff to initiate a Zoning Code amendment. The following are a list of alternatives:

- Require three (3) garage spaces for additions that result in five (5) or more bedrooms.
- Require three (3) garage spaces for new construction of residences with five (5) or more bedrooms.
- Include additional provisions for minimum front yard landscaping.
- Include tandem parking as an alternative for houses site constraints.
- No revison to existing parking requirement.

Please let me know if you have additional questions. My phone number is 754-5610.

ATTACHMENTS: Photographs
Typical lot exhibits
Article 15 – Reasonable Accommodation

DISTRIBUTION: Assistant City Manager
Deputy City Attorney
Deputy City Manager – Dev. Svs. Director
Public Services Director
City Engineer
Chief Code Enforcement Officer
City Clerk (2)
Staff (4)
File (2)



Examples of Side Facing Garages



Examples of Front Facing two-car Garages

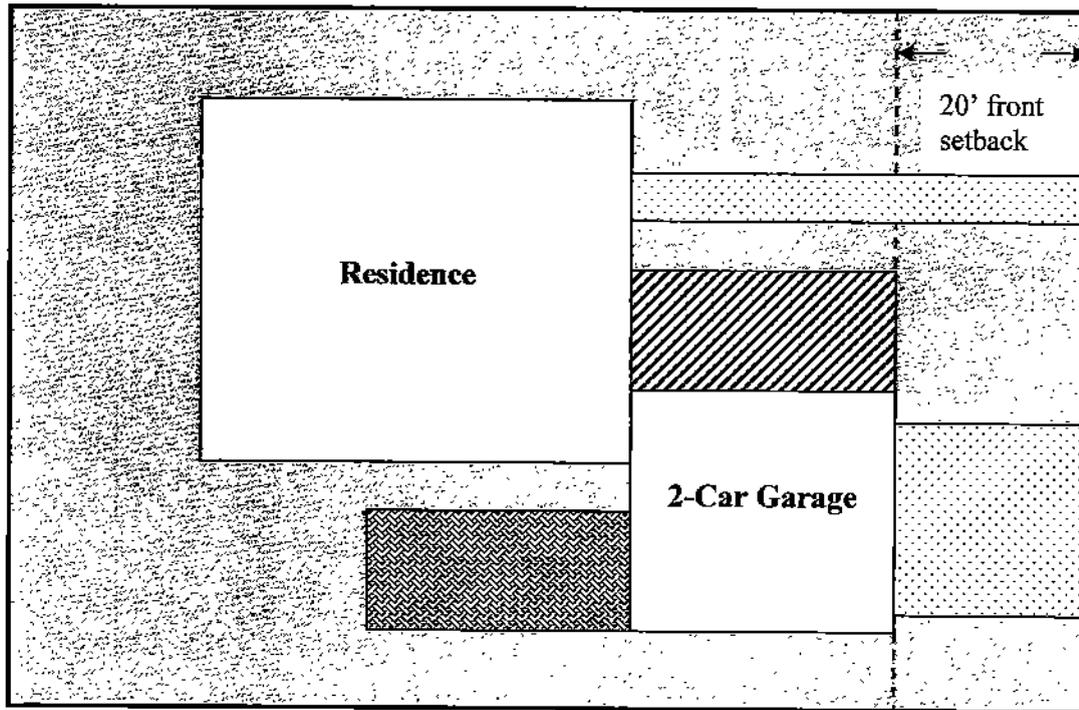




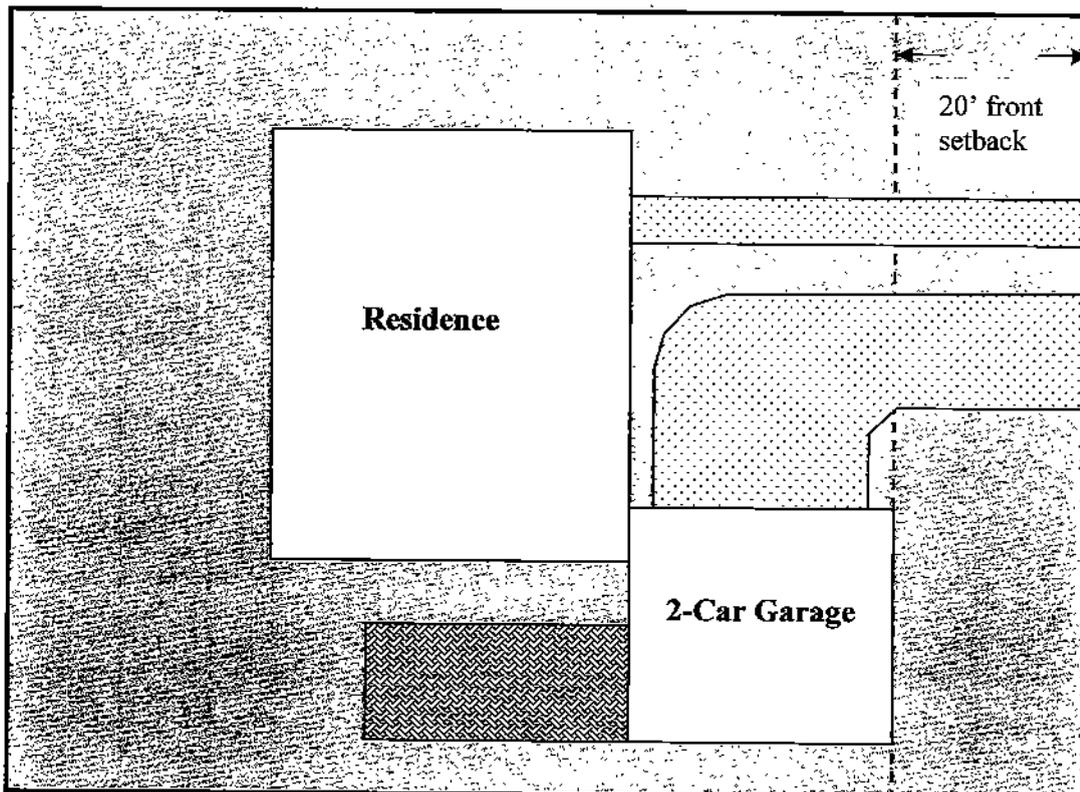
Potential Garage Location



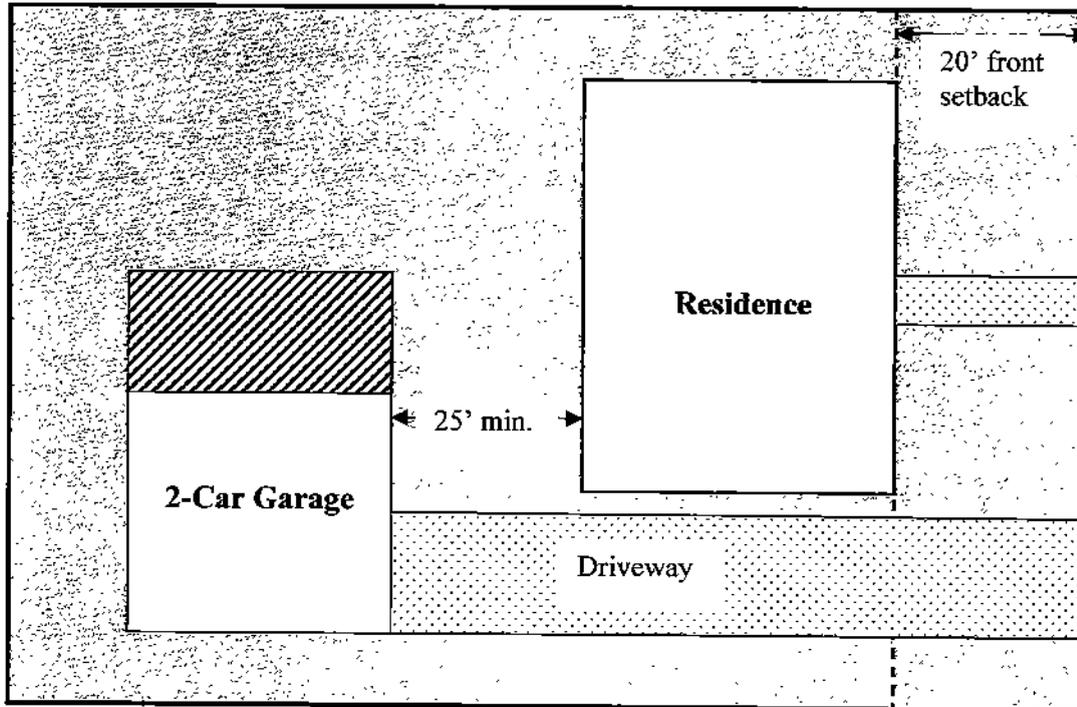
Potential Tandem garage



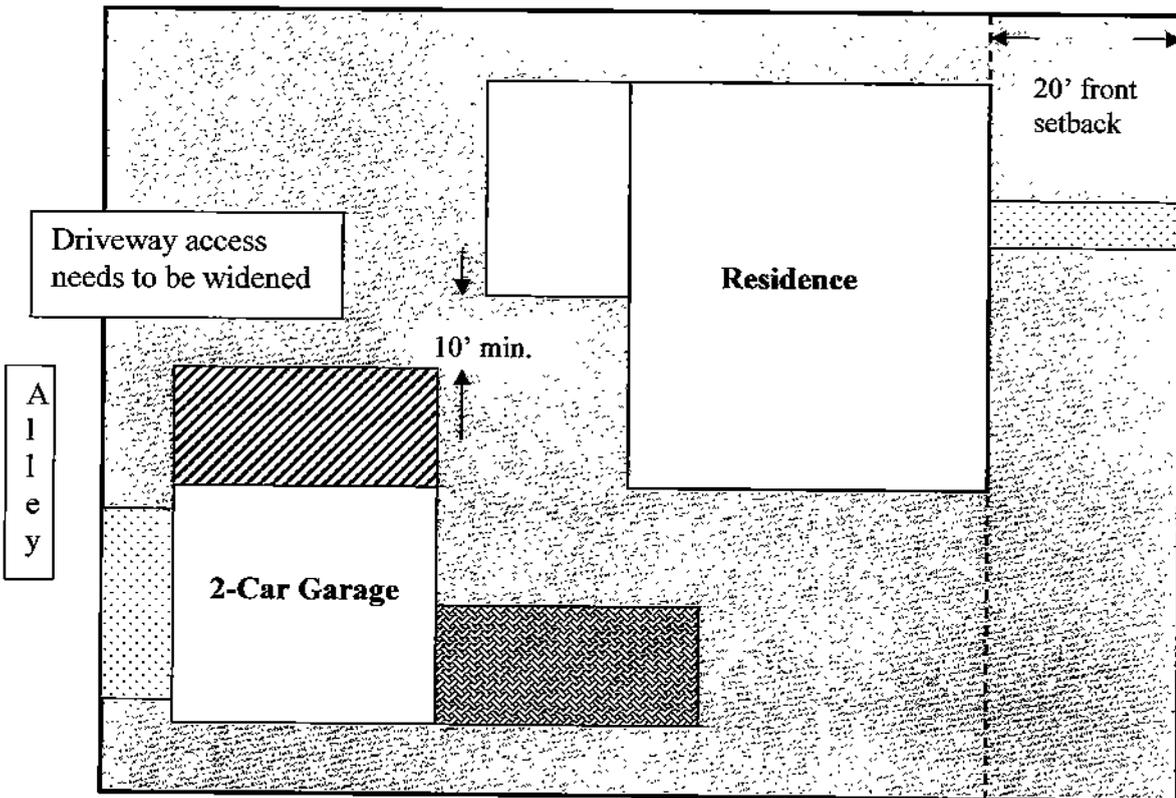
Typical Lot with Front-facing Garage



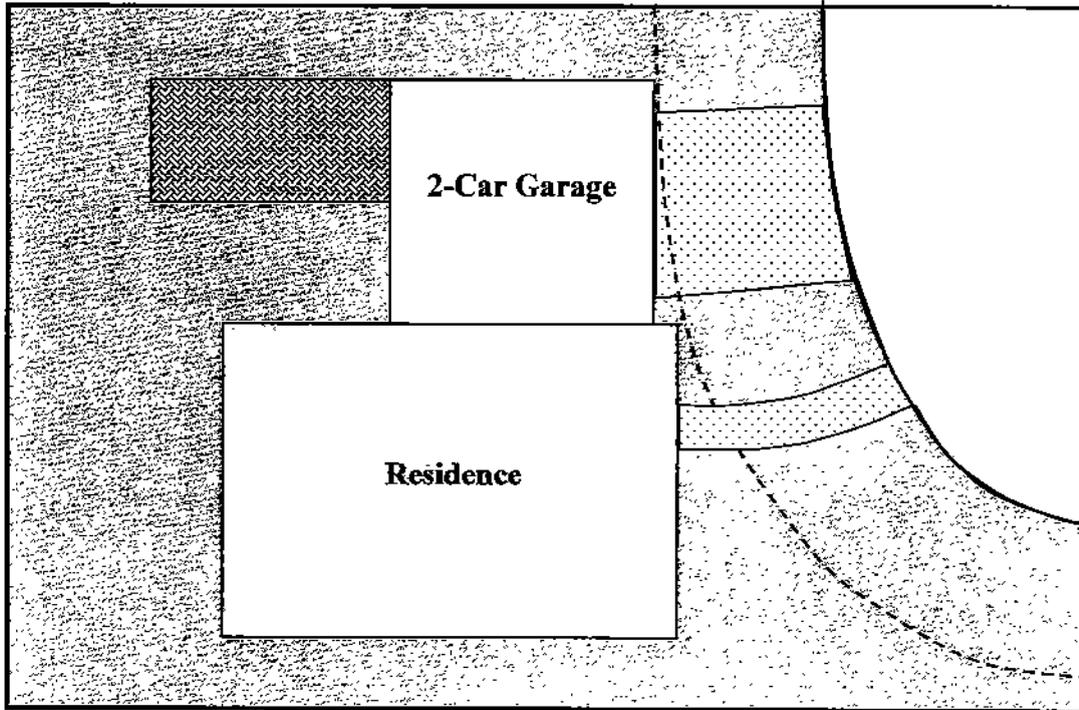
Typical Lot with Side-facing Garage



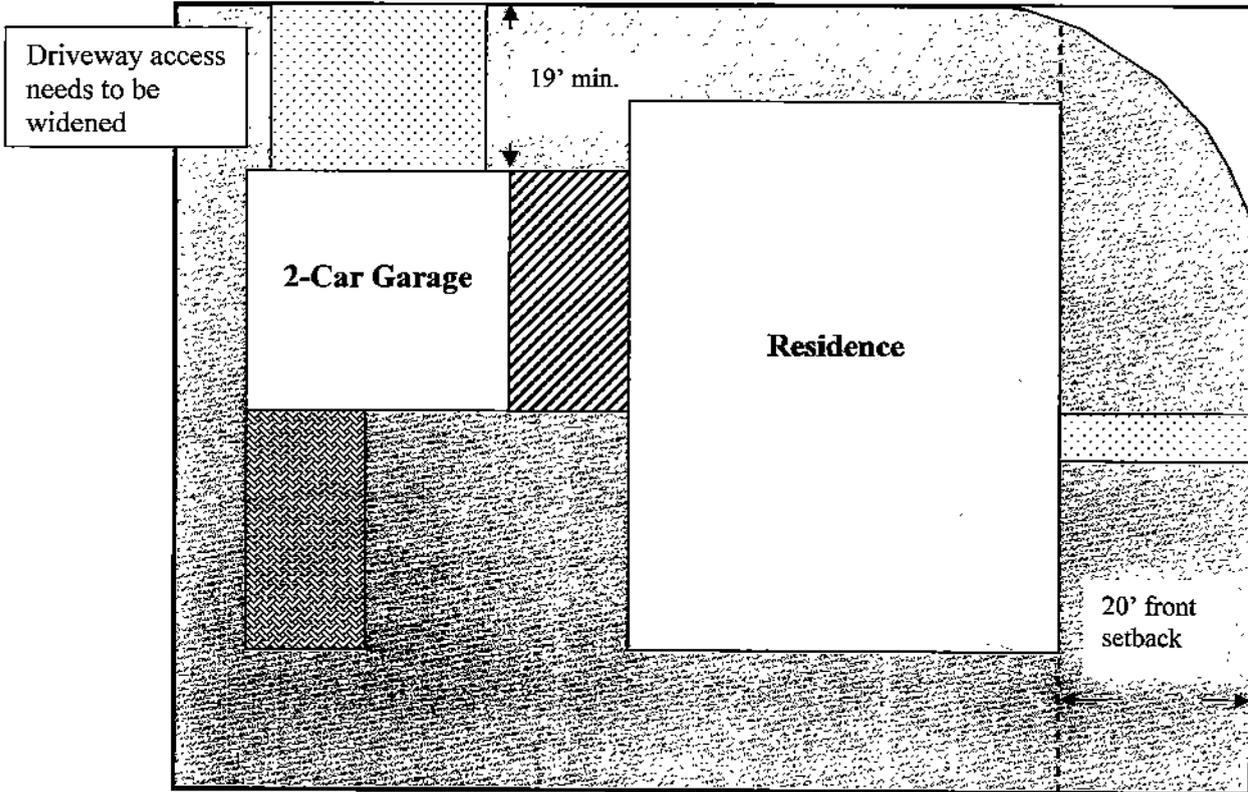
Typical Lot with Rear Garage



Typical Lot - Alley Loaded



Typical Cul-de-sac Lot



Typical Corner Lot

ARTICLE 15. REASONABLE ACCOMMODATION

Sec. 13-200.60 PURPOSE.

It is the City's policy to provide reasonable accommodation in accordance with federal and state Fair Housing Acts (42 USC §3600 et seq. and Government Code §12900 et seq.) for persons with disabilities seeking fair access to housing in the application of the City's zoning laws. The term "disability(ies)" as used in this article shall have the same meaning as the terms "disability" and "handicapped" as defined in the federal and state Fair Housing Acts. The purpose of this article is to establish the procedure by which a person may request reasonable accommodation, and how the request is to be processed.

Sec. 13-200.61 APPLICABILITY.

Any person seeking approval to operate a residential care facility, residential services facility, or referral facility which will substantially serve persons with disabilities may apply for a reasonable accommodation to obtain relief from a zoning code provision, regulation, policy, or condition which causes a barrier to equal opportunity for housing. The application for reasonable accommodation shall be considered in conjunction with a conditional use permit application for the proposed use.

Sec. 13-200.62 REASONABLE ACCOMMODATION PROCEDURE

- (a) **Application required.** An application for reasonable accommodation shall be filed with the Planning Division pursuant to CHAPTER III PLANNING APPLICATIONS. The application shall be processed in the same manner as an application for a conditional use permit.
- (b) **Submittal requirements.** The application shall be made on the forms provided by the Planning Division, and shall also include the following information:
 - (1) The zoning code provision, regulation, policy, or condition from which accommodation is being requested;
 - (2) The basis for the claim that the individuals are considered disabled under the Fair Housing Acts, and why the accommodation is necessary to provide equal opportunity for housing and to make the specific housing available to the individuals; and
 - (3) Any other information that the Development Services Director reasonably determines is necessary for evaluating the request for reasonable accommodation.
- (c) **Submittal timeframe.** The application shall be filed at the same time as the application for the discretionary approval so it may be processed concurrently. However, when the application concerns conditions proposed during the processing of an underlying planning application, the application shall be filed as soon as reasonably practicable following disclosure of the proposed conditions.
- (d) **Fees.** No fee is required for the application for reasonable accommodation if it is filed concurrently with the underlying planning application. If the application is filed during the processing of an underlying planning application for which notice has already been provided, the applicant shall pay a fee that is equivalent to the public hearing continuance fee.
- (e) **Public notice required.** Public notice shall be provided in accordance with Section 13-29(d), and may be included with the notice of the underlying planning application. In no event shall the notice be provided less than 10 days before the hearing on the application for reasonable accommodation. The notice shall summarize the requested reasonable accommodation.

Costa Mesa Zoning Code

(f) **Grounds for reasonable accommodation.** The following factors shall be considered in determining whether to grant a reasonable accommodation:

- (1) Special needs created by the disability;
- (2) Potential benefit that can be accomplished by the requested modification;
- (3) Potential impact on properties within the vicinity;
- (4) Physical attributes of the property and structures;
- (5) Alternative accommodations that may provide an equivalent level of benefit;
- (6) In the case of a determination involving a single family dwelling, whether the residents would constitute a single housekeeping unit;
- (7) Whether the requested accommodation would impose an undue financial or administrative burden on the City;
- (8) Whether the requested accommodation would require a fundamental alteration in the nature of a City program; and
- (9) Whether granting the request would be consistent with the City's General Plan.

(g) **Decision.** The decision on the reasonable accommodation application shall be rendered as part of the decision on the underlying planning application. The decision is subject to the same request for rehearing, appeal, and review as the underlying decision as provided in CHAPTER III PLANNING APPLICATIONS.

Moved by Mayor Eric R. Bever, seconded by Council Member Linda W. Dixon.

The motion carried by the following roll call vote:

Ayes: Mayor Eric R. Bever, Mayor Pro Tem Allan R. Mansoor, Council Member Linda W. Dixon, Council Member Katrina Foley, Council Member Wendy Leece

Noes: None.

Absent: None.



3. Request by the Planning Commission for review of Single-Family Residential Parking Requirements.

The Director of Development Services briefly summarized the staff report and answered questions from the Council.

Council Member Foley expressed concern on the requirement of three garage spaces for residents with five or more bedrooms; however, supported the review of parking standards.

MOTION: Direct staff to further study parking standards in the single-family residential neighborhoods and prepare Zoning Code amendment alternatives for consideration by the Planning Commission and City Council.

Moved by Mayor Pro Tem Allan R. Mansoor, seconded by Council Member Linda W. Dixon.

The motion carried by the following roll call vote:

Ayes: Mayor Eric R. Bever, Mayor Pro Tem Allan R. Mansoor, Council Member Linda W. Dixon, Council Member Katrina Foley, Council Member Wendy Leece

Noes: None.

Absent: None.

X. REPORTS

City Manager Allan Roeder presented the City Council with the 2008-2009 Proposed Operating & Capital Improvement Budget and announced the budget will be available on the City website on May 7, 2008, at 12:00 p.m.

XI. ADJOURNMENT - The Mayor declared the meeting adjourned at 10:50 p.m., to May 13, 2008, 4:30 p.m., for a Study Session. The next Regular City Council Meeting will be held on May 20, 2008.

ATTEST:

Mayor of the City of Costa Mesa



Address
Large

Address
Points



Freeway
Roads



Collector
(cont)



Freeway
Major



Newport BLVD
(cont)

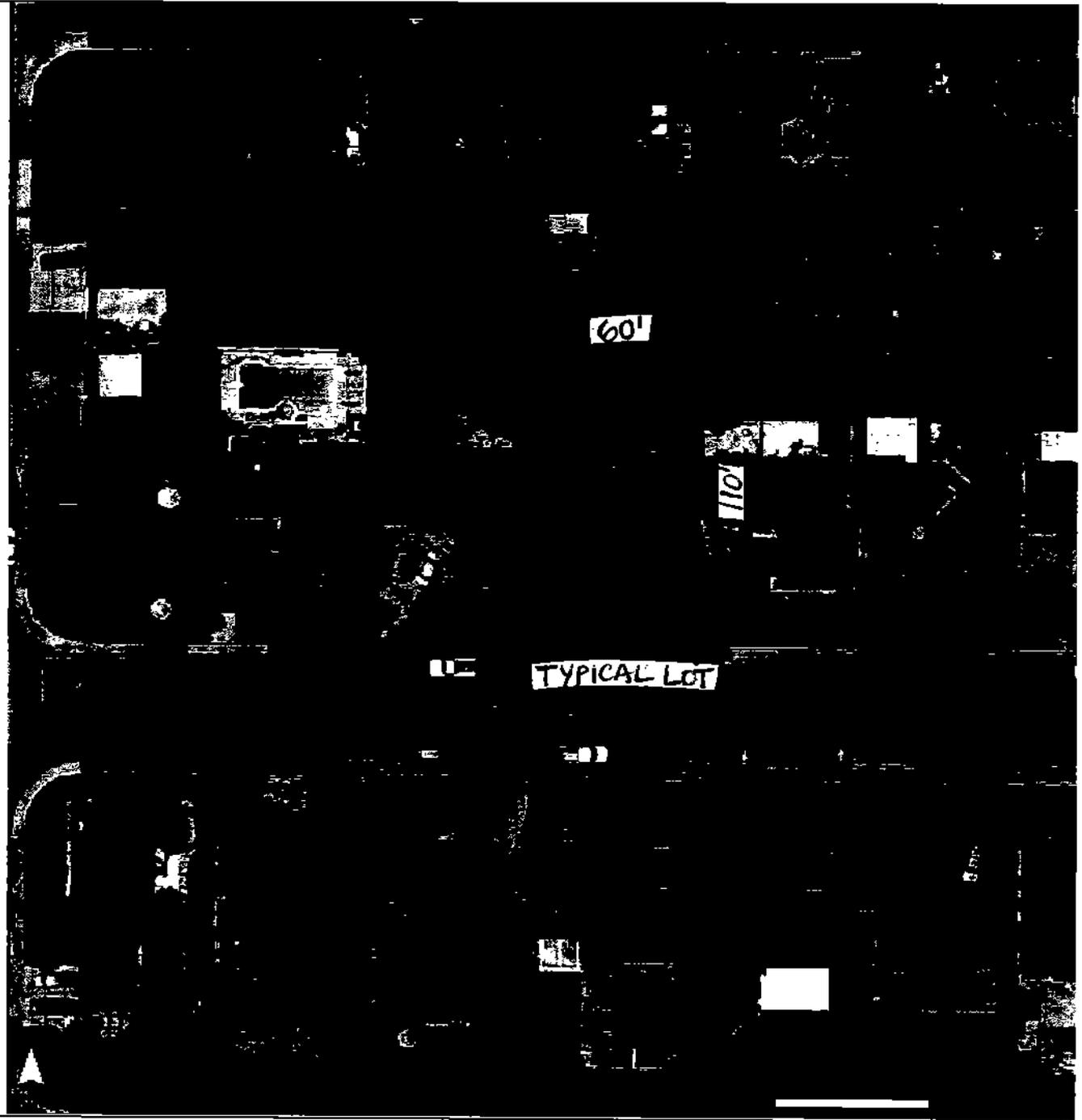


Primary
SECONDARY
Waterway
Lines



Hydrology
Channels

Street
Names



Address
Large



Freeway
Roads



Freeway



Major



Primary
SECONDARY



Hydrology
Channels

Address
Points



Collector
(cont)

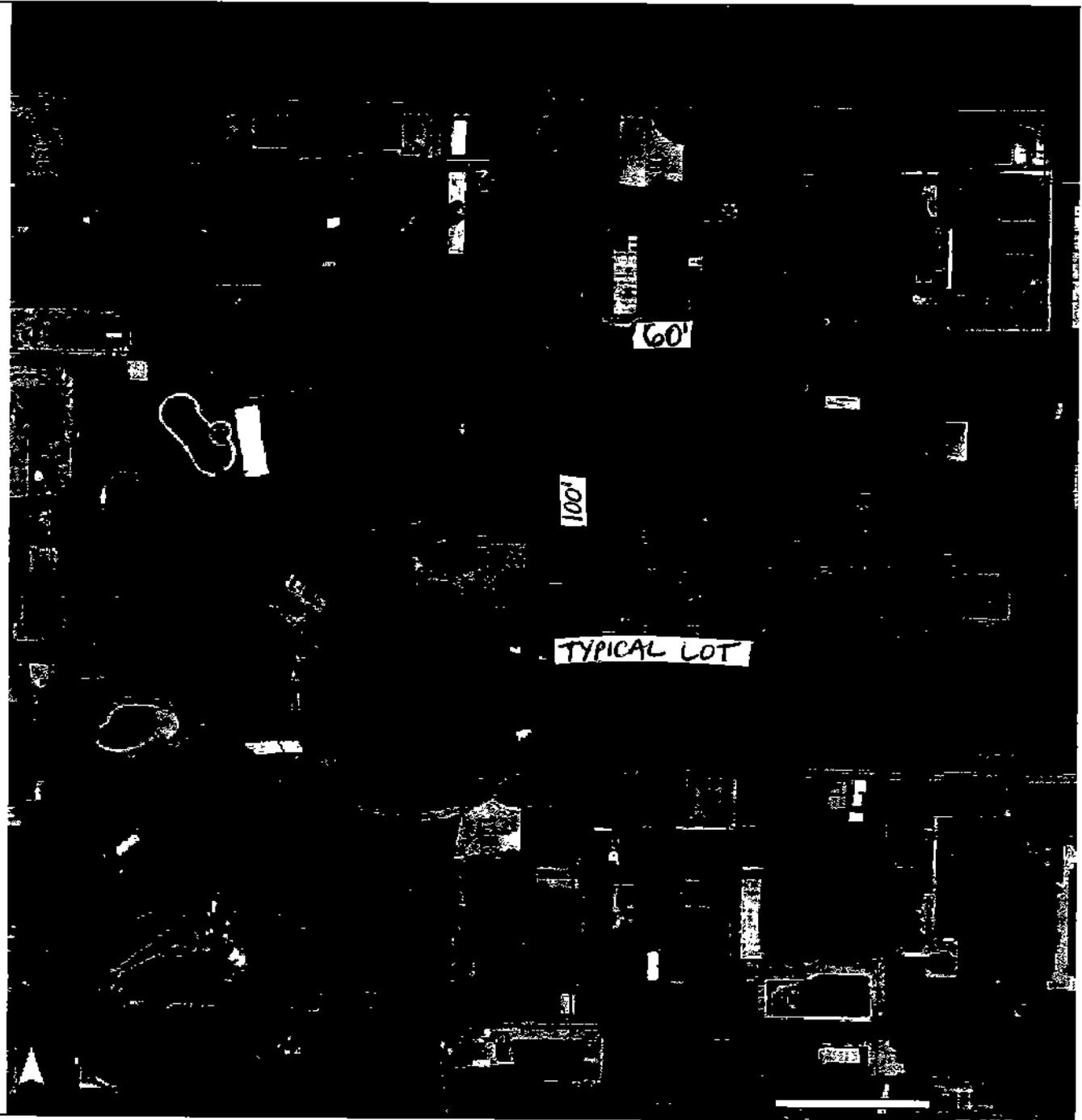


Newport BLVD
(cont)



Waterway
Lines

Street
Names



Address
Large



Freeway
Roads



Freeway
Major



Primary
SECONDARY



Hydrology
Channels

Address
Points



Collector
(cont.)

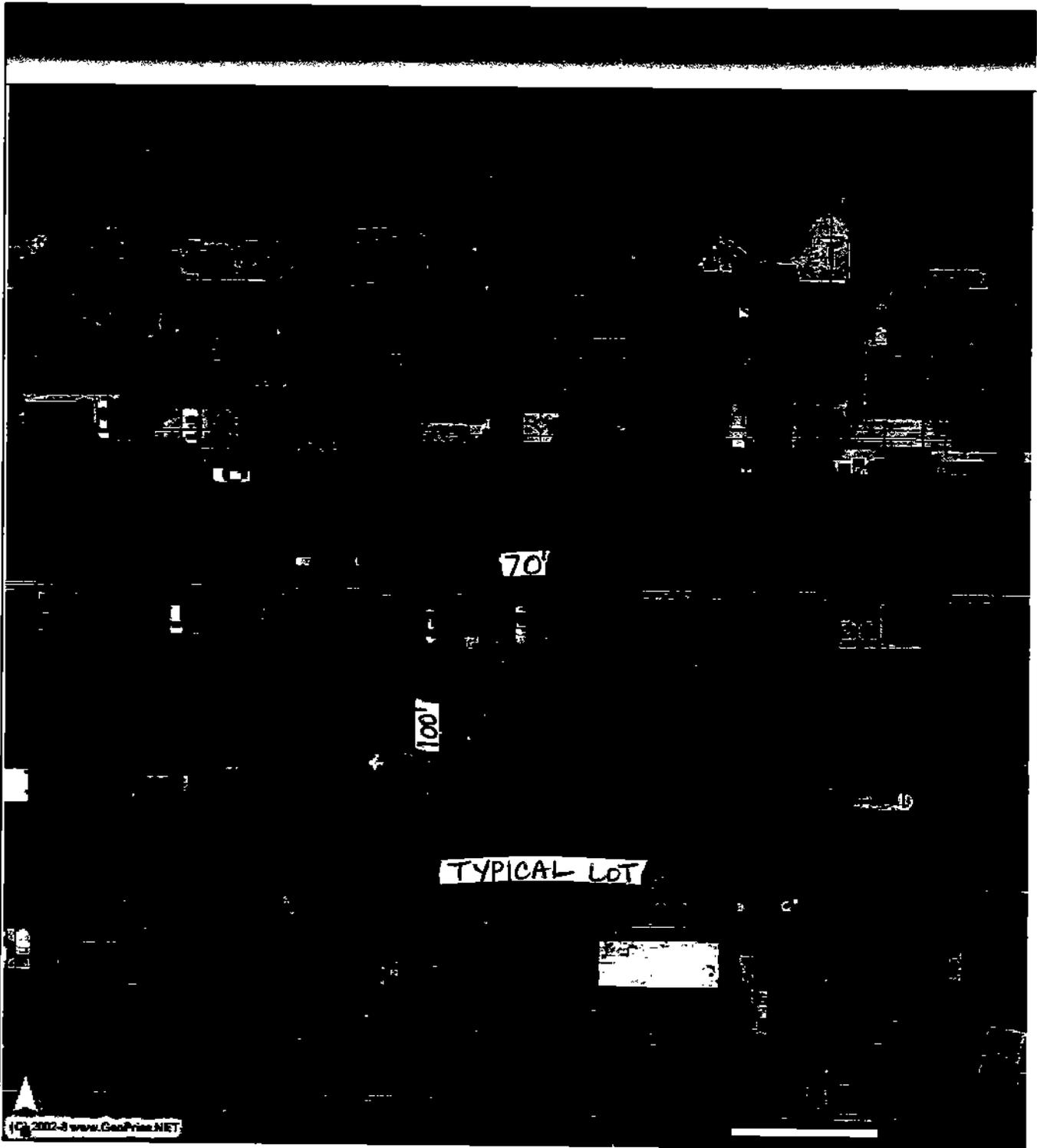


Newport BLVD
(cont.)



Waterway
Lines

Street
Names



Address Large	↗	Freeway	↗	Collector	↗	Major	↗	Primary
Address Points	↘	Roads	↘	Freeway	↘	Newport BLVD	↘	SECONDARY
		(cont)		(cont)		(cont)		