

Summary Project Description

Housing Development Project with 49% of base zone units designated as affordable (42 lower income units, 43 moderate units, 88 market units), qualifying for 50% density bonus with 24% lower income set aside of base zone units (86 bonus units), for a total of 259 apartment rental units [(Govt Code §65583(g)(1)&(4)]. Provides much needed housing for Del Mar in all income ranges and gives equitable access to coastal resources, including households with low, very low, and extremely low income. Includes ample lateral and vertical public access and onsite public parking, and increased blufftop setbacks for above/below grade structures to account for coastal hazards and to ensure sufficient lateral blufftop public access is accommodated. Meets all objective design standards per the City's HEI-OZ.

Expanded Project Description

- Housing Development Project with 49% of its 173 base zone units designated as affordable, representing 85 affordable units and 88 market-rate units [Govt Code §65583(g)(1)&(4)].
- The 85 affordable units includes 42 lower income units and 43 moderate income units.
- The 42 lower income units include two extremely low, two very low, and 38 low-income units comprised of (8) studio, (25) 1 bedroom (BDs), (6) 2BDs, and (3) 3BDs ranging from 489 square feet (sf) to 1,176 sf.
- Due to 24% of its base zone units set aside for lower income, the Project qualifies for a 50% density bonus with three concessions [Govt Code §65915(f)(1)]. The additional 86 market rate units help subsidize the costs to develop 85 affordable units. The total number of apartment rental units including density bonus units is 259.
- The 259 rental units include (71) studios, (131) 1BDs, (38) 2BDs and (19) 3BDs ranging from 489 sf to 1,176 sf, with an average unit size of 819 sf.
- Project provides much needed housing for Del Mar in all income ranges and gives equitable access to coastal resources, including households with low, very low, and extremely low income. The Project provides 78% of the City's need for 54 lower income units per 6th Cycle Housing Element Program 1E and well over 100% of the City's moderate income RHNA need.
- Achieves the spirit of the California Coastal Commission's Statewide Interpretive Guidelines on Affordable Housing in the Coastal Zone, dated May 5, 1981: "Meaningful access to the coast requires housing opportunities as well as other forms of coastal access... If the coast is not to exclude the less affluent members of society and become an exclusive enclave of the wealthy, affordable housing must be protected, encouraged, and, where feasible, provided."
- Project includes:
 - Ample vertical/lateral public access around the property including a 30-foot and 35-foot wide vertical accesses to the property's bluff frontage, a 50'-0"-wide lateral blufftop accessway, and 17 onsite public parking spaces. The lateral blufftop access is designed to ensure lateral blufftop access remains in the event of extreme coastal hazards.
 - Increased blufftop setbacks for above/below grade structures to meet a minimum 1.5 factor of safety (1.5 FS) with additional setbacks for consistency with Chapter 3 of the Coastal Act, to accommodate for coastal hazards, and to ensure sufficient lateral blufftop public access is accommodated for the Project's life. As such, the Project includes a FS1.5 + additional minimum 140-foot bluff setback for below-grade structures

(bluff to parking garage) and FS1.5 + additional minimum 50-foot setback for above-grade structures (bluff to first grouping of above-grade structures). First grouping of above-grade structures are designed such that removal is possible in the event of extreme coastal hazards.

- No reliance on shoreline stabilization devices.
- Onsite drainage retention with discharge east and away from the bluff.
- Adherence to all objective design standards in the City's certified Housing Element Implementation Overlay Zone (HEI-OZ), including an average unit size less than 1,000 sf in the Project (average of 819 sf proposed).
- Nine buildings comprised of single and two-story up to four stories, with one five-story section exposed, over a two-story parking podium/garage. Overall massing is broken down into multiple, smaller buildings set in a framework of public spaces to provide scale transitions and human-scale experiences. Buildings and site designs with an open-air environment with ample coastal view corridors shared by visitors, residents, and the general public.
- Average building height of 25' up to a maximum height of 55' on the east portion of the site. Buildings are terraced from west to east to provide a scaled visual transition from the coast inland. Taller buildings are clustered to the center and east portions of the site.
- Architectural designs and landscape features are sensitively designed to Del Mar and include colors, materials, and details that draw from and enhance the natural oceanfront setting.
- 212,232 sf (0.71 FAR) of residential space above a 96,736 sf, two-level underground parking podium (0.32 FAR), for a total square foot development of 308,968 sf (total FAR of 1.03).
- Lot coverage of 68,514 sf (23%).
- 305 vehicular parking stalls comprised of 17 onsite public spaces and 288 onsite resident spaces.
- Access to Camino del Mar and public improvements to facilitate ingress/egress to the Project, public safety for pedestrians, bicycles, and vehicles, and replacement public parking.
- Project includes the following requests under State Density Bonus law:
 - Project requests a 50% density bonus by providing 24% of the base zone units for lower-income (42 units), resulting in 86 density bonus units. In addition, Project includes 16 motorcycle spaces and 16 bicycle parking spaces, with 25 of the vehicle parking spaces designated as clean air spaces.
 - Project qualifies for three concessions as summarized below. Concessions result in identifiable and actual cost reductions to a project that allow for the development of affordable housing.
 - Increase in maximum lot coverage from 20% to 23% [DMMC §30.10.070(C)(4)]. This concession allows the development to spread across the site with lower

- heights, while still maintaining sufficient bluff setbacks, in lieu of development with greater heights and added infrastructure costs.
- Decrease in vehicle stall depth from 20 ft to 18 ft for parking stall layouts [DMMC §30.80.060(A)(1)-City Parking Lot Layout Standards]. This concession allows the development to provide a utilize adequate stall sizes in parking lots/garages and reduces the need to expand the subterranean parking garage with added development costs.
 - Allowance for construction on steep slopes within the public right-of-way to facilitate required ingress/egress to the public street (Camino del Mar), as-needed utilities, and improvements for continued access to adjacent property. Steep slopes are not located onsite but immediately east of the Project site in the public right-of-way location. As such, the steep slopes are not located in the respective R1-40 zone, BSC-OZ, or HEI-OZ. There is no feasible alternative siting which eliminates or substantially reduces the need for such construction or grading. Construction on steep slopes is minimized to the greatest extent feasible commensurate with preserving the physical characteristics of the site [DMMC §30.52.060(A)(1-5), §30.92.040(B)(1)(c), §30.92.050(F)]. This concession allows the development to provide access to the Project site and the public street, as-needed utilities, and improvements for continued access to the adjacent property. Because the improvements would be constructed in a manner to minimize the improvements to the greatest extent feasible, the concession allows for reduced development costs in the Project.
- Project requests three waivers from City development standards. Waivers provide necessary relief from development standards that would otherwise physically preclude the development of affordable housing as part of an overall project.
 - Increase in maximum building height from 14 feet to 55 feet (which includes shielding of mechanical units on rooftops) [DMMC §30.10.070(C)(2), §30.10.080, §30.52.080(A), §30.86.110(A)]. This waiver provides relief from a City development standard that would physically precludes the development of the project and associated affordable units.
 - Increase the maximum FAR from 0.125 to 1.03 (separated between 0.32 FAR for garage and 0.71 FAR for residential development) [DMMC §30.10.070(C)(3)]. This waiver provides relief from a City development standard that would physically precludes the development of the project and associated affordable units.
 - Increase in maximum number of stories above grade from two to five (on average three or less) [DMMC §30.86.110(A)]. This waiver provides relief from a City development standard that would physically precludes the development of the project and associated affordable units.
 - Project requests the parking ratios per State Density Bonus law comprised of one space per studio and one-bedroom units, and one-and-one-half spaces for two- and three-bedroom units [Govt Code §65915(p)(1)]. Per State law, the parking ratios are not considered a concession or waiver. For consistency with Chapter 3 of the Coastal Act, the Project includes an additional 17 onsite public parking spaces separate from the requested parking ratios for the Project.