



City Council
May 23, 2023

SB 9 Ordinance Options



Background

- SB 9 signed into law in September 2021
- SB 9 went into effect January 1, 2022
- Requires cities to ministerially approve urban lots splits & two-unit residential developments
- One single-family parcel could result in up to four units
- Minimum State standards
 - 1,200 square-foot lots
 - 800 square-foot units



Background

- January 25, 2022 - City Council initiated code amendment
- June 16, 2022 – Planning Commission considered the optional standards and provided recommendations to the City Council
- July 26, 2022 – City Council considered options and directed Staff to bring back three options that provide development incentives ranging from the least to the most restrictive
- March 28, 2023 – City Council continued the item



Urban Lot Split – Min. Qualifying Criteria

- Parcel must be zoned for single-family use
- Cannot result in more than two lots
- Lot size: Min. 1,200 SF & at least 40% of original lot
- Parcel cannot be deemed historic or located in historic district
- Parcel has not been previously subdivided pursuant to SB 9
- Adjacent parcel must not have been previously subdivided pursuant to SB 9 by owner or person acting in concert with owner
- Must not require demolition or alteration of protected affordable housing or housing that has been occupied by a tenant in the last three years



Urban Lot Split Min. Development Standards

- Up to two units per newly created lot
- ADUs/JADUs are counted towards maximum number of units
- Cannot require dedications or off-site improvements
- Owner intends to occupy one of the units for at least 3 years



Two-Unit Development – Min. Qualifying Criteria

- Parcel must be zoned for single-family use
- Project cannot require the demolition of more than 25% of existing exterior walls unless allowed by a local ordinance or site has not been occupied by a tenant in the last three years
- Parcel cannot be deemed historic or located in historic district
- Must not require demolition or alteration of protected affordable housing or housing that has been occupied by a tenant in the last three years



Two-Unit Min. Development Standards

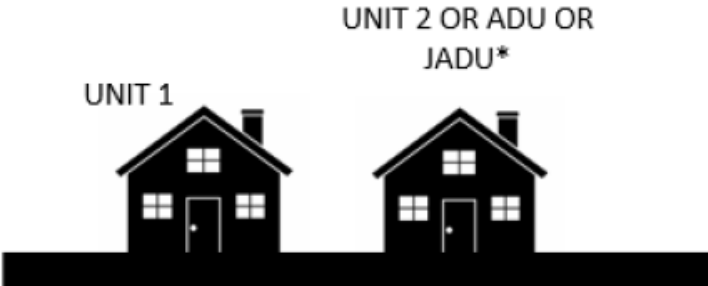
- Maximum number of units
 - Four units on lot not created through SB 9 lot split
 - Two units on lot created through SB 9 lot split
- Minimum four-foot side and rear yard setbacks
- No setback requirements for structures constructed in the same location and to the same dimensions
- Maximum of one parking space, however if parcel is located within a half-mile of a high-quality transit corridor or a major transit stop, then cannot require parking



Two-Unit Development Scenarios

No Lot Split

TWO UNITS



THREE UNITS



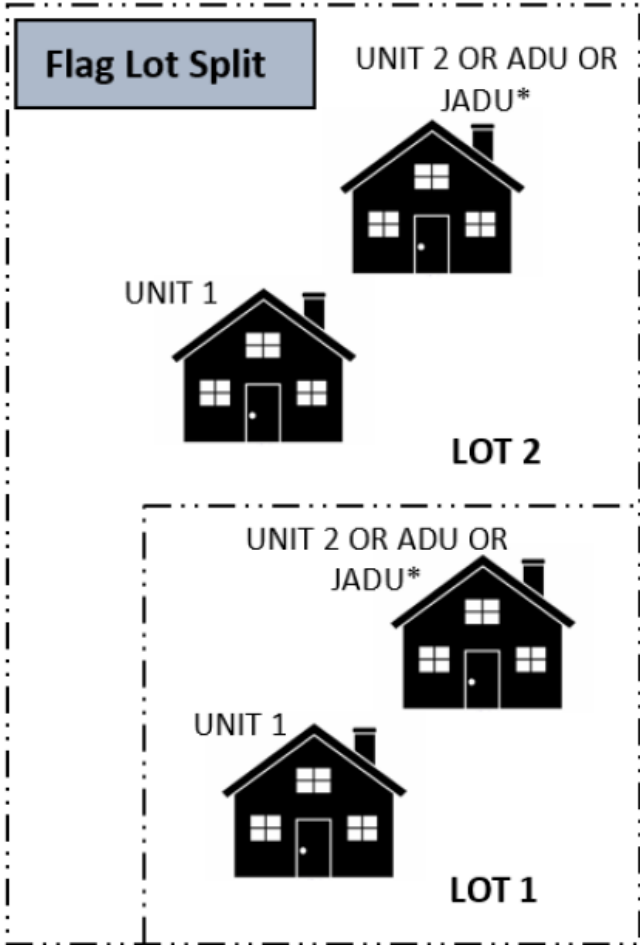
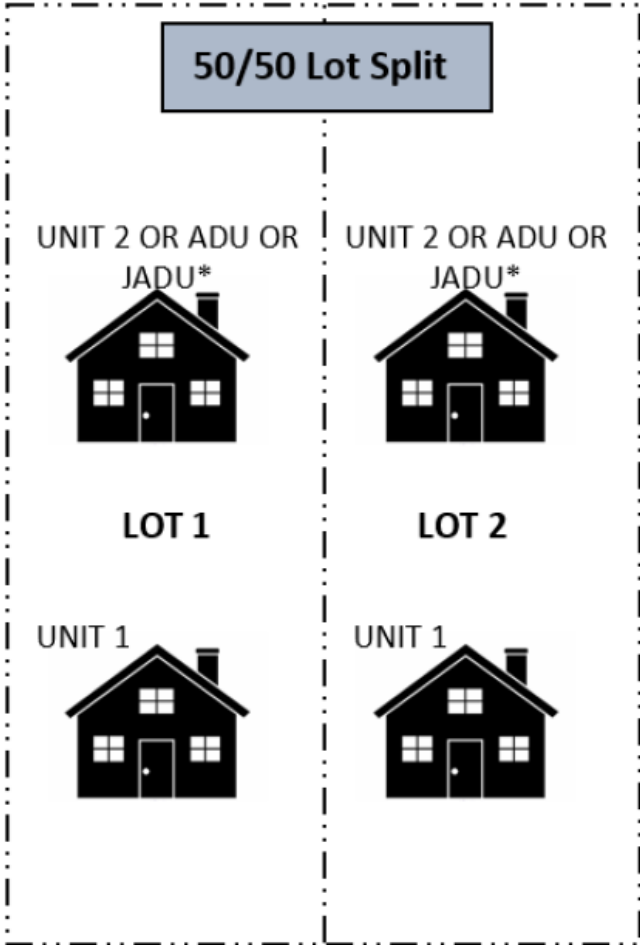
FOUR UNITS



*A JADU would be located entirely within an existing/proposed single-family residence.



Lot Split & Two-Unit Development Scenarios





Discussion

- Intent of Ordinance is to limit impacts on single-family neighborhoods
- Proposed standards limited unit size, height and parking
- City Council requested additional options
- Housing & Community Development – SB 9 violations
- Limited SB 9 activity



Optional Development Incentives

- Applicable to only one of the units
- Unit larger than 800 Sq. Ft.
 - One-car garage incentive – 1,000 Sq. Ft. unit
 - Affordable unit – 1,200 Sq. Ft. unit
- Two-Story Unit
 - Minimum 150-foot lot depth
 - Parcel adjacent to non-sensitive use
- Affordable Unit



Three options

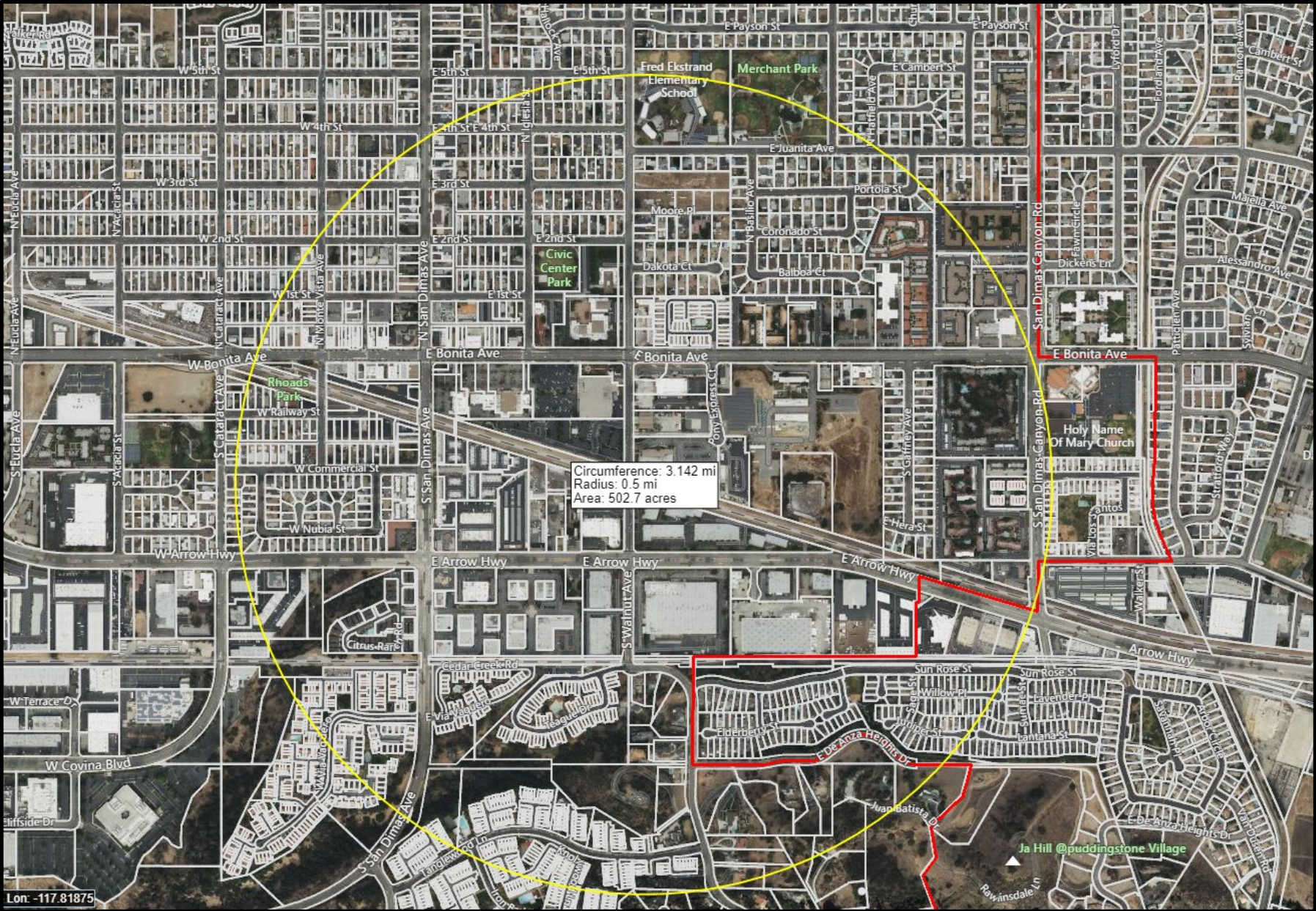
- Option 1 – Least Restrictive
 - Both units developed per existing Single-Family standards
- Option 2 – More Restrictive
 - Incentives applicable to second unit
 - Can include any of the proposed development incentives
- Option 3 – Most Restrictive
 - No incentives
 - Second unit would be limited to 800 Sq. Ft. and one-story in height
 - Second unit required to be affordable



Recommendation

- Staff recommends that the City Council discuss and provide Staff direction regarding proposed options to include within the ordinance pertaining to SB 9.

½ Mile Radius from Gold Line Station



Number of Persons in Household:		1	2	3	4	5	6	7	8
Los Angeles County Area Median Income: \$91,100	Acutely Low	9550	10900	12300	13650	14750	15850	16950	18000
	Extremely Low	25050	28600	32200	35750	38650	41500	44350	47200
	Very Low Income	41700	47650	53600	59550	64350	69100	73850	78650
	Low Income	66750	76250	85800	95300	102950	110550	118200	125800
	Median Income	63750	72900	82000	91100	98400	105700	112950	120250
	Moderate Income	76500	87450	98350	109300	118050	126800	135550	144300

- Acutely low income: 0-15% of AMI
- Extremely low income: 15-30% of AMI
- Very low income: 30% to 50% of AMI
- Lower income: 50% to 80% of AMI; the term may also be used to mean 0% to 80% of AMI
- Moderate income: 80% to 120% of AMI

Avalon Apartments Example

- One-bedroom unit (HH 2)
 - Very-Low: \$881
 - Low: \$1,428
 - Moderate: \$1,975
- Two-bedroom unit (HH 3)
 - Very-Low: \$989
 - Low: \$1,604
 - Moderate: \$2,219



City Council
May 23, 2023

MCTA 21-0005

Consideration of a Municipal Code Text Amendment to amend Chapter 10.24 of the Vehicles and Traffic Code, Parking, and Chapter 18.156 of the Zoning Code, Vehicle Parking and Storage



Background

- San Dimas has regulated RV storage since 1973
- The City receives large number of complaints regarding RVs being stored on residential driveways and on public streets
- At an October, 2021 meeting of the Quality of Life Task Force, the desire to revisit the RV ordinance with respect to the amount of time an RV can be parked in the public right-of-way was expressed

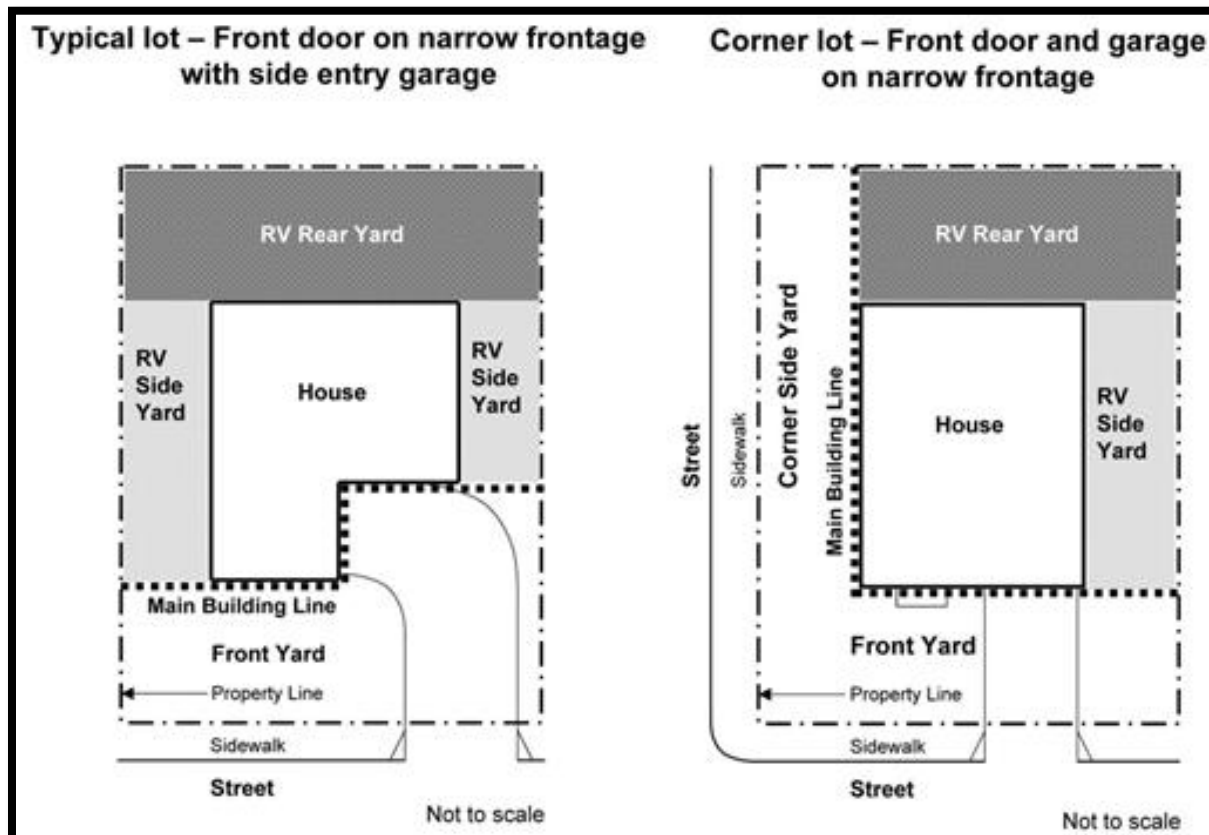


Background

- At the November 23, 2021 City Council meeting, the Council initiated a MCTA to address RV parking
- At the April 6, 2023 Planning Commission meeting, the Planning Commission voted 5-0 to recommend approval of MCTA 21-0005 to the City Council

Analysis

- The SDMC allows for RVs to be stored long-term on residential properties
 - Must be stored in RV rear or side yard
 - RV yards are behind main line of residence and not on a street side yard





Analysis

- 2 current RV parking permits
 - Temporary RV parking Permit Free of charge to residents
 - Up to two consecutive days for loading/unloading purposes
 - RV Parking Permit
 - \$2 fee
 - Up to three consecutive days
- Neither permit may be issued for consecutive periods or has a limit to number of permits per month
- Two types of permits are separate and can be issued one after the other



Analysis

- Staff is proposing to combine the two existing permits into a single permit
- New Recreational Vehicle Overnight Parking Permit would allow for up to 72 hours of temporary parking
 - Parking could be in driveway or public right-of-way
 - Residents would be restricted to 12 24-hour periods in a given month
 - 3 days maximum per permit
 - Concurrent permits would not be allowed
 - Would apply to address and RV



Analysis

- Staff has also rewritten the code sections for Temporary Overnight Parking Permits and Annual Overnight Parking Permits
 - Makes all three permits easier to understand
 - Same general requirements as before
- Completed clean up of Chapter 18.156 to ensure it matches new permit types and timeframes.



Recommendation

- Staff and the Planning Commission recommend that the City Council introduce Ordinance 1300 approving Municipal Code Text Amendment 21-0005, amending Chapter 10.24 of the Vehicles and Traffic Code, Parking, and Chapter 18.156 of the Zoning Code, Vehicle Parking and Storage.