

### Seminary Affordable Housing Plan

The Project, as proposed, requests approval of a density bonus of 88 units pursuant to the California State Density Bonus Law (Government Code Section 65915, as amended). The proposed project has a baseline density of 249 units, and the project intends to develop 20% of these units as affordable housing. Please note that the detail provided below is based on the applicant's best understanding of the regulatory environment governing the Project site as of the date of the submittal, and we look forward to continued discussions with County staff and the community about the Project's affordable housing plan and density bonus request.

**A. Number, affordability level, unit type, tenure, number of bedrooms, location, size, and design of inclusionary units.**

1. 50 of the 249 proposed baseline residential units will be offered as affordable units (20% of base density)<sup>1</sup>
2. 124 bedrooms will be offered as affordable.
3. Affordable units will be offered to households qualifying under the "Low" income standard as outlined below:

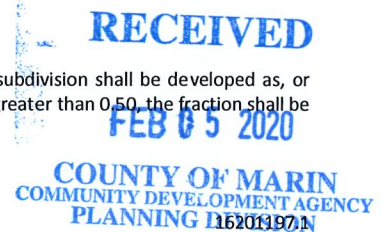
HH Size	Extremely Low	Very Low	Low	Median	Moderate
1	33,850	56,450	90,450	95,750	114,900
2	38,700	64,500	103,350	109,450	131,350
3	43,550	72,550	116,250	123,100	147,750
4	48,350	80,600	129,150	136,800	164,450
5	52,250	87,050	139,500	147,750	177,300
6	56,100	93,500	149,850	158,700	190,450
7	60,000	99,950	160,150	169,650	203,550
8	63,850	106,400	170,500	180,600	216,700
9	67,700	112,800	180,800	191,500	229,800

4. Affordable housing units will consist of one, two, and three-bedroom units as outlined below:

Unit Type	Total Number of Units	Total Number of Bedrooms
<b>One-Bedroom</b>	<b>4</b>	<b>4</b>
<b>Two-Bedroom</b>	<b>18</b>	<b>36</b>
<b>Three-Bedroom</b>	<b>28</b>	<b>84</b>

5. Affordable housing units will be located in various areas of the Site in accordance with Chapter 22.22.080(D).
6. The design of the exterior portion of the affordable housing units will be commensurate with the overall housing mix in accordance with Chapter 22.22.080(E).

<sup>1</sup> Chapter 22.22.090 states, in part, "20 percent of the total number of dwelling units or lots within a subdivision shall be developed as, or dedicated to, affordable housing. Where the inclusionary housing calculation results in a decimal fraction greater than 0.50, the fraction shall be rounded up to one additional dwelling unit or lot."



- B. **Selection Criteria.** The selection criteria for all affordable units shall comply with all applicable fair housing laws.
- C. **Construction schedule and phasing of inclusionary units in relation to market-rate units.** The construction of affordable housing units will be contemporaneous with the construction of the overall Project.
- D. **Provisions for income certification and screening.**
  - 1. Provisions for screening applicants and ongoing monitoring and administration will be undertaken by the applicant.
- E. **Incentives requested.** The applicant expressly requests regulatory concessions and/or incentives concerning the applicability of County policy that would result in identifiable and actual cost reductions. The applicant understands that the County's environmental review process may result in further mitigation measures and revisions to the Project that may necessitate corresponding revisions to the density bonus request and the requests for concessions or incentives.

The following concessions and incentives are being requested under California State Density Bonus law (Government Code Section 65915, as amended):


- 1. Reserve the right to pursue up to the maximum of 35% density bonus (337 total units), as a result of the stated intent to build 20% (50 units) of the total units for Low Income households.
- 2. For County approval of the Project's affordable housing units to low income households at the higher end of the density bonus range applicable to the Project Site in accordance with Marin Countywide General Plan Policy TR-1.e and Section 22.24.030 of the Development Code. Countywide Plan Policy TR-1.e provides: "New development shall be restricted to the low end of the applicable residential density/commercial floor area ratio range where the LOS standards will be exceeded at any intersection or road segment or worsened on any grandfathered segment. Densities higher than the low end of the applicable residential density/commercial floor area ratio may be considered for...new housing units affordable to very low and low-income households." Countywide Plan Policy TR-1.e further states that the County shall condition all projects to include feasible mitigation measures for project-related traffic impacts. If the Project, as ultimately defined, results in unacceptable levels of service at Project intersections, the Project Sponsor reserves the right to request that the County approve a concession in order to allow for residential development at the higher end of the density range. The requested concession or incentive would not have a specific, adverse impact upon public interest, public health and safety, or the physical environment with the understanding that the County may impose feasible methods to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low income and moderate-income households.
- 3. Additional incentives shall be determined based on (i) exceptions pursued under MCC 24.15 and (ii) development standards, including parking requirements and square footage requirements.

4. The following incentives are requested under the Marin County Development Code:
  - i. Minimum required parking spaces: Municipal Code Section 24.04.340<sup>2</sup>
  - ii. Interior Design: Chapter 22.24.020(D)
  - iii. Impacted Roadways: Chapter 22.24.020(H)
  - iv. Fee Waivers: Chapter 22.24.020(I)
  - v. Technical Assistance: Chapter 22.24.020(K)
  - vi. Priority Processing: Chapter 22.24.020(L)
  - vii. Driveway minimum length: Municipal Code Section 24.04.250
  
- F. **Fair Housing Market Plan.** Management will ensure that compliance with all applicable fair housing laws occurs through the implementation of a Fair Housing Marketing Plan which will include the following:
  1. Identification of Fair Housing recipients – The applicant will compare regional demographics with neighboring counties (San Francisco, Contra Costa, Sonoma, and Napa)
  2. Policy – The applicant will have written policies in place regarding program opportunities to groups of people otherwise least likely to apply for these housing opportunities.
  3. Training – The applicant will participate in Fair Housing training through educational opportunities offered through HUD in compliance with HUD regulations.
  4. Data Collection/Reporting – The applicant will have procedures in place to obtain appropriate information and the ability to report it.
  5. Compliance Assessment – The Project Sponsor will have a review process in place ensuring efforts are effective and in compliance with the law.
  6. Recordkeeping – The Project Sponsor will have procedures for record keeping on all relevant data.

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<sup>2</sup> Marin Countywide Plan also states, in part, "Parking requirements may be adjusted on a case-by-case basis for senior and affordable housing, using criteria established in the URBEMIS model to encourage transit-oriented development. Trip reduction credits may be obtained through utilization of a variety of mitigation measures: locating development close to transit, or in a location where the jobs/housing balance will be optimized; commitments from the developer to implement demand management programs, including parking pricing and leased parking for market-rate units; use of tandem parking and off-site parking, among other measures to permanently reduce parking need. Reduction of parking requirements is subject to discretionary approval and may require a parking study to verify reduced parking demand."

<i>Exceptions Requested Per MCC 24.15</i>	<i>Description</i>
A. Reduced Road width for Shuck Drive	Roads have been designed to comply with Southern Marin Fire's / California Fire Code's minimum width of 20 feet. This reduction from Marin County's required width of 24 feet (with curbs) is designed to minimize construction impacts including minimizing the overall grading footprint, materials to import or off-haul, construction traffic, square footage and height of retaining walls, among other minor impacts.
B. Reduced road width for Shuck Lane	"
C. Reduced road width for Storer Drive	"
D. Reduced road width for Hodges Drive	"
E. Reduced road width for Reed Boulevard	"
F. Reduced road width for Green Lane	"
G. Horizontal curves	Roads have been designed to match, as closely as possible the configuration of the existing roads they are replacing in order to minimize construction impacts including minimizing the overall grading footprint, materials to import or off-haul, construction traffic, square footage and height of retaining walls, among other minor impacts. A design speed of 20 MPH (signed at 15 MPH) is proposed to reduce the number of horizontal curves that have radii less than what is recommended for a 25 MPH design speed road
H. Vertical curves	Roads have been designed to match, as closely as possible the configuration of the existing roads they are replacing in order to minimize construction impacts including minimizing the overall grading footprint, materials to import or off-haul, construction traffic, square footage and height of retaining walls, among other minor impacts.
I. Shoulders	Per 24.04.110c, shoulders are required on each side of all roads. Per the width table shown in MCC 21.04.110, two widths are shown for Limited Residential Roads: 20 feet with shoulders and 24 feet with curbs. This implies that shoulders can be eliminated if curbs are included.
J. Reduce driveway lengths at Green Lane, Mission Shuck Lane	MCC 24.04.250 specifies minimum driveway length of 20 feet. The Project is requesting an exception for driveway lengths along the indicated streets. This will promote pedestrian use and encourage traffic calming.

  
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