

## **POINT REYES COAST GUARD PROJECT DESCRIPTION**

100 Commodore Webster Drive, Point Reyes Station

APN: 119-240-73 and 119-236-10

March 23, 2023

### **Introduction**

The Community Land Trust Association of West Marin (CLAM) and Eden Housing, Inc. (Eden) are working in partnership to rehabilitate and repurpose the Point Reyes Station Coast Guard housing site (Property) in Marin County (County) (collectively, the Project).

CLAM and Eden seek approval to acquire and rehabilitate facilities and features that currently exist on the Property, some of which were formerly used by the United States Coast Guard (USCG). The Project offers the opportunity to reinvigorate the Property into a multi-generational, 100% affordable neighborhood that is integral to the life and energy of Point Reyes Station. The Project's physical place would be defined by:

- a substantial, high-quality rehabilitation of 36 townhomes of affordable housing for families and agricultural workers;
- the adaptive reuse of a former office and maintenance building into 3 units of affordable family housing;
- the adaptive reuse of a former barracks building into 15 units of affordable senior housing;
- the adaptive reuse of the former Galley into the resident services building;
- the renovation and construction of a robust community space and play places; and
- the development of a wastewater treatment facility to serve the Project.

The Project is intended to invite families to grow roots and foster local connections within and between community, enlivened by the local energy, nature, and culture.

Based in Point Reyes Station, CLAM is a community-based organization that provides affordable housing in the villages surrounding Tomales Bay. Eden is one of the most experienced affordable housing developers, owners, and managers in California with more than 55 years in operation, strong financial capacity, and technical expertise with over 11,930 apartments under management. Both CLAM and Eden are California nonprofit public benefit 501(c)(3) corporations. Together, we propose to form a joint venture that will develop and operate the income-restricted rental housing and related amenities as the "project sponsor" and collaborate on all aspects of the Project, including planning, financing, construction and long-term ownership and management.

### **Project Overview**

#### Project Goals

1. Acquire the Property from the County for purposes of providing affordable housing.
2. Make efficient use of resources by rehabilitating and continuing use of the existing residential units and ancillary buildings on the Property.
3. Maximize contribution to the County's share of the regional housing needs allocation goals for housing units affordable to households earning at or below 60% of area median income.
4. Integrate environmentally sustainable practices into the design to foster long-term Project sustainability.

5. Protect the water quality in Lagunitas Creek and the North Marin Water District’s onsite potable water wells.
6. Implement design principles that foster a sense of neighborhood and integrate the Project with the surrounding Point Reyes community.
7. Provide amenities and resources that serve the needs of residents.
8. Develop a project that is financially feasible, attracts funding sources, and maximizes financing in support of affordable housing.

### High Level Summary of Proposed Project

CLAM and Eden propose to rehabilitate and reuse the former USCG housing facility in Point Reyes Station. The Project consists of 54 affordable housing units.

The all-affordable housing Project includes the rehabilitation of 36 townhomes, the adaptive reuse of Building 100A into 3 apartment flats, and the adaptive reuse of Building 50 into 15 affordable housing units. The Project also includes the construction of a new playground at the center of the site; and the development of an on-site wastewater treatment system. Certain features such as the former playground will be removed to accommodate habitat restoration in those areas which would improve site drainage.

The Project also includes the renovation and expansion of Building 1 (the former Galley) as the on-site resident services building. Property management and resident services offices will be located there, as well as property maintenance facilities. This space will include a flexible community room to accommodate resident parties, meetings, classes and workshops and will allow for occasional community events. The existing hardscape areas, including the small parking area, tennis court and other paved surfaces, will be removed and replaced with pervious surface or improved and repurposed to allow for better pedestrian flow, use and drainage. The existing mechanic shop, Building 100C, will be minimally improved without a change in location, size or use.

## **Property Description**

### Location

The Property is located in unincorporated Marin County at 100 Commodore Webster Drive in the community of Point Reyes Station (Figure 1). The Property encompasses approximately 33.59 acres on two tax parcels (APNs 119-240-73 and 119-236-10) containing five legal lots on the eastern edge of Point Reyes Station, in a semi-rural setting. It is bound on the west by Point Reyes Family Homes affordable housing, on the north and northeast by an unimproved parcel, and on the east and south by Golden Gate National Recreation Area and Lagunitas Creek, which frames the southern and eastern border of the Property. Also adjacent to the south are a commercial property and a small farm (Figure 2).

Regionally, the Property is located in the portion of the County known as West Marin. The village of Point Reyes Station is approximately 7 miles east of the Pacific Ocean, approximately 14 miles north of the communities of Bolinas and Stinson Beach, approximately 13 miles south/southeast of the community of Tomales, and approximately 20 miles northwest of the Marin County Civic Center, San Rafael, California (see Figure 1 & Figure 2).

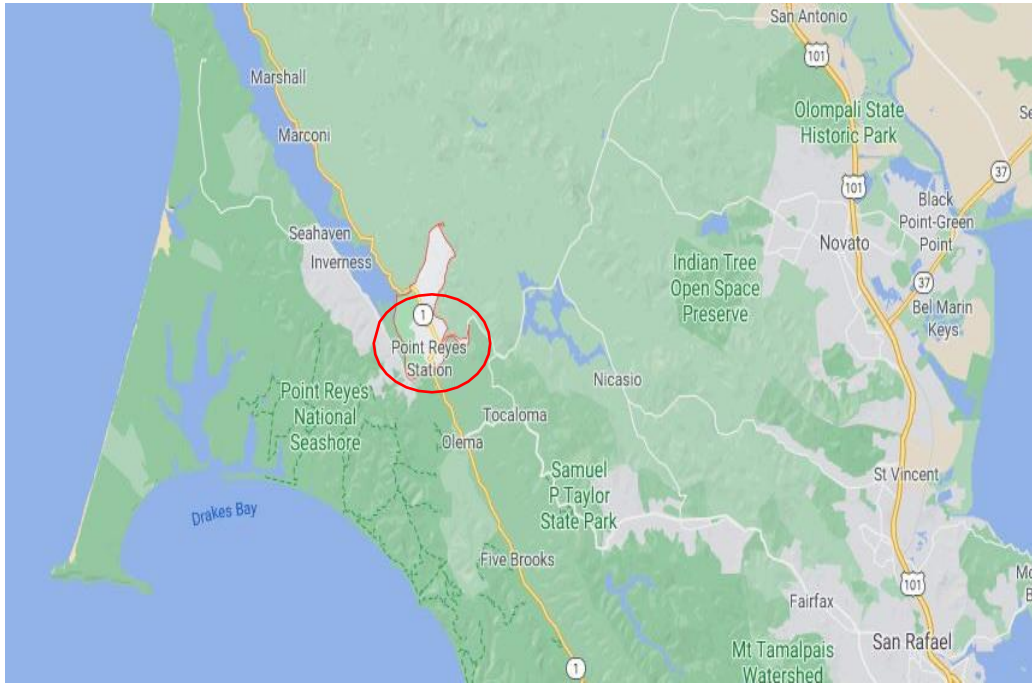


Figure 1 – Location of Point Reyes Station

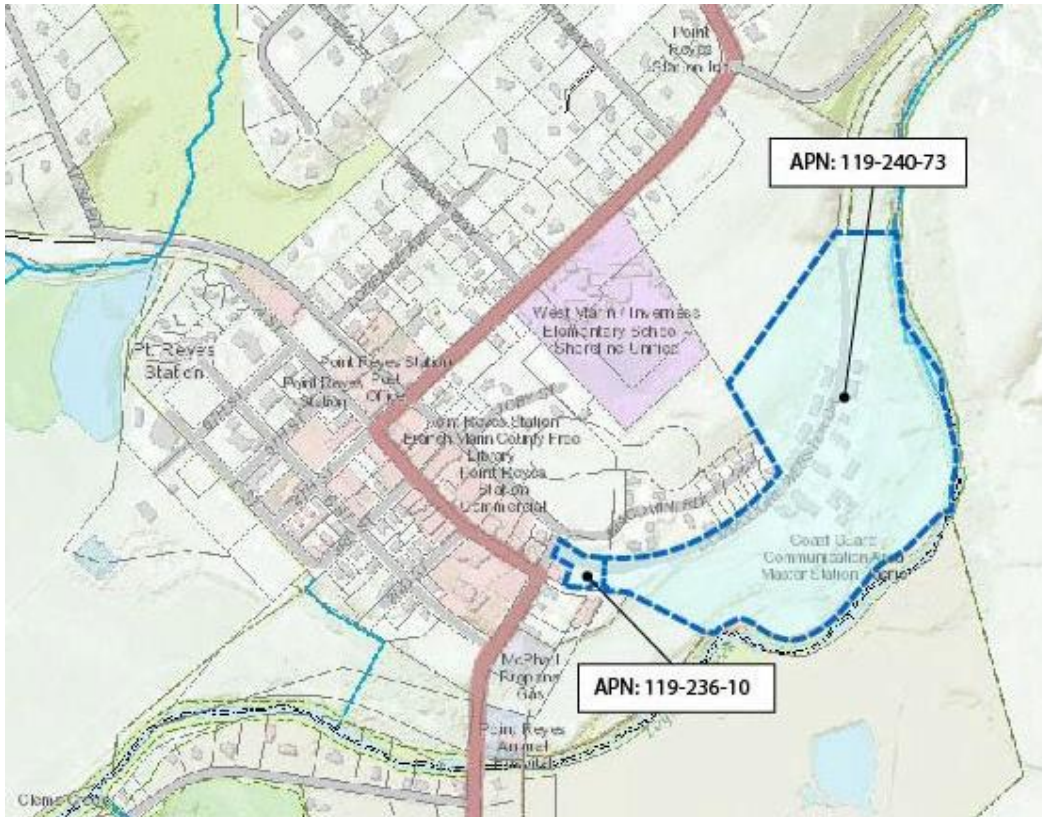


Figure 2 – Location of Property (outlined in blue) in Point Reyes Station

Major circulation corridors near the Property are State Highway 1/Shoreline Highway to the west and north, Sir Francis Drake Boulevard to the west and south, the Petaluma/Point Reyes Road to the north and east, and U.S. Highway 101 approximately 15 miles to the east.

### History

The Property was developed by the USCG in 1976 for use as housing and support services for USCG personnel. In 2016, the USCG stopped using the Property for residential use, and since 2019 it has been used by the Marin County fire department for storage and training.

In December 2019, the County acquired the Property from the federal government pursuant to H.R. 4188 (Public Law 114-120, 130 Stat. 27, Feb. 8, 2016). The County's acquisition of the Property is subject to the condition that it continue to be used "for affordable housing ... or to provide a public benefit approved by the County." (Section 501(b)). The County subsequently published a request for proposals to rehabilitate the Property's existing buildings to make them available for affordable housing. At the conclusion of a competitive process in 2020, the County selected the redevelopment proposal submitted by CLAM/Eden and entered an Exclusive Negotiating Rights Agreement on March 2, 2021 (subsequently extended on March 1, 2022). This application builds on the proposal outlined in CLAM/Eden's prior submittal to the County.

### Current Uses

The 36 townhouse units are located across ten two-story buildings. Originally built in 1974 and renovated in 2010-2014, the buildings are constructed with concrete slab-on-grade foundations with wood framed construction, stucco and vinyl siding, asphalt-shingled roofs, and asphalt-paved parking areas.

Seven of the buildings, 101, 102, 103, 104, 201, 202, and 203, contain four townhouse units. Two of the buildings, 205 and 206, contain three townhouse units. One of the buildings, 204, contains two townhouse units. The townhouse units have anywhere from two, three or four bedrooms and one, one and one-half or two bathrooms, as shown in Table 1. Each unit also has a concrete patio at the rear of the unit, a fenced backyard and a storage shed.

Building 50, also referred to as the barracks building, is a two-story building consisting of approximately 9,386 square feet, with 21 single rooms and communal bathrooms. Building 50 is constructed of similar building materials as the townhouse buildings.

There are seven non-residential buildings or structures on the Property, summarized in the text and Table 2 below.

- Building 100A, also referred to as the administrative building, is a one-story building consisting of approximately 4,139 square feet. It is constructed of similar building materials to the multi-family housing unit buildings with the exception of metal overhead doors.
- Building 100B, the mechanical shop & yard maintenance building, is a one-story building consisting of approximately 1,126 square feet and is constructed with a concrete slab-on-grade foundation, stucco and vinyl siding, and an asphalt-shingled roof.
- Building 100C, a mechanical shop and storage building located to the south of Building 100B, is a

one-story building consisting of approximately 1,158 square feet. It is constructed with a concrete slab-on-grade foundation, stucco and vinyl siding, an asphalt-shingled roof and corrugated metal addition, and is surrounded by asphalt-paved and concrete-paved parking or staging areas.

- The tractor storage & landscaping equipment shed (Shed), located to the west of the mechanical shop building, is 800 square feet and constructed of corrugated metal siding, a corrugated metal roof, and three open-air equipment storage bays with an asphalt-paved floor.
- Building 1, also referred to as the Galley and containing a kitchen, dining hall and office, consists of approximately 1,822 square feet and is of similar construction to Building 100A.
- A wood-framed covered patio is located to the south of Building 1.
- A pergola with a wood frame on concrete slab is located north of Building 202.

There are several non-structural recreational facilities on site.

- A playground area is located to the east of housing unit Buildings 203 and 204.
- A tennis court and basketball court are located southwest of Building 1.
- An above ground pool and spa are located to the west of Building 100A.

#### Vehicular and Pedestrian Access, and Public Transportation

Access to the Property is from Mesa Road, immediately to the east of the intersection of Mesa Road and State Highway 1, onto Commodore Webster Drive. Internal vehicular circulation is provided by Commodore Webster Drive, an asphalt paved, two-lane private road that terminates at the southeastern end of the Property. There is a paved pedestrian sidewalk that is nearly contiguous from the entrance to Commodore Webster Drive at Mesa Road, continuing parallel to the private road. Off-property, there is no paved sidewalk on Mesa Road. Bicycle access to the Property is via the public roads; there are no designated bike lanes or routes leading to the Property.

Marin Transit District provides public transit service throughout Marin County, with Route 68 serving eleven stations between the San Rafael Transit Center and Point Reyes Station. The closest transit stop to the Project is located next to the post office in downtown Point Reyes Station, approximately 0.5 miles away from the entrance to the Project.

#### Local Coastal Plan, Land Use Designation and Zoning

The Property is located within the boundaries of the Marin County Local Coastal Plan (LCP). Per the LCP Implementation Plan, effective August 12, 2021, the majority of the Property is designated as Coastal Open Space and is zoned C-OA – Coastal, Open Area. The LCP designates the remaining parcel as Coastal Single Family, 1-2 units/acre and it is zoned as C-RA-B3 – Coastal, Residential, Agricultural (20,000 sq. ft. minimum lot size). The Project will require a Use Permit and a Coastal Permit for affordable housing in the C-OA zone.

Although the LCP takes precedence over all local policies and zoning, the Property is also subject to the Marin Countywide Plan and Point Reyes Station Community Plan, which together contain the policies that guide planning decisions in the Point Reyes Station area in which the Property is located.



### Land Disposition

CLAM/Eden entered into an Exclusive Negotiating Rights Agreement (ENRA) with the County on March 2, 2021, and extended the ENRA on March 1, 2022. The ENRA establishes a process and standards for the parties to determine the ultimate transfer and rehabilitation of the Property. Pursuant to the ENRA, the Property is proposed to be transferred from the County to CLAM/Eden through a Disposition and Development Agreement (DDA). The specific form of land transfer and ownership structure, as well as responsibility for the entitlement process and long-term management of the Property, would be established in the DDA. The proposed rehabilitation and reuse of the Property also would be subject to the County's building codes, including the green building standards and the Marin County Storm Water Pollution Prevention Program.

## Detailed Project Description

### Proposed Residential Features

The Project's affordable housing component consists of the reuse and enhancement of the existing structures and features at the Property. This includes the rehabilitation of the existing townhomes, and the adaptive reuse of the old dormitory building and an old office building. In total, the neighborhood will provide:

- 36 townhomes, including:
  - 5 two-bedroom/one-bath townhomes
  - 24 three-bedroom/1.5-bath townhomes
  - 7 four-bedroom/two-bath townhomes;
- 15 one-bedroom apartments (Building 50); and
- 3 three-bedroom and /two-2 bath apartments.

Details for each of the buildings and units are summarized in Table 1 below.

<b>Table 1: Residential Structures - Existing (E) and Proposed (P)</b>								
Townhome address and unit ID	Type	(E)	(E)	(P)	(P)	(P)	(E)	(P)
		Bldg. Sq Ft	Unit Sq Ft	Bldg Sq Ft	Unit Sq Ft	Unit count	Existing Use	Proposed Use
101 A/B/C/D	4/2	5689	996	5775	1444	4	Townhome	Townhome
102 A/B/C/D	3/1.5	4756	996	4836	1209	4	Townhome	Townhome
103 A/B/C/D	3/1.5	4756	996	4836	1209	4	Townhome	Townhome
104 A/B/C/D	3/1.5	4756	996	4836	1209	4	Townhome	Townhome
201 A/B/C/D	3/1.5	4756	996	4836	1209	4	Townhome	Townhome
202 A/B/C/D	3/1.5	4756	996	5072	1268	4	Townhome	Townhome (2 ADA)
203 A/B/C/D	3/1.5	4756	996	4836	1209	4	Townhome	Townhome
204 A/B	2/1	1808	812	1854	927	2	Townhome	Townhome (1 ADA)
205 A/B/C	4/2	4284	1232	4354	1451	3	Townhome	Townhome
206 A/B/C	2/1	2750	812	2808	936	3	Townhome	Townhome
<b>Townhomes Total</b>		<b>43,083</b>		<b>41,131</b>		<b>36</b>		
<b>Building 100A Total</b>	3/2	<b>4,139</b>	N/A	<b>3,516</b>	1137, 1137, 1242 (+3)65 ft storage units	<b>3</b>	Administrative Building	Apartments
<b>Building 50 Dormitory Total</b>	1/1	<b>9,386</b>	n/a	<b>10,246</b>	<u>675</u>	<b>15</b>	21-Room Residential Congregate	15 Residential Apartments

Townhome improvements will primarily focus on voluntary seismic upgrades, energy efficiency, kitchen

upgrades, waterproofing, and exterior aesthetic upgrades. The townhomes will receive new sheathing, new siding, windows, and doors. Some kitchens will be reconfigured for better flow. The units will be painted, and new flooring will be installed. Three townhomes in Buildings 202 and 204 will be converted to ADA-mobility. All units will be updated and finished to the same standard.

The townhomes will also feature small rear patios and semi-private yards. Exterior storage sheds (a combination of existing and new) will provide bicycle and household storage for each unit.

Architectural intent is focused on reuse of the existing structures to the maximum extent possible while also improving energy efficiency, structural integrity, and indoor comfort. Aesthetically, materials, building colors and modest design details are intended to evoke a modern rural neighborhood quality.

The dormitory, otherwise known as Building 50, will be repurposed into 15 one-bedroom senior housing apartments. The apartments will average 675 square feet and will each provide 1 bathroom and a kitchen. The apartments will be accessed via independently accessible exterior doors for each unit. There will be an elevator that services the second floor. The building will have a community room that contains laundry and mail and package delivery and a mechanical room.

#### Reuse of Non-residential Buildings

Building 100A will be converted into three 3-bedroom, 2-bathroom dwelling units within the existing footprint, as discussed above. A semi-private courtyard will link the units. Three storage sheds of 65 sq ft each will be provided within the building's existing footprint. The existing structure's total square footage will be reduced from 4,139 to 3,516, a reduction of 623 sq ft.

Building 100B will be demolished and the area will be landscaped.

Building 100C will maintain the existing use as a mechanical shop and storage. The existing building envelope will be improved with roof and siding repair or replacement. The garage door may be removed and replaced with a wall.

Building 1 (the former Galley) will be converted into the resident services building. Building 1 will be rehabilitated and enlarged by approximately 1,707 sq. ft. for a total of 3,528 sq ft. It will include a community room of approximately 1,000 sq ft. Adjacent to and serving the community room will be a small kitchenette, storage room, and restrooms. A library/computer room to serve the residents will occupy approximately 300 sq ft., and the property management offices will occupy approximately 510 sq ft. The space may serve as a neighborhood-level resilience center to provide shelter and resources during climate and other emergencies if the state and federal resources are available to fund this component of the project. In addition, there will be an approximately 360sq ft maintenance room for site and building operations. The existing covered patio and basketball court adjacent to Building 1 will be removed to provide space for improved pedestrian pathways. Also outside of Building 1, a newly constructed attached covered patio will offer a shaded area to enjoy the outdoor ambiance.

See Tables 2 and 3 for an overview of the former non-residential buildings and non-structural features.



<b>Building</b>	<b>(E) Bldg Sq Ft</b>	<b>(P) Bldg Sq Ft</b>	<b>(E) Use</b>	<b>(P) Use</b>
Building 100A	4,139	3,512	Engineering, classrooms	Apartments (See Table 1)
Storage/Warehouse building (100B)	1,126	0	Storage	Patio and landscape area
Mechanical shop/Yard Maintenance (100C)	1,158	1,123	Mechanical shop/Yard Maintenance	Mechanical shop/Storage
Shed	800	0	Tractor and equipment storage	To be removed
Building 1	1,822	3,528	Kitchen facility, dining room	Property management and resident services offices, resident common rooms, mechanical & maintenance room. (1,706 sq ft addition)
Covered Patio	1,352	0	Outdoor picnic table seating	To be removed
Pergola	864	864	Covered social space	Covered social space

<b>Feature</b>	<b>(E) Use</b>	<b>(P) Use</b>
Playground	Playground	Remove, replace with rainwater retention feature
Tennis court	Tennis court	Remove, regrade
Basketball short court	Basketball	Remove, landscape and pathways
Above ground pool and spa	Pool and spa	Remove, new playground, multi-use sports court, and resident park
Wastewater pump station	Wastewater pump station	Wastewater pump station
Lagunitas Creek	Creek – unimproved	Creek – riparian habitat improvements considered as separate project

## Parking

The Marin County Municipal Code requires 108 parking spaces based on the proposed uses, there are 119 total parking spaces provided. A summary of parking can be found in Table 4 below. All parking is uncovered surface parking and residential parking is consistent with the requirements of Marin County Code Section 24.04.340(A).

Residential parking will include 102 spaces, including 7 ADA spaces in proximity to the ADA mobility units and 11 guest spaces. Parking for the townhomes will be provided in front of each townhome along Commodore Webster Drive and is consistent with Marin County Municipal Code Section 24.04.340-A. One space per unit is planned for the senior apartment building, in excess of the code standard of 0.5 spaces per unit for senior housing.

Parking for the Building 50 and 100A apartments, Building 1 property management resident services, and 100C will be in a common parking lot adjacent to those buildings. The property management and resident services rooms in Building 1 are ancillary to the housing on site and will primarily be used by residents and staff. Four spaces are provided to accommodate staff. Building 100C will be used as a workshop and storage. Two spaces will be programmed to accommodate use of that space. Access and utility easements will be maintained across property lines.

Table 4 below outlines the parking distribution proposed.

<b>Table 4: Parking</b>					
<b>Parcel A: Housing Partnership</b>			<b>Spaces Provided (includes Standard &amp; Accessible)<sup>1</sup></b>		<b>Provided Accessible Spaces</b>
<b>Building</b>	<b>No of Units</b>	<b>Unit Type</b>	<b>per Unit</b>	<b>Total</b>	
<b>Townhomes/Family Units</b>					
101	4	4BR	2	8	
102	4	3BR	2	8	
103	4	3BR	2	8	
104	4	3BR	2	8	
201	4	3BR	2	8	
202	4	3BR <sup>2</sup>	2	8	2
203	4	3BR	2	8	
204	2	2BR <sup>3</sup>	1.5	3	1
205	3	4BR	2	6	
206	3	2BR	1.5	5	
<i>Townhomes Subtotal</i>	36	<i>Resident Spaces</i>		70	
		<i>Guest Spaces</i>		7	1
		<i>Subtotal</i>		77 <sup>4</sup>	4
<b>Senior Housing &amp; Apartment Buildings</b>					
50	15	1BR	1 <sup>7</sup>	15	
100A	3	3BR	2	6	
<i>Senior Housing &amp; Apartment Buildings Building 50 Subtotal</i>	1815	<i>Resident Spaces</i>		21	3
		<i>Guest Spaces</i>		4	
		<i>Subtotal</i>		25 <sup>4</sup>	3
<b>Resident Services &amp; Property Management</b>					
1	n/a	<i>Resident Services<sup>5</sup></i>		4	
100C	n/a	<i>Mechanical shop/Storage<sup>8</sup></i>		2	
<b>Total Required</b>				<b>108</b>	8
<b>Total Provided</b>				<b>119<sup>4</sup></b>	<b>8<sup>6</sup></b>

**Notes:**

1. Minimum Requirements based on Marin County Municipal Code Schedule 24.04.340-A
2. Two of the four units in Building 202 are dedicated Accessible units.
3. One of the two units in Building 204 is a dedicated Accessible unit.
4. Total includes Standard and Accessible Spaces
5. The management and resident services rooms in Building 1 are ancillary to the housing on site and will primarily be used by residents and staff. Three spaces are required to accommodate staff. One guest space is planned.
6. Four out of the seven Accessible spaces are Van Accessible
7. One space per unit is proposed in excess of Marin County Municipal Code Schedule 24.04.340-A, Senior Citizen Housing: 0.5 spaces per unit.
8. Minimum Requirements based on Marin County Municipal Code Schedule 24.04.340-B, ((k) Industrial and wholesale uses and warehouses)

### Bike Parking

Additionally, both short and longer-term bike parking is also being provided consistent with the Marin County Municipal Code which is well in excess of Cal Green code requirements. The majority of long-term bike parking will take place in the storage sheds available to each unit while short term spaces are provided via bike racks. A larger concentration of bike racks near the resident services building provides for functional use. While the plans demonstrate a total of 58 short-term bike parking spaces, the following table outlines the bike parking required.

<b>Table 5: Bike Parking</b>				<b>Bike parking reqs.</b>	
<b>Building</b>	<b>Type</b>	<b># of units</b>	<b># of bedrooms</b>	<b>Short-term</b>	<b>Long-term</b>
101	Townhouses	4	4	4	6
102	Townhouses	4	3	4	6
103	Townhouses	4	3	4	6
104	Townhouses	4	3	4	6
201	Townhouses	4	3	4	6
202	Apartments	4	3	4	6
203	Townhouses	4	3	4	6
204	Apartments	2	2	1	2
205	Townhouses	3	4	3	5
206	Townhouses	3	2	1	3
1	Office and community space	-	-	0	0
50	Apartments	15	1	8	5
100A	Apartments	3	3	3	5
100C	Mechanical shop/Storage	-	-	0	0
<b>Total:</b>				<b>44</b>	<b>62</b>

### Electric Vehicle Parking

The site will also contain EV-capable parking spaces in accordance with current Marin County building code requirements Section 19.14.140. The current breakdown is as follows:

<b>Table 6: Electric Vehicle Charging</b>	<b>Standard Parking</b>		<b>Accessible Parking</b>		<b>Total Parking</b>
	<b>Non-EV</b>	<b>EV</b>	<b>Non-EV</b>	<b>EV</b>	
Buildings 103, 104, 204, 205, and 206	24	7	2	0	
Buildings 101, 102, 201, 202, and 203	34	8	1	1	
Buildings 1, 50, 100A, and 100C	32	6	2	2	
<b>Subtotal Non-EV</b>	<b>90</b>		<b>5</b>		<b>95</b>
<b>Subtotal EV</b>		<b>21</b>		<b>3</b>	<b>24</b>
<b>Total Parking Provided</b>					<b>119</b>

### Non-Structural Features & Landscape

Hardscape improvements focus on improved mobility and connections between buildings on the site, as well as rehabilitating/resurfacing vehicular pavements rather than removing and replacing with all new. To the extent feasible, impervious surfaces are being replaced with either semi-pervious materials (park-tread) or are being restored to natural landscape, particularly in areas adjacent to the ESHA buffers. Some sidewalks and pathways will be updated to provide accessible paths of travel between the ADA mobility townhomes and all amenities.

Landscape improvements will include removal of some invasive and unhealthy trees. Marin-native and water-wise plants will be added in intentionally designed landscape zones to enhance the neighborhood environment. Landscape plans will be selected to sufficiently meet the recycled wastewater irrigation discharge. Raised-bed gardens and fruit trees are proposed to provide residents with space for gardening.

The existing playground will be removed and replaced with a landscape-based stormwater retention feature called a “self-retaining area” and is approximately 5,992sf in area, which can be seen on sheet C3.00 of the submitted plan set. The existing above ground pool and spa will be removed. This area will be reprogrammed at grade with a new playground, multi-sport court, pathways and resident gathering areas.

The current condition of the existing tennis court makes it unusable. It will be removed and regraded to improve ecological functions, permeability, and drainage. This will visually connect the Building 1 patio areas to the surrounding natural landscapes of Inverness Ridge, Lagunitas Creek and the wetlands. Areas affected by grading would be revegetated with native plants. The half-basketball court will be replaced with pathways, parking, and improved drainage features.

### Lagunitas Creek

The Property is bound on the south and east by Lagunitas Creek. No work is proposed in the creek bed, banks, or within riparian vegetation. Direct restoration is not a part of the current Project scope. Potential creek-related conservation or restoration measures are to be considered in the future in collaboration with efforts led by the Marin Resource Conservation District and following feedback from regulatory agencies. However, stormwater management improvements are being implemented to a level above and beyond the code-required levels. These measures, namely rain gardens and self-retaining basins, will not only reduce the volume of direct runoff by promoting infiltration into the ground but will also naturally filter and thus significantly improve the quality of the remaining stormwater runoff to the creek and environment. (See Stormwater Control Plan, Sherwood Design Engineers, and Sheet C3.00)

### Proposed Work within ESHA Buffers

The site contains several Environmentally Sensitive Habitat Areas (ESHA) which are outlined in the Biological Site Assessment prepared by WRA, as well as shown in the project plans. While there is some proposed work within the ESHA, the outcomes are generally positive by not changing or in some cases improving current conditions. The development of the project will repair existing nonconforming structures, replace structures within the ESHA buffers with water quality enhancement features, or remove existing nonconforming structures/uses where possible, and restore those areas with native vegetation.

Architectural and landscape modifications in the ESHA are detailed below. Most proposed landscape changes

are located outside of the ESHA buffers, with the exceptions described below. All proposed landscape areas within EHSAs are places that require some changes to address removal of existing site elements or the addition of stormwater features at the low points of existing impervious areas that cannot be rerouted to other locations. All proposed changes are providing better stormwater quality management for the site and increasing native vegetation.

Demolition work proposed at the Shed (un-numbered) directly south of Building 100C (in ESHA):

An existing open air pre-engineered shed sits entirely within the Coastal Stream and Riparian ESHA Buffer. The superstructure of the shed will be removed in its entirety. The slab will remain in place. The building footprint within the buffer is approximately 800 gross sq ft and would not change.

See also Sheet A1.01 and Keynote 2.108.

Architectural work proposed at Building 100C (in ESHA):

A small portion of the southeast corner of Building 100C sits within the Coastal Stream and Riparian ESHA Buffer. The enclosed building footprint within the buffer is approximately 65 gross sq ft. There is a roof overhang at this location and the roof area within the buffer is approximately 180 gross sq ft.

Building 100C is an existing structure. Proposed work to the structure generally includes finish replacement, voluntary structural strengthening, and voluntary energy upgrades. Detail of these improvements includes:

- Removal of existing siding and replacement with new exterior sheathing and new siding and trim.
- Removal and replacement of existing doors and windows and replacement with new doors and windows. At the ESHA, there is one door being removed and replaced.
- Removal of existing asphalt shingle roofing and replacement with new roof sheathing and new asphalt shingle roofing, as well as gutters and downspouts.
- Interior finishes will be evaluated and replaced if needed.
- See also Sheets D2.01C and A2.02C, including Sheet Notes A through H on Sheet A2.01C. Building plans show buffer lines.

Architectural work proposed at Building 206 (in ESHA):

The northeast section of Building 206 sits within the Coastal Stream and Riparian ESHA Buffer. The enclosed building footprint within the buffer is approximately 500 gross sq ft. There is a roof overhang at this location and the roof area within the buffer is approximately 685 gross sq ft.

Building 206 is an existing structure. Proposed work to the structure generally includes finish replacement, voluntary structural strengthening and voluntary energy upgrades and replacement of entry porch (the porch is not within the ESHA boundary). Detail of these improvements includes:

- Removal of existing siding and replacement with new exterior sheathing, exterior insulation and new siding and trim.
- Removal and replacement of existing doors and windows and replacement with new doors and windows. Within the ESHA boundary, there are three combination door/sidelights at the lower level and three windows on the upper level one door being removed and replaced.
- Removal of existing asphalt shingle roofing and replacement with new roof sheathing and new asphalt shingle roofing, as well as gutters and downspouts.
- Interior finishes will be evaluated and replaced as needed.
- Removal of existing wood framed front porch and replacement with new wood framed front porch



including concrete slab and asphalt shingle roofing.

- Installation of wall mounted HVAC equipment on east exterior wall, within ESHA boundary.
- See also Sheets D2.01P, D2.02P, A2.01P and A3.01P, including Sheet Notes and Keynotes on all sheets. Building plans show buffer lines.

Landscape work proposed at existing Tennis Court (abutting ESHA):

The southeast corner of the existing tennis court (36 sq ft) and an additional 2,010 sq ft of the existing topography created by the Coast Guard to build the court (totaling 2,046 sq ft) are located in the Coastal Stream and Riparian ESHA Buffer (50') and the 20' Ephemeral Stream Buffer. The project proposes removal of these elements to make space for program elements and to connect the building to the landscape and regional views. The proposed improvements include:

- Removal of the tennis court.
- Regrading of the location to naturalize the topography. This includes 1,923 sq ft within the Coastal Stream and Riparian ESHA Buffer (50') and 123 sq ft within the 20' Ephemeral Stream Buffer.
- New circulation and gathering areas constructed with primarily pervious paving materials.
- Planting the area with California native plantings.

See also Sheets L1.00, L1.03, L1.04, L3.05, L3.06, and Civil sheets C2.03 and 3.0 of the submitted plan set.

Landscape work at existing Parking Lot and Concrete Drive East of 100C and 100B (in ESHA):

The large existing parking lot near Buildings 1, 50, 100A, 100B, 100C and the long driveway located east of 100B and 100C (shown on Architect drawings) naturally slope toward Lagunitas Creek and currently drain directly into the creek with no stormwater treatment as such. Approximately 6,500 sq ft of the existing parking lot and 3,700 sq ft of the concrete drive are located within the Coastal Stream and Riparian ESHA Buffer (50'). The proposed landscape includes three stormwater BMP areas within this buffer to capture water and treat it. They are labeled on Sheet L1.03 as BMP 1, BMP 2, and BMP 3 to correspond with the narrative below.:

- BMP 1: The BMP at the southeast corner of the parking lot is 767 sq ft and is placed directly adjacent to the existing parking area.
- BMP 2: The BMP in the northeast corner of the parking lot behind Building 100C is 1,310 sq ft.
- BMP 3: The BMP is located near the northeast corner of Building 100A and has 733 sq ft in the ESHA buffer.
- All proposed plantings are California native plants including hydroseed erosion control and stormwater performative plantings.

This is illustrated on Sheets L-100, L-1.03, and L3.05 as well as C2.03 and C3.00 of the submitted plan set.

Removal of Non-Native Trees (in ESHA):

The project will remove six mature Eucalyptus trees in or adjacent to an ESHA buffer. Eucalyptus trees are listed as invasive in CAL-IPC and are fire prone. These trees are 116, 137, 152, 154, 186 and 187. All areas where Eucalyptus are being removed will need erosion control measures for one to two years and then container planting after the soil has leached out the aleopaths from the trees. The proposed plantings in each disturbed area are California native plantings and based on studies and Marin RCD recommendations. They are:

- Tree 116 (Sheets L2,08 and L3.03) - Native erosion control seed with a few patches of container plants.
- Trees 137, 152, 154 (Sheets L2.09 and L3.04) - Patches of dense riparian plantings with seeded areas in-between.
- Trees 186 and 187 (Sheets L2.10 and L3.05)- Patches of dense riparian plantings with seeded areas in-

between.

- All of these areas will need deer fencing to protect these plants as they get established in these more challenging soil conditions.

This is illustrated on Sheets L-100.

Landscape work in ESHA adjacent to Building 206:

The project proposes retaining the existing concrete patios, replacing the fencing (in existing location), adding gravel surfacing near the buildings, and adding three storage sheds of 32 sq ft each. The proposed metal storage sheds provide equity by matching the features of the other townhomes. The storage units are proposed to sit on top of the existing concrete patios and will therefore not add impervious surface square footage in this area. Further, the sheds will provide privacy in the patio spaces. The proposed gravel is a fire safety measure to keep planting out of the first five feet of the building in this WUI zone.

This is illustrated on Sheets L-100 and L-1.01

Landscape work at small concrete pad north of Building 206:

The proposed landscape plan removes the concrete pad north of Building 206, and located behind proposed trash enclosure, and adds 56 sq ft of California native planting in ESHA zone where concrete pad is removed.

This is illustrated on Sheets L-100 and L-3.03

### **FEMA Flood Mapping**

A Letter of Map Amendment (LOMA) application (Project #23-09-05332A) was submitted to the Federal Emergency Management Agency (FEMA) on February 9, 2023 to adjust the floodplain currently mapped to be more consistent with in filed topography, creek location and flooding potential. The process is anticipated to take approximately 60 days. The existing and proposed floodplain locations are shown on sheet C1.00 of the submitted plan set and the submitted FEMA LOMA application has also been provided to Marin County Public Works.

### **Sustainability Improvements**

The Project integrates environmentally sustainable design using practical and tested technologies to achieve the project goals. In general, strategic re-use of the existing buildings combined with energy retrofits is a significant strategy in increasing sustainability. Select site design strategies aim to improve habitat and enhance water quality. The primary goals are outlined below, along with the primary design strategies for each goal.

1. *Goal: Reduce or eliminate carbon emissions*  
Strategies: upgrade building envelopes, replace windows, reduce energy loads, electrify building systems, provide electric vehicle charging, generate renewable energy through solar photovoltaics
2. *Goal: Minimize impacts of building materials*  
Strategies: reuse buildings, utilize low-carbon materials, source local materials
3. *Goal: Minimize water use*  
Strategies: provide low- and ultra-low-flow plumbing fixtures, efficient appliances, remove swimming pool, utilize treated wastewater for irrigation
4. *Goal: Improve habitat and enhance water quality*  
Strategies: remove non-native trees, revegetate with native species, treat run-off, develop bioswales and retention basins, improve drainage structures, replace hardscape with permeable surfaces, maintain setbacks from sensitive areas and riparian zone

5. *Goal: Enhance community resilience*

Strategies: create defensible space for wildfire, potentially provide resiliency center for power outages and emergencies

**Utilities and Infrastructure Improvements**

Wastewater Treatment Facility: There is no main sewer service available in the area and the Property contains below-ground tanks for limited onsite sewage collection and storage only. During the time the Property was used for USCG housing, wastewater was collected and transported to an offsite facility for disposal on a daily basis.

The Property will be served by a newly constructed wastewater treatment facility, subsurface drip irrigation system, and leach field. The wastewater treatment system will be located on the southwest edge of the Property, near the entrance on Commodore Webster Drive. The system type is an MABR (Membrane Aerated Biofilm Reactor) which will be housed in a combination of underground tanks, and above ground container, treatment building and storage tank. It will accommodate up to 10,000 gallons of wastewater per day and serve the entire Project. The primary mode of dispersal will be through subsurface drip lines located throughout much of the Property, and the secondary leach field will be located adjacent to the treatment system. (See Basis of Design Report, Sherwood Design Engineers, and Sheet WW.1.) A backup diesel generator, located in an enclosure between buildings 1 and 50, will support emergency power system needs. The system will also be connected to the proposed micro-grid.

Visual impact of the treatment system will be addressed through landscape screening. Noise from system operation is anticipated to be low. The noise will mostly be from the pump systems and the MABR. The size of these pumps will likely be less than 1 HP, which means that noise is often so low that they do not report it on the cut sheets. The MABR uses passive aeration, which means that there will not be noise from a blower like typical membrane treatment systems.

Close coordination between the design team, North Marin Water District, and the Regional Water Quality Control Board have guided the system siting and specifications, with particular attention to protection of local drinking water.

Electricity: Electricity for the Property is provided by Pacific Gas and Electric. The conversion of the Project to all-electric will require upgrades to the electrical infrastructure. There also will be the addition of solar photovoltaics to the rooftops of all buildings as well as surface mounted arrays along Commodore Webster and on the hillside west of Townhomes 102 and 103.

Proposed solar photovoltaic systems are sized to offset 100% of the projected energy consumption of the community, which includes all electric residences, the resident services building, a wastewater treatment plant and Electric Vehicle (EV) charging loads. A microgrid concept is being explored which would provide power to Building 1 and the wastewater treatment plant. The microgrid would consist of a portion of the PV system, a BESS, an ICE genset, and the related electrical infrastructure and control systems required for islanding. As described above, the micro-grid would support Building 1's potential function to serve as a neighborhood-level resilience center to provide shelter and resources during climate and other emergencies.

Gas: There are five propane tanks on the Property for heat and hot water. All tanks will be removed. No natural gas service is present in West Marin.

Water: Potable water is provided by the North Marin Water District (NMWD). NMWD obtains its water supply for the West Marin service area from two wells located on the nearby Gallagher Ranch, and to a lesser extent two wells located on the Property. NMWD has provided a service letter indicating there is sufficient water capacity to accommodate this development.

Stormwater: This project is considered a regulated project according to the BASMAA Post-Construction Manual because it creates or replaces more than 5,000 square feet of impervious surface. Therefore, it must be designed to comply with Provision E.12 under the statewide Phase II municipal stormwater NPDES permit reissued by the California State Water Resources Control Board in 2013. The project will implement runoff reduction measures including limiting clearing, grading, and soil compaction, minimizing impervious surfaces, conserving natural areas, complying with ESHA buffer requirements, and using a combination of LID and BMPs to significantly improve the water quality of runoff from the site compared to existing conditions. Utilizing existing underground infrastructure where possible, storm drain outlet pipes in a number of locations will be intercepted and routed to new bioretention facilities in order to provide treatment of not only the new impervious surfaces, but existing as well. Furthermore, there will be a conversion of an existing mulched playground into a self-retaining area that will accept runoff from the uphill site by means of a cutoff swale to allow for infiltration into the ground rather than direct discharge into Lagunitas Creek. (See Stormwater Control Plan, Sherwood Design Engineers.)

Fire water lines: currently there are no fire sprinklers at the Property. Included in the scope of work is adding sprinklers to the ADA mobility units as well as Building 100A, Building 50, and Building 1. New fire water lines will need to be installed to service the sprinkler system.

### **Reparcelization**

A reparcelsation of three of the existing five County-owned parcels will be undertaken through the Coastal Permit process (See Sheet C1.00 for configuration of proposed lot line adjustments).

The proposed reparcelsation will involve original parcels 1, 3 and 4, creating new Parcels A, B, and C. The affordable housing will be located on the new Parcel A, will envelop the developed affordable housing area by assuming of the majority of Parcel 4 plus a portion each of Parcel 1 and Parcel 3. The remainder of Parcel 3 would become Parcel B. The remainder of Parcels 1 and 4 would become Parcel C. All of this acreage is zoned C-OA. The C-OA district also allows for affordable housing, subject to approval of a use permit. (Implementation Plan, Table 5-1-c.). All parcels will continue to have access and utility easements.

No reparcelsation or zone changes are proposed for Parcels 2 or 5. Parcel 2 will solely contain a wastewater treatment facility and leach fields, a street, and a sidewalk, with no other uses. It is a split zone parcel between the "C-OA Coastal, Open Area" and the "C-RA Coastal, Residential, Agricultural" zoning districts. Parcel 5 is zoned C-RA. The C-RA district principally permits affordable housing. (Implementation Plan, Table 5-2-c.).

## **Miscellaneous**

The Project does not propose any amendments to the Local Coastal Program or other activities that would require California Coastal Commission approval. Additionally, the Project does not propose any improvements that would directly affect Lagunitas Creek, therefore no approvals from state and federal agencies with jurisdiction over the creek (e.g. U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service and/or National Marine Fisheries Service, Regional Water Quality Control Board - San Francisco Bay Region, California Department of Fish and Wildlife) are anticipated in connection with the Project.

## **Density Bonus & SB330**

The project will provide 100% affordable housing serving lower income people and therefore qualifies as a state density bonus project. CLAM and Eden request preservation of the ability to apply for and receive density bonus concessions and incentives where applicable, pursuant to State law (Government Code Section 65915) and Marin County Code Section 22.24.020 and 22.24.030 County Incentives for Affordable Housing, including waiver of all applicable fees. While the current proposal does not exceed the allowable density and does not depart from design standards, as the review progresses the project may adjust and require the use of concessions and waivers. CLAM & Eden reserve the right to utilize SB330 which allows for the development impact fees to be assessed at the rate applicable (including escalation) when the application was submitted/deemed complete.

## **Project Approvals**

The proposed Project is subject to review and approvals by local, regional and State agencies with jurisdiction, after completion of environmental review. It is anticipated that the Project will require a coastal permit, and a conditional use permit pursuant to Section 22.62.060 and Tables 5-1-b and 5-1-c of the Marin County Local Coastal Program-Implementation Plan, and Chapter 22.48 of the Marin County Development Code.

### *Marin County Board of Supervisors*

- Approval of a Disposition and Development Agreement
- Approval of amendments to the Point Reyes Station Community Plan, if applicable
- Marin County Planning Commission
- Recommendation of amendments to the Point Reyes Station Community Plan, if applicable
- Marin County Zoning Administrator
- Approval of a Use Permit, which would include development controls for affordable housing in C-OA
- Approval of a Coastal Permit

### *Marin County Community Development Agency Director*

- Recommendation of a Use Permit, which would include development controls for affordable housing in C-OA
- Recommendation of a Coastal Permit
- Recommendation of amendments to the Point Reyes Station Community Plan, if applicable
- Tree removal permit, if applicable
- Approval of Design Review \*
- Approval of Site Plan Review \*

- Approval of Lot Line Adjustment \*

*\* Not anticipated to be needed, but listed if not packaged together with Use Permit/Coastal Permit for ZA approval*

#### *San Francisco Bay Regional Water Quality Control Board*

- San Francisco Bay Regional Water Quality Control Board (Regional Board) is the lead regulatory agency that would oversee and permit the wastewater system. The proposed wastewater system will require a Report of Waste Discharge and Form 200 and a Title 22 Engineering Report as part of the application process to meet the Waste Discharge Requirements of the State. Additionally, the recycled water must meet effluent limits set by the State Water Resources Control Board Order WQ 2014-0153-DWQ "General Waste Discharge Requirements for Small Domestic Wastewater Treatment Systems" (2014 WDR General Order).

#### *Bay Area Air Quality Management District*

- Approval of any necessary air quality permits (e.g., Authority to Construct and Permit to Operate) for individual air pollution sources, such as emergency diesel generators.

### **Project Construction**

The project will have a construction duration of a minimum of one year and a maximum of two years. Construction timing is variable depending on several factors but will consist of the following tasks, generally in the order summarized with some potential overlap of work able to be conducted :

- Demolition and excavation of areas of the site for utility and infrastructure improvements (~1-4 months; Q1)
- Construction of wastewater infrastructure and installation of the treatment plant (~6 months; Q2/3)
- Regrading of limited areas where hardscape is being removed and where planting and restoration is occurring (~2- 4 months; Q2/3)
- Full demolition of certain structures being removed and limited demolition of existing structures being improved (~1-2 months; Q3/4)
- Improvements and construction to the buildings (~6-12 months; Q4).
- Landscaping and finishes (~1-2 months; Q4).