

OCT 11 2016

Seminary Affordable Housing Plan

COUNTY OF MARIN
COMMUNITY DEVELOPMENT AGENCY
PLANNING DIVISION

The Project, as proposed, requires approval of a density bonus pursuant to California State Density Bonus law (Government Code Section 65915, as amended) and Chapter 22.24 of the Marin County Development Code. The Project Sponsor is requesting a density bonus for 61 units as further discussed below.

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

1. 61 of the 304 proposed units will be offered as affordable units (20% of proposed units)¹ as defined under Chapter 22.22 of the Marin County Development Code.
2. 118 bedrooms will be offered as affordable.
3. Units will be offered to households qualifying under the "Low" income standard as outlined below by the County of Marin:

HH Size	30% of Median	Very-Low	Low	Median	Moderate
1	24,650	41,050	65,700	71,350	85,600
2	28,150	46,900	75,100	81,500	97,800
3	31,650	52,750	84,500	91,700	110,050
4	35,150	58,600	93,850	101,900	122,300
5	38,000	63,300	101,400	110,050	132,050
6	40,800	68,000	108,900	118,200	141,850
7	43,600	72,700	116,400	126,350	151,600
8	46,400	77,400	123,900	134,500	161,400
9	49,200	82,050	131,350	142,650	171,200

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

Unit type	Total Number of Units	Total Number of Bedrooms
Studio	12	12
1 Bedroom	15	15
2 Bedroom	11	22
3 Bedroom	23	69

5. Affordable housing units will be disbursed throughout the property and located in various areas of the Site in accordance with Chapter 22.22080(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).

B. Selection Criteria. To the extent permitted by all applicable Fair Housing laws, preference may be given to public employees in Marin County, particularly in Southern Marin, in order to assist

¹ 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."

in the recruitment and retention of those employees, as well as qualifying employees of the Academic Campus portion of the Project.

- 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 Project Sponsor.
 - 2. Since 2008, the Project Sponsor has owned and operated three affordable housing units located at 540 Canal Street, San Rafael, CA 94901. The Project Sponsor currently lists these units through the Marin Housing Authority (MHA) and upon receiving candidates through MHA, conducts all screening and income certification of prospective tenants as well as collecting rents and responding to maintenance requests.
- E. Incentives requested.** North Coast reserves the right to request regulatory concessions and/or incentives concerning the applicability of County policy that would result in identifiable and actual cost reductions. The Project Sponsor understands that 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 application and 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) and Section 22.24.030 of the Marin County Development Code:

- 1. Reserve the right to pursue up to the maximum of 35% density bonus (410 total units), as a result of the stated intent to build 20% (61 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. In order to lessen, the Project's significant traffic impacts, the Project includes an extensive transportation management program and roadway improvements designed to mitigate the Project's traffic impacts in a manner consistent with the approved 1984 Master Plan. 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. (see Exhibit 25)
4. The following incentives are requested under the Marin County Development Code:
 - i. Minimum required parking spaces: Municipal Code Section 24.04.340²
 - 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)

F. Fair Housing Marketing 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– Project Sponsor will compare regional demographics with neighboring counties (San Francisco, Contra Costa, Sonoma, and Napa)
2. Policy – Project Sponsor will have written policies in place regarding program opportunities to groups of people otherwise least likely to apply for these housing opportunities.
3. Training - Project Sponsor will participate in Fair Housing training through educational opportunities offered through HUD in compliance with HUD regulations.
4. Data Collection/Reporting – Project Sponsor will have procedures in place to obtain appropriate information and the ability to report it.
5. Compliance Assessment - Project Sponsor will have a review process in place ensuring efforts are effective and in compliance with the law.
6. Recordkeeping - Project Sponsor will have procedures for record keeping on all relevant data.

² Marin Countywide Plan at 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.