

Attachment 1

Housing Overlay Designation Language from PC Recommended Draft CWP

CD-2.3 *Establish a Housing Overlay Designation.* The Housing Overlay Designation (HOD) is established, as shown on Maps 3-2a and 3-2b. The purpose of the HOD is to encourage construction of units to meet the need for workforce housing, especially for very low- and low-income households, and for special needs housing, in the City-Centered Corridor close to transit, employment, and/or public services, including Sites for the HOD include reuse of existing shopping centers or other underutilized sites. Development within the HOD that meets the standards in Program CD-2.d shall be eligible for a HOD density bonus as an alternative to any density bonus authorized by State law. Development pursuant to this Policy and the HOD Programs on sites designated as both mixed use and as suggested HOD sites are subject to the HOD criteria for development and not as mixed use. Each square foot of market-rate HOD housing shall be offset by an equal reduction in the square footage of the permissible commercial development. Up to 658 housing units may be approved within the HOD, subject to a discretionary approval process.

The criteria used in establishing the Housing Overlay Designation include:

Designated by the Countywide Plan as Multifamily (MF), General Commercial (GC), Neighborhood Commercial (NC), Office Commercial (OC), Recreation Commercial (RC), or Public Facility (PF). Located within:

- The unincorporated portion of the City-Centered Corridor:
- One-half mile of a transit node or route with daily, regularly scheduled service; and
- One mile of a medical facility, library, post office, or commercial center.
- The area to be developed:
 - o Does not exceed an average 20 percent slope and is not within the Ridge and Upland Greenbelt;
 - o Is not within a Wetlands Conservation Area or Streamside Conservation Area;
 - o Is not a park or public open space area; and
 - o Is not primarily located within the 100-year flood plain.

The County will engage in discussions with cities and towns within Marin County regarding the possibility of locating residential units otherwise allocated to the HOD within these cities and towns, subject to the criteria described above.

Based on the above, the potential HOD suggested sites and unit allocations by traffic impact areas are listed in Exhibit 5.0-15 and shown in Exhibit 5.0-16.

Exhibit 5.0-15

Traffic Impact Areas as Determined by Screenlines and HOD Site Criteria (See Exhibit 5.0-16)	HOD Unit Potential for Traffic Impact Areas (including Density Bonus Units)	Suggested Qualifying Sites Within Traffic Impact Areas
Screenline 7:	110	<ul style="list-style-type: none"> ☐ Marinwood Shopping Center (up to 100 units) ☐ Marin Waldorf School (up to 10 units) ☐ Other qualifying sites
Screenline 8:	25	<ul style="list-style-type: none"> ☐ Venetia Valley K-8 School ☐ Other qualifying sites
Screenline 23:	163	<ul style="list-style-type: none"> ☐ College of Marin (up to 50 units) ☐ Marin General Hospital (up to 100 units if associated with reconstruction or reuse) ☐ Toussin (up to 13 units) ☐ Other qualifying sites
Screenline 22:	10	<ul style="list-style-type: none"> ☐ Oak Manor ☐ Other qualifying sites
Screenline 13:	50	<ul style="list-style-type: none"> ☐ California Park (San Rafael) ☐ Other qualifying sites
Screenline 17:	100	<ul style="list-style-type: none"> ☐ Strawberry Shopping Center ☐ Other qualifying sites
Screenline 19:	50	<ul style="list-style-type: none"> ☐ Fireside Motel
Screenline 21:	150	<ul style="list-style-type: none"> ☐ Marin City Shopping Center ☐ Other qualifying sites
	Total: 658	Total Potential HOD Units including Density Bonus Units

CD-2.d

Implement the Housing Overlay Designation Program. The reviewing authority may allocate HOD units to suggested qualifying sites or other qualifying sites within Traffic Impact Areas shown on Exhibit 5.0-16. The number of HOD units shall be a density bonus and shall be an alternative to any density bonus authorized by State law; project sponsors may elect to proceed pursuant to either the HOD density bonus or State law density bonus. Housing Overlay units within identified Traffic Screenlines may be allocated to suggested HOD sites listed in Exhibit 5.0-15 if the HOD project meets the following standards:

- 1) Developer is encouraged to undertake a community based planning process.
- 2) Developer is encouraged to maintain ownership interest in the project.
- 3) High-quality building and site design that fits with the surrounding neighborhood and incorporates attractive and usable common/open space areas must be utilized, consistent with design guidelines.
- 4) Income levels to be consistent with the County's inclusionary requirements.

Affordability levels as follows:

For rental developments:

- i.) At least 49% of the units should be deed restricted and occupied by households whose incomes are 60% or less of area median income, adjusted for family size.

For ownership developments:

- ii.) at least 60% of the units should be deed restricted and occupied by households whose incomes are 80% or less of area median income adjusted for family size,
 - iii.) OR at least 49% of the units should be deed restricted and occupied by households whose incomes are 60% or less of area median income, adjusted for family size.
- 5) Affordable ownership and rental units shall be deed restricted in perpetuity or for a period of not less than 55 years to ensure a stock of affordable ownership and rental units.
 - 6) Housing densities of at least 25 units per acre on the portion of the site developed for housing.
 - 7) Projects that qualify for the designation and meet the affordability requirements may be entitled to development standard adjustments, such as parking, floor area ratio, height and fee reductions and other considerations.
 - 8) Additional "units" of senior housing on an HOD site may be permitted if:
 - (i) the additional "units" are affordable to low and very low below market households; and

- (ii) projected peak-hour traffic impacts of the entire project site, including the traffic impacts of the additional “units” of senior housing, fall within the maximum peak-hour traffic generated by the permissible development on the site based on a traffic study to verify reduced trips and reduced parking.
- 9) 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 are subject to discretionary approval and may require a parking study to verify reduced parking demand.
- 10) Potential impacts are mitigated to the maximum extent feasible.
- 11) Occupancy or resident preferences for HOD projects should be analyzed for appropriateness in each project, taking into consideration applicable traffic impacts, jobs/housing balance opportunities, and fair housing laws.

Application can be made by a property owner to the County for the designation of a new HOD site which meets all of the criteria identified in Policy CD-2.3. In such cases, the review authority may designate an additional HOD site and reallocate units “assigned to” HOD sites within the same Traffic Impact Area and within the 658 total HOD units. Funding shall be pursued to prepare Master Plans and related environmental review documents to facilitate development on HOD sites.

The County’s inclusionary housing ordinance (Marin County Code Chapter 22.22) shall be amended to exempt from inclusionary housing requirements any project developed with an HOD density bonus.

The inclusion of workforce housing, especially for very low- and low-income households and for special needs housing, will be strongly encouraged at the time of commercial or other expansion and major remodeling proposals.

Attachment 2

Policy SV-2.5 - St. Vincent's and Silveira Options from

PC Recommended Draft CWP

- SV-2.5. Establish Land Use Categories.** The St. Vincent's/Silveira area is assigned the Planned Designation—Agricultural and Environmental Resource Area land use category. Potential uses include agriculture and related uses, residential development, education and tourism, places of worship, institutional, and small-scale hospitality uses, as described more fully in Policy SV-2.3.
- Option 1 In addition to existing uses, a combined total of 221 dwelling units may be allowed consisting of up to 121 market rate dwelling units plus up to 100 additional dwelling units for very low and/or low income households. Within these standards, the Master Plan approval process will determine the specific types and amounts of development suitable for these properties taking into consideration environmental constraints and the community benefits associated with providing higher levels of housing affordable to low and very low income persons and smaller residential unit sizes. Pursuant to the PD-Agricultural and Environmental Resource Area land use category, non-residential uses may be permitted in lieu of some dwelling units, provided that the impacts of the non-residential development on peak hour traffic do not exceed those projected for the residential development being replaced.
- Option 2 In addition to existing uses, a combined total of 350 dwelling units may be allowed. A senior housing and care facility may be considered with a capacity to serve up to 350 residents, including a combination of apartment style and/or congregate care units at varying degrees of affordability. Only senior care units with kitchens would be considered dwelling units subject to the dwelling unit limitations. Within these standards, the Master Plan approval process will determine the specific types and amounts of development suitable for these properties taking into consideration environmental constraints and the community benefits associated with providing higher levels of housing affordable to low and very low income persons and smaller residential unit sizes. Pursuant to the PD-Agricultural and Environmental Resource Area land use category, non-residential uses may be permitted in lieu of some dwelling units, provided that the impacts of the non-residential development on peak hour traffic do not exceed those projected for the residential development being replaced.
- Option 3 In addition to existing uses, a combined total of 500 dwelling units may be allowed. A senior housing and care facility may be considered with a

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- Option 4 In addition to existing uses, a range consisting of a combined total of 221 through 500 dwelling units may be allowed. A senior housing and care facility may be considered with a capacity to serve up to 350 residents, including a combination of apartment style and/or congregate care units at varying degrees of affordability. Only senior care units with kitchens would be considered dwelling units subject to the dwelling unit limitations. Within these standards, the Master Plan approval process will determine the specific types and amounts of development suitable for these properties taking into consideration environmental constraints and the community benefits associated with providing higher levels of housing affordable to low and very low income persons and smaller residential unit sizes. Pursuant to the PD-Agricultural and Environmental Resource Area land use category, non-residential uses may be permitted in lieu of some dwelling units, provided that the impacts of the non-residential development on peak hour traffic do not exceed those projected for the residential development being replaced.

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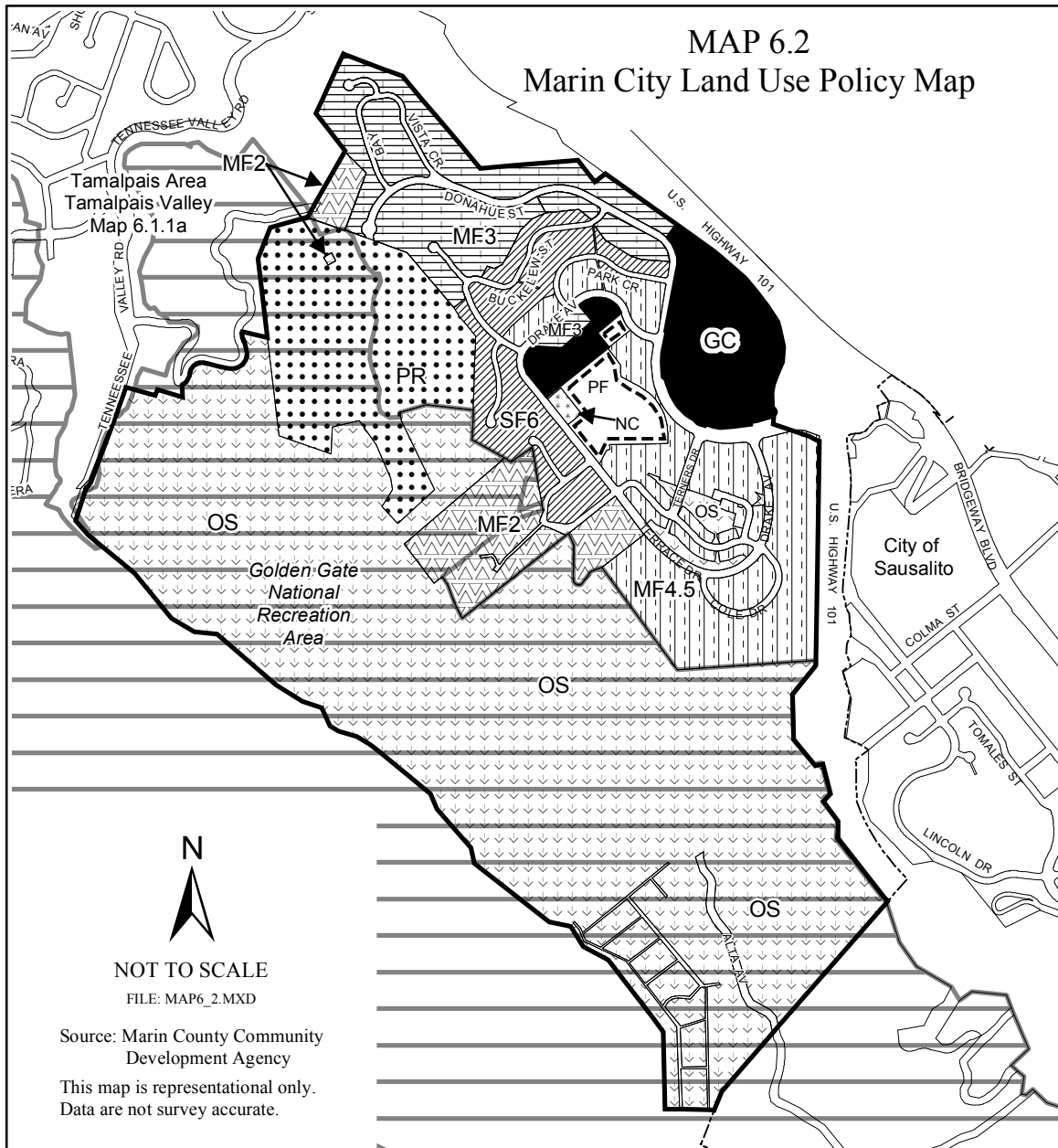
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MAP 6.2 Marin City Land Use Policy Map



Legend

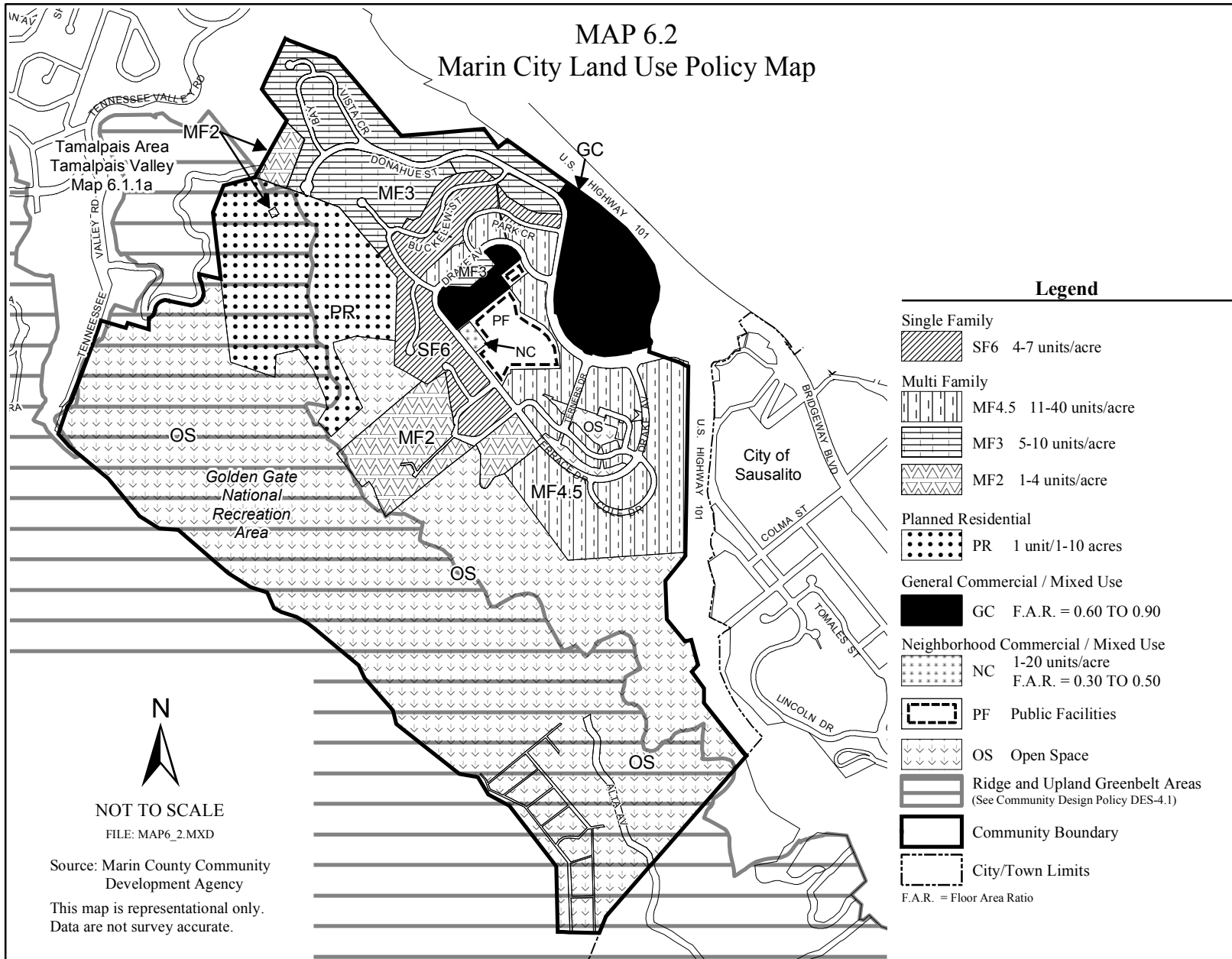
- Single Family**
 - SF6 4-7 units/acre
 - Multi Family**
 - MF4.5 11-40 units/acre
 - MF3 5-10 units/acre
 - MF2 1-4 units/acre
 - Planned Residential**
 - PR 1 unit/1-10 acres
 - General Commercial / Mixed Use**
 - GC F.A.R. = 0.60 TO 0.90
 - Neighborhood Commercial / Mixed Use**
 - NC 1-20 units/acre
F.A.R. = 0.30 TO 0.50
 - PF Public Facilities**
 - OS Open Space**
 - Ridge and Upland Greenbelt Areas (See Design Policy DES-4.1)**
 - Community Boundary**
 - City/Town Limits**
- F.A.R. = Floor Area Ratio



NOT TO SCALE
FILE: MAP6_2.MXD

Source: Marin County Community Development Agency
This map is representational only.
Data are not survey accurate.

MAP 6.2 Marin City Land Use Policy Map



Legend

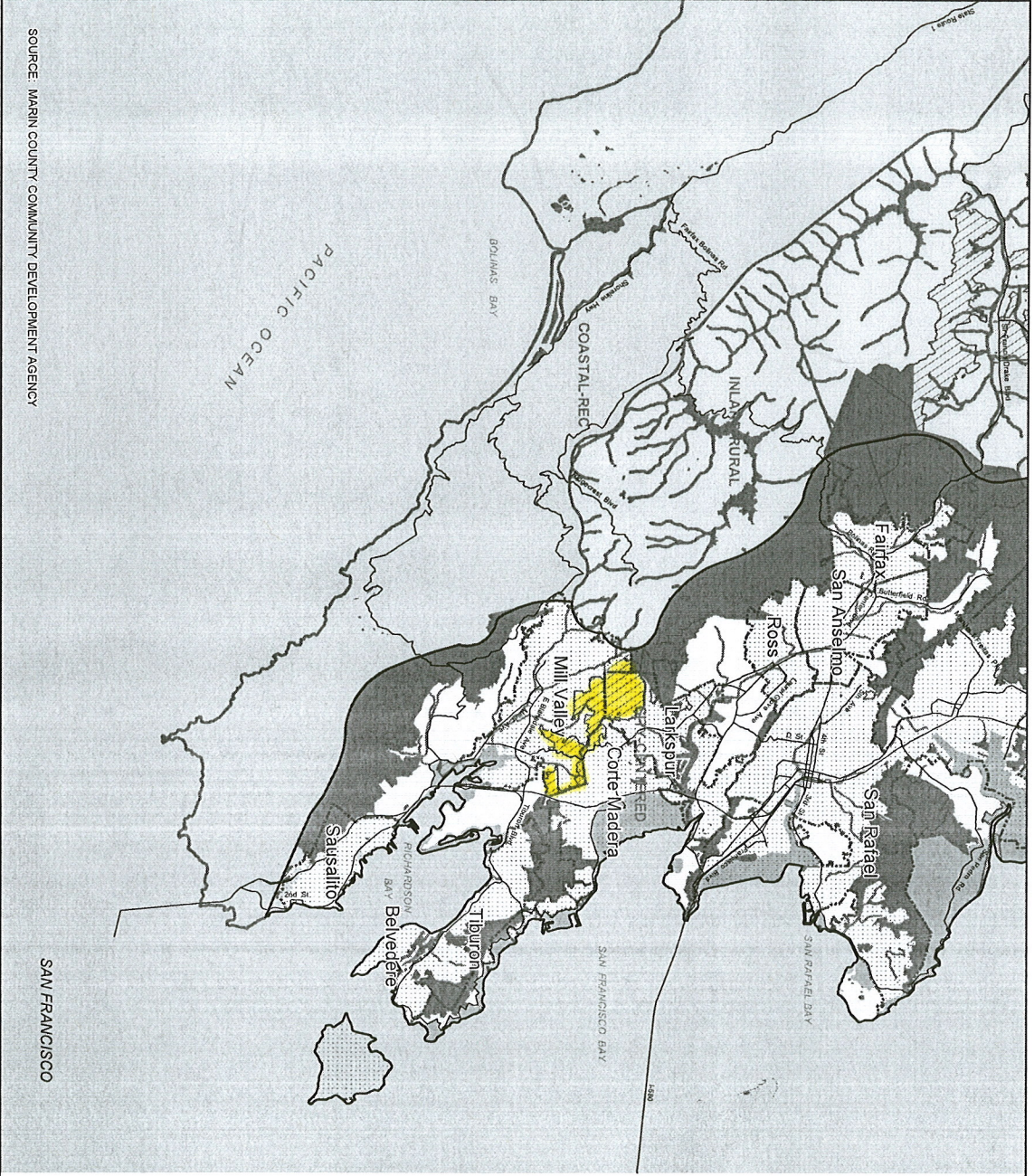
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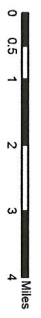
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MAP 3-1b
 ENVIRONMENTAL FEATURES
 FOCUSING DEVELOPMENT
 WITHIN THE CITY-CENTERED
 CORRIDOR



- Legend**
- City-Centered Corridor Land
 - City Boundary
 - Highways and Major Roads
 - Greenbelt Lands**
 - MALT Conservation Easements, Federal and State Parks
 - Ridge and Upland Greenbelt, Stream Conservation Areas*, Wetlands
 - Baylands Corridor
 - Inland-Rural Corridor Land
 - Coastal-Recreation Corridor Land
 - Marin County Open Space District

*Stream Conservation Areas are based only on USGS mapped streams and are not inclusive of all Stream Conservation Areas.



0 0.5 1 2 3 4 Miles

THE MAP WAS DEVELOPED FOR GENERAL PLAN PURPOSES. THE COUNTY OF MARIN IS NOT RESPONSIBLE OR LIABLE FOR THE USE OF THIS MAP FOR ANY OTHER PURPOSES.

Date: May 29, 2007 File: Env-Plan-1.mxd



SOURCE: MARIN COUNTY COMMUNITY DEVELOPMENT AGENCY