Draft "Menu of Options"
Site Inventory and Analysis
Housing Element Update
June 2011

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Introduction

The Regional Housing Needs Allocation (RHNA) is a process mandated by Stat Housing Element law (Government Code Section 65589.5) which determines the quantity and affordability of housing for which a community must plan. State housing element law focuses on both the production and geographic distribution of new housing units, and requires that each municipality strive to meet their "fair share" of the regional need for low- and moderate-income housing. This regional allocation process begins with the California Department of Housing and Community Development (HCD) which assigned the Bay Area a housing needs allocation of 214,500 units for the 2007-2014 planning period, using the state department of Finance household growth projections. Of this figure, 4,882 units were allocated to Marin County as a whole by the Association of Bay Area Governments (ABAG) and of that figure, Sausalito was specifically allocated 165 units for the 2007-2014 planning period. In addition, since the City of Sausalito did not adopt an updated housing element in the 1999-2006 planning period to address the 1999-2006 RHNA allocations, the city must carry forward the 207 unit allocation from that period into the current 2007-2014 planning period, to give a total allocation of 372 units. It is important to remember that the City is only able to count the number of dwelling units that are expected to be accommodated within the planning period (i.e., through 2014).

Table 1 below summarizes Sausalito's total RHNA by income group. It should be stressed that Sausalito is required to demonstrate that 372 units distributed as shown among the various income groups can be accommodated.

Table 1: 1999-2006 and 2007-2014 RHNA

Regional Housing Needs Assessment (RHNA)					
	Very Low 50% or Less of County Median Income	**Low** 51-80% of County Median Income	**Moderate** 81-120% of County Median Income	**Above Moderate**	**Total**
1999-2006 RHNA	36	17	50	104	207
2007-2014 RHNA	45	30	34	56	165
TOTAL NEED:	**81**	**47**	**84**	**160**	**372**

Attachment I lists possible strategies that the city could adopt to meet the RHNA. This list was compiled to include ideas carried forward from the previous housing element process and well as other suggestions made by property owners, residents, other interested parties and City staff. It is the goal of this document to analyze strategies A through H listed in **Attachment I** to determine if the RHNA outlined in Table 1 can be accommodated through 2014 using these strategies.

For certain of these strategies, three approaches are provided – a light, medium or heavy approach—which results in different RHNA credits based on differing assumptions. As much as possible the assumptions derive from the Technical Studies, which have been approved previously by the Housing Element Task Force

Strategy A: Housing Units Built, Under Construction, or Approved for Construction 1999-Present

The first strategy credits the RHNA with any units that have been built, are under construction or have been approved for construction since 1999 and that qualify as affordable income housing. **Table 2** summarizes the potential RHNA credits achieved by this strategy. Please see the August 23, 2010 staff memo to the Housing Element Task Force entitled "Progress on Achieving Regional Housing Needs Allocation (RHNA)" for details of these credits.

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Table 2: Potential RHNA Credits for Housing Units Built, Under Construction, or Approved for Construction

Strategy	Potential RHNA Credits				
	Very Low	Low	Moderate	Above Moderate	Total
Units built, under construction or approved for construction	22	0	0	33	55

Strategy B: Vacant and Underdeveloped Land - No Rezoning

This strategy uses information from the "Vacant and Underdeveloped Land Technical Study" which was approved by the Housing Element Task Force in April 2011. It was determined that there was a potential for 73 above moderate units from vacant parcels and a potential of 364 above moderate units from undeveloped parcels, each of which would fall into the "Above Moderate" income category as shown in **Table 3**. No rezoning would be required under this strategy.

Table 3: Potential RHNA Credits from the Vacant and Undeveloped Land Technical Study

Strategy	Potential RHNA Credits				
	Very Low	Low	Moderate	Above Moderate	Total
Information from Vacant and Underdeveloped Land Technical Study	0	0	0	437	437

Strategy C: Existing Accessory Dwelling Units

In this strategy, the Housing Element identifies a program to adopt an Accessory Dwelling Unit (ADU) amnesty program in order to legalize unpermitted ADU's under certain conditions and seek credits to the RHNA for some of the existing ADUs that would become legalized.

The Housing Element Task Force approved Accessory Dwelling Unit Technical Studies on March 28, 2011 which included detailed responses from surveys sent to all property owners in Sausalito. These surveys demonstrated that 15% of Sausalito property owners have an existing ADU on their property. Applying this percentage to the 3,077 units in Sausalito with two or more bedrooms[a] yields 492 existing ADUs. Approximately 25% of owners indicated that their ADUs were built without building permits. Applying this percentage to the 492 existing ADUs yields 123 illegal ADUs that potentially could be legalized via an amnesty program. The surveys determined that approximately 40% of owners who have an existing ADU indicated that they would be able to provide off-street parking for an ADU. Applying this percentage to the 123 existing illegal ADUs yields 49 ADUs which can provide parking and could be legalized via an amnesty program under this condition. The next step was to predict the number of ADUs which could be legalized via an amnesty program within the planning period.

In this and subsequent strategies, there are three approaches ranging from a "Light" approach, where the perceived impact on the community is the least, the specific conditions/regulations pertaining to the strategy are tight and the corresponding RHNA credits low, to a "Heavy" approach, where the perceived impact to the community would be greater, the conditions/regulations relaxed and the corresponding RHNA credits higher. A “Medium” approach lies between Light and Heavy.

[a] From 2000 US Census, Table H42

In the case of existing ADUs, the various assumptions that went into each approach are detailed in **Attachment II**.

In the Light approach, the conditions are very strict:

> The ADUs must provide one off-street parking space; all development standards must be complied with (i.e., floor area, building coverage, etc.); no discount given on permitting fees.

In the Medium approach, the conditions are more relaxed:

> The ADU must provide one off-street parking space, however, there may be cases where the requirement is waived for specific reasons, such as proximity to bus route or neighborhood location; development standards may be relaxed (i.e., a small square foot discount from floor area and/or building coverage could be given so that ADU does not make parcel non-conforming); small discount given on building permit fees.

In the Heavy approach, the conditions are the most relaxed:

> Parking is not required for the ADU; ADU does not factor into building coverage or floor area; large discount given on building permit fees.

Table 4 summarizes the potential RHNA credits in each income category using the strategy of introducing an ADU amnesty program that would legalize existing ADUs using each of the three approaches. The different assumptions that were made to calculate the potential RHNA credits using each approach is given in detail in **Attachment II**.

Table 4: Potential RHNA Credits from Existing ADUs

Strategy Existing ADUs	Potential RHNA Credits				
	Very Low	Low	Moderate	Above Moderate	Total
Light	3	2	1	0	6
Medium	6	4	1	1	12
Heavy	19	15	2	2	38

It should be noted that the RHNA is a forward-looking number designed to address future housing needs. Illegal ADUs are existing units that may already serving the needs of lower-income residents in Sausalito. To count ADUs against the RHNA, the units must create a net increase in the housing stock. HCD has indicated that they will consider a strategy that credits the RHNA through an amnesty program if the City can document that the illegal units were never counted by the US Census nor permitted by the City. Therefore, the Task Force is considering this strategy as well. However, an amnesty program is not expected to yield a significant number of ADUs to credit toward the RHNA, and it should be noted, that the City has been advised by the City's Housing Element consultant, Mintier-Harnish, that there is a risk that this strategy will not be accepted by the HCD:

> *The city may be able to count ADUs that have been built since 1999, the start of the planning period. However, the ADU survey did not ask when these units were built, so the city would have to*

collect additional information from second unit owners to identify if any of the units were built since 1999.[b]

Strategy D: Future Accessory Dwelling Units

In this strategy, the Housing Element identifies a program to adopt regulations to allow ADUs. The ADU survey demonstrated that 16% of Sausalito owners would be inclined to create a new ADU if the City allowed ADUs. Applying this percentage to all properties in Sausalito yields 525 new potential ADUs. As above, three approaches were developed, Light, Medium and Heavy, based on whether parking was required, whether developed standards were imposed or relaxed etc. The conditions for each approach are detailed in **Attachment III** together with the other assumptions used. The potential RHNA credits obtained using this strategy with these differing approaches are summarized in **Table 5**.

Table 5: Potential RHNA Credits from Future ADUs

Strategy Future ADUs	Potential RHNA Credits				
	Very Low	Low	Moderate	Above Moderate	Total
Light	6	5	1	1	13
Medium	13	10	2	1	26
Heavy	81	64	9	8	162

State law allows the City to count the number of future ADUs expected to be built within the Housing Element planning period. The analysis of the potential for ADU development must rely on the following factors:

1. The number of ADUs developed in the prior planning period (i.e., 1999-2006);
2. The community need for ADUs;
3. The resources and/or incentives available that will encourage the development of ADUs; and
4. Other relevant factors as determined by the State.

Since the City adopted an ordinance in 1984 prohibiting ADUs, Sausalito does not have a track record of permitting ADUs and therefore the analysis must rely on factors 2-4. It is important to remember that the City is only able to count the number of ADUs that are expected to be accommodated within the planning period (i.e., through 2014).

There are a variety of factors to consider when predicting the number of ADUs that could be accommodated through 2014. The first is what the accessory dwelling unit regulations would look like. Strict regulations will yield fewer units to credit the RHNA. More relaxed regulations will yield a greater number of units. Accessory dwelling unit regulations would need to be carefully crafted to address the community's parking concerns. For example:

- **Parking:** Should parking be required for the accessory dwelling unit? What if parking is not available on the site? Requiring parking for each accessory dwelling unit will yield fewer ADUs to credit the RHNA.
- **Neighborhoods:** Some neighborhoods in Sausalito are less suited for ADUs due to congestion, restricted parking availability, narrow and steep streets, etc. Restricting new ADUs to specific neighborhoods will yield fewer ADUs to credit the RHNA.

[b] From Minter-Harnish's May 19, 2011 "City of Sausalito Housing Element – Preliminary Comments on Menu of Options"

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- **Development Standards:** Some communities offer floor area and/or building coverage credits to encourage the development of ADUs. Should Sausalito offer such a discount? Offering a discount may result in more ADUs to credit the RHNA.

Another factor is that building permits and water/sewer hook-up fees will be required to develop a new accessory dwelling unit. These fees can range from $20,000 to $40,000. Although building permit fees are controlled by the City, water and sewer fees are set by agencies outside of the City's control. These costs might be prohibitive to some property owners.

Taking all of these factors into account suggests that may be unrealistic to expect that the entire RHNA could be accommodated with new accessory dwelling unit regulations alone. The Task Force should consider how strong of an accessory dwelling unit strategy to pursue and how many associated ADUs could be accommodated through 2014. An accessory dwelling unit strategy may need to be coupled with other strategies to accommodate the RHNA.

Strategy E: Liveabords - Existing

Sausalito has a well-established and vibrant boating culture that plays an important role in shaping the character of the community. Many boaters have chosen to make their boats their homes. The Sausalito Zoning Ordinance allows for 10% of berths to be used for housing, and calls for half of those to be available to low and moderate income residents. However, low and moderate income liveaboards are currently not counted towards Sausalito's affordable housing quota. In 2009 a survey was conducted among the boating community and the results were described in detail in the Liveaborad Technical Study which was approved by the Housing Element Task Force on May 23, 2011. This study indicated, that the median income reported by liveaboards was approximately $42,500 and that the median cost of a berth for those surveyed was $657.50, which is significantly below the market rate for a one-bedroom apartment in Sausalito. Furthermore, the survey data suggests that the majority of liveaboards are permanent residents on their boats.

In this strategy, the goal is to show that the 2000 US Census did not count some existing unpermitted liveaboards and that the Housing Element identifies an amnesty program to legalize as many of the estimated 116 unpermitted liveaboards as possible, subject to the requirement that they not exceed 10% of each marina. Documentation would be provided to show why liveaboards should count as housing units and as providing affordable housing. **Attachment IV** details the basic assumptions, taken from the Liveaboard Technical Study, provides a Light, Medium and Heavy approach that could be adopted and shows the potential RHNA credits that could be obtained. This is summarized below in **Table 6**.

Table 6: Potential RHNA Credits from Existing Liveaboards

Strategy Existing Liveaboards	Potential RHNA Credits				
	Very Low	Low	Moderate	Above Moderate	Total
Light	23	23	23	23	92
Medium	31	31	30	0	92
Heavy	46	46	0	0	92

It should be noted, that the City has been advised by Mintier-Harnish, that there is a risk that this strategy will not be accepted by the HCD:

> *The same issues that apply to counting existing ADUs apply to existing liveabords. It is difficult, if not impossible, to count existing units against the RHNA, unless they were built within the planning period (i.e., since 1999)*[c].

Strategy F: Liveaboards - Future

In this strategy, the Housing Element would provide incentives to encourage permitted marinas to offer the remainder of their liveaboard allotment to low/moderate income households as outlined in **Attachment V** and summarized in **Table 7** below.

Table 7: Potential RHNA credits from Future Liveaboards

Strategy Future Liveaboards	Potential RHNA Credits				
	Very Low	Low	Moderate	Above Moderate	Total
Light	0	0	0	22	22
Medium	7	7	8	0	22
Heavy	11	11	0	0	22

Mintier-Harnish made the following comment regarding a future liveaboard strategy:

> *The City's strategy to count capacity for liveaboards as affordable housing is a unique strategy that HCD has probably not encountered before. This does not mean it is not a valid strategy. However, an incentive-based approach may not be adequate to convince HCD that all of the remaining liveaboard allotments will be affordable housing for lower- or moderate-income households. Since there is no evidence to support the success of incentives in creating affordable liveabords, HCD may want to see a firm commitment to creating deed-restricted affordable units*[d].

Strategy G: Rezoning - Certain Existing Residential/ Mixed Use Sites to a Higher Density

State Housing Element law requires a parcel-specific inventory of appropriately zoned, available, and suitable sites that can provide realistic opportunities for the provision of housing to all income segments within the community. Preparation of a site suitability analysis is the second step in addressing the "adequate sites" requirement. In addition to providing a listing of sites, the City must prepare an analysis that demonstrates which identified sites can accommodate housing, by income level, within the Housing Element planning period. The Task Force's job is to carefully look at each of the sites for its potential to accommodate affordable housing. During the analysis there may be constraints identified that would significantly limit the development of affordable housing. For example, a site with very steep slopes or that contains a historic building might not might not be suitable or appropriate for the development of affordable housing.

The rezoning of certain existing residential/mixed use sites to a higher density strategy involves the up-zoning of certain sites to R-3 (multi-family residential), thus providing an increased density. In addition an Affordable Housing Overlay District (AHOD) could also be applied to these sites which would provide an incentive to enhance the feasibility of an affordable housing project. The AHOD would allow

[c] From Minter-Harnish's May 19, 2011 "City of Sausalito Housing Element – Preliminary Comments on Menu of Options"
[d] From Minter-Harnish's May 19, 2011 "City of Sausalito Housing Element – Preliminary Comments on Menu of Options"

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a further 50% increase in the allowed density if the units are affordable to moderate or lower income households**. Attachment VI** list four sites that previously have been identified as candidates for this strategy, their description and constraints. These sites are also identified on **Attachment VIII** - the "Map of Candidate Sites". A light to heavy approach was also used based on input from the Housing Element Task Force as to each site's sensitivity and whether an AHOD is applied. The potential RHNA credits that might be obtained by these approaches are detailed in **Attachment VI** and summarized below in **Table 8**.

Table 8: Potential RHNA credits from rezoning certain existing residential/mixed use sites

Strategy Rezoning certain residential/mixed use sites	Potential RHNA Credits				
	Very Low	Low	Moderate	Above Moderate	Total
Light	6	6	5	0	17
Medium	26	25	24	0	75
Heavy	52	50	50	0	152

Strategy H: Rezoning Certain Existing Non-Residential Land to Allow Residential

State Housing Element law requires a parcel-specific inventory of appropriately zoned, available, and suitable sites that can provide realistic opportunities for the provision of housing to all income segments within the community. Preparation of a site suitability analysis is the second step in addressing the "adequate sites" requirement. In addition to providing a listing of sites, the City must prepare an analysis that demonstrates which identified sites can accommodate housing, by income level, within the Housing Element planning period. The Task Force's job is to carefully look at each of the sites for its potential to accommodate affordable housing. During the analysis there may be constraints identified that would significantly limit the development of affordable housing. For example, a site with very steep slopes or that contains a historic building might not might not be suitable or appropriate for the development of affordable housing.

This final strategy involves the rezoning of certain non-residential sites to residential use together with the option of applying an AHOD. At present, two sites have been identified as candidates for this strategy which are detailed in **Attachment VII,** shown on the map in **Attachment VIII** and summarized below in **Table 9**.

Table 9: Potential RHNA Credits— Rezoning Existing Non-Residential to Allow Residential

Strategy Rezoning certain non-residential sites to residential	Potential RHNA Credits				
	Very Low	Low	Moderate	Above Moderate	Total
Light	10	9	9	0	28
Medium	16	15	14	0	45
Heavy	23	22	22	0	67

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Other Options that Could be Considered

Item I (1-9) in **Attachment I** presents a list of other options that could be considered. These options are less specific, and were provided to illicit discussion and prompt direction to Staff if further analysis is needed. Some of the items on the list of other options to explore include rezoning specific open space parcels to residential uses, rezoning "on edge" R2 parcels to R3 parcels, rezoning portions of the Martin Luther King (MLK) or 630 Nevada Street sites, and rezoning Marinship areas to allow residential uses. Similar to the specific sites, each of these options may have constraints that would prohibit the development of affordable housing. For example, rezoning areas in the Marinship would require an amendment of the Marinship Specific Plan and rezoning portions of the MLK site would require a vote of the electorate. The Task Force is charged with evaluating each option. Options may be added or discarded by the Task Force. It will require detailed analysis of each of these options in the coming months, if needed, to determine their potential to yield RHNA credits.

Summary of Options

Attachment IX presents the total potential RHNA credits that can be obtained using all of Strategies A through H using the Light, Moderate or Heavy approach, compared to the RHNA allocation that was presented in **Table 1**. This analysis should provide a basis upon which the Housing Element Task Force can prioritize each strategy and approach in the coming months, with input from our residents. It should be emphasized that in that process we will have the opportunity to mix and match strategies and approaches to yield the optimum set of policy options that works for Sausalito as a whole while also fulfilling our obligation to accommodate our RHNA allocation. It should also be noted that a deficiency in the moderate category could be remedied by shifting some very low/lower units into the moderate units category.

ATTACHMENT I Candidate Strategies for Achieving the RHNA[e]

A. Housing Units Built, Under Construction, or Approved for Construction 1999-Present
B. Vacant and Underdeveloped Land—No Rezoning
C. ADUs Scenarios – Existing
D. ADUs Scenarios - Future
E. Liveaboards Scenarios - Existing
F. Liveaboards Scenarios - Future
G. Rezoning Scenarios - Existing Residential Land to a Higher Density
H. Rezoning Scenarios - Existing Non-Residential Land to Allow Residential
I. Other Options that Could be Considered

1- Rezone other Open Space (OS) Parcels to Residential Uses.
Strategy: Identify City-owned OS Parcels which may be suitable for potential residential development.

2- Rezone portions of 630 Nevada (School Site, currently zoned Public Institutional) to allow Residential Uses.
Strategy: Identify portions of the 630 Nevada Street parcel which may be suitable for potential residential development.

3- Rezone portions of MLK site (currently zoned Public Institutional) to allow Residential Uses.
Strategy: Identify portions of the MLK parcel which may be suitable for potential residential development. Would require a vote of the electorate.

4- Neighborhood Commercial (CN-2) Floor Area Policy- Allow Residential Uses in CN-2 district (policy from 2006 draft Housing Element).
Strategy: Use the 2006 draft Housing Element policy. The draft 2006 Housing Element credited 14 very low and 14 lower units as a result of this policy. Fair Traffic Initiative may need to be examined.

5- Rezone "on edge" R2 parcels to R3 (increase density).
Strategy: Identify City-owned parcels on the boundaries of R2 Zoning Districts which may be suitable for higher density residential development.

6- Develop Program for an inclusionary Housing Regulations (e.g., an affordable housing fee may be required to subdivide a parcel. This fee would go towards affordable housing projects)[f].

7- Require mitigation fees for condominium conversion projects. This fee would go towards affordable housing projects[f].

8- Regulate conversion of triplexes/duplexes to single family residences (e.g., prohibiting such conversions or require an impact fee)[f]

9- Rezone select Marinship areas to allow Residential Uses.
Strategy: The "Sausalito Waterfront and Marinship Vision" report prepared by the Waterfront and Marinship (WAM) identified specific areas for potential residential use. Two parcels located along Bridgeway were identified for potential residential use. Four parcels located further away from Bridgeway were identified for potential mixed residential/commercial use.

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[e] Strategies A-H were studied in detail
[f] Mintier-Harnish has indicated that these strategies are good programs, but cannot be used to credit the RHNA. See Minter-Harnish's May 19, 2011 "City of Sausalito Housing Element – Preliminary Comments on Menu of Options"

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ATTACHMENT II: ADUs- Existing

Strategy:
Housing Element identifies a program to adopt an ADU amnesty program to legalize unpermitted ADUs

Basic Assumptions (from ADU Technical Studies):
- 15% of properties have existing ADU
- 25% of those properties w/ ADU have an ADU without building permits
- 40% of those properties w/ ADU would be able to provide off-street parking

Strategy			Additional Assumptions	Potential RHNA Credits				
				Very Low	Lower	Moderate	Above Moderate	Total
Approach	Light	Housing Element identifies program to adopt ADU amnesty program to legalize unpermitted ADUs under *certain conditions:* Conditions are very strict: ADUs must provide one off-street parking space; all development standards must be complied with (i.e., floor area, building coverage, etc.); no discount given on permitting fees.	• Parking is a factor • One eighth of those property owners with an illegal ADU would take advantage of amnesty program within the planning period (through 2014)	3	2	1	0	6[g]
	Medium	Housing Element identifies program to adopt ADU amnesty program to legalize unpermitted ADUs under *certain conditions:* Conditions are more relaxed: ADU must provide one off-street parking space, however, there may be cases where the requirement is waived for specific reasons, such as proximity to bus route or neighborhood location; development standards may be relaxed (i.e., a small square foot discount from floor area and/or building coverage could be given so that ADU does not make parcel non-conforming); small discount given on building permit fees.	• Parking is a factor • One fourth of those property owners with an illegal ADU would take advantage of amnesty program within the planning period (through 2014)	6	4	1	1	12[h]
	Heavy	Housing Element identifies program to adopt ADU amnesty program to legalize unpermitted ADUs under *all conditions:* Parking is not required for the ADU; ADU does not factor into building coverage or floor area; large discount given on building permit fees.	• One third of those property owners with an illegal ADU would take advantage of amnesty program within the planning period (through 2014) • Parking is not a factor	19	15	2	2	38[i]

[g] The ADU survey demonstrated that 15% of Sausalito owners have an existing ADU on their property. Applying this percentage to all two bedroom or more units in Sausalito (3,077 units, from the 2000 US Census Table H42) yields 462 existing ADUs. Approximately 25% of owners indicated that their ADUs were built without building permits. Applying this percentage to the 462 existing ADUs yields 116 illegal ADUs. Approximately 40% of owners who have an existing ADU indicated that they would be able to provide off-street parking for an ADU. Applying this percentage to the 116 existing illegal ADUs yields 46 ADUs which can provide parking and could be legalized via amnesty program. Assuming that only one eighth of those property owners would take advantage of an ADU amnesty program in the planning period yields 6 ADUs legalized via an amnesty program within the planning period. The Marin Countywide Housing Element Workbook assumptions for ADU affordability were applied to the 6 amnesty ADUs.

[h] The ADU survey demonstrated that 15% of Sausalito owners have an existing ADU on their property. Applying this percentage to all two bedroom or more units in Sausalito (3,077 units, from the 2000 US Census Table H42) yields 462 existing ADUs. Approximately 25% of owners indicated that their ADUs were built without building permits. Applying this percentage to the 492 existing ADUs yields 116 illegal ADUs. Approximately 40% of owners who have an existing ADU indicated that they would be able to provide off-street parking for an ADU. Applying this percentage to the 116 existing illegal ADUs yields 46 ADUs which can provide parking and could be legalized via amnesty program. Assuming that one quarter of those property owners would take advantage of an ADU amnesty program in the planning period yields 12 ADUs legalized via an amnesty program within the planning period. The Marin Countywide Housing Element Workbook assumptions for ADU affordability were applied to the 12 amnesty ADUs.

[i] The ADU survey demonstrated that 15% of Sausalito owners have an existing ADU on their property. Applying this percentage to all two bedroom or more units in Sausalito (3,077 units, from the 2000 US Census Table H42) yields 462 existing ADUs. Approximately 25% of owners indicated that their ADUs were built without building permits. Applying this percentage to the 462 existing ADUs yields 116 illegal ADUs. Assuming that one third of those property owners would take advantage of an ADU amnesty program in the planning period yields 38 ADUs legalized via an amnesty program within the planning period. The Marin Countywide Housing Element Workbook assumptions for ADU affordability were applied to the 38 amnesty ADUs.

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ATTACHMENT III: ADUs- Future

Strategy:
Housing Element identifies a program to adopt ADU regulations to allow ADUs

Basic Assumptions (from ADU Technical Studies):
- 16% of owners without an ADU would be inclined to create a new ADU if the City allowed ADUs.
- 20% of owners indicated that they would be able to provide off-street parking for a new ADU

Strategy			Additional Assumptions	Potential RHNA Credits				
				Very Low	Lower	Moderate	Above Moderate	Total
Approach	Light	Housing Element identifies program to adopt ADU regulations to allow ADUs in *select areas* based on health and safety (i.e., emergency vehicle access) Very strict standards are placed on ADUs: each ADU must provide one off-street parking space; all development standards must be complied with (i.e., floor area, building coverage, etc.)	• One eighth of property owners would take advantage of ADU program within the planning period (through 2014)	6	5	1	1	13[j]
	Medium	Housing Element identifies program to adopt ADU regulations to allow ADUs in *specific residential Zoning Districts* based on health and safety (i.e., emergency vehicle access) Standards are placed on ADUs: each ADU must provide one off-street parking space, however, there may be cases where the requirement is waived for specific reasons, such as proximity to bus route; development standards may be relaxed (i.e., a small square foot discount from floor area and/or building coverage could be given so that ADU does not make parcel non-conforming); small discount given on building permit fees.	• One fourth of property owners would take advantage of ADU program within the planning period (through 2014)	13	10	2	1	26[k]
	Heavy	Housing Element identifies program adopt ADU regulations to allow ADUs in *all residential Zoning Districts*. Very relaxed standards are placed on ADUs: parking is not required for the ADU; ADU under a certain size does not count towards building coverage or floor area.	• One third of property owners would take advantage of ADU program within the planning period (through 2014)	81	64	9	8	162[l]

[j] The ADU survey demonstrated that 16% of Sausalito owners would be inclined to create a new ADU if the City allowed ADUs. Applying this percentage to all two bedroom or more units in Sausalito (3,077 units, from the 2000 US Census Table H42) yields 492 new potential ADUs. Approximately 20% of owners indicated that they would be able to provide off-street parking for an ADU. Applying this percentage to the 492 ADUs yields 98 ADUs. Assuming that only one eighth of those property owners would create an ADU in the planning period yields 12 ADUs. The Marin Countywide Housing Element Workbook assumptions for ADU affordability were applied to the 12 ADUs.

[k] The ADU survey demonstrated that 16% of Sausalito owners would be inclined to create a new ADU if the City allowed ADUs. Applying this percentage to all two bedroom or more units in Sausalito (3,077 units, from the 2000 US Census Table H42) yields 492 new potential ADUs. Approximately 20% of owners indicated that they would be able to provide off-street parking for an ADU. Applying this percentage to the 492 ADUs yields 98 ADUs. Assuming that only one quarter of those property owners would create an ADU in the planning period yields 25 ADUs. The Marin Countywide Housing Element Workbook assumptions for ADU affordability were applied to the 25 ADUs.

[l] The ADU survey demonstrated that 16% of Sausalito owners would be inclined to create a new ADU if the City allowed ADUs. Applying this percentage to all two bedroom or more units in Sausalito (3,077 units, from the 2000 US Census Table H42) yields 492 new potential ADUs. Assuming that only third of those property owners would create an ADU in the planning period yields 162 ADUs. The Marin Countywide Housing Element Workbook assumptions for ADU affordability were applied to the 162 ADUs.

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ATTACHMENT IV: Liveaboards- Existing

Strategy:

- Provide documentation as to why liveaboards as should count as housing units and as providing affordable housing
- Show that the 2000 Census did not count some existing unpermitted liveaboards
  - → Using block-level Census data, the 2000 Census indicated that 78 housing units were on/near waterfront
  - → Houseboats (5) +Arks (7) + Legal Liveaboards (99) =111 permitted units
  - → Unpermitted liveaboards (from 2011 count)= 116
- The Housing Element identifies amnesty program to legalize as many of the 116 unpermitted liveaboards as possible (limited to 10% of the marina)

Basic Assumptions (from Liveaboard Technical Study):

- The City and BCDC allow only 10% of a Marina's boat slips to be liveaboards
- The following Marinas do not have City or BCDC permits for liveaboards and therefore have the potential for amnesty for up to 10% of boat slips:
  - → Sausalito Yacht Harbor: 600 boat slips= 60 liveaboards
  - → Sausalito Marine Ways: 61 boat slips= 6 liveaboards
  - → Schoonmaker: 161 boat slips= 16 liveaboards
  - → Marina Plaza: 103 boat slips= 10 liveaboards

Strategy			Additional Assumptions	Potential RHNA Credits				
				Very Low	Lower	Moderate	Above Moderate	Total
Approach	Light	Legalize up to 10% of unpermitted liveaboards at unpermitted marinas[m] via an amnesty program (up to 92 liveaboards). Require an even split between all income levels.	Even split between all income levels	23	23	23	23	92
	Medium	Legalize up to 10% of unpermitted liveaboards at unpermitted marinas via an amnesty program (up to 92 liveaboards). Require that there is an even split between very low, lower and moderate (must provide an inventive, e.g., relaxation of permitting requirements, administrative process if certain standards are met).	Even split between very low, lower and moderate	31	31	30	0	92
	Heavy	Legalize up to 10% of unpermitted liveaboards at unpermitted marinas via an amnesty program (up to 92 liveaboards). Require that there is an even split between very low and lower (must provide a large inventive e.g., relaxation of permitting requirements, administrative process if certain standards are met).	Even split between very low and lower	46	46	0	0	92

[m] From Liveaboard Technical Study: Sausalito Yacht Harbor (up to 60 unpermitted liveaboards), Sausalito Marine Ways (up to 6 unpermitted liveaboards), Schoonmaker (up to 16 unpermitted liveaboards), Marina Plaza (up to 10 unpermitted liveaboards)

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Attachment V: Liveaboards- Future

Strategy:

- Provide incentives to encourage permitted marinas to offer the remainder of their liveaboard allotment to low/moderate income households

Basic Assumptions (from Liveaboard Technical Study):

- The following permitted Marinas have additional liveaboard capacity:

  → Marina Plaza= 4 additional
  → Clipper Yacht=18 additional

Strategy			Assumptions	Potential RHNA Credits				
				Very Low	Lower	Moderate	Above Moderate	Total
Approach	Light	Status quo	No changes	0	0	0	22	22[n]
	Medium	Provide incentives to encourage permitted marinas to offer the remainder of their liveaboard allotment to low/moderate income households (e.g., administrative process if certain standards are met).	Even split between very low, lower and moderate	7	7	8	0	22
	Heavy	Provide strong incentives to encourage permitted marinas to offer the remainder of their liveaboard allotment to low/moderate income households (e.g., administrative process if certain standards are met).	Even split between very low and lower	11	11	0	0	22

[n] From the Liveaboard Technical Report: Marina Plaza has 4 additional liveaboard slips and Clipper has 18 additional liveaboard slips that are not occupied

Attachment VI: Rezoning- Existing Residential/Mixed Use Sites to a Higher Density

Strategies:

- Rezone to R-3.
- Apply an Affordable Housing Overlay District (AHOD) to specific sites. The primary intent of the AHOD is to identify sites that are appropriate for affordable housing projects and apply a density bonus to help enhance the feasibility of an affordable housing project. The AHOD would allow a 50% increase in the allowed density if the units are affordable to moderate or lower income households.
- Rezone to R-3 *and* apply the AHOD

Candidate Sites:

Site Identification Number	APN	Address	Owner	Parcel Area (square feet)	Constraints	Current Zoning District	Description of Current Use	Potential Units Under Current Zoning (all Above Moderate Affordability)	Potential Units under Rezone to R-3 Zone (Maximum Density= 1 unit/ 1,500 square feet parcel area)	Potential Units under Affordable Housing Overlay District(50% density bonus if units are affordable)	
										Current	R-3
~~V-2*~~	~~065-063-12~~	~~Bridgeway~~	~~Auberge De Lydie LLC~~	~~11,903~~	~~Steep Slopes~~	~~C-C~~	~~Vacant~~	~~7~~	~~7~~	~~10~~	~~10~~
V-5	064-321-01	Lincoln Drive	50% City of Sausalito	87,643	Steep Slopes	R-2-5	Vacant	17	58	25	87
V-4	Surplus Right-of-Way	Woodward Avenue	City of Sausalito	26,392	Access off of Woodward, not Bridgeway	R-2-2.5	Vacant	9	17	13	25
~~V-6*~~	~~052-322-01~~	~~Bridgeway~~	~~Kenneth Leitch Living Trust~~	~~7,365~~	~~Very steep slopes~~	~~R-3~~	~~Vacant~~	~~4~~	~~n/a~~	~~6~~	~~n/a~~
U-1	065-242-06 and 065-242-17	Vahalla-Second Street/Bridgeway	Jon Roberts	23,088	Historic building on site- SROs might be possible	CN-1	Vacant Building, Large parking lot	15	15[o]	22[p]	22[o]
U-3	064-151-02	1757/1751 Bridgeway and 160 Filbert	T8 Ventures Sausalito LLC	18,088	Three blighted units exist on the site	R-3	Three blighted vacant units	12	n/a	18	n/a

*Pursuant to a conversation with HCD on June 20, 2011, these parcels are too small to be included on the inventory list. The parcels must yield at least 16 units in order to be considered to provide affordable housing at the default density. Therefore, the parcels will be removed from the list and not considered a part of the strategy.

Strategy			Potential RHNA Credits				
			Very Low	Lower	Moderate	Above Moderate	Total
Approach	Light	**No Lincoln Drive, No Vahalla** V-4: Zone change from R-2-2.5 to R-3 (17 units)	**6**	**6**	**5**	**0**	**17**
	Medium	**Zone Changes without AHOD** V-5: Zone change from R-2-5 to R-3 (58 units) V-4: Zone change from R-2-2.5 to R-3 (17 units)	*20* *6* **26**	*19* *6* **25**	*19* *5* **24**	*0* *0* **0**	**75**
	Heavy	**Zone Changes with AHOD** V-5: Zone change from R-2-5 to R-3 with an AHOD (87 units) V-4: Zone change from R-2-2.5 to R-3 with an AHOD (25 units) U-1: Zone change from CN-1 to R-3 with an AHOD (22 units) U-3: AHOD applied (18 units)	*29* *9* *8* *6* **52**	*29* *8* *7* *6* **50**	*29* *8* *7* *6* **50**	*0* *0* *0* **0**	**152**

[o] A zone change to R3 would allow residential on the ground floor
[p] Units required to be above ground level

Attachment VII: Rezoning- Existing Non-Residential Land to Allow Residential

Potential Strategies:

- Rezone to R-3.
- Apply an Affordable Housing Overlay District (AHOD) to specific sites. The primary intent of the AHOD is to identify sites that are appropriate for affordable housing projects and apply a density bonus to help enhance the feasibility of an affordable housing project. The AHOD would allow a 50% increase in the allowed density if the units are affordable to moderate or lower income households.
- Rezone to R-3 *and* apply the AHOD

Candidate Sites:

Site Identification Number	APN	Address	Owner	Parcel Area (square feet)	Constraints	Current Zoning District	Description of Current Use	Potential Units Under Current Zoning (all Above Moderate Affordability)	Potential Units under Rezone to R-3 Zone (Maximum Density= 1 unit/ 1,500 square feet parcel area)	Potential Units under Affordable Housing Overlay District (50% density bonus if units are affordable)	
										Current	R-3
~~V-1*~~	~~065-251-07~~	~~Sausalito~~	~~City of Sausalito~~	~~13,404~~	~~Very steep slopes~~	~~OS~~	~~Vacant~~	~~0~~	~~5~~	~~0~~	~~7~~
V-3	064-133-01	Rodeo	City of Sausalito	26,757	Heavily forested, sleep slopes	OS	Vacant	0	17	0	25
U-2	065-181-44	300 Spencer	City of Sausalito	42,745	Very Steep Slopes on Undeveloped Portion- SROs might be possible	PI	Surplus Fire Station Building	0	28	0	42

*Pursuant to a conversation with HCD on June 20, 2011, this parcels is too small to be included on the inventory list. The parcels must yield at least 16 units in order to be considered to provide affordable housing at the default density. Therefore, the parcel will be removed from the list and not considered a part of the strategy.

Strategy			Potential RHNA Credits				
			Very Low	Lower	Moderate	Above Moderate	Total
Approach	Light	**Some Zone Changes (No Open Space)** U-2: Zone change from PI to R-3 (28 units)	**10**	**9**	**9**	**0**	**28**
	Medium	**Zone Changes without AHOD** V-3: Zone change from OS to R-3 (17 units) U-2: Zone change from PI to R-3 (28 units)	*6* *10* **16**	*6* *9* **15**	*5* *9* **14**	**0**	**45**
	Heavy	**Zone Changes with AHOD** V-3: Zone change from OS to R-3 with an AHOD (25 units) U-2: Zone change from PI to R-3 with an AHOD (42 units)	*9* *14* **23**	*8* *14* **22**	*8* *14* **22**	**0**	**67**

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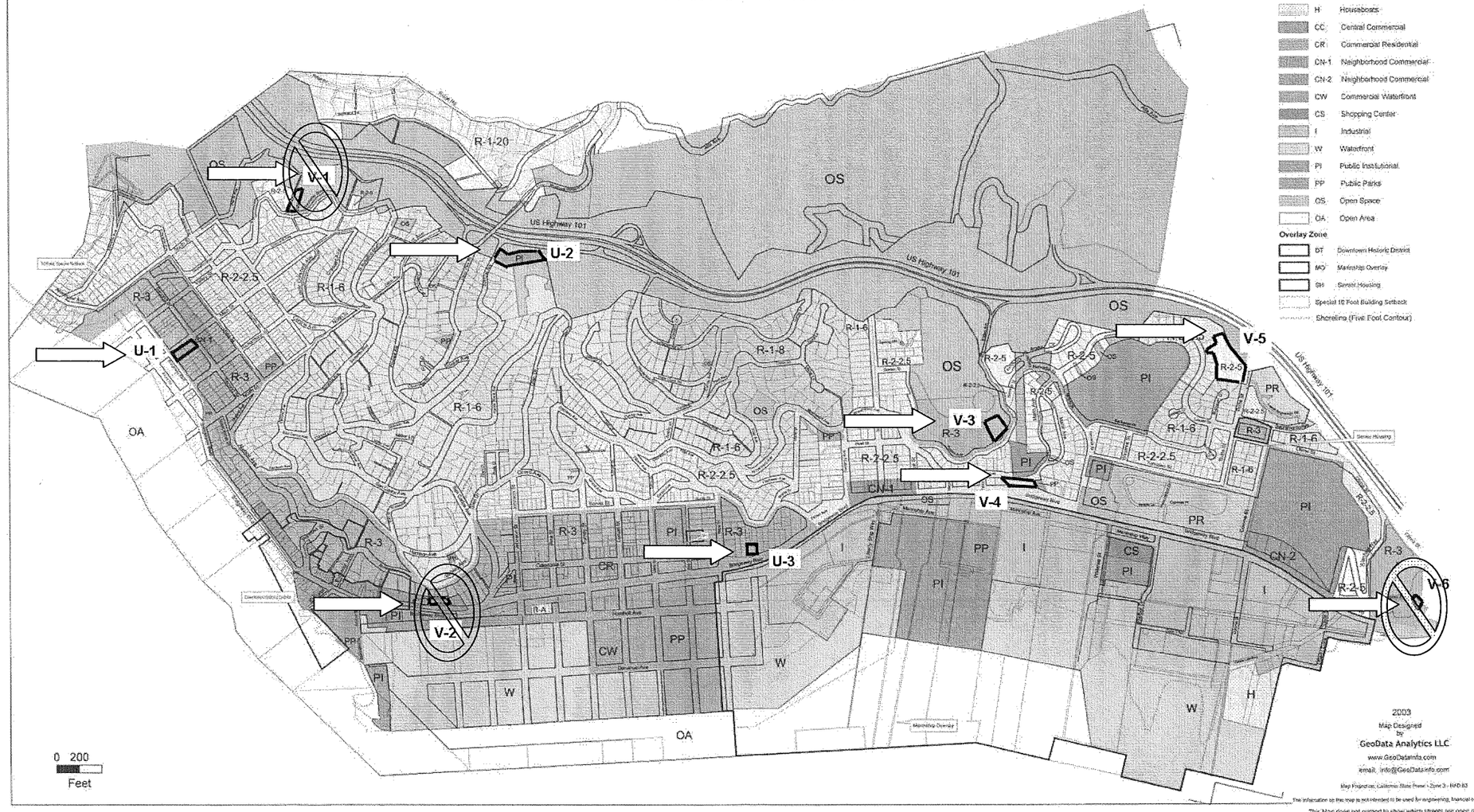
Attachment VIII **Map of Candidate Sites**

City of Sausalito

ZONING MAP

1 inch equals 400 feet



Legend

ZONING

- R-3 Multiple Family
- PR Planned Development Residential
- R-2-2.5 Two Family
- R-2-5 Two Family
- R-1-6 Single Family
- R-1-8 Single Family
- R-1-20 Single Family
- R-A Arks
- H Houseboats
- CC Central Commercial
- CR Commercial Residential
- CN-1 Neighborhood Commercial
- CN-2 Neighborhood Commercial
- CW Commercial Waterfront
- CS Shopping Center
- I Industrial
- W Waterfront
- PI Public Institutional
- PP Public Parks
- OS Open Space
- OA Open Area

Overlay Zone

- DT Downtown Historic District
- MO Marinship Overlay
- SH Senior Housing
- Special 10 Foot Building Setback
- Shoreline (Five Foot Contour)

2003
Map Designed by
GeoData Analytics LLC
www.GeoDataInfo.com
email: info@GeoDataInfo.com

Map Projection: California State Plane - Zone 3 - NAD 83

The information on this map is not intended to be used for engineering, financial or

This Map does not purport to show which streets are open or not which streets are legally accepted.

Attachment IX **Summary of Options**

RHNA				
	Very Low	Low	Moderate	Above Moderate	Total
1999-2006 RHNA	36	17	50	104	207
2007-2014 RHNA	45	30	34	56	165
TOTAL NEED:	**81**	**47**	**84**	**160**	**372**

Strategy	Option	Built, Under Construction, Approved				Vacant and Under-developed				ADU-Existing				ADU-Future				Liveaboard-Existing				Liveaboard-Future				Rezoning- Existing Residential Land to a Higher Density				Rezoning- Existing Non-Residential Land to Allow Residential				Total Needed*			
	RHNA Credits	VL	L	M	M+	VL	L	M	M+	VL	L	M	M+	VL	L	M	M+	VL	L	M	M+	VL	L	M	M+	VL	L	M	M+	VL	L	M	M+	VL	L	M	M+
	Light	22	0	0	33	0	0	0	437	3	2	1	0	6	5	1	1	23	23	23	23	0	0	0	22	6	6	5	0	10	9	9	0	11	3	50	(366)
		55				437				6				13				92				22				17				28				64			
	Medium	22	0	0	33	0	0	0	437	3	4	1	1	13	10	2	1	30	30	30	0	7	7	8	0	26	25	24	0	16	15	14	0	(35)	(43)	29	(328)
		55				437				9				26				90				22				75				45				29			
	Heavy	22	0	0	33	0	0	0	437	19	15	2	2	81	64	9	8	46	46	0	0	11	11	0	0	52	50	50	0	23	22	22	0	(171)	(161)	51	(343)
		55				437				38				162				92				22				152				67				51			

*Postive numbers are italicized, e.g. *42*, indicating a shortfall; Negative numbers are in parentheses, e.g., (42), indicating a surplus.

I:\CDD\PROJECTS - NON-ADDRESS\Housing Element\2009 Update\Draft HE 2010\Site Inventory and Analysis\Menu of Options- June 2011.docx

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