



2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

CARL GUARDINO
President & CEO

Board Officers:

STEVE MILLIGAN, Chair
Western Digital Corporation
JAMES GUTIERREZ, Vice Chair
Insikt
RAQUEL GONZALEZ, Treasurer
Bank of America
GREG BECKER, Former Chair
SVB Financial Group
STEVE BERGLUND, Former Chair
Trimble Inc.
AART DE GEUS, Former Chair
Synopsis
TOM WERNER, Former Chair
SunPower

Board Members:

BOBBY BELL
KLA-Tencor
DAWNET BEVERLEY
Donnelley Financial Solutions
GEORGE BLUMENTHAL
University of California, Santa Cruz
JOHN BOLAND
KQED
CARLA BORAGNO
Genentech
CHRIS BOYD
Kaiser Permanente
JOE BURTON
Plantronics
RAMI BRANITZKY
Sapphire Ventures
KEVIN COLLINS
Accenture
LISA DANIELS
KPMG
JENNY DEARBORN
SAP
MICHAEL ENGH, S.J.
Santa Clara University
TOM FALLON
Infirera
JOHN GAUDER
Comcast
KEN GOLDMAN
Hillspire
DOUG GRAHAM
Lockheed Martin
LAURA GUIO
IBM
STEFAN HECK
Nauto
ERIC HOUSER
Wells Fargo Bank
JULIA HU
Lark
AIDAN HUGHES
ARUP
VICKI HUFF ECKERT
PwC
MARY HUSS
SVBJ/SF Business Times
TOM KEMP
Centrify
ERIC KUTCHER
McKinsey & Company
JANET LAMKIN
United Airlines
JOHN LEDEK
BD Biosciences
JENNY LINTON
OSIsoft
ENRIQUE LORES
HP Inc.
MATT MAHAN
Brigade
TARKAN MANER
Nexenta
KEN MCNEELY
AT&T
BEN MINICUCCI
Alaska Airlines
MARY PAPAIZIAN
San Jose State University
JES PEDERSEN
Webcor Builders
ANDY PIERCE
Stryker Endoscopy
KIM POLESE
ClearStreet
RYAN POPPLE
Proterra
RUDY REYES
Verizon
BILL RUH
GE
SHARON RYAN
Bay Area News Group
RON SEGE
Echelon
DARREN SNELLGROVE
Johnson & Johnson
JEFF THOMAS
Nasdaq
JED YORK
San Francisco 49ers

Established in 1978 by
David Packard

July 12th, 2019

Design Review Board
City of South San Francisco
315 Maple Avenue
South San Francisco, CA 94080

RE: July 16th Design Review Board Meeting
South San Francisco Former PUC Site, Missouri Road

Dear Mr. Mateo, Mr. Nelson, Mr. Nilmeyer, Mr. Vieira, and Mr. Winchester,

On behalf of the Silicon Valley Leadership Group, I am writing to express our support for the Former PUC Site development proposed by AGI-KASA. Mixed-Use developments offer amenities that can cater to everyone's needs. The South San Francisco PUC Housing Development would not only address today's increasing need for additional housing but also bring childcare facilities, retail businesses, and a public park to its residents. The Leadership Group strongly supports this invitation to create a community for South San Francisco residents.

The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 330 CEOs/Senior Executives to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation. Collectively, Leadership Group members provide nearly one out of every three private sector jobs in Silicon Valley.

We are enthusiastic about the 800 new units that the 5.9-acre project provides. These homes would bring 159 much-needed affordable housing units to the South San Francisco area. A "Market Hall," consisting of 13,200 square feet of commercial space will host small local manufacturing and retail businesses. New facilities built as a part of this project will be available to its new residents but also existing residents in the area, Kaiser employees and patients, and future South San Francisco Civic Campus community members.

Additionally, this site is an ideal location for high-density housing, given its proximity to the South San Francisco BART station. The area surrounding the proposed development includes small multi-unit residential buildings, leaving the proposed project as the highest density project in the area. We commend AGI's promise to keep its projects' roofline below the overall elevation of neighboring Kaiser Hospital, preserving precious views and for working with the local community. An ample amount of public parks and open space, including pedestrian paths and bike lanes will encourage alternative modes of transportation. The project will also improve the current centennial trail, that runs atop the BART tunnel and connects to El Camino Real by bringing better lighting and fencing and adding a fitness station, as well as a picnic area.

The city of South San Francisco, like most cities in California, is in desperate need of housing at various income levels. The PUC site not only addresses our housing crisis but also works towards fostering a community feel within its residents. The Leadership Group is committed to increasing the housing supply in the Bay Area and we strongly advocate for the proposed development before you.

Sincerely,

A handwritten signature in black ink that reads "Carl Guardino".

Carl Guardino
President & CEO
Silicon Valley Leadership Group



To Whom It May Concern:

The Bay Area Housing Advocacy Coalition (BayHAC) is proud to announce its endorsement of AGI-KASA Partners' proposed project at South San Francisco's PUC site. After an extensive presentation from the project team, our Project Review Committee determined the proposal would help address crises caused by our housing shortage through creation of well-designed new homes, located near transit. The Committee would also like to highlight the various difficulties associated with maximizing the potential of the site to serve the community with housing.

Across the Bay Area, long-time residents and newcomers alike face an acute housing shortage, which has driven up prices and dragged down affordability. AGI-KASA Partners' proposed 800 new homes would transform the currently empty PUC site into desperately needed homes for people. In addition, the team's proposal for 20% subsidized affordable homes in a stand-alone building would bring even deeper levels of affordability to the community. While the 800 homes are significant, BayHAC would like to see this site's potential maximized to include 1,000 homes, moving us further toward ending our housing shortage.

Given that exhaust from personal automobiles account for approximately 25% of carbon emissions in California, encouraging transit ridership is paramount in achieving our regional sustainability goals. This project places homes within a half mile of the BART station, getting residents out of their cars, and decreasing vehicle miles traveled. Placing homes near transit, as this project does, is a primary sustainability feature as well as a transportation feature. With this in mind, BayHAC would like to see the project decrease the number of parking spaces. Parking drives up housing costs and increases congestion, undermining the project's proximity to transit.

While it is clear the proposal helps achieve regional goals, the project team is committed to the strongest community benefits package land valuation will allow for. A properly backed project would implement approximately 3 acres of open space improvements (both on the property as well as beyond the property boundaries) that would be accessible to the public. Improvements would include upgrades to Centennial Way, an outdoor plaza near a new Market Hall, new landscaped bike and pedestrian connections between Mission Road and El Camino, new recreation areas for kids and adults along Colma Creek, and new landscaping around and throughout the site. These would be provided alongside a childcare center serving 75-100 local families, makerspaces to further activate local commerce, and \$17 million in impact fees to be reinvested in the city.

The team has also laid out a vision with flexibility in the design. Flex zoning in some units would allow the site to be responsive to local demand for either makerspace retail or housing. This is evidence of a design built on the community's needs. The project team has also made an ongoing good-faith effort to engage the community and receive input. Our Committee would like to specifically commend their implementation of the "coUrbanize" platform to provide an accessible forum for transparent community interaction.

Ultimately, BayHAC is proud to support this project proposal, which will create a significant number of well-designed, well-located homes, thereby achieving both the region's goals and those of local residents.

Sincerely,

A handwritten signature in blue ink, reading "Todd David".

Todd David, *Executive Director*
Bay Area Housing Advocacy Coalition

August 13, 2019

Karyl Matsumoto, Mayor of South San Francisco
Members of the Housing Standing Committee of
the City Council and Planning Commission
City Hall, 400 Grand Ave
South San Francisco, CA, 94080



RE: South San Francisco Public Utilities Commission (SSF PUC) Site Project

Dear Mayor Matsumoto and Members of the Housing Standing Committee of the City Council and Planning Commission,

For over 60 years, Greenbelt Alliance has been the champion of places that make the Bay Area special. Greenbelt Alliance's 2017 report *At Risk: The Bay Area Greenbelt* concluded that over 293,000 acres of open space remain at risk within the next 30 years. To ease development pressure on these vital lands, we must work together to encourage smart development. Since the 1980s, we have provided an independent validation of outstanding infill development to help ensure that good development happens in the right places. Our endorsements have helped improve more than 140 neighborhoods around the region and have helped make the Bay Area a better place to live.

Greenbelt Alliance is pleased to endorse the "South San Francisco Public Utilities Commission Site"

This 806-unit, 20% affordable, mixed-use development is situated within both the South San Francisco El Camino/Chestnut Area Plan and the El Camino Real-South San Francisco Priority Development Area. With the South San Francisco BART station less than ½ mile north of the site, this is a key location for delivering good quality, high-density housing in close proximity to transit. Partitioned by Colma Creek, the project consists of three buildings including a 13,000 s.f. Market Hall intended for local production businesses, an 8,300 s.f. childcare facility, as well as thoughtful and supportive community amenities and 1.5 acres of public open space.

The South SF PUC Site will deliver a walkable and vibrant community for residents across the income spectrum, support the local economy, relieve development pressure on the region's open spaces, and offer a host of other environmental and quality of life benefits, transforming one of the largest underutilized sites in the Bay Area into a vibrant, sustainable, walkable community with homes, shops, jobs, and parks in close proximity. This project will contribute essential connections along the Centennial Trail, opening three new public entry points to the trail and showcasing a park, fitness station and playground, which will greatly benefit the surrounding neighborhood.

We encourage the City of South San Francisco to continue improving local policies to encourage sustainable, equitable development. In particular, we recommend that the city maintain their commitment to increasing both the density and affordability of new developments. As the Mission Corridor grows, it is important to increase resident's access to transit and protected trail systems. In closing, this SSF PUC project is another smart step for South San Francisco to ensure the creation of affordable homes and vibrant, walkable communities. We hope its approval will inspire communities around the Bay Area to redouble their own smart growth efforts.

Sincerely,

A handwritten signature in blue ink that reads "Adam Garcia".

Adam Garcia
Planning and Research Manager
agarcia@greenbelt.org | 1-415-543-6771 x326



August 16, 2019

Housing Standing Committee of the City Council and Planning Commission
City of South San Francisco
400 Grand Avenue
South San Francisco, CA 94080

RE: South San Francisco - Former PUC Site Project

Dear Members of the Housing Standing Committee,

On behalf of SFMade and PlaceMade, I am writing to express our support for the former PUC site development proposed by AGI-KASA Partners. Mixed-use developments such as this offers community amenities that benefit the larger neighborhood and community. AGI-KASA's project not only brings much-needed housing to South San Francisco, but also proposes a 13,200 square foot retail market hall that will support small and local manufacturing and retail businesses.

We have committed to working with AGI-KASA to bring this rich amenity to South San Francisco. We have a long working history with KASA Partners and they have been a supporter of urban manufacturing. They are now committed to bring it to South San Francisco.

SFMade's core mission is to build and support a vibrant manufacturing sector to the Bay Area that sustains companies producing locally-made products, encourages entrepreneurship and innovation, and creates employment opportunities for a diverse local workforce. PlaceMade is a sister organization of SFMade, whose mission is to secure long-term affordable industrial space for manufacturers.

We are excited by this project's vision to honor South San Francisco's rich history of manufacturing. Bringing this inspiration forward by providing industrial and commercial space opportunities for local makers could be just the beginning of creating a vibrant new core in this part of South San Francisco.

We support this project and look forward to contributing knowledge and access to our network of manufacturers, as both a resource and as potential tenants, to make this project a success.

Sincerely,

Kate Sofis
Chief Executive Officer
SFMade



2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

CARL GUARDINO
President & CEO

Board Officers:
STEVE MILLIGAN, Chair
Western Digital Corporation
JAMES GUTIERREZ, Vice Chair
Insit
RAQUEL GONZALEZ, Treasurer
Bank of America
GREG BECKER, Former Chair
SVB Financial Group
STEVE BERGLUND, Former Chair
Trimble Inc.
AART DE GEUS, Former Chair
Synopsis
TOM WERNER, Former Chair
SunPower

Board Members:
BOBBY BELL
KLA-Tencor
DAWNET BEVERLEY
Donnelley Financial Solutions
GEORGE BLUMENTHAL
University of California, Santa Cruz
JOHN BOLAND
KQED
CARLA BORAGNO
Genentech
CHRIS BOYD
Kaiser Permanente
JOE BURTON
Plantronics
RAMI BRANITZKY
Sapphire Ventures
KEVIN COLLINS
Accenture
LISA DANIELS
KPMG
JENNY DEARBORN
SAP
MICHAEL ENGH, S.J.
Santa Clara University
TOM FALLON
Infirera
JOHN GAUDER
Comcast
KEN GOLDMAN
Hillspire
DOUG GRAHAM
Lockheed Martin
LAURA GUJO
IBM
STEFAN HECK
Nauto
ERIC HOUSER
Wells Fargo Bank
JULIA HU
Lark
AIDAN HUGHES
ARUP
VICKI HUFF ECKERT
PwC
MARY HUSS
SVBJSF Business Times
TOM KEMP
Centify
ERIC KUTCHER
McKinsey & Company
JANET LAMKIN
United Airlines
JOHN LEDEK
BD Biosciences
JENNY LINTON
OSIsoft
ENRIQUE LORES
HP Inc.
MATT MAHAN
Brigade
TARKAN MAHER
Novanta
KEN MCNEELY
AT&T
BEN MINICUCCI
Alaska Airlines
MARY PAPIAZIAN
San Jose State University
JES PEDERSEN
Webcor Builders
ANDY PIERCE
Stryker Endoscopy
KIM POLESE
ClearStreet
RYAN POPPLE
Proterra
RUDY REYES
Verizon
BILL RUH
GE
SHARON RYAN
Bay Area News Group
RON SEGE
Edison
DARREN SNELLGROVE
Johnson & Johnson
JEFF THOMAS
Nasdaq
JED YORK
San Francisco 49ers

Established in 1978 by
David Packard

August 16th, 2019

House Standing Committee of the City Council and Planning Commission
Municipal Services Building
Council Chambers
33 Arroyo Drive
South San Francisco, CA

RE: Housing Standing Committee of the City Council and Planning Commission
Agenda Item 1: South San Francisco Former PUC Site, Missouri Road

Dear Mayor Matsumoto and Appointed Members Addiego, Faria, Ruiz, and Wong,

On behalf of the Silicon Valley Leadership Group, I am writing to express our support for the Former PUC Site development proposed by AGI-KASA. Mixed-Use developments offer amenities that can cater to everyone's needs. The South San Francisco PUC Housing Development would not only address today's increasing need for additional housing but also bring childcare facilities, retail businesses, and a public park to its residents. The Leadership Group strongly supports this invitation to create a community for South San Francisco residents.

The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 330 CEOs/Senior Executives to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation. Collectively, Leadership Group members provide nearly one out of every three private sector jobs in Silicon Valley.

We are enthusiastic about the 800 new units that the 5.9-acre project provides. These homes would bring 159 much-needed affordable housing units to the South San Francisco area. A "Market Hall," consisting of 13,200 square feet of commercial space will host small local manufacturing and retail businesses. New facilities built as a part of this project will be available to its new residents but also existing residents in the area, Kaiser employees and patients, and future South San Francisco Civic Campus community members.

Additionally, this site is an ideal location for high-density housing, given its proximity to the South San Francisco BART station. The area surrounding the proposed development includes small multi-unit residential buildings, leaving the proposed project as the highest density project in the area. We commend AGI's promise to keep its projects' roofline below the overall elevation of neighboring Kaiser Hospital, preserving precious views and for working with the local community. An ample amount of public parks and open space, including pedestrian paths and bike lanes will encourage alternative modes of transportation. The project will also improve the current centennial trail, that runs

atop the BART tunnel and connects to El Camino Real by bringing better lighting and fencing and adding a fitness station, as well as a picnic area.

The city of South San Francisco, like most cities in California, is in desperate need of housing at various income levels. The PUC site not only addresses our housing crisis but also works towards fostering a community feel within its residents. The Leadership Group is committed to increasing the housing supply in the Bay Area and we strongly advocate for the proposed development before you.

Sincerely,

A handwritten signature in black ink that reads "Carl Guardino".

Carl Guardino
President & CEO
Silicon Valley Leadership Group



2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

CARL GUARDINO
President & CEO

Board Officers:

STEVE MILLIGAN, Chair
Western Digital Corporation
JAMES GUTIERREZ, Vice Chair
Insikt
RAQUEL GONZALEZ, Treasurer
Bank of America
GREG BECKER, Former Chair
SVB Financial Group
STEVE BERGLUND, Former Chair
Trimble Inc.
AART DE GEUS, Former Chair
Synopsis
TOM WERNER, Former Chair
SunPower

Board Members:

BOBBY BELL
KLA-Tencor
DAWNET BEVERLEY
Donnelley Financial Solutions
GEORGE BLUMENTHAL
University of California, Santa Cruz
JOHN BOLAND
KQED
CARLA BORAGNO
Genentech
CHRIS BOYD
Kaiser Permanente
JOE BURTON
Plantronics
RAMI BRANITZKY
Sapphire Ventures
KEVIN COLLINS
Accenture
LISA DANIELS
KPMG
JENNY DEARBORN
SAP
MICHAEL ENGH, S.J.
Santa Clara University
TOM FALLON
Infirera
JOHN GAUDER
Comcast
KEN GOLDMAN
Hillspire
DOUG GRAHAM
Lockheed Martin
LAURA GUIO
IBM
STEFAN HECK
Nauto
ERIC HOUSER
Wells Fargo Bank
JULIA HU
Lark
AIDAN HUGHES
ARUP
VICKI HUFF ECKERT
PwC
MARY HUSS
SVBJ/SF Business Times
TOM KEMP
Centrify
ERIC KUTCHER
McKinsey & Company
JANET LAMKIN
United Airlines
JOHN LEDEK
BD Biosciences
JENNY LINTON
OSIsoft
ENRIQUE LORES
HP Inc.
MATT MAHAN
Brigade
TARKAN MANER
Nexenta
KEN MCNEELY
AT&T
BEN MINICUCCI
Alaska Airlines
MARY PAPAIZIAN
San Jose State University
JES PEDERSEN
Webcor Builders
ANDY PIERCE
Stryker Endoscopy
KIM POLESE
ClearStreet
RYAN POPPLE
Proterra
RUDY REYES
Verizon
BILL RUH
GE
SHARON RYAN
Bay Area News Group
RON SEGE
Echelon
DARREN SNELLGROVE
Johnson & Johnson
JEFF THOMAS
Nasdaq
JED YORK
San Francisco 49ers

Established in 1978 by
David Packard

July 12th, 2019

Design Review Board
City of South San Francisco
315 Maple Avenue
South San Francisco, CA 94080

RE: July 16th Design Review Board Meeting
South San Francisco Former PUC Site, Missouri Road

Dear Mr. Mateo, Mr. Nelson, Mr. Nilmeyer, Mr. Vieira, and Mr. Winchester,

On behalf of the Silicon Valley Leadership Group, I am writing to express our support for the Former PUC Site development proposed by AGI-KASA. Mixed-Use developments offer amenities that can cater to everyone's needs. The South San Francisco PUC Housing Development would not only address today's increasing need for additional housing but also bring childcare facilities, retail businesses, and a public park to its residents. The Leadership Group strongly supports this invitation to create a community for South San Francisco residents.

The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 330 CEOs/Senior Executives to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation. Collectively, Leadership Group members provide nearly one out of every three private sector jobs in Silicon Valley.

We are enthusiastic about the 800 new units that the 5.9-acre project provides. These homes would bring 159 much-needed affordable housing units to the South San Francisco area. A "Market Hall," consisting of 13,200 square feet of commercial space will host small local manufacturing and retail businesses. New facilities built as a part of this project will be available to its new residents but also existing residents in the area, Kaiser employees and patients, and future South San Francisco Civic Campus community members.

Additionally, this site is an ideal location for high-density housing, given its proximity to the South San Francisco BART station. The area surrounding the proposed development includes small multi-unit residential buildings, leaving the proposed project as the highest density project in the area. We commend AGI's promise to keep its projects' roofline below the overall elevation of neighboring Kaiser Hospital, preserving precious views and for working with the local community. An ample amount of public parks and open space, including pedestrian paths and bike lanes will encourage alternative modes of transportation. The project will also improve the current centennial trail, that runs atop the BART tunnel and connects to El Camino Real by bringing better lighting and fencing and adding a fitness station, as well as a picnic area.

The city of South San Francisco, like most cities in California, is in desperate need of housing at various income levels. The PUC site not only addresses our housing crisis but also works towards fostering a community feel within its residents. The Leadership Group is committed to increasing the housing supply in the Bay Area and we strongly advocate for the proposed development before you.

Sincerely,

A handwritten signature in black ink that reads "Carl Guardino".

Carl Guardino
President & CEO
Silicon Valley Leadership Group



Serving San Mateo, Santa Clara and San Benito Counties
Protecting Our Planet Since 1933

October 3, 2019

JulieAnn Murphy, Planning Commission Chair and Members of
South San Francisco Planning Commission
Via email: planning@ssf.net

Subject: South San Francisco PUC Project

Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter Sustainable Land Use Committee (SLU) to comment on the proposed South San Francisco PUC project. SLU is the section of local Sierra Club chapter that advocates on land use issues like major development projects. As an environmental organization working towards reducing local greenhouse gas and other emissions, we encourage the development of higher density, mixed-use development near major transit stations. We understand that you will be addressing South San Francisco PUC Project at your October 17, 2019 meeting. We would like to provide comments on that project.

As part of our efforts to encourage sustainable development we have established a set of *Guidelines for Residential, Commercial and Mixed-Use Transit Oriented Development (TOD)*. These Guidelines include a scoring system for evaluation of projects. Attached is our Guidelines and our current scoring for this project.

After reviewing the plans and meeting with the developer, the PUC proposal received a total of 125 points; however, many of those points were for features that were given to us verbally by the developer, but are not yet final until they are included in either the Plans or the Development Agreement. We consider 100 points (out of a maximum possible score of 180) a minimum for consideration for supporting a project. We will not however consider endorsing the project at this time, as we need to go through additional process steps which will require additional information.

The project scores well in all six areas of our Guidelines. I would like to highlight some of the main points below. Then provide a detailed list the projects strengths as well as opportunities for improvement.

- The project provides significant density of housing (135 units/ acre) for a very sizable amount of housing (800 units). The 20% affordable units at low and very low income is particularly helpful. A project like this is beneficial to the environment by reducing auto travel by being near public transit and having many needed services accessible by walking or bicycle. This is very valuable given the housing crisis in the Bay Area.
- The inclusion of unbundled parking, combined with a Residential Permit Parking program will further reduce auto traffic and its attendant pollution including greenhouse gas emissions. It will also help reduce local traffic congestion by reducing the number of cars that would be in the area.

- The project contains a number of features that significantly improve pedestrian and bicycle access to the area including the Centennial Trail, BART, Mission Road and El Camino Real. This further reduces local traffic impacts and provides an attractive, healthy environment for all the residents of South San Francisco.

We are pleased (based on the plans and verbal assurances by the developer) that the proposal includes:

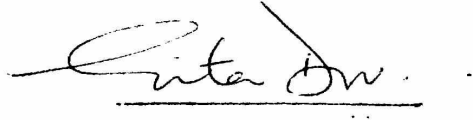
1. High density of 135 units/ acre
2. 20% affordable for low and very low income
3. Near BART and bus /shuttle lines as a TOD
4. On-site services for affordable units provided
5. Helps improve the local jobs/housing imbalance
6. Subsidize local business in the development
7. ~3 acres of public parks/open space
8. Includes pedestrian friendly sidewalks and intersections
9. Native landscaping, including Centennial Trail and Colma Creek
10. Public playgrounds and fitness stations
11. Open space done in conjunction with SSF Civic Campus planning
12. Funding of local public amenities
13. Day care facility
14. Reclaim Oak Street for community benefit
15. Bike share and repair
16. Connects to Centennial Trail system
17. Shared and unbundled parking
18. Monitored Traffic Demand Management Program
19. Lots of bicycle parking (1 per unit plus public/guest parking)
20. Expands pedestrian and bicycle paths
21. Ability to convert parking garages to other uses in future if parking demand drops
22. Electric car charging stations
23. Provides infrastructure to expand electric car charging stations in future
24. Near many local amenities (civic center, hospital, schools, shopping, restaurants, etc.)
25. All electric residential units

There are also areas where we encourage the city to seek possible additional benefits for the project.
These include:

1. Residential Permit Parking Program: It is important to implement and especially important to enforce a parking permit program, paid for by the PUC development, to protect surrounding residents from overflow parking.
2. All of the positive aspects of the development listed (1–25) above should be included in the Development Agreement or as a Condition of Approval. We urge the Commission to require that all the developer's promises be codified in the development agreement and ensure that these are in fact executed.
3. Providing subsidized transit passes for all residents for five years
4. An increased level of affordable units to 25% would also enhance the project.

We ask that you consider the information in the Guidelines and our scoring as you consider this project.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Gita Dev", is written over a horizontal line.

Gita Dev

Co-chair, Sustainable land use Committee Sierra Club Loma Prieta Chapter

Cc James Eggers, Executive Director SCLP

Gladwyn D'Souza, Chair, Conservation Committee, SCLP

SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)


THE LOMA PRIETA
CHAPTER of the



South San Francisco PUC Site

DRAFT March 27, 2019 – DCAC

To download: lomaprieta.sierraclub.org/sustain/guidelines

<p>Executive Summary</p> 	<p>The Sierra Club Loma Prieta Chapter supports vibrant, dense, walkable communities focused around transit to contain growth within the urban footprint and to reduce traffic. These communities, when well-designed, are rich with services, more walkable, bikeable, and transit-accessible, limit urban sprawl, reduce greenhouse gas and other emissions, and can provide a variety of housing types, sizes, and affordability. Transportation accounts for over half of emissions in San Mateo & Santa Clara County¹ and buildings account for an additional 39%². Reducing transportation demand, and constructing all-electric energy efficient buildings and/or retrofitting existing buildings to be all-electric energy efficient to reduce burning of fossil fuels is the most significant opportunity to meet California's climate change goals.</p> <p>The Sierra Club Loma Prieta Chapter uses these guidelines to make recommendations on residential, commercial³, and mixed-use developments within ½ mile of major transit hubs and along major transit corridors. We publish these Guidelines to make our evaluation process more transparent for residents, decision-makers, planners, and developers, and to provide a model for communities to meet State Law SB32 and SB375 climate change goals.</p> <p>Developers that are planning developments within ½ mile radius around major transit stations (i.e. Caltrain, BART, Bus Rapid Transit) and along transit corridors (i.e: El Camino Real) should focus on the following six goals:</p>	
	<p><u>Six Goals of a Residential, Commercial, or Mixed-Use TOD Development</u></p> <ul style="list-style-type: none"> Compact Development Public and Community Benefits Pedestrian Priority Transportation Alternatives Energy and Resource Efficiency Healthy Ecology for Residents' Wellbeing 	
<p>Overview of Plan Status</p>	<p>1. At what stage is the development in the City review process? Early planning? Public Input? Workshops? Staff review? Draft Plan? Draft EIR? Final EIR? Planning Commission review? City Council review? Final Plan? Other? Please describe status and upcoming applicable review dates:</p> <p><u>Planning Commission - Oct. 17</u> <u>City Council - Nov. 13, County Oversight Board - Jan. 2020</u></p> <p>2. What State Laws that could increase housing density could apply? State Density Bonus per Government Code 65915 – 65918? SB 35 (Affordable Housing development by-right)? AB 2135 (Surplus Public Land Act)? Other? Please list:</p> <p><u>300 unit project within current density allowed (No state bonus)</u> <u>state Density Bonus applicable for relief on zoning provisions.</u></p> <p>3. Does the development fall under an umbrella CEQA review that will allow individual developments within a designated Plan Area to be built "as-of-right" if they meet the Plan's zoning and environmental requirements?</p> <p><u>Area EIR for Chestnut/El Camino Real Area Plan issued 2011.</u> <u>Project within programmatic EIR, but not "as of right"</u></p>	<p>Yes or No</p>

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

	HOW TO USE THIS CHECKLIST :	SCORE
1. Compact Development <i>uses less land than conventional low-density development</i> CHOOSE PARAGRAPH a, b, or c AS APPLICABLE TO THE PROPOSED DEVELOPMENT	1. Assign each line item a score in right hand column & total the score at the end of each section 2. Minimum score required for a good plan is 100 (out of a total possible score of 180) 3. There are two mandatory items required for endorsement which are HIGHLIGHTED	
	a. 100% Housing <i>135 units / acre</i>	10
	i. Provide a minimum of 40 units per acre or more density 40 units/acre (2 pt.); 60 units (4 pt.); 80 (6 pt.); 100 (8 pt.); > 100 (10 pt.)	0 - 10
	ii. Provide a minimum of 20% or higher of the total residential units to be affordable⁴ 20% affordable (2 pt.); 40% (4 pt.); 60% (6 pt.); 80% (8 pt.); 100% (10 pt.) <i>20% affordable</i>	2 0 - 10
	iii. Provide levels of affordability that skew toward lower income levels All affordable units (AFU) @ moderate income ⁵ (2 pt.); ½ of AFU @ low ⁶ and/or very low ⁷ -income w/ ½ @ moderate income (4 pt.); ½ @ low or very low-income w/ ½ @ moderate income (6 pt.); ¼ @ low or very low income w/ ¾ @ moderate income (8 pt.); All AFU @ low or very-low income (10 pt.)	0 - 10 10
	iv. Build affordable housing on-site and not by using housing impact fees. (2 pt.)	0 or 2
	v. Mitigate residential displacement as the project is developed by: <i>No displacement</i> Providing relocation funding (or) including a "Right to Remain" Guarantee ⁹ (or) Guaranteeing existing affordable units demolished by new construction will be replaced in final development at 1:1 ratio (or) other? Describe (5 pt.)	2 0 or 5
	vi. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>Bridge Housing to provide on-site services</i>	0 - 3 1
	Total Points for Housing – Maximum Possible Score is 40 points	25
	b. 100% Commercial	
i. Assure the development will not exacerbate the region's current jobs / housing imbalance. Determine the number of jobs the project will support, then determine how many housing units are needed to house the expected number of employees by dividing the number of jobs in the project by 1.5 ⁸ . Explain how the developer will help the region meet the shortfall (e.g. build the needed housing on or off-site (or) pay an lieu housing development fee that is adequate to provide the housing off-site (or) other? Describe (10 pts.) <i>50 jobs vs 800 units</i>	10 0 or 10	
ii. Rent new commercial spaces to businesses that meet essential neighborhood needs (1 pt.)	0 or 1 1	
iii. Give priority to local and family businesses (1 pt.) <i>Below mkt rate for small local business @ Market Hall</i>	0 or 1 1	
iv. Provide local businesses displaced by new construction relocation funding and the opportunity to relocate into the new development after construction is completed (5 pt.) <i>N/A</i>	0 or 5 0	
v. Mitigate residential displacement as the project is developed by providing relocation funding (5 pt.) <i>N/A</i>	0 or 5 0	
vi. Include Retail or Community-Serving space = 10% of Ground Floor Area (1 pt.); 20% (2 pt.); 30% (3 pt.); 40% (4 pt.); 50% or greater (5 pt.) to contribute to a vibrant pedestrian environment <i>20%</i>	0 - 5 2	
vii. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>subsidize business</i>	0 - 3 1	
Total Points for Commercial – Maximum Possible Score is 30 Points	15	
c. Mixed-Use		
i. Use paragraph "a" above for housing share of mixed-use and paragraph "b" for commercial share. (Multiply points from paragraph a and b above by % share of each component [i.e. % square feet of housing + % square feet of commercial = 100% of total development]) <i>95% Res. 5% Comm</i>	25	
Total Points for Mixed-Use – Maximum Possible Score is 30 - 40 Points <i>243,328; 12,992</i>		

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

2. Public and Community

Benefits are part of a win-win development strategy to create a sense of community and help to ensure new projects result in a positive impact in the community



a. Plan for Attractive Place Making

- i. Provide public plaza(s) and/or green park(s) on-site (1 pt.) *3 acres public /open space* 0 or 1 *1*
- ii. Provide appealing street facades with concealed parking behind, underground, or on top of the building to encourage pedestrian activity and access (1 pt.) 0 or 1 *1*
- iii. Combine open space with other adjacent developments into a common public plaza or green park to work as a "place-making" setting (1 pt.), *with new Civic Center & Centinela Trail* 0 or 1 *1*
- iv. Locate ground floor retail along public sidewalks (1 pt.) *childcare + Market Hall* 0 or 1 *1*
- v. Design or improve existing sidewalks with reduced vehicle curb cuts to enhance pedestrian safety (1 pt.) *No sidewalks now* 0 or 1 *1*
- vi. Restore existing natural features on-site including creeks, wetlands, trails, wooded areas, native plants, etc. (1 pt.) *native landscaping along Centinela Trail & Colma Creek* 0 or 1 *1*
- vii. Additional innovative features - describe (1 pt. each up to 3 pts.) *Public Art, Playground, Fitness* 0-3 *3*

b. Access to Services and Amenities

- i. Access to nearby services and amenities within 1/2 mile radius such as open spaces, parks, health care, schools, recreation, day care, grocery store, and other essential community services (Assign One pt. to each service. e.g. Health Care = 1 pt.; school = 1 pt.; etc.) (Describe other services that might apply = 1 pt. each). Maximum of 10 pts. *BART, Kaiser, El Camino Real, Scripps, Banks Mission & Grand Ave* 10
0-10
- ii. Determine Walk Score⁹ for site to determine the percentage of neighborhood needs that can be met by walking
55%-64% Walk Score (1 pt.); 65%-74% (2 pt.); 75%-84% (3 pt.); 85%-94% (4 pt.); >95% (5 pt.) 2
0-5
- iii. Additional innovative features - describe (1 pt. each up to 2 pts.) *Bike share, shuttle stops* 0-2 *2*

c. Include Community Benefits¹⁰:

- i. Establish an Agreement for community benefits that ensures ongoing funding for public amenities, and guarantees project fees and taxes are allocated only to community benefits within 1/2 mile radius of the development. Amenities that may be considered as a community benefit are often chosen from a pre-determined list of alternatives, or may be negotiated between a municipality and a developer on a one-time basis (5 pt.) *CFD (Community Facilities District)* 5
0 or 5
- ii. Contribute money to maintain or upgrade public parks or trails (1 pt.) *CFD* 0 or 1 *1*
- iii. Reclaim streets for community benefits such as pedestrian-only uses (1 pt.) *Oak Ave* 0 or 1 *1*
- iv. Provide day care facility on-site (1 pt.) 0 or 1 *1*
- v. Use Transfer of Development Rights (TDR)¹¹ to protect natural features like creeks, hillsides, bay front or wooded areas by purchasing land in areas threatened by development and transferring those development rights into the proposed transit-oriented project where the receiving property can qualify for zoning exemptions (1 pt.) *N/A* 0-1 *0*
- vi. Include Sierra Club's ecological Urban Habitat Design Guidelines¹² (1 pt.) and conform to local jurisdiction's Urban Habitat Plan¹³ if available (1 pt.) 0-2 *0?*
0-3 *1*
- vii. Additional innovative features - describe (1 pt. each up to 3 pts.) *subsidize Daycare*

Total Points for Public and Community Benefits – Maximum possible score is 40

32



3. Pedestrian Priority

should be the primary goal for streets and public spaces


a. Create a Walkable Environment – Walking has many health, environmental, and economic benefits. Pedestrian priority encourages walking as the primary mode of transportation.

- i. Include pedestrian priority as the primary design criteria, with bikes and scooters second, transit third, and automobiles last (9 pt.) 0 or 9 *9*
- ii. Provide mid-block pedestrian cross walks with flashing safety lights and bulb outs connected to paseos, paths, or pass-through lobbies on-site to increase the ease of walking through the development and adjacent neighborhoods (2 pt.) 0 or 2 *2*
- iii. Provide wide pedestrian-friendly sidewalks¹⁴ that are level, well-lit (1 pt.), and include attractive, functional street furniture, art, and interesting experiences along the sidewalk to encourage walking

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

	<p>(1 pt.).</p> <p>iv. <u>Plan sidewalk and street intersections with bulb-outs to reduce street width at intersections</u> (2 pt.)</p> <p>v. <u>Provide direct connection to designated urban trail system</u> (2 pt.) <i>Centennial Trail</i></p> <p>vi. <u>Additional innovative features - describe</u> (1 pt. each up to 3 pts.) <i>New stair + bike ramps to ECR, multiple new paths for peds and bikes, New Mission Rd crosswalk</i></p>	<p>0-2 <i>2</i></p> <p>0 or 2 <i>0</i></p> <p>0 or 2 <i>2</i></p> <p>0-3 <i>3</i></p>
	<p>Total Points for Pedestrian Priority – Maximum possible score is 20</p>	<p><i>18</i></p>
<p>4. Transportation Alternatives</p> <p><i>allow residents and visitors to have options to conveniently and safely commute and run errands without a car.</i></p> 	<p>a. Reduce Parking Requirements and Reduce Incentives to Drive</p> <p>i. <u>Include reduced parking ratios to reduce the number of cars entering and exiting the site in accordance with a monitored Traffic Demand Management Program¹⁵. (TDM) program.¹⁵ must be transparent, adaptive, reported, and enforced</u> (5 pt.)</p> <p>ii. <u>Provide unbundled parking.</u> Unbundled parking (where users pay to park) is a disincentive to auto ownership which reduces the number of spaces needed and the cost to build the spaces. This construction cost savings can be passed on to tenants and home buyers as rent reduction or reduced unit cost (5 pt.)</p> <p>iii. <u>Provide shared parking on-site</u> that can make spaces available for residential parking at night and office/commercial parking during the day to reduce overall parking spaces on-site (5 pt.)</p> <p>iv. <u>Pay for the city to establish and implement a Residential Permit Parking¹⁶ program</u> for existing residential neighborhoods near or adjacent to the project to protect neighborhoods from overflow parking (5 pt.) <i>under discussion, parking enforcement funding being considered</i></p> <p>v. <u>Contract a shared parking agreement with parking facilities in nearby or adjacent developments to reduce on-site parking.</u> Often nearby developments that have unused spaces are happy to share parking with a neighbor to fill those spaces and increase income. (1 pt.) <i>TBD</i></p> <p>vi. <u>Contribute to in-lieu fees to build public satellite parking in lieu of on-site parking.¹⁷</u> This avoids prime real estate in the project being used for parking rather than housing or commercial space and can allow the developer to increase the number or size of housing units, and /or increase commercial square footage (1 pt.) <i>N/A</i></p> <p>vii. <u>Enroll the development in a local parking authority or Transportation Management Association¹⁸ (TMA) that can direct resources to reduce parking demand and allow reduced on-site parking</u> (1 pt.)</p> <p>viii. <u>Bus stop located immediately adjacent to, or on-site</u> (1 pt.) <i>working to get</i></p> <p>ix. <u>Provide designated pick-up and drop-off spaces for last-mile shuttles and Transportation Network Companies (TNC) such as Uber & Lyft, that provide alternative mobility options</u> (1 pt.)</p> <p>x. <u>Include car share within, or immediately adjacent to the development</u> (1 pt.)</p> <p>xi. <u>Plan new above-ground parking garages to be designed to be convertible to other uses in the future if parking demand drops due to new technologies</u> (1 pt.)</p> <p>b. Plan for Bicycle and Scooter Convenience</p> <p>i. <u>Help implement the City's Bicycle Master Plan by connecting on-site bike routes to existing bike routes, or building missing portions of bicycle routes near, or adjacent to the development</u> (1 pt.)</p> <p>ii. <u>Provide one free bike parking space per housing unit in gender safe, visible, well-lit area</u> (1 pt.)</p> <p>iii. <u>Require 25% bike-to-car parking ratio for guest and public parking</u> (1 pt.)</p> <p>iv. <u>Provide signage and direct connection to designated bike lanes, routes, or paths to create a "way-</u></p>	<p>0 or 5 <i>5</i></p> <p>0 or 5 <i>5</i></p> <p>0 or 5 <i>5</i></p> <p>0 or 5 <i>1</i></p> <p>0 or 1</p> <p>0 or 1 <i>0</i></p> <p>0 or 1 <i>0</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p>

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

	<p>finding¹⁹ system for pleasant and safe bike use, storage, and travel (1 pt.)</p> <p>v. Provide bike share and/or scooter-share on, or immediately adjacent to the site (1 pt.)</p> <p>vi. Provide incentives for bicycle use (on-site showers, lockers, bike repair areas, etc. (1 pt.)</p> <p>c. Plan for Public Transit</p> <p>i. Provide incentives for transit use including transit passes²⁰ provided or subsidized by the developer to residents and by businesses to employees for a minimum of five years (2 pt.)</p> <p>ii. Provide or support public shuttles to the development financed by the developer, through development fees, or participation in a Community Benefit District²¹ (2 pt.)</p> <p>iii. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>bike repair,</i></p>	<p>0 or 1 1</p> <p>0 or 1 1</p> <p>0 or 2 0</p> <p>0 or 2 1</p> <p>0-3 1</p>
	Total Points for Transportation Alternatives – Maximum possible score is 40	28
<p>5. Energy and Resource Efficiency <i>provide healthy work and living environments with a low carbon footprint</i></p>	<p>a. Plan for Resource Efficiency – Buildings account for about 39% of energy consumption nationally</p> <p>i. Plan for Zero Net Carbon (ZNC)²², e.g. solar photovoltaic panels, <i>Provisions for</i> all electric building, other (3 pt.)</p> <p>ii. Plan for Zero Net Water²³, e.g. efficient water usage, grey water and black water systems, other (3 pt.)</p> <p>iii. Plan for Zero Net Waste²⁴, e.g. recycling, sewage and waste management, other (3 pt.)</p> <p>iv. Meet LEED or LEED Equivalent construction – Gold or Platinum (1 pt.)</p> <p>v. Include electric car parking with Class 2 charging spots in 25% minimum of parking spaces (1 pt.) and include public access to electric car charging stations as a public benefit where feasible (1 pt.)</p> <p>vi. Include Low Impact Development²⁵ to improve storm water management (1 pt.) <i>Avoid 100 yr. flood</i></p> <p>vii. Deconstruct 70% or more of any existing structures being demolished (1 pt.) <i>W/A</i></p> <p>viii. Use Forest Stewardship Council (FSC) wood, recycled wood, or wood from deconstruction for 75% of the project's wood needs, including wood used during construction (1 pt.)</p> <p>ix. Comply with City's Climate Action Plan goals to ensure new construction safeguards residents' health by reducing airborne emissions (1 pt.)</p> <p>x. Install green roof(s) to insulate the roof and reduce the heat island effect (1 pt.)</p> <p>xi. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>infrastructure for future EVs</i></p>	<p>0 or 3 2</p> <p>0 or 3 0</p> <p>0 or 3 3</p> <p>0 or 1 0</p> <p>0-2 2</p> <p>0 or 1 1</p> <p>0 or 1 0</p> <p>0 or 1 1</p> <p>0 or 1 0</p> <p>0-3 1</p>
	Total Points for Energy and Resource Efficiency – Maximum possible score is 20	10
<p>6. A Healthy Ecology <i>supports resident's, guest's, and employee's health and well-being</i></p> 	<p>a. Plan to achieve a Healthy Ecology</p> <p>i. Provide sustainable landscaping²⁵ (3 pt.)</p> <p>ii. Plan for a Healthy Tree Canopy per Urban Habitat Guidelines¹² and local jurisdiction's Urban Habitat Plan¹³ if available. Plant new trees on-site and preserve and enhance the on-site and nearby existing urban tree canopy (3 pt.)</p> <p>iii. Include bird-friendly²⁶ building and site design (3 pt.)</p> <p>iv. Integrate the project with the City's master plan for Green Corridors²⁷ (3 pt.) and Wildlife Habitat Corridors²⁸ (1 pt.)</p> <p>v. Include on-site urban agriculture (2 pt.) and/or rooftop produce garden (1 pt.) to provide a local food source and a gathering space for people</p> <p>vi. Discourage harmful pesticide use for landscaping and pest control (2 pt.)</p> <p>vii. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>Native plants</i></p>	<p>0 or 3 3</p> <p>0 or 3 2</p> <p>0 or 3 1</p> <p>0-3 3</p> <p>0-3 0</p> <p>0 or 2 2</p> <p>0-3 1</p>
	Total Points for A Healthy Ecology – Maximum possible score is 20	12

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

	TOTAL POINTS FOR ALL SECTIONS: maximum possible score is 180; minimum required is 100	125

END NOTES:

- ¹ **Transportation's contribution to GHG emissions** – City of San Mateo Climate Action Plan, page IV, "Figure ES-2:2005 ----" - <https://www.cityofsanmateo.org/DocumentCenter/View/45410/San-Mateo-CAP---Adopted> , and MTC - <https://mtc.ca.gov/our-work/plans-projects/climate-change-programs/climate-initiatives-program>
- ² **Building's contribution to GHG emissions** – U.S. Green Building Council, www.usgbc.org/files/climate.pdf
- ³ **Commercial real estate** is a term used to describe any building or property purchased or operated for the purpose of creating profit. This type of property includes malls, stores, shopping centers, hotels, industrial property and office buildings.
- ⁴ **Affordable Housing** – Housing affordable to individuals and families making between 30% to 120% of Area Median Income (AMI) as defined by the U.S. Department of Housing and Urban development (HUD).
- ⁵ **Moderate Income** – 81% to 120% of AMI
- ⁶ **Low Income** – 51% to 80% of AMI
- ⁷ **Very Low Income** – 0% to 50% of AMI
- ⁸ **Healthy Jobs / Housing Balance** - According to the Building Industry Association and the California Department of Finance, a healthy jobs / housing balance is 1.5. (One full-time job and one part-time job per housing unit). Any ratio above 1.5 jobs per unit signifies there is an insufficient number of units to meet the needs of the local workforce. The EIR for the development should specify the anticipated number of jobs expected in the development and quantify the number of housing units expected to be needed to house those employees. Even if there is a numerical Jobs / Housing balance, there is often an imbalance in **Jobs / Housing Fit** (where employees have high enough income to afford the housing in their community). Jobs / Housing Fit should also be taken into consideration when reviewing new commercial developments.
- ⁹ **Walk Score** - <https://www.walkscore.com>
- ¹⁰ **Community Benefits** - may include affordable housing, living wages, local hiring, and training programs, environmental remediation, as well as funds for community programs such as shuttles, beautification, recreational, neighborhood improvements, etc.
- ¹¹ **Transfer of Development Rights** - <https://www.mass.gov/service-details/smart-growth-smart-energy-toolkit-modules-transfer-of-development-rights-tdr>
- ¹² **Urban Habitat Design Guidelines** - <https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/Urban%20Habitat%20Design%20Guidelines%20-%20Sierra%20Club%20Loma%20Prieta%20Sept%202018.pdf>
- ¹³ **Urban Habitat Plan** – Local jurisdiction's tree and natural habitat master plan if available. A good example is the Palo Alto Urban Forest Master Plan . <https://www.cityofpaloalto.org/gov/depts/pwd/trees/ufmp.asp>
- ¹⁴ **Pedestrian-Friendly Sidewalks** – Minimum width 7', level, with planting strip if directly adjacent to moving traffic, designed for enhancing and encouraging pedestrian traffic and pedestrian priority.
- ¹⁵ **Traffic Demand Management Program** – e.g. The City of San Carlos requires TDM for residential projects over a certain size and includes a good description of TDM in its zoning code at: www.codepublishing.com/CA/SanCarlos/html/SanCarlos18/SanCarlos1825.html#18.25 ; See also Wikipedia TDM Toolkit - https://en.wikipedia.org/wiki/Transportation_demand_management#Demand_management_toolbox
- ¹⁶ **Residential Parking Permit** – City parking restriction program to protect residential area street parking, for use primarily by area residents.
- ¹⁷ **Satellite Parking** – Some cities, such as Portland, Oregon have low or no parking requirements in downtown buildings because the city provides public parking structures, in preferred locations, using "in-lieu" developer fees.
- ¹⁸ **Traffic Management Association** – is a non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. They are generally public-private partnerships, consisting primarily of area businesses with local government support.
- ¹⁹ **Way-finding System**- Signage and other visual cues to help people move through a city and feel comfortable doing that because of the way-finding design
- ²⁰ **Bulk Transit Passes** – Caltrain "Go Pass" http://www.caltrain.com/Fares/tickettypes/GO_Pass.html ; SamTrans "Way2Go" http://www.samtrans.com/fares/faretypes/Way2Go_Program.html
- ²¹ **Community Benefit District** - Established to monitor and enforce a Community Benefit Agreement
- ²² **Zero Net Carbon (ZNC)** – A zero net carbon building meets all its energy needs from zero-carbon sources such as solar or wind to reduce GHG emissions. <http://www.sanjoseca.gov/index.aspx?NID=6150>

SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL, COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)

See also *Guide for 2020 update of California Building Code for new Residences* - <https://energycodeace.adobeconnect.com/aia-zne-guide>

²³ **Zero Net Water** – Zero Net Water is an analogous concept to Zero Net Carbon. Through a combination of rainfall harvesting, aggressive conservation, and water recycling, buildings can achieve self-sufficiency from the water “grid”

²⁴ **Zero Net Waste** – Zero Waste is a philosophy that encourages the redesign of resource life cycles so that all products are reused. The goal is no trash to be sent to landfills, incinerators, or the ocean. <https://sfenvironment.org/zero-waste-in-SF-is-recycling-composting-and-reuse>

²⁵ **Sustainable Landscaping** - Sustainable landscaping is in balance with the local climate and requires minimal resource inputs, such as fertilizer, pesticides, gasoline, time, and water, is re-generative, and can actively contribute to the development of healthy communities. Sustainable landscapes sequester carbon, clean the air and water, increase energy efficiency, restore habitats, and create value through significant economic, social and environmental benefits.

²⁶ **Bird Friendly Design** - Reduce building reflectivity, light pollution, transparency, etc. to prevent bird collisions with glazing <https://www.go-gba.org/resources/green-building-methods/bird-friendly-design/>

²⁷ **Green Corridors** – provide green linkages throughout a city and green infrastructure to support a healthy ecology. Sierra Club Green Urban Corridors - <https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/webpage-under%20constr%20green%20corridors%203-21-19.pdf>

From: [Cotla, Patricia](#)
To: [Rozzi, Tony](#); [Mehra, Sailesh](#)
Subject: FW: PUC lot
Date: Monday, October 7, 2019 11:31:16 AM

FYI

-----Original Message-----

From: Ed Swain [<mailto:edswain60@gmail.com>]
Sent: Friday, October 4, 2019 6:33 PM
To: SSFPlanning
Subject: PUC lot

In 2018 the city council said the apartments would be three stories to five stories and all of the citizens were behind that development. The council picked AGI out of six developers because they build towers. then AGI changed it to eight stories to make more money on their investment, this development should not be more than six stories just like the development on the car wash site, and a city official told me that they could build six stories because there are no houses near it. All apartments and condominiums next to the PUC site are three stories, all buildings on mission road are three stories but the city changed the zoning for the PUC lot. The city and developers do not care about the citizens living next to it , the apartments should be six stories high to match the car wash site . Please will anyone listen to the citizens. Thank you Ed swain

October 9, 2019

Ms. JulieAnn Murphy, Chair
Planning Commission
City of South San Francisco
400 Grand Avenue
South San Francisco, California 94080

RE: Support for AGI Avant Proposal for development of PUC Site

Dear Chair Murphy and Commissioners,

We are writing to support the AGI Avant Proposal for the development of the PUC site. AGI has reached out to our initiative, Build Up for San Mateo County's Children, for advice on including a quality, sustainable child care center in the development that would meet pressing community needs. Our understanding is that they are able to provide this amazing community benefit within their current proposal that conforms to the City's current zoning/density requirements. We are pleased the proposed project makes it **economically feasible for them to provide space for child care and** affordable housing units. Housing and child care costs combined can make up more than half of the average family's household budget in San Mateo County.

The issue of child care intersects with community development and the needs of South San Francisco's residents in several ways. High-quality affordable child care and preschool, conducted in appropriate facilities, is a critical support to working families. Furthermore, high quality early childhood education has been shown to improve the school readiness of children, allowing them to do better in school and potentially close achievement gaps. Lastly, child care and early learning are a steady source of employment for workers in our community and early learning programs contribute to the economic vitality of the area.

Prioritization for the development of an affordable, high-quality child care facility as a public benefit to be included in the PUC site development would be a critical support to address the community needs.

If you would like further information on Build Up SMC or the need for child care and preschool facilities, please contact us at 650.517.1436 or cpadilla@sanmateo4cs.org.



Christine Padilla

Christine Padilla
Director, Build UpSMC



David Fleishman
Executive Director, 4Cs of San Mateo County



2001 Gateway Place, Suite 101E
San Jose, California 95110
(408)501-7864 svlg.org

CARL GUARDINO
President & CEO

Board Officers:

STEVE MILLIGAN, Chair
Western Digital Corporation
JAMES GUTIERREZ, Vice Chair
Insikt
RAQUEL GONZALEZ, Treasurer
Bank of America
GREG BECKER, Former Chair
SVB Financial Group
STEVE BERGLUND, Former Chair
Trimble Inc.
AART DE GEUS, Former Chair
Synopsis
TOM WERNER, Former Chair
SunPower

Board Members:

BOBBY BELL
KLA-Tencor
DAWNET BEVERLEY
Donnelley Financial Solutions
GEORGE BLUMENTHAL
University of California, Santa Cruz
JOHN BOLAND
KQED
CARLA BORAGNO
Genentech
CHRIS BOYD
Kaiser Permanente
JOE BURTON
Plantronics
RAMI BRANITZKY
Sapphire Ventures
KEVIN COLLINS
Accenture
LISA DANIELS
KPMG
JENNY DEARBORN
SAP
MICHAEL ENGH, S.J.
Santa Clara University
TOM FALLON
Infirera
JOHN GAUDER
Comcast
KEN GOLDMAN
Hillspire
DOUG GRAHAM
Lockheed Martin
LAURA GUIO
IBM
STEFAN HECK
Nauto
ERIC HOUSER
Wells Fargo Bank
JULIA HU
Lark
AIDAN HUGHES
ARUP
VICKI HUFF ECKERT
PwC
MARY HUSS
SVBJ/SF Business Times
TOM KEMP
Centrify
ERIC KUTCHER
McKinsey & Company
JANET LAMKIN
United Airlines
JOHN LEDEK
BD Biosciences
JENNY LINTON
OSIsoft
ENRIQUE LORES
HP Inc.
MATT MAHAN
Brigade
TARKAN MANER
Nexenta
KEN MCNEELY
AT&T
BEN MINICUCCI
Alaska Airlines
MARY PAPAZIAN
San Jose State University
JES PEDERSEN
Webcor Builders
ANDY PIERCE
Stryker Endoscopy
KIM POLESE
ClearStreet
RYAN POPPLE
Proterra
RUDY REYES
Verizon
BILL RUH
GE
SHARON RYAN
Bay Area News Group
RON SEGE
Echelon
DARREN SNEELGROVE
Johnson & Johnson
JEFF THOMAS
Nasdaq
JED YORK
San Francisco 49ers

Established in 1978 by
David Packard

October 9, 2019

Planning Commission
City of South San Francisco
400 Grand Ave
South San Francisco, CA 94080

RE: South San Francisco Former PUC Site, Missouri Road

Dear Chair Murphy, Vice-Chair Wong, Commissioners Shihadeh, Tzang, Faria, Evans, and Bernardo.

On behalf of the Silicon Valley Leadership Group, I am writing to express our support for the Former PUC Site development proposed by AGI-KASA. Mixed-Use developments offer amenities that can cater to everyone's needs. The South San Francisco PUC Housing Development would not only address today's increasing need for additional housing but also bring childcare facilities, retail businesses, and a public park to its residents. The Leadership Group strongly supports this invitation to create a community for South San Francisco residents.

The Silicon Valley Leadership Group was founded in 1978 by David Packard, Co-Founder of Hewlett Packard. Today, the Leadership Group is driven by more than 330 CEOs/Senior Executives to proactively tackle issues to improve our communities and strengthen our economy, with a focus on education, energy, the environment, health care, housing, tax policy, tech & innovation policy, and transportation. Collectively, Leadership Group members provide nearly one out of every three private sector jobs in Silicon Valley.

We are enthusiastic about the 800 new units that the 5.9-acre project provides. These homes would bring 158 much-needed affordable housing units to the South San Francisco area. A "Market Hall," consisting of 13,200 square feet of commercial space will host small local manufacturing and retail businesses. New facilities built as a part of this project will be available to its new residents but also existing residents in the area, Kaiser employees and patients, and future South San Francisco Civic Campus community members.

Additionally, this site is an ideal location for high-density housing, given its proximity to the South San Francisco BART station. The area surrounding the proposed development includes small multi-unit residential buildings, leaving the proposed project as the highest density project in the area. We commend AGI's promise to keep its projects' roofline below the overall elevation of neighboring Kaiser Hospital, preserving precious views and for working with the local community. An ample amount of public parks and open space, including pedestrian paths and bike lanes will encourage alternative modes of transportation. The project will also improve the current centennial trail that runs atop the BART tunnel and connects to El Camino Real by bringing better lighting and fencing and adding a fitness station as well as a picnic area.

The city of South San Francisco, like most cities in California, is in desperate need of housing at various income levels. The PUC site not only addresses our housing crisis but also works towards fostering a community feel within its residents. The Leadership Group is committed to increasing the housing supply in the Bay Area and we strongly advocate for the proposed development before you.

Sincerely,

A handwritten signature in black ink that reads "Carl Guardino".

Carl Guardino
President & CEO
Silicon Valley Leadership Group



October 9, 2019

Chair JulieAnn Murphy
Vice-Chair Alan Wong
Commissioner Sam Shihadeh
Commissioner Alex Tzang
Commissioner Norm Faria
Commissioner Michele Evans
Commissioner Robert Bernardo

City of South San Francisco
400 Grand Ave.
South San Francisco, CA 94080

Re: Support - AGI-KASA proposal

Dear Chair Murphy, Vice-Chair Wong, Commissioner Shihadeh, Commissioner Tzang, Commissioner Faria, Commissioner Evans and Commissioner Bernardo:

On behalf of the **Housing Leadership Council of San Mateo County (HLC)**, I am writing to express our support for the AGI-KASA proposal. We work with communities and their leaders to create and preserve quality affordable homes. Earlier this year, we hosted a meeting for several residents of South San Francisco, to give us feedback on the AGI-KASA proposal. The result was unanimous support and excitement for these much-needed homes. With 803 transit-oriented homes, 161 of them affordable, the AGI-KASA proposal has our full endorsement.

We urge you to support the AGI-KASA proposal, in its current form, in order to meet the pressing need for new homes. By moving this development forward, the Planning Commission will move toward an inclusive, equitable, and sustainable future, where all residents in South San Francisco can have access to quality, affordable homes.

We are thrilled that this transit oriented proposal contains 20% below market rate, deed-restricted homes, at uniquely deep levels of affordability. The opportunity for this proposal is rare and should not be wasted when land is so scarce. **Because this proposal is on public, former Redevelopment Agency land, it should be approved at its current density.** By providing both market-rate and deeply affordable units, while maximizing the potential of the public land, South San Francisco takes a crucial step in preventing local displacement by providing homes to those who are already working here, as well as the city's most vulnerable residents. The additional benefits of childcare, open space improvements, and proximity to transit provide a great addition to desperately needed housing. Our numerous South San Francisco members are excited to support such a high-quality proposal in their community and ask you to move the AGI-KASA proposal forward without delay. Thank you for your courage and leadership on this proposal.

Sincerely,

Alexander Melendrez, Organizer

October 9, 2019

JulieAnn Murphy, Planning Commission Chair and
Members of South San Francisco Planning Commission
City Hall, 400 Grand Ave
South San Francisco, CA, 94080

RE: South San Francisco Public Utilities Commission (SSF PUC) Site Project



Dear Chair Murphy and Members of the South San Francisco Planning Commission,

For over 60 years, Greenbelt Alliance has been the champion of places that make the Bay Area special. Greenbelt Alliance's 2017 report *At Risk: The Bay Area Greenbelt* concluded that over 293,000 acres of open space remain at risk within the next 30 years. To ease development pressure on these vital lands, we must work together to encourage smart development. Since the 1980s, we have provided an independent validation of outstanding infill development to help ensure that good development happens in the right places. Our endorsements have helped improve more than 140 neighborhoods around the region and have helped make the Bay Area a better place to live.

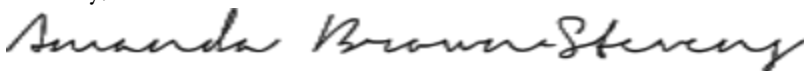
Greenbelt Alliance is pleased to endorse the "South San Francisco Public Utilities Commission Site"

This 800-unit, 20% affordable, mixed-use development is situated within both the South San Francisco El Camino/Chestnut Area Plan and the El Camino Real-South San Francisco Priority Development Area. With the South San Francisco BART station less than ½ mile north of the site, this is a key location for delivering good quality, high-density housing in close proximity to transit. Partitioned by Colma Creek, the project consists of three buildings including a 13,000 s.f. Market Hall intended for local production businesses, an 8,300 s.f. childcare facility, as well as thoughtful and supportive community amenities and 1.5 acres of public open space.

The South SF PUC Site will deliver a walkable and vibrant community for residents across the income spectrum, support the local economy, relieve development pressure on the region's open spaces, and offer a host of other environmental and quality of life benefits, transforming one of the largest underutilized sites in the Bay Area into a vibrant, sustainable, walkable community with homes, shops, jobs, and parks in close proximity. This project will contribute essential connections along the Centennial Trail, opening three new public entry points to the trail and showcasing a park, fitness station and playground, which will greatly benefit the surrounding neighborhood.

We encourage the City of South San Francisco to continue improving local policies to encourage sustainable, equitable development. In particular, we recommend that the city maintain their commitment to increasing both the density and affordability of new developments. As the Mission Corridor grows, it is important to increase resident's access to transit and protected trail systems. In closing, this SSF PUC project is another smart step for South San Francisco to ensure the creation of affordable homes and vibrant, walkable communities. We hope its approval will inspire communities around the Bay Area to redouble their own smart growth efforts.

Sincerely,

A handwritten signature in dark ink that reads "Amanda Brown-Stevens".

Amanda Brown-Stevens
Chief Executive Officer

abrownstevens@greenbelt.org | (510) 816-2978

From: [Greenwood, Alex](#)
To: [Mehra, Sailesh](#); [Rozzi, Tony](#); [Selander, Nell](#); [Lappen, Mike](#)
Subject: Fwd: PUC Development
Date: Wednesday, October 9, 2019 6:25:05 PM

FYI.... please let me know if this letter should be forwarded to PC and/or CC...

Begin forwarded message:

From: "Futrell, Mike" <Mike.Futrell@ssf.net>
Date: October 9, 2019 at 6:08:08 PM PDT
To: "Greenwood, Alex" <Alex.Greenwood@ssf.net>
Subject: Fwd: PUC Development

FYI

Sent from my iPad

Begin forwarded message:

From: Catherine Rosaia <cmrosaia@yahoo.com>
Date: October 9, 2019 at 6:05:41 PM PDT
To: <council@ssf.net>
Subject: PUC Development

Dear City Council members,

Since May 2018, SSF citizens have communicated their concern about the massive plans for the PUC property development. Hundreds of signatures on petitions demanding limits on the size and scope of this development have been submitted to the City Clerk. To date, not one unit of development has been reduced! Citizens have spoken at City Council meetings, Design Review Board meetings, developer "community meetings" and we have yet to be heard! The massive development planned will impact nearly every one of your constituents as they try to cross town to work, school and church, exit in emergency situations, and function in this community. Please hold the developer accountable to the needs of your constituents and reduce the mass of this development.

Cathy Rosaia

From: [Cotla, Patricia](#)
To: [Mehra, Sailesh](#); [Rozzi, Tony](#)
Cc: [Clary, Michele](#)
Subject: FW: DRB Inquiry:
Date: Thursday, October 10, 2019 8:12:21 AM
Importance: High

FYI

-----Original Message-----

From: Catherine Rosaia [<mailto:cmrosaia@yahoo.com>]
Sent: Wednesday, October 9, 2019 6:08 PM
To: SSFPlanning
Subject: DRB Inquiry:

Dear Design Review Board members,

Since May 2018, SSF citizens have communicated their concern about the massive plans for the PUC property development. Hundreds of signatures on petitions demanding limits on the size and scope of this development have been submitted to the City Clerk. To date, not one unit of development has been reduced! Citizens have spoken at City Council meetings, Design Review Board meetings, developer “community meetings” and we have yet to be heard! The massive development planned will impact nearly every one of your constituents as they try to cross town to work, school and church, exit in emergency situations, and function in this community. Please hold the developer accountable to the needs of your constituents and reduce the mass of this development.

Cathy Rosaia

Worthing Family Trust dated 4/20/1992 as amended

John L. Worthing, trustee

98 Euclid Ave.—Atherton, CA 94027—(650) 369-0707

John@worthingcapital.com

Cell (650) 333-1735

Planning Commission
City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

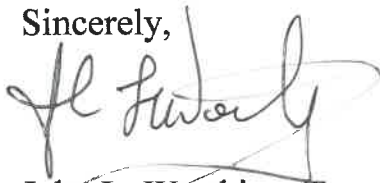
Dear Members of Planning Commission:

Our family trust owns the 18 units at 1059-1065 Grand Avenue, very near the planned project at 1051 Mission Road. I have reviewed the proposal and am totally in favor of passing this project and having it built. This area has a strong need for a retail component as well as a child care center. It also is along the transit corridor, ideal for 400 residents.

Upon completion I would strongly urge that some sort of shuttle to BART and Caltrans is provided for the area. Currently there is probably not enough population in the Mission and Grand intersection area to support a shuttle but with the addition of 400 units, it would be beneficial to many.

Please contact me at the number above for any further input.

Sincerely,

A handwritten signature in dark ink, appearing to read 'John L. Worthing', written over a horizontal line.

John L. Worthing, Trustee

October 16, 2019

SENT VIA EMAIL

JulieAnn Murphy, Planning Commission Chair
South San Francisco Planning Commission
400 Grand Avenue
South San Francisco, CA 94080

RE: Support – PUC Site Development

Chair Murphy and Members of South San Francisco Planning Commission:

The Bay Area Council endorses the mixed-use development proposed on the PUC site.

As housing production remains shockingly low, the Bay Area continues to outpace regional job and population growth. ABAG projects that the Bay Area will need 823,000 new units of housing by 2040. Only 8 percent of this growth had occurred by 2015, highlighting the need for a focused effort to expand housing production to meet the needs of our broad range of household types. Without adequate housing supply at all income levels, we will continue to see our region's low and middle income residents displaced. Every city needs to do their part to address the region's housing shortage. South San Francisco has an assigned RHNA of 1,864 housing units for its current housing element period, 2015 through 2023. To date, the City has issued permits for the construction of 515 homes – very few of which were for affordable units. In the previous cycle, 2007 through 2014, the City issued only 251 permits for the requirement of 1,635 homes. South San Francisco's current Housing Element relies heavily on housing development in the El Camino Real/Chestnut Area Plan to meet its target of 1,677 homes. To date, only 172 units have been approved in Area Plan, or 10% of the planned housing. Other than the PUC site application, there are no other applications for housing in the ECR/C Area Plan.

There is a significant need for additional housing in the City, especially at affordable levels. For this and other reasons described below, the Bay Area Council strongly supports this proposed mixed-use housing development:

- **Affordability Levels** - The proposal sets aside 20% of the homes for deed restricted, affordable housing at a range of income levels. This amounts to 160 opportunities for households that the City has failed to deliver to low-income individuals and families for many years. The affordable housing project sponsor, Bridge Housing, is a well-respected developer and partner that will provide beautiful, quality homes and services for those who need it most.

- **Zoning and Plan Compliant** – The plan falls within the El Camino Real/Chestnut Avenue Area Plan approved in 2011. Approved development standards allow for projects up to 160' in height and 180 units per acre. The area plan includes CEQA clearance for up to 1,215 units.
- **Transit-Oriented Development** – The project is located within a half a mile of the South San Francisco BART station. Proximity to public transportation will encourage residents and workers to leverage existing infrastructure, reducing use of car travel and decreasing the environmental impacts of suburban sprawl.
- **Labor** – Although not a requirement of the project, L37 will enlist labor and pay prevailing wage, providing quality, well-paying jobs for local and regional workers throughout the construction of this development.
- **Community Benefits** – The various benefits are especially laudable: on-site childcare with subsidized tuitions, three acres of open space and parks that include landscaped bike and pedestrian connections to El Camino and BART, and a 13,000 square foot market hall.

The Council applauds L37 Partners for introducing this well-planned project with ample community benefits. The project sponsor has demonstrated a strong commitment to engage, work with, and respond to the community. Most notably, the proposal has been revised several times from the allowed height of 160' to only 85', thereby forgoing hundreds of housing units that are allowed under current zoning. Although the Council would prefer the maximum allowable number of units be produced as part of this project, we strongly support the project as proposed, and urge that no additional compromises are made that will result in the reduction of much-needed homes. We urge you to welcome these homes into your community, and help provide housing for current and future generations in South San Francisco. Please let us know if you have any questions.

Sincerely,



Matt Regan
Senior Vice President
Bay Area Council

Planning Commission
City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

RECEIVED
OCT 17 2019
PLANNING DEPT.

October 15, 2019

Dear Commissioners,

I am writing to you today to express my (reserved) support for the South San Francisco PUC Site Redevelopment Project.

I support the 400 unit, 3 to 5 story proposed project, which Council approved some time ago with (reluctant) backing from the community. Because, we are told, *"it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for more residents, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall."*

Maximum 3-5 stories for these buildings will fit better with the surrounding community than the outrageous concept of twice as tall, with twice as many residents and half the parking they will need. Twice the units with half the parking will only inundate Sunshine Gardens, Buri Buri, and on and on, with vehicles with no place to park. We have already seen that issue on our one-block street, Theresa Drive, way up in Serra Highlands. Also: nobody, including you, wants to shop at Market Hall, or attend meetings if it means getting caught in an hours-long traffic jam with no way to escape.

Additionally, we are told, *"the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco."*

The forgoing is a fine concept if the owners are restricted to renting to only people who work in South San Francisco. I doubt that is, or could ever be, the case.

This location is the promised location for building 400 units of housing because it is fairly *"close to the SSF BART Station. The Bay Area needs more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment."* We are told that *"housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for developers to build this many homes so close to public transit and they should take this opportunity to build 400 more homes here"*, as the developers, and the community, were promised.

South San Francisco is not the only city on the Peninsula where high density housing should be built, though it would seem so. Bart extends to Millbrae, with stops in San Bruno as well. There is also a lot of unused acreage around the Daly City Bart Station that could be built up with hundreds more housing units than are possible here. Heck, the graveyards of Colma also present an opportunity! They emptied the graveyards in San Francisco because space for housing was needed. CalTrain extends all the way down to Silicon Valley and beyond, with many stops offering prime opportunities for housing.

Finally: I would like to express my deep concern for the disastrous traffic situation which I have long predicted will arise if the northern end of Antoinette Lane is left unconnected to El Camino Real. Ingress and egress from North Antoinette Lane to Chestnut will be impossible at certain times of the day and in a police emergency. Chestnut is already a street to be avoided. Consider adding 400 more, plus those who already call Antoinette home and the added traffic from shoppers, library attendees, Council attendees, etc.

I think the City had better start planning for the additional cost of that connection, let alone to Mission Road. If it is not included now, the community will pay for the necessary new roads, to the tune of many very angry voters. The developers and our 400+ new neighbors will be smiling all the way to the bank, even more so if they get away with doubling the size of our, already generous, contribution to the housing crisis. I'd be interested to learn just how many housing units have been, and are in the process of being built in SSF in the last few years and currently?

Thank you for your time and consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Peggy Deras". The signature is fluid and cursive, with a large, stylized "P" and "D".

Peggy Deras and George Frleta
548 Theresa Drive
South San Francisco, CA 94080

From: [Cotla, Patricia](#)
To: [Mehra, Sailesh](#); [Rozzi, Tony](#)
Cc: [Clary, Michele](#)
Subject: FW: Former PUB Site
Date: Wednesday, October 16, 2019 9:39:26 AM

FYI

-----Original Message-----

From: A. Violanti [<mailto:aviolanti@yahoo.com>]
Sent: Tuesday, October 15, 2019 3:35 PM
To: SSFPlanning
Cc: All Council
Subject: Former PUB Site

October 15,2019

Planning Commission

City of South San Francisco

P.O. Box 711

South San Francisco, CA 94083

Commissioners:

As I lifetime resident of South San Francisco and a 54 year resident of Sunshine Gardens I most strongly oppose the construction of 8 story buildings with over 800 units for the former PUC Site.

We originally promised by the City Council that the structures would be no more than 3-5 stories tall with a maximum of 400 units which I guess was an idle promise by them rather than a good faith promise.

The current proposal of 8 story structures with at least 800 units will severely impact the quality of life for those of us who reside in the area. The traffic presently is tremendous especially at the intersection of Chestnut and El Camino and this is even before the units at the former car wash site are completed. Then the new South San Francisco Municipal Center , the Fire Department and the Police Department are scheduled to be constructed along Antoinette Lane which will further add to the congestion. Adding an additional 800 units is unthinkable as it will only further add to an already terribly congested area. I cannot believe that anyone who is thinking about the residents of this area would in any manner consider this to be a good addition to the City of South San Francisco.

I urgently request that you reject this untenable proposal.

Respectfully submitted,

Anthony Violanti

From: [Mehra, Sailesh](#)
To: [Clary, Michele](#)
Cc: [Lai, Claire](#); [Rozzi, Tony](#); [Lappen, Mike](#)
Subject: FW: Please support the PUC development proposal for 800 homes
Date: Wednesday, October 16, 2019 11:18:09 PM

From: JulieAnn Murphy <juliejpm@gmail.com>
Sent: Wednesday, October 16, 2019 9:16 PM
To: Mehra, Sailesh <Sailesh.Mehra@ssf.net>; Lai, Claire [Meyersnave] <clai@meyersnave.com>
Subject: Fwd: Please support the PUC development proposal for 800 homes

----- Forwarded message -----

From: **Katie DeLeuw** <katiedeleuw@gmail.com>
Date: Wed, Oct 16, 2019 at 3:59 PM
Subject: Please support the PUC development proposal for 800 homes
To: <micheleevans@msn.com>, <nfaria@sees.com>, <sam@amouracafe.com>, <juliejpm@gmail.com>, <roberto_bernardo@yahoo.com>, <alanwongssf@gmail.com>, <alex.tzang@gmail.com>

Dear South San Francisco Planning Commissioners,

I am writing about the proposed PUC development. I live in Sign Hill and my kids attend Sunshine Gardens Elementary. We plan to live in South City for a long time! One of the things I love about South City is the diversity of our community and celebration of different cultures. However, this is shifting as housing prices increase and it is becoming harder and harder for people to live here.

We need to build more affordable homes in South City. As planning commissioners, you have a unique opportunity to make a difference in hundreds of lives and prevent displacement. I think it is the city's responsibility to do what we can to improve the current housing situation and make South City accessible for people to call home. This proposal is on public land and should be used for the greatest public good.

With this in mind, I am writing to you in support of **at least** the currently proposed number of homes in the PUC proposal with **at least** the proposed percentage of affordable units, if not more! Please approve the current number of homes at your October 17 meeting and help keep South City a diverse and inclusive community. The more homes we can build, the more neighbors we have, the better off we'll be, as a community.

I also really appreciate and support the commitment to the childcare space, community-oriented street level uses, public art, connections to the planned civic campus, and the transit and bike/ped connections. What a great location for a walkable, transit-oriented, mixed-use development - close to BART and right on a trail. As a nearby neighbor, I look forward to experiencing the community benefits associated with this project.

Thank you for your courage and leadership on this proposal.

Respectfully yours,

Katie DeLeuw
South San Francisco resident

--

Katie DeLeuw
katiedeleuw@gmail.com
206-290-1276

From: [Mehra, Sailesh](#)
To: [Clary, Michele](#)
Cc: [Lai, Claire](#); [Rozzi, Tony](#); [Lappen, Mike](#)
Subject: Fwd: SUPPORT - 803 homes on PUC site
Date: Tuesday, October 15, 2019 9:23:03 AM

Please bring hard copies to the PC meeting.

Sent from my iPad

Begin forwarded message:

From: JulieAnn Murphy <juliejpm@gmail.com>
Date: October 13, 2019 at 8:21:13 PM PDT
To: "Lai, Claire [Meyersnave]" <clai@meyersnave.com>, "Mehra, Sailesh" <Sailesh.Mehra@ssf.net>
Subject: Fwd: SUPPORT - 803 homes on PUC site

----- Forwarded message -----

From: **Hafedh abddulhameed** <hafedh1@yahoo.com>
Date: Fri, Sep 27, 2019 at 9:16 AM
Subject: SUPPORT - 803 homes on PUC site
To: <micheleevans@msn.com>, <nfaria@sees.com>, <sam@amouracafe.com>, <juliejpm@gmail.com>, <roberto_bernardo@yahoo.com>, <alanwongssf@gmail.com>, <alex.tzang@gmail.com>

Dear South San Francisco Planning Commission members,

I live in the [717 Baden Ave south Sf ca 94080], and I believe that we need to build more affordable homes in South City. The housing shortage is real, and you have a unique opportunity, right now, to make a difference in hundreds of lives and prevent displacement. This proposal is on public land and should be used for the greatest public good.

I am writing to you in support of the homes and childcare space in the PUC proposal. Please approve as many homes as possible, in order to keep South City a diverse and inclusive community at your October 17th meeting.

The more homes we can build, the more neighbors we have, the better off we'll be, as a community. Thank you for your courage and leadership on this proposal.

My god bless you all
Hafedh Ghazi
14157419908

From: [Mehra, Sailesh](#)
To: [Clary, Michele](#)
Cc: [Lai, Claire](#); [Rozzi, Tony](#); [Lappen, Mike](#)
Subject: Fwd: SUPPORT - 803 homes on PUC site
Date: Tuesday, October 15, 2019 9:24:19 AM

Sent from my iPad

Begin forwarded message:

From: JulieAnn Murphy <juliejpm@gmail.com>
Date: October 13, 2019 at 8:25:03 PM PDT
To: "Mehra, Sailesh" <Sailesh.Mehra@ssf.net>, "Lai, Claire [Meyersnave]" <clai@meyersnave.com>
Subject: Fwd: SUPPORT - 803 homes on PUC site

----- Forwarded message -----

From: Laura Cunningham <lauraacunningham@yahoo.com>
Date: Sat, Oct 12, 2019 at 9:33 PM
Subject: SUPPORT - 803 homes on PUC site
To: <micheleevans@msn.com>, <sam@amouracafe.com>, <nfaria@sees.com>, <juliejpm@gmail.com>, <roberto_bernardo@yahoo.com>, <alanwongssf@gmail.com>, <alex.tzang@gmail.com>

Dear South San Francisco Planning Commission members,

I live in the Orange Park neighborhood , and I believe that we need to build more affordable homes in South City. The housing shortage is real, and you have a unique opportunity, right now, to make a difference in hundreds of lives and prevent displacement. This proposal is on public land and should be used for the greatest public good.

I am writing to you in support of the homes and childcare space in the PUC proposal. Please approve as many homes as possible, in order to keep South City a diverse and inclusive community at your October 17th meeting.

The more homes we can build, the more neighbors we have, the better off we'll be, as a community. Thank you for your courage and leadership on this proposal.

Respectfully yours,

Laura Cunningham, South San Francisco resident

From: [Mehra, Sailesh](#)
To: [Clary, Michele](#)
Cc: [Lai, Claire](#); [Rozzi, Tony](#); [Lappen, Mike](#)
Subject: Fwd: SUPPORT - 803 homes on PUC site
Date: Tuesday, October 15, 2019 9:23:49 AM

Sent from my iPad

Begin forwarded message:

From: JulieAnn Murphy <juliejpm@gmail.com>
Date: October 13, 2019 at 8:21:57 PM PDT
To: "Mehra, Sailesh" <Sailesh.Mehra@ssf.net>, "Lai, Claire [Meyersnave]" <clai@meyersnave.com>
Subject: Fwd: SUPPORT - 803 homes on PUC site

----- Forwarded message -----

From: Noelle Langmack <nlangmac@alumni.nd.edu>
Date: Sat, Sep 28, 2019 at 5:24 PM
Subject: SUPPORT - 803 homes on PUC site
To: alanwongssf@gmail.com <alanwongssf@gmail.com>, alex.tzang@gmail.com <alex.tzang@gmail.com>, juliejpm@gmail.com <juliejpm@gmail.com>, micheleevans@msn.com <micheleevans@msn.com>, nfaria@sees.com <nfaria@sees.com>, roberto_bernardo@yahoo.com <roberto_bernardo@yahoo.com>, sam@amouracafe.com <sam@amouracafe.com>

Dear South San Francisco Planning Commission members,

I live in Hillsborough, and I believe that we need to build more affordable homes in South City. The housing shortage is real, and you have a unique opportunity, right now, to make a difference in hundreds of lives and prevent displacement. This proposal is on public land and should be used for the greatest public good.

I am writing to you in support of the homes and childcare space in the PUC proposal. Please approve as many homes as possible, in order to keep South City a diverse and inclusive community at your October 17th meeting.

The more homes we can build, the more neighbors we have, the better off we'll be, as a broader community. Thank you for your courage and leadership on

this proposal.

Respectfully yours,

Noelle Langmack

--

Inline image

From: [Mehra, Sailesh](#)
To: [Clary, Michele](#)
Cc: [Lai, Claire](#); [Rozzi, Tony](#); [Lappen, Mike](#)
Subject: Fwd: Support letter to SSF Planning Commissioners, re: PUC development
Date: Tuesday, October 15, 2019 9:45:23 AM

Sent from my iPad

Begin forwarded message:

From: JulieAnn Murphy <juliejpm@gmail.com>
Date: October 14, 2019 at 1:20:20 PM PDT
To: "Lai, Claire [Meyersnave]" <clai@meyersnave.com>, "Mehra, Sailesh" <Sailesh.Mehra@ssf.net>
Subject: Fwd: Support letter to SSF Planning Commissioners, re: PUC development

----- Forwarded message -----

From: John C. Baker <jcb10@humboldt.edu>
Date: Mon, Oct 14, 2019 at 1:18 PM
Subject: Support letter to SSF Planning Commissioners, re: PUC development
To: <planning@ssf.net>, <juliejpm@gmail.com>, <alanwongssf@gmail.com>, <sam@amouracafe.com>, <alex.tzang@gmail.com>, <nfaria@sees.com>, <micheleevans@msn.com>, <roberto_bernardo@yahoo.com>
Cc: (HLC) Alex Melendrez <amelendrez@hlcsmc.org>, Matsumoto, Karyl <Karyl.Matsumoto@ssf.net>, <mfutrell@ssf.net>

Oct. 14, 2019

Dear Planning Commissioners.

I wish I could be there in person on Thursday night to say this to you personally, but I am scheduled for surgical procedure on Tuesday and did not think walking into the Municipal Services Building all bandaged and sickly would be a good look.

My family and I strongly support the proposal to construct about 800 homes on the former SF Public Utilities Commission site on Mission Road, and encourage you to approve the project as presented.

I'll let others speak to the benefits of addressing the tremendous demand for housing in South San Francisco, particularly for below-market rate housing. For the record, I do believe this project is an important one toward meeting the community's housing needs, and I will let those who could argue the financial

and moral aspects more passionately than I address that.

But as a mid-income renter who serves this community, I do want to point out my family's angst about displacement if projects like this are *not* built. With about 19 jobs generated per new housing unit in San Mateo County, it's a rational fear that for every unit *not* built in South San Francisco, there is a corresponding risk of an existing renter being forced out. These are rarely direct evictions, but instead are indirect consequences as landlords confidently raise rents, knowing there is another worker who could fill that unit in a heartbeat if the current residents can't keep up with increases. With every communication (letter, call, e-mail) I receive from my landlord, I am on pin-and-needles dreading another rent increase -- and after increases of 13 percent and 8 percent, respectively, the last two years, why wouldn't I be?

Additionally, this project helps address the preeminent issue of our times: climate change. If these homes aren't built here, they will likely be built on open space elsewhere -- on the sides of green hills, on fill in the Bay, or, worst of all, on former farmland in the Central Valley, forcing those people to undertake long, carbon-emitting commutes that exacerbate our greenhouse gas problems. Building homes on a previously disturbed space ***near jobs*** like this in South City will mean fewer vehicle miles traveled, lower greenhouse gas emissions, and a better chance for planet Earth.

My analysis is that the benefits of this project far outweigh any negatives. So please approve this project as presented in order to preserve the future of South San Francisco, and of the planet.

Sincerely

John Baker
136 Duval Drive
South San Francisco CA 94080
jcb10@humboldt.edu

Planning Commission
City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

RECEIVED
OCT 17 2019
PLANNING DEPT.

October 15, 2019

Dear Commissioners,

I am writing to you today to express my (reserved) support for the South San Francisco PUC Site Redevelopment Project.

I support the 400 unit, 3 to 5 story proposed project, which Council approved some time ago with (reluctant) backing from the community. Because, we are told, *"it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for more residents, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall."*

Maximum 3-5 stories for these buildings will fit better with the surrounding community than the outrageous concept of twice as tall, with twice as many residents and half the parking they will need. Twice the units with half the parking will only inundate Sunshine Gardens, Buri Buri, and on and on, with vehicles with no place to park. We have already seen that issue on our one-block street, Theresa Drive, way up in Serra Highlands. Also: nobody, including you, wants to shop at Market Hall, or attend meetings if it means getting caught in an hours-long traffic jam with no way to escape.

Additionally, we are told, *"the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco."*

The forgoing is a fine concept if the owners are restricted to renting to only people who work in South San Francisco. I doubt that is, or could ever be, the case.

This location is the promised location for building 400 units of housing because it is fairly *"close to the SSF BART Station. The Bay Area needs more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment."* We are told that *"housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for developers to build this many homes so close to public transit and they should take this opportunity to build 400 more homes here"*, as the developers, and the community, were promised.

South San Francisco is not the only city on the Peninsula where high density housing should be built, though it would seem so. Bart extends to Millbrae, with stops in San Bruno as well. There is also a lot of unused acreage around the Daly City Bart Station that could be built up with hundreds more housing units than are possible here. Heck, the graveyards of Colma also present an opportunity! They emptied the graveyards in San Francisco because space for housing was needed. CalTrain extends all the way down to Silicon Valley and beyond, with many stops offering prime opportunities for housing.

Finally: I would like to express my deep concern for the disastrous traffic situation which I have long predicted will arise if the northern end of Antoinette Lane is left unconnected to El Camino Real. Ingress and egress from North Antoinette Lane to Chestnut will be impossible at certain times of the day and in a police emergency. Chestnut is already a street to be avoided. Consider adding 400 more, plus those who already call Antoinette home and the added traffic from shoppers, library attendees, Council attendees, etc.

I think the City had better start planning for the additional cost of that connection, let alone to Mission Road. If it is not included now, the community will pay for the necessary new roads, to the tune of many very angry voters. The developers and our 400+ new neighbors will be smiling all the way to the bank, even more so if they get away with doubling the size of our, already generous, contribution to the housing crisis. I'd be interested to learn just how many housing units have been, and are in the process of being built in SSF in the last few years and currently?

Thank you for your time and consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Peggy Deras". The signature is fluid and cursive, with a large, stylized "P" and "D".

Peggy Deras and George Frleta
548 Theresa Drive
South San Francisco, CA 94080

Planning Commission
City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

RECEIVED
OCT 17 2019
PLANNING DEPT.

October 15, 2019

Dear Commissioners,

I am writing to you today to express my (reserved) support for the South San Francisco PUC Site Redevelopment Project.

I support the 400 unit, 3 to 5 story proposed project, which Council approved some time ago with (reluctant) backing from the community. Because, we are told, *"it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for more residents, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall."*

Maximum 3-5 stories for these buildings will fit better with the surrounding community than the outrageous concept of twice as tall, with twice as many residents and half the parking they will need. Twice the units with half the parking will only inundate Sunshine Gardens, Buri Buri, and on and on, with vehicles with no place to park. We have already seen that issue on our one-block street, Theresa Drive, way up in Serra Highlands. Also: nobody, including you, wants to shop at Market Hall, or attend meetings if it means getting caught in an hours-long traffic jam with no way to escape.

Additionally, we are told, *"the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco."*

The forgoing is a fine concept if the owners are restricted to renting to only people who work in South San Francisco. I doubt that is, or could ever be, the case.

This location is the promised location for building 400 units of housing because it is fairly *"close to the SSF BART Station. The Bay Area needs more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment."* We are told that *"housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for developers to build this many homes so close to public transit and they should take this opportunity to build 400 more homes here"*, as the developers, and the community, were promised.


South San Francisco is not the only city on the Peninsula where high density housing should be built, though it would seem so. Bart extends to Millbrae, with stops in San Bruno as well. There is also a lot of unused acreage around the Daly City Bart Station that could be built up with hundreds more housing units than are possible here. Heck, the graveyards of Colma also present an opportunity! They emptied the graveyards in San Francisco because space for housing was needed. CalTrain extends all the way down to Silicon Valley and beyond, with many stops offering prime opportunities for housing.

Finally: I would like to express my deep concern for the disastrous traffic situation which I have long predicted will arise if the northern end of Antoinette Lane is left unconnected to El Camino Real. Ingress and egress from North Antoinette Lane to Chestnut will be impossible at certain times of the day and in a police emergency. Chestnut is already a street to be avoided. Consider adding 400 more, plus those who already call Antoinette home and the added traffic from shoppers, library attendees, Council attendees, etc.

I think the City had better start planning for the additional cost of that connection, let alone to Mission Road. If it is not included now, the community will pay for the necessary new roads, to the tune of many very angry voters. The developers and our 400+ new neighbors will be smiling all the way to the bank, even more so if they get away with doubling the size of our, already generous, contribution to the housing crisis. I'd be interested to learn just how many housing units have been, and are in the process of being built in SSF in the last few years and currently?

Thank you for your time and consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Peggy Deras". The signature is fluid and cursive, with a large, stylized "P" and "D".

Peggy Deras and George Frleta
548 Theresa Drive
South San Francisco, CA 94080



The Housing Needs of South San Francisco's Adults with Developmental Disabilities

Introduction. The City of South San Francisco faces a growing need for permanent supportive housing for its adult residents with developmental disabilities, who are diagnosed with, for example, autism, Down syndrome, cerebral palsy, epilepsy, intellectual disability, and other conditions that severely impair functioning in the activities of daily living. Under California's Lanterman Act and the federal Home and Community-based Services waiver, the Regional Center guarantees these city residents the services they need to live successfully in integrated community housing. But without access to affordable housing, this is an empty promise.

Current Unmet Housing Need in South San Francisco. According to the Department of Developmental Services, South San Francisco is home to 520 people with developmental disabilities, of whom **338 (or 65%) are adults**. Of the adult population, **136 live in a state-licensed facility (40%), 23 (7%) live in their own apartment** with independent living or supported living services, **while 179 (53%) remain at home with aging parents**.

The Housing Need of this Population Will Grow. Like the rest of San Mateo County, where the population of adults with developmental disabilities increased by 52% in the 12 years since June 2007, South San Francisco will continue to see dramatic growth in the housing needs of people with developmental disabilities as a result of two demographic factors.

First, this growth correlates with a significant increase in the diagnosis of children with autism that began more than 30 years ago--now reflected in **a dramatic increase in the number of San Mateo County adults with developmental disabilities entering their 30s**. The age group 18 to 31 has grown by 77% in the past 12 years, making up a larger share of the adult population. San Mateo County now has 260% more adults with developmental disabilities in the age group 18 to 31 years compared to the age group 32 years to 41 years, representing the first wave of the autism bubble that is entering young adulthood. Most adults with developmental disabilities in their 20s and 30s are still living at home, but as the parents enter their 60s and 70s, more will need to find permanent supportive housing options.

Another demographic factor contributing to the unmet housing need among people with developmental disabilities is **the continuing gains in life span due to improvements in medical care and social services**. For example, as recently as 12 years ago, there was a 39% decrease in the San Mateo County population of adults with developmental disabilities as they aged out of the group 42 to 51 years and joined the group aged 52 to 61 years of age. In contrast, in June 2019, the group that is age 52 to 61 years of age is actually 13% larger than the group that is age 42 to 51 years of age. Similarly, the number of adults living past their 62nd birthday is larger than the group age 52 to 61, whereas just 12 years ago the age group 52 to 61 was 62% larger than the group age 62 and older. In just 12 years, the number of San Mateo County seniors (age 62 and older) with developmental disabilities has increased by 260%. Longer



life spans mean that adults who entered licensed care facilities in the past are aging in place for many more years, creating a shortage of openings in these facilities for the huge bubble of adults with developmental disabilities coming along behind them. It also means that adults with developmental disabilities are far more likely now than in prior decades to outlive their parents.

Community Factors Contributing to the Housing Need. Dramatic rent increases in San Mateo County have limited the ability of extremely low-income adults with developmental disabilities to move out of the family home. As a result of the housing crisis, the number of San Mateo County adults living in their own apartment with Independent Living or Supported Living Services has been virtually stagnant, increasing from 265 to 297 in the past 12 years, while during that same time frame **the number of San Mateo County adults with developmental disabilities living in the home of aging parents has increased by 78% from 810 to 1,438.**

With each passing year, more and more adults with developmental disabilities will outlive the parents who have provided them with a safe and stable home and who have knowledge and experience that can foster the adult's successful transition to living outside the family home. Families are stymied in their transition planning by the lack of access to affordable housing coordinated with the services provided by the Golden Gate Regional Center.

Solutions to South San Francisco's Housing Crisis for Adults with Developmental Disabilities. Although the Regional Center can provide supportive services to enable South San Francisco's adults with developmental disabilities to live independently, the Regional Center is unable to pay for the cost of housing. For more than 22 years, Housing Choices has overcome this barrier in neighboring Santa Clara County and Santa Cruz County by forming **partnerships with housing developers who have set aside a percentage of units at specific properties for rent to people with developmental disabilities with resident supportive services funded by the Regional Center.** The County of San Mateo has recently embraced this solution by making adults served by the Regional Center an eligible special needs population for purposes of both County Measure K funding and with respect to Project-Based Vouchers.

But the creation of affordable housing that includes people with developmental disabilities also depends on city leadership to encourage developers to include residents with developmental disabilities in their project plans. That is why California's housing element law requires cities like South San Francisco to assess and plan for the housing needs of its residents with developmental disabilities.

For more information about creating affordable housing for people with developmental disabilities, contact Jan Stokley, Executive Director, Housing Choices, jan@housingchoices.org or telephone (408)713-2613 and visit us at www.housingchoices.org.

Planning Commission
City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

RECEIVED
OCT 17 2019
PLANNING DEPT.

October 15, 2019

Dear Commissioners,

I am writing to you today to express my (reserved) support for the South San Francisco PUC Site Redevelopment Project.

I support the 400 unit, 3 to 5 story proposed project, which Council approved some time ago with (reluctant) backing from the community. Because, we are told, *"it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for more residents, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall."*

Maximum 3-5 stories for these buildings will fit better with the surrounding community than the outrageous concept of twice as tall, with twice as many residents and half the parking they will need. Twice the units with half the parking will only inundate Sunshine Gardens, Buri Buri, and on and on, with vehicles with no place to park. We have already seen that issue on our one-block street, Theresa Drive, way up in Serra Highlands. Also: nobody, including you, wants to shop at Market Hall, or attend meetings if it means getting caught in an hours-long traffic jam with no way to escape.

Additionally, we are told, *"the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco."*

The forgoing is a fine concept if the owners are restricted to renting to only people who work in South San Francisco. I doubt that is, or could ever be, the case.

This location is the promised location for building 400 units of housing because it is fairly *"close to the SSF BART Station. The Bay Area needs more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment."* We are told that *"housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for developers to build this many homes so close to public transit and they should take this opportunity to build 400 more homes here"*, as the developers, and the community, were promised.


South San Francisco is not the only city on the Peninsula where high density housing should be built, though it would seem so. Bart extends to Millbrae, with stops in San Bruno as well. There is also a lot of unused acreage around the Daly City Bart Station that could be built up with hundreds more housing units than are possible here. Heck, the graveyards of Colma also present an opportunity! They emptied the graveyards in San Francisco because space for housing was needed. CalTrain extends all the way down to Silicon Valley and beyond, with many stops offering prime opportunities for housing.

Finally: I would like to express my deep concern for the disastrous traffic situation which I have long predicted will arise if the northern end of Antoinette Lane is left unconnected to El Camino Real. Ingress and egress from North Antoinette Lane to Chestnut will be impossible at certain times of the day and in a police emergency. Chestnut is already a street to be avoided. Consider adding 400 more, plus those who already call Antoinette home and the added traffic from shoppers, library attendees, Council attendees, etc.

I think the City had better start planning for the additional cost of that connection, let alone to Mission Road. If it is not included now, the community will pay for the necessary new roads, to the tune of many very angry voters. The developers and our 400+ new neighbors will be smiling all the way to the bank, even more so if they get away with doubling the size of our, already generous, contribution to the housing crisis. I'd be interested to learn just how many housing units have been, and are in the process of being built in SSF in the last few years and currently?

Thank you for your time and consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "Peggy Deras". The signature is fluid and cursive, with a large, stylized "P" and "D".

Peggy Deras and George Frleta
548 Theresa Drive
South San Francisco, CA 94080



WINSTON MANOR COMMUNITY ASSOCIATION
P. O. Box 5103, South San Francisco, CA 94083
Email: www.wwmanor@aol.com

October 17, 2019

Ms. JulieAnn Murphy, Chair
City of South San Francisco Planning Commission
400 Grand Avenue
South San Francisco, CA 94080

RE: Proposed Mix-use Development (PUC Site) 1051 Mission Road

Dear Chairperson Murphy and Members of the Planning Commission:

The Board of Directors of the West Winston Manor Community Association “WWMCA”, of the City of South San Francisco, has reviewed the proposed project at the PUC site, with members of the community who were present at the annual meeting of the WWMCA on October 10, 2019. Over thirty members of the community were in attendance.

For the record, there was a unanimous consensus as voted on by members of the WWMCA community that the PUC project, as proposed at eight stories, **should not be approved**. There were no votes in favor of the project.

This project well exceeds the height limit of 3 to 5 stories, which the South San Francisco City Council made as a commitment to the community at large for development at the PUC site. The developer of this project made a unilateral decision to disregard the direction of City Council and has proposed a project that well exceeds the 3 to 5 story height limit.

The WWMCA community fully understands the need for housing and would support a project that is reasonable and consistent with the direction of City Council. This project, however, does not respect or comply with the direction of City Council and is excessive at 8 stories. The traffic and environmental impacts for a project at 3 to 5 stories will be significant and difficult to mitigate. At 8 stories the negative traffic and environmental impacts will be excessive and unreasonable to the surrounding members of the community. To put it bluntly, this area is already at maximum capacity and any further development will significantly add to the current situation. It is unfair and unreasonable to expect existing residents and members of the community to accept the adverse impacts to their quality of life, which will result from eight story buildings.

The WWMCA does not understand why the developer has disregarded the direction of City Council and has proposed a project that is both excessive and unreasonable.

Therefore, the Planning Commission for the City of South San Francisco has no alternative except to vote to deny the application. A vote to approve the project as submitted will be in direct conflict with the direction of City Council, which made a commitment to the community to limit the project to a maximum of 3 to 5 stories.

We strongly recommend that the Planning Commission for the City of South San Francisco vote to deny the application or to continue the review of the application, with advice and instruction to the developer to revise their proposal and to resubmit a project that is consistent with a height limit of 3 to 5 stories.

Thank you for your time and consideration. Respectfully submitted by the Board of Directors of the West Winston Manor Community Association, City of South San Francisco.

Sincerely,



Cindy Alger, President
West Winston Manor Community Association

RECEIVED

OCT 20 2019

PLANNING DEPT.

424 Forest View Drive
South San Francisco, CA 94080
October 16, 2019

Planning Commission
City of South San Francisco
PO Box 711
South San Francisco, CA 94080

To Planning Commission,

The PUC site, that was once upon a time agreed to a maximum limit of 5 stories, seems to have turned into the developer's dream of 8 stories. The community, including myself, on a whole does not support 8 stories in this location and this issue needs to be addressed and residents need to be heard and not stifled at Council meetings as they have been in the past. Council actions are rude and disrespectful.

Mandated new housing does not mean it needs to be crammed into one small residential area. If the businesses on the east side of 101, where there IS room to build a complex (think Lowe's), disagree and push back as they have, then we too have the right to push back when this project is being shoved down our throats. Everyone needs to absorb the burden if we are forced to accommodate more housing. The stalled and long overdue project at Spruce/El Camino should be the focus of the commission's first order of business. Someone needs to push the developer to get it going. They have an obligation and seem to be at a dead end. Are they waiting for the property to go up in value so they can sell to the highest bidder and walk away without doing any work? The city should be able to fine them for non-compliance.

I hope commission listens and absorbs just how choking the 8 stories has on our infrastructure. The city may not be at resident capacity but the area certainly will be with 5 stories. Think NOT 8 stories.

Respectfully,



Nancy Bregman

Planning Commission
City of South San Francisco
P.O. Box 711
South San Francisco, CA 94083

Members of the Planning Commission:

It is hard to imagine a worst project than the PUC site.

Building a high density structure in a flood zone is a bad idea of almost biblical proportion. There is a reason why this land has not been developed before: it is not suitable for development. Period. Plus adding three levels of underground parking right next to the creek/canal is preposterous. The lowest parking level will be below the creek bed. With the possibility of significant sea rise in the next few decades, that could be a major problem.

Also, research has shown that high density residential building is linked with an increase in violent crime. (<http://newsinfo.iu.edu/news/page/normal/13030.html>) "There seems to be something about (high-density residential) units that is associated with all types of serious violent crime, even controlling for the other factors in the model," the authors write. "Apparently, high-density housing units promote serious violent crime."

A project of this size will place a large load on the infrastructure of all of South San Francisco, but especially on this area.

The Sunshine Gardens neighborhood will have to deal with the traffic as well as the construction disruption, which will be significant.

The El Camino/Chestnut/Westborough intersection, which is already over crowded and will become even more over crowded with the Summerhill, 988 El Camino Real project will be entirely overloaded and likely gridlocked by this project.

PUC_2.txt

The sewage system will have to be upgraded placing a burden on all of South San Francisco.

The Centennial Trail will be bisected. (maybe not immediately, since the Oak Ave. extension is very cleverly noted as a potential future development. And it will be developed because it will have to in order to deal with the excessive traffic load.

And forcing Sunshine Gardens residents to put up with luxury apartments, which in some cases are larger than their single family houses, towering over them, blocking their sunlight and view, will harm their quality of life and their properties' resale value.

It will only exacerbate the shortage of services this neighborhood currently experiences. With over 2,000 new residents added in a single city block, not only will traffic congestion be bad and the infrastructure be overloaded, but the lack of retail, specifically a significant grocery store will be worse.

Finally, it will permanently harm the character of this neighborhood. It is out of place and out of scale and probably not needed. Once the economic boom turns into economic bust and the housing shortage turns into a housing glut, South San Francisco will be stuck with a high density residential mess for the next 50 years that all taxpayers of South San Francisco will end up paying for.

Please vote against the PUC project.

**Respectfully,
Matthew Butler
madabuu@yahoo.com
415-310-9520**

Rozzi, Tony

From: Arroyo, Leslie
Sent: Monday, November 4, 2019 5:04 PM
To: Rozzi, Tony
Cc: Selander, Nell
Subject: Fwd: SUPPORT - 800 Homes on Public Land

Begin forwarded message:

From: Curtis Yancy <cyancy@chanzuckerberg.com>
Date: November 4, 2019 at 2:09:38 PM PST
To: "Arroyo, Leslie" <Leslie.Arroyo@ssf.net>
Cc: All Council <Council@ssf.net>, "Matsumoto, Karyl" <Karyl.Matsumoto@ssf.net>, "Garbarino, Rich" <Rich.Garbarino@ssf.net>, "Addiego, Mark" <Mark.Addiego@ssf.net>, "Nagales, Mark" <Mark.Nagales@ssf.net>, "Nicolas, Flor" <Flor.Nicolas@ssf.net>
Subject: Re: SUPPORT - 800 Homes on Public Land

Thank you for the response and for your work!

On Mon, Nov 4, 2019 at 1:31 PM Arroyo, Leslie <Leslie.Arroyo@ssf.net> wrote:

Dear Mr. Yancy,

On behalf of the South San Francisco City Council, I wanted to let you know your message was received and we appreciate your input and support of the PUC project.

Sincerely,

Leslie

Leslie Arroyo, MBA
Communications Director
City of South San Francisco
400 Grand Avenue
South San Francisco, CA 94080
Direct: 650.829.6603; Cell: 650.636.6668
leslie.arroyo@ssf.net

From: Curtis Yancy [mailto:cyancy@chanzuckerberg.com]

Sent: Monday, November 4, 2019 11:12 AM

To: All Council; Matsumoto, Karyl; Garbarino, Rich; Addiego, Mark; Nagales, Mark; Nicolas, Flor

Subject: SUPPORT - 800 Homes on Public Land

Dear Mayor Matsumoto and members of the South San Francisco City Council,

I live in downtown Oakland and I believe that the Bay Area needs to build more affordable homes in South City. The housing shortage is real, and you have a unique opportunity, right now, to make a difference in hundreds of lives and prevent displacement. This proposal is on public land and should be used for the greatest public good.

I am writing to you in support of the homes in the PUC proposal. These 800 homes, 158 of them affordable, are highly needed. Please approve the current number of homes, in order to keep South San Francisco a diverse and inclusive community, at your November 13th meeting.

The more homes we can build, the more neighbors we have, the better off we'll be, as a community. Thank you for your courage and leadership on this proposal.

Respectfully yours,

--

Curtis Yancy
(he/him/his)

CZI Community

**Chan
Zuckerberg
Initiative** 

cyancy@chanzuckerberg.com



--

Curtis Yancy
(he/him/his)

CZI Community

**Chan
Zuckerberg
Initiative** 

cyancy@chanzuckerberg.com



Rozzi, Tony

From: Greenwood, Alex
Sent: Monday, November 4, 2019 10:50 AM
To: Rozzi, Tony; Lappen, Mike
Cc: Acosta, Rosa; Futrell, Mike
Subject: RE: [BULK] SUPPORT - 800 HOMES ON PUBLIC LAND

Tony & Mike,

Please see email below. Please add to collected letters/emails attachment to SR.

Thanks,
Alex



Alex Greenwood | Director

City of South San Francisco | Economic & Community Development Department
PO Box 711 | South San Francisco, CA 94083-0711
☎ Main (650) 829-6620 ☎ Direct (650) 829-6622 | 📠 (650) 829-6623 | ✉ alex.greenwood@ssf.net

From: Futrell, Mike <Mike.Futrell@ssf.net>
Sent: Monday, November 4, 2019 10:48 AM
To: Greenwood, Alex <Alex.Greenwood@ssf.net>
Cc: Acosta, Rosa <Rosa.Acosta@ssf.net>
Subject: Fwd: [BULK] SUPPORT - 800 HOMES ON PUBLIC LAND

Sent from my iPad

Begin forwarded message:

From: Ruby B <ruby.bolaria@gmail.com>
Date: November 4, 2019 at 10:40:22 AM PST
To: <council@ssf.net>, <karyl.matsumoto@ssf.net>, <rich.garbarino@ssf.net>, <mark.addiego@ssf.net>, <mark.nagales@ssf.net>, <Flor.Nicolas@ssf.net>
Subject: [BULK] SUPPORT - 800 HOMES ON PUBLIC LAND

Dear Mayor Matsumoto and members of the South San Francisco City Council,

I live grew up in South San Francisco and even though I live in San Francisco now I still think of it as my home. I believe that we need to build more affordable homes in South City so people like me have the option to live there! The housing shortage is real, and you have a unique

opportunity, right now, to make a difference in hundreds of lives and prevent displacement. This proposal is on public land and should be used for the greatest public good.

I am writing to you in support of the homes in the PUC proposal. These 800 homes, 158 of them affordable, are highly needed. Please approve the current number of homes, in order to keep South San Francisco a diverse and inclusive community, at your November 13th meeting.

The more homes we can build, the more neighbors we have, the better off we'll be, as a community. Thank you for your courage and leadership on this proposal.

Respectfully yours,

Ruby Bolaria Shifrin

--

"Change will not come if we wait for some other person or some other time. We are the ones we've been waiting for. We are the change that we seek."



Serving San Mateo, Santa Clara and San Benito Counties
Protecting Our Planet Since 1933

October 31, 2019

Mayor Karyl Matsumoto and Members of
South San Francisco City Council
Via e-mail: council@ssf.net

Subject: South San Francisco PUC Project – November 13, 2019 City Council Meeting

Dear Mayor Matsumoto and members of the South San Francisco City Council

Thank you for providing the opportunity for the Sierra Club Loma Prieta Chapter Sustainable Land Use Committee (SLU) to comment on the proposed South San Francisco PUC project. SLU is the section of local Sierra Club chapter that advocates on land use issues like major development projects. As an environmental organization working towards reducing local greenhouse gas and other emissions, we encourage the development of higher density, mixed-use development near major transit stations.

As part of our efforts to encourage sustainable development we have established a set of **Guidelines for Residential, Commercial and Mixed-Use Transit Oriented Development** (TOD). These Guidelines include a scoring system for evaluation of projects.

Attached is our Guidelines with our current scoring for this project. After reviewing the plans and meeting with the developer, the PUC proposal received a total of 125 points; however, many of those points are for features that were given to us verbally by the developer, but are not yet final until they are included in either the Plans or the Development Agreement. We consider 100 points (out of a maximum possible score of 180) a minimum for consideration for supporting a project. We cannot however consider fully endorsing the project at this time, as we need to go through additional process steps which will require additional information.

The project scores well in all six areas of our Guidelines. We would like to highlight some of the main points below. Then provide a detailed list of the projects strengths as well as opportunities for improvement.

The project provides significant density of housing (135 units/ acre) which allows a very sizable amount of housing (800 units). This is very valuable given the housing crisis in the Bay Area. The 20% affordable units at low and very low income is particularly helpful. A project like this is beneficial to the environment by reducing auto travel by being near public transit and having many needed services accessible by walking or bicycle. The inclusion of unbundled parking, combined with a Residential Permit Parking Program will further reduce auto traffic and its attendant pollution including greenhouse gas

emissions. It will also help reduce local traffic congestion by reducing the number of cars that would be in the area.

The close linkage to BART and bus stops, combined with the unbundled parking, a Residential Parking Program, a clear Transportation Demand Management (TDM) plan and Parking Plan will assure that local traffic is not negatively impacted.

The project contains a number of features that significantly improve pedestrian and bicycle access to the area including the Centennial Trail, BART, Mission Road and El Camino Real. This further reduces local traffic impacts and provides an attractive, healthy environment for all the residents of South San Francisco.

To summarize, we are pleased (based on the plans and on verbal assurances by the developer) that the proposal includes:

1. High density of 135 units/ acre
2. 20% affordable for low and very low income
3. Near BART and bus /shuttle lines as a TOD
4. On-site services for affordable units provided
5. Helps improve the local jobs/housing imbalance
6. Subsidize local business in the development
7. ~3 acres of public parks/open space
8. Includes pedestrian friendly sidewalks and intersections
9. Native landscaping, including Centennial Trail and Colma Creek
10. Public playgrounds and fitness stations
11. Open space done in conjunction with SSF Civic Campus planning
12. Funding of local public amenities
13. Day care facility
14. Reclaim Oak Street for community benefit
15. Bike share and repair
16. Connects to Centennial Trail system
17. Shared and unbundled parking
18. Monitored Traffic Demand Management Program
19. Lots of bicycle parking (1 per unit plus public/guest parking)
20. Expands pedestrian and bicycle paths
21. Ability to convert parking garages to other uses in future if parking demand drops
22. Electric car charging stations
23. Provides infrastructure to expand electric car charging stations in future
24. Near many local amenities (civic center, hospital, schools, shopping, restaurants, etc.)
25. All electric residential units

There are also areas where we encourage the city to seek possible additional benefits for the project. These include:

- A. Residential Permit Parking Program: **It is important to implement and especially important to enforce a parking permit program**, paid for by the PUC development, to protect surrounding residents from overflow parking.

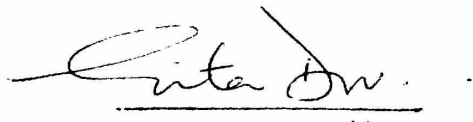
- B. All of the positive aspects of the development listed (1–25) above should be included in the Development Agreement or as a Condition of Approval. **We urge the Commission to require that all the developer's promises be codified in the Development Agreement and ensure that these are in fact executed.**
- C. **Providing subsidized transit passes for all residents for five years.** This will further improve the traffic situation to assure no negative impact on local traffic congestion.
- D. An increased level of affordable units to 25% would also enhance the project.

In addition, we have reviewed the draft Development Agreement and have the following recommendations:

- 1) **Remove the ability for the City to force the project to use bundled parking.** Imposing bundled parking will only add to traffic congestion, as it encourages the residents to own cars. Instead, tighten the requirements for a Residential Permit Parking Program and require that the Developer pays for enforcement. Enforcement should include late night towing. This will keep the resident's cars out of the adjacent neighborhoods.
- 2) As mentioned in item B above, **the positive aspects of the development should be explicitly included in the Development Agreement or Conditions of Approval.** For example, the fact that the affordable housing will be very low and low income should be clear (item #2). Also, the fact that the units will be all electric should be explicit (item #25).

We ask that you consider the checklist in our attached Guidelines and our scoring as you consider this project.

Respectfully submitted:

A handwritten signature in black ink, appearing to read "Gita Dev", is written over a horizontal line.

Gita Dev

Co-chair, Sustainable Land Use Committee, Sierra Club Loma Prieta Chapter (SCLP)

Cc James Eggers, Executive Director SCLP

Gladwyn D'Souza, Chair, Conservation Committee, SCLP

Attachment: Sierra Club Loma Prieta Chapter, Guidelines for Residential, Commercial and Mixed Use Transit-Oriented Development (TOD) - scored for this project

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**


THE LOMA PRIETA
CHAPTER of the



South San Francisco PUC Site

DRAFT March 27, 2019 – DCAC

To download: lomaprieta.sierraclub.org/sustain/guidelines

<p>Executive Summary</p> 	<p>The Sierra Club Loma Prieta Chapter supports vibrant, dense, walkable communities focused around transit to contain growth within the urban footprint and to reduce traffic. These communities, when well-designed, are rich with services, more walkable, bikeable, and transit-accessible, limit urban sprawl, reduce greenhouse gas and other emissions, and can provide a variety of housing types, sizes, and affordability. Transportation accounts for over half of emissions in San Mateo & Santa Clara County¹ and buildings account for an additional 39%². Reducing transportation demand, and constructing all-electric energy efficient buildings and/or retrofitting existing buildings to be all-electric energy efficient to reduce burning of fossil fuels is the most significant opportunity to meet California's climate change goals.</p> <p>The Sierra Club Loma Prieta Chapter uses these guidelines to make recommendations on residential, commercial³, and mixed-use developments within ½ mile of major transit hubs and along major transit corridors. We publish these Guidelines to make our evaluation process more transparent for residents, decision-makers, planners, and developers, and to provide a model for communities to meet State Law SB32 and SB375 climate change goals.</p> <p>Developers that are planning developments within ½ mile radius around major transit stations (i.e. Caltrain, BART, Bus Rapid Transit) and along transit corridors (i.e: El Camino Real) should focus on the following six goals:</p>	
	<p align="center"><u>Six Goals of a Residential, Commercial, or Mixed-Use TOD Development</u></p> <ul style="list-style-type: none"> Compact Development Public and Community Benefits Pedestrian Priority Transportation Alternatives Energy and Resource Efficiency Healthy Ecology for Residents' Wellbeing 	
<p>Overview of Plan Status</p>	<p>1. At what stage is the development in the City review process? Early planning? Public Input? Workshops? Staff review? Draft Plan? Draft EIR? Final EIR? Planning Commission review? City Council review? Final Plan? Other? Please describe status and upcoming applicable review dates:</p> <p><i>Planning Commission - Oct. 17</i> <i>City Council - Nov. 13, County Oversight Board - Jan. 2020</i></p> <p>2. What State Laws that could increase housing density could apply? State Density Bonus per Government Code 65915 – 65918? SB 35 (Affordable Housing development by-right)? AB 2135 (Surplus Public Land Act)? Other? Please list:</p> <p><i>300 unit project within current density allowed (No state bonus)</i> <i>state Density Bonus applicable for relief on zoning provisions.</i></p> <p>3. Does the development fall under an umbrella CEQA review that will allow individual developments within a designated Plan Area to be built "as-of-right" if they meet the Plan's zoning and environmental requirements?</p> <p><i>Area EIR for Chestnut/El Camino Real Area Plan issued 2011.</i> <i>Project within programmatic EIR, but not "as of right"</i></p>	<p>Yes or No</p>

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

	HOW TO USE THIS CHECKLIST :	SCORE
	1. Assign each line item a score in right hand column & total the score at the end of each section 2. Minimum score required for a good plan is 100 (out of a total possible score of 180) 3. There are two mandatory items required for endorsement which are HIGHLIGHTED	
1. Compact Development <i>uses less land than conventional low-density development</i> CHOOSE PARAGRAPH a, b, or c AS APPLICABLE TO THE PROPOSED DEVELOPMENT	a. 100% Housing <i>135 units / acre</i> i. Provide a minimum of 40 units per acre or more density 40 units/acre (2 pt.); 60 units (4 pt.); 80 (6 pt.); 100 (8 pt.); > 100 (10 pt.)	10 0 - 10
	ii. Provide a minimum of 20% or higher of the total residential units to be affordable⁴ 20% affordable (2 pt.); 40% (4 pt.); 60% (6 pt.); 80% (8 pt.); 100% (10 pt.) <i>20% affordable</i>	2 0 - 10
	iii. Provide levels of affordability that skew toward lower income levels All affordable units (AFU) @ moderate income ⁵ (2 pt.); ½ of AFU @ low ⁶ and/or very low ⁷ -income w/ ½ @ moderate income (4 pt.); ½ @ low or very low-income w/ ½ @ moderate income (6 pt.); ¼ @ low or very low income w/ ¼ @ moderate income (8 pt.); All AFU @ low or very-low income (10 pt.)	0 - 10 10
	iv. Build affordable housing on-site and not by using housing impact fees. (2 pt.)	0 or 2 2
	v. Mitigate residential displacement as the project is developed by: <i>No displacement</i> Providing relocation funding (or) including a "Right to Remain" Guarantee ⁹ (or) Guaranteeing existing affordable units demolished by new construction will be replaced in final development at 1:1 ratio (or) other? Describe (5 pt.)	0 or 5 0
	vi. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>Bridge Housing to provide on-site services</i>	0 - 3 1
	Total Points for Housing – Maximum Possible Score is 40 points	25
	b. 100% Commercial	
	i. Assure the development will not exacerbate the region's current jobs / housing imbalance. Determine the number of jobs the project will support, then determine how many housing units are needed to house the expected number of employees by dividing the number of jobs in the project by 1.5 ⁸ . Explain how the developer will help the region meet the shortfall (e.g. build the needed housing on or off-site (or) pay an lieu housing development fee that is adequate to provide the housing off-site (or) other? Describe (10 pts.) <i>50 jobs vs 800 units</i>	0 or 10 10
	ii. Rent new commercial spaces to businesses that meet essential neighborhood needs (1 pt.)	0 or 1 1
iii. Give priority to local and family businesses (1 pt.) <i>Below mkt rate for small local business @ Market Hall</i>	0 or 1 1	
iv. Provide local businesses displaced by new construction relocation funding and the opportunity to relocate into the new development after construction is completed (5 pt.) <i>N/A</i>	0 or 5 0	
v. Mitigate residential displacement as the project is developed by providing relocation funding (5 pt.) <i>N/A</i>	0 or 5 0	
vi. Include Retail or Community-Serving space = 10% of Ground Floor Area (1 pt.); 20% (2 pt.); 30% (3 pt.); 40% (4 pt.); 50% or greater (5 pt.) to contribute to a vibrant pedestrian environment <i>20%</i>	0 - 5 2	
vii. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>subsidize business</i>	0 - 3 1	
Total Points for Commercial – Maximum Possible Score is 30 Points	15	
c. Mixed-Use		
i. Use paragraph "a" above for housing share of mixed-use and paragraph "b" for commercial share. (Multiply points from paragraph a and b above by % share of each component [i.e. % square feet of housing + % square feet of commercial = 100% of total development]) <i>95% Res. 5% Comm</i>	25	
Total Points for Mixed-Use – Maximum Possible Score is 30 - 40 Points <i>243,328; 12,992</i>		

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

2. Public and Community

Benefits are part of a win-win development strategy to create a sense of community and help to ensure new projects result in a positive impact in the community



a. Plan for Attractive Place Making

- i. Provide public plaza(s) and/or green park(s) on-site (1 pt.) *3 acres public /open space* 0 or 1 *1*
- ii. Provide appealing street facades with concealed parking behind, underground, or on top of the building to encourage pedestrian activity and access (1 pt.) 0 or 1 *1*
- iii. Combine open space with other adjacent developments into a common public plaza or green park to work as a "place-making" setting (1 pt.), *with new Civic Center & Centennial Trail* 0 or 1 *1*
- iv. Locate ground floor retail along public sidewalks (1 pt.) *childcare + Market Hall* 0 or 1 *1*
- v. Design or improve existing sidewalks with reduced vehicle curb cuts to enhance pedestrian safety (1 pt.) *No sidewalks now* 0 or 1 *1*
- vi. Restore existing natural features on-site including creeks, wetlands, trails, wooded areas, native plants, etc. (1 pt.) *native landscaping along Centennial Trail & Colma Creek* 0 or 1 *1*
- vii. Additional innovative features - describe (1 pt. each up to 3 pts.) *Public Art, Playground, Fitness* 0-3 *3*

b. Access to Services and Amenities

- i. Access to nearby services and amenities within 1/2 mile radius such as open spaces, parks, health care, schools, recreation, day care, grocery store, and other essential community services (Assign One pt. to each service. e.g. Health Care = 1 pt.; school = 1 pt.; etc.) (Describe other services that might apply = 1 pt. each). Maximum of 10 pts. *BART, Kaiser, El Camino Real, Scripps, Banks Mission & Grand Ave* 10
0-10
- ii. Determine Walk Score⁹ for site to determine the percentage of neighborhood needs that can be met by walking
55%-64% Walk Score (1 pt.); 65%-74% (2 pt.); 75%-84% (3 pt.); 85%-94% (4 pt.); >95% (5 pt.) 2
0-5
- iii. Additional innovative features - describe (1 pt. each up to 2 pts.) *Bike share, shuttle stops* 0-2 *2*

c. Include Community Benefits¹⁰:

- i. Establish an Agreement for community benefits that ensures ongoing funding for public amenities, and guarantees project fees and taxes are allocated only to community benefits within 1/2 mile radius of the development. Amenities that may be considered as a community benefit are often chosen from a pre-determined list of alternatives, or may be negotiated between a municipality and a developer on a one-time basis (5 pt.) *CFD (Community Facilities District)* 5
0 or 5
- ii. Contribute money to maintain or upgrade public parks or trails (1 pt.) *CFD* 0 or 1 *1*
- iii. Reclaim streets for community benefits such as pedestrian-only uses (1 pt.) *Oak Ave* 0 or 1 *1*
- iv. Provide day care facility on-site (1 pt.) 0 or 1 *1*
- v. Use Transfer of Development Rights (TDR)¹¹ to protect natural features like creeks, hillsides, bay front or wooded areas by purchasing land in areas threatened by development and transferring those development rights into the proposed transit-oriented project where the receiving property can qualify for zoning exemptions (1 pt.) *N/A* 0-1 *0*
- vi. Include Sierra Club's ecological Urban Habitat Design Guidelines¹² (1 pt.) and conform to local jurisdiction's Urban Habitat Plan¹³ if available (1 pt.) 0-2 *0?*
0-3 *1*
- vii. Additional innovative features - describe (1 pt. each up to 3 pts.) *subsidize Daycare*

Total Points for Public and Community Benefits – Maximum possible score is 40

32



3. Pedestrian Priority

should be the primary goal for streets and public spaces


a. Create a Walkable Environment – Walking has many health, environmental, and economic benefits. Pedestrian priority encourages walking as the primary mode of transportation.

- i. Include pedestrian priority as the primary design criteria, with bikes and scooters second, transit third, and automobiles last (9 pt.) 0 or 9 *9*
- ii. Provide mid-block pedestrian cross walks with flashing safety lights and bulb outs connected to paseos, paths, or pass-through lobbies on-site to increase the ease of walking through the development and adjacent neighborhoods (2 pt.) 0 or 2 *2*
- iii. Provide wide pedestrian-friendly sidewalks¹⁴ that are level, well-lit (1 pt.), and include attractive, functional street furniture, art, and interesting experiences along the sidewalk to encourage walking

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

	<p>(1 pt.).</p> <p>iv. <u>Plan sidewalk and street intersections with bulb-outs to reduce street width at intersections</u> (2 pt.)</p> <p>v. <u>Provide direct connection to designated urban trail system</u> (2 pt.) <i>Centennial Trail</i></p> <p>vi. <u>Additional innovative features - describe</u> (1 pt. each up to 3 pts.) <i>New stair + bike ramps to ECR, multiple new paths for peds and bikes, New Mission Rd crosswalk</i></p>	<p>0-2 <i>2</i></p> <p>0 or 2 <i>0</i></p> <p>0 or 2 <i>2</i></p> <p>0-3 <i>3</i></p>
	<p>Total Points for Pedestrian Priority – Maximum possible score is 20</p>	<p><i>18</i></p>
<p>4. Transportation Alternatives</p> <p><i>allow residents and visitors to have options to conveniently and safely commute and run errands without a car.</i></p> 	<p>a. Reduce Parking Requirements and Reduce Incentives to Drive</p> <p>i. <u>Include reduced parking ratios to reduce the number of cars entering and exiting the site in accordance with a monitored Traffic Demand Management Program¹⁵. (TDM) program.¹⁵ must be transparent, adaptive, reported, and enforced</u> (5 pt.)</p> <p>ii. <u>Provide unbundled parking.</u> Unbundled parking (where users pay to park) is a disincentive to auto ownership which reduces the number of spaces needed and the cost to build the spaces. This construction cost savings can be passed on to tenants and home buyers as rent reduction or reduced unit cost (5 pt.)</p> <p>iii. <u>Provide shared parking on-site</u> that can make spaces available for residential parking at night and office/commercial parking during the day to reduce overall parking spaces on-site (5 pt.)</p> <p>iv. <u>Pay for the city to establish and implement a Residential Permit Parking¹⁶ program</u> for existing residential neighborhoods near or adjacent to the project to protect neighborhoods from overflow parking (5 pt.) <i>under discussion, parking enforcement funding being considered</i></p> <p>v. <u>Contract a shared parking agreement with parking facilities in nearby or adjacent developments to reduce on-site parking.</u> Often nearby developments that have unused spaces are happy to share parking with a neighbor to fill those spaces and increase income. (1 pt.) <i>TBD</i></p> <p>vi. <u>Contribute to in-lieu fees to build public satellite parking in lieu of on-site parking.¹⁷</u> This avoids prime real estate in the project being used for parking rather than housing or commercial space and can allow the developer to increase the number or size of housing units, and /or increase commercial square footage (1 pt.) <i>N/A</i></p> <p>vii. <u>Enroll the development in a local parking authority or Transportation Management Association¹⁸ (TMA) that can direct resources to reduce parking demand and allow reduced on-site parking</u> (1 pt.)</p> <p>viii. <u>Bus stop located immediately adjacent to, or on-site</u> (1 pt.) <i>working to get</i></p> <p>ix. <u>Provide designated pick-up and drop-off spaces for last-mile shuttles and Transportation Network Companies (TNC) such as Uber & Lyft, that provide alternative mobility options</u> (1 pt.)</p> <p>x. <u>Include car share within, or immediately adjacent to the development</u> (1 pt.)</p> <p>xi. <u>Plan new above-ground parking garages to be designed to be convertible to other uses in the future if parking demand drops due to new technologies</u> (1 pt.)</p> <p>b. Plan for Bicycle and Scooter Convenience</p> <p>i. <u>Help implement the City's Bicycle Master Plan</u> by connecting on-site bike routes to existing bike routes, or building missing portions of bicycle routes near, or adjacent to the development (1 pt.)</p> <p>ii. <u>Provide one free bike parking space per housing unit in gender safe, visible, well-lit area</u> (1 pt.)</p> <p>iii. <u>Require 25% bike-to-car parking ratio for guest and public parking</u> (1 pt.)</p> <p>iv. <u>Provide signage and direct connection to designated bike lanes, routes, or paths to create a "way-</u></p>	<p>0 or 5 <i>5</i></p> <p>0 or 5 <i>5</i></p> <p>0 or 5 <i>5</i></p> <p>0 or 5 <i>1</i></p> <p>0 or 1</p> <p>0 or 1 <i>0</i></p> <p>0 or 1 <i>0</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p> <p>0 or 1 <i>1</i></p>

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

	<p>finding¹⁹ system for pleasant and safe bike use, storage, and travel (1 pt.)</p> <p>v. Provide bike share and/or scooter-share on, or immediately adjacent to the site (1 pt.)</p> <p>vi. Provide incentives for bicycle use (on-site showers, lockers, bike repair areas, etc. (1 pt.)</p> <p>c. Plan for Public Transit</p> <p>i. Provide incentives for transit use including transit passes²⁰ provided or subsidized by the developer to residents and by businesses to employees for a minimum of five years (2 pt.)</p> <p>ii. Provide or support public shuttles to the development financed by the developer, through development fees, or participation in a Community Benefit District²¹ (2 pt.)</p> <p>iii. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>bike repair,</i></p>	<p>0 or 1 1</p> <p>0 or 1 1</p> <p>0 or 2 0</p> <p>0 or 2 1</p> <p>0-3 1</p>
	Total Points for Transportation Alternatives – Maximum possible score is 40	28
<p>5. Energy and Resource Efficiency <i>provide healthy work and living environments with a low carbon footprint</i></p>	<p>a. Plan for Resource Efficiency – Buildings account for about 39% of energy consumption nationally</p> <p>i. Plan for Zero Net Carbon (ZNC)²², e.g. solar photovoltaic panels, <i>Provisions for</i> all electric building, other (3 pt.)</p> <p>ii. Plan for Zero Net Water²³, e.g. efficient water usage, grey water and black water systems, other (3 pt.)</p> <p>iii. Plan for Zero Net Waste²⁴, e.g. recycling, sewage and waste management, other (3 pt.)</p> <p>iv. Meet LEED or LEED Equivalent construction – Gold or Platinum (1 pt.)</p> <p>v. Include electric car parking with Class 2 charging spots in 25% minimum of parking spaces (1 pt.) and include public access to electric car charging stations as a public benefit where feasible (1 pt.)</p> <p>vi. Include Low Impact Development²⁵ to improve storm water management (1 pt.) <i>Avoid 100 yr. flood</i></p> <p>vii. Deconstruct 70% or more of any existing structures being demolished (1 pt.) <i>W/A</i></p> <p>viii. Use Forest Stewardship Council (FSC) wood, recycled wood, or wood from deconstruction for 75% of the project's wood needs, including wood used during construction (1 pt.)</p> <p>ix. Comply with City's Climate Action Plan goals to ensure new construction safeguards residents' health by reducing airborne emissions (1 pt.)</p> <p>x. Install green roof(s) to insulate the roof and reduce the heat island effect (1 pt.)</p> <p>xi. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>infrastructure for future EVs</i></p>	<p>0 or 3 2</p> <p>0 or 3 0</p> <p>0 or 3 3</p> <p>0 or 1 0</p> <p>0-2 2</p> <p>0 or 1 1</p> <p>0 or 1 0</p> <p>0 or 1 1</p> <p>0 or 1 0</p> <p>0-3 1</p>
	Total Points for Energy and Resource Efficiency – Maximum possible score is 20	10
<p>6. A Healthy Ecology <i>supports resident's, guest's, and employee's health and well-being</i></p> 	<p>a. Plan to achieve a Healthy Ecology</p> <p>i. Provide sustainable landscaping²⁵ (3 pt.)</p> <p>ii. Plan for a Healthy Tree Canopy per Urban Habitat Guidelines¹² and local jurisdiction's Urban Habitat Plan¹³ if available. Plant new trees on-site and preserve and enhance the on-site and nearby existing urban tree canopy (3 pt.)</p> <p>iii. Include bird-friendly²⁶ building and site design (3 pt.)</p> <p>iv. Integrate the project with the City's master plan for Green Corridors²⁷ (3 pt.) and Wildlife Habitat Corridors²⁸ (1 pt.)</p> <p>v. Include on-site urban agriculture (2 pt.) and/or rooftop produce garden (1 pt.) to provide a local food source and a gathering space for people</p> <p>vi. Discourage harmful pesticide use for landscaping and pest control (2 pt.)</p> <p>vii. Additional innovative features - describe (1 pt. each up to 3 pts.) <i>Native plants</i></p>	<p>0 or 3 3</p> <p>0 or 3 2</p> <p>0 or 3 1</p> <p>0-3 3</p> <p>0-3 0</p> <p>0 or 2 2</p> <p>0-3 1</p>
	Total Points for A Healthy Ecology – Maximum possible score is 20	12

**SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL,
COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)**

	TOTAL POINTS FOR ALL SECTIONS: maximum possible score is 180; minimum required is 100	125

END NOTES:

- ¹ **Transportation's contribution to GHG emissions** – City of San Mateo Climate Action Plan, page IV, "Figure ES-2:2005 ----" - <https://www.cityofsanmateo.org/DocumentCenter/View/45410/San-Mateo-CAP---Adopted> , and MTC - <https://mtc.ca.gov/our-work/plans-projects/climate-change-programs/climate-initiatives-program>
- ² **Building's contribution to GHG emissions** – U.S. Green Building Council, www.eesi.org/files/climate.pdf
- ³ **Commercial real estate** is a term used to describe any building or property purchased or operated for the purpose of creating profit. This type of property includes malls, stores, shopping centers, hotels, industrial property and office buildings.
- ⁴ **Affordable Housing** – Housing affordable to individuals and families making between 30% to 120% of Area Median Income (AMI) as defined by the U.S. Department of Housing and Urban development (HUD).
- ⁵ **Moderate Income** – 81% to 120% of AMI
- ⁶ **Low Income** – 51% to 80% of AMI
- ⁷ **Very Low Income** – 0% to 50% of AMI
- ⁸ **Healthy Jobs / Housing Balance** - According to the Building Industry Association and the California Department of Finance, a healthy jobs / housing balance is 1.5. (One full-time job and one part-time job per housing unit). Any ratio above 1.5 jobs per unit signifies there is an insufficient number of units to meet the needs of the local workforce. The EIR for the development should specify the anticipated number of jobs expected in the development and quantify the number of housing units expected to be needed to house those employees. Even if there is a numerical Jobs / Housing balance, there is often an imbalance in **Jobs / Housing Fit** (where employees have high enough income to afford the housing in their community). Jobs / Housing Fit should also be taken into consideration when reviewing new commercial developments.
- ⁹ **Walk Score** - <https://www.walkscore.com>
- ¹⁰ **Community Benefits** - may include affordable housing, living wages, local hiring, and training programs, environmental remediation, as well as funds for community programs such as shuttles, beautification, recreational, neighborhood improvements, etc.
- ¹¹ **Transfer of Development Rights** - <https://www.mass.gov/service-details/smart-growth-smart-energy-toolkit-modules-transfer-of-development-rights-tdr>
- ¹² **Urban Habitat Design Guidelines** - <https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/Urban%20Habitat%20Design%20Guidelines%20-%20Sierra%20Club%20Loma%20Prieta%20Sept%202018.pdf>
- ¹³ **Urban Habitat Plan** – Local jurisdiction's tree and natural habitat master plan if available. A good example is the Palo Alto Urban Forest Master Plan . <https://www.cityofpaloalto.org/gov/depts/pwd/trees/ufmp.asp>
- ¹⁴ **Pedestrian-Friendly Sidewalks** – Minimum width 7', level, with planting strip if directly adjacent to moving traffic, designed for enhancing and encouraging pedestrian traffic and pedestrian priority.
- ¹⁵ **Traffic Demand Management Program** – e.g. The City of San Carlos requires TDM for residential projects over a certain size and includes a good description of TDM in its zoning code at: www.codepublishing.com/CA/SanCarlos/html/SanCarlos18/SanCarlos1825.html#18.25 ; See also Wikipedia TDM Toolkit - https://en.wikipedia.org/wiki/Transportation_demand_management#Demand_management_toolbox
- ¹⁶ **Residential Parking Permit** – City parking restriction program to protect residential area street parking, for use primarily by area residents.
- ¹⁷ **Satellite Parking** – Some cities, such as Portland, Oregon have low or no parking requirements in downtown buildings because the city provides public parking structures, in preferred locations, using "in-lieu" developer fees.
- ¹⁸ **Traffic Management Association** – is a non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, mall, medical center or industrial park. They are generally public-private partnerships, consisting primarily of area businesses with local government support.
- ¹⁹ **Way-finding System**- Signage and other visual cues to help people move through a city and feel comfortable doing that because of the way-finding design
- ²⁰ **Bulk Transit Passes** – Caltrain "Go Pass" http://www.caltrain.com/Fares/tickettypes/GO_Pass.html ; SamTrans "Way2Go" http://www.samtrans.com/fares/faretypes/Way2Go_Program.html
- ²¹ **Community Benefit District** - Established to monitor and enforce a Community Benefit Agreement
- ²² **Zero Net Carbon (ZNC)** – A zero net carbon building meets all its energy needs from zero-carbon sources such as solar or wind to reduce GHG emissions. <http://www.sanjoseca.gov/index.aspx?NID=6150>

SIERRA CLUB LOMA PRIETA CHAPTER GUIDELINES FOR RESIDENTIAL, COMMERCIAL, AND MIXED-USE TRANSIT ORIENTED DEVELOPMENT (TOD)

See also *Guide for 2020 update of California Building Code for new Residences* - <https://energycodeace.adobeconnect.com/aia-zne-guide>

²³ **Zero Net Water** – Zero Net Water is an analogous concept to Zero Net Carbon. Through a combination of rainfall harvesting, aggressive conservation, and water recycling, buildings can achieve self-sufficiency from the water “grid”

²⁴ **Zero Net Waste** – Zero Waste is a philosophy that encourages the redesign of resource life cycles so that all products are reused. The goal is no trash to be sent to landfills, incinerators, or the ocean. <https://sfenvironment.org/zero-waste-in-SF-is-recycling-composting-and-reuse>

²⁵ **Sustainable Landscaping** - Sustainable landscaping is in balance with the local climate and requires minimal resource inputs, such as fertilizer, pesticides, gasoline, time, and water, is re-generative, and can actively contribute to the development of healthy communities. Sustainable landscapes sequester carbon, clean the air and water, increase energy efficiency, restore habitats, and create value through significant economic, social and environmental benefits.

²⁶ **Bird Friendly Design** - Reduce building reflectivity, light pollution, transparency, etc. to prevent bird collisions with glazing <https://www.go-gba.org/resources/green-building-methods/bird-friendly-design/>

²⁷ **Green Corridors** – provide green linkages throughout a city and green infrastructure to support a healthy ecology. Sierra Club Green Urban Corridors - <https://www.sierraclub.org/sites/www.sierraclub.org/files/sce-authors/u4142/webpage-under%20constr%20green%20corridors%203-21-19.pdf>



November 6, 2019

Mayor Karyl Matsumoto
Vice Mayor Rich Garbarino
Councilmember Mark Addiego
Councilmember Mark Nagales
Councilmember Flor Nicolas

City of South San Francisco
400 Grand Ave.
South San Francisco, CA 94080

Re: Support - AGI-KASA proposal

Dear Mayor Matsumoto, Vice Mayor Garbarino, Councilmember Addiego, Councilmember Nagales, and Councilmember Nicolas:

On behalf of the **Housing Leadership Council of San Mateo County (HLC)**, I am writing to express our support for the AGI-KASA proposal. The Housing Leadership Council of San Mateo County works with communities and their leaders to create and preserve quality affordable homes. Earlier this year we hosted a meeting, for our many residents of South San Francisco, to give us feedback on the AGI-KASA proposal. The result was unanimous support and excitement for these much-needed homes. With 800 transit-oriented homes, 158 of them affordable, the AGI-KASA proposal has our full endorsement.

We urge you to support the AGI-KASA proposal, in its current form, in order to meet the pressing need for new homes. By moving this development forward, the City Council will move toward an inclusive, equitable, and sustainable future, where all residents in South San Francisco can have access to quality, affordable homes.

We are thrilled that this transit oriented proposal contains 20% below market rate, deed-restricted homes, at uniquely deep levels of affordability. The opportunity for this proposal is rare and should not be wasted when land, especially public land, is so scarce. By providing both market-rate and deeply affordable units, while maximizing the potential of the public land, South San Francisco takes a crucial step in preventing local displacement by providing homes to those who are already working here, as well as the city's most vulnerable. The additional benefits of childcare, open space improvements, and proximity to transit provide a great addition to desperately needed housing. Our numerous South San Francisco members are excited to support such a high-quality proposal in their community and ask you to move the AGI-KASA proposal forward without delay. Thank you for your courage and leadership on this proposal.

Sincerely,

Alexander Melendrez, Organizer



November 5, 2019

The Honorable Karyl Matsumoto, Mayor
The Honorable Rich Garbarino, Vice Mayor
The Honorable Mark Addiego, Councilmember
The Honorable Mark Nagales, Councilmember
The Honorable Flor Nicolas, Councilmember

City of South San Francisco
400 Grand Avenue
South San Francisco, California 94080

RE: Support for AGI Avant Proposal for development of PUC Site

Dear Councilmembers,

We are writing to support the AGI Avant Proposal for the development of the PUC site. AGI has worked with our initiative, Build Up for San Mateo County's Children, for advice on including a quality, sustainable child care center in the development that would meet pressing community needs. Our understanding is that they are able to provide this amazing community benefit within their current proposal that conforms to the City's current zoning/density requirements. We are pleased the proposed project makes it **economically feasible for them to provide space for child care** and affordable housing units. Housing and child care costs combined can make up more than half of the average family's household budget in San Mateo County.

The issue of child care intersects with community development and the needs of South San Francisco's residents in several ways. High-quality affordable child care and preschool, conducted in appropriate facilities, is a critical support to working families. Furthermore, high quality early childhood education has been shown to improve the school readiness of children, allowing them to do better in school and potentially close achievement gaps. Lastly, child care and early learning are a steady source of employment for workers in our community and early learning programs contribute to the economic vitality of the area.

Prioritization for the development of an affordable, high-quality child care facility as a public benefit to be included in the PUC site development would be a critical support to address the community needs.

If you would like further information on Build Up SMC or the need for child care and preschool facilities, please contact us at 650.517.1436 or cpadilla@sanmateo4cs.org.

Thank you for your time and consideration,

Christine Padilla

A handwritten signature in blue ink, appearing to read 'David', followed by a long, horizontal, sweeping line that extends to the right.

Christine Padilla
Director, Build Up SMC

David Fleishman
Executive Director, 4Cs of San Mateo County

Audience Reached

3,168 Website Visitors

108 Followers

295 Total Comments

Translated Languages

Spanish

Letters of Support

7 Collected

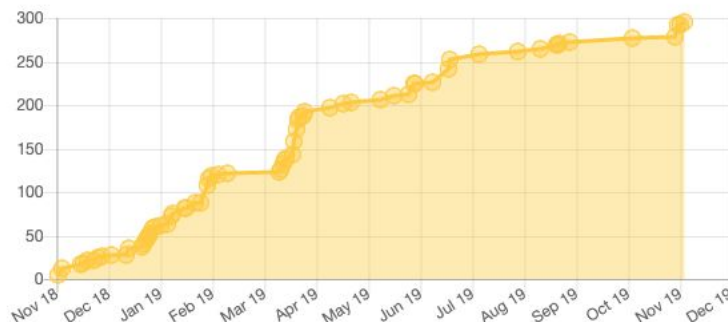
Engagement Over Time

The cumulative number of comments and replies on coUrbanize over the project's online engagement period

Total Comments and Replies

295

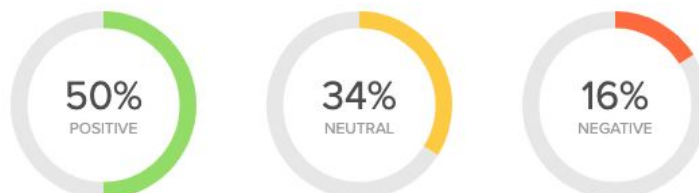
▲18 LAST
30 DAYS



Community Sentiment

coUrbanize's system analyzes key words and phrases in each comment to determine its overall sentiment

Sentiment





coUrbanize is the only **online community engagement solution** *purpose-built* for real estate developers and municipal planners.

coUrbanize verifies all participants, supports two-way communication, and automatically generates comprehensive reports. With coUrbanize, companies are able to gain control of the engagement process and preventing the surprises and miscommunication that lead to project delays.

The goal of coUrbanize is to encourage inclusive and constructive conversations and information sharing between community members, real estate developers, and municipal planners. Our community guidelines are designed to ensure that conversations are constructive, even when commenters don't agree with each other.

To whom it may concern:

I am writing to you today to express my support for the South San Francisco PUC Site Redevelopment Project. I support the 800 unit, 3 to 8 story proposed project because it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for all, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall.

Additionally, the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco.

Lastly, I believe that this location is the right location for building 800 units of housing because it is so close to the SSF BART Station. We need more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment. Housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for us to build this many homes so close to public transit and we should take this opportunity to build 800 more homes here.

Thank you for your time and consideration.

Sincerely,

Name	Alexander Melendrez
Email	alexander.melendrez.140@gmail.com
Address	140 Portola Way San Bruno, CA 94066 United States
Date	8/20/19
Additional Comments	N/A

To whom it may concern:

I am writing to you today to express my support for the South San Francisco PUC Site Redevelopment Project. I support the 800 unit, 3 to 8 story proposed project because it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for all, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall.

Additionally, the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco.

Lastly, I believe that this location is the right location for building 800 units of housing because it is so close to the SSF BART Station. We need more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment. Housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for us to build this many homes so close to public transit and we should take this opportunity to build 800 more homes here.

Thank you for your time and consideration.

Sincerely,

Name	Tommy Chheng
Email	tommy.chheng@gmail.com
Address	11 San Felipe Ave S San Francisco, CA 94080
Date	8/21/19
Additional Comments	I support that this will encourage more local businesses so that residents don't have to drive out of town for restaurants, etc. Additionally, the bike lane improvements will allow residents more ability to bike to work and thus reduce car traffic.

To whom it may concern:

I am writing to you today to express my support for the South San Francisco PUC Site Redevelopment Project. I support the 800 unit, 3 to 8 story proposed project because it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for all, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall.

Additionally, the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco.

Lastly, I believe that this location is the right location for building 800 units of housing because it is so close to the SSF BART Station. We need more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment. Housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for us to build this many homes so close to public transit and we should take this opportunity to build 800 more homes here.

Thank you for your time and consideration.

Sincerely,

Name	Yuffita Palacios
Email	yuffapalacios@my.smccd.edu
Address	South san francisco, Ca 94080 United States
Date	9/9/19
Additional Comments	N/A

To whom it may concern:

I am writing to you today to express my support for the South San Francisco PUC Site Redevelopment Project. I support the 800 unit, 3 to 8 story proposed project because it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for all, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall.

Additionally, the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco.

Lastly, I believe that this location is the right location for building 800 units of housing because it is so close to the SSF BART Station. We need more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment. Housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for us to build this many homes so close to public transit and we should take this opportunity to build 800 more homes here.

Thank you for your time and consideration.

Sincerely,

Name	Milo Trauss
Email	milotrauss@gmail.com
Address	South san francisco, CA 94080
Date	10/4/19
Additional Comments	This should be one of many similarly sized projects in South San Francisco! A dense, vibrant downtown filled with residents is key to SSF's long term success.

To whom it may concern:

I am writing to you today to express my support for the South San Francisco PUC Site Redevelopment Project. I support the 800 unit, 3 to 8 story proposed project because it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for all, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall.

Additionally, the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco.

Lastly, I believe that this location is the right location for building 800 units of housing because it is so close to the SSF BART Station. We need more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment. Housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for us to build this many homes so close to public transit and we should take this opportunity to build 800 more homes here.

Thank you for your time and consideration.

Sincerely,

Name	Joy Gutierrez-Pilare
Email	joy.gutierrez-pilare@kp.org
Address	N/A
Date	10/4/19
Additional Comments	N/A

To whom it may concern:

I am writing to you today to express my support for the South San Francisco PUC Site Redevelopment Project. I support the 800 unit, 3 to 8 story proposed project because it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for all, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall.

Additionally, the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco.

Lastly, I believe that this location is the right location for building 800 units of housing because it is so close to the SSF BART Station. We need more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment. Housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for us to build this many homes so close to public transit and we should take this opportunity to build 800 more homes here.

Thank you for your time and consideration.

Sincerely,

Name	Geraldine Pacheco
Email	geraldine.pacheco@ucsf.edu
Address	118 Camaritas Avenue South San Francisco, ca 94080 United States
Date	10/4/19
Additional Comments	<p>I support your plan. I know there has been push back from the older community who would like to keep SSF in the 1970's but it is time to move forward.</p> <p>Thanks, G</p>

To whom it may concern:

I am writing to you today to express my support for the South San Francisco PUC Site Redevelopment Project. I support the 800 unit, 3 to 8 story proposed project because it provides a great opportunity for our city to have a vibrant mixed-use development that will provide much needed housing for all, as well as benefits to the community like affordable housing, childcare, open space and a Market Hall.

Additionally, the project will be providing much needed housing at a time when more and more households are struggling to afford the cost of housing in the Bay Area. Rather than force more people to relocate to more affordable homes farther and farther from their jobs, we should build more units here in South San Francisco and support more affordable homes for those that live, or work, or want to live and work in South San Francisco.

Lastly, I believe that this location is the right location for building 800 units of housing because it is so close to the SSF BART Station. We need more high density housing near our public transit stations in order to combat the housing crisis while simultaneously building in a manner that is better for our environment. Housing near public transit helps reduce the use of automobiles by its residents and thereby reduces carbon emissions and reduces traffic congestion. There are fewer and fewer sites in the Bay Area that allow for us to build this many homes so close to public transit and we should take this opportunity to build 800 more homes here.

Thank you for your time and consideration.

Sincerely,

Name	Kaitlin Chang
Email	kaitlinc@corasupport.org
Address	N/A
Date	10/29/19
Additional Comments	N/A

Comment Report

What other public benefits would you like to see included in this project's public open space?



Leora Ross

Nov 4, 2018

As much affordable housing as possible, and daycare.

👍 8 Supporters

AGI

AGI-KASA

Nov 15, 2018

Hi Leora, thanks for your suggestions. We have partnered with a local daycare operator and are collaborating with them on designs for a daycare center on site. We have also partnered with BRIDGE Housing to help develop 20% of our units are Affordable Housing units.

👍 7 Supporters



Serena Ip

Nov 2, 2018

Comfortable seating, bicycle racks, casual social interaction opportunities like bocce ball or human-sized chessboard

👍 2 Supporters

AGI

AGI-KASA

Nov 15, 2018

Serena, these are great ideas. At our upcoming November 29 workshop, we will have a station entirely dedicating to collaborating with our landscape architect to identify and locate these type of amenities, and more. We hope you can join us.

👍 1 Supporter



Brian Locicero


Dec 27, 2018

The units should face onto Centennial Trail to make it safer at night.

👍 1 Supporter


AGI **AGI-KASA**
Jan 7, 2019

Hi Brian. Making Centennial Trail safer at all hours is a goal of ours. We are exploring better lighting along the trail and we will definitely have units along the ground floor that face towards the trail. Thanks for this feedback.

 **Rey Carrion**
Jan 7, 2019

Art display

👍 1 Supporter

 **Alexander Melendrez**
Jan 30, 2019

Outside of the open space I'd want to see the height and density at the same if not higher. Land is scarce and members of my family can barely afford to stay in the city. The only space we have is up. My relatives live in 2 bedroom homes and apartments with 6 or 7 family members. I don't think building higher will obstruct views, I believe these types of developments are the future for a housing reality we already have.

👍 1 Supporter

AGI **AGI-KASA**
Mar 19, 2019

Hi Alexander, we appreciate your feedback and concern with the scarcity of homes. We continue to try and tailor our designs in a way that maximizes the number of homes (and affordable homes) that we can build, while at the same time minimizing disruption to the nearby residents of SSF. To that end, high rise developments on the PUC site may not be the correct solution. However, we do believe a tailored mid-rise project will still deliver many needed homes and not impact views. Thanks again for your input and please join us at our next community workshop in late April.

👍 1 Supporter



Angelique Presidente

Mar 12, 2019

A park for kids! No one agreed to anything over 3-5 stories!! So how is it that 8 stories is coming up again?!

👍 1 Supporter



Ed Swain

Jan 15, 2019

Crosswalk across mission road from grand avenue, 50 to 100 feet of open space between the condos at the north end, a path to centennial trail, and a foot bridge to Kaiser, to only to be open 8am to 6pm , closed by Kaiser guards with a gate on the centennial trail.

AGI

AGI-KASA

Jan 22, 2019

Hi Ed, thanks for your feedback. Our landscape architects are hard at work designing ways for the public to be able to traverse our site in order to access the Centennial Trail, as well as designing landscaping improvements all along the trail in order to improve the public's experience with the Centennial Trail. Finally, if you weren't already planning to join us next Tuesday, our next community workshop will be this coming Tuesday, January 29th, from 5:30-7:30pm at 33 Arroyo Drive. Please join us to learn more about what our design team is working on for this site.



Patricia Althaus

Jan 29, 2019

I believe the community deserve a park, a beautification of the path, public art and open space. The developer needs to give back to the community because we are the ones who will be looking at these high density buildings, and dealing with the traffic and parking issues. There is big money in real estate, so our neighborhood deserves to benefit from the profits being made by the development.

AGI **AGI-KASA**
Mar 19, 2019

Hi Patricia, we agree. As presented at our last workshop, our project includes several acres of improved parks and open space, including improvements to the Centennial Trail and Colma Creek. These improvements will be available to all of the community and several paths through our site between Mission, El Camino and Centennial Trail will be open for public pedestrians and bicyclists. In addition we will have childcare facilities and commercial spaces open to the public. Additionally, 20% of our total units will be affordable units and residents of SSF have priority access to these.



Patricia Althaus
Jan 29, 2019

I also feel this comment section should include questions about people's concerns about the project. I know many people who are concerned about traffic, parking and infrastructure. I am not opposed to developing the area, I do believe open space and beautification will benefit our area and that the developer should gift these things to the community, but I am concerned about the density of the project, the inadequate number of parking spaces, and the traffic congestion that will be added to Mission Road, Chestnut Ave, and El Camino. I am especially concerned about the Chestnut and El Camino traffic as it is already quite bad.



John C. Baker
Jan 29, 2019

Nature watching opportunities -- there are often ducks or other migratory birds in and around the creek.

AGI **AGI-KASA**
Mar 19, 2019

Hi John, this is a great suggestion. Our landscape architects are currently looking at potential designs that may provide a more natural feel to the adjacent stretch of Colma Creek, including both landscaping that reduces the concrete feel of the Creek, as well as improved seating and opportunities for taking in the trail and Creek. Please join us at our next community workshop around late April to learn more.



phil fioresi

Mar 13, 2019

I would like our council and the developer to stick to their promise of 3 to 5 stories. If they lied to us I believe we need to recall our council members who lied and find a new Developer

AGI

AGI-KASA

Mar 19, 2019

Hi Phil. While we cannot speak for the City Council, during the RFP process, AGI-KASA believed that a high-rise development was the wrong solution for the PUC site, and thus we proposed an 8-story mid-rise project. We were selected over other high-rise developers for this reason, and we have consistently and honestly maintained that such a mid-rise sized project is a good compromise size that helps meet the need for more housing and affordable housing while also not disrupting the character of SSF.

👍 1 Supporter



phil fioresi

Mar 19, 2019

the fact of the matter is it was promised to be 3-5 stories, I was at the meeting and saw the video of it now you or your company keeps putting 8 stories out there.

What South San Francisco history would you like to see reflected in the SSF PUC development?



Leora Ross

Nov 4, 2018

SSF's dedication to diversity and commitment to welcoming people from all walks of life.

👍 6 Supporters

AGI

AGI-KASA

Nov 15, 2018

We definitely love building diverse communities. Are there specific aspects to other developments you've seen that help support diverse communities thriving?



Ed Swain

Jan 15, 2019

Keeping the the apartments the same three stories as all buildings on mission road. No higher than four stories to blend into the housing around the development. We are losing the last open land in ssf .

👍 3 Supporters



Ed Swain

Jan 30, 2019

Eight stories going up, nothing we can do or say,

👍 1 Supporter



Dee Bryan

Mar 18, 2019

Do not give up ED.Go to the city council meetings and say your piece.<https://courbanize.com/projects/ssfpucdevelopment/information>

👍 2 Supporters

AGI **AGI-KASA**
Mar 19, 2019


Hi Ed and Dee. We understand and appreciate your concerns about housing density and open space at the PUC site. While we need to balance concerns about density with the need for more housing for all, we do believe our plans for improving parks and opening up more access to Centennial Trail through the PUC site will vastly improve the current open space, which is off limits to the public. Please join us in late April for our next community workshop to learn more and provide more feedback. Date and time tbd, but we will make sure all are aware well in advance. Regards.

👍 1 Supporter

 **Cindy Alger**
Mar 20, 2019

The SSF City Council stated at the May 2, 2018 meeting when your company was chosen out of the 4 because you stated that you would work with the community and heard us on the density of the project. At the last meeting Jan 2019 you stated it would be a 8 story building. That is not what was agreed upon. It was agreed that it would be 3 stories on the outside and 5 stories in the back. The community is asking you to have another public meeting with new drawings to accommodate the decision that was made by our community and SSF City Council members. Not the 8 stories you want to now push down the throats of the community of SSF.

👍 5 Supporters

 **Peggy Deras**
Mar 21, 2019

Since when is 8 stories in SSF termed a "mid-rise"? That's higher than any other building on El Camino in SSF! Let's push our elected representatives to keep their pledges.

👍 4 Supporters

**Ed Swain**

Mar 22, 2019

A city official told me that they are going six stories at the car wash because there are no homes next to it . On the PUC lot there is three story condos next to it , can you see eight stories next to it. The developer does not care, just wants the most bang for there investment, I talked to a engineer at the construction site next to the bart station, they are putting in one story under ground parking there, he said he can help agi put it in on the PUC lot if they can't figure it out. Agi just would like to save money and not build underground parking, thay were the chosen developers out of six , if they can't build under ground parking, build three stories, to five stories, to even six stories, then the city can pick another developer . All apartments next to the bart station are five stories, the new condos across the street are three stories, then why do they want to go eight stories. Please tell everyone one in this city to speak up , AGI is going to have a meeting in April, all they are going to say is what they are going to build, not change anything, not care what any citizens say. Find out when the city Council meeting is on the PUC lot and have every one attend it.

 3 Supporters**Peggy Deras**

Mar 22, 2019

AGI-CAS does not have Council's PERMISSION to go beyond 4-5 stories...To my knowledge. Let's go back to Council with this and see who is correct.

 3 Supporters**KC Silva**

Mar 24, 2019

Perhaps AGI-CAS and others need a better reminder, a revisit to hear our elected representatives speak: <https://www.youtube.com/watch?v=4NHd4hoZ3Fg&t=13s>

 2 Supporters**KC Silva**

Mar 24, 2019

If the above post with the video link, is taken down by AGI=CAS, we will know they are not interested in working with our Community as previously stated.

 2 Supporters



Mike Day

Aug 20, 2019

The old bait & switch just like Myers did with the condos on San Bruno mountain nr. 101 - that corner was going to be "beautiful" and the building would "blend with the hillside - you can see it from Redwood City. Parks and trails aren't just what make cities livable but architects who never have to live in the area don't really understand or care.

👍 1 Supporter



Ed Swain

Aug 21, 2019

2018 city council said two stories to five stories AGI says eight stories as high as the tallest Kaiser building, find out when the next city council meeting on PUC meeting is and post it on every thing south city website and tell everyone you know to attend this meeting. The zoning on mission road is three stories, the city changed it on PUC lot to make it higher and picked AGI because they specialize on building towers. There were six developers, the one building on the car wash site SBI had the best development for the PUC lot , three stories to five stories but the council picked AGI , we the people must hold the council to do what's in the best our residents, do we want the Geneva towers sticking out of our neighborhoods , look up the Geneva towers and see what they look like. The city owns the PUC lot and is putting AGI in their on purpose and is in bed with the developers , look up Zoning district map 2015 city of south San Francisco and all of us can see this has been planned for at least six years. If you can take what I wrote and share it on every thing south city, and any where else it can be posted. Thank you, we need the people in ssf to rise up against AGI , we want housings, just not twin towers,,,,,

👍 1 Supporter



Matt R.

Dec 13, 2018

I think a large retail space is an important community benefit that must be included. If local residents are going to be impacted by the project, make it a positive impact by providing high-quality services for them to use. A Coffee Shop, Microbrewery, ice cream shop, bagel shop, etc. If the project is just apartments/townhomes, there is no reason for the surrounding community to interact with the development, you will not have community support. The area needs high-quality retail.

👍 1 Supporter


AGI **AGI-KASA**
Jan 7, 2019

Hi Matt, we agree. We intend to develop a good sized commercial space to attract high-quality commercial tenants to provide services and experiences for the community at large.

 **Brian Locicero**
Dec 27, 2018

I don't think it needs to reflect SSF history per se. Those kind of things always look fake anyway.

 1 Supporter


 **Rey Carrion**
Jan 7, 2019

Early habitants of locations

 1 Supporter

AGI **AGI-KASA**
Jan 22, 2019

Hi Rey, thanks for your input on history. Do you know of good local resources for historical information or photos that could aid us? Also, if you aren't already planning to join us next Tuesday, we'd love to invite you to our second workshop, which will be this coming Tuesday, January 29, from 5:30-7:30pm at 33 Arroyo Drive.

 **KC Silva**
Mar 11, 2019

Our sense of family by allowing our single family neighborhoods to flourish and keep the size of this to 3-5-stories as instructed by our City Council last May.

 2 Supporters



Alexander Melendrez

Jan 30, 2019

I would love to see a reflection of the demographics and cultural history of South San Francisco. A lot of minorities communities made their life in the City and gave back

👍 1 Supporter



Alexander Melendrez

Jan 30, 2019

Most of my father side of the family has their roots in SSF



Xiomara Cisneros

Nov 19, 2018

I love the old photos displayed at the South City BART station, capturing the city's industrial history. I'm sure City Hall or it's historical cmte has photos!



Patricia Althaus

Jan 29, 2019

I think they should be built in keeping with the neighborhood in that they should not be too tall or too densely packed.



John C. Baker

Jan 29, 2019

I would like to see elements reflective of SSF's transportation history (e.g. shipbuilding and proximity to airport) reflected in the design, as well as SSF's history of helping those in need find affordable homes.



Raul Alcaraz

Jan 31, 2019

Have you considered developing coliving units at the site?

AGI **AGI-KASA**
Mar 19, 2019

Hi Raul, currently we are building 20% of our units as on-site affordable. For the market rate units, we are exploring different mixes of unit sizes and types, with our main goal of providing units that cater to as broad of demographic of people that need housing, including families and those who work in SSF and need to live closer to their jobs.

👍 2 Supporters



Raul Alcaraz
Mar 20, 2019

Thank for the reply. Please take a look at Ollie (www.ollie.co) if you are considering catering to a broad demographic as possible that needs housing. They just completed a 42 story tower in Long Island City, NY with a local developer named Simon Baron. The Coliving/Ollie units were able to provide fully furnished units that include hospitality and community event services at a 15% to 40% discount to Class A studio rents. Ollie and the developer were able to give local residents the opportunity to live at the project that they otherwise would not have been able to if the building was built 100% conventional.



Ed Swain
Feb 4, 2019

I went to all meetings, the project went from 3 stories to 5 in the back, and now is 3 stories to 8 stories in the back, eight stories is to tall cutting our city in two, east side, west side. I would like to see a compromise of 3 stories, 5 stories to 7 stories or trying to keep the hight around the same as the Kaiser garage next to it.



KC Silva
Mar 11, 2019

The Mayor and City Council already instructed the developer to keep the project from 3-5 stories last May. Why is AGI working against our elected officials and the will of the people when over 150 showed up that evening to voice concerns?

👍 2 Supporters



Ed Swain

Mar 12, 2019

Agi is going to build eight stories, with no under ground parking, we must all show up at all city Council meetings, go past them , contact San Mateo County and tell them how we feel, they have more power over our council, we need everyone to tell anyone they know, please help before it's too late, the towers will cut our city in two, east, west, go on every thing south city and find the petition, citizens for responsible growth in California,, please help

👍 1 Supporter

AGI

AGI-KASA

Mar 19, 2019

Hi Ed and KC. Just a quick point of clarification on parking. AGI-KASA has always proposed having multiple levels of parking garage for each of our proposed buildings, including basement level parking. We believe there will be more than sufficient parking for both our residents as well as visitors to our proposed Market Hall. Please join us at our next community workshop to learn more about our proposed parking plans as well as improvements to open space and other community benefits.

👍 1 Supporter



Angelique Presidente

Mar 12, 2019

I want to be able to see the old SSF as a dairy farm and the history of the original SSF throughout!!

AGI

AGI-KASA

Mar 19, 2019

Hi Angelique, this is great feedback. Do you know a good resource for us to find collateral such as photos or historically interesting stories that we can use in our project? Do you agree with us trying to incorporate such imagery or info into our landscaping or improvements to the Centennial Trail experience?



Angelique Presidente

Mar 20, 2019

Yes there is a SSF History Museum on Chestnut in SSF and I'm sure the local libraries may have some stuff as well, but I'd start at the museum. Yes I think using that imagery for the landscaping and/or the improvements to Centennial Way would be a great idea that would help keep the history in the neighborhood and in the eyes/hearts of new and old residents.



phil fioresi

Mar 13, 2019

I would like our council and developer to stick to the plan, NO 8 STORIES!



AGI-KASA

Mar 19, 2019

Hi Phil, thanks for your feedback. We have been working with various community groups and organizations in SSF to find a balance between preserving the character of SSF while simultaneously meeting a critical need for more affordable and market rate housing near public transit. We are continuing to work on our designs to provide a dense project but one that is tailored so that the massing and architecture work with the existing condos, Kaiser hospital and parking garage and future Civic Campus. Please join us at our next community workshop near the end of April to learn more and provide more input.

👍 1 Supporter

What are you hoping these new community benefits and improvements bring to this area?



Ed Swain

May 16, 2019

Two story parking under ground like on the new six story apartments on chestnut av . We all ready have 70 apartments in this area with all the cars parking in our neighborhoods. If AGI can't build two story underground parking, we can pick a developer that can

👍 3 Supporters

AGI

AGI-KASA

Jun 18, 2019

Hi Ed, thanks for your feedback regarding parking. Our buildings will be utilizing multiple stories of parking, including subterranean basements, and we will further utilize mechanical parking stacker systems that allow us to park 2-3 cars per space as opposed to just traditional surface spaces. Altogether we will be providing sufficient parking for both our residents as well as our Market Hall visitors and Childcare tenants. Finally, the City has agreed to enact a program that prevents any of our residents from parking on the streets of nearby residential neighborhoods.AGI-KASA



Kristina Anderson

Aug 22, 2019

Hmmmm...I Thought I read somewhere (Daily Journal 8/21/19 that there is going to be 800 UNITS and only 879 parking spaces...soooo HOW is that sufficient parking??? AND How much is that city enacted parking program going to cost ME a year????



Joy Gutierrez-Pilare

Oct 4, 2019

Many households have 2-3 cars each making parking a high commodity. If they are only allotting 879 parking spaces, that will overflow into the streets. I hope they have a solution.

👍 1 Supporter



Milo Trauss

Apr 9, 2019

more of a pedestrian oriented and bicycle oriented community that is not car dependent. Also more inclusivity for people of varying incomes and backgrounds

👍 2 Supporters

AGI

AGI-KASA

Jun 18, 2019

Milo, thanks for your input. We have added numerous new bike and pedestrian connections through our site and will work with the SSF City on additional ways we can encourage walking, biking and using public transit. Some of the things we are discussing with SSF City Staff include bike share stations and expanding the City's Public Shuttle Route to have stops near our development.



Ron Miguel

Apr 17, 2019

Tax base, childcare, parks & open space including trails.

👍 2 Supporters



Gigi Pacheco

Jul 5, 2019

This will be in the center of a residential neighborhood so cleanliness and safety should be a priority. Also El Camino High School is next door so there will be a lot of student activity after school so a good mix of retail is great for students that need part time work. Bart is close and staff and patients from Kaiser will be able to access the coffee shops and market, food trucks, farmers market...which I am especially excited for!!

👍 2 Supporters



Joy Gutierrez-Pilare

Oct 4, 2019

With the promise of increased activity within the community, is there any research being done about traffic control and flow? Pedestrian walkways? Timed signals? Parking?



Cynthia Marcopulos

Mar 19, 2019

The consensus of the City Council at the May 2018 meeting when you were chosen as developer was 5 stories on the outside, 3 on the inside, and yet you continue to thumb your noses at what the residents and the Council said -- 5 stories!

👍 1 Supporter



Lin Yang

Mar 21, 2019

I'm hoping they succeed in allowing more people who cannot afford a home an opportunity to live here. In addition, I hope it puts pressure on rent and housing prices so that they start going downwards, but we need many more developments like this in order for it to happen. (I am a homeowner, but I still believe home prices are ridiculous).

👍 1 Supporter



Lin Yang

Mar 21, 2019

We need at least 1,000 more units of housing...per year.

👍 1 Supporter

AGI

AGI-KASA

Jun 18, 2019

Hi Lin, thanks for your support. We agree that more housing is necessary to stave off the continued rise in cost of living/rent in the Bay Area. We believe our project will help SSF meet its requirements for building housing and help supply more units, both market rate and affordable, to help more residents be able to live in the great city of South San Francisco.

👍 1 Supporter



Nancy Bregman

Jun 8, 2019

Mentioned in a workshop of this project was a Farmers Market. That would be welcomed on the weekend. One thing this project is supposed to do is offer lots of parking. I would need to drive to this location for any retail service but would not want to pay for parking. Is FREE parking part of this project, at least in the beginning?

👍 1 Supporter

AGI

AGI-KASA

Jun 18, 2019

Hi Nancy. Thanks for your comment. Our project has a parking garage and spaces dedicated to our Market Hall that would be free to the public for use. Additionally the adjacent Civic Campus project has a large surface parking lot open to the public for use as well and it sits directly next to our Market Hall and Market Plaza where we envision farmers markets could be located. AGI-KASA

👍 2 Supporters



Mike Sarraill

Jun 19, 2019

Safer neighborhood with more natural exposure to the great trails. Cleaning up the city we call home.

👍 1 Supporter



phil fioresi

Mar 19, 2019

First off I would say if there are lots of units, they bring nothing positive to our community, and the negatives are many. Maybe we should look at doing something useful for our current residents and their children. It's fact anything that will be done to appease current residents will be done hastily and poorly. Just look at the Alta Loma fields for proof, the developer did a quick shoddy job and now are kids are paying for it.



Angelique Presidente

Mar 20, 2019

- History - a sense of pride - a way for new residents to connect with their new area but our old roots!



Alexander Melendrez

Mar 20, 2019

I believing bringing in as much housing as possible is key to bringing in more affordable housing. I believe the proposal can do more than 800 homes. I'd love to move out of my parents home one day. More homes for more people!



Alexander Melendrez

Mar 22, 2019

I forgot to mention I think the site has the capacity to build 1000 units/homes



Dawn L

May 28, 2019

I would like to see more park space and open space built into the community and perhaps a gym.

AGI

AGI-KASA

Jun 18, 2019

Hi Dawn, our development includes ~3 acres of improvements to public open space beyond our property lines. These improvements will include a children's playground, an outdoor fitness court, several areas for sitting and relaxing, a New Market plaza, a new Grand Stair connecting to El Camino Real, and upgrades to Centennial Trail. Native fog-belt plants and trees will be utilized throughout. Thanks again for your feedback!AGI-KASA



Jan Stone

May 28, 2019

More services - we have a dearth of services for children - whether its after school care, after school and in school extracurricular activities, summer camp classes. I'd really love to see more options for the children. It is disheartening when you find that despite getting in your "lottery" entry early, you are at the bottom of the list and are unable to get into any camps or other services.

AGI AGI-KASA

Jun 18, 2019

Hi Jan. Our development includes a new childcare facility that will be able to serve ~80-100 children. Our childcare operator intends to apply for grants from CA to help provide subsidized tuition to ~25-33% of its children. We also hope that our Market Hall and plaza that can support farmers markets, in conjunction with the new adjacent Civic Campus and Parks and Recreation offices will be able to collaborate on additional activities and programs for the public year-round. We are excited at all of the possibilities of making these developments a success for all.

👍 2 Supporters



Heidi Sarraill

Jun 19, 2019

the community to share clean parks and recreation areas. A gym, a better market place (farmers markets). Pedestrian friendly. Community free events would be a plus

What public amenities are you most interested in seeing included in the public open spaces along the development and the Centennial Way Trail?



Rey Carrion

Dec 22, 2018

Hi, in regards to your park improvement on centennial way 3) public exercise equipment
4) public art Thank you for work! Happy holidays

👍 2 Supporters

AGI

AGI-KASA

Jan 7, 2019

Thanks for your input. We too like public exercise equipment and art. In fact, there are a few shops out there that try and create installations that double as both art and exercise equipment. Many possibilities!

What South San Francisco history would you like to see reflected in the architecture or open space or other aspects of the SSF PUC development?



Jan Stone

May 28, 2019

I love the open spaces. However, all the new development in the world is meaningless and becomes dirty and overrun if we do not maintain. We need to focus on safety and cleanliness for the city as a whole so that all can enjoy and not worry.

👍 2 Supporters



AGI-KASA

Jun 18, 2019

Hi Jan, we couldn't agree more. In addition to installing improved landscaping, we will be installing new lighting along the Centennial Trail that will help keep the trail well lit and safe. Additionally, we are working with the City of SSF to ensure regular landscape maintenance plans are put in place as a part of our development. We believe quality, safe and well maintained public outdoor spaces are critical to our project's success and will make sure this is achieved as a part of our development.

👍 1 Supporter



Tommy Chheng

Jul 28, 2019

bike friendly routes

👍 2 Supporters



Dee Bryan

Mar 18, 2019

No to SB 50 .The citizens of South San Francisco can decide if,where and how high to build in our city. Since we live here and see what a eight story will do to our neighborhood traffic congestion. No buildings over Three stories.

👍 1 Supporter



Cynthia Marcopulos

Mar 19, 2019

The consensus of the City Council at the May 2018 meeting when you were chosen was 5 stories on the outside, 3 on the inside, and yet you continue to thumb your noses at what the residents and the Council said -- 5 stories!

👍 1 Supporter



Angelique Presidente

Mar 20, 2019

What SSF started as, the views of the landscape and history of how SSF started and evolved.

👍 1 Supporter



Lin Yang

Mar 21, 2019

Let's make sure to always reflect South San Francisco's past as a working class and immigrant community, even though demographics and economics may be changing.

👍 1 Supporter



Erin Chazer

Mar 25, 2019


I am a South City resident, born and raised and I would like to see as many affordable rental units built as possible. I am a recent college graduate and I have moved back home because even with a full time job and a college degree, rents in this area and in SSF are so impossibly high I can't afford my own place in the city I grew up in. So, honestly, I care less about the architecture and open space and much more about the amount of housing built for people like me who want to stay in their home town. I think we need to build higher - 1,000 units is possible in this space.

👍 1 Supporter

AGI **AGI-KASA**
Jun 18, 2019

Hi Erin, thanks for your feedback. Our current designs include ~160 affordable housing units and we will be working with SSF City Staff to enact a lottery preference for those currently living and/or working in SSF. Thanks again for your continued feedback and support.

👍 1 Supporter

 **Milo Trauss**
Apr 9, 2019

the historical industriousness of SSF i'd like to see reimaged in the modern context

👍 1 Supporter

 **Ron Miguel**
Apr 17, 2019

The current project provides a reasonable amount of residential - market rate and BMR. It vastly improves the site and is well aligned with the City's plans for a new civic building site adjacent. I would like to see more density.

👍 1 Supporter

AGI **AGI-KASA**
Jun 18, 2019

Hi Ron, thanks for your kind words. We are excited to move our project forward. While the site is zoned for even more density and housing units than we are currently proposing, every quality development needs to strike a compromise between many disparate desires. We want to make sure our developments fit within the nearby building landscape and as such we believe buildings rising higher than the nearby Kaiser Hospital, or that form a tall wall along Mission Road, would not be the best fit for this site. That said, please take a look at our updated renderings on this page and tell us what you think and how we might be able to improve them.AGI-KASA



Vanessa Quintana

May 25, 2019

I think that ssf should have a large percent for low income housing and market below market rate.

👍 1 Supporter

AGI

AGI-KASA

Jun 18, 2019

Hi Vanessa. Thanks for your feedback. 20% of our total residential units will be below market rate units and designated for residents making low to very-low income.

👍 1 Supporter



Isabel Mendoza

Aug 11, 2019

Entertainment for kids or adults.

👍 1 Supporter



phil fioresi

Mar 19, 2019

how about a Miniature golf I believe there may have been one there years ago




Cindy Alger

Mar 20, 2019

The SSF City Council stated at the May 2, 2018 meeting when your company was chosen out of the 4 because you stated that you would work with the community and heard us on the density of the project. At the last meeting Jan 2019 you stated it would be a 8 story building. That is not what was agreed upon. It was agreed that it would be 3 stories on the outside and 5 stories in the back. The community is asking you to have another public meeting with new drawings to accommodate the decision that was made by our community and SSF City Council members. Not the 8 stories you want to now push down the throats of the residents of SSF.

AGI **AGI-KASA**
Jun 18, 2019

Hi Cindy. Thanks for your feedback. At our Community Workshop #3 we held in May, we unveiled updated designs that reduced the footprint and height of our norther building closest to the Sunshine Garden residences, and designed extensive setbacks all along Mission Road at both the 3rd and 5th floor of our buildings on Mission Road. At Workshop #3 we also discussed with the community that the City Council in fact never did mandate buildings be only 3-5 stories when they selected AGI-KASA as the developer, but rather suggested that our new development not rise higher than the Kaiser hospital, which our buildings do not do. Finally, we also discussed that with every development, we have to do our best at finding a compromise between the broad range of desires from the community (public amenities, preserving SSF character, fighting housing crisis) with the requirement to build housing that is put upon the City by California and the requirement to maximize land value and tax revenue generated by this development, which is required and controlled by San Mateo County and not SSF City Council. We believe that through the feedback received from the community to date, our design changes and setbacks have helped us strike a solid compromise that mitigates concerns with height and density along Mission Road while still achieving the housing density that the City must achieve at this site. Please review our latest renderings and let us know your further feedback. AGI-KASA

 **Ed Swain**
May 16, 2019

With SB50 put off until late 2020 , there is no longer a mandate to build towers by transit hubs! Ew the people of ssf and the city council had a agreement to build a three story to five story apartments on the PUC lot. Eight stories of apartments as high as Kaiser's highest building are out , thay do not fit into into our neighborhood. The apartments being built over the car wash are six stories because there are no houses near it . All people in SSF must rise up and hold the ssf council accountable, if AGI can't build what we won't, then we can choose another developer!



Dawn L

May 28, 2019

This land was farmland and part of the original mission lands. It should reflect this style throughout the development. The grunge look, that they claimed would reflect their representation of the city's industrial heritage, does not accurately reflect the city's architecture and is instead just a duplicate of what they developed in dogpatch and the Bay Area. Painting south city on a building does not make it unique to the city.

AGI AGI-KASA

Jun 18, 2019

Hi Dawn. Thanks for your input on architecture. We have recently updated our website with the latest renderings and designs. Along Mission Road, we have designed townhomes and landscaping that we believe will enliven Mission Road. At the pedestrian level have utilized warmer and more welcoming materials such as brick and wood along with stoops as opposed to more industrial finishes. For our southern building (Bldg B) nearest to the future Civic Campus, we have utilized a more contemporary architecture of metal and glass skin in order to respond and react to the planned Civic Campus buildings. Altogether we believe our designs provide a good variety of interesting architectural elements that both reflect both SSF's past of industrial and farming as well as SSF's present and future near the Civic Campus. Please review our new renderings, and we'd love to get further feedback from you. AGI-KASA



Heidi Sarraill

Jun 19, 2019

Safety and cleanliness. Buildings that will compliment the residential current housing .no five story buildings that will block some of the natural landscape if the mountains. More thought out parking- streets are already overly crowded!



Mike Sarraill

Jun 19, 2019

Promote safety and cleanliness. Eliminate over crowding and promote open nature trails/parks



Gigi Pacheco

Jul 5, 2019

I love stopping along a trail and reading signs related to the history or the area. You can also include information about the plants and animals that are in the area.


Any other questions or suggestions about this project?



Katie DeLeuw

Aug 20, 2019

Please include lots of safe, comfortable connections for biking and walking to/from this location. Also, we need more housing! Please make sure we take advantage of this opportunity, and especially this key location near transit, to provide as much affordable, family-oriented (2-3 bedroom) housing units as possible. Information on how increased housing in this area would impact schools, day cares and traffic will be important to share with the local community -- this should all be considered but should not prevent housing from being built. My kids are out of day care but I know there is a shortage of day cares in this area, it would be beneficial to increase day care options especially if increasing family-oriented housing. With my kids in public school nearby, I would like to know the long-term strategy for expanding housing while accommodating more kids in our schools. Thank you!

 1 Supporter



Ed Swain

Oct 4, 2019

Yes stay with the original plan the south city council said they were going to build,,,,, three stories to five stories,,,, AGI changed it to eight stories,,,, as high as the tallest Kaiser building..... sticking straight up above all the three story houses next to it ,,,,,, look up the Geneva towers in San Francisco to see what it is going to look like,,,, does not fit our neighborhood,,, Geneva towers



Eric Tao

Oct 29, 2019

Please look at the massings, through a process that involved various stakeholders the massing was sculpted back, further, the original original plan allowed for 12-16 story buildings, it is now limited to have a roof line no higher than Kaiser as requested by the Council



Ed Swain

Nov 4, 2019

Master Tao it looks like the words you use like massing , stakeholders that you work for the developers, do you live next to the eight story towers or near it , do you drive on mission road and look over and say to your self wow that eight story Kaiser building looks great in our neighborhood, no its to high. The new apartments should be the same height as the Kaiser garage, tell your friends at AGI to bring the height down at least one story to three to five to seven stories, but don't worry the developers will win out with the city council on the developers side



Taylor Birtiz

Oct 31, 2019

It's outrageous that 20% is affordable housing. The people of South City need it to be entirely "affordable" which is still not affordable for many residents. This feels like an invitation for new residents to live on our public land and maintain an expensive housing market rather than improve conditions for people who live here.



Vasyl Aristov

Oct 31, 2019

nope



Barbara Stafford

Nov 1, 2019

I think this will be a wonderful and most needed project. Barbara Stafford



Ed Swain

Nov 4, 2019

The city council said in 2018 three to five stories, the developers AGI says eight stories, what about a About a compromise for all the citizens that live next to the eight story towers. Three stories, five stories to seven stories , the people still have a voice but it seems it does not matter to the city council

Our goal is to make the indoor and outdoor plaza spaces as welcoming and inviting as possible. How else can we accomplish this?



Katie DeLeuw

Aug 20, 2019

Open tables and communal seating, somewhat central play area for kids where parents can see them while also participating in other events, plenty of bike parking, vibrant color. In terms of programs, I would love to see an "off-the-grid" food truck night, farmer's market (year-round!), live music, family events.



Taylor Birtiz

Oct 31, 2019

Add some area for skateboarders, this would provide an entertainment/cultural aspect to the plaza. Also power outlets for people to charge their devices etc



Vasyl Aristov

Oct 31, 2019

Make it more like a park

Are there any local artists you recommend we should connect with that could create large scale murals and/or sculptures?



Taylor Birtiz

Oct 31, 2019

Barry McGee went to the high school down the street and is a famous/amazing artist



Vasyl Aristov

Oct 31, 2019

nope

Do you have any other suggestions for the types of art you'd like to see displayed?



Vasyl Aristov

Oct 31, 2019

Something brighter to make people delightful.

The South San Francisco PUC Site Development has the potential to benefit the community in a number of ways. Which of the following benefits would you prioritize the most?

Poll Choice	Responses	Percentage
Added Housing	4	30.8%
Childcare	2	15.4%
Connectivity Improvements between Mission and El Camino	1	7.7%
Improved Landscaping/Parks	3	23.1%
New Retail	3	23.1%

Replies to Poll Choices



Alexander Melendrez

Mar 20, 2019

Added Housing



Alexander Melendrez

Mar 25, 2019

Land is scarces and expensive. Building higher on public land means more homes for more people. This site could easily support 1000 homes



Dawn L

May 28, 2019

Connectivity Improvements between Mission and El Camino

Replies to Poll Choices

AGI **AGI-KASA**
Jun 18, 2019

Hi Dawn, we agree. Our updated site plan now includes three new paths for the public to enter our site from Mission Road to access the Centennial Trail and many public open space improvements. Additionally, we will be building a new public stairwell and bike/ADA ramp from El Camino Real near Arroyo that connects down to our Market Hall, Mission Road, Centennial Trail and the adjacent Civic Campus. Where currently there isn't any public access through the PUC site, we hope the numerous new paths of connection into and through the PUC are welcoming to all SSF residents.

👍 1 Supporter

What is your connection to the SSF PUC Site?

Poll Choice	Responses	Percentage
I am just interested	6	19.4%
I commute past the site	1	3.2%
I live near the site	23	74.2%
I work near the site	1	3.2%

Replies to Poll Choices



Roderick Bovee

Nov 17, 2018

I live near the site!



Patricia Althaus

Jan 29, 2019


I also believe the timing is bad for these meetings, they should start later in the evening so more people will be home from work and can attend.

👍 1 Supporter

Replies to Poll Choices

AGI **AGI-KASA**
Nov 26, 2018

Hi Peggy, Thanks for your feedback and concerns about the timing of our first workshop. We understand that an evening workshop may not be convenient for every schedule. Please note that we will be having several more community workshops in the first half of 2019, and these will be on different days of the week and different times of the day in order to accommodate as many schedules as possible. In the meantime, we'd love to get more feedback from you by having you to the questions and surveys on our site. Topics and questions will update periodically as we gather more input from the community and seek additional feedback. Finally, if you are unable to attend our first workshop on Nov. 29, or others in 2019, and still want to discuss your concerns in person, perhaps we can arrange a separate time to connect over a coffee and discuss the PUC site further. Regards, AGI-KASA

 **Peggy Deras**
Nov 23, 2018

I am a concerned resident of South San Francisco resident who would like very much to attend the scheduled meeting below: Important - PUC site MEETING, Thursday, Nov. 29 5:30 - 7:30 p.m. When: Thursday, November 29, 2018 Time: 5:30 p.m. - 7:30 p.m. Where: Municipal Services Building, 33 Arroyo, City Council Chambers The timing of this meeting seems designed to minimize attendance, being during the Holiday Season and right at dinnertime for most of us. Therefore, I demand the date and time be changed to a more convenient day in the early afternoon or late morning on a Saturday or Sunday.

👍 1 Supporter


 **Matt R.**
Nov 26, 2018

I live near the site!

Replies to Poll Choices

AGI **AGI-KASA**
Dec 13, 2018

Hi Matt. Thanks for your interest in the PUC site! We'd love to continue getting your feedback on our other questions about what you'd like to see as a part of this development. Keep checking back with us as our development evolves.

 **Sarah Kinahan**
Nov 28, 2018

I am just interested!

AGI **AGI-KASA**
Dec 13, 2018

Hi Sarah. Thanks for your interest in the PUC site! We'd love to continue getting your feedback on our other questions about what you'd like to see as a part of this development. Keep checking back with us as our development evolves.

 **Gigi Pacheco**
Dec 3, 2018

I live near the site!

AGI **AGI-KASA**
Dec 13, 2018

Hi Gigi. Thanks for your interest in the PUC site! We'd love to continue getting your feedback on our other questions about what you'd like to see as a part of this development. Keep checking back with us as our development evolves.

Replies to Poll Choices



Ana Bel Campos

Dec 11, 2018

I live near the site!

AGI

AGI-KASA

Dec 13, 2018

Hi Ana. Thanks for your interest in the PUC site! We'd love to continue getting your feedback on our other questions about what you'd like to see as a part of this development. Keep checking back with us as our development evolves.



Gigi Pacheco

Jan 8, 2019

I live near the site!

AGI

AGI-KASA

Jan 22, 2019

Hi Gigi. Thanks for your feedback and excitement for our project. We share your enthusiasm for what can be developed here. If you aren't yet planning to attend, we'd love to invite you to attend our next community workshop, this coming Tuesday, January 29, from 5:30-7:30pm at 33 Arroyo Drive. We plan to get deeper into discussions about our project, including the landscaping of public spaces and potential for retail.

Replies to Poll Choices



Gigi Pacheco

Jan 8, 2019

I am really excited for the space! This will be used mostly by the people living in the surrounding area. SSF has great weather year round and finally the residents will get to use this space in the way it should. I think students from El Camino HS and South City will use this area a lot so make sure there are wide smooth pathways that will make it easy for them to get to school and home as this will connect to the other trails. I love the idea of small retail, coffee and bakeries as gathering spaces. Please plant a lot of trees! SSF is finally getting its voice...we can't be known for Tanforan and Costco forever. This will be beautiful.



Dee Bryan

Mar 18, 2019

I live near the site



Dee Bryan

Mar 18, 2019

HERE IS OUR VIDEO SHOWING WHAT OUR OFFICIALS TOLD US! NO SWITCH AND BAIT! <https://www.youtube.com/watch?v=4NHd4hoZ3Fg&feature=youtu.be>

👍 1 Supporter

What type of business would you want to see the most?

Poll Choice	Responses	Percentage
Coffee Shop/Roaster	5	21.7%
Microbrewery	5	21.7%
Restaurant/Bakery	6	26.1%
Small grocery	7	30.4%

Replies to Poll Choices



Judy G.

Nov 4, 2018

Coffee Shop/Roaster!

👍 2 Supporters



KC Silva

Mar 13, 2019

source all native plants locally directly from San Bruno Mtn
<http://www.mountainwatch.org/missionbluenursery>

AGI

AGI-KASA

Mar 19, 2019

Thanks KC for your input. Our landscape architects are fans of San Bruno Mtn and have worked with them before.

👍 1 Supporter

Replies to Poll Choices



Patricia Mahoney

Jan 29, 2019

Hi, AGI-KASA, I am an enthusiast, not an expert. I visited your site during Golden Gate Audubon's Christmas Count on 12/27/18. However, I'd be happy to help you network and do research. What is your contact email address? I have visited many parks and sites that have great interpretive signs. For example, El Polin in SF's Presidio has wonderful signs; and the new La Honda Open Space Preserve has great signs at the entry. I think it's a good idea to follow up with such organizations to find out who created their signage or helped create and restore habitat. Please let me know how to contact you directly and I will help if I can. I'm brainstorming!



Patricia Mahoney

Jan 29, 2019

A CA resource for Monarch butterfly habitat: <https://monarchjointventure.org/our-work/projects/monarch-wings-across-california>



Patricia Mahoney

Jan 29, 2019

Re. bikeshare stations along Centennial Trail, I don't live close by, but I think strategically located bikeshare racks/stations should be tried out and studied... and moved if they cause unintended problems. Personally, I like trails that are not cluttered and work well for all users... but are enhanced for wildlife habitat and nature education.

👍 1 Supporter



Patricia Mahoney

Jan 29, 2019

CA Native Plant Society is another good resource. The Yerba Buena Chapter covers SF and northern San Mateo County: <http://cnps-yerbabuena.org/>

Replies to Poll Choices



Patricia Mahoney

Jan 5, 2019

I also saw three LimeBikes lying in the creek channel so I don't know if additional bike racks would help prevent that sort of vandalism.

👍 2 Supporters



Patricia Mahoney

Jan 5, 2019

I visited the site recently while birding. I would love to see native plants and a butterfly garden (Monarch butterfly corridor). The community members might be interested in volunteering and maintaining plantings! Natural history interpretive signage would be educational, too. Also, a few benches would be appreciated!

👍 2 Supporters

AGI

AGI-KASA

Jan 7, 2019

Hi Patricia. Thanks for your detailed feedback. We love the idea of having our landscaping incorporate native plants that could help maintain the current Monarch corridor and other native wildlife. We intend to reach out to San Bruno Mountain Watch as a resource for native landscape input. Do you know of other good resources that could help us with details to add to our landscape designs and signage? As for bike racks, we intend to dialogue with SSF staff about the best locations for bike racks for bikeshare and/or general community usage. Do you think bikeshare stations along Centennial Trail would be useful?



Matt R.

Nov 26, 2018

Brewery / Restaurant

👍 1 Supporter

Replies to Poll Choices



Alexander Melendrez

Jan 30, 2019

Small grocery!



Alexander Melendrez

Jan 30, 2019

Im in favor of a brewery too

What public amenities are you most interested in seeing included in the public open spaces along the development and the Centennial Way Trail?

Poll Choice	Responses	Percentage
Improved Centennial Way Connections	5	17.9%
Public Art	5	17.9%
Public Exercise Equipment	4	14.3%
Quality Landscaped Areas along Colma Creek	3	10.7%
Recreation Space	11	39.3%

Replies to Poll Choices



Leora Ross

Nov 4, 2018

Public Art

👍 1 Supporter



John C. Baker

Jan 29, 2019

I would recommend you work with the SSF Cultural Arts Commission, which helps manage exhibits across the city, including a sculpture garden at Orange Park.



AGI-KASA

Nov 15, 2018

A great idea. Do you know any local artists that might be interested in working with us?

This project will add much-needed housing to the community. What types of housing do you think would benefit the neighborhood the **most?**

Poll Choice	Responses	Percentage
Affordable rental units	10	47.6%
Condos	4	19.0%
Mixed-use/Commercial Units	7	33.3%

Replies to Poll Choices



Jan Stone

May 28, 2019

Affordable rental units

👍 2 Supporters



Jan Stone

May 28, 2019

There is a great need in SSF for BMR units (whether rental or condo) for our civil servants as well as teachers and administrators. I would like to see units specifically reserved for teachers who commit to teaching in our community for the long haul, especially units for purchase. If we want to invest in our children, we need to invest in their education and one step in that direction is getting good teachers. If we can't pay them more, let's offer them reasonable housing.

👍 1 Supporter

Replies to Poll Choices



Milo Trauss

Mar 21, 2019

Affordable rental units

👍 1 Supporter



Milo Trauss

Mar 21, 2019

10 stories of mixed market rate and affordable rental units would be great!! 10 stories of mixed affordable and market rate condos would be great too!

👍 1 Supporter



Carrie Dallman

May 8, 2019

Affordable rental units

👍 1 Supporter



Carrie Dallman

May 8, 2019

AND condominiums

👍 1 Supporter



America Del Pilar Gutierrez

May 29, 2019

Affordable rental units

👍 1 Supporter

Replies to Poll Choices

AGI **AGI-KASA**
Jun 18, 2019

Thanks America for your comment. Our project will contain ~160 affordable rental units on site and we are working with the City of SSF to provide a lottery preference for those that live and/or work in SSF.

👍 1 Supporter

Which Improvements to Centennial Trail are you most interested in?

Poll Choice	Responses	Percentage
Additional Connections to Mission and El Camino	5	41.7%
Bikeshare stations	2	16.7%
Exercise Equipment	1	8.3%
Improved Lighting	4	33.3%

Replies to Poll Choices



Angelique Presidente

Mar 20, 2019

Improved Lighting



Angelique Presidente

Mar 20, 2019

Safety measures to ensure a safer trail, perhaps cameras....



Ron Miguel

Apr 17, 2019

Additional Connections to Mission and El Camino

Replies to Poll Choices

AGI **AGI-KASA**

Jun 18, 2019

Hi Ron. Thanks for your feedback. We agree that Biking is a critical part of our development being a success and reducing car trips. To that effect, our project will include 1 to 1 secured bike parking per residential unit, bike repair stations in each building, over 90 public bike parking stalls, improvements to the bike and pedestrian Centennial Trail, and several new pedestrian and bike access points through our project between Mission Road, El Camino Real and Centennial Trail. We are also discussing with SSF City Staff about the installation of bike share programs near our site and the SSF BART Station to further encourage both our residents as well as the public at large to utilize bikes to and from the BART and other public transit stops.

👍 1 Supporter



Ron Miguel

Apr 17, 2019

All of the improvements are needed. Bike share is an important transit opportunity to and from the BART stations and eliminates the need for more parking.

👍 1 Supporter



Jan Stone

May 28, 2019

Exercise Equipment

AGI **AGI-KASA**

Jun 18, 2019

Hi Jan. We too love to exercise outdoors and we will have a small fitness court along the Centennial Trail near our Building C1 for the public to use.

👍 1 Supporter

The project will include improvements to the 3 acres of public open space beyond our property lines. Which of the following do you think will be most beneficial?

Poll Choice	Responses	Percentage
Playground	2	66.7%
Trail Upgrades, such as paving and lighting	1	33.3%

Replies to Poll Choices

We intend to have a multi-story high exterior wall near our Market Hall dedicated to a public art installation. Which of the following types of art would you like to see?

Poll Choice	Responses	Percentage
A mural reference SSF landscape	1	16.7%
Abstract or Modern Art mural	2	33.3%
Photographic Imagery	1	16.7%
Reference to history and culture of SSF	2	33.3%

Replies to Poll Choices



Joy Gutierrez-Pilare

Oct 4, 2019

Reference to history and culture of SSF



Joy Gutierrez-Pilare

Oct 4, 2019

As we move towards the future, it is always nice to have a reference to the past so that it is not forgotten and can bring nostalgic memories of what once was...

The project will include indoor and outdoor plaza space. Which of the following would you be excited to see included in these spaces?

Poll Choice	Responses	Percentage
Farmers Market	1	50.0%
Outdoor Seating	1	50.0%

Replies to Poll Choices
