

August 19, 2015
[VIA EMAIL]

Mr. Alan N. Wong
Planning Commission, Chair
400 Grand Ave.
South San Francisco, CA 94080

Belén Seara
Coalition for Community Benefits, Project Coordinator
1153 Chess Drive,
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Re: Concerns about the lack of Public Benefits Package for the 211 Airport Boulevard Development Project

Dear Honorable Chair and Members of the Planning Commission,,

The Coalition for Community Benefits is concerned about the lack of public benefits for the proposed 211 Airport Boulevard Development Project and urges you and fellow commissioners to negotiate a robust public benefits package within the margins of the vision laid out in the Downtown South San Francisco Station Area Plan (SAP).

The Coalition has been actively engaged in the development of the SAP since the outset of the planning process (See link to our [Community Benefits Platform](#)). Now that the City is working on the implementation of the SAP, we are excited to see the growing interest of developers in building in and new business to locate in Downtown South San Francisco.

At the same time, we want to make sure that any developer follows the intent of the SAP. The SAP laid out a vision to provide affordable housing as well as quality jobs and trainings for existing and future residents. The success of implementing this vision is contingent upon the types of projects that commissioners and council members approve to be built in Downtown. Developers that do not follow the vision and principles of the SAP should not be approved until an agreement is negotiated between the developer and the city outlining the community benefits that will be included in the development.

At the July 16, 2015 Planning Commission meeting, the applicant, Pinefino, LLC, stated that he will not be seeking a density bonus, therefore he will not offer the public benefits package outlined in the July 16, 2015 staff report. Choosing to develop without density bonuses should not allow developers to avoid providing public benefits. The SAP

outlines a series of community benefits that will allow the City of South San Francisco to capture the value that was created by upzoning downtown parcels. The downtown is an area that the City has invested millions of dollars in and the region is spending billions on transportation. To ignore the tools and policies offered in the Plan to obtain public benefits, not only costs the City, other business, and our entire transportation system financially, but undermines the public's faith in public planning processes. These policies in the SAP are all that the Planning Commissioners need to negotiate a robust public benefits package with the applicant even in the absence of density bonuses.

As Planning Commissioners discuss the 211 Airport Boulevard residential project in future meetings, we would like to ensure that this project includes the community benefits outlined in the SAP that will serve existing and future residents.

JOB STANDARDS

The SAP acknowledges the economic opportunity of the Plan for the local community and establishes expectations for the private sector to help fulfill the vision of the Plan. The SAP reads: “**The build out of the Plan has the potential to result in hundreds of new construction and service jobs.** Without adequate policies, regulations, and action steps, it is possible that these jobs may not pay fair wages, will be filled by a workforce from outside the region, and will not result in opportunities for job training for the local youth.” (Final SAP 2.2)

LU-1: Encourage the use of local workforce and local business sourcing for development in the plan area that generates quality construction and service jobs with career pathways, that provides job training opportunities for the local workforce, and that pays area standard wages for construction so that money in wages and materials used in the construction of these developments is invested in the local economy. (Final SAP 3.2)

Therefore, the community benefits package should require Pinefino, LLC, to hire local construction workers, pay area standard wages, and provide training opportunities for the local youth.

TRANSPORTATION

The residential project falls out of line with the intent of the SAP to encourage transit ridership as well as the adopted guidelines for parking developed within.

The project aims to provide 108% of the required parking spaces for a site directly across from the planned Caltrain Station pedestrian plaza.

Under Policy P-6, the developer should not be able to provide more than the required number of parking spaces. Instead the developer should be encouraged to first seek alternative ways of parking provision through the most efficient, cost-effective means that

encourage transit ridership and housing affordability as outlined in the Plan through demonstrated consideration of policies P-7 to P-9 that include shared parking, unbundling parking and car sharing programs.

- P-6 Expand parking maximums to non-residential uses to discourage developers from incorporating excess parking in new buildings.
- P-7 Modify the parking code to encourage developments within the plan area to provide shared parking when a mix of uses is provided on site or where sharing between properties is feasible.
- P-8 Allow residential and commercial developers to “unbundle” the cost of parking from unit or tenant costs.
- P-9 The City should encourage car sharing and ride sharing programs by working directly with car and ride share companies to bring these programs into the Specific Plan area. Preferential on-street parking for car share vehicles, and coordination with major employers such as Genentech, may help support this program. The City will encourage Caltrain (Joint Powers Board) to explore the feasibility of the installation of preferential carshare pods at the SSF Caltrain Station. The City will explore future State and Federal funding opportunities for car sharing programs.

AFFORDABLE HOUSING AND ANTI-DISPLACEMENT STRATEGY (HLC)

The SAP acknowledges both the need to provide a variety of new housing choices as well as the risks of potential displacement of existing lower-income residents living directly in the SAP area as a result of the implementation of the plan. This is why the Plan also outlined a variety of programs and guiding principles that prioritized economic diversity and balanced housing opportunities among its goals:

Guiding Principle 5: Encourage variety in new housing development. Diversity in housing type and occupancy will reinforce the character of the Downtown and support a range of amenities and services. Much of today’s housing in the Downtown is relatively affordable; maintaining and enhancing the supply of affordable housing will ensure a healthy and diverse downtown population. Efforts to avoid displacement of existing affordable residential units will also be required.

Therefore, the city should work with Pinefino, LLC to either provide a meaningful amount of on-site below market rate, deed restricted affordable units that benefit families making low-income salaries or below or pay an in-lieu fee that will allow the city to subsidize the construction of 100% affordable units within the boundaries of the SAP.

We strongly urge you to negotiate a robust public benefit package. This action will set the precedent for other projects in the pipeline, and more importantly, it will lead the City to implement the vision of a vibrant and inclusive Downtown. In the absence of

community benefits, new development will provide limited opportunities for local community members and result in the displacement of existing residents.

Sincerely,

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#4South City

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