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Melissa Durkin, Land Development Manager
Republic Urban Properties
84 West Santa Clara Street, #600
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February 28, 2017

Re: Gateway to Millbrae Station - Mixed-Use Development

Dear Mrs. Durkin,

Thank you for presenting your team's plans for the Gateway to Millbrae Station mixed-use development proposal to our Project Review Committee on February 8, 2017. After reviewing the project and discussing it amongst the Committee, we are pleased to support the plan. We believe it has merit and will make a positive contribution to the Bay Area region by addressing the housing shortage and enabling more residents to live within walking distance of a major transit line. Please read our letter to understand how the project meets our guidelines, as well as areas suggested for improvement.

Land Use: The site is currently occupied by a large surface parking lot. The Gateway to Millbrae Station proposal would enable hundreds of residents to live next to the Millbrae BART Station and provide a mix of uses, helping to create a vibrant community and reduce car trips. Essentially, the proposal takes advantages of a large swath of underutilized land and repurposes it to address the region's housing shortage and to promote smart land use planning.

Affordability: The project consists of 400 homes. 80 of these homes, or 20 percent, will be subsidized affordable units in a separate building, at least 55 of which will be designated for veterans. This exceeds the 15 percent required by the city.

Our members were surprised the City of Millbrae encouraged your team to construct the affordable units in a location, somewhat removed from the rest of the project. We would rather these homes be more integrated with the other buildings. We also hope the units that aren't designated for veterans can serve residents in the 80 to 120 percent area median income range, since that type of housing is in high demand in the Bay Area.

Density: Despite being located next to a major transit node, the project actually has a maximum allowable density of 80 homes per acre. We support your plans to

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significantly exceed the allowable density by offering additional community benefits, such as greater affordability and more open space.

One member did note that the site is not used to its best advantage because the parking is all above grade, as opposed to underground. However, we understand building the parking underground is hard to justify because of the costs.

Community Input: We commend your efforts for reaching out to numerous organizations and individuals. The project has received support from several groups. You also engaged with the trade unions very early on in your outreach process. We understand the residents in the immediate community are still very concerned about the impacts the plan would have on parking availability and congestion. We hope your team can keep working with them to the best of your ability and address any legitimate concerns that can be accommodated.

Urban Design: Our members acknowledged this is not the type of project we're used to seeing before our Project Review Committee. As opposed to building housing in a smaller urban infill site, your project proposes to transform a large surface parking lot into a new community. We recognize the challenge and appreciate these efforts.

Your plan skillfully organizes the project's various uses, especially ground-floor uses, to create an active public realm accessible to on-site users, commuters and visitors. It separates various vehicular flows in a way that both supports and protects the pedestrian spaces. While the site may look like an enclave from birds-eye view, we imagine it will feel urban when people are on the ground experiencing the community. We wish we knew more about how this plan is designed to integrate with other proposed housing developments and other prior planning efforts for the important sites surrounding the Millbrae BART Station.

Parking and Alternative Transportation: This is where the most robust discussion took place. From a big picture perspective, we're strongly in favor of making better use of the land around the region's BART Stations by concentrating housing and amenities next to them. We deeply appreciate your aspiration to anticipate the needs of people and the region 40 years from now, not just four years from now. The residents of your project are much more likely to use public transportation, bike and walk because of the design and location.

We are surprised an origin/destination study was not conducted for this BART Station. We'd like to understand the numbers and how commuters use the Station and surrounding parking lot. It's likely this project could inconvenience some, at least

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temporarily, who use the existing lot every day because of the net loss of spaces. Several of our members strongly encourage your team to implement stronger measures to mitigate the loss of parking, as it's likely many people use the current parking to take BART. We do not want the construction of this project to result in existing public transit users to stop taking BART and instead opt to drive because they cannot reach the station. For these reasons, we urge you to create a strong Transportation Demand Management plan program that incentivizes existing and new residents to use alternative modes of transportation.

However, in the long run, this type of project promotes the land use principles we want to encourage.

Environmental Features: There are no clear plans yet for environmental features that will further green the building or address water conservation. There's a lot of opportunity with your project, particularly because of the significant rooftop space, which could accommodate solar. We strongly encourage you to implement features that make your proposal greener.

Preservation: There are no structures of significant cultural or historic merit on or near the site what would be impacted by your project.

Thank you for presenting your plans for Gateway to Millbrae Station to our Project Review Committee. We are pleased to support the proposal. Please keep us abreast of any changes and let us know how we may be of assistance.

Sincerely,



Todd David
Executive Director