


South San Francisco PUC Site

DRAFT March 27, 2019 – DCAC

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THE LOMA PRIETA CHAPTER of the



<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">Six Goals of a Residential, Commercial, or Mixed-Use TOD Development</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>

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	<p>HOW TO USE THIS CHECKLIST :</p> <p>1. Assign each line item a score in right hand column & total the score at the end of each section</p> <p>2. Minimum score required for a good plan is 100 (out of a total possible score of 180)</p> <p>3. There are two mandatory items required for endorsement which are HIGHLIGHTED</p>	SCORE
<p>1. Compact Development <i>uses less land than conventional low-density development</i></p> <p>CHOOSE PARAGRAPH a, b, or c AS APPLICABLE TO THE PROPOSED DEVELOPMENT</p>	<p>a. 100% Housing 135 units/acre</p> <p>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.)</p>	<p align="center">10</p> <p>0 - 10</p>
	<p>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.) 20% affordable</p>	<p align="center">2</p> <p>0 - 10</p>
	<p>iii. Provide levels of affordability that skew toward lower income levels All affordable units (AFU) @ moderate income⁵ (2 pt.); ¼ of AFU @ low⁶ and/or very low⁷-income w/ ¼ @ moderate income (4 pt.); ½ @ low or very low-income w/ ¼ @ moderate income (6 pt.); ¾ @ low or very low income w/ ¼ @ moderate income (8 pt.); All AFU @ low or very-low income (10 pt.)</p>	<p>0 - 10</p> <p align="center">10</p>
	<p>iv. Build affordable housing on-site and not by using housing impact fees. (2 pt.)</p> <p>v. Mitigate residential displacement as the project is developed by: No displacement Providing relocation funding (or) including a "Right to Remain" Guarantee⁹ (or) Guaranteeing existing affordable units demolished by new construction will be replaced in final development at 1:1 ratio (or) other? Describe(5 pt.)</p>	<p>0 or 2</p> <p align="center">2</p> <p>0 or 5</p>
	<p>vi. Additional innovative features - describe (1 pt. each up to 3 pts.) Bridge Housing to provide on-site services</p> <p>Total Points for Housing – Maximum Possible Score is 40 points</p>	<p>0 - 3</p> <p align="center">1</p> <p align="center">25</p>
	<p>b. 100% Commercial</p> <p>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 1.5⁸. 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.) 50 jobs vs 800 units</p> <p>ii. Rent new commercial spaces to businesses that meet essential neighborhood needs (1 pt.) Below mkt rate for small local business @ Market Hall</p> <p>iii Give priority to local and family businesses (1 pt.)</p>	<p align="center">10</p> <p>0 or 10</p> <p>0 or 1</p> <p>0 or 1</p>
	<p>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.) N/A</p>	<p>0 or 5</p> <p align="center">0</p>
	<p>v. Mitigate residential displacement as the project is developed by providing relocation funding (5 pt.) N/A</p> <p>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 20%</p> <p>vii. Additional innovative features - describe (1 pt. each up to 3 pts.) Subsidize business</p> <p>Total Points for Commercial – Maximum Possible Score is 30 Points</p>	<p>0 or 5</p> <p>0 - 5</p> <p align="center">2</p> <p>0 - 3</p> <p align="center">1</p>
	<p>c. Mixed-Use</p>	<p align="center">15</p>
	<p>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]) 95% Res. 5% Comm</p> <p>Total Points for Mixed-Use – Maximum Possible Score is 30 - 40 Points 243,328; 12,992</p>	<p align="center">25</p>

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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 station* 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?
- vii. Additional innovative features - describe (1 pt. each up to 3 pts.) *subsidize Day Care*, 0-3 | 1



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

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	<p>(1 pt.)</p> <p>iv. <u>Plan sidewalk and street intersections with bulb-outs to reduce street width at intersections</u></p> <p>(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</u> - describe (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 (5 pt.)</u></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 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.)</u></p> <p>iv. <u>Pay for the city to establish and implement a Residential Permit Parking¹⁶ program for existing residential neighborhoods near or adjacent to the project to protect neighborhoods from overflow parking (5 pt.)</u> <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 (1 pt.)</u></p> <p>viii. <u>Bus stop located immediately adjacent to, or on-site (1 pt.)</u> <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 (1 pt.)</u></p> <p>x. <u>Include car share within, or immediately adjacent to the development (1 pt.)</u></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 (1 pt.)</u></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 (1 pt.)</u></p> <p>ii. <u>Provide one free bike parking space per housing unit in gender safe, visible, well-lit area (1 pt.)</u></p> <p>iii. <u>Require 25% bike-to-car parking ratio for guest and public parking (1 pt.)</u></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>

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	<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

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	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>

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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.goba.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>