

Public Comments

9/5/2023

August 2, 2023

To: San Rafael Design Review Board for meeting on August 22, 2023 or subsequent meeting

Re: Site Plan—Children’s playgrounds

Northgate Town Square Project, 5800 Northgate Drive, San Rafael

FOR PUBLIC COMMENT

Dear Design Review Board members,

After completing a review of the residential portion of the Northgate Town Square Project, you will make overall recommendations on the whole project to the Planning Commission.

These comments provide more details on items discussed in your July 18 consideration of the site plan, landscaping and commercial portion of this project. I ask that you include the following information in your deliberations for recommendations on the overall project.

- 1) Site plan--The applicant asserts that a multi-age play area is included in the Town Square area and “the range of amenities has increased to incorporate functional amenities for all ages” (Staff report 7-18-23). However, the site plan still only shows a “nature play” area, which is age appropriate for children 5-12 years old. As the applicant stated, a similar play area can be seen at the Larkspur Town & Country Mart.
A playground area appropriate for children under age 5 needs to be designated on the site plan.



- 2) Playground design for children under age 5--The needs of children under age 5 are very different from those of children age 5-12. *A design plan for the playground area for children under age 5 needs to be included in project plans.*

Neighborhood playgrounds demonstrate some of the facilities needed for toddlers and young children:

- a. Objects to climb and slide on (Northgate Mall Kid’s Play Area)



b. Structure on which to manipulate trucks and other toys



(Terra Linda Community Center Playground)



(Civic Center Playground)

c. Spring rides or other movement features



(Terra Linda Community Center Playground)

- d. House or boat structure for imagination play



(Civic Center Playground)

- e. Sufficient space to accommodate strollers and benches or picnic area to accommodate supervising adults



(Northgate Mall Kid's Play Area)



(Civic Center Playground)

- f. Fencing to enclose the play area, allowing children freedom of movement while protecting them from adjacent hazards, including older children who are playing more vigorously



(Marinwood Playground—as well as Civic Center Playground, Northgate Kid’s Area)

- g. Shade—until shade trees mature, a simple awning can provide sun protection and comfort to children and their caregivers



(Terra Linda High School)

- 3) Convenient central location—Providing a play area for small children as part of the central area of the Town Square is likely to encourage parents and caregivers to linger in this area and to patronize adjacent retail. Before and during the decline of Northgate Mall, the play area for small children was the one facility in the Mall that was consistently heavily used. Maintaining the play area for small children in the central Town Square area will promote a family-centered atmosphere and image for the Northgate Square Project. It is not clear that a fenced dog park will provide similar benefits. Dog owners may be more likely to bring their pets to a dog park for a limited time and not linger to take the animals to shops and restaurants. *Consideration should be given to relocating the dog park to a different part of the project site and utilizing the space to expand the playground area to include both the Nature Play area for older children and a fenced play area for children under 5 years old.*

Thank you for your consideration of these comments.

Shirley Fischer

Terra Linda Homeowners Association/Terra Linda Neighborhood Association, 1985-present
Responsible Growth in Marin, 2019-present



Responsible Growth in Marin

August 30, 2023

To: Design Review Members

Re: Design Review Board Meeting September 6, 2023, Regarding Proposed Residential Elements of the Northgate Town Square Project – **FOR PUBLIC COMMENT**

Dear Design Review Board Members,

Responsible Growth in Marin (RGM) is committed to a thriving Northgate Town Square and generally supports the Applicants mixed use concept. We recognize the pressing need for housing. RGM remains concerned however about the height, scale and density particularly of residential buildings 3 and 4 in Terra Linda's suburban environment, as well as the choice of exterior building materials. More importantly, we are very concerned about the ability of the existing roads to carry the significant increase in traffic in the event of a disaster requiring mass evacuation. This issue should be uppermost in everyone's minds following the recent tragedy in Lahaina, as well as the recent lessons that should have been learned nearer to home during the fires in Paradise, Santa Rosa and elsewhere in California, in areas that were never thought possible to be destroyed by wildfire. While evacuation routes may not fit neatly into the topic of "residential elements", the number of housing units and new residents absolutely does.

These concerns are discussed below.

EMERGENCY EVACUATION ROUTES

Terra Linda has only two exit routes – along the almost perpetually clogged Freitas Parkway to Highway 101; and along the single lane each way Los Ranchitos Road towards central San Rafael. These roads will have to accommodate Kaiser, TLHS, three elementary schools, three senior living facilities, existing residents and *several thousand additional fleeing residents* in an emergency. When will the long-promised Traffic Report be made public? Where are the plans to deal with this issue? The community has a right to know that sufficient evacuation routes are available given the very significant increase in residents this development will bring to an already built-up neighborhood.

HEIGHT & SCALE

The residential apartment buildings (in particular the 6-story Residential 3 and 7-story Residential 4) dwarf all other buildings in the adjacent streets, whether those buildings are commercial (Northgate 1 and the Chase Bank on the east perimeter, the US Bank and Wells Fargo buildings to the north) or residential homes (homes adjacent to Northgate Drive to the west as well as the Alma Via facility and Quail Hill townhome community). Even Northgate Mall's existing retail buildings (Kohl's, Macy's and Sears/Restoration Hardware) are significantly smaller than the buildings that are proposed. The scale of

the proposed buildings is dramatically out of keeping with the surrounding buildings. Therefore, we urge the DRB to require a 3D architectural visualization of the development that will communicate the relative size of these residential buildings clearly to you, the community and the Planning Commissioners. RGM has requested such a visualization several times from the Applicant, which claims that such computer modeling is too expensive. However, we think that in the global scheme of the proposed development, the cost will be minimal at most and such a model will be the most accurate way of conveying to all parties the scale of the development – a development that will bolster or ruin the reputation of the City of San Rafael for decades.

DENSITY

The density shown in the plans suggests a lack of light for those units located in the interior of the developments, a quality which does not support a healthy livable environment. This density is inconsistent with Terra Linda's suburban character; this community is not an urban center. Further, common green space is scarce and far below the City's own recommended four acres per thousand residents, as stated in GP 2040.

The shading and noise issues should be covered in the Draft Environmental Impact Report ("DEIR"). However, to date the DEIR has not been released and so it is impossible for either the DRB members or the general public to understand these impacts – impacts which could well affect the design.

MATERIALS

Finally, RGM asks that the DRB give close consideration to the choice of building materials which in the renderings provided by Merlone Geier appear very dark, creating a fortress-like, foreboding appearance. We wonder if lighter materials would help mitigate the scale of these buildings and convey a more welcoming façade.

We thank you in advance for considering RGM's input in your consolidated recommendations to the Applicant and look forward to the September 6th meeting and the discussion on the residential plans.

Respectfully submitted,

Responsible Growth in Marin
Susan Coleman, Board Member
Laura Silverman, Treasurer
David Smith, President

cc: RGM Team Leaders

Rachel Zwillinger
[REDACTED]

July 23, 2023

Ms. Laura Hall
President and CEO
EAH Housing
[REDACTED]

Concerns about EAH Housing's participation in Northgate Town Square redevelopment project

Dear Ms. Hall,

I am a San Rafael resident and am writing to express concerns about EAH Housing's participation in the proposed Northgate Town Square redevelopment project. I view this project as a tremendous opportunity to increase housing availability in our neighborhood and am particularly supportive of the inclusion of affordable housing. However, EAH's participation in the project seems inconsistent with the organization's goals and values, and I fear it undermines broader efforts to expand access to high quality affordable housing.

The first phase of the Northgate Mall redevelopment project proposes to add 922 new residential units to the site. The developer is required to ensure 10% of these units are affordable. San Rafael's affordable housing laws establish as the default that "[a]ffordable housing units shall be dispersed throughout the residential development project." San Rafael City Council Resolution No. 14890 (2001).

However, EAH Housing appears to be stepping into the project to allow the developer to shirk its obligations to provide integrated affordable housing. Instead, EAH is proposing to build the minimum 10% of affordable units on the project site but separated from the developer's market-rate apartment buildings. These affordable units are not additive—they merely allow the developer to meet the minimum legally required amount of affordable housing units.

I struggle to see how this is a good use of EAH's resources because it is not increasing the amount of available affordable housing. Without EAH's participation, the developer would still be required to build the same number of affordable units. I also struggle to see how the project is consistent with the values of the affordable housing community, as it undermines the City's policy that seeks to ensure affordable units are dispersed throughout new residential developments rather than being clustered.

Additionally, EAH's involvement will unnecessarily shift the financial burden of providing this affordable housing from the developer to the public. EAH will presumably seek subsidies and other public financing opportunities to complete the project. In so doing, EAH would force the public to subsidize the for-profit development, using scarce public dollars to build units that should be the developer's responsibility.

To truly advance housing affordability, we need everyone to chip in. We need developers to do their share by meeting affordability requirements, and we need wonderful organizations like EAH Housing to do even more by building units that are additional to the legally-required minimums. Unfortunately, that does not appear to be what is happening here.

For such a large and high-profile project, is this really the role that EAH Housing wants to play and the precedent it wants to set?

Sincerely,
Rachel Zwillinger

Copies to:

Welton Jordan, Chief Real Estate Development Officer, EAH Housing
David Egan, Vice President of Real Estate Development & Construction, EAH Housing
Denice Wint, Vice President, Real Estate Development, EAH Housing
Steven Spielberg, Vice President, Real Estate Development, EAH Housing
Bianca Neumann, Director of Development, Northern California, EAH Housing
Josh Romoff, Director, Real Estate Management, EAH Housing
Kate Colin, Mayor, City of San Rafael
Rachel Kertz, Councilmember, City of San Rafael



To the San Rafael City Council and Northgate Project Team,

Regarding the proposed housing development at Northgate, the Marin County Young Democrats are broadly in approval. San Rafael (and Marin generally) is very much in need of more housing, and the Northgate site offers great accessibility. We also think the design is very pleasing, and the amenities to be great additions to creating a community feel. We applaud the addition of solar panels to the roof; the parking availability seems adequate, as does the density. Biking and transit options will be welcome. We also applaud that the council and planners have allowed for 10% of the units to be designated as lower-income.

However, we call into question the affordability of these units for those who need them most.

Assuming our information¹ is correct, “low-income” can be defined as anywhere from 60% to 80% of the median income of San Rafael, with variations on median defined differently for studio, one-bedroom, two-bedroom, three-bedroom, and four-bedroom apartments. Taking the lowest figure, 60% of median, assumes that a person who wants to afford the maximum rent allowed for a studio will be making an annual income of \$73,500. If that person were to work full-time without taking a day off, they would need to earn \$38.28/hour to not be rent-burdened. The same numbers calculated for “very-low income” come to \$31.90/hour. These numbers seem to us quite high.

These figures do not inspire confidence this project advancing the goal of increasing affordable housing in San Rafael. First, compare these numbers to San Rafael’s minimum wage of \$15.50/hour: a person making minimum wage splitting a two-bedroom apartment will be spending 46% of their wage on rent. Second, using wage data from the Bureau of Labor Statistics² and adding the inflation rate from the Department of Transportation³ (and optimistically assuming that wage increases match inflation), a significant portion of the workforce of San Rafael, including those in food service, healthcare support, office support, educators, and maintenance technicians earn significantly less than the \$30/hour required to afford these units.

¹ <https://storage.googleapis.com/proudcity/sanrafaelca/uploads/2023/05/2023-affordable-rent-schedule-vllowmod.pdf>

² https://www.bls.gov/regions/west/news-release/occupationalemploymentandwages_sanrafael.htm

³ <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/data-analytics-services/transportation-economics/socioeconomic-forecasts/2022/marin-2022-a11y.pdf>

Moreover, an example figure quoted for the maximum allowable rent for a one-bedroom apartment is, for a low-income person, \$2,100. This figure is approximately the market rate for a one-bedroom apartment at market price on Craigslist, if not significantly more.

While MCYD recognizes the trade-offs between affordable housing, return on investment, and keeping the development within the character of Marin County, we fear that this development will do little to solve housing crisis for those with low or fixed incomes, which are particularly prevalent among the youth and elderly of San Rafael.

Based on the above, the Marin County Young Democrats requests that the City Council:

- 1) Clarify what percentage of median income the planners are applying in defining “low-income,” and/or,
- 2) Strongly consider lowering the threshold of affordability from “low-income” to “very low income,” and/or,
- 3) Redefine “very-low income” to be 30% of the median wage and “low-income” to be 50% of the median wage.

Kindly yours,

The Marin County Young Democrats
19 July 2023

Laura Silverman

Dear Design Review Board Members,

I am a 20 year resident of Terra Linda and look forward to the redevelopment of the Northgate Town Square and would like to see this project be the best it can be for our community for years to come.

I understand that the DRB will be focusing on the residential architectural aspects of the proposed project at the September 6th meeting and at their discretion can make recommendations to the Planning Commission on this aspect during the meeting.

In addition, the DRB may also at the September 6th meeting address and make recommendations to the Planning Commission on numerous other topics that were discussed during the meeting of July 18th.

If indeed recommendations are made at this meeting, this might be the last time that the DRB and the community have to address these topics.

Since there is **not** currently a Draft Environmental Impact Report nor a Traffic Report available, I'd like to suggest that the final recommendations **not** be allowed until the DRB and the Community have the opportunity to review and discuss them in subsequent meetings.

This is a major project that will have very long term effects on our fragile environment and on the health and safety of our community.

The City, the Developer and the Community have collectively taken care and time on this project, let's **not** short circuit the detail. Please let's get it right!

Instead, make Northgate the best it can be...**YES** to a thriving, profitable, welcoming, mixed use Town Square that people can call home and that becomes an exciting destination for all Marinites.!

Please do not rush this through without due diligence.

Thank you for your consideration.

Best regards,
Laura Silverman

Mark Gainer

Merlone Geier hasn't submitted even its draft EIR yet. Your submitting a recommendation to the Planning Department strikes me as premature. What is their plan for mitigation traffic, noise, trash? Do they have a wildfire or other evacuation plan for thousands in the event of wildfire or other hazards? You need to consider this prior to making any recommendations in my opinion. If this is merely a provisional recommendation pending vital information, this is a waste of time and taxpayer money.

Mark Gainer

John Milford

The proposed five- and seven-story residential buildings are plainly out of place along Los Ranchitos Road at Merrydale. If allowed at all, they should be located at the corner of Northgate Drive and Las Gallinas proximate to tall commercial and lower rise professional buildings. This location would also help traffic flow, being at intersections with traffic lights and closer to the Freitas entrance to the 101 freeway.

John Milford

Roger and Janet Freeburg

The proposed plan is too big, too much, and is what only be described as sprawling and NOT in keeping with the neighborhood. We are opposed to this plan in its present shape—back to the drawing board with many fewer units, more open space and more consideration given to area neighbors. THIS PROPOSED PLAN IS TERRIBLE.

Roger and Janet Freeburg

Randy Potter

As a homeowner and resident of the Santa Venetia neighborhood, I am writing to express my concern for bicycle access to the northgate mall development area.

I am a regular bicycle rider and commuter and have loved the new bicycle lanes from the Civic Center smart train, and would love to see this type of trail system continue and be linked up.

Thank you for your support for bicycle access and safety!

Regards,
Randy Potter

Lauren Withey

Dear San Rafael Design Review Board,

I am a homeowner in Terra Linda and I'm excited to see the Northgate Mall redevelopment advance and bring new life and opportunity to our neighborhood, as well as desperately needed housing to Marin and the region. The number one concern I hear from my fellow residents about the development is the additional traffic that it could generate. There are clear solutions to mitigate this traffic, however, and the primary solutions that I hope you will encourage via the design review process are to make the complex as bike and pedestrian accessible and safe as possible and to minimize parking on site.

Ensuring safe bike and walking routes to, through, and around the development is critical not just for reducing traffic, but for making the area as vibrant and utilized as possible. Having safe bike routes to transit is especially important. Ensuring that there is ample safe bike parking for all residential units and in front of all commercial units is also critical. Frankly, I can't help but laugh at the absurdity of the suggestion that bikes be *banned* within the complex, as though they are somehow more dangerous than the massive cars that result in what seem like weekly accidents on Freitas Parkway. Not only are bikes many times less likely to harm a pedestrian than a car, but they are also free from NOx emissions that damage all of our lungs, and the CO2 that is driving climate change. Bikes save precious space for parks and other amenities that improve our health by reducing the need for car parking and wide roads. Moreover, bikes create a stronger community by allowing people to talk to one another face to face, rather than remain anonymous within their cars. These bonds are what I want within Terra Linda.

Minimizing parking across the complex is another key way to encourage more people to bike, walk, and take transit to the complex and thereby make it a more pleasant place to be and lower-impact on the Terra Linda community. Terra Linda was, sadly, designed in an era in which car would be king, and the roads are designed for people to drive fast -- this despite the neighborhood being filled with families with young kids who would much prefer their streets to be safe for children to bike, walk, and play in and around. The community desperately needs traffic calming and bike-accessibility measures (including bump outs, raised crosswalks and speed bumps, removal of street parking and replacement with bike lanes, and removal of slip lanes).

While I am not holding my breath for these measures to come quickly across Terra Linda after living here for five years and seeing none of them implemented, the Northgate development is an opportunity to update transportation and landscape design to 21st century standards, from which I hope the city can learn. Wide multi-use sidewalks that allow bikes to operate separate from cars, narrow automobile lanes, large curb radii, no street parking, and raised crosswalks are all tried and true ways of maximizing pedestrian and bicycle safety and should all be included in the plan. These help parents know that an area is designed to be safe for kids to bike and walk, making these parents much less likely to feel they need to drive their children -- which obviously further strengthens the safety of the area. Designing for the safety of the littlest around us makes the rest of us happier and healthier, too.

Thank you for your attention to making this development the best it can be to meet the needs of our community and region today and into the climate-constrained future. I look forward to enjoying it with my own child on the back of my bike soon.

Sincerely,

Lauren Withey

Janet Zanetto

Dear Design Review Board Members,

My husband and I are San Rafael residents, and we often go to Northgate Mall, almost always by bicycle. I am 73 years old, my husband 71. We are excited about the redesign of the mall and the number of housing units that will be added to our city's housing stock.

The current mall is decidedly car-friendly, with very little planning for either pedestrians or bicyclists, other than the pedestrian sidewalk and bike path that encircles Northgate from the old Sears auto center to Las Gallinas/Northgate Drive. We are hoping that the redesign will plan for greater accessibility for cyclists and pedestrians/public transportation users to this mall, as well as for the many new residents who will be living there.

By making this destination easy to access by foot or bike, the increased traffic from the residences and shoppers can be reduced. This summer bike valet parking was offered for two weekends at the Marin Civic Center Farmers Market. Usually few cyclists are visible at the market, but there were 20 cyclists the first Sunday and EIGHTY at the second bike valet Sunday. This is just one demonstration of reduced use of cars from planning for alternative modes of transportation, rather than always catering to cars.

As design planners, you know that the space taken up by car parking far exceeds that needed for bikes. Additionally, bikes are a mode for the city to champion, as they are quieter and less polluting, not to mention considerably safer for other road users than cars. My husband Jeff and I hope that with forward-thinking planning, we can create a wonderful new Northgate, with housing units that offer easy access to bike paths as well as safe bike parking.

Thank you for taking the time to read these comments, and thank you for your work.

Janet (and Jeff) Zanetto

Steven Friedman

Hi-I am a longtime San Rafael resident and hope that the future Northgate Mall project will take bikes and pedestrians into serious consideration. Allowing for more access to bikes and biking will reduce the need for parking and also means less noise and pollution. And there must be access to secure bike parking. By having the site be one where it's easy to walk or bike to means another way to reduce traffic.

I appreciate your time,
Steven Friedman

Mark J. Pletcher

I strongly support having Northgate Mall be Bike-Friendly! What a huge improvement that would be for Marin County!

Mark J. Pletcher, MD MPH

Carol Salinas

Dear San Rafael City planners,

I received your large postcard about the destruction of Northgate Mall to building 1,422 housing units. You are going to ruin the unique Terra Linda community.

First, there are too many units and if each unit has a family of 4, then you will have 5,688 people added to our community. Of those people, you will have 2,844 children who will need schools and parks. Have you consulted with the school districts of where schools will be built. You will need to provide transportation to schools for all these children.

Secondly, With all the people, you will have 2,844 cars using all the roads. Freitas Parkway is already busy and we have a clogged 101 freeway now. The cars will spill over onto LA Gallinas and all of us will feel the congestion. People in Terra Linda will not be able to leave their homes.

Thirdly, the noise of tearing down the mall will be tremendously noisy and where will all the thousand tons of concrete wind up? More huge trucks hauling it away. More noise. The property values will definitely go down in the whole area.

Fourthly, we keep hearing that we don't have enough water to support all this extra housing. They are closing a dam on the Russian River so we will have less water than now. Just look at the impact of putting a new Kaiser facility on Lucas Valley Road. Sixteen houses are being built there too. More traffic!!

What happened to building housing on top of Northgate mall? Keep the retail on the bottom and apartments on the top. Also, we have one Safeway store to meet the needs of the existing people? Are you planning a new grocery store for the new tenants? No outsider is going into a housing unit of 5,688 people to retail shop!
All the small businesses will leave.

Think twice about what you are doing. Gavin Newsome is getting a kickback from developers and getting richer on the back of California's citizens. Our state is already in serious decline and 600,000 people have left for red states. More citizens will leave if you tear up their communities.

Thanks for listening.
Carol Salinas

Carroll Ct residents.

To The San Rafael Design Review Board:

Project Comments

As long time residents of Terra Linda we feel that the current plan for the redevelopment of the Northgate Mall looks very dense and especially imposing with the large seven story buildings. Visually it is very crowded housing that is similar to that which led to increased crime in the 1960's. There is not enough open space with proper playgrounds where kids can even ride a bike!

The most significant overarching question which must be explained is how are services going to be enlarged to support 1,422 new homes. Including:

- Schools: How many new students will move in?
- Roads: Freitas and side streets jam up at Xmas and at school drop-off/pick-up time now.
- Fire/Paramedic: Are you planning more stations?
- Water: Is MMWD planning on this new demand?

Please note these comments and address these questions at your Wednesday meeting.

Thank you,

Carroll Ct residents.

Linda Saldaña

I am a San Rafael Meadows resident writing about the "Northgate Town Square" mixed use development. I support an effort to make better use of this mall, but have these comments:

* Six to seven stories — Really? In this area? This development would turn Terra Linda into a high-rise community. Are you trying to attract young families to a place that basically provides one little playground but no walkable community?

*Are you ready for the traffic entanglements?

* Can you guarantee that these places will be well-managed, and kept in good shape? (Check around and see how many owner/management turnovers there are in similar developments. It's not always easy to keep up with projects this big.)

* Are you trying to provide a population that will support the SMART train — all in one place?

* Please plan to do sound studies to see how the freeway noise will bounce off all those windows.

* Please study how wind patterns in the little valley will change.

* Studio apartments — The entryway doors to these apartments open right into the stove and were obviously not designed by someone who ever cooks. Not safe. Not practical. Rather than striving for more "affordable" spaces, please consider fewer, more livable spaces with good design. Build them to be more than a checkmark on a worksheet that allows a tradeoff for getting higher high-rises.

*Please change the name of this project from "Northgate Town Square" to something more transparent: "Northgate Urban Cluster."

Thanks,

Linda Saldaña

Anne Buckley

To whom it may concern,

We are a group of people who reside at AlmaVia of San Rafael, one of three senior communities located directly across from Northgate Mall. Our address is 515 Northgate Drive. We are alarmed by the massive size of the proposed Northgate Town Square. This project will have many ramifications that affects our life. We believe that this project currently in front of the Design Review Board seems to be better suited for the East Bay or a large city. Terra Linda has always been a small city.

Our concerns are thus:

- Traffic is already busy in this area. Adding more cars to the vicinity will cause safety issues to the many of us who go for daily walks. There will also be more noise and pollution. There is only one way in and out of this area. What are the contingencies in case of an emergency?
- Parking is already limited here. We have a small parking lot but most of our visitors and staff have to utilize off-site street parking. Where will the extra cars for the rental units and townhouses park?
- California is still in a drought. The thought of so many new water hook-ups concerns us.
- Our schools are currently at maximum levels. This project will also affect the local schools our families attend.
- We do not want to have people looking into our apartments while also obscuring our views.
- The noise and dirt generated during construction will definitely affect our day-to-day lives. How do you propose to minimize that impact?

We would like to see a better planned out shopping mall with not quite as many residences. Perhaps the two five story tower units could be eliminated. Perhaps the residences could be moved to the north side of the lot and restaurants face our community. We chose to come to AlmaVia at this stage in our lives for peace and safety. This project will take away those. In short, what are you willing to do to protect our way of life?

Attached you will find a list of residents and their families who are protesting this development. We will all be watching together on September 6th hoping that our voices are heard.

Thank you,
The residents, family, friends and staff of AlmaVia of San Rafael

Anne Buckley
Life Enrichment Director

ElderCareAlliance.org



Inth Wishnak

Serge CHEMLA

Gabrielle VAHLE

Tasca De Rosiers

Marian Sue Kunst

Carolyn Tune

Elizabeth Rullan

Adornie Cavanaugh

Walter & Carol Little

Marcia Rafinski

La Thun Ben #16

Majorie Cecil

Vilma R. Holmes

Ursula Hammer

Josand Moss

Jean M. Roussay

Jean Hemmert

Don & Winnie Moss #308

ROBERT "BOB" HUNTSBERRY (FORMER BOARD MEMBER
FOR 20 YEARS)

Joan C. Swift

Hettler Helmore Resident # [REDACTED]

Marilyn Swenson Resident # [REDACTED]

Elsie N. Adams # [REDACTED]

Janice Fraser Resident [REDACTED]

Esther Blau Resident # [REDACTED]

Nancy E. Kavanagh, Resident # [REDACTED]

Jean Gillespie # [REDACTED]

Corasand Moss # [REDACTED]

Clare M. Miller [REDACTED]

Katherine S. Hitchcock # [REDACTED]

Orilla Cicade # [REDACTED]

Richard Miller # [REDACTED]

Deming Morosi

Patricia M. Leehey

Joni Johnson

Carol Glenn

Connie Hansell

Carolyn Tune

Olex Smith

Annie Buckley

Joe