



City Council Public Hearing

Pilgrim Triton Phase C

City of Foster City
September 17, 2018

Purpose of this Public Hearing

To consider a proposal to allow 70 townhouses and 22 workforce housing instead of 225,943 sq. ft. commercial use and 17 townhouses

Applications:

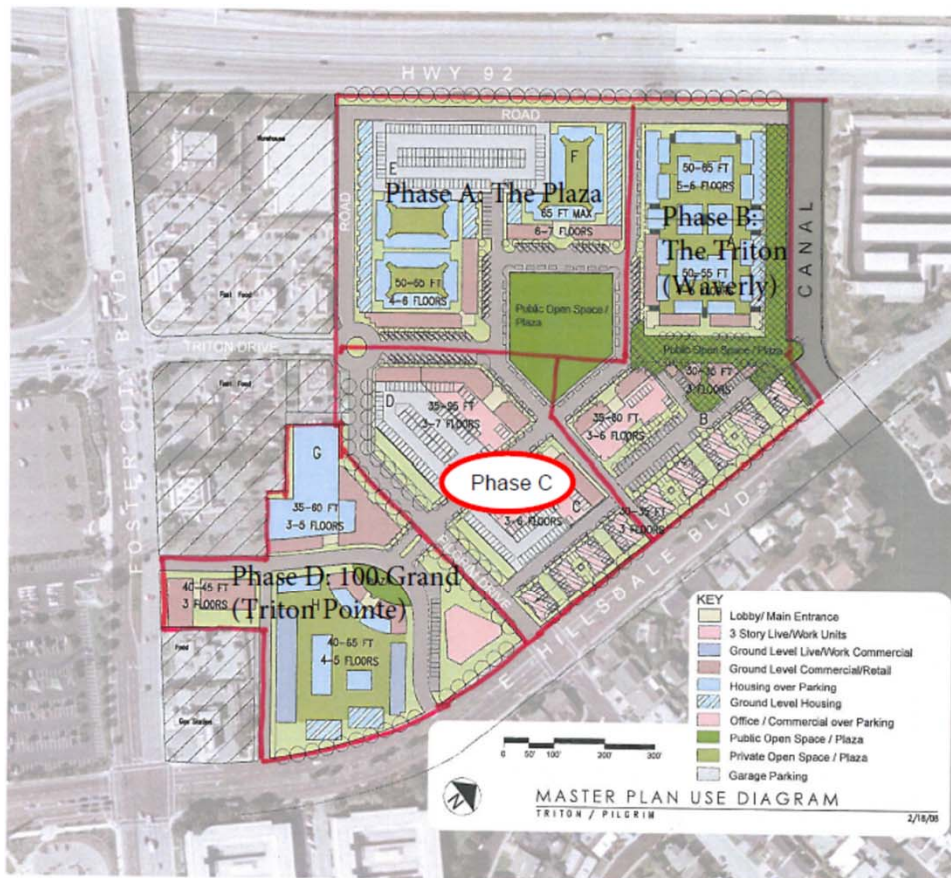
- Addendum to the Pilgrim Triton Master Plan EIR
- Change in Zoning/General Development Plan for the 4.68 acre site
- Modification of the Pilgrim Triton Master Development Agreement to change the allowed uses
- Project-specific Development Agreement for Pilgrim Triton Phase C

Review Process

- City Council Preliminary Review: 5/18/2015 & 8/1/2016
- Planning Commission Study Session to review project proposal: 9/15/2016
- Planning Commission Study Session to review “Fiscal Impact & Market Analysis: 3/16/2017
- City Council meeting - approval of term sheet: 10/2/2017
- Planning Commission Study Session to review site plan: 1/18/2018
- Planning Commission Study Session: 5/17/2018
- Prepare Addendum to the EIR
- Planning Commission Public Hearing and recommendation on EA/RZ/DA – 7/19/2018
- **City Council Public Hearing and final decision on EA/RZ/DA**
- If current applications are approved, applicant submits Tentative Map & Specific Development/Use Permit applications (RS/UP)
- Planning Commission Study Session on RS/UP
- Planning Commission Public Hearing on RS/UP

Proposed Zoning/GDP Change

Original GDP



Proposed GDP



Conceptual Site Plan

LEGEND

1. 8' Wide Public Sidewalk with Street Trees in Tree Grates
2. 4' Wide Public Sidewalk with Street Trees in Parkway Strip
3. Corner Plazas with Accent Paving
4. Driveway Entry with Accent Paving
5. City Standard Public Sidewalk and Street Trees
6. Accent Wall with Pilasters
7. Pedestrian Walkways with Colored Concrete
8. Accent Paved Pedestrian Crossings
9. Pedestrian Plaza Areas with Accent Paving
10. Mailboxes
11. Bench Seating
12. Picnic Table Seating
13. Bike Racks
14. Street Lights
15. Pedestrian Scale Pole Lights
16. Bollard Lights
17. Conceptual Transformer Locations with Landscape Screening
18. Potential Stormwater Treatment Areas
19. Stoops and Patios at Unit Entries
20. Monument Signage
21. Accent Pole Lights



Change from Office/Commercial to Housing

Staff report analyzes consistency with key General Plan goals/policies:

- Loss of commercial space
- Traffic
- Housing Needs

Commercial Land Use Needs-Original Master Plan

- Original Master Plan was approved to address high vacancy rates; lack of economic viability
- Original Master Plan included:
 - commercial SF to provide “no net loss” of job-producing SF;
 - provide ground floor retail as amenity to the neighborhood;
 - provide housing to address housing needs

Commercial Land Use Needs- Current Proposal

- *Fiscal Impact and Market Analysis* prepared by Hatch Associates
- Change in market feasibility - existing office/commercial entitlement is not financially feasible unless substantial increases in rents occur
- Retail will need to capture demand from beyond Master Plan area to be viable
- The type of office that would retain existing tenants, Class B/C, is even less likely to secure financing and if constructed, would have higher rents.
- Loss of Class B office is a regional economic problem – Foster City has higher vacancy rate than County



Commercial SF Added Elsewhere

- Since Pilgrim Triton Master Plan was approved in 2008, other commercial development has been approved and/or constructed:
 - Gilead Sciences: 595,120 SF additional
 - Lincoln Centre Campus: 275,000 SF additional

Trip Generation

	AM Peak Hour			PM Peak Hour			Total Daily Trips
	In	Out	Total	In	Out	Total	
Office Entitlement (225,943 SF office + 17 units)	198	45	243	53	241	262	3,470
Proposed Housing (92 units)	7	34	41	33	17	50	541

Traffic Levels of Service

- Traffic conditions under residential development would be better than under office entitlement
- LOS would deteriorate in AM Peak from LOS C to LOS D under office entitlement at:
 - Pilgrim Drive/East Hillsdale Blvd.
 - Pilgrim Drive/Triton Drive
- Delay would increase by at least 5 additional seconds in PM Peak (already at LOS F) at:
 - SR 92 Westbound Ramps/Chess Drive
 - Foster City Blvd./Chess Drive
 - Foster City Blvd./Triton Drive/Metro Center Blvd.

Traffic Counts

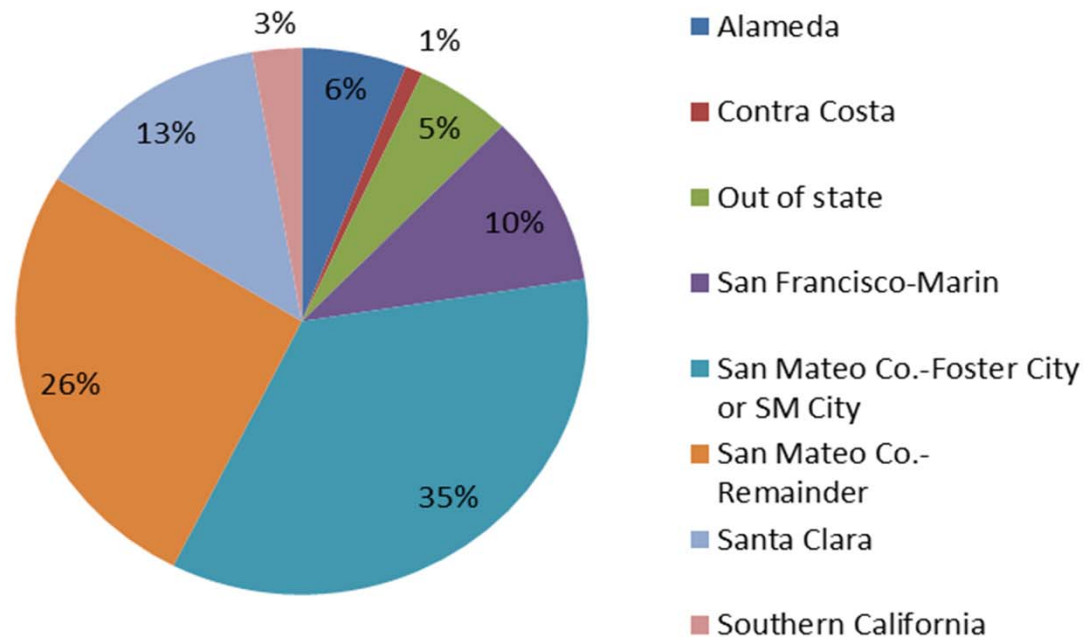
Traffic count data shows decreased counts as housing units were added

Count/Occupancy	W-bound Triton Dr. in AM Peak Hour	E-bound Triton Dr. in PM Peak Hour
10/2006 & 4/2007	799	760
4/1/2008	981	887
3/2011 Demo-Plaza site		
2/29/2012	667	519
1/2013 Plaza Apts added		
10/1/2014	617	464
12/2014 Demo-Triton Apts site		
6/2017 100 Grand added		
10/26/2017	625	388

Traffic & Place of Employment

New residents are more likely to choose Foster City to reduce their commute -- 35% of residents at Plaza and 100 Grand work in San Mateo or Foster City

Residents' Place of Employment: Plaza and 100 Grand





Traffic-Summary

- Root cause of congestion is the growth of jobs without housing in San Mateo County 2010-2015: 72,800 jobs and 3,844 housing units
- Congestion on SR92 is the primary cause of PM congestion at adjacent City intersections & increase in pass-through traffic
- Housing near jobs will reduce long commutes & congestion
- Housing will generate fewer peak hour trips in Phase C

Housing Needs

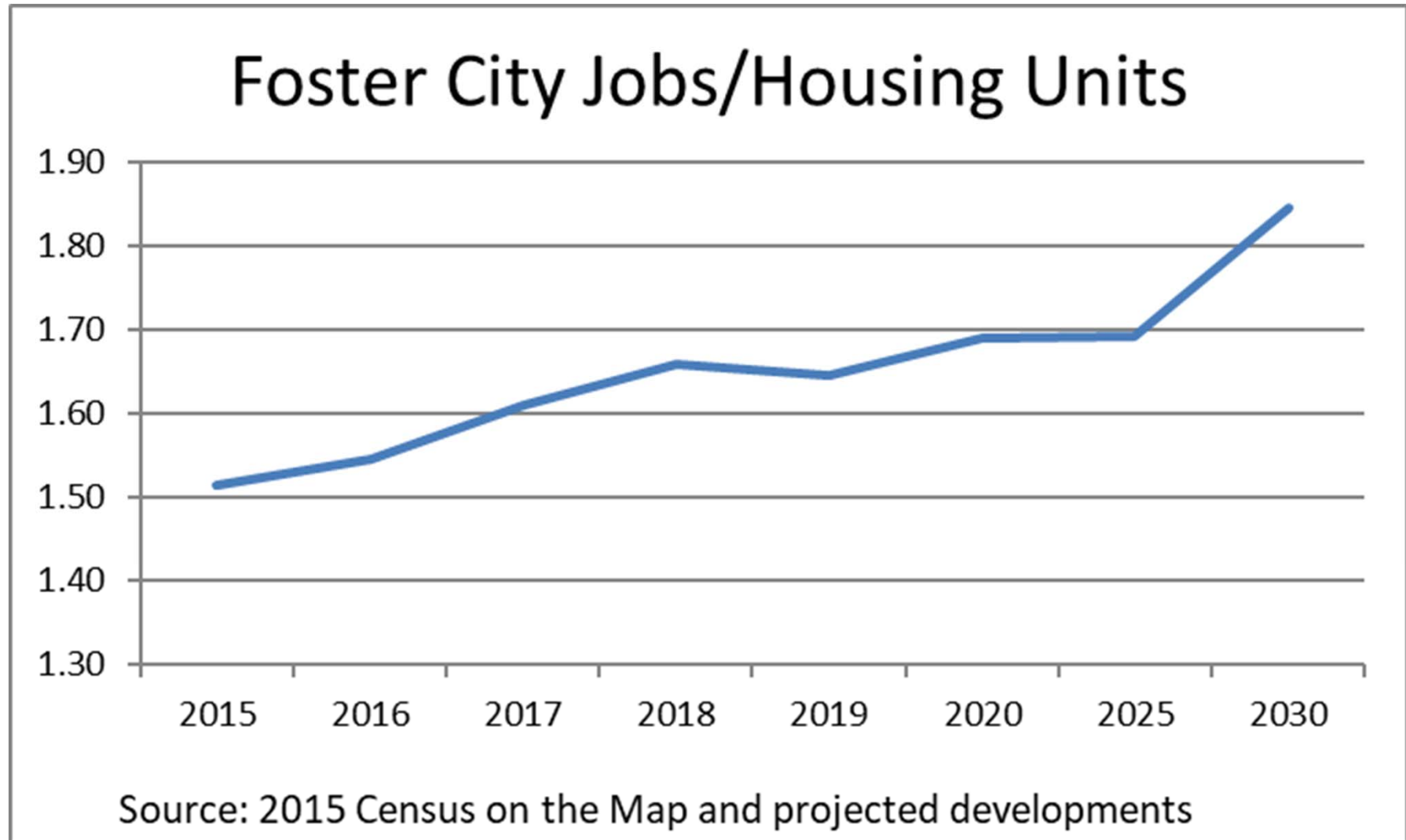
- Housing will contribute to meeting RHNA goals.

Income Level	RHNA	Year 1: 2014- 15	Year 2: 2016	Year 3: 2017	Total Units to Date	% RHNA Met	Total Remai ning RHNA
Very Low	148	83		1	84	56.8%	64
Low	87	49			49	56.3%	38
Moderate	76	14			14	18.4%	62
Above Moderate	119	563	74		637	NA	0
Total	430	709	74	1	784		164

Affordable Housing Units

	Foster's	Emerald	Metro	Ex. Unit	First	Marlin	Miramar	Triton	100	Alma	Triton	
	Landing	Bay	Ctr Sr Hsng (Rental)	Purchase	Time HB	Cove		Plaza	Grand	Point		Total
Income Level	(Rental)	(Owner)	1996-97	(Rental)	(Owner)	(Rental)	(Rental)	(Rental)	(Rental)	(Rental)	(Rental)	Units
	1987	1992	1996-97	1997-12	1998-2011 (active loans)	2002	2002	2010	2016	2016	2018	
Very Low	30	3	54	3	0	56	32	15	10	65	8	276
Low	22	2	6	3	1	0	0	40	18	0	31	123
Moderate	22	2	0	0	4	28	16	5	5	0	9	91
TOTAL	74	7	60	6	5	84	48	60	33	65	48	490

Housing Needed for Jobs Housing Balance





Parking Deviations

- 8% waiver from 228 to 211 stalls supported by ITE and local data
- Tandem parking for 14 garages (28 stalls) provided elsewhere with no issues
- Fewer covered stalls (10 instead of 31) for workforce housing will allow a better site plan
- Allowing 4 more perpendicular parking stalls on Triton Drive (19 instead of 15) is consistent with the intent of the Development Agreement



Amendments to Master DA

- Modifies development allowed in the Master Plan consistent with the Phase C proposal
- Includes a revised Exhibit E for Permitted Density and Intensity of Use that also reflect removal of Phase D by previous amendments
- References site-specific Phase III Development Agreement



Phase C Development Agreement

- Term: 5 years but can be extended by City Manager for 3 years
- Workforce Housing: Developer responsible for the design and construction of the units; quality equivalent to Plaza & Triton
- Affordability levels
- Option: City has option to purchase; not to exceed \$7M
- Schedule of performance
- Construction sequencing
- Park obligation – met by completion of park



Workforce Housing Income Levels

- 22 workforce units to include:
 - 2 very low-income
 - 2 low-income
 - 10 moderate-income
 - 8 workforce units at less than market rent
(rents affordable to 130% of median income)

Workforce Housing Preferences

- Preferences for 14 BMR units:
 - Employees of the City (disaster service workers)
 - Classroom teachers-SMFCSD, SMUHSD, SMCCCD
 - Persons who live and work in FC
 - Persons who live in FC
 - Persons who work in FC
 - All others who are income qualified
- Preferences for 8 workforce units:
 - First responders
 - Employees of the City
 - Classroom teachers...
 - ... (as above)



Addendum to Pilgrim Triton EIR

Focused on:

- Traffic
- Public Services
 - Schools
 - City services
 - Police/Fire
 - Water
 - Other infrastructure



Planning Commission Recommendation

- Addendum to EIR: 5-0
- Amendment to Pilgrim Triton General Development Plan3-2, Wykoff and Dyckman opposed
- Modification to Master Development Agreement: 3-2, Wykoff and Dyckman opposed
- Project Specific Development Agreement: 4-1, Wykoff opposed

Summary

Staff and the Planning Commission recommend approval of:

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