

**PUBLIC COMMENTS
SUBMITTED
REGARDING PILGRIM
TRITON PHASE C**

**MAY 19, 2015 –
MAY 26, 2015**

Leslie Carmichael

From: Curtis Banks
Sent: Tuesday, May 26, 2015 8:02 AM
To: Leslie Carmichael
Subject: FW: Not Another Housing Project for Foster City!

Curtis
Curtis Banks, AICP
Community Development Director
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404
(650) 286-3239

-----Original Message-----

From: marilyn greig [<mailto:MGreig1964@comcast.net>]
Sent: Monday, May 25, 2015 5:30 PM
To: Foster City City Council
Subject: Not Another Housing Project for Foster City!

Honorable Council Members:

My husband and I have owned homes in Foster City since 1977. We raised our three children here. My parents lived here. We vote "NO" on any additional housing in Foster City. All of this building is completely changing the face of our city. It is difficult to navigate by automobile due to all of the additional traffic and difficult to find parking at the nearby markets and restaurants, etc. All of the additional families moving into Foster City are having a huge impact on the local elementary schools. I never thought I would see the day when parents would have to drive their children out of the city to go to school. I'm afraid that this fact will adversely impact property values in our city. How can all of this high-density building continue with the current drought?

I'm sorry for the late response. We were out of town.

Marilyn Greig

Leslie Carmichael

From: Curtis Banks
Sent: Tuesday, May 26, 2015 8:02 AM
To: Leslie Carmichael
Subject: FW: Pilgrim-Triton Master Plan

Curtis

Curtis Banks, AICP
Community Development Director
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404
(650) 286-3239

From: Mehdi Daneshpanah [<mailto:mdaneshpanah@gmail.com>]
Sent: Friday, May 22, 2015 5:30 PM
To: Foster City City Council
Cc: Anahita Tafvizi
Subject: Pilgrim-Triton Master Plan

Hello Council members,

We are writing you to express our concerns regarding the pending request you have from Sares Regis for conversion of the already approved Phase C office-retail space to 50 for-sale townhomes.

We are owners and live Bayporte Community at 969 De Soto Ln. We understand that Bay Area economy has grown rapidly and robustly in the last decade. We also understand that the housing market is trying to catch up with demand and Foster City may want to take a piece of the pie. However, rapid growth without infrastructure improvements can bring a whole city to halt and the quality of life for its residents down.

Consider the cities around the bay which have gone through more boom and bust cycles. Cities of Palo Alto, Menlo Park and Atherton have kept their lots large and resisted over development in the up cycles. As a result they keep being attractive and desirable.

Please deny Sares Regis request and take a more cautious approach to development.

Thank you,

Mehdi Daneshpanah, Ph.D.
Anahita Tafvizi, Ph.D.
969 De Soto Ln, Foster City CA 94404

WHY WE OPPOSE TRITON, PHASE C:

REASON #1 This is classic BAIT & SWITCH. Have approval for office and retail space, and then switch to the more lucrative residential housing. Do we want our already over crowded schools to be even more over crowded? Sares Regis bought the property in July 2014. The City approvals for the land that Sares Regis wants to build on date back to 2008/2009, when the "Master Plan" for all four planned developments was approved. Sares Regis was not even an owner of the property at that time. In their letter to the City, they say: "We would like to work with the City to re-envision our portion of the Pilgrim Triton Master Plan..." In fact, they propose an almost total change of plans.

REASON #2 -DON'T BE FOOLED BY THE PROMISE OF "AFFORDABLE HOUSING". Sares Regis says that one of the "specific benefits or our proposal is Affordable housing per the Pilgrim Triton Master Development Agreement." This is being portrayed as a generous offer by the developer when, in truth, it increases their financial gain. This is because developers that agree to include 20% affordable units are eligible for certain concessions to existing building codes. (Interestingly, these concessions are referred to as "builder bonuses"). Example "bonuses" include: a) increased density (up to 35 units per acre; b) reduced square footage of each residence (250 square feet in one recent proposal); c) reduced parking spaces; etc. Qualifying for these concessions makes any development proposal much more economical to build, and much more profitable. It should not be a surprise that the proposed 14 units of affordable housing is 20% of the total 68 town homes Sares Regis seeks to build in Triton, Phase C! Of course the developers support 'affordable' housing. They have nothing to lose, only much to gain!! We are left with the impacts of increased high-rise housing density, traffic and overcrowding of our schools. Remember, if a developer agrees to produce 20% of "affordable units," the developer gets a BONUS. The other 80% of the units are built for whatever the market can bear (think expensive). What does a BONUS look like? • Allows more dwelling units per acre than otherwise allowed on the site by the General Plan Land Use Map and Zoning; • Use of density bonus parking standards (fewer parking places per unit than required in city code. Talk about a concession! – look at the night-time competition for curbside parking at Edgewater/E. Hillsdale, Foster City Blvd, Shell/Bounty); • Incentives reducing site development standards or a modification of zoning code or architectural requirements that result in financially sufficient and actual cost reductions (so the developer can have a larger profit margin); • Waiver of development standards that would otherwise make the increased density physically impossible to construct (per city codes which exist to preserve building standards); • An additional density bonus if a childcare facility is provided (but inadequate impact fees to address overcrowding of local schools). These builder-friendly bonuses produce economic incentives that are driving high-rise, high-density housing proposals in Foster City. And, remember, a townhouse sold at below market rate will still not be "affordable" for many families.

REASON #3 –DON'T MAKE SCHOOL OVERCROWDING WORSE! Sares Regis promotional materials tell us the proposed 68 townhomes will generate an estimated 19 school children. This would amount to one school child for every four townhomes. Does this sound realistic? This projection represents yet another example of the many probable under estimates of the impacts of the proposed project. In this case, it is because the school generation rate varies widely, depending upon the number of bedrooms, the price of the units, and the income status of the buyers. These are details that Sares Regis has yet to reveal. Until these details are known it will be impossible to determine how many school children will be generated by this proposed development. The actual number of school children may be much larger than the current Sares Regis estimate. There are no guarantees that the school children from this project will be able to attend a school in Foster City. The San Mateo-Foster City School District has written this developer, saying: "Currently the SMFCSD is experiencing enrollment growth and the schools in Foster City have reached capacity. We cannot confirm enrollment in a Foster City school, only a school within the SMFCSD." Remember, also, that the nearby developments at the 166-unit Triton Pointe and 240-unit Waverly will be completed BEFORE Triton, Phase C. These students will need to be accommodated first. The school district has written us to say: "... the majority [from these developments] will be assigned to Audubon and Bowditch... After Audubon is full, students will be overflowed to San Mateo schools starting with George Hall." The District tells us that elementary students have been overflowed out of Foster City into San Mateo this school year. Yes, overflow is happening now! Do you want your kids to be forced out of Foster City and do you want to deal with the traffic getting your kids to school? A large part of maintaining our home values is access to top performing schools. Location, Location, Location and Education are important to homebuyers. Crowded schools diminish home values and impact the quality of life. The Next Steps Committee is considering a proposal for a bond measure of \$138 million to add more classrooms in both Foster City and San Mateo. Developer impact fees barely scratch the surface of that need. Developers earn large profits and then leave the community to finance most of the cost of the school infrastructure. It is undeniably clear: When the City Council votes to approve more housing it makes school crowding worse.

REASON #4 - THE IMPACT ON TRAFFIC IN FOSTER CITY Sares Regis claims the traffic that will be generated by the additional "approximately" 50 townhomes will be LESS than the traffic that would be generated by the office-retail space. This claim generates the following counter-arguments: **TORTURED LOGIC** - Sares Regis is attempting to convince the City Council to accept this proposal as an alternative to something worse... provisions contained in the Pilgrim-Triton Master Plan approved by a prior City Council. Sares Regis suggests the City should approve their new plan because they believe it mitigates some of the negative traffic and height impacts of the previously approved plan. **THE PILGRIM-TRITON POINTE AREA WILL NEED OFFICE & RETAIL** - Four separate developers are building 730 homes in this small 20-acre area of the City. See map Providing appropriate office space and retail within this development, itself, will diminish the need for these new residents to get into their cars and drive elsewhere to shop, get haircuts, do their banking, pick up dry cleaning, eat out, and get other basic services. Office-retail space would help offset the office-retail space that was lost with the destruction of the original Pilgrim-Triton office-retail zone. The leases offered in large office buildings are attractive to big corporations but are not as appropriate for Mom and Pop businesses. We need to support our local Mom & Pop businesses and provide adequate

office and retail spaces for them! TRAFFIC STUDY INFORMATION IS OLD AND NO LONGER RELEVANT - Sares Regis relies on a 2014 "preliminary" traffic analysis by Fehr and Peers for their traffic estimates. The 2014 traffic study was completed prior to the completion of the nearby Triton Pointe or Waverly housing, which are yet to be completed. This is an example of how the City has consistently examined impacts of the four developments, separately, rather than considering their cumulative, combined impacts. It is a major flaw. TRAFFIC STUDY RESULTS HAVE BEEN QUESTIONED - The results of that traffic study have been consistently questioned. This is the same firm that completed the discredited traffic study for the City that was used in the Negative Declaration of Environmental Impact of the Housing Element. That study came to the conclusion that 756 new housing units within four renovated apartment complexes would have "no significant impact" on traffic at our major intersections. These intersections are already at gridlock during commute hours. Even members of the Planning Commission and City Council expressed concern over the Fehr and Peers traffic study data and the way it was being used. BOTH THE TIMING AND DIRECTION OF THE ADDITIONAL TRAFFIC NEED TO BE CONSIDERED - Traffic generated by retail establishments will be spread out throughout the day. Traffic generated by office space will be coming into Foster City as residents are leaving. This process will be reversed during the evening commute hours. If housing is substituted for the office space, this favorable ebb and flow of traffic disappears. It puts residents on the road at the same time as other commuters, going in the same direction. This will have more of an impact on peak hour traffic than the traffic generated by office-retail establishments. WE WOULD EXPECT SOME OF THE RESIDENTS IN THE 730 HOUSING UNITS BEING BUILT NEARBY TO WALK TO WORK IN THE OFFICE-RETAIL ESTABLISHMENTS - This would reduce traffic impacts. OFFICE SPACE CAN PROVIDE OVERFLOW PARKING FOR RESIDENCES - The City has provided each of the four developers with "bonuses" which permit fewer parking spaces. This does not change the number of cars requiring parking. The cumulative impact of these separate approvals creates a near certain parking space nightmare in this small 20 acre site. Competition for on street parking along Hillsdale Blvd. is already a problem. But, commercial space parking is rarely full, especially after business hours. This would provide overflow parking spaces for residential units where the parking is not adequate. Substituting more housing for the office-retail space would take away this mitigating factor. SIZE AND DESIGN OF OFFICE-RETAIL SPACE CAN BE REGULATED - It may be that fifty more residences will generate less traffic than office-retail space, but limiting the size of the office-retail that may eventually be approved can mitigate this difference. THERE IS NO NEED FOR THE AVERAGE CITIZEN TO TRY TO DECIPHER THE COMPLICATED, TECHNICAL LANGUAGE OF THE TRAFFIC "EXPERTS" - Any one who simply thinks it out will understand the implications of this proposal to substitute townhomes for office-retail space.

REASON #5- WHY WE OPPOSE TRITON, PHASE C: OUR CITY-WIDE WATER CONSUMPTION IS BEING LIMITED The rules have been changed: Previously, we were told that our city-wide water allocation was 5.1 million gallons per day and that we were consuming 3.9 million gallons per day. The difference was available for additional consumption. That water is no longer available to us since Governor Brown has decreed that water consumption be reduced from recent consumption, not from prior allocations. Housing uses more water than offices - MUCH more. Not approving additional housing development until sufficient water, traffic capacity and schools are provided for seems only common sense. Unlike most of California, Foster City has physical limits. It is 3.756 square miles, largely surrounded by water. There are only three roadways in and out. We are already overbuilt. Schools are over capacity. Water supply has become a big problem. We need to ask: At what point do we begin to hit limits?

REASON #6 - WHY WE OPPOSE TRITON, PHASE C - IT IS NOT LIKELY TO PRODUCE AFFORDABLE HOUSING - Sares Regis promises 14 of the 68 for sale town homes at the proposed Triton, Phase C project will be "Affordable Units". To do so, several obstacles must be overcome: **REQUIRED DOWN PAYMENT.** A 30-year fixed-rate mortgage typically has a 20% down payment. This means an applicant must make an \$ 80,000 down payment to buy a \$400,000 home, and double that to buy a \$800,000 home. This requirement is simply beyond a lot of potential buyers. **COSTS IN ADDITION TO THE MORTGAGE PAYMENT.** In addition to the monthly loan payment, many other items add to the cost of home ownership. For example, homeowner association dues, property taxes (about 1.1% of the purchase price, annually), homeowner's insurance, utilities, etc. This often brings the total cost of home ownership above 30% of income, the standard definition of "affordable" housing. **THE MONTHLY INCOME REQUIRED TO QUALIFY FOR A MORTGAGE.** The amount escalates sharply as the purchase price increases. For example, even with a very favorable 3.5% interest rate, a \$5,800 monthly income is required to buy a \$400,000 home. A monthly income of \$10,500 is required to purchase an \$800,000 town house. And remember, a down payment is required, too. **FEW PEOPLE WILL BE ABLE TO AFFORD THE TRITON, PHASE C TOWNHOMES.** Given these financing conditions, the town homes that Sares Regis will be selling can only be purchased by people who can afford a hefty down payment and who have substantial qualifying incomes. This group is not likely to include first time buyers. It will be what is called a "thin market", the wealthy. **IN ORDER TO QUALIFY FOR 'AFFORDABLE HOUSING', THE APPLICANT'S FAMILY INCOME MUST BE BELOW CERTAIN INCOME CEILINGS.** There is a huge gap between the affordable income limits and the amount of income required to qualify for a loan. • NONE of the 2,3 or 4 member households in the Extremely Low or Very Low income groups have the \$5,800 monthly income needed to qualify for a \$320,000 loan to purchase a \$400,000 town home. • NONE of the 2 or 3 person households in the Lower Income group have the \$ 7,700 monthly income needed to qualify for the \$400,000 loan needed to purchase a \$500,000 home. There are only two ways to make these town homes affordable to families with these affordable income limits: The townhomes must either be sold at a VERY low price—a price where the monthly cost of ownership does not exceed 30% of the affordable housing applicant's income; or, a very large portion of the monthly mortgage payment, property taxes, home owner association dues, utilities, etc. must be heavily subsidized. The City has stated that it will not be subsidizing the units or providing loans. **THIS LEAVES MANY QUESTIONS UNANSWERED.** We do not yet know how many bedrooms these units will have or how the for-sale town homes and "affordable" town homes will be priced. If the price of the for-sale units must "carry" the below market rate units, they may need to be priced as much as 20% above market rate. It might be difficult to sell townhomes at 20% above market rate. It would certainly work against the City goal of creating more market rate housing. The fundamental question remains: How does the developer propose to make these 14 town homes truly "affordable"?

REASON #7 - WHY WE OPPOSE TRITON, PHASE C – DON'T PLAY "TAKE IT OR LEAVE IT" If the City does not approve the new, revised Triton Phase C proposal, Sares Regis may decide NOT to build the office-retail space and the parking structure. It may be postponed, or abandoned all together. The City Council should not cave in and regard this new, revised proposal as a "take it or leave it" choice. Even if the developer decides to build the office/retail and parking structure, THE CITY CAN CONTROL THE BUILDING HEIGHTS AND DETAILS OF THE DESIGN. Substituting housing for office-retail will be much more lucrative for Sares Regis. This is also an investment decision to hedge their bets. Retail establishments in the City are not doing well. And, Sares Regis is building a huge office complex at Chess Drive. Any bust in the biotech industry or downturn in the economy could leave a lot of empty office space. So this preliminary review is like a chess game! Is turning down this request a risk? The answer is "yes" because Sares Regis might still attempt to build a tall office building and high-rise parking structure. Is turning down this proposal a risk worth taking? The answer is a resounding: "Yes."

REASON #8 – WHY WE OPPOSE TRITON, PHASE C – EVALUATE ANY OFFERS Don't be surprised if Sares Regis dangles financial incentives in front of the City Council. It could take the form of a donation from their Community Foundation: Note that the Sares Regis Preliminary Review Hearing Request letter to the City of February 4, 2015 contains the following language: "We have been in dialogue with the San Mateo/Foster City School District for several months exploring ways we can support the Next Steps program and address some of the District's needs through our firm's Community and Education Foundation." Another possibility could involve rebates due to the developer because certain mitigation costs have changed since the adoption of the Pilgrim-Triton Master Plan. There are rumors that Sares Regis might offer to give that money back to the City if it were, in some way, used to help finance new school classrooms. These might look like generous offers. While any gift helps and needs to be appreciated, the money that the developer may dangle in front of the City Council needs to be kept in perspective. The Bond Issue the Next Steps Committee may be recommending will be in the \$138 MILLION dollar range. Even that amount will not provide all that is needed. If our City approves the current Sares Regis proposal the school impact fee will be \$370,000 of which only \$256,000 stays within the Elementary School District. This is a ONE TIME fee. We are left to finance the year-in-year-out impacts on our schools. The impact fee is dwarfed by the enormous/significant contributions and commitment of our local parent communities and teachers. Each of our 4 schools handles fundraising a bit differently, but each school raises about \$150K each for a city-wide total of about \$600K year-after-year. How do they raise this money? At one school they ask each family to donate \$229 for each child in the school. Schools hold a variety of other fund-raising activities: They sponsor fund-raisers. They seek donations from local businesses, service clubs such as the Lions and Rotary. They obtain corporate donations, sometimes in the form of matching funds from employers, etc. What they do with all this money? Each school sets their own priorities, but mostly the money is spent on: Classroom supplies, art, computer lab, tech aide, maintenance and equipment, library support, physical education, school assemblies, newsletter, etc. etc. The bottom line is that our community pulls together and works very, very hard to generate about \$600,000 EVERY year to support our elementary school children. We need to understand that any money the developer might contribute is a relatively small amount. Let's keep any offers in perspective.

REASON #9 - WHY WE OPPOSE TRITON, PHASE C – FOSTER CITY IS ALREADY OVERBUILT Foster City was designed for 11,000 homes. As of 1/1/2014, Foster City had 12,765 housing units according to the State Dept of Finance. This means the City was 16% overbuilt at that time. Since then, the City has approved an additional 844 high-density housing units which, when completed, will leave Foster City 24% overbuilt. These housing approvals are overwhelming the City infrastructure. Examples include traffic congestion, school crowding, and limited water resources.

REASON #10 – WHY WE OPPOSE TRITON, PHASE C – SARES REGIS SHOULD NOT BE ALLOWED TO ADD MORE TOWNHOMES TO TRITON, PHASE C BECAUSE 730 UNITS HAVE ALREADY BEEN APPROVED IN THAT SMALL 20-ACRE AREA. See map at: <http://tinyurl.com/fcrrd2> The Sares Regis Project is part of the Pilgrim Triton Master Plan approved by prior councils and Planning Commissions. The Pilgrim Triton Master Plan divided up the site into four phases with four different developers. The "master plan" was for land use purposes, only. Each project has been considered and approved separately: • The 307-unit Triton Plaza was completed in mid 2013. It is located at the end of Pilgrim Drive, adjacent to Highway 92. • Triton Point is now under construction. It is the six-story 166-unit monstrosity LEGOLAND located behind the Chevron station at the corner of Hillsdale and Foster City Blvd. • The Waverly, another high-rise, high-density development of 240 units, will soon appear opposite the Triton Plaza development and adjacent to East Hillsdale Blvd. • The Sares Regis Triton Phase C project will be located in close proximity and between the other two very large projects. Sares Regis has been approved to build office-retail space and 17 townhomes but now seeks to swap out the office-retail for an additional "approximately" 50 for sale townhomes. The Sares Regis development is an integral part of this high-density complex. They should not be permitted to add more density by adding even more housing than has already been approved there!

The Foster City City Council will hold a Meeting on Monday, May 18, 2015 to discuss a preliminary proposal to rezone Pilgrim Triton Phase C (551-565 Pilgrim Drive) from CM/PD (Commercial Mix/Planned Development) with a General Development Plan that allows 172,943 sq. ft. of commercial uses and 17 townhouses to CM/PD with a revised General Development Plan to allow 65-70 for-sale townhouses. The meeting will begin at 6:30 pm, Council Chambers, 620 Foster City Blvd, Foster City. Please follow the link below to view the Notice for this meeting. Please contact the Community Development Department at 650-286-3225 with any questions. Preliminary review notice to rezone Pilgrim Triton Phase C
<http://www.fostercity.org/citygovernment>.....Becki Hanan Management Assistant Community Development Department City of Foster City 650-286-3229 650-286-3589 fax bhanan@fostercity.org

NO MORE NEW HOUSING UNTIL WE KNOW THE EFFECTS OF WHAT IS CURRENTLY BEING CONSTRUCTED!!

Civic Costs

Versus

Developer Promised Civic Benefits

- More students in already overcrowded schools
- Possible \$138 million school bond for new facilities
- More traffic. It's already difficult to get in and out
- The drought: This will increase water usage
- NO civic benefit for increased water/sewer use
- Assault on our quality of life
- Master Plan area looks out of place, dense, unattractive

- Increased number of housing units in Foster City
- 14 units of "affordable" housing – sales price unknown
- A one-time School Impact Fee shared with the High School District
- Lower density???
- Reduced traffic???

Some of the reasons Foster City Residents for Responsible Development oppose the proposed change:

- **Because 730 housing units have already been approved in that small 20-acre area.** See map at: <http://tinyurl.com/fcrrd2> Adding more housing there will increase density, not lower it. Retaining the office-retail will break up the housing density.
- **This is classic Bait & Switch.** Have approval for office and retail space, and then switch to the more lucrative residential housing.
- **Traffic study information is old and understated.** Sares Regis relies on a 2014 "preliminary" traffic analysis. That traffic study was not accurate and was discredited. This traffic study does **NOT** take into account the substantial impacts of the nearby Triton Pointe or Waverly projects, yet to be completed. The developer proposes that this additional development will result in less traffic.
- **Foster City does not have reliable/accessible public transit.**
- **The new 68 townhomes are projected to generate 19 students.** This is in addition to the rest of the Pilgrim-Triton Master Plan developments with 145 new students. The School District wrote to both the City of Foster City and the developer on March 12, 2015: "Currently the SMFCSD is experiencing enrollment growth and the schools in Foster City have reached capacity. We cannot confirm enrollment in a Foster City school, only a school within the SMFCSD." Elementary students are already being "overflowed" out of Foster City into San Mateo.
- **If children are not able to attend Foster City Schools** they would be driven in private vehicles for 2 round trips a day into San Mateo schools – drop off and then pick up. (3 round trips if there is a kindergartener and school-aged sibling).
- **These office-retail spaces were intended to provide more places to work, shop and eat.** These office-retail spaces were to offer more choices for residents as well as non-residents, all bringing tax dollars into Foster City. **And** the commercial parking garage was to serve as parking for the local residents at night.
- **If the City does not approve of the change, Sares Regis may decide NOT to build the office-retail space and the parking structure.** It may be postponed, or abandoned all together. But this is not an either-or choice. Even if the developer decides to build the office-retail and parking structure, the City can control the building heights and details of the design.
- **The current City Council has consistently denied approval of additional housing** proposed by other developers, i.e. Edgewater Shopping Plaza and Marina Housing Project. Any sign that the Council might approve this proposal will set the stage for other developers to propose and insist on similar changes.

Growth for the sake of growth is the ideology of a cancer cell." Edward Abby



Another *HOUSING PROJECT* for Foster City ...

Developer Sares Regis, one of the builders in the “Pilgrim-Triton Master Plan,” has approached City Hall to build an additional “approximately” 50 for-sale townhomes instead of the already approved office-retail and housing plan for Phase C. The original/current approval consists of only 17 housing units and 173,000 square feet of office-retail space which was intended to

help offset the prior office-retail space that was bull-dozed to make way for all these recent high-density housing projects.

This new housing project will be sandwiched in between the high-density housing project of 166 units seen in the photo above and the Waverly project with its 240 units of high-density housing. These 3 massive projects will be facing E. Hillsdale opposite Pilgrim Drive (behind the Chevron Station).

This proposal is about maximizing the developer’s profits. It is **NOT** about doing what’s right for Foster City and its residents. Sares Regis bought this land in July 2014 and is now seeking to switch to more lucrative high-density housing. The developer’s sales pitch includes 14 units of “affordable housing,” and a **ONE-TIME** School Impact Fee of \$370,000 for projected additional students split between elementary and high school districts (Elementary School District receives \$256,000 – High School District gets the rest).

ACTION STEPS:

- Write to your City Council at council@fostercity.org. This email address to the Council reaches all 5 Council Members. Your emails become part of the public record **BUT MUST REACH CITY HALL BY MAY 11** to be in the Council’s packet. The proposed Edgewater Shopping Center and Marina Housing Projects were defeated largely due to your emails and your presentations to the City Council.
- Mark your calendars for May 18 to attend and speak at the Special Council Meeting, 6:30pm, City Hall. Get there early! **Your presence makes a huge impact on the City Council.**
- Sign this petition asking for a breather on new Housing approvals at <http://tinyurl.com/nomorehousing>
- **Please get the word out to your friends and neighbors!**

Do not expect to hear anything from the City until the Thursday (May 14) before this item appears on the agenda of the City Council for the meeting of May 18 at 6:30 pm, City Hall.

This flyer was prepared by Foster City Residents for Responsible Development

For more information visit our Face book page at: <http://tinyurl.com/fcrrd1>