



**Pilgrim Triton Phase C
Major Amendment to the Pilgrim Triton Master Plan Development Agreement
City of Foster City**

Project Application Update
April 26, 2018

Development Agreement Amendment Application:

1. *Recorded Second Minor Amendment to the Pilgrim Triton Master Plan Development Agreement, Property Maintenance and TDM Agreement, and Park Plaza Maintenance Agreement:*

The specific final language of the Second Minor Amendment is under review and will be recorded after its final approval.

2. *Proposed Amendment to the Pilgrim Triton Master Development Agreement to include 70 townhouse units and 22 workforce housing units in lieu of 225,943 sq. ft. of commercial office currently allowed:*

The specifics of the Proposed Amendment are currently being developed by the City and Sares Regis's attorneys and will continue to be developed over the next several weeks through a series of scheduled meetings.

3. *Proposed Phase C Development Agreement conforming to the requirements of the approved Term Sheet:*

Like the Proposed Amendment, this documentation is also continuing to be developed by the City and Sares Regis's attorneys and will continue to be over the next several weeks through a series of scheduled meetings.

Rezoning / General Development Plan Amendment:

1. *Reproducible 8½" x 11" map and PDF showing the proposed Pilgrim Triton General Development Plan:*

A digital and hard copy map of the proposed master plan use showing the 70 townhomes, 22 workforce housing units, and accompanying street network scaled to 8½” x 11” is provided as part of the resubmittal package.

2. *Revised Parking Tables:*

Parking tables have been updated in the accompanying Schematic Design application submittal package to include required parking ratios and summary table that shows the combined townhome and workforce housing numbers.

3. *Parking Narrative:*

Tandem Stalls

The proposed plan incorporates tandem garage parking stalls in 14 of the townhomes (for a total of 28 of the residential parking stalls). Several other residential projects along the Peninsula that Sares Regis has built have included this type of tandem parking arrangement, and several municipalities accommodate this parking format in their code.

Sares Regis has built both for-sale and rental projects that incorporate tandem parking, at the following projects:

- Andalusia: for-sale carriage townhomes in Fremont
- Park Lane Somerton: for-sale carriage townhomes in Fremont
- Evelyn Glen: for-sale carriage townhome in Sunnyvale
- The Ashton: for sale condo flats under construction in Belmont
- Township: rental apartments in Redwood City
- Colonnade: rental apartments in Los Altos
- The Pierce: rental apartments in San Jose
- Encore: rental apartments under construction in Redwood City
- 888 NSMD: rental apartments in San Mateo

From experience, tandem spaces have not posed any operational challenges and are usually assigned to serve the same unit, allowing for easy coordination of access to the spaces. In the PTP proposal, tandem spaces would also only serve single units and would not group neighbors or guests to use tandem spaces together. Residents often develop a regular routine of who leaves when or rely primarily on one car and only use a second car on occasion, thus nullifying any challenge to the tandem parking configuration.

Furthermore, a for-sale unit is often more likely to have related residents rather than roommates, and thus, coordination can be even more seamless in a for-sale unit than in a rental, as the residents may actually share ownership of both vehicles using the tandem spaces as well. This for-sale condition applies for the PTP proposal.

Many of the municipal codes that allow for tandem parking recognize these same optimization strategies and require that tandem spaces serve the same residential unit. Furthermore, most of the municipal codes that allow for tandem parking require that it not be deeper than two stalls and that the spaces be assigned to the same unit, which allows for easy coordination of the vehicles. These conditions apply to the tandem spaces proposed in the Pilgrim Triton Phase C plan as well.

A non-exhaustive list of nearby municipalities that explicitly allow for tandem spaces are as follow:

- South San Francisco: Municipal Code 20.330.010 Parking Area Design and Development Standards (provided the stalls are for the same dwelling unit, are no greater than two vehicles deep, conform to specific dimensional requirements, are not used for more than 50% of required spaces, and are not designated as “guest” spaces)
- San Carlos: Municipal Code 18.20.100 Parking Area Design and Development Standards (provided the stalls are for the same dwelling unit, are no greater than two vehicles deep, conform to specific dimensional requirements, are not used for more than 50% of required spaces, and are not designated as “guest” spaces)
- Belmont: Ordinance No. 360 Section 8.3.1 Parking Space Sizes and Types (provided the stalls meet a 10’x40’ dimension)
- Redwood City: Municipal Code 2.6.3 General Parking Form Regulations (provided the stalls are both reserved for the exclusive use of a single residential dwelling unit and are not rented in an unbundled manner)
- Menlo Park: Municipal Code 16.17.030 Development Regulations (provided the stalls are fully enclosed in a garage)
- Palo Alto: Municipal Code 18.54.020 Tandem Parking (provided both stalls are intended for use by the same residential unit and that not more than 25% of all spaces shall be in a tandem configuration)
- Mountain View: Ordinance No. 9.96.36.37 Parking Standards (provided the stalls are only used for single- or two-family dwelling units and only subject to approval of the Zoning Administrator)
- Sunnyvale: Municipal Code 19.28.140 Parking Requirements (provided the stalls are in a multi-family residential development in specific high density residential districts, that the stalls are used by the same residential unit, and that the stalls are assigned to a specific residential unit)

Following any of the guidelines listed in this selection of municipal codes on tandem parking would allow for the inclusion of the tandem stalls in the layout proposed as part of the Pilgrim Triton Phase C plan.

Total Parking Stalls

Across both the townhome and workforce housing sites, the project is requesting an 8% overall reduction in parking due to the site’s strategic location just across CA-92 from one of Foster City’s main employment clusters and across Foster City Blvd from the municipal center of Foster City, both likely places of employment for many of the residents in both the townhomes and workforce apartments. This proximity is likely to reduce residents’ auto reliance, as alternate means of commuting become more feasible with shorter distances. Furthermore, experience from other properties within the Pilgrim Triton master plan neighborhood demonstrates that a reduced parking ratio will still adequately serve the intended number of units. The requested 8% reduction is within the 10% deviation from the parking requirement allowed to be granted by the Planning Commission through Foster City Municipal Code Section 17.36.060.

Of the 403 residents who have lived at the Plaza Apartments at some time for which information is available about where they were employed, 129 residents worked in either Foster City or San Mateo, meaning that over 32% of residents work within very close proximity to the Pilgrim Triton neighborhood, thereby lending credence to the feasible use of alternate modes of transportation, such as walking, biking, and shuttle service. Furthermore, these numbers exclude residents who listed their employment as retired, unemployment, self-employed, or work-from-home, all of whom are likely to have less auto dependency on a regular basis during peak traffic hours. Assuming a similar geographic employment break-down in the proposed Phase C housing, there will be a significant portion of residents who will be less dependent on private vehicle travel due to the proximity of their employment.

Furthermore, parking utilization at the existing Plaza Apartments immediately next door shows that many required spaces are not regularly used, lending further support to the idea that reducing the amount of parking by 8% in Phase C and Phase B-Parcel C will not noticeably impact parking. The residential units at the Plaza are parked at the same ratios as are required on the proposed properties: 1.5 parking stalls for every residential unit with 1 bedroom, 2.0 parking stalls for every residential unit with 2 or more bedrooms, and 0.5 guest parking stalls for every residential unit for a total of 678 parking spaces.

Residential Unit Type	Req Parking Ratio per Resi Unit	Residential Units	Required Parking	Parking Provided

1 Bedroom	1.5	144	216	
2-3 Bedrooms	2.0	156	312	
Guest	0.5	300	150	
Total		300	678	678

A parking utilization count conducted on a Tuesday (weekday) night in May (May 1, 2018) revealed that 288 of the 678 parking spaces were not being used, resulting in a parking utilization rate of only 58%. Controlling for the same required parking ratios and the same geographic context, the requested 8% reduction in parking would not appear to have an impact on parking availability and would not likely cause any kind of parking overflow to occur.

Allowance of 12 Uncovered Parking Stalls (and 10 covered stalls) in lieu of 31 Covered Stalls for Workforce Housing

The workforce housing will serve a range of populations based on a priority and income rubric established by the City; however, the City has stated a goal of prioritizing city employees for homes within the building. As a result, a high proportion of residents are likely to work in nearby municipal buildings, thereby reducing the need for driving to get to work. To illustrate just how feasible it would be for a city employee to get to City Hall, for example, by non-auto means, a Google Maps travel search reveals that the trip would take about 7 minutes by foot and 4 minutes by bicycle. As a result, residents are likely to need fewer vehicles than the Foster City code requires. For example, on average, a one-bedroom apartment may not require a vehicle and a half, as a one-bedroom apartment with even two occupants is less likely need more than one vehicle if daily commuting can be accomplished by other means and if a shared single car can be used for errands or leisure trips, for example. The same parking utilization counts described for the Plaza above would likely be even more pronounced in a building where the majority of residents work just a few blocks away.

As for the inclusion of uncovered spaces in the proposed plan, by not having to put the workforce housing apartments on top of a concrete podium that would otherwise be needed to enclose all of the parking spaces, the workforce housing remains at grade and lower in height and scale. The ground floor of the building facing Triton Dr can also be dedicated to residential uses, which provides a more visually interesting frontage along Triton Dr than to a concrete parking structure would.

Allowance of the 19 Perpendicular Stalls to Count Towards Parking Requirements

The original Development Agreement called for 10-15 perpendicular parking stalls along the Parcel C frontage of Triton Dr versus the 19 perpendicular stalls currently proposed. Based on their location within the master plan, their use would likely have been to provide parking for any retail uses located on Parcel C along Triton Dr. With a proposed use change to residential in Parcel C, the plan proposes that these spaces count towards the residential parking requirements. The proposed Major Amendment to the Development Agreement would parallel a City vacation of Triton Dr up to Pilgrim Dr (and the approximate edge of the master plan area), as was spelled out in the original Development Agreement. As a result, these perpendicular stalls will be entirely within the Parcel C property. They are, therefore, not on City property, even though they are accessed via Triton Drive. Additionally, because no retail is now being proposed on Parcel C, these spaces can functionally serve the adjacent residential use instead. Finally, these parking spaces will not otherwise be constructed unless Parcel C is developed. Counting these spaces towards the residential parking requirement does not, therefore, remove any parking currently serving the rest of the master plan neighborhood. They are only additive and will only be constructed in conjunction with the proposed residential uses.

4. *Sustainability Narrative:*

As described in the initial application submittal description, the most important sustainability element of the proposed plan is to put residents near existing jobs so that reliance on auto travel across long distances for daily commuting is reduced. Additionally, the redevelopment of an already impacted and previously developed site means that an otherwise underutilized property is being modernized for additional productive use, which prevents the sprawl of new development into previous undeveloped greenfield sites.

At a site specific level, further sustainability elements have been taken into consideration in an effort to reduce water consumption. Based on calculations performed in 2015, the as-entitled office and townhome development on Phase C would consume 6,137,560 gallons of water per year, while a proposed 68 residential townhomes on the same property would consume 7,934,784 gallons of water per year. (Note that these calculations do not account for Phase B-Parcel C, but the general comparison can be assumed to apply similarly). Both figures should be looked at in light of the fact that the water consumption for the as-entitled redevelopment was already reserved by the City when securing its future water rights (so it can be dedicated to the site without pulling from an existing use). Acknowledging the slight increase in water consumption for the residential versus office programs, however, the proposed plan includes additional measures to mitigate water use through the reduction of outdoor water consumption.

A significant (20%) increase in efficiency for indoor water fixtures was made with the adoption of the 2010 California Building Code; however, due to this efficiency having been realized, the big savings still remaining come from increased outdoor water savings.

The proposed plan will offer to install recycled water piping (ie: purple pipe) throughout the newly constructed portion of Triton Park so that if the City makes a recycled water program available, the irrigation system will be ready for connection and use. Recycled water comes from previously used fresh water so draws nothing from the fresh water supply. The previous office plan did not include this feature and can mitigate any difference in water consumption between office and residential use.

Furthermore, the proposed plan commits to reducing the amount of grass turf throughout the remaining landscaped areas of the plan around the townhomes and workforce housing and to using drought-tolerant, water-efficient landscaping in its place. As a result, the grass in Triton Park is prioritized as a shared, common resource but includes the option for recycled water use, and the remainder of the landscaping minimizes the use of water-consuming grasses as much as possible. Finally, though it was proposed as a high-efficiency fountain, the sculptural fountain previously proposed in Triton Park has been eliminated from the updated plan submittal.

5. *Transportation Demand Management (TDM) Plan:*

The Transportation Demand Management Plan will be finalized after the traffic study findings are released so that it can be specifically tailored to optimize positive impact.

6. *Planning Commission Study Session Follow-Up Narrative:*

The January 18, 2018 Planning Commission Study Session provided further guidance on desired design considerations and site plan goals that have now been incorporated into the conceptual site plan. Conceptually, modifications were made in order to increase connectivity, permeability, and visibility of Triton Park from the surrounding neighborhoods and to program the park so that it becomes a resource for more than just the immediate neighbors. Revisions were made to the park design itself and to the streetscape leading directly to the park in order to better draw people into the park. Additionally, elements were introduced to better activate the streetscapes leading through the Pilgrim Triton neighborhood. Below is a narrative description of the specific changes, followed by a bulleted summary of the changes:

One of the big design and programming changes was to reorient the park so that circulation, wayfinding, and activities within the park more seamlessly integrate with the landscaped streetscapes of Calypso Ln, Triton Dr, and Atlantis Ln that bring people into and out of the park from elsewhere. Planning Commission members indicated that the central promenade extending through the park in the previous proposal bifurcated the park space, that this central pathway did not meaningfully connect with the way Foster City residents and workers would enter the park, and that the design segregated park programming in a way that did not correspond with neighboring land uses. In the updated design, the paths within the park have been realigned to specifically link to the streets that pull people in from outside the neighborhood and to also make a direct link towards the lagoon, where new docks and kayak launches have recently been installed, thus not only bringing people into the neighborhood but also guiding them to one of the other neighborhood resources beyond Triton Park.

Furthermore, Planning Commission members stated that a monument wall at the end of Triton Dr just inside the park disconnected the park from that entry point. While the intention of the monument wall was to draw attention to the park (as well as provide a barrier between auto traffic and park uses), a new focal sculpture near where the original monument was proposed serves a similar purpose but more effectively visually draws people into the park from Triton Dr and Calypso Lane. While the design of this sculptural piece is only conceptual at this stage, the design intent is for this element to have greater height than the monument wall so that it is more visible from further away (and even from the edges of the Pilgrim Triton neighborhood). It is additionally intended to echo architectural elements of its surroundings. The sculptural element will be inspired by the architectural “sail” on the corner of the Triton apartment building and by the clock tower in City Hall plaza, thus cementing Triton Park’s role as a linkage to its broader surrounding neighbors. Meanwhile, new monument sign locations are proposed at the outside corners of the Pilgrim Triton Phase C site at E Hillsdale Blvd and Pilgrim Dr and at Pilgrim Dr and Triton to create visibility for nearby residents who live outside of the Pilgrim Triton neighborhood and to create a sense of identity for the entire Pilgrim Triton community.

The revised plans also focus on providing nodes of interest along Hillsdale Blvd, Calypso Ln, and Triton Dr so as to activate these circulation pathways through the neighborhood. The existing pocket parks and plazas along the sidewalk and between the buildings have been emphasized so that they become pockets of gathering and activation embedded within the residential portion of the neighborhood. A monument sign at the corner of E Hillsdale Blvd will draw residents from the opposite side of E Hillsdale. Upgraded landscaping along the section of E Hillsdale fronting the Pilgrim Triton Phase C is designed to then bring pedestrians comfortably along East Hillsdale and to the pocket

plaza located at the corner of E Hillsdale Blvd and Calypso Ln, which is to be designed to highlight this entry corner into the Pilgrim Triton neighborhood. From here, the southwest side of Calypso Ln receives an upgraded landscape treatment to draw pedestrians to the next pocket park, a vegetated and hardscape area located between Buildings F and H. Due to this park's location between the residential townhomes, this pocket park will be designed to serve as an outdoor open space resource to the directly adjacent townhomes. This use will activate the route to Triton Park from E Hillsdale Blvd. Finally, at the intersection of Calypso Ln and Starfish Lane, the intersection has been upgraded with more extensive pavers in order to directly and visually connect this pathway to the Park itself. A similar treatment is applied along Triton Dr as well. The Barbeque Court is designed for the purpose of outdoor eating and will also serve to activate this stretch of Triton Dr opposite of the existing retail in the Plaza building. Just as at the intersection of Calypso Ln and Starfish Ln, the intersection at Triton Dr and Calypso Ln will be upgraded with extended paving to visually connect the pathway into the park and perceptually reduce the pedestrian crossing distance. Throughout these nodal pocket parks and along the relevant pathways through the park, decorative vertical lighting elements are proposed as a way of tying these paths together and to give an iconic design language to these linear and pocket park elements.

Inside the park itself, several modifications have been implemented to address Planning Commission members' comments. Programmatic zones of the park were re-oriented to more closely mirror their adjacent land uses. As examples, seating and tables are provided across from the retail storefronts in the Plaza and Triton buildings while play areas are located across from the townhomes. Furthermore, the playground area has been expanded to provide more opportunities for informal, unstructured play, a stated desire by Planning Commission members to balance the many fields used for organized sports in Foster City. Additionally, the second bocce court included in the original 2008 Master Plan park plan has been included in the proposal, and a sculptural element has replaced the previously proposed fountain feature in a nod to water greater sustainability and in an effort to create more visibility from further away.

To better serve the broader community, a proposed bike share station, as well as electrical connections and hardscape surface for future market use, has been introduced around the park, which will allow for events and alternative transportation to function within the park and draw people from surrounding areas into this space.

Architecturally, Building H has been given unique articulation facing the Barbeque Court to provide further interest at this visible corner element of the plan and to visually engage with the Court itself.

Summary of Changes:

- Redesign of Triton Park to eliminate the bifurcating promenade and replace it with circulation paths that better connect with Triton Dr, Calypso Ln, and Atlantis Ln, which are paths into and out of the park
- Introduction of a focal sculptural element that visually draws people into the park along Triton Dr and Calypso and then links with Atlantis Ln (via the Triton building) and towards the lagoon docks
- Introduction of decorative lighting elements in the pocket plazas/plazas and in Triton Park itself to extend the park environment out from Triton Park itself and out to the edges of the site via linear park-like streetscape treatments (to more seamlessly bring surrounding neighbors into the Pilgrim Triton neighborhood)
- Upgraded landscaping of the pocket plazas and parks at the corner of Calypso Ln and E Hillsdale Blvd, between Buildings F and H, and between the workforce housing and the townhomes at the corner of Triton Dr and Calypso Ln to activate the streets leading to the interior of the master plan neighborhood
- Modified accent paving materials at the corners of Triton Dr and Triton Park and at Calypso Ln and Triton Park to promote circulation to and from the park
- Introduction of monument walls at the corners of E Hillsdale Dr and Pilgrim Dr and at Triton Dr and Pilgrim Dr to create more awareness of the identity and opportunities within the Pilgrim Triton master plan neighborhood and to create welcoming gateways into the neighborhood
- Inclusion of power connections and hard surfaces in and around the park for future market events that would draw residents from surrounding areas into the Pilgrim Triton neighborhood
- Removal of the fountain feature to minimize water usage as much as possible
- Introduction of bike share bike rack
- Reintroduction of second bocce court
- Expanded Triton Park playground area for more informal, unstructured play
- Revised façade articulation and massing of Building H facing the Barbeque Court to better engage with this adjacent use and to provide additional visual interest at this visible corner