# PTP3 – SUP Resubmittal Package Narrative Design Narrative February 8, 2019

As the overall site plan and landscape design were well received and supported by the Planning Division during the IDEC review and by the Planning Commission during its first study session, the changes incorporated into this resubmittal set are focused primarily on building architecture. The modifications implemented can be described as providing more architectural diversity and identity throughout the site.

## **Building Colors**

The buildings' exterior color schemes have been brightened and diversified. In contrast with the previously earth tone palette of browns, tans, and whites, the new color scheme adopts base colors of whites, tans, and grays and uses accents of green, blue, and red to provide a greater range of colors throughout. Additionally, in contrast to the previous scheme in which building colors were consistent across all buildings, this scheme uses different accent colors on different buildings to strategically provide distinct identities to sub-areas of the plans. Sheet A7.0.1 illustrates how the grouping of exterior building colors emphasizes certain characteristics. For example, the buildings surrounding the entry corner to Triton Park at Calypso and Starfish all use the same blue accent to tie these buildings in the middle of the site straddling the internal pedestrian paseo adopt a matching color scheme of red in order to emphasize these buildings' role in framing this pedestrian passageway.

#### Range of Articulation

To reduce the perceived repetitiveness of the building facades, the building articulations were also massaged. Brows are now extended and frames are widened beyond where they were previously. In particular, the side elevations of the buildings have gained additional articulation and color blocking so that the intricacies of the front facades continue around the sides.

Additional awnings have been added at balcony openings. The window bays along the front facades no longer replicate in the same way across the façade but are instead varied. At the rear of the buildings, consistently spaced bays have now been grouped in some locations and left with their previous spacing at other areas, thereby providing a greater range of expressions across the facades.

Reacting to a desire for more diversity at the roofline as well, notches have been added into some of the parapets so that, in conjunction with the remaining high points, there is more expression at the roofline and greater height variation, all while staying within the same maximum height envelope.

Much like the exterior colors, these treatments have not been applied uniformly so that as one moves down a street like Calypso Lane, one doesn't experience the same building replicated continuously but sees the heights slowly rise, the articulation differ, and the color schemes eveolve.

#### Unity of Intent

In response to specific comments about seemingly disjointed architectural expressions, the buildings have been reviewed to make sure that, while there is diversity in specific expression, all of the buildings speak with a unified language. The previously angled balcony supports have been straightened so that they parallel and relate with the rectangular geometry of the facades. The lower rear roof parapets that revealed the sloped asphalt roofs have been raised so that the perception of flat roofs on several planes is maintained from every angle.

#### East Hillsdale Elevations

As the overall massing and rhythm of the buildings fronting E Hillsdale Blvd were well received by the Planning Commission, the buildings maintain their footprints and siting in this revised design. However, the elevations have been modified so that these frontages appear visually like fronts of buildings, even though the front doors remain on adjacent streets.

On Buildings C and F, the main method by which this is accomplished is by adding an anchoring massing at the center of this Hillsdale façade. Previously, the majority of articulation had been at the corner, visually appearing to be an extension of the longer, front elevation. While that corner treatment remains, the introduction of a central element on this façade grounds this elevation and gives it presence. Additionally, the middle section of the roof parapet has been lowered to provide a less consistently flat roofline across this elevation.

At Buildings D, a similar intent has been applied to mimic an entry-like "front" façade. Additional windows have been added on this Hillsdale façade, and an existing cluster of windows has been decoupled and spaced out across the façade so that there is a perception of openness across the entirety of this elevation and not just at the corners. Finally, the furred walls that provide a frame around the accent color and windows has been expanded, and the roofline has been varied.

#### Workforce Housing

The workforce apartment building has been brightened and imbued with more architectural unity. Like the other buildings in the plan, the colors have been lightened, and this building has been given its own distinctive red accent color to emphasize its unique location anchoring the entry gateway into the Pilgrim Triton neighborhood. Additionally, the open but board-form concrete look entries have been replaced with enclosed glassed entries, thereby maintaining the visual openness but in a brighter color and material. Additionally, these now-enclosed entries provide the additional security requested.

At the rear elevation facing sruface parking, a boxier architectural treatment has replaced the previously vertically oriented treatment so that it better relates with the other building elevations. Additional detail has also been provided for the look of the trash staging enclosure that was not shown previously.

In addition to this overall design summary, specific design responses are embedded within this Planning Division Design Comments Section.

### Sustainability:

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. Not only is the Foster City Civic Center within walking and biking distance of the proposed workforce housing building on the other side of Foster City Blvd, but the mushrooming of biotech employment just north of CA-92 means that this housing will be in close proximity to the fastest growing employers in Foster City, thereby reducing potential commute distances for even non-City workers.

Furthermore, the Pilgrim Triton neighborhood is served by a Commute.org shuttle, which further reduces auto dependence for trips within Foster City that go beyond comfortable walking distance. Having additional ridership generated by more residents at this location only strengthens the shuttle service and its efficiency. All of the development sites within the Pilgrim Triton master plan area contribute to support this shuttle service that provides connections to other Foster City nodes and to the Hillsdale Caltrain Station.

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.

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, any significant further water savings would have to come from reduced outdoor water usage.

The apartment and townhome typologies of residential living are naturally more water efficient in their exterior water usage than their single-family relatives since the attached nature of the product type reduces the amount of lawn and acreage per residential unit. Furthermore, as is demonstrated through the landscaping plant palette, drought-tolerant plantings are used throughout the workforce housing and townhome sites in the front and side landscaped areas that provide buffers around the buildings. This greatly reduces the use of water for irrigation, the main consumer of water in a typical suburban environment.

Instead, all of the plan's natural turf is concentrated in the great lawn of Triton Park. Locating natural turf at this facility distinguishes the park as something special, provides a reason for people to gather in this communal space, and makes this more water-intensive use available to the most number of people. As committed during the entitlement approvals, however, the proposed plan includes the installation of recycled water piping ("purple pipe") throughout the newly constructed portion of Triton Park so that if the City makes a recycled water program available, even the irrigation of this lawn will be via recycled water. In anticipation of this possible future connection, particular tree species that are sensitive to the more salinized recycled water (like Redwoods) are not included in the plans.

As it relates to energy consumption itself, the workforce and townhome buildings will be built according to California Title 24 building code, which would make these new homes significantly more energy efficient on a per home basis than the older, existing homes that make up the majority of Foster City's housing stock. Title 24 essentially mandates the use of products like QII insulation that minimize heat transfer and features like Low-E windows that reduce solar gain. Beyond these standard building code features inherent in new housing, the PTP3 buildings will also incorporate:

- Tankless water heaters, which reduce the amount of water that is being constantly heated or kept warm and instead relies on an on-demand approach to hot water production. (townhomes only)
- Infrastructure for future rooftop solar installation in the form of structural support and conduit for future connections (townhomes and workforce housing)
- 220-volt outlets in the garages of the townhomes for feasible and easy installation of EVSE Level 2 electric car chargers. Infrastructure for a shared EVC for the workforce housing apartments will be included in the surface parking lot.