



STUDY SESSION OF THE FOSTER CITY PLANNING COMMISSION

**Council Chambers
620 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404
7:00 PM**

Tuesday, October 15, 2013

AGENDA

1. CALL TO ORDER

2. ROLL CALL

Commissioners: Avram, Pattum, Werden, Williams, and Chairman Dyckman

3. ITEMS FOR DISCUSSION

3.1 REVIEW PRELIMINARY PLANS FOR A PROPOSED LOT SPLIT OF AN EXISTING 10,394 SQ. FT. LOT WITH AN EXISTING SINGLE FAMILY RESIDENCE IN THE ALDEN CROSSING PLANNED DEVELOPMENT INTO TWO (2) LOTS OF 5,158 SQ. FT. AND 5,236 SQ. FT. EACH AND CONSTRUCT A NEW TWO-STORY HOUSE OF 2077 SQ. FT. FIRST FLOOR LIVING AREA AND 1,377 SQ. FT. SECOND FLOOR LIVING AREA – 390 BISCAYNE AVE – NEIGHBORHOOD 8 – DISTRESSED HOME SOLUTIONS, LLC – APN 094-950-380 – PR-13-006

**Project Planner: Marlene Subhashini, 650-286-3244, or
msubhashini@fostercity.org**

3.2 REVIEW AND DISCUSS THE ARCHITECTURE ASSOCIATED WITH THE SPECIFIC DEVELOPMENT PLAN USE PERMIT FOR THE WAVERLY, A MIXED-USE DEVELOPMENT FOR THE APPROXIMATELY 6.3 ACRE SITE NOW OCCUPIED BY 1159 - 1166 TRITON DRIVE; ASSESSOR'S PARCEL NO. 094-010-570). THE PROJECT CONSISTS OF 240 MULTI-FAMILY RESIDENTIAL UNITS AND 5,000 SQ. FT. RETAIL ON 6.3 ACRES. (UP-13-003)

Project Planner: Leslie Carmichael, 650-286-3236, or
lcarmichael@fostercity.org

4. STATEMENTS AND REQUESTS FROM THE COMMISSIONERS

5. ADJOURNMENT

Any attendee wishing special accommodations at the meeting should contact Becki Hanan, Management Assistant, Community Development Department, at (650) 286-3232, or send an electronic mail request to: bhanan@fostercity.org at least 48 hours in advance of the meeting or contact the staff at: planning@fostercity.org per the Americans with Disabilities Act.

Any written material, correspondence or documents provided to a majority of the Planning Commission regarding any item on this agenda after the agenda packet was distributed will be made available for public inspection on the Community Development Department at City Hall located at 610 Foster City Blvd., Foster City, CA 94404, during normal business hours and at the next meeting.

PLANNING COMMISSION AGENDAS and MINUTES are posted on-line at: www.fostercity.org

DATE: OCTOBER 15, 2013

STUDY SESSION STAFF REPORT

AGENDA ITEM NO. 3.2.

TO: FOSTER CITY PLANNING COMMISSION

PREPARED BY: LESLIE CARMICHAEL, CONSULTING PLANNER

CASE NO.: EA-13-002; RS-13-001; UP-13-003; DA-13-002

OWNER: AREOF VI TRITON, LLC

PROJECT LOCATION: 1159-1166 TRITON DRIVE

REQUESTED ACTION/PURPOSE

Thompson Dorfman, on behalf of the owners, AREOF VI TRITON, LLC, is requesting Planning Commission review and discussion regarding their proposal for The Waverly, the third phase (formerly Phase B or Phase II) of the Pilgrim Triton Master Plan area. The proposal includes: 1) division of the property into three parcels; 2) a Use Permit for a mixed use building of 220 multi-family units and 5,000 sq. ft. of retail on 3.8 acres and 20 townhouse style units on 1.5 acres; and 3) a Development Agreement.

STUDY SESSION PURPOSE

Similar to the review of previous phases of the Pilgrim Triton Master Plan area, multiple Study Sessions are planned to precede Public Hearings on the proposal. The purpose of this Study Session is to review revisions in architecture, materials and colors.

GENERAL INFORMATION

GENERAL PLAN DESIGNATION: Service Commercial with Housing

ZONING DISTRICT: CM/PD, Commercial Mix/Planned Development

ZONING HISTORY: On May 5, 2008, the City Council approved the Pilgrim Triton Master Plan, including a General Development Plan for up to 296,000 sq. ft. of commercial/industrial/office and up to 730 housing units, including up to 64 live-work units on the ±20.75 acre Pilgrim Triton Master Plan site.

SURROUNDING LAND USE:

Northeast:	Foster City Lagoon
Northwest:	S.R. 92
West:	Triton Plaza mixed use and Triton Park
South:	Phase C of Pilgrim Triton Master Plan (existing office/light industrial; future mixed commercial/residential)
Southeast:	E. Hillsdale Blvd. and Single-Family Residential

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LOT SIZE: Approximately 6.3 acres

KEY PLANNING OR DESIGN ISSUES

- Building elevations

PROJECT APPLICATIONS

- Environmental Assessment to determine if all project impacts are adequately analyzed in the Pilgrim Triton Master Plan Environmental Impact Report (State Clearinghouse #2007012023). Review by the Planning Commission with final action by the City Council.
- Use Permit for a mixed use building of 220 multi-family units and 5,000 sq. ft. of retail on 3.8 acres and 20 townhouse style units on 1.5 acres. Final action by the Planning Commission unless appealed.
- Tentative Map to divide the 6.3 acre site into 3 parcels: Parcel A – 3.8 acres for development of 220 multi-family residential units and 5,000 sq. ft. of retail; Parcel B – 1.5 acres for development of 20 townhouse style units; and Parcel C – 1.0 acres for development of approximately 50,000 sq. ft. commercial. Final action by the Planning Commission unless appealed.
- Development Agreement to establish a term for the project approvals, shuttle contributions and affordable housing obligations. Review by the Planning Commission with final action by the City Council.

BACKGROUND

PROJECT HISTORY

See the July 18, 2013 Study Session Staff Report for a detailed project history.

On July 18, 2013, the Planning Commission reviewed the proposed site plan, building orientation, parking, landscaping and phasing. See the Analysis section of the August 20, 2013 Study Session Staff Report for a summary of the comments received and the applicant's responses.

On August 20, 2013, the Planning Commission reviewed the proposed architecture, materials and colors and phasing. See the Analysis section below for a summary of the comments received and the applicant's responses

PUBLIC PARTICIPATION

Study Session Public Noticing

In order to inform the most immediately affected property owners, the neighborhood and the general public, this Study Session was noticed in the following ways:

- Published in the Islander on October 2, 2013
- Displayed on FCTV/Channel 27 October 1, 2013 – October 16, 2013

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- Displayed on the Leo J. Ryan Park Marquee August 13, 2013 – October 8, 2013 – October 16, 2013
- E-mailed out to the Planning List Serve on October 1, 2013
- Noticed to the Special Pilgrim Triton Notice List on October 1, 2013
- A Public Notice was mailed to neighbors within 500 feet on October 1, 2013
- Posted on the Foster City Website on at www.fostercity.org. October 1, 2013
- Posted on-site and at all of the City's official posting locations on September 27, 2013

ANALYSIS

PROJECT DESCRIPTION

The Pilgrim Triton Master Plan was divided into four Phases. Phase A, Triton Plaza, was recently completed. Phase D, Triton Pointe, is beginning construction. The Phase B area is the subject of the current applications by Thompson Dorfman, LLC on behalf of the new owner, AREOF VI Triton, LLC.

On June 18, 2013, Thompson Dorfman LLC, on behalf of the property owner, AREOF VI Triton, LLC, submitted several applications for The Waverly development, encompassing the approximately 6.3 acre site now occupied by 1159-1166 Triton Drive including:

- Environmental Assessment – to determine if the proposed development was adequately analyzed in the Pilgrim Triton Master Plan Environmental Impact Report (State Clearinghouse #2007012023);
- Tentative Map to divide the approximately 6.3 acre site into 3 parcels, including:
 - Parcel A: 3.8 acres to be developed with 220 residential units and 5,000 sq. ft. commercial;
 - Parcel B: 1.5 acres to be developed with 20 townhouse-style residential units;
 - Parcel C: 1.0 acre to be developed with approximately 50,000 sq. ft. commercial;
- Use Permit for a mixed use building of 220 multi-family units and 5,000 sq. ft. of retail on 3.8 acres (Parcel A) and 20 townhouse style units on 1.5 acres (Parcel B).
- Development Agreement to establish a term for the project approvals, shuttle contributions and affordable housing obligations.

The tentative map to divide the site into three parcels will facilitate the proposed phasing within The Waverly development, which is to first develop the residential units and ground floor commercial on Parcels A and B and, at a later date, to develop a commercial building on Parcel C as Phase 2.

More detail is provided for the Use Permit related to the multi-family/retail development on Parcels A and B. The proposal for Parcels A and B includes 20% affordable housing, or 48 units. The specific mix of very low-, low- and moderate-income units will be negotiated as part of the Development Agreement. It is anticipated that the 48 affordable units will all be located within the 220 unit building on Parcel A.

STUDY SESSION – JULY 18, 2013

Comments from the Planning Commission Study Session on July 18, 2013 are contained in the Study Session Staff Report dated August 20, 2013.

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STUDY SESSION – AUGUST 20, 2013

Comments from the Planning Commission Study Session on August 20, 2013 are contained in the table below. The applicant’s responses are also contained in their letter dated October 9, 2013.

Table 1 – Planning Commission’s Comments at August 20, 2013 Study Session and the Applicant’s Responses

Planning Commission’s Comments	Applicant’s Responses
<i>Apartment Building</i>	
<p>The tower element should be more iconic.</p>	<ul style="list-style-type: none"> • The amount of glass was significantly reduced, resulting in a more richly articulated corner piece, while still maintaining a lot of glass for the retail at the ground plane. • A floating box was added with an organizing fin to help bring hierarchy to a very important and visible corner within the overall master plan.
<p>Consider angling the ground floor of the tower element to align with the park, provide more articulation and study recessing the 1st floor.</p> <p>Identify the depth of the arcade.</p>	<ul style="list-style-type: none"> • The lower floor has been recessed to create shadow. • The arcades in the previous design have been replaced with a canopy along the entire face of the retail area. The storefront glass is set back 3’0” from the building above and the canopy projects out 8’0” from the storefront providing a shaded area for tables and chairs alongside the retail frontage. • The site plan indicates a sidewalk area of 13’ from the base of the building to the curb.
<p>The elevations are too chaotic – look at simplifying.</p>	<ul style="list-style-type: none"> • The entry has been revised to be more open and inviting. • Instead of the opening being defined as a volume floating above the entry, the former “C” shaped appendage was removed, providing a void in the building which makes the connection to the park and statement of entry much clearer.
<p>The cornice on the elevations does not appear on the perspectives.</p>	<ul style="list-style-type: none"> • The overall design at the roof line has been revised. • The cornice has been revised to provide a softer and more residential feel to the development. • The translucent resin panels have been removed and replaced with horizontal tongue and groove (T&G) boards for an opaque and softer wood look.
<p>Evaluate alternatives to the blue resin material and eliminate the resin fin along Triton Dr.</p>	<ul style="list-style-type: none"> • The blue resin material was eliminated from the building and replaced with a perforated metal canopy structure at the grade level and a faux wood panel treatment at the top cornice. This provides a better capping element that is opaque but provides a softer residential feel with horizontal T&G boards. Similar treatment is used at the top capping element of the tower. • The stone treatment at base wainscot and a smoother plaster finish is proposed at the pedestrian level, which will also provide a link with The Plaza.

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Planning Commission's Comments	Applicant's Responses
	<ul style="list-style-type: none"> • Overall the color schemes have been revised to become warmer and brighter. • The color palette for Parcel A has been revised to be more in tune with the marine environment.
Consider views of the project from the freeway	<ul style="list-style-type: none"> • Vignette on A6.05 shows the view from eastbound SR 92
There are too many trees – consider fewer trees but larger sizes	<ul style="list-style-type: none"> • Tree quantities and spacing have been revised and overall tree quantity has been reduced
The boat dock should accommodate larger boats	<ul style="list-style-type: none"> • The dock design on the canal has been modified to accommodate larger boats
Other	<ul style="list-style-type: none"> • Balconies have been deepened to increase usability • Synthetic lawn is included as an option for the turf areas along the canal • Plaza design near the Waverly building tower has been redesigned with a modified paving field and outdoor café seating
<i>Townhouses</i>	
<p>The design of the townhouses should be enhanced, they are too plain</p> <p>Preferred the townhouse design presented at the meeting more than the design in the packet</p>	<ul style="list-style-type: none"> • Two schemes have been included for consideration: contemporary and traditional • For both schemes, the various architectural elements have been simplified to produce a cleaner and more refined look
<p>The units adjacent to the eastbound approach on Hillsdale Blvd. need more relief at the corner</p> <p>The units closest to the bridge should be enhanced</p>	<ul style="list-style-type: none"> • At the predominate corners, the building mass has been stepped back to provide relief.
Materials & colors	<ul style="list-style-type: none"> • For both schemes, two alternate material palettes have been introduced based on various combinations of horizontal siding, plaster and board and batten • The colors have been revised to relate better to the main residential building and the surrounding context

SITE PLAN AND PHASING

Proposed: As discussed at the previous Study Sessions, the project is proposed in two phases. The first phase consists of the development on Parcel A (220 multi-family units and 5,000 sq. ft. of retail

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and 20 townhouse style units on Parcel B. The second phase consists of up to 53,000 sq. ft. of commercial use on Parcel C. The second phase cannot be constructed until the existing tenant's lease ends, which, after the tenant's options for extensions, will occur in September 2016.

The previous phasing diagrams included in the drawings provided for the July 18, 2013 Study Session and also in the packet for the August 20, 2013 Study Session showed the majority of the Triton Park improvements to be completed with Phase 1 and the small remaining portion to be completed with Phase 2.

At the August 20, 2013 Study Session the Planning Commission agreed that it makes more sense to complete the Triton Park improvements after Phase 1 because the tenant's lease at 1159 Triton Drive will end just a few months after the scheduled completion of Phase 1.

The drawings in the current packet show the existing Triton Drive roadway to remain in Phase 1, except for the removal of the existing cul-de-sac (see Sheets A1.02 & L1.03). The applicant is showing the park improvements to be included in Phase 2 (see Sheets A1.02 & L1.01).

Staff Comments/Recommendation: Staff will work with the developer on the terms of the Development Agreement to have the Triton Park improvements completed as close to the completion of Phase 1 as possible. The Development Agreement will be reviewed by the Planning Commission at the Public Hearing for the project.

RETAIL USES AND LIVE/WORK UNITS

Proposed: Staff has discussed with representatives of Thompson Dorfman and Northwestern the concept of having one list of allowed and prohibited uses to be used by all the phases of the Pilgrim Triton development. The goal would be to ensure that the retail areas in the different phases operate more as one commercial center to ensure that some types of uses are not duplicated in order to provide a better overall mix of uses.

Staff Comments/Recommendation: Staff will work with Thompson Dorfman and Northwestern to develop this list prior to the Planning Commission's Public Hearing on the Use Permit.

ARCHITECTURE (Sheets A3.02, A3.03, A3.04)

Staff has worked with the developer's team to study a number of different alternatives for the architecture of both buildings, especially the townhouses. The designs presented for review are the end result of several iterations of the designs.

Mixed Use Building - Parcel A

Proposed: The building on Parcel A includes retail space and live/work units on the ground floor and residential units above.

Table 2 – Materials and Colors – Parcel A Retail*

	Previous Proposal – Reviewed 8/20/13	Current Proposal
Siding	Aluminum storefront system	Aluminum storefront system
Accents	Limestone plaster base (beige); Translucent resin shading and fins	Stone wainscot at base; metal “baguettes” above the canopy in front of glass at upper portion of retail
Trim	Plaster arcade; metal awnings (grey)	Perforated metal awning
Windows/frames	Aluminum storefront system	Aluminum storefront system

Table 3 – Materials and Colors – Parcel A Residential*

	Previous Proposal – Reviewed 8/20/13	Current Proposal
Siding	Plaster (off-white & beige) & Horizontal cement board panel siding (grey)	Plaster (off-white, brown & beige)
Accents	Horizontal siding (grey), Translucent resin shading and fins (color to be determined)	Stone wainscot, horizontal siding (blue), faux wood at cornice (dark brown)
Trim	Plaster fins; metal awnings (grey)	Plaster fin at tower and at ground level residential;
Windows/frames	(not specified)	(not specified)
Railings	Glass & metal balcony railings (grey)	Metal balcony railings (brown)

*The materials and color board was being revised at the time this staff report was written. The revised board will be available at the Study Session.

Table 4 –Design Elements – Parcel A

Building Area	Previous Proposal – Reviewed 8/20/13	Current Proposal
Retail & lobby	Two story height at retail frontage Aluminum & glass storefront Arcade in front of retail area facing Triton Park with composite resin covering (blue)	Perforated metal canopy substituted for previous arcade. Storefront glass is set back 3’ from the building above
Southwest corner – closest to Triton Park	Tower element 68’ in height and 35’ wide; flat roof with supporting brackets and substantial eaves Primarily glass with some balconies and translucent resin shading element (blue) at the eaves	Floating box added, reducing amount of glass, with organizing vertical fin topped by a spire Balconies recessed into floating box facing the park; glass window bay cantilevers out from floating box on Triton Drive side

Building Area	Previous Proposal – Reviewed 8/20/13	Current Proposal
Southeast corner – close to lagoon	Tower element 65' in height and 38' wide; flat roof with supporting brackets and substantial eaves Primarily plaster with some balconies and translucent resin shading element (blue) at the eaves	Tower element eliminated to not compete with primary tower Height stepped down one level at corner Glass area is wrapped around the corner
Ground floor live/work units	Two-story units; Mix of aluminum storefront and plaster walls Metal awnings are included above live/work units facing The Plaza	More plaster and less aluminum storefront to create a more residential appearance
Residential portions of the building	The elevations are broken up into sections with variations in the architecture, color and material; Lighter colored plaster walls are forward of the darker colored plaster and horizontal or composite board panel siding; balconies have alternating placement; balconies use metal or glass railings	Elevations broken up as before but simplified by eliminating “C” feature above entrance to podium More residential appearance with less use of glass at tower and live/work units and softer cornice treatment instead of previous translucent resin
Garage	Large towers anchor corners of the garage on the Hwy 92 side 62' tall by approx. 28' wide; open garage with louvered wall at ground level & metal railing at upper levels The western tower has an inset with an abstract “wave” design;	Tower elements narrowed Additional detail added to east tower to break up large wall Mural on west tower replaced with a blade sign (signage to be reviewed separately at a later date) Darker color used at base

Staff Comments/Recommendation: Staff is supportive of the changes to the Parcel A building. The changes to the tower have made it more residential in appearance. The changes at the ground level to substitute the perforated metal canopy for the arcade have made the pedestrian area more open and usable for walking and seating. The reduced use of glass for the live/work units and elimination of the translucent resin material have given the building a more residential appearance. The elimination of the floating “C” above the entry to the podium has simplified the elevation and makes it easier to find this entrance to the building and podium. Staff recommends approval as proposed.

Staff notes that the signage shown is not consistent with the Pilgrim Triton Signage Guidelines. Signage will be reviewed under a separate application at a later date.

Townhouse Buildings – Parcel B

Proposed: The townhouse units are contained in five buildings. The three buildings closest to East Hillsdale Boulevard are arranged with their long sides facing each other and their short sides facing East Hillsdale Boulevard. Two different styles are presented for consideration: a “traditional” design

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with primarily gable roofs and a “contemporary” design with flat roofs. Two color palettes are proposed for each design. In addition, two variations of the “traditional” design are provided – Scheme 2a shown on Sheet A3.08 includes an additional “step down” at one of the ends compared to Scheme 2b shown on Sheet A3.09.

Table 5 – Materials and Colors – Parcel B Townhouses*

	Previous Proposal – Reviewed 8/20/13	Current “Traditional” Proposal	Current “Contemporary” Proposal
Siding	Plaster (a mix of grey, beige, light brown and light green with each townhouse a different color)	Scheme 2a: same – plaster with a mix of colors Scheme 2b: mix of horizontal siding and board & batten siding	Plaster and horizontal siding (but in different areas in each scheme) Scheme 1a: primarily taupe with light brown and grey/green colors Scheme 2a: includes blue to tie in with Parcel A building
Accents	Horizontal siding; shutters; plaster wainscot in a darker shade of body color	Wood awnings over ground floor windows and doors	Wood trellises
Trim	Some use of shutters on upper floor windows	Shutters eliminated	None
Windows-frames	Vinyl	Vinyl	Vinyl
Railings	Plaster and metal railings	Scheme 2a: plaster & wood railings Scheme 2b: wood railings	Wood railings

*The materials and color board was being revised at the time this staff report was written. The revised board will be available at the Study Session.

Table 6 –Design Elements – Parcel B Townhouses

Building Area	Previous Proposal – Reviewed 8/20/13	Current “Traditional” Proposal	Current “Contemporary” Proposal
Roofs	Average height is approximately 35’ with the ridge a few feet taller Pitched roofs with asphalt shingles	Same height and roof material – 35’ average height with ridge approximately 37’ Scheme 2a includes a stepped down end unit	Flat roofs; 35’ at tallest point
Walls	Each 3-story townhouse is 21’ wide on the long elevations; decks and balconies are included Each townhouse is distinguished with a different wall plane, different color and different treatment of balconies	Design has been revised to provide a simpler, less fragmented façade	Similar design vocabulary to Parcel A building with use of plaster and horizontal siding

Staff Comments/Recommendation: Staff is asking the Planning Commission for direction on the contemporary vs. the traditional townhouse design.

The advantages of the contemporary design are:

- Better relationship to the design of the Parcel A building
- Better relationship to the contemporary design of the Admiralty building (although it’s one block away)
- Lower height and mass, especially at the Pilgrim Drive/East Hillsdale Blvd. corner

The advantages of the traditional design are:

- More residential in appearance
- Better relationship to the traditional design of the houses directly across East Hillsdale Blvd.
- Scheme 2a can be used to provide a stepped down section at the Pilgrim Drive/East Hillsdale Blvd. corner

Staff notes that the contemporary townhouse elevations on Sheets A3.05 and A3.06 don’t show the third level in the stepped down end unit. The perspective on Sheet A6.06 does show the third level of this end unit and trellis over the deck area. Staff would also like to see an option with a cap at the top of the plaster walls.

In the Scheme 2a traditional design, staff believes the end elevation with the combination of two and three stories does not have good proportions. If the Planning Commission prefers the traditional design, staff recommends that the Scheme 2a with the stepped down corner be used at the Pilgrim Drive/East Hillsdale Blvd. corner but that the proportions of the end elevation be revised. Staff also recommends that the middle townhouse entries on the front façade both be treated with awnings rather than one awning and one portico.

Staff recommends the use of the contemporary design to provide a stronger design relationship to the Parcel A building. Staff recommends that the proposed colors tie in better with the Parcel A colors.

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which are relative light, but without using the blue color on the townhouses. The blue is a minor element on the Parcel A building yet becomes a dominant color on the townhouses.

Unit Plans (Sheets A5.01-A5.06)

Mixed Use Building – Parcel A

Proposed: Minor changes have been made in the unit mix, resulting in six fewer studio units, seven more 1-bedroom units and one fewer 3-bedroom units. The previous and revised unit mixes are shown below.

Table 7 –Project Unit Mix – Mixed Use Building – Previous Proposal

	Unit Types	Size Range	Number	Percent
Studio	S & SL	670-890	29	13.2%
1 bedroom	1A, 1AL, 1B, 1BL	770-1,130	91	41.4%
2 bedroom	2A, 2AL, 2B	1,110-1,470	68	30.9%
3 bedroom	3A, 3AL	1,350-1,800	21	9.5%
1 bedroom live/work	L/W C	1,020	5	2.3%
2 bedroom live/work	L/W B & C	1,090-1,140	6	2.7%
TOTAL			220	100%

Table 8 –Project Unit Mix – Mixed Use Building – Current Proposal

	Unit Types	Size Range	Number	Percent
Studio	S & SL	670-890	23	10.5%
1 bedroom	1A, 1AL, 1B, 1BL	770-1,130	98	44.5%
2 bedroom	2A, 2AL, 2B	1,110-1,470	67	30.5%
3 bedroom	3A, 3AL	1,350-1,800	21	9.5%
1 bedroom live/work	L/W C	1,020	5	2.3%
2 bedroom live/work	L/W B & C	1,020-1,140	6	2.7%
TOTAL			220	100%

Staff Comments/Recommendation: Staff supports the changes in the unit mix.

Townhouse Units – Parcel B

Proposed: The unit plans for the townhouses have been modified but the data in the table on Sheet A0.01 has not been updated pending a selection of the contemporary vs. the traditional style. The units continue to be all three-bedroom units.

Staff Comments/Recommendation: Staff has no issues with the unit plans for the townhouses.

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SUMMARY

The following table outlines the project issues that are unresolved.

Table 8: Summary of Unresolved Issues

Planning Issue	Proposed By Applicant	Staff Recommendation
Townhouse design	Traditional or contemporary options	Contemporary option

Staff has prepared the following questions to assist the Planning Commission's discussion:

Elevations

1. Do the changes in the design of the building on Parcel A address the Planning Commission's concerns?
2. Should the townhouses be a contemporary or a traditional design?
3. What additional changes should be made to the chosen townhouse design?
4. If the contemporary design is chosen, should an option be provided showing a cap at the top of the walls?

Materials and Colors

5. Are the proposed materials and colors for Parcel A acceptable?
6. Which color scheme is preferred for townhouse units?

Special Conditions of Approval

7. Are there special conditions of approval that should be included?

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Other

8. Are there any issues, concerns, or general matters that members of the Commission would like to discuss or ask staff to review?

NEXT STEPS

Based on the feedback received from the Planning Commission, it will be determined if the proposal is ready for a Public Hearing or if another Study Session is necessary.

Planning Commission Public Hearing – date to be determined

At the Public Hearing, the Planning Commission will be asked to make a recommendation on the Environmental Assessment and Development Agreement for final City Council action and to approve the Tentative Map and Use Permit.

City Council Public Hearing – date to be determined

At the Public Hearing, the City Council will be asked to approve the Environmental Assessment and Development Agreement.

INDIVIDUALS, ORGANIZATIONS AND DOCUMENTS CONSULTED

Gillian Cho, Thompson Dorfman Partners
Bruce Dorfman, Thompson Dorfman Partners
John Stevick, Thompson Dorfman
Bruce Fairty, TDP, Bay Area Partners, LLC
Tony Lettieri, Guzzardo and Associates
Rob Steinberg, Steinberg Architects
John Kosi, Steinberg Architects
Seema Mhaskar, Steinberg Architects
Daniel Cushing, AREA Property Partners
Matthew Conti, AREA Property Partners
Pilgrim Triton Master Plan file
Pilgrim Triton Master Plan EIR
Master Site & Landscape Design Guidelines-Pilgrim/Triton, dated June 26, 2009
Pilgrim Triton Master Signage Plan

ATTACHMENTS

Letter from Gillian Cho dated October 9, 2013
Study Session Minutes dated August 20, 2013
Study Session Staff Report dated August 20, 2013 (without attachments)
Study Session Minutes dated July 18, 2013
Study Session Staff Report dated July 18, 2013 (without attachments)
Use Permit Plans*

**Planning Commission packets only; available in the Community Development Department, City Hall, 610 Foster City Blvd.*

THOMPSON | DORFMAN

URBAN RESIDENTIAL DEVELOPMENT

9 October 2013

City of Foster City
610 Foster City Blvd.
Foster City, CA 94404

Leslie,

In advance of our third Study Session on Tuesday October 15, please find the submission for Phase B of the Pilgrim-Triton Master Plan, "The Waverly" attached.

Ten half size sets and two full size sets are included as requested, for both the main submission and the draft tentative map. These have been updated to reflect the comments we received from the City during and since the second study session on August 20th:

- Entry
 - The entry has been revised to be more open and inviting
 - Instead of the opening being defined as a volume floating above the entry, the former "C" shaped appendage was removed, providing a void in the building which makes the connection to the park and statement of entry much clearer
- Tower
 - The main tower was revised to create a more iconic element
 - The amount of glass was significantly reduced, resulting in a more richly articulated corner piece, while still maintaining a lot of glass for the retail at the ground plane
 - A floating box was added with an organizing fin to help bring hierarchy to a very important and visible corner within the overall master plan
 - The lower floor has been recessed to create shadow
 - The arcades in the previous design have been replaced with a canopy along the entire face of the retail area. The storefront glass is set back 3'-0" from the building above and the canopy projects out 8'-0" from the storefront providing a shaded area for tables and chairs alongside the retail frontage
- Cornice
 - The overall design at the roof line has been revised
 - The cornice has been revised to provide a softer and more residential feel to the development. A detail of the revised cornice has been included in the submission
 - The translucent resin panels have been removed and replaced with horizontal T&G boards for an opaque and softer wood look

- Townhomes
 - The townhomes have been further developed to address the comments heard at the previous study session
 - Two schemes have been included for your consideration: scheme 1 is a more contemporary design, scheme 2 is more traditional. The footprint for both buildings is similar
 - At the predominate corners, the building mass has been stepped back to provide relief. For both schemes, two alternate material palettes have been introduced based on various combinations of horizontal siding, plaster and board and batten
 - In all instances the colors have been revised to relate better to the main residential building and the surrounding context
 - For both schemes, the various architectural elements have been simplified to produce a cleaner and more refined look
- Unit Plans
 - All unit plans have been adjusted to reflect the revised elevations for both the main building and the townhomes
- Colors
 - Overall, the color schemes have been revised to become warmer and brighter
 - The color palette for Parcel A has been revised to be more in tune with the marine environment
 - The colors on both schemes of the townhomes in Parcel B have been revised to provide a vibrant and unique character to each building.
- Materials
 - The blue resin material was eliminated from the building and replaced with a perforated metal canopy structure at the grade level and a faux wood panel treatment at the top cornice. This provides a better capping element that is opaque but provides a softer residential feel with horizontal T&G boards
 - The stone treatment at base wainscot and a smoother plaster finish is proposed at the pedestrian level, which will also provide a link with The Plaza
- Views/Perspectives
 - PARCEL A:
 - A6.01 – Corner Tower At Triton Park Lane and Triton Drive
 - A6.02 - Park Frontage Along Triton Park Lane
 - A6.03 – Entry From Triton Park Lane
 - A6.04 – Triton Drive and Canal Corner
 - A6.05 – Triton Park Lane at Parking Garage Entry
 - PARCEL B:
 - A6.06 – Scheme 1 Townhomes at Entry from East Hillsdale Blvd.
 - A6.07 – Scheme 2 Townhomes at Entry from East Hillsdale Blvd.
- Other
 - Sight lines have been added from East Hillsdale to illustrate that no roof equipment will be visible to people walking or driving by
 - Balconies have been deepened to increase usability

- Landscape
 - The dock design on the canal has been modified to accommodate larger boats
 - Synthetic lawn is included as an option for the turf areas along the canal. No large turf areas are proposed anywhere else on the site
 - Tree quantities and spacing have been revised and overall tree quantity has been reduced
 - Plaza design near the Waverly building tower has been redesigned with a modified paving field and outdoor cafe seating.

We have also included a revised materials board showing the color options outlined above.

Please don't hesitate to reach out if you have any questions or comments on the materials.

Best regards,



Gillian Cho
Vice President, Development

STUDY SESSION OF THE FOSTER CITY PLANNING COMMISSION

Council Chambers – 620 Foster City Boulevard -- Foster City

MINUTES

AUGUST 20, 2013

1. CALL TO ORDER

At 7:00 p.m. by Chairman Dyckman

2. ROLL CALL

Present: Commissioners Avram, Pattum, Werden, Williams and Chairman Dyckman

Staff Present: Curtis Banks, Community Development Director; Leslie Carmichael, Consultant Planner

3. ITEMS FOR DISCUSSION

1. REVIEW AND DISCUSS THE ARCHITECTURE ASSOCIATED WITH THE SPECIFIC DEVELOPMENT PLAN USE PERMIT FOR THE WAVERLY, A MIXED-USE DEVELOPMENT FOR THE APPROXIMATELY 6.3 ACRE SITE NOW OCCUPIED BY 1159 - 1166 TRITON DRIVE; ASSESSOR'S PARCEL NO. 094-010-570). THE PROJECT CONSISTS OF 240 MULTI-FAMILY RESIDENTIAL UNITS AND 5,000 SQ. FT. RETAIL ON 6.3 ACRES. (UP-13-003)

The Planning Commission had the following comments:

Apartment Complex

- The general height, bulk and mass are appropriate
- The tower element should be more iconic
- Consider angling the ground floor of the tower element to align with the park, provide more articulation and study recessing the 1st floor
- Evaluate alternatives to the blue resin material and eliminate the resin fin along Triton Dr.
- Identify the depth of the arcade
- The elevations are too chaotic, look at simplifying
- The design and site plan should take more advantage of the water and consider a dock for electric boats
- The cornice on the elevations does not appear on the perspectives
- Consider views of the project from the freeway
- Too many trees. Consider less trees but bigger size

Townhouses

- The design of the townhouses should be enhanced, they are too plain
- Liked the townhouse design presented at the meeting more than design in the packet
- The units adjacent to the eastbound approach on Hillsdale need more relief at the corner
- The units closest to the bridge should be enhanced

2. REVIEW AND DISCUSS THE SITE PLAN ASSOCIATED WITH THE SPECIFIC DEVELOPMENT PLAN USE PERMIT FOR THE FIRST PHASE OF THE CHESS HATCH MASTER PLAN. THE PROJECT CONSISTS OF APPROXIMATELY 600,000 SQUARE FEET OF OFFICE, BIOTECHNOLOGY OR RESEARCH AND DEVELOPMENT USES IN TWO BUILDINGS ON 8.9 ACRES OF THE 11.3 ACRE SITE OCCUPIED BY 1159-1191 CHESS DRIVE; ASSESSORS PARCEL NO 094-010-500 AND 094-010-510. THE PLAN INCLUDES TWO TOWER BUILDINGS WITH HEIGHTS RANGING FROM 9 STORIES TO 12 STORIES AND TWO SEPARATE PARKING GARAGES WITH HEIGHTS RANGING FROM 4 TO 7 STORIES. (UP-13-004)

This item continued to a future date per applicant's request.

4. STATEMENTS AND REQUESTS FROM THE COMMISSIONERS

Commissioners Pattum and Dyckman had comments

5. ADJOURNMENT

Adjourned at 8:18 p.m. to a Special Meeting, September 12, 2013, Council Chambers, 620 Foster City Boulevard, Foster City, California.

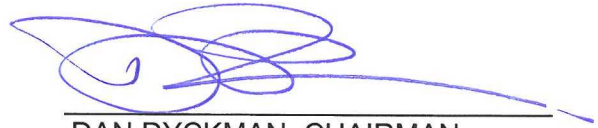
PASSED AND ADOPTED by the Planning Commission of the City of Foster City at a Special Meeting thereof held on September 12, 2013 by the following vote:

AYES, COMMISSIONERS:

NOES, COMMISSIONERS:

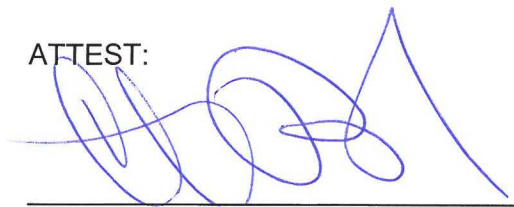
ABSTAIN, COMMISSIONERS:

ABSENT, COMMISSIONERS:



DAN DYCKMAN, CHAIRMAN

ATTEST:



CURTIS BANKS, SECRETARY

DATE: AUGUST 20, 2013

STUDY SESSION STAFF REPORT

AGENDA ITEM NO. 3.1.

TO: FOSTER CITY PLANNING COMMISSION

PREPARED BY: LESLIE CARMICHAEL, CONSULTING PLANNER

CASE NO.: EA-13-002; RS-13-001; UP-13-003; DA-13-002

OWNER: AREOF VI TRITON, LLC

PROJECT LOCATION: 1159-1166 TRITON DRIVE

REQUESTED ACTION/PURPOSE

Thompson Dorfman, on behalf of the owners, AREOF VI TRITON, LLC, is requesting Planning Commission review and discussion regarding their proposal for The Waverly, the third phase (formerly Phase B or Phase II) of the Pilgrim Triton Master Plan area. The proposal includes: 1) division of the property into three parcels; 2) a Use Permit for a mixed use building of 220 multi-family units and 5,000 sq. ft. of retail on 3.8 acres and 20 townhouse style units on 1.5 acres; and 3) a Development Agreement.

STUDY SESSION PURPOSE

Similar to the review of previous phases of the Pilgrim Triton Master Plan area, multiple Study Sessions are planned to precede Public Hearings on the proposal. The purpose of this Study Session is to review architecture, materials and colors.

GENERAL INFORMATION

GENERAL PLAN DESIGNATION: Service Commercial with Housing

ZONING DISTRICT: CM/PD, Commercial Mix/Planned Development

ZONING HISTORY: On May 5, 2008, the City Council approved the Pilgrim Triton Master Plan, including a General Development Plan for up to 296,000 sq. ft. of commercial/industrial/office and up to 730 housing units, including up to 64 live-work units on the +20.75 acre Pilgrim Triton Master Plan site.

SURROUNDING LAND USE:

Northeast:	Foster City Lagoon
Northwest:	S.R. 92
West:	Triton Plaza mixed use and Triton Park
South:	Phase C of Pilgrim Triton Master Plan (existing office/light industrial; future mixed commercial/residential)

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Southeast: E. Hillsdale Blvd. and Single-Family Residential

LOT SIZE: Approximately 6.3 acres

KEY PLANNING OR DESIGN ISSUES

- Building elevations
- Phasing of Triton Park improvements
- Coordination of retail uses with other Pilgrim Triton phases

PROJECT APPLICATIONS

- Environmental Assessment to determine if all project impacts are adequately analyzed in the Pilgrim Triton Master Plan Environmental Impact Report (State Clearinghouse #2007012023). Review by the Planning Commission with final action by the City Council.
- Use Permit for a mixed use building of 220 multi-family units and 5,000 sq. ft. of retail on 3.8 acres and 20 townhouse style units on 1.5 acres. Final action by the Planning Commission unless appealed.
- Tentative Map to divide the 6.3 acre site into 3 parcels: Parcel A – 3.8 acres for development of 220 multi-family residential units and 5,000 sq. ft. of retail; Parcel B – 1.5 acres for development of 20 townhouse style units; and Parcel C – 1.0 acres for development of approximately 50,000 sq. ft. commercial. Final action by the Planning Commission unless appealed.
- Development Agreement to establish a term for the project approvals, shuttle contributions and affordable housing obligations. Review by the Planning Commission with final action by the City Council.

BACKGROUND

PROJECT HISTORY

See the July 18, 2013 Study Session Staff Report for a detailed project history.

On July 18, 2013, the Planning Commission reviewed the proposed site plan, building orientation, parking, landscaping and phasing. See the Analysis section below for a summary of the comments received and the applicant's responses.

PUBLIC PARTICIPATION

Study Session Public Noticing

In order to inform the most immediately affected property owners, the neighborhood and the general public, this Study Session was noticed in the following ways:

- Published in the San Mateo Daily Journal on August 8, 2013
- Displayed on FCTV/Channel 27 August 6, 2013
- Displayed on the Leo J. Ryan Park Marquee August 13, 2013 – August 21, 2013

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- E-mailed out to the Planning List Serve on August 8, 2013
- Noticed to the Special Pilgrim Triton Notice List on August 8, 2013
- A Public Notice was mailed to neighbors within 500 feet on August 8, 2013
- Posted on the Foster City Website on at www.fostercity.org. August 8, 2013
- Posted on-site and at all of the City's official posting locations on August 9, 2013

ANALYSIS

PROJECT DESCRIPTION

The Pilgrim Triton Master Plan was divided into four Phases. Phase A, Triton Plaza, was recently completed. Phase D, Triton Pointe, is beginning construction. The Phase B area is the subject of the current applications by Thompson Dorfman, LLC on behalf of the new owner, AREOF VI Triton, LLC.

On June 18, 2013, Thompson Dorfman LLC, on behalf of the property owner, AREOF VI Triton, LLC, submitted several applications for The Waverly development, encompassing the approximately 6.3 acre site now occupied by 1159-1166 Triton Drive including:

- Environmental Assessment – to determine if the proposed development was adequately analyzed in the Pilgrim Triton Master Plan Environmental Impact Report (State Clearinghouse #2007012023);
- Tentative Map to divide the approximately 6.3 acre site into 3 parcels, including:
 - Parcel A: 3.8 acres to be developed with 220 residential units and 5,000 sq. ft. commercial;
 - Parcel B: 1.5 acres to be developed with 20 townhouse-style residential units;
 - Parcel C: 1.0 acre to be developed with approximately 50,000 sq. ft. commercial;
- Use Permit for a mixed use building of 220 multi-family units and 5,000 sq. ft. of retail on 3.8 acres (Parcel A) and 20 townhouse style units on 1.5 acres (Parcel B).
- Development Agreement to establish a term for the project approvals, shuttle contributions and affordable housing obligations.

The tentative map to divide the site into three parcels will facilitate the proposed phasing within The Waverly development, which is to first develop the residential units and ground floor commercial on Parcels A and B and, at a later date, to develop a commercial building on Parcel C as Phase 2.

More detail is provided for the Use Permit related to the multi-family/retail development on Parcels A and B. The proposal for Parcels A and B includes 20% affordable housing, or 48 units. The specific mix of very low-, low- and moderate-income units will be negotiated as part of the Development Agreement. It is anticipated that the 48 affordable units will all be located within the 220 unit building on Parcel A.

STUDY SESSION – JULY 18, 2013

Comments from the Planning Commission Study Session on July 18, 2013 are contained in the table below with the applicant's responses.

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Table 1 – Planning Commission’s Comments at July 18, 2013 Study Session and the Applicant’s Responses

Planning Commission’s Comments	Applicant’s Responses
<p>The retail could include some sort of convenience store, but not 24 hours.</p> <p>The retail uses shouldn’t duplicate too much other retail around Triton Park.</p> <p>The list of commercial uses may be too limited.</p>	<p>The applicant has submitted a proposed use list dated August 6, 2013. At staff’s suggestion, the applicant and a representative of Northwestern Mutual Life Insurance have agreed to consider a use list to apply to all of the Pilgrim Triton phases to try to avoid unnecessary duplication of some uses. <i>See additional discussion later in this report.</i></p>
<p>Having the amenities (including as much of Triton Park as possible) installed in an early phase of the project is important.</p>	<p>Staff and representatives of both Thompson Dorfman and Northwestern Mutual Life Insurance have discussed potential phasing related to the park improvements and recommend constructing the park following completion of the first phase and coinciding with the end of the existing tenant’s lease of 1159 Triton Drive. <i>See additional discussion regarding phasing later in this report.</i></p>
<p>Having some of the roadways less than 26’ wide is OK because they are not the primary roadways through the development.</p>	<p>This did not require any change in the proposal.</p>
<p>The edges are important to activate the plaza – materials & treatment – need to create a cohesive way to enclose the Park in conjunction with Triton Plaza.</p>	<p><i>See additional discussion in the Architecture section of this report.</i></p>
<p>The townhomes will need to blend the language of single-family houses with the multi-story multi-family unit building.</p>	<p><i>See additional discussion in the Architecture section of this report.</i></p>
<p>The flow of traffic shouldn’t force non-residential traffic to go through the townhouse area.</p>	<p><i>See additional discussion later in this report regarding Site Plan and Phasing.</i></p>

SITE PLAN AND PHASING

Proposed: As discussed in the July 18, 2013 Study Session Staff Report, the project is proposed in two phases. The first phase consists of the development on Parcel A (220 multi-family units and 5,000 sq. ft. of retail and 20 townhouse style units on Parcel B. The second phase consists of up to 53,000 sq. ft. of commercial use on Parcel C. The second phase cannot be constructed until the existing tenant’s lease ends, which, after the tenant’s options for extensions, will occur in September 2016.

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The phasing diagrams included in the drawings provided for the July 18, 2013 Study Session and also in the packet for the August 20, 2013 Study Session show the majority of the Triton Park improvements to be completed with Phase 1 and the small remaining portion to be completed with Phase 2.

The applicant is now proposing to complete the Triton Park improvements in two additional phases: 1) complete what can be accomplished around 1159 Triton Drive after completion of Phase 1 and vacation of 1159 Triton Drive by the existing tenant; and 2) complete the remaining portions as part of the Phase 2 development.

Staff Comments/Recommendation: Staff met with representatives of Thompson Dorfman and Northwestern Mutual Life Insurance Company (Northwestern) to discuss the project phasing. Staff now believes it makes more sense to complete the Triton Park improvements following Phase 1 because:

- If some portion of the park improvements are included in Phase 1, they will not be constructed until the later months of the Phase 1 construction so that the existing Triton Drive roadway can be used for construction traffic to the site;
- Once construction begins, which is anticipated for mid-2014, it takes 18-24 months to construct the buildings, i.e., unit completions would start in early 2016 and continue to mid-2016;
- The existing tenant's lease will end in September 2016, after the tenant's options for extensions;
- With the timing for the end of the Phase 1 construction to be so close to the end of the existing tenant's lease, it makes more sense to include the completion of Triton Park with Phase 2;
- The representative of Northwestern indicated that Northwestern would be amenable to this timing and would cooperate to have the Triton Park improvements completed on Northwestern's portion of Triton Park at the same time the Triton Park improvements on The Waverly's portion are completed;
- Staff will recommend that the terms of the Development Agreement include that once a building permit has been issued for Phase 1, no additional extensions of the lease (beyond the options provided to the tenant in the existing lease) shall be granted to the existing tenant on the Phase 2 site. The Development Agreement will also include provisions related to the timing for completion of the Triton Park improvements.

RETAIL USES AND LIVE/WORK UNITS

Proposed: A revised list of proposed retail uses has been submitted dated August 6, 2013 in response to staff's recommendation to include "other uses deemed similar by the Community Development Director."

The applicant has changed the proposed housing mix to add the four ground floor units facing Triton Park to be live/work units in addition to the seven live/work units facing the one-way street and the townhouses.

Staff Comments/Recommendation: Staff has discussed with representatives of Thompson Dorfman and Northwestern the concept of having one list of allowed and prohibited uses to be used by all the phases of the Pilgrim Triton development. The goal would be to ensure that the retail areas in the different phases operate more as one commercial center to ensure that some

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types of uses are not duplicated in order to provide a better overall mix of uses. Staff will work with Thompson Dorfman and Northwestern to develop this list prior to the Planning Commission's Public Hearing on the Use Permit.

ARCHITECTURE (Sheets A3.02, A3.03, A3.04)

Mixed Use Building - Parcel A

Proposed: The building on Parcel A includes retail space and live/work units on the ground floor and residential unit above. The schematic elevations provided are not as detailed as required for the Use Permit Public Hearing but are intended to allow the Planning Commission to provide direction regarding whether the design direction is acceptable.

Table 2 – Materials and Colors – Parcel A*

	Retail Portion of Elevations	Residential Portion of Elevations
Siding	Aluminum storefront system	Plaster (off-white & beige) & Horizontal cement board panel siding (grey)
Accents	Limestone plaster base (beige); Translucent resin shading and fins	Horizontal siding (grey), Translucent resin shading and fins (color to be determined)
Trim	Plaster arcade; metal awnings (grey)	Plaster fins; metal awnings (grey)
Windows/frames	Aluminum storefront system	(not specified)
Railings	Not applicable	Glass & metal balcony railings (grey)

*The applicant has indicated that the colored elevations represent the proposed colors and the materials sample board represents the proposed materials.

Table 3 –Design Elements – Parcel A

Building Area	Forms and Dimensions	Key Elements
Retail & lobby	Two story height at retail frontage	Aluminum & glass storefront Arcade in front of retail area facing Triton Park with composite resin covering (blue)
Southwest corner – closest to Triton Park	Tower element 68' in height and 35' wide; flat roof with supporting brackets and substantial eaves	Primarily glass with some balconies and translucent resin shading element (blue) at the eaves
Southeast corner – close to lagoon	Tower element 65' in height and 38' wide; flat roof with supporting brackets and substantial eaves	Primarily plaster with some balconies and translucent resin shading element (blue) at the eaves
Ground floor live/work units	Two-story units; Mix of	Metal awnings are included

Building Area	Forms and Dimensions	Key Elements
	aluminum storefront and plaster walls	above live/work units facing The Plaza
Residential portions of the building	The elevations are broken up into sections with variations in the architecture, color and material;	Lighter colored plaster walls are forward of the darker colored plaster and horizontal or composite board panel siding; balconies have alternating placement; balconies use metal or glass railings
Garage	Large towers anchor corners of the garage on the Hwy 92 side 62' tall by approx. 28' wide; open garage with louvered wall at ground level & metal railing at upper levels	The western tower has an inset with an abstract "wave" design;

The applicant provided the following statement in response to the Planning Commission's previous comment that the edges are important to activate the plaza and need to create a cohesive way to enclose the Park in conjunction with Triton Plaza:

"The multi-family building has been designed to create an active and interesting edge to the Park. An arcade along the length of the building fronts the Park, activating the area by drawing people to the space and allowing for visual and audible connections to the Park. The units fronting the Park have Juliet and standard decks, which activate the Park by connecting tenants to the outdoors visually and creating an 'eyes on the street' atmosphere, in turn, increasing the sense of community. The ground floor retail space at both The Waverly and The Plaza face the park and create a cohesive surrounding. The main entry of each building is located adjacent to the Park encouraging a constant stream of people. The tower at the corner of The Waverly acts as a terminus for those heading down Triton Drive. Finally, the cornices on the park edge will be a blue transparent material that can be illuminated at night, creating visual interest and adding intrigue."

Staff Comments/Recommendation: Staff's primary concern with the proposed colors and materials is that the off-white color used on most of the plaster walls is too light. The off-white plaster walls may not age well over time. The use of more of a cream or beige color would be more compatible with the color scheme in the adjacent Triton Plaza development. Also, staff recommends that the wainscot be stone or tile instead of plaster to add more variety in materials and interest at the base of the building. This would also be more consistent with the treatment at Triton Plaza and Triton Pointe. Staff recommends the use of a darker color for the majority of the plaster walls and the use of stone or tile for the wainscot.

The mixed use building utilizes different treatments for sections of the building to provide a more interesting façade. The major issue for the Planning Commission's feedback is whether the use of different architectural treatments for different sections of the building provides a sufficiently coordinated and cohesive treatment for the building.

The building should look related but not the same as Triton Plaza. The use of a flat roof instead of the sloped roofs used for Triton Plaza will make the Waverly building distinct. The use of plaster as the primary material will help the buildings appear related. Staff recommends that color also be used to make the buildings feel more related, as discussed above.

On the Triton Park Lane Elevation, the tower element is intended to provide a focal point and anchor for the retail area. The tower will be a focal point for the whole Pilgrim Triton development as it will be viewed as one travels east on Triton Drive to enter the development. Staff's recommends that the tower design be refined to provide a more iconic element, given its prominent location.

Staff recommends that the architects consider how retail signage would be handled in relation to the Pilgrim Triton Master Signage Guidelines, which provides for signage on awnings.

Townhouse Buildings – Parcel B

Proposed: The townhouse units are contained in five buildings. The three buildings closest to East Hillsdale Boulevard are arranged with their long sides facing each other and their short sides facing East Hillsdale Boulevard. The townhouses utilize gable and shed roofs, including some roof elements at the second floor level. The unit floor plans have not yet been coordinated with the elevations.

Table 4 – Materials and Colors – Parcel B Townhouses*

Residential Elevations	
Siding	Plaster (a mix of grey, beige, light brown and light green with each townhouse a different color)
Accents	Horizontal siding; shutters; plaster wainscot in a darker shade of body color
Trim	Some use of shutters on upper floor windows
Windows/frames	Vinyl
Railings	Plaster and metal railings

*No samples board has been provided.

Table 5 –Design Elements – Parcel B

Building Area	Forms and Dimensions	Key Elements
Roofs	Average height is approximately 35' with the ridge a few feet taller	Pitched roofs with asphalt shingles
Walls	Each 3-story townhouse is 21' wide on the long elevations; decks and balconies are included	Each townhouse is distinguished with a different wall plane, different color and different treatment of balconies

The applicant provided the following statement in response to the Planning Commission's previous comment that the elevations of the townhouses fronting East Hillsdale Boulevard would need to blend the language of single-family houses with the multi-story multi-family building:

"The design of the townhomes addresses the need to blend single family and multi-family vocabulary and mass. The townhome edges facing E. Hillsdale Blvd. are designed to resemble the front of a single family home, thus relating to the single family homes across the street. To relate to the multi-family building, the massing steps up on the multi-family side. Additionally, some of the window configurations echo the configurations used on the multi-family building, helping link the two sites."

Staff Comments/Recommendation: Staff has no issues with the materials and colors proposed for the townhouses.

The townhouses are intended to provide a transition from the higher density mixed use buildings at the interior of the site to the single-family buildings across East Hillsdale Boulevard. This is done with a lower height and the use of building elements, such as the gable and shed roofs, that are typically used on single family buildings. The transition is also intended to reduce the apparent height and mass of the sides of the buildings facing East Hillsdale Boulevard. Staff has some concerns with the townhouse elevations, including the off-set ridges on some of the gables, proportion of the gable at the left end of the front elevation, the elevations facing East Hillsdale Boulevard using railings for one building's first floor and not the other. Staff will continue to work with the architect on the development of the townhouse elevations.

Unit Plans (Sheets A5.01-A5.06)

Mixed Use Building – Parcel A

Proposed: Four of the ground floor one-bedroom units facing Triton Plaza are now proposed to be live-work units, which changes the project unit mix slightly. The revised mix is shown in the table below. The unit plans for the mixed use building have changed slightly since the first Study Session. The Unit 2A now has a variation with a "Deep Deck" that does not extend the deck beyond the building wall. Live/Work Unit B has been revised to eliminate the "bump out" at the ground level (although the "bump out" is still shown on the Conceptual Plan-Level 1. The room with the previous "bump-out" was labeled a bedroom and the revised room is now labeled a "den." The applicant indicated that they are still working out what this room will be -- it is still shown as a two-bedroom unit in the unit count. The unit plans have not been coordinated with the elevations, which will be required prior to the Public Hearing on the Use Permit.

Table 6 –Project Unit Mix – Mixed Use Building

	Unit Types	Size Range	Number	Percent
Studio	S & SL	670-890	29	13.2%
1 bedroom	1A, 1AL, 1B, 1BL	770-1,130	91	41.4%
2 bedroom	2A, 2AL, 2B	1,110-1,470	68	30.9%
3 bedroom	3A, 3AL	1,350-1,800	21	9.5%
1 bedroom live/work	L/W C	1,020	5	2.3%
2 bedroom live/work	L/W B & C	1,090-1,140	6	2.7%
TOTAL			220	100%

Staff Comments/Recommendation: Staff supports the change in the four ground floor units to be designated as live-work units. This will give the occupants additional flexibility to use the units for home businesses.

Townhouse Units – Parcel B

Proposed: The unit plans for the townhouses have been modified to provide a smaller third floor for T.H.A and an “Option 2” for the T.H.B model. The unit plans have not been coordinated with the elevations, which will be required prior to the Public Hearing on the Use Permit.

Table 7 –Project Unit Mix – Townhouse Buildings

	Unit Types	Size Range	Number	Percent
3 bedroom townhouse	TH-A; TH-B	2,550-2,660	20	8.3%

Staff Comments/Recommendation: Staff has no issues with the unit plans for the townhouses.

SUMMARY

The following table outlines the project issues that are unresolved.

Table 8: Summary of Unresolved Issues

Planning Issue	Proposed By Applicant	Staff Recommendation
Triton Park Phasing	Construct remainder of Park with Phase 2	Develop language for the Development Agreement to specify the required timing for completion of the park improvements; Continue to work with Northwestern Mutual Life Insurance Company to accomplish the proposed phasing
Building Colors	Off-white plaster walls; grey siding	Darker color instead of off-white plaster walls
Building Materials	Plaster wainscot	Stone or tile wainscot
Tower Element	Primarily glass tower	Make more iconic

Staff has prepared the following questions to assist the Planning Commission’s discussion:

Phasing

1. Is the proposal to complete the majority of Triton Park after Phase 1 and any remaining portions with Phase 2 acceptable?

Retail Uses

2. Is the proposed approach to develop one set of allowed and prohibited uses to be used for all the retail areas in Pilgrim Triton acceptable?

Materials and Colors

3. Are the proposed materials and colors acceptable?

Elevations

4. Are the building forms proposed for the mixed use building related enough yet distinctive from the architecture at The Plaza?
5. Do the building elevations on the mixed use building provide enough interest and still feel coherent, i.e., the parts are sufficiently related to the whole composition?
6. Should the tower element on the mixed use building be made more “iconic?”

7. Does the proposed architecture for the townhouses provide the desired transition between the residential south of East Hillsdale Blvd. and the higher density portions of Pilgrim Triton?

Special Conditions of Approval

8. Are there special conditions of approval that should be included?

Other

9. Are there any issues, concerns, or general matters that members of the Commission would like to discuss or ask staff to review?
10. Is the project ready for a Public Hearing and if so, is there other information beyond what staff has proposed, that should be provided prior to the Public Hearing?

NEXT STEPS

Planning Commission Study Session #3 – if determined by the Planning Commission to be necessary

The purpose of Study Session #3 would be to respond to concerns raised by the Planning Commission.

Planning Commission Public Hearing – date to be determined

At the Public Hearing, the Planning Commission will be asked to make a recommendation on the Environmental Assessment and Development Agreement for final City Council action and to approve the Tentative Map and Use Permit.

City Council Public Hearing – date to be determined

At the Public Hearing, the City Council will be asked to approve the Environmental Assessment and Development Agreement.

INDIVIDUALS, ORGANIZATIONS AND DOCUMENTS CONSULTED

Gillian Cho, Thompson Dorfman Partners
Bruce Dorfman, Thompson Dorfman Partners
John Stevick, Thompson Dorfman
Bruce Fairty, TDP, Bay Area Partners, LLC
Tony Lettieri, Guzzardo and Associates
Rob Steinberg, Steinberg Architects
John Kosi, Steinberg Architects
Seema Mhaskar, Steinberg Architects
Daniel Cushing, AREA Property Partners
Matthew Conti, AREA Property Partners
Pilgrim Triton Master Plan file
Pilgrim Triton Master Plan EIR
Master Site & Landscape Design Guidelines-Pilgrim/Triton, dated June 26, 2009

August 20, 2013

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ATTACHMENTS

Study Session Minutes dated July 18, 2013

Study Session Staff Report dated July 18, 2013 (without attachments)

Use Permit Plans*

**Planning Commission packets only; available in the Community Development Department, City Hall, 610 Foster City Blvd.*

STUDY SESSION OF THE FOSTER CITY PLANNING COMMISSION

Council Chambers – 620 Foster City Boulevard -- Foster City

MINUTES

JULY 18, 2013

1. CALL TO ORDER

At 7:45 p.m. by Chairman Dyckman

2. ROLL CALL

Present: Commissioners Avram, Pattum, Werden and Chairman Dyckman

Absent: Commissioner Williams

Staff Present: Curtis Banks, Community Development Director; Leslie Carmichael, Consultant Planner

3. ITEMS FOR DISCUSSION

TO REVIEW AND DISCUSS THE SPECIFIC DEVELOPMENT PLAN/USE PERMIT APPLICATION FOR THE WAVERLY, A MIXED-USE DEVELOPMENT FOR THE APPROXIMATELY 6.3 ACRE SITE NOW OCCUPIED BY 1159 - 1166 TRITON DRIVE; ASSESSOR'S PARCEL NO. 094-010-570

The Planning Commission discussed The Waverly site plan, building orientation, parking and landscaping. Below is a summary of the discussion:

- The retail could include some sort of convenience store, but not 24 hours.
- The retail uses shouldn't duplicate too much other retail around Triton Park.
- The list of commercial uses may be too limited.
- Having the amenities (including as much of Triton Park as possible) installed in an early phase of the project is important.
- Having some of the roadways less than 26' wide is OK because they are not the primary roadways through the development.
- The edges are important to activate the plaza – materials & treatment – need to create a cohesive way to enclose the Park in conjunction with Triton Plaza.
- The townhomes will need to blend the language of single-family houses with the multi-story multi-family unit building.
- The flow of traffic shouldn't force non-residential traffic to go through the townhouse area.

Overall the Planning Commission was supportive of the basic configuration of roadways and buildings, the parking and the basic landscape concepts.

4. STATEMENTS AND REQUESTS FROM THE COMMISSIONERS

Commissioners Pattum and Dyckman had comments.

5. ADJOURNMENT

Adjourned at 8:35 p.m. to a Special Meeting, August 6, 2013, Council Chambers, 620 Foster City Boulevard, Foster City, California.

PASSED AND ADOPTED by the Planning Commission of the City of Foster City at a Regular Meeting thereof held on August 6, 2013 by the following vote:

AYES, COMMISSIONERS: Avram, Pattum, Werden and Chairman Dyckman

NOES, COMMISSIONERS:

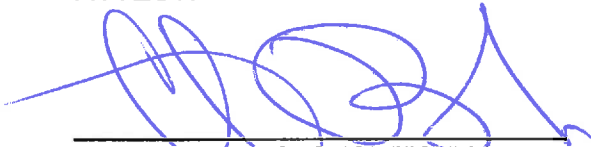
ABSTAIN, COMMISSIONERS: Williams

ABSENT, COMMISSIONERS:



DAN DYCKMAN, CHAIRMAN

ATTEST:



CURTIS BANKS, SECRETARY

DATE: JULY 18, 2013

STUDY SESSION STAFF REPORT

AGENDA ITEM NO. 3.A.

TO: FOSTER CITY PLANNING COMMISSION

PREPARED BY: LESLIE CARMICHAEL, CONSULTING PLANNER

CASE NO.: EA-13-002; RS-13-001; UP-13-003; DA-13-002

OWNER: AREOF VI TRITON, LLC

PROJECT LOCATION: 1159-1166 TRITON DRIVE

REQUESTED ACTION/PURPOSE

Thompson Dorfman, on behalf of the owners, AREOF VI TRITON, LLC, is requesting Planning Commission review and discussion regarding their proposal for The Waverly, the third phase (formerly Phase B or Phase II) of the Pilgrim Triton Master Plan area. The proposal includes: 1) division of the property into three parcels; 2) a Use Permit for 240 multi-family units and 5,000 sq. ft. of retail on two of the three parcels; and 3) a Development Agreement.

STUDY SESSION PURPOSE

Similar to the review of previous phases of the Pilgrim Triton Master Plan area, multiple Study Sessions are planned to precede Public Hearings on the proposal. The purpose of this Study Session is to provide an introduction to the project and review the site plan, building orientation, massing, parking and landscaping. The next Study Session will review architecture, materials and colors.

GENERAL INFORMATION

GENERAL PLAN DESIGNATION: Service Commercial with Housing

ZONING DISTRICT: CM/PD, Commercial Mix/Planned Development

ZONING HISTORY: On May 5, 2008, the City Council approved the Pilgrim Triton Master Plan, including a General Development Plan for up to 296,000 sq. ft. of commercial/industrial/office and up to 730 housing units, including up to 64 live-work units on the ±20.75 acre Pilgrim Triton Master Plan site.

SURROUNDING LAND USE:

Northeast:	Foster City Lagoon
Northwest:	S.R. 92
West:	Triton Plaza mixed use and Triton Park
South:	Phase C of Pilgrim Triton Master Plan (existing office/light industrial; future mixed commercial/residential)

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Agenda Item No. 3.A.

Southeast: E. Hillsdale Blvd. and Single-Family Residential

LOT SIZE: Approximately 6.3 acres

KEY PLANNING OR DESIGN ISSUES

- Roadway configuration
- Building orientation/massing/heights
- Parking, including the use of State-mandated Density Bonus Parking standards
- Phasing

PROJECT APPLICATIONS

- Environmental Assessment to determine if all project impacts are adequately analyzed in the Pilgrim Triton Master Plan Environmental Impact Report (State Clearinghouse #2007012023). Reviewed by the Planning Commission with final action by the City Council.
- Use Permit for 240 multi-family residential units and 5,000 sq. ft. of retail on 5.1 acres of the 6.3 acre site. Final action by the Planning Commission unless appealed.
- Tentative Map to divide the 6.3 acre site into 3 parcels: Parcel A – 3.8 acres for development of 220 multi-family residential units and 5,000 sq. ft. of retail; Parcel B – 1.5 acres for development of 20 townhouse style units; and Parcel C – 1.0 acres for development of approximately 50,000 sq. ft. commercial. Final action by the Planning Commission unless appealed.
- Development Agreement to establish a term for the project approvals, shuttle contributions and affordable housing obligations. Reviewed by the Planning Commission with final action by the City Council.

BACKGROUND

PROJECT HISTORY

The Pilgrim-Triton Master Plan project was a joint proposal by three property owners: Northwestern Mutual Life, AMB Property Corporation and Foster City Executive Park to develop approximately 20.75 acres with a mixed use project.

On April 21, 2008 the City Council:

- Certified the Pilgrim Triton Master Plan Environmental Impact Report and adopted Findings regarding significant environmental impacts, including a Statement of Overriding Considerations and adoption of a Mitigation Monitoring and Reporting Program
- Amended the General Plan to change the Land Use Plan designation of the site from Service Commercial to Service Commercial with Housing and incorporating the Pilgrim Drive/Triton Drive Industrial Area Goals, Policies, and Implementation Measures; and
- Introduced an Ordinance to Rezone the site to include a General Development Plan. On May 5, 2008 the Council approved the Ordinance to rezone the site.

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Agenda Item No. 3.A.

On May 5, 2008, the City Council approved the Pilgrim Triton General Development Plan, which includes the 20.75 acre site:

- Up to 296,000 square feet of commercial/industrial office use;
- Up to 730 residential units, including up to 64 live-work units; and
- A minimum of one-acre open space/plaza area.

On August 20, 2009, the Planning Commission:

- Approved the Use Permit for Phase A of the Pilgrim Triton Master Plan, including 300 multi-residential units, 17,000 sq. ft. of ground floor commercial, and 0.69 acres of a 1.17 acre open space plaza, and also including the Pilgrim Triton Master Site and Landscape Guidelines (UP-08-010)
- Approved the Master Sign Program for the Pilgrim Triton Master Plan Area

On September 21, 2009, the City Council:

- Approved the environmental assessment finding that the Pilgrim Triton Master Plan EIR adequately analyzes the environmental impacts associated with Phase A
- Approved the Master Development Agreement for the Pilgrim Triton Master Plan area
- Approved the Pilgrim Triton Phase A Development Agreement

On October 16, 2012, the Planning Commission:

- Approved the Use Permit for Triton Pointe (Phase D) of the Pilgrim Triton Master Plan, including 166 multi-residential units and 6,000 sq. ft. of ground floor commercial (UP-12-002).
- Approved the Tentative Map to divide the 5.0 acre parcel into three parcels (RS-12-001)

On November 19, 2012, the City Council:

- Approved the Triton Pointe Development Agreement (DA-12-002).

PUBLIC PARTICIPATION

Study Session Public Noticing

In order to inform the most immediately affected property owners, the neighborhood and the general public, this Study Session was noticed in the following ways:

- Published in the Foster City Islander on July 3, 2013
- Displayed on FCTV/Channel 27 July 2, 2013
- Displayed on the Leo J. Ryan Park Marquee July 10, 2013 – July 18, 2013
- E-mailed out to the Planning List Serve on July 2, 2013
- Noticed to the Special Pilgrim Triton Notice List on July 2, 2013
- A Public Notice was mailed to neighbors within 500 feet on July 3, 2013
- Posted on the Foster City Website on at www.fostercity.org July 2, 2013
- Posted on-site and at all of the City's official posting locations on July 5, 2013

ANALYSIS

PROJECT DESCRIPTION

The Pilgrim Triton Master Plan was divided into four Phases. Phase A, Triton Plaza, was recently completed. Phase D, Triton Pointe, is beginning construction. The Phase B area is the subject of the current applications by Thompson Dorfman, LLC on behalf of the new owner, AREOF VI Triton, LLC.

On June 18, 2013, Thompson Dorfman LLC, on behalf of the property owner, AREOF VI Triton, LLC, submitted several applications for The Waverly development, encompassing the approximately 6.3 acre site now occupied by 1159-1166 Triton Drive including:

- Environmental Assessment – to determine if the proposed development was adequately analyzed in the Pilgrim Triton Master Plan Environmental Impact Report (State Clearinghouse #2007012023);
- Tentative Map to divide the approximately 6.3 acre site into 3 parcels, including:
 - Parcel A: 3.8 acres to be developed with 220 residential units and 5,000 sq. ft. commercial;
 - Parcel B: 1.5 acres to be developed with 20 townhouse-style residential units;
 - Parcel C: 1.0 acre to be developed with approximately 50,000 sq. ft. commercial;
- Use Permit for 240 multi-family residential units and 5,000 sq. ft. retail on Parcels A and B;
- Development Agreement to establish a term for the project approvals, shuttle contributions and affordable housing obligations.

The tentative map to divide the site into three parcels will facilitate the proposed phasing within The Waverly development, which is to first develop the residential units and ground floor commercial on Parcels A and B and, at a later date, to develop a commercial building on Parcel C as Phase 2.

More detail is provided for the Use Permit related to the multi-family/retail development on Parcels A and B. The roof heights on Parcel B, closest to East Hillsdale Blvd., are shown at 30' with the rooftop condensers within the 35' height limit established by the General Development Plan (see Sheet A3.01). As the development gets farther from East Hillsdale Blvd., the heights increase to up to 50'-55' at the southern of the Parcel A building and then increase to 60'-65' as the building gets closer to S.R. 92.

The proposal for Parcels A and B includes 20% affordable housing, or 48 units. The specific mix of very low-, low- and moderate-income units will be negotiated as part of the Development Agreement. It is anticipated that the 48 affordable units will all be located within the 220 unit building on Parcel A.

SITE PLAN

Proposed: The basic site plan as established in the Pilgrim Triton Master Plan includes three building sites created by the roadways and "Public Open Space/Plaza" that was intended to link Triton Park to the Lagoon. A new roadway with a new connection to East Hillsdale Blvd. will form the southern boundary for the site, connecting to Triton Drive.

Additional portions of Triton Park will be developed as part of the Waverly. With Phase 1, most of the remainder of the park would be completed, if the property owners can make an arrangement with the adjacent property owner, the Northwestern Mutual Life Insurance Company, to have the portion on Northwestern's property completed (see Sheet L1.03). When Phase 2 is constructed, the final remaining corners of the park would be completed, again assuming that the portions on Northwestern's property can also be completed (see Sheet L1.01). (See additional discussion in the Phasing section of this report.)

Staff Comments/Recommendation: The proposed site plan is slightly different than what was included in the Master Plan Use Diagram (Sheet A0.02) in the area of the connection between Triton Park and the Lagoon and in the orientation of some of the townhouse buildings. The basic intent is met, which is to provide lower buildings heights along East Hillsdale Blvd., more in character with the single-family houses across East Hillsdale Blvd. The intent to provide a strong connection between Triton Park and the Lagoon is also met through the use of special paving treatments and landscaping along the connection, even though it is now designed to provide circulation for vehicles for part of the distance to the Lagoon. Staff recommends approval of the proposed site plan.

Building Uses (Sheet A0.01, A1.01 & A2.01)

Proposed: The proposed uses for The Waverly development are consistent with the maximum allowed uses for the subject 6.3 acre property in the Pilgrim Triton Master Plan of 240 residential units and up to 58,000 sq. ft. commercial use. Staff notes that the applicant's proposal calls out the future development on Parcel C as approximately 50,000 sq. ft., although the Master Plan would allow up to 53,000 sq. ft. in addition to the 5,000 sq. ft. of commercial on Parcel A. The proposed distribution of the uses is further described in Table 1, below:

Table 1: Proposed Uses on Parcels A, B and C

Parcel	Acres	Residential Units	Commercial
A	3.8	220	5,000
B	1.5	20	
C	1.0		50,000
Total	6.3	240	55,000

Within Parcels A and B, the proposed residential use is further defined as described in Table 2, below:

Table 2: Proposed Residential Units on Parcels A and B

Unit Type	Unit Size (sq. ft.)	Number of Units
Studio	670 - 890	29
1-bedroom	770 - 1,130	95
2-bedroom	1,110 – 1,470	68
3-bedroom	1,350 – 1,800	21
1 bedroom live/work	1,020	1
2 bedroom live/work	1,090 – 1,140	6
3 bedroom townhouse	2,550-2,660	20
TOTAL		240

The applicant has submitted a draft list of potential retail uses for the 5,000 sq. ft. of ground floor retail on Parcel A (see "The Waverly Retail, 3 July 2013," attached). Proposed allowed uses include cleaners, video stores, professional support services, personal services, general retail uses, food services and others. There is also a list of prohibited uses.

The proposal includes seven live/work units, which are located on the south side of the building facing Triton Drive (Sheet A2.01).

Staff Comments/Recommendation: The building uses approved as part of the Master Plan are shown in the Master Plan Use Diagram (Sheet A0.02) and listed in Exhibit E, Permitted Density and Intensity of Use, attached to the Master Development Agreement (attached). The proposal is consistent with the Master Plan.

The proposed list of allowed and prohibited uses matches the list proposed for Triton Pointe. Staff recommends a similar limitation on the amount of medical and dental offices, not to exceed a total of 2,000 square feet. Staff also recommends the addition of "Other uses deemed similar by the Community Development Director" to both the allowed and prohibited lists. The prohibition of graphically-explicit sexual images should be struck because the City cannot be a party to regulation based on content, which would be subject to challenge as a violation of First Amendment rights of free speech.

The proposed seven live/work units are well within the allowed 64 live/work units for the Master Plan area. There are seven live/work units in Triton Plaza and none in Triton Pointe. Staff recommends that the four 1C units facing Triton Plaza also be designated as live/work units. The live/work designation would provide residents the option to have a home-based business with a somewhat broader array of possible uses than the typical home occupations allowed for any residence. The types of uses allowed in the live/work units are governed by Section 2.1.1 of the Pilgrim Triton Master Development Agreement (attached).

Building Orientation and Setbacks (Sheets A0.02, A1.01, A1.02, A2.01)

Proposed: The proposed orientation and setbacks for the buildings are only slightly different than what is shown in the Master Plan Use Diagram (Sheet A0.02). In the Master Plan Use Diagram, the townhouse buildings continue farther northeast along East Hillsdale Blvd., closer to the Lagoon. In the proposed site plan, the building closest to the Lagoon is turned to provide better pedestrian access along the lagoon to East Hillsdale Blvd. and provide better views of the Lagoon from the units. Another rectangular townhouse building is placed along the roadway between the townhouses and the Parcel A building, rather than the oddly shaped buildings shown in the Master Plan.

The seven Live/Work units are proposed facing "Triton Drive" along the southeast side of the Parcel A building. The Master Plan Use Diagram shows ground floor commercial in this area.

Staff Comments/Recommendation: The proposed changes from the building orientation and setbacks shown in the Master Plan are minor and are in keeping with the design intent of the Master Plan. Staff recommends approval of the proposed building orientation and setbacks.

Massing, Scale, and Relationship to Surrounding Uses (Sheets A1.01, A3.01, L1.01)

Proposed: The sections on Sheet A3.01 illustrate the heights of the buildings, ranging from 30'-35" near East Hillsdale Blvd., stepping up to 50'-55' at the southern edge of the Parcel A building, increasing to 60'-65" near S.R. 92.

For comparison, the height of the taller roof at Triton Plaza is approximately 64' and the height to the roof over the tower elements is 78'. The building heights at the Admiralty are approximately 30'.

No heights were provided for the office/commercial building on Parcel C. The Pilgrim Triton Master Plan designates the building on Parcel C to be 35'-80' in height.

Staff Comments/Recommendation: The Pilgrim Triton Master Plan included height limits to ensure that lower buildings would be located along E. Hillsdale Blvd. in order to be more compatible with the single-family homes and the Admiralty to the south and then heights and building massing would increase to the north as the development got closer to Highway 92. The proposed building heights for The Waverly are consistent with this.

The building on Parcel A is designed to relate to Triton Park with the retail area facing the Park at the southwest corner of the building. The main pedestrian entry is also facing the Park. A strong pedestrian connection is also provided to and along the Lagoon. Staff recommends approval of the massing, scale and relationship to surrounding uses.

Phasing (Sheets A1.01, A1.02, L1.01, L1.03 & TM-1 through TM-6)

Proposed: The development is proposed to include two phases. The existing building at 1159 Triton Drive would remain in place in Phase 1 and be removed for Phase 2. The existing tenant at 1159 Triton Drive has a lease with the option to extend the term to 2016. Phase 2 would include the removal of 1159 Triton Drive and construction of a new commercial building of approximately 50,000 sq. ft.

The Pilgrim Triton Phasing Plan approved with Phase A included completion of the remaining corners of Triton Park with Phase B (The Waverly) and Phase C (parcel owned by Northwestern Mutual Life Insurance Company). In that plan, Triton Drive would have been left in place until the final piece of the Park was constructed, in other words, small corners of the park would be constructed but would remain separated from the rest of the park by Triton Drive until all the pieces could be completed.

The applicant has shown a plan that would complete most of Triton Park, including the conversion of the area now containing Triton Drive, with the construction of Phase 1. This is contingent, however, on the applicant being able to negotiate an arrangement with Northwestern for the portions of the park of Northwestern's property.

The Tentative Map includes a lot line adjustment that was anticipated in the previously developed phasing plans. The corners in the property line along the new roadway from East Hillsdale Blvd. would be "straightened" with a lot line adjustment to allow the new roadway. Similarly, a future lot line adjustment is anticipated with the development of Northwestern's Phase C.

Staff Comments/Recommendation: The applicant has included the townhouses in Phase 1 as requested by staff to ensure that the townhouses are in place at the completion of the taller building on Parcel A. This will ensure the stepping down of building heights and buffering of uses that was envisioned in the Master Plan occurs with the first phase.

Staff has encouraged the applicant to pursue negotiations with Northwestern to attempt to complete most of Triton Park with Phase 1. The alternatives are to: 1) complete small portions of the park with each phase as shown in the previous phasing diagrams, or 2) wait until Phase 2 to complete most of the park. The first option to complete just small portions is not very practical from a construction standpoint to get the utilities to work and ensure that the final grades are correct and would not provide a very functional interim condition.

If the arrangements can be worked out to develop most of the remainder of Triton Park with Phase 1, the Tentative Map should be changed to include the street abandonment of the affected portion of Triton Drive, in addition to the cul-de-sac area shown for abandonment on the current Tentative Map. Staff recommends that the applicant continue to work with Northwestern to try to make arrangements to complete the majority of the remaining Triton Park with Phase 1.

Vehicular Circulation (Sheets A0.02, A1.02 and L2.01)

Proposed: The vehicular circulation shown in the Site Circulation Diagram includes roadways through the site generally as envisioned in the Master Plan Use Diagram. The roadways are 22' to 26' wide (Sheet A1.02). Vehicular circulation to the site will be from Triton Drive and Plaza View Lane as well as from the new street from East Hillsdale Blvd. serving the townhouses and connecting to the roadways circling Triton Park. One way circulation is proposed for the roadway along the southeast edge of the Parcel A building and for the garage exit driveway adjacent to S.R. 92.

The Master Site and Landscape Design Guidelines for Pilgrim Triton include the following statement regarding vehicular circulation:

“Streets shall consist of a minimum of two (2) drive aisles of 13'-0” minimum width excepting service alleys. On-street parking shall be provided on each of the site’s internal streets. Such parking may be either parallel or perpendicular to encourage slower, more deliberate, pedestrian-friendly driving habits. All parking spaces shall comply with the City of Foster City, the California Building Code, as well as the Federal ADA parking guidelines for size, configuration and location. The most restrictive of those guidelines for each condition shall apply. The use of angled parking is discouraged and shall be incorporated into an individual site design only when space constraints necessitate. Provisions shall be made at the Plaza and at the Phase 4 parcels for an employees/resident shuttle drop off zone. The zone shall be signed with information regarding arrival and departure times.”

Some of the roadways are proposed to be narrower than the 26' called for in the Master Site and Landscape Guidelines:

- 22' width for the one-way roadway between the live/work units at the southeastern edge of the Parcel A building and Parcel B
- 24' width for the roadways serving the townhomes on Parcel B
- width for the one-way exit driveway between the Parcel A building and S.R. 92 (not dimensioned but appears less than 26')

In addition to the vehicular circulation for residents and visitors, access for emergency vehicles will also be provided around the perimeter of the Parcel A building via turf block or similar roadway surface.

Staff Comments/Recommendation: The width of the roadways through the development is specified as 26' in the Master Site and Landscape Guidelines not only to ensure they function for the various service providers, but also to provide a consistent standard to enhance the cohesiveness of the development. The primary roadways, Triton Park Lane and the new street from East Hillsdale Blvd. are shown at 26'-28' in width. Staff believes that the narrower width is appropriate for the one-way roadways and for the access to the townhomes. Staff notes that the name, Triton Drive, should not be applied to the one-way roadway along the Parcel A building. Staff recommends that the emergency access be added to the Site Circulation Diagram and otherwise recommends approval of the vehicular circulation as proposed.

Pedestrian and Bike Circulation (Sheet L2.01, L2.02)

Proposed: Pedestrian and bike circulation is shown on Sheet L2.01. Pedestrian and bicycle access is provided around the perimeter of the Parcel A building, including a connection along the Lagoon to East Hillsdale Blvd. Pedestrian/bicycle connections are provided to Triton Park. Pedestrian/bicycle circulation is provided in the townhouse and Parcel C area to facilitate access to East Hillsdale Blvd. as well as Triton Park and the Lagoon.

Bicycle parking is provided in several locations to serve the residents as well as visitors.

The Master Site & Landscape Design Guidelines for Pilgrim/Triton contain the following direction regarding pedestrian circulation:

“Pedestrian activity and site circulation of an urban character shall be facilitated by the use of sidewalks monolithic to the curbs. The sidewalks shall be a minimum of 10'0” in width as measured from the back of curb. A 5'-0” clear path of travel shall be maintained within the 10'-0” of sidewalk. Walks shall not be separated from the adjacent curb by a planting strip except at primary vehicular entries into the site. Walks shall consist of natural grey concrete with a scoring pattern such as will accommodate the 60” x 60” tree grates within the scoring pattern. Entry plazas to individual buildings may interrupt walks and such entry plazas may consist of different colors/finished of concrete or different materials such as concrete pavers.

Bicycle parking shall be encouraged and provided in quantity as specified by the City of Foster City guidelines. Bicycle parking shall be located in such a manner as to encourage bicycle use by employees, residents, and patrons of the site. Locations may be within structures. Bicycle parking may be in the form of racks, bike bollards, bike lockers, or enclosed storage areas.”

Staff Comments/Recommendation: The pedestrian and bike circulation is consistent with the Master Site and Landscape Design Guidelines. Staff notes that the pedestrian connection to East Hillsdale Blvd. along the Lagoon will probably require a ramp due to the slopes. Staff recommends approval of the pedestrian and bicycle circulation.

Conceptual Landscape Plan (Sheets L1.01, L1.02, L1.03, L3.01, L4.01 and Landscape Plan Narrative)

Proposed: As indicated in the Landscape Plan Narrative, the landscape plan utilizes:

- Sidewalks with street trees/tree guards
- Site furnishings and street lighting consistent with the Master Plan
- A series of plaza spaces at prominent points of entry and exit
- Planting accents at pedestrian gathering areas and key site features
- Larger evergreen shrubs strategically placed to screen utilities
- Plant materials will be low maintenance, low water use

The landscape plan includes recreational amenities in the Courtyard in the Parcel A building, including a pool, spa, outdoor kitchen, BBQ and other outdoor use areas. Along the Lagoon, three seating areas are provided in addition to the pathway. A kayak dock is proposed at the southeast corner of the building. A landscape “focal feature” is provided at the southwest corner of the building.

A plant palette has been provided which includes a note that the on-grade plant materials outside the podium courtyard and street trees will be per the Master Site and Landscape Design Guidelines.

Staff Comments/Recommendation: The proposed mix of outdoor spaces and amenities will provide useful and attractive outdoor areas for residents and visitors. The plant materials for the exterior of the buildings will be in keeping with the Master Site and Landscape Guidelines. Staff will review the proposal for possible credit toward park in-lieu fees as additional information becomes available. Staff recommends approval of the Conceptual Landscape Plan as proposed.

Parking

Proposed: Parcels A and B will share some of the on-street parking and so are considered together in this analysis. Parcel C is proposed to have its own parking garage and will therefore be considered separately when the Use Permit is submitted for review. The 459 parking stalls proposed for Parcels A and B are less than the 543 spaces that would be required by the Foster City Municipal Code. The applicant has submitted a parking study prepared by Fehr & Peers (attached) to support their proposal. (Note: The Fehr & Peers study indicates 455 parking stalls are proposed but Sheet A0.01 notes that there are 4 additional surface stalls, bringing the total to 459.)

As indicated in the parking study, the development is entitled to utilize “density bonus” parking standards that are provided to residential developments by California State Law that include at least 10% of the housing units at prices affordable to lower-income households, pursuant to Government Code Section 65915. The California Density Bonus Law requires the local jurisdiction to utilize these parking standards if they are requested by the applicant. The Density Bonus parking standards would result in a requirement for 375 parking spaces. Even though the proposed number of stalls exceeds what is allowed pursuant to the density bonus parking standards, the applicant has provided the parking study to assure the Planning Commission that the parking will be more than adequate.

Table 3: Parking Required by Building Use per Municipal Code

Type of Use	Municipal Code Requirements	Proposed Sq. Ft. or No. of Units	Parking Stalls Required
Residential			
Studio	1 stall/unit	29 units	29
1 bedroom	1.5 stalls/unit	96 units	144
2 bedroom	2 stalls/unit	74 units	148
3 bedroom	2 stalls/unit	41 units	82
Guest parking	0.5 stalls/unit	240 units	120
Subtotal			
Retail on Parcel A	1 stall/250 sq. ft. of gross floor area	5,000 sq. ft.	20
TOTAL			543

Table 4: Parking Required by Building Use per Residential Density Bonus Standards

Type of Use	Density Bonus Requirements	Proposed Sq. Ft. or No. of Units	Parking Stalls Required
Residential			
Studio	1 stall/unit	29 units	29
1 bedroom	1 stall/unit	96 units	96
2 bedroom	2 stalls/unit	74 units	148
3 bedroom	2 stalls/unit	41 units	82
Guest parking	0 stalls/unit		0
Subtotal			
Retail on Parcel A	1 stall/250 sq. ft. of gross floor area	5,000 sq. ft.	20
TOTAL			375

The parking stalls are proposed to be distributed as shown in Table 5, below:

Table 5: Parking Stalls Proposed

Location	Parking Stalls Proposed
Residential parking garage (reserved)	315
Residential parking garage (unreserved)	80
On-street parking adjacent to retail	17
Private garages in townhouses	40
Surface parking on Parcel B	6
TOTAL	459

Staff Comments/Recommendation: The Parking Study includes information on peak parking demand at comparable multi-family residential developments per the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI) sources and also 9 developments in the Bay Area. Using the peak demands at these developments and applying those parking rates to The Waverly development, Fehr & Peers recommends that 384 parking spaces would be an adequate supply, which is less than the 459 spaces proposed. The proposed 459 space residential supply represents 1.91 spaces per unit, would be more than adequate compared to peak demands at the other sites studied, except for one development, Miramar Apartments, in Foster City. Miramar had the highest peak parking demand at 1.92 spaces per unit. The Waverly has a significant component of 29 studio units, which Miramar does not and should therefore not generate as much parking demand.

The recently approved Triton Pointe project (Phase D of Pilgrim Triton) also utilized the density bonus parking standards. Triton Pointe provided 362 parking stalls for 166 dwelling units and 6,000 sq. ft. commercial, or a ratio of 2.18 stalls per unit. This is somewhat higher than the 1.91 ratio proposed for The Waverly, but again, Triton Pointe did not provide any studio units.

The Planning Commission does not have the discretion to require more parking stalls than the 375 stalls required by the Density Bonus standards. Staff does, however, believe that as demonstrated in the Parking Study, based on surveys of actual developments, the number of stalls provided will be adequate.

The Parking Study also includes a section on sharing of residential visitor and retail parking. As indicated, the peak for residential parking is in the evening and the peak for the retail is during business hours during the day, which will provide an additional supply of parking for the peak residential demand in the evening. Staff recommends that interior dimensions be included for the townhouse garages to show that they meet the City required minimum of 20' x 20' and otherwise recommends approval of the parking as proposed.

Loading and Service Areas (Sheet A2.01)

Proposed: Pursuant to Section 17.62.070 of the Foster City Municipal Code, each building is required to have at least one loading area. One loading area is shown in the Parcel A garage, adjacent to the garage entry. A trash room is shown adjacent to the loading space, similar to the trash rooms at The Plaza.

Staff Comments/Recommendation: Providing the loading area will help eliminate congestion when residents are moving. Staff recommends that the loading area be dimensioned in the next submittal.

Sustainable Design Features

Proposed: The applicant has proposed several sustainable design features to be included in the development:

- Higher density in-fill site
- LEED Silver equivalent
- Electric car plug-in station in garage
- Cool roof to reduce heat island effect
- Drought tolerant landscaping materials
- Proximity to transit (AC Transit, SamTrans)
- Pedestrian oriented
- 20% affordable housing
- Low VOC (volatile organic compounds)-emitting building materials
- High efficiency HVAC equipment
- Solar water heating panels

Staff Comments/Recommendation: Staff recommends a special condition of approval to require the applicant to provide a letter prior to issuance of a building permit describing the sustainable features included in the project for staff to verify that they've been included.

Transportation Demand Management Plan

Proposed: The applicant is required to provide a Transportation Demand Management (TDM) Plan pursuant to C/CAG's Congestion Management Program. The TDM Plan must achieve "credits" equal or greater than the number of peak hour trips. The Waverly's peak hour trips are 109 trips in the PM peak hour (see attached "Project Trip Generation." The TDM Plan includes the following:

Item	Quantity Provided (if applicable)	Trip Credits
Secure bike parking	15 bike spaces	5
On-site exercise facility	1	5
Nature of development is in-fill		2
Coordination with other TDM programs		5
High speed internet in building/leasing/employee homes		2
Provide on-site amenities (i.e., neighborhood serving retail)		5
On-site roads designed to be bike/ped friendly		15
On-site roads designed to encourage bike/peds and		15

Item	Quantity Provided (if applicable)	Trip Credits
discourage vehicles		
Bike/pedestrian safety features		10
Provide at least 10 TDM measures ¹		5
Implement at Transportation Action Plan		10
Rezone to reduce undesirable impacts		5
Participate in shuttle consortium	40 seats	40
TOTAL		124

Staff Comments/Recommendation: Additional details for participation in the shuttle consortium will be included in the Development Agreement. Staff recommends approval of the Transportation Demand Management Plan.

IMPACTS TO SURROUNDING PROPERTIES (Sheet A4.01)

Proposed: During the review of the Pilgrim Triton Master Plan, concerns were raised about shadows extending onto adjacent properties or across E. Hillsdale Blvd. to the residential properties. Shadow diagrams have been included in the applicant's submittal to demonstrate the shadows that would be cast at different times of the year (Sheet A4.01). The most significant shadows would occur during the winter solstice, casting shadows across East Hillsdale Blvd. in the afternoon. At all other times of the year, the shadow impacts to adjacent properties are negligible.

Staff Comments/Recommendation: The shadow diagrams are consistent with the impacts considered in the Pilgrim Triton Master Plan Environmental Impact Report.

PROPOSED SPECIAL CONDITIONS OF APPROVAL

In addition to the City's standard conditions of approval, the relevant mitigation measures from the Pilgrim Triton EIR will also be applied as conditions of approval. Staff also recommends the following condition:

- The applicant shall provide a letter prior to issuance of a building permit describing the sustainable features included in the project for staff to verify that they've been included.

ENVIRONMENTAL ASSESSMENT

An Initial Study will be prepared to determine if the potential environmental impacts are adequately covered in the Pilgrim Triton Master Plan Environmental Impact Report (EIR) certified by the City Council on September 21, 2009. If so, appropriate findings will be included in the project approvals.

If the Initial Study finds that there are new significant environmental impacts that were not addressed in the EIR, or other substantial changes or new information, then pursuant to Section

15162 of the State CEQA Guidelines, a new environmental document may be required, such as a subsequent EIR, supplement to an EIR, addendum to an EIR or Negative Declaration.

Mitigation measures included in the Mitigation Monitoring and Reporting Plan adopted as part of the City Council's approval of the Pilgrim Triton Master Plan will be applied to The Waverly project.

SUMMARY

As discussed above, there are several issues where staff has recommended additional information be provided prior to the next Study Session, as follows:

- Phasing plan worked out with Northwestern
- Show dimensions for loading area
- Show emergency vehicle access on the Site Circulation Diagram
- Architecture
- Show interior dimensions of townhouse garages

The following table outlines the project issues that are unresolved.

Table 6: Summary of Unresolved Issues

Planning Issue	Proposed By Applicant	Staff Recommendation
Triton Park Phasing	Construct most of Park with Phase 1	Continue to work with Northwestern Mutual Life Insurance Company to accomplish the proposed phasing
Live/work units	7 units	4 additional 1C units

Staff has prepared the following questions to assist the Planning Commission's discussion:

Site Plan

1. Is the basic configuration of roadways and buildings acceptable?
2. Should any of the narrower roadway widths be increased to 26'?
3. Is the vehicular circulation acceptable?

Parking

4. Is the proposed amount of parking, including the sharing with retail uses, acceptable?

Building Massing

5. Is the building massing acceptable?

Landscape Plan

6. Are the basic concepts of the landscape plan acceptable?

Special Conditions of Approval

7. Are there other special conditions of approval that should be included in addition to those proposed by staff?

Environmental Assessment

8. Does the Planning Commission believe there are any new areas of environmental concern raised by the proposal that were not addressed in the Pilgrim Triton Master Plan EIR?

Other

9. Should the 1C units be designated as live/work units?
10. Are there any issues, concerns, or general matters that members of the Commission would like to discuss or ask staff to review?
11. Is there other information beyond what staff has proposed, that should be provided prior to the next Study Session?

NEXT STEPS

Planning Commission Study Session #2 – date to be determined

The purpose of Study Session #2 is to review architecture, including perspectives and to review any unresolved issues identified in Study Session #1.

Planning Commission Public Hearing – date to be determined

At the Public Hearing, the Planning Commission will be asked to make a recommendation on the Environmental Assessment and Development Agreement for final City Council action and to approve the Tentative Map and Use Permit.

City Council Public Hearing – date to be determined

At the Public Hearing, the City Council will be asked to approve the Environmental Assessment and Development Agreement.

INDIVIDUALS, ORGANIZATIONS AND DOCUMENTS CONSULTED

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July 18, 2013

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Agenda Item No. 3.A.

Pilgrim Triton Master Plan file
Pilgrim Triton Master Plan EIR
Master Site & Landscape Design Guidelines-Pilgrim/Triton, dated June 26, 2009

ATTACHMENTS

IDEC letter dated July 3, 2013
Exhibit E, Permitted Density and Intensity of Use from Master Development Agreement
Section 2.1.1 of the Pilgrim Triton Master Development Agreement re: live/work units The
Waverly Retail, dated 3 July 2013
The Waverly Phasing Narrative
The Waverly Conceptual Landscape Plan Narrative
The Waverly C3 Stormwater Narrative
The Waverly Site Amenities
Parking Study, Fehr & Peers, dated July 2, 2013
Sustainable Design Features
Project Trip Generation
The Waverly TDM Plan Summary of Credits
Use Permit Plans*
Tentative Map*

**Planning Commission packets only; available in the Community Development Department,
City Hall, 610 Foster City Blvd.*