

STUDY SESSION OF THE FOSTER CITY PLANNING COMMISSION

Council Chambers – 620 Foster City Boulevard -- Foster City

MINUTES

OCTOBER 2, 2014

1. CALL TO ORDER

At 7:32 p.m. by Chairman Pattum

2. ROLL CALL

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

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

3. ITEMS FOR DISCUSSION

1. Review and discuss the DRAFT revised Land Use and Circulation Element of the General Plan

Consultant Planner Carmichael presented the staff report.

Commissioner Wykoff had the following comments:

- Page 3-27 & 28 – the Chess Dr./SR 92/Foster City Boulevard intersection appears to be LOS F; people heading southbound on Foster City Boulevard have to wait a long time in the PM peak; Include existing LOS levels; Describe the current PM peak hour situation where people “shortcut” via East Third Avenue and Foster City Blvd. to avoid the Hwy 101/SR 92 interchange, causing increased congestion at the Foster City Blvd./Chess Dr./SR 92 Interchange; also look at Norfolk/East Hillsdale in the AM peak.
- Page 3-30 – the improvement to close the driveway on the north side of the Chess Dr/WB SR 92 Ramps should be noted as something that will be required with any redevelopment of the adjacent property; that driveway can hold up the whole intersection for just one car.
- Page 3-45; LUC-C-4 – mixed use should refer to “appropriate density” rather than “maximum allowable density”.
- Page 3-54 –LUC-E-2-c - the reference to a Bicycle and Pedestrian Advisory Committee should be removed and the program rewritten to ensure that the Traffic Committee includes review for bicycle and pedestrian circulation.
- Page 3-56 - LUC-E-8 – add a reference to Neighborhood Electric Vehicles (NEV)
- Page 3-56 - LUC-E-8-b – add enforcement of traffic laws applicable to pedestrians and bicycles.

- Page 3-59 - LUC-F-1-c – traffic monitoring should include visual monitoring.

Commissioner Avram had the following comments:

- Page 1-2 – remove “Achieve Successful City ‘Build out” from the list of primary concerns, there’s not much vacant land.
- Page 1-2 and LUC-J – remove “Reinforce Metro Center as the downtown and major focal point for Foster City”.
- Page 1-2 - Under “Plan for Potential Renovation and Longer-Term Community Needs” add the words “to balance the following” to read “Plan for long-term City needs to balance the following.” Also add “Address long-term housing, employment and City fiscal needs” to the list of items under this heading.
- Page 2-5 – LUC-B “Promote Proper Site Planning, Architectural Design and Property Maintenance” – it’s important to include the maintenance part.
- Page 2-6 –LUC-K Encourage Redevelopment of Under-utilized Properties with Increased Density/Intensity of Uses. Remove reference to Pilgrim/Triton and word as follows: “Encourage the aggregation and redevelopment of under-utilized properties and/or outdated buildings under multiple ownerships” – so that this will apply to only the Chess/Hatch area. Remove “by allowing substantially increased density and intensity of uses.”
- Page 2-5 & 3-41 - LUC-A Preserve the Quality of the City’s Residential Neighborhoods. Add item: “4) maintain availability of commercial and retail services.”

Commissioner Dyckman had the following comments:

- Page 2-5 – LUC-A Preserve the Quality of the City’s Residential Neighborhoods - Add a number 4) to the Key Issues list: “Maintain availability of commercial and retail services”.
- Page 3-5 – add to Key Issues list: “maintain availability of commercial and retail services”.
- Page 3-14 – Table 3.1 - Add a column to the Public School Enrollment table to show “Current Capacity” with a note explaining that this is for information only and dependent on several factors, such as class size, schedules, etc.
- Page 3-17 – regarding condominium and apartment units per acre – now that the state is forcing us to accept density bonuses, should we be looking at reducing the allowed densities since they can be higher with density bonuses? After discussion, the consensus of the Commission was to leave the wording as is.

The consensus of the Commission was that the maps and other items were acceptable.

2. Review the Draft Climate Action Plan (CAP) and make recommendations to the City Council for any modifications prior to a circulation of a public review draft CAP

Consultant Planner Carmichael presented the staff report.

- Commissioner Williams asked about whether the economic downturn in 2010 affected the 2010 inventory. Was that taken into account? How were the numbers generated?

CP Carmichael replied that the numbers are generated using accepted methodology for each sector. We will know when we do the 2015 inventory how much of the reduction was due to the economic downturn.

Ben Ritchie, DeNovo Planning Group – responded that the economic downturn had an impact on emissions, but it's impossible to determine the amount. As you do your five-year monitoring and check-ins, you'll be able to see if your trajectory is still on the right path. New business starts coming out of the recession give you an opportunity to have an impact on reducing emissions.

- Commissioner Williams asked about how the “business as usual” is projected.

Ben Ritchie responded that it's based on past trends, but doesn't include state-level actions to reduce emissions.

- Commissioner Avram – the chart shows that transportation is a major producer of emissions, but local roads accounts for 21%, but if you combine residential and commercial buildings, you're at 39% -- it provides the City an opportunity to affect 39%.
- Commissioner Dyckman – how are emissions related to transportation projected?

Ben Ritchie, DeNovo Planning Group – it's based on vehicle miles traveled, not the specific mix of vehicle types. It's based on a fleet average, the best industry standard metric. It doesn't take into account the percentage of low-emission vehicles particular to a specific city.

- Commissioner Williams – if we select 15% as our goal, since we don't have the ability to impact much in the way of transportation, are we saying that we have to concentrate more on buildings?

CDD Banks – many of the things the City is doing, such as mixed use developments, will reduce vehicle miles traveled.

CP Carmichael – the reductions will come in all the categories. If you look at the summary chart of the emission reductions for the various programs, the ones related to smart growth and complete streets do have a large amount of potential emission reductions. The chart can help target where we want to put efforts.

- Commissioner Wykoff – for implementation, I would hope that it would be a stated principle of the plan to encourage programs that have effective, measureable benefits so that we spend our money wisely.

- Commissioner Dyckman – it will be difficult to change people’s habits about how they travel. What happens if we miss the target?

CP Carmichael – it’s a target. If the new inventories show we’re not on track, there’s an opportunity to make changes to the plan to adjust to achieve the target.

- Commissioner Dyckman – will there be ways to compare to other jurisdictions?

CP Carmichael – we expect that there will be comparisons to other jurisdictions, like the Sierra Club’s report released this week comparing progress in different jurisdictions.

Ben Ritchie, DeNovo Planning Group – there’s no state mandate or punitive consequences for not achieving the target. Most cities make good faith efforts to meet the targets. When you do the check-ins, it’s an opportunity to adjust the plan if necessary.

- Commissioner Avram- on the proposed implementation plan including cost, there’s a column for cost/benefit indicator. Can you explain how these were calculated?

Ben Ritchie, DeNovo Planning Group – explained the methodology for calculating the cost/benefit indicator.

The public was invited to speak.

- Sally Liu, Member of the Sustainability Task Force -support the Climate Action Plan. The City has a lot of programs that can be pushed forward. The programs are only as good as the implementation. The ESTF was a proponent of educational efforts but they are sometimes difficult to do. There needs to be time and dollars committed to making the implementation happen.

- Commissioner Avram – there are some programs that are mandatory and some that encourage. Are there some that should be more mandatory in order to be sure they happen?

Ben Ritchie – the current draft CAP does a good job of balancing mandatory and voluntary programs. It would be problematic to make some of these programs mandatory. The City has put together a portfolio that will, through education and awareness, give people an understanding of the benefits of energy efficiency upgrades. The calculation of voluntary measures used realistic assumptions of how many would actually implement them.

- Commissioner Wykoff – people will react better if they are encouraged than if they are mandated to do something.

- Chair Pattum – questions at the end of the summary seem to have been answered:
 1. Should the emissions reduction target be a 15% reduction from 2005 levels to 2020? Yes
 2. Are there other existing programs that should be incorporated into the CAP? No
 3. Are there other new programs that should be evaluated for inclusion in the CAP? No
 4. Are there some proposed programs in the CAP that should be deleted? No
 5. Is the proposed monitoring adequate? yes
 6. Is there additional information that should be provided? No

4. STATEMENTS AND REQUESTS FROM THE COMMISSIONERS

Commissioners Wykoff, Williams and Avram had comments

5. ADJOURNMENT

Adjourned at 9:30 p.m. to a Study Session, November 4, 2014, 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 November 6, 2014 by the following vote:

AYES, COMMISSIONERS: Avram, Dyckman, Williams, Wykoff and
Chair Pattum

NOES, COMMISSIONERS:

ABSTAIN, COMMISSIONERS:

ABSENT, COMMISSIONERS:



OLLIE PATTUM, CHAIRMAN

ATTEST:



CURTIS BANKS, SECRETARY