

**PLANNING COMMISSION MEETING  
THURSDAY, FEBRUARY 23, 2017**

**STAFF PRESENTATION**

**ITEM #1 PUBLIC HEARING  
Ph#17-014**

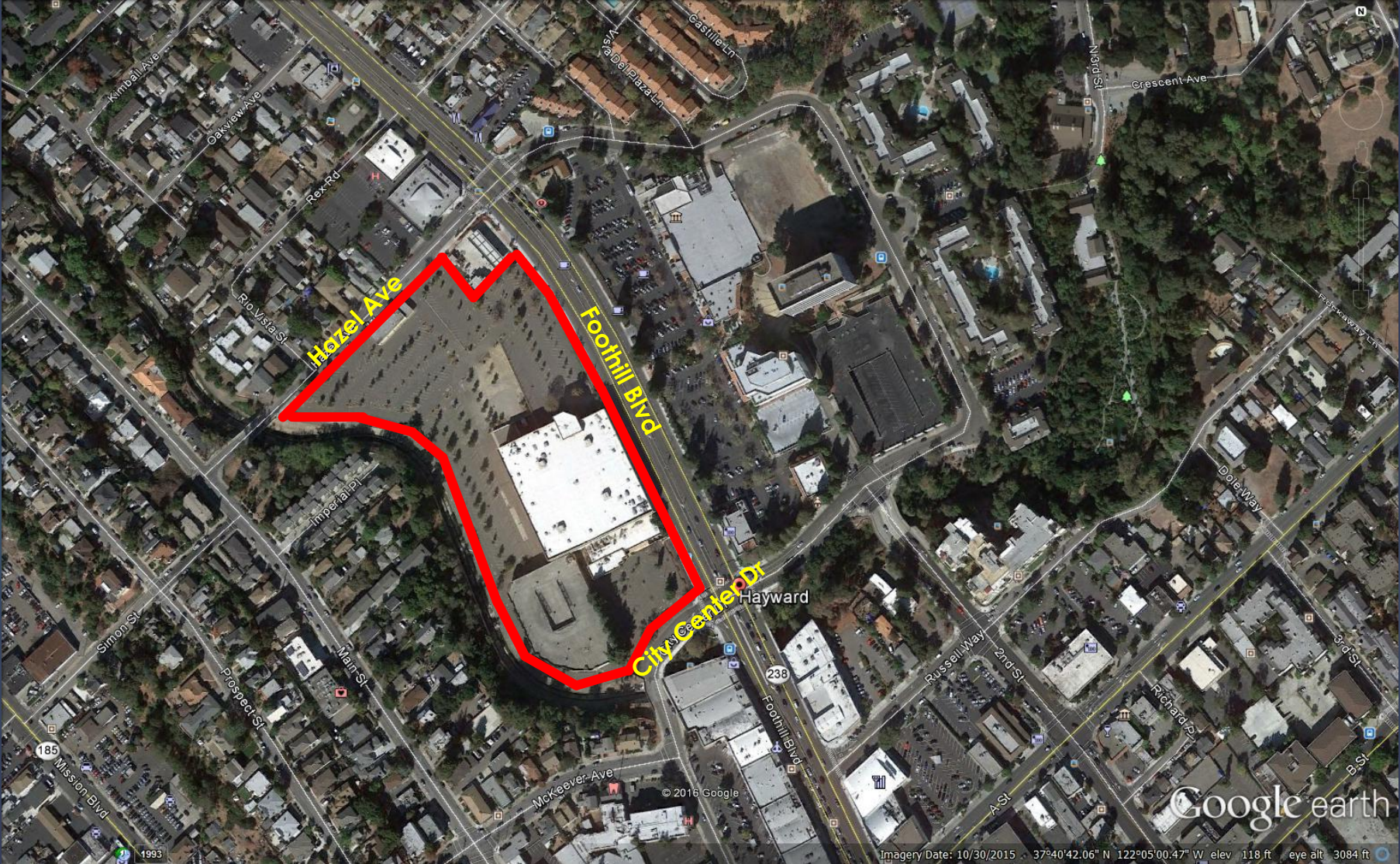
**LINCOLN LANDING  
MIXED USE  
PROJECT**



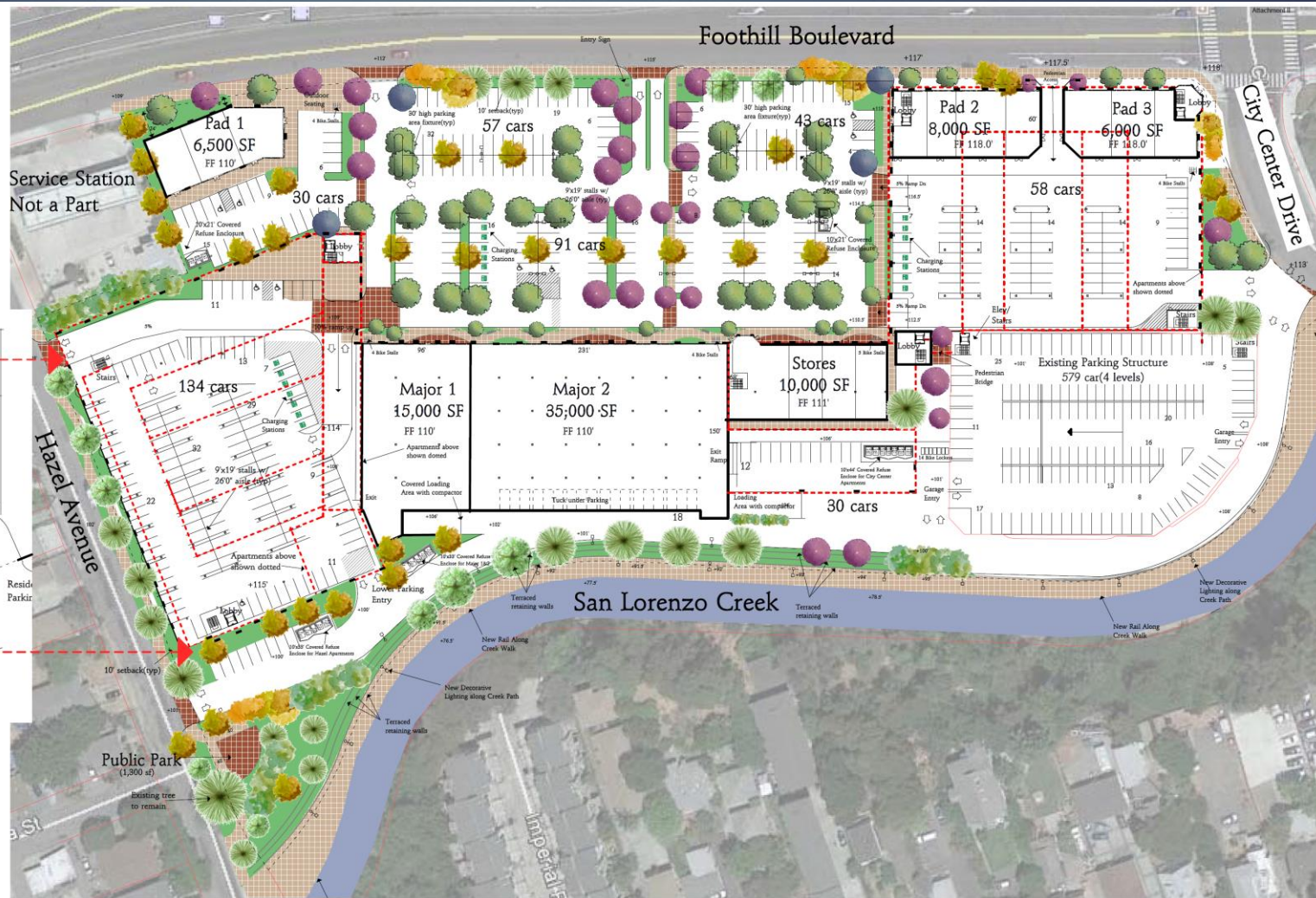
DEVELOPMENT SERVICES

# Lincoln Landing

# Project Site



# Site Plan



**Lower Level Plan**  
1" = 30'

# View of Site from Southwest



# View from Foothill Blvd Toward the Southern Tower



View from Foothill Boulevard looking North



# Commercial Frontage Along Foothill Blvd.



View looking Northwest from Civic Center Drive

# Commercial Frontage Along Internal Driveway



View to Major 2 looking southwest



# Setback Along Hazel Ave.

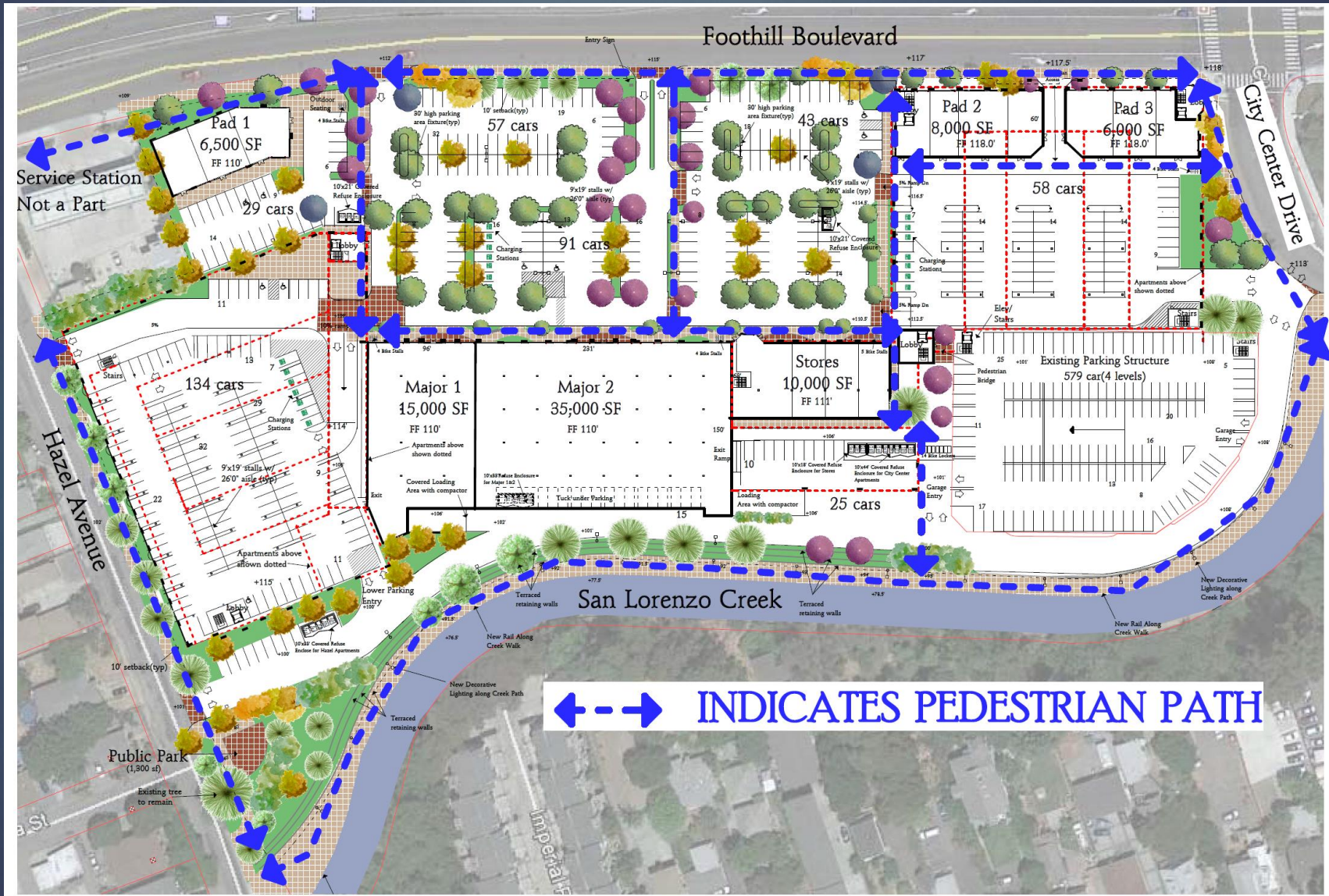


Hazel StreetView

View



# Pedestrian Circulation



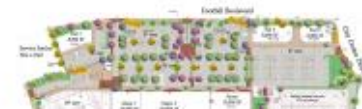
# Pocket Park & Creek Walk



Terraced Wall

Creek Walk

Existing walkway



# Consistency with City Goals, Standards & Policies



- ▶ Identified Economic Development Catalyst Site;
- ▶ In conformance with **Central City - Commercial District** standards;
- ▶ Consistent with intent and purpose of **City Center – Retail and Office Commercial General Plan** land use designation;
- ▶ Consistent with numerous General Plan goals and policies.

# Parkland Dedication & Fee Requirements



- ▶ Applicant is proposing to construct pocket park and Creek Walk for credit;
- ▶ HARD Board recommends that credit is granted with a cap of \$3.4 million;
- ▶ City staff recommends that the developer submit an Engineer's Estimate based on construction documents for City and HARD approval when materials, labor and estimates are known.



## Project Environmental Impact Report

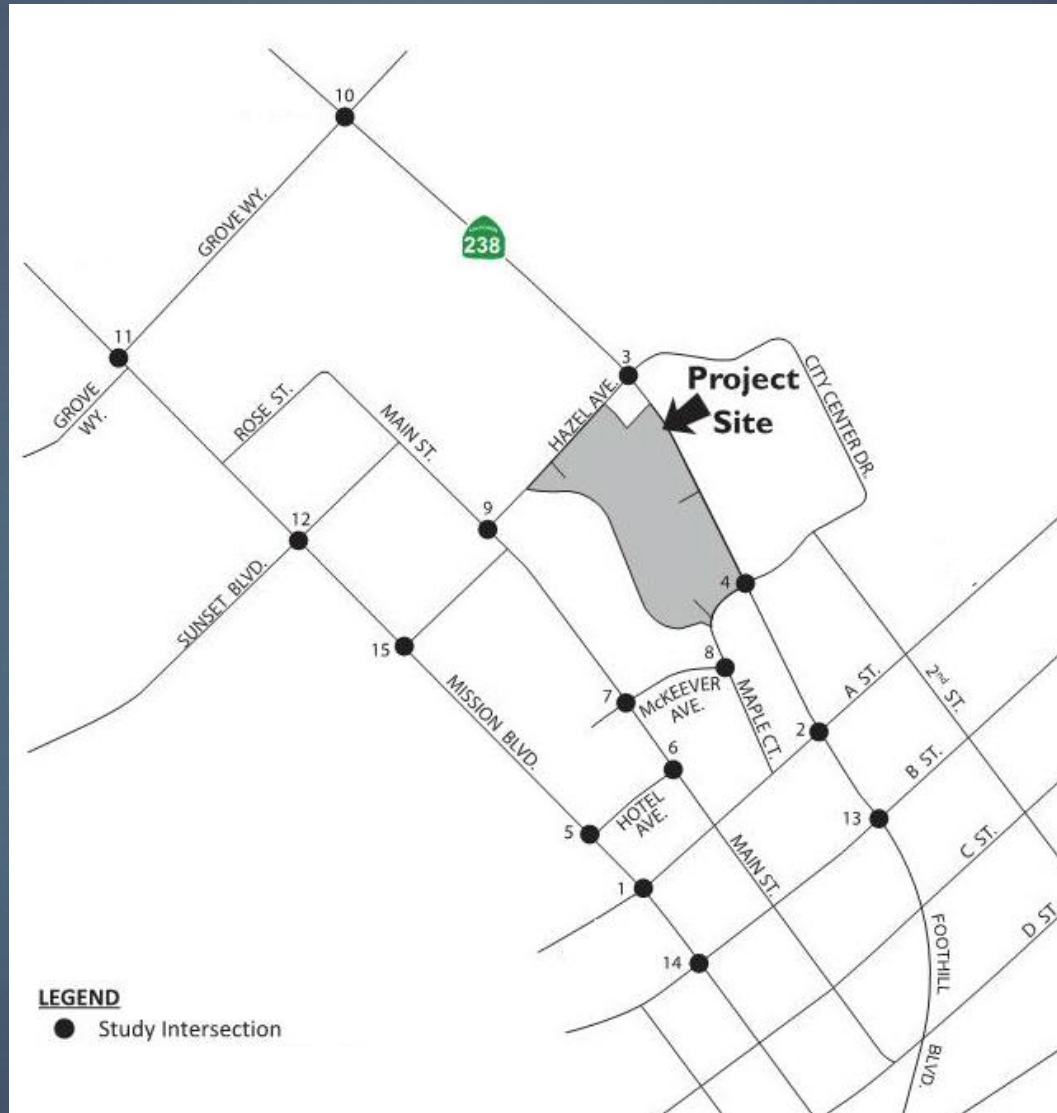
- ▶ Found impacts that could be *mitigated to a level of less than significant* related to Biological Resources, Cultural Resources, Hazards and Hazardous Materials, and Traffic;
- ▶ Found *Significant and Unavoidable Impacts* in the area of Traffic; and
- ▶ Found *less than significant* impacts in all other topic areas.

CEQA



# Traffic Analysis

# Traffic Study Intersections





# Trip Generation



ITE Land Uses Apartment, Retail, Supermarket

- ▶ 20% a.m. & 40% p.m. reduction
  - ▶ Transportation Demand Management (TDM) Measures
  - ▶ Mixed-Use credit
  - ▶ Pass-By credit
  
- ▶ 247 a.m., 395 p.m. trips (Phase 1)
- ▶ 322 a.m., 488 p.m. trips (Full Build-Out)

# Transportation Demand Management Measures



- ▶ Contribute to Shuttle Service
- ▶ Proximity to BART
- ▶ TDM Plan may include:
  - ▶ Car Share Program
  - ▶ Transit Passes
  - ▶ Parking Demand Management
  - ▶ Bike Share Program / Bike Amenities
  - ▶ On-Site TDM Coordinators
  - ▶ Other measures.

# Thresholds of Significance



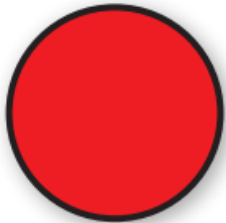
- ▶ City Policy per General Plan: LOS “E” threshold
- ▶ Significant project impact if:
  - ▶ Project trips cause intersection to go from LOS E to LOS F, or
  - ▶ Project trips cause increase in average delay by 5.0 seconds if intersection is already LOS F.

# Lincoln Landing Level of Service (LOS)



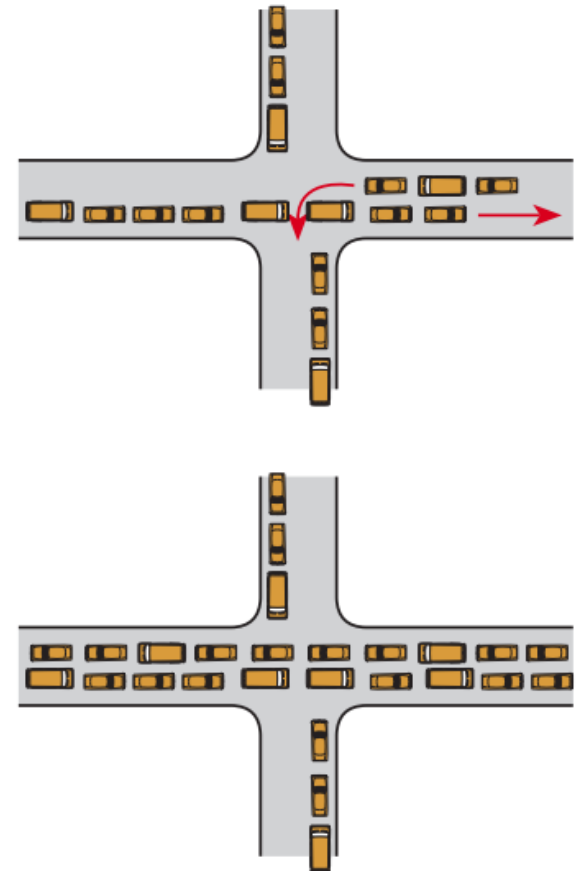
**E**

**Traffic fills intersection capacity, long queues and delays, many vehicles need to wait through more than one green indication**



**F**

**Traffic demand exceeds capacity of intersection, very long queues and delays, most vehicles need to wait through more than one green indication**



# Level of Service (LOS)



- ▶ Existing
  - ▶ Foothill/City Center (LOS E in p.m.)
- ▶ Background (Year 2022, **without Project**)
  - ▶ Mission/Grove (LOS E in a.m./p.m.)
  - ▶ Mission/Simon (LOS F in a.m./p.m.)
  - ▶ Mission/Hotel (LOS E in a.m./p.m.)
  - ▶ Foothill/Hazel/City Center (LOS E in p.m.)
  - ▶ Foothill/City Center (LOS F in p.m.)

# Level of Service (LOS)



- ▶ Background (Year 2022, **with project**)
- ▶ **Two Significant Project-Related Impacts:**
  - ▶ Foothill/Hazel (LOS E to LOS F in p.m.)
  - ▶ Foothill/City Center (LOS F, >5 sec increase in p.m.)

# Intersection Mitigation



Foothill/Hazel Intersection  
(improves LOS F to LOS D  
in p.m.)

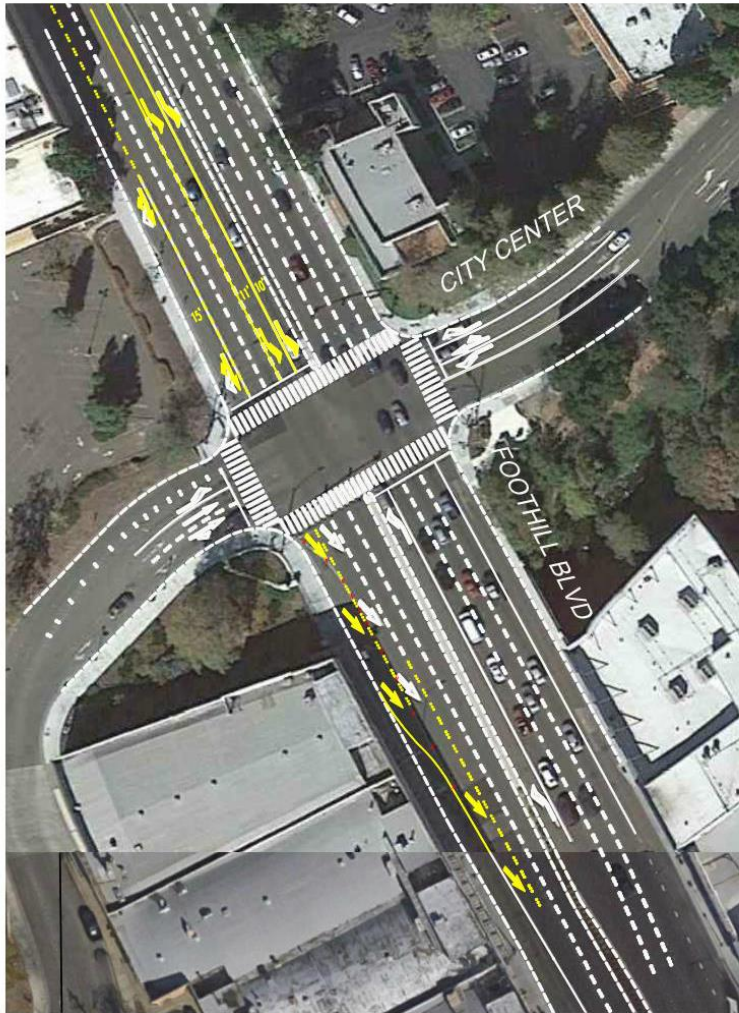
- ▶ Restripe NB Approach
- ▶ Remove Parking
- ▶ Add NB merge lane



PROPOSED MITIGATION FOR BACKGROUND PLUS PROJECT 1 AND BACKGROUND PLUS PHASE 1 AND 2



# Intersection Mitigation



## Foothill/City Center Intersection

(improves LOS F to LOS D in p.m.)

- ▶ Restripe SB Approach
- ▶ Remove Parking
- ▶ Add SB merge lane

N



PROPOSED MITIGATIONS FOR BACKGROUND PLUS PROJECT PHASE 1, BACKGROUND PLUS PROJECT, PHASE 1 AND 2, AND CUMULATIVE PLUS PROJECT PHASE 1 AND 2



# Level of Service (LOS)



Cumulative (Year 2035, **without Project**)

- ▶ Mission/Grove (LOS F in a.m./p.m.)
- ▶ Mission/Sunset (LOS F in a.m./p.m.)
- ▶ Mission/Simon (LOS F in a.m./p.m.)
- ▶ Mission/Hotel (LOS F in a.m./p.m.)
- ▶ Mission/A St (LOS E in a.m./LOS F in p.m.)
- ▶ Main/Hazel (LOS E in a.m./p.m.)
- ▶ Foothill/Grove (LOS E in a.m./LOS F in p.m.)
- ▶ Foothill/Hazel/City Center (LOS F in a.m./p.m.)
- ▶ Foothill/City Center (LOS F in p.m.)

# Level of Service (LOS)



- ▶ Cumulative (Year 2035, with project)
- ▶ Three Significant Project-Related Impacts:
  - ▶ Foothill/Hazel (LOS F, >5 sec increase in a.m. & p.m.)
  - ▶ Foothill/City Center (LOS F, >5 sec increase in p.m.)
  - ▶ Mission/Sunset (LOS F, >5 sec increase in a.m. & p.m.)

# Intersection Mitigation



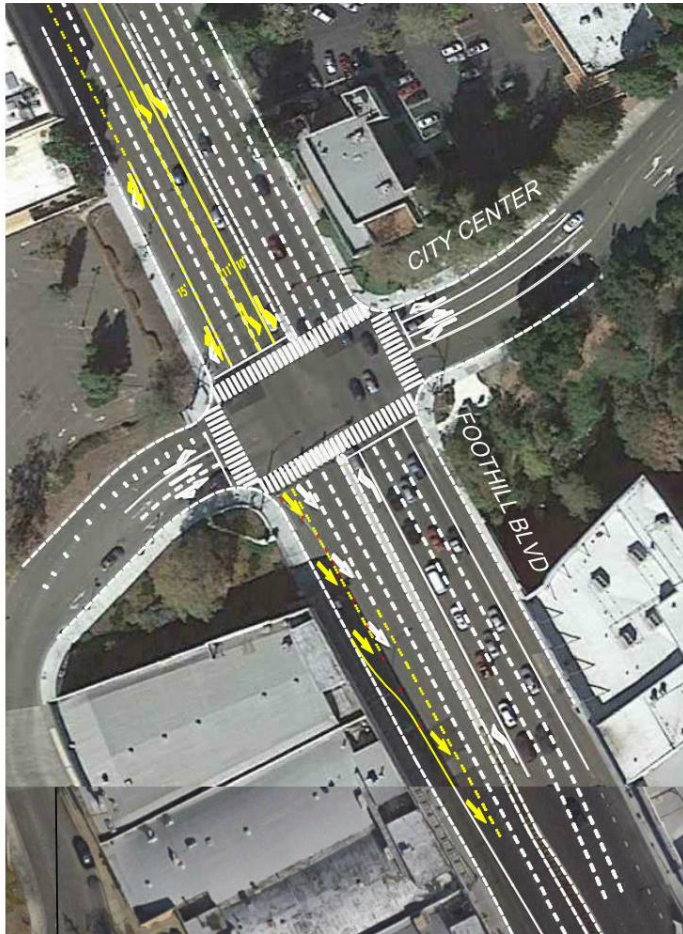
PROPOSED MITIGATIONS FOR CUMULATIVE PLUS PROJECT 1 AND 2

## Foothill/Hazel Intersection

(LOS F to LOS D in a.m. & LOS E in p.m.)

- ▶ Restripe EB Approach
- ▶ Remove Parking

# Intersection Mitigation



PROPOSED MITIGATIONS FOR BACKGROUND PLUS PROJECT PHASE 1, BACKGROUND PLUS PROJECT, PHASE 1 AND 2, AND CUMULATIVE PLUS PROJECT PHASE 1 AND 2

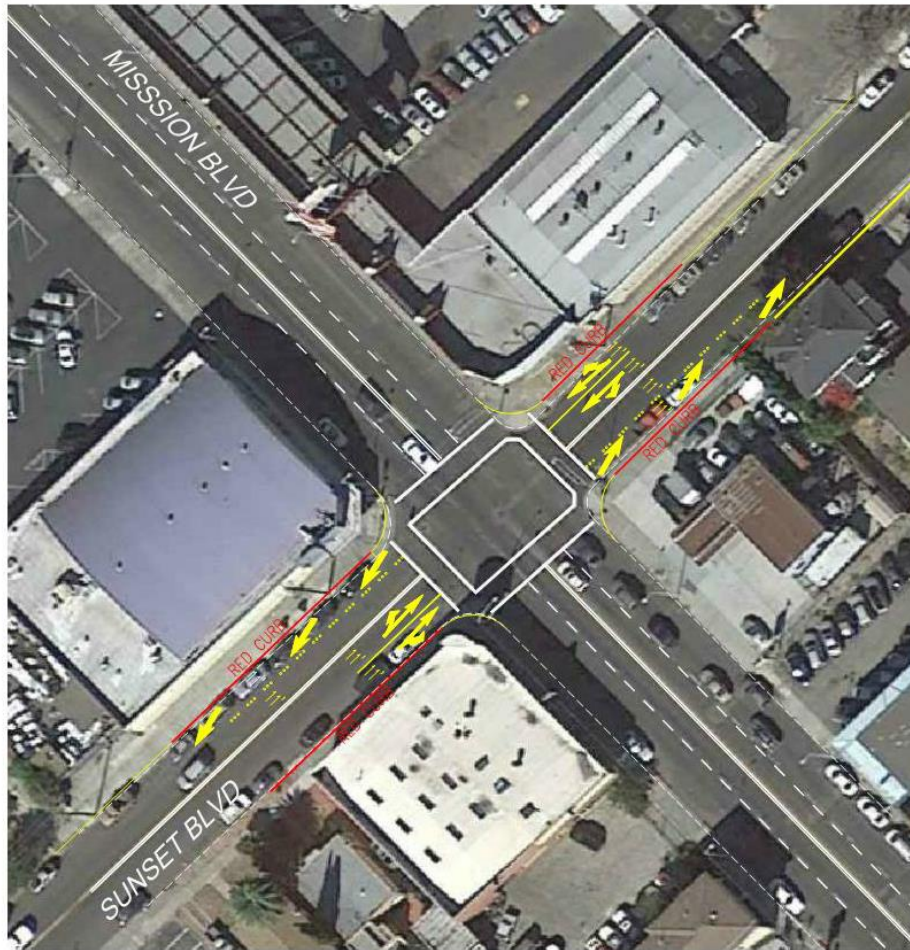


## Foothill/City Center Intersection

(LOS F to LOS E in p.m.)

- ▶ Restripe SB Approach
- ▶ Remove Parking
- ▶ Add SB merge lane

# Intersection Mitigation



PROPOSED MITIGATION FOR CUMULATIVE PLUS PROJECT PHASE 1 AND 2

## Mission/Sunset Intersection

(LOS F to LOS D in a.m.,  
LOS C in p.m.)

- ▶ Restripe EB and WB approaches
- ▶ Remove Parking
- ▶ Add EB and WB merge lanes

# Intersection Mitigations



- ▶ All mitigations require removal of parking
- ▶ General Plan: On-Street Parking = Economic Benefits, Convenient Access
- ▶ Complete Streets: On-Street Parking provides Buffer for better Pedestrian Environment
- ▶ Removing Parking:
  - ▶ Negative economic impact
  - ▶ Removes pedestrian buffer
- ▶ Staff **does not recommend** removing parking, consistent with General Plan Mobility Element Goal 3.

# Mid-Block Crosswalk



- ▶ Staff Evaluated *Mid-Block Pedestrian Crossing*;
- ▶ Surface crossing results in increased congestion on Foothill Blvd. creating diversions and neighborhood cut-through traffic;
- ▶ Pedestrian Bridge = High Cost, limited Right-of-Way, safety concerns, maintenance challenges.

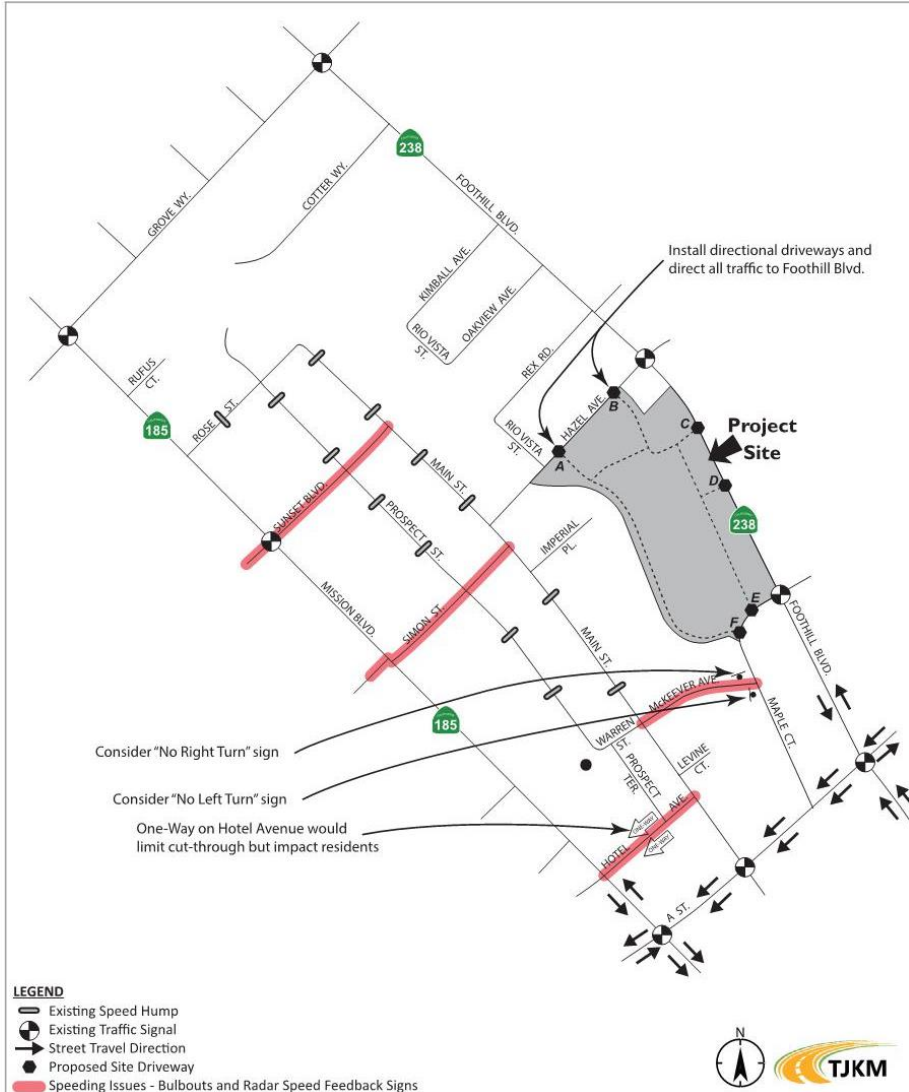
# Recommended Conditions of Approval



- ▶ Limit access onto Hazel Avenue
- ▶ Contribute to Shuttle Service
- ▶ Residential Parking Surveys
- ▶ TDM Management Plan
- ▶ Maximize Creek Walk for Pedestrian and Bicycle Access
- ▶ New Crosswalk (McKeever/City Center)
- ▶ Pedestrian Enhancements
- ▶ Speed Radar sign on Hazel



# Neighborhood Traffic



- ▶ Recommendations to address potential cut-through traffic;
- ▶ Limit access by restricting turn movements;
- ▶ Continuous process with community.

# CEQA



## Draft EIR Alternatives

- ▶ Shall be designed to feasibly attain project objectives and avoid or substantially lessen one or more significant impact.
- ▶ Alternatives Considered but Rejected;
- ▶ No Project/Building Reuse Alternative;
- ▶ Reduced Development Alternative;
- ▶ Significantly Reduced Alternative; and
- ▶ Off-Site Alternative.

# CEQA



## Statement of Overriding Considerations

- ▶ Consistency with the City's General Plan;
- ▶ Employment Opportunities;
- ▶ Support the City's Economic Development Goals.
- ▶ Proposed Project maximizes the development potential on the site located in an identified Priority Development Area in close proximity to Downtown Hayward and transit.

# Staff Recommendation



That the Planning Commission certifies the Environmental Impact Report, Related Findings of Fact, Statement of Overriding Conditions and Mitigation Monitoring and Reporting Program; and Approves the Vesting Tentative Parcel Map and Site Plan Review Application, subject to Applicable Findings and Conditions of Approval.

# Questions & Discussion

