

HAPA Comments on Lincoln Landing

Small improvements suggested below are consistent with project viability.

- TDM comparable to Maple Main
- Unbundling.
- An intermodal transit center.
- A café and related walk surface improvements
- Creek ideas

Transportation Demand Management

HAPA supports conditions of approval for a private shuttle, participation in a future public shuttle, and mitigation of neighborhood spillover parking and traffic. However, the other TDM policies needed are voluntary and undefined, and we need them to control traffic.

The City should **require** specific TDMs under Mitigation Measure (MM 3.1.2) to get the similar requirements as for Maple Main. For the MM to be effective, it has to say what it **will** include as well as what it **may** include. The MM should mandate transit passes, unbundled parking, parking spaces for public cars (car share, car rental, taxis, Lyft, Uber), with parking space availability increased as needed to meet demand, and with some arrangements with public car providers.

The TDM target traffic reduction should be a minimal requirement, not a target. TDMs should be required regardless of some goal. If traffic is reduced above the goal, all the better. It does not make sense to stop implementing TDMs when some target is reached. The project is already based on overriding the requirement for mitigating LOS F—extremely congested—intersections.. With so many people complaining about traffic, the City should do what it can.

If TDMs fail to reach a target, the developer should be required to implement additional TDMs. One of those should be a surcharge on the unbundled parking rent with proceeds used to improve a shuttle service, unless the developer shows an alternative would work.

The traffic projections in the EIR **assume** implementation of several TDMs, including unbundling, while the conditions make them only **voluntary**. The project already has unmitigatable congestion impacts, and failure to require effective TDMs can only make them worse. It may, in fact, not be legal to adopt an EIR that assumes that specific TDMs will be implemented when, in fact, they are not being required.

Require unbundling

Staff: “It is important to note that the General Plan Policy *encourages* rather than *requires* unbundling parking...”

OK, but it is more important to reduce traffic, increase pedestrian and transit access to downtown, reduce pollution and GHG, and provide an opportunity to live a more sustainable, affordable lifestyle. There is a market for rental housing based on alternative mobility from Cal State people, BART users, retired, work-at-homes, environmentalists, millennials, downtown’s high Walk Score, and TDMs. The General Plan is replete with policies in support of this approach. Unfortunately, none of this is covered in the staff report, which is biased by

omission. It is disappointing to see staff argue for the developer and against the General Plan. And you don't need the General Plan to justify managing impacts.

Staff: "...the particular circumstances of the proposed project make unbundling the cost of parking from rents an unattractive option for the developer in that the commercial and residential parking on the Lincoln Landing site exceeds the parking requirement..."

Why? What circumstances? Extra parking does not make unbundling unattractive. Why refer to **commercial** parking when it is not proposed for unbundling? Why would unbundling make **rentals** unattractive? If Maple Main, in a nearly identical situation, can unbundle, why can't Lincoln Landing? The developer needs to be more forthcoming about specific problems which make his project different from Maple Main. Unbundling, even anemic, subsidized "market rate" unbundling, is a linchpin for viability of non-auto modes and reducing traffic.

Unbundling cannot reasonably harm the project. The difference between renting a unit with parking at \$3,000 on the one hand, and renting a unit for \$2,800 and parking for \$200 on the other, is insignificant. It does not matter if the project is managed for a 5 percent vacancy rate for units with parking or for a 5 percent vacancy rate for units and for parking.

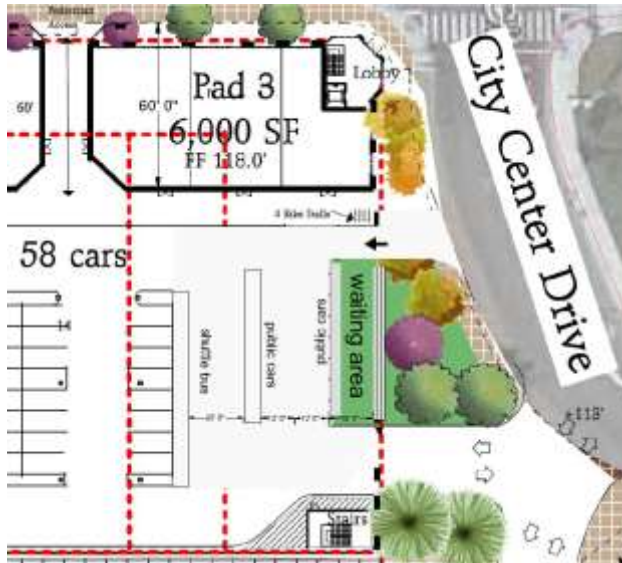
Staff: "The developer found that reducing residential parking located in proximity to residential units in the north tower (along Hazel Avenue) or reducing surface parking for commercial tenants, which is necessary to attract and retain high quality commercial tenants, would make the project difficult to market to future tenants (Attachment XI)."

Why is this being said? No one is not proposing it. HAPA has **never** proposed reduced parking for commercial tenants. We do **not** propose **mandating** a reduction for the North Tower. We **do** propose using TDM to see if parking demand can be reduced for phase one, the South Tower, and then applying the results to adjust parking for the phase two, the North Tower. The shuttle, public car spaces, and other TDM if properly implemented could reduce parking demand. The City could explicitly allow the developer to ask for reduced parking, saving money, making housing more affordable, etc.

An intermodal center

The MM should require a multi-modal center by City Center Drive, as it is a logical and convenient place for a turn-around or off-street stop for a shuttle system to BART. It is also a good place for public car pick-up and drop-off. The proposed center requires use of the parking under the City Center tower west of Store Pad 3. It needs a driveway 12 feet wide on the east side for ingress. The driveway on the west side can be used for egress. At a minimum, the ingress needs a non-bearing wall to allow for future conversion to a travel lane. The next level would be to build the facility for use by the private shuttle and public cars, which now have no location specified on the site. The public shuttle could use the facility when it is ready for implementation. The conditions need to require the developer to cooperate with a using the facility for a shuttle and related actions that may not happen with initial construction.

A concept drawing would show how the shuttle and public cars could use the area, probably requiring space now used by 16 parking spaces, out of the total of 58 spaces. There is a non-parking area of about 20 by 80 feet in green shown on the south side of the parking. It could be a waiting area with windows looking out on the lawn towards City Center Drive.



Require a café overlooking the Creek Walk

We propose a café by the Creek Walk, improved walking surfaces nearby, and an improved view of the flood channel. The conditions of approval should include improved surfaces and a shell and rough utilities for the café, with tenant improvements and operation not required and dependent on a separate investment, which would probably not occur until occupancy of units and use of the Creek Walk.

The belief that retail space hidden from cars is not viable is simply wrong. It is the same car thinking we saw from the Concord Group for Maple Main. There are **many potential customers** for a sheltered, quiet spot for coffee, pastries or a lunch with a nice view, and with room for outdoor dining in warm weather. First, the 476 Lincoln Landing units with about a **thousand people** may be enough for a Café based on walk-in and local knowledge. Residents would have an easy walk to a nice place. Second, the project has an open passage about six feet wide by the Stores leading to the café, so it could be reached easily by **shoppers** from commercial parking on the Foothill side. Third, **Creek Walk users** will patronize the café. Fourth, the café will be **more pleasant than alternative places** facing on pavement or traffic. Success, however, will depend on not having a direct competitor in the development and on the quality of the café.

The Café would use less than one-third of the space now proposed for refuse and tuck-under parking behind the Stores. The Café would overlook the Creek Walk and creek. The elevation is six feet higher than the Creek Walk at this location, over a distance of 70 feet, a 9% grade. The café could use the same roof as the rest of the area.

The adjacent ground area should have an attractive walking surface like grasscrete, which can support fire trucks. Trucks will interfere with social use to some extent. However, a few big rigs coming through during working hours on work days would find few pedestrians. Our research found one to six big trucks per day in one study and an average 3.16 per day in another. The developer's drawings already show pedestrians using the area without a café. Smaller trucks could exit at Hazel. Reasonable restrictions and guidelines could minimize conflict. The parking structure access could also conflict with pedestrians. It could be moved to the Creek Walk, limited to emergency use, or



restricted in some other way to avoid routine use. It would also help to have one way traffic and speed humps on either side of the walking surface.

The already proposed terracing and improved walkway in place of the flood control service road are great concepts. To improve the view, drapery landscaping should be added on the west side of the channel.

Two Creek items

Management of public use of the pocket park and Creek Walk

It is not clear how public use of the Creek Walk and Hazel Park will be managed. The City should require that they have gates that are usually closed at night and that a public agency have responsibility for managing public use. The agreement with ACFCO is not enough.

Long-term Enhancement of San Lorenzo Creek

The developer should contribute to a study to improve the flood channel for more natural landscaping and fish, such as removing the fish barrier at the east end of the property. The study would consider acquiring land on the west side of the channel for rebuilding.