

## Visitacion Valley / Schlage Community Workshop #2 Summary

The second community workshop for the Schlage site took place on Saturday, **January 12, 2013** at the Recology Education Center, it was a well-attended event (60-70 participants).

Community participants: 1) heard an overview of potential funding sources; and 2) looked at revised open space and height options on the site. The key points and questions on the revised parks and open space, revised heights and other issues the community raised are summarized below:

### **Leland Greenway open space**

- Ensure building heights on south side allow the park to be sunny
- What would the programming be i.e., benches, wind barriers, gazebo, ½ basketball court, etc?
- Which of the two options is costlier?
- Open space and building design interface is key
- Consider building the linear park first, if a park is built with phase 1
- Consider closing Leland to auto traffic partially or totally or using “pedestrianized paving” - which option leads to calmer traffic?
- Address potential wind issues e.g., step buildings down on Leland
- Prefer whichever option allows more on-street parking

### Option 1 comments:

- Space seems more communal
- Option feels more like a public destination
- It seems to connect to *existing* Leland businesses better
- One-way street seems safer for pedestrian crossing
- Option seems to have more on-street parking for ground floor units on blocks 3 and 4
- This space may allow more space for picnics
- Option seems to have more open areas

### Option 2 comments:

- Option is nice for the housing (and businesses) on the north side
- There is only 1 street to cross so it may be safer, especially for children and for seniors
- It is a wider park so it has more park space and possibly less street space
- Buildings frontage could be terraced back in this option to allow for café sitting in sun
- Space offers more engagement with pedestrians and may lead to more pedestrian use
- This option has more attractive open space in front of units
- The two-way road is better for *existing* Leland Avenue
- Traffic speed along option 2 could be less safe, ensure traffic is slowed down

### **Height Distribution:**

- Comfortable with more heights if it allows more public benefits
- OK with additional density as long as it doesn't impact traffic
- Higher density supportable if buildings are varied and set-backs used, no fortress/blank walls
  - Create openings/breaks in the middle of the blocks/buildings
  - Heights on railroad side are ok but vary them.
  - Concern about heights being too different on either side of Bayshore - could they step up from west to east? Make project fit with the neighborhood and design buildings well.
  - Could blocks 9 and 2 be 75 and blocks 1 and 8 be 65 (one table only)
- Concern about shading parks and courtyards, do shadow studies and step down near parks
- Taller buildings like in Hong Kong (one table only)
- More housing units close to the Central park is good for the park
- Bring examples of 85' buildings

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**Other**

Housing

- Some participants OK with less than 25% affordable housing if it improves feasibility
- Would like more information on affordable housing - How, when and where will affordable housing be included and implemented in the project? – sprinkled? in one area?
- What amount of apartments will be condos vs. apartments? What determines the break down? How many units in each building?
- What is driving additional unit tradeoffs?

General Open Space

- Connection to Baylands may work fine with revised option
- Address maintenance and safety for all of the parks (ensure “uplighting,” design for safety, police coordination)
- Ensure open space access in southern portion of site
- Consider using the topography of the site in the design parks (e.g., Teletubby Hill, Seattle)
- Roof top gardens
- Flexible (space for Tai Chi), safe open spaces with benches for seniors and multi-lingual signature
- Consider switching the Central Park to block 9 (one table only)
- Pedestrian mews at phase should be 1 greener, add colorful and varied trees
- How do site revisions impact the light, air and quality of open space and streets?

Economic Development

- Create permanent jobs for local residents, including at the anchor retail store. Workforce development is important, community employment should be required

Parking/Traffic/Circulation

- Will the parking be metered (if not, need an option for commuters not to take all the parking)
- Traffic to 101 and Sunnydale is an issue
- How feasible is it to connect the street grid with Tunnel Avenue
- What is the ratio of housing to parking? Is congestion pricing and parking management considered for this development?
- Concern over truck loading challenges for retail

General / Miscellaneous

- Site plan changes OK
- Mitigate “dead wall” area on eastern side of parcel 1
- Façade improvements on Bayshore
- Design signature corners at Leland
- Address the stormwater and remediation zone interface concerns
- More information on financing is helpful
- First phase must be a coherent, complete project