

# Visitacion Valley/Schlage Lock

## DESIGN FOR DEVELOPMENT

**2014 DRAFT AMENDMENT FEBRUARY 2009**

San Francisco Planning Department  
San Francisco Redevelopment Agency

### **INTRODUCTION & PROJECT BACKGROUND**

#### **Project Background**

Community interest in redeveloping the long-dormant Schlage Lock site has been growing since the factory's closure in 1999. Active efforts for change began in earnest in 2000, catalyzed by a proposal for a Home Depot on the site. The proposal met with community opposition. The Board of Supervisors imposed interim zoning controls on the site to prevent construction of a large retail use and to encourage the long-term planning of the site. Supervisor Maxwell held several workshops in 2001 to begin a conversation about the future of the site, including clean-up of contamination remaining from its industrial past. In partnership, the Planning Department, San Francisco Planning and Urban Research (SPUR) and the Visitacion Valley Planning Alliance applied for a Metropolitan Transit Commission's Transportation for Livable Cities grant to do a second series of workshops to establish a vision for the long-vacant Schlage Lock site. The result was the "Visitacion Valley/Schlage Lock Community Planning Workshop, a Strategic Concept Plan and Workshop Summary," (*Strategic Concept Plan*) published in July 2002, which called for site redevelopment which protected people's health, provided housing opportunities, and provided neighborhood-serving retail, community services and open space.

In 2005, Supervisor Maxwell, the Planning Department, and the Office of Economic and Workforce Development began a new community design process to refine the site plans for the Schlage Lock site, develop permanent land use and development controls, and to initiate a redevelopment survey Area for Visitacion Valley. [The Board of Supervisors of the City and County of San Francisco designated Visitacion Valley as a Redevelopment Survey Area by Resolution No. 424-05 on June 07, 2005.](#) Building upon the 2001 workshops, the Strategic Concept Plan, and the 2004 public workshop series for Leland Avenue raised awareness of the natural and built environment of the Valley and its watershed. What began as a project with the fundamental goal of protecting people's health evolved into a broader objective: that of revitalizing one of the City's historically overlooked neighborhoods into a model of urban sustainable design for others to emulate. This fundamental goal and the current planning process has resulted in this detailed Design For Development document.

[When California eliminated its Redevelopment Agencies in February, 2012, the City of San Francisco initiated new efforts to move forward the transformation of the Schlage Lock site \(the "Project"\) in the face of reduced public funding. The Planning Department has partnered with the Office of Economic and Workforce Development in collaboration with Universal Paragon Corporation and the community to evaluate the Project's feasibility without the Redevelopment Agency's funding mechanisms, look at tools which can help move the Project forward, and make the necessary changes to foster the site's transformation. The results of that effort are reflected in this Design for Development and other related Schlage Lock documents.](#)

The Visitacion Valley/Schlage Lock planning process has been a collaborative effort of the community, the Planning Department, [the Office of Community Investment and Infrastructure \(the Successor Agency to and the Redevelopment Agency\), the Office of Economic and Workforce Development, and the developer, Universal Paragon Corporation.](#)

## **Redevelopment Project Area**

The Visitacion Valley/Schlage Lock Design For Development (D4D) [implements the Visitacion Valley / Schlage Lock Special Use District \(SUD\), Section 249.45 of the Planning Code. It contains specific controls to direct future development on both the public and private realms within the Schlage Lock site, and Design Guidelines addressing the entire SUD. -is a companion document to the Visitacion Valley Redevelopment Plan. The Board of Supervisors of the City and County of San Francisco designated Visitacion Valley as a Redevelopment Survey Area by Resolution No. 424-05 on June 07, 2005. The Redevelopment Plan This D4D builds on the Schlage Lock Strategic Concept Plan published in 2002, and was the result of the former Redevelopment Agency's collaborative efforts with the Visitacion Valley Citizens Advisory Committee \(CAC\), the Planning Department, community members and other city departments.](#)

The Visitacion Valley/Schlage Lock Special Use District ~~Redevelopment Project Area~~ (herein referred to as the "[Special Use District Project Area](#)") includes the Schlage Lock industrial site, located at the southern border of San Francisco where Bayshore Boulevard converges with Tunnel Avenue; the segment of Bayshore Boulevard fronting the Schlage Lock site and properties fronting Bayshore Boulevard, - and the Visitacion Valley neighborhood's commercial corridor of Leland Avenue. The [Special Use District \(SUD\) Project Area](#), shown in Figure 1-1 and Figure 2-1, include two Development Districts designated as Zone 1 and Zone 2.

Zone 1- is the area considered for significant reuse, and includes the Schlage Lock Site itself, made up of the former Schlage factory grounds and the former Southern Pacific Railroad area. Zone 1 is also described as the "Project Area." Zone 2 contains the properties along Bayshore Boulevard west of the Schlage site, and properties along Leland Avenue, which dead ends into the Schlage site. [The boundaries of the Visitacion Valley Redevelopment Project Area, as well as these two zones, are delineated in Figure 1-1, Visitacion Valley Schlage Lock Redevelopment Project Area and Development Districts.](#)

## How To Use The Plan

As the controlling document for the ~~pProject~~Project Area, the Design For Development document, together with the ~~SUD Redevelopment Plan~~, guides, controls and regulates growth and development ~~in the Project Area~~ on the Project site (the "Site"). ~~Area.~~ The Development Controls and Design Guidelines contained in the Design for Development document supersede the Planning Code unless otherwise noted in this document.

Part I of the Design ~~fFor~~For Development provides background information on the site and relevant changes happening in the area. It describes the planning process ~~that lead to the adoption of the plan to date~~ and outlines the community's vision and goals for the area. It provides the urban design framework for redevelopment of the ~~Schlage Lock~~Schlage Lock site.

Part II of the Design ~~fFor~~For Development contains specific Development Controls and Design Guidelines which, in cooperation with underlying San Francisco Planning requirements, regulate development within the Project Area.

Within Zone 1, the Schlage Lock site, the Development Controls and Design Guidelines specify the location and basic dimensions for new streets and sidewalks, the location and amounts of publicly accessible open spaces, landscaping and other infrastructure improvements. They also regulate and guide ~~land use~~, new construction, including residential and commercial building design elements, building massing, parking controls and the relationship of buildings to the public realm. The Design ~~For~~for Development takes precedence over the San Francisco Planning Code (Planning Code); however where the Design for Development is silent, the underlying Planning Code will regulate development.

Within Zone 2, new development on private and publicly-owned property is subject only to the Design Guidelines. Individual projects sited in Zone 2 must be generally consistent with the Design Guidelines, as ~~the~~ Design Guidelines will be a driving criteria used in their review and approval. Changes in use, demolitions, reconstruction and additions to existing structures shall also be subject to these Design Guidelines. In this Zone, the Planning Code will regulate the mandatory aspects of development such as land use, height, massing, etc., and the Development Controls shall not apply.

In addition to being required to follow the Development Controls, the Design Guidelines and the regulations of the Planning Code, development within the Project Area will be subject to ~~a design review procedure, an additional layer of community review, including community participation and CAC coordination as specified by the Cooperation and Delegation Agreement for the Visitacion Valley Redevelopment Project Area, and community review as dictated by the Visitacion Valley Design Review and Document Approval Procedure (DRDAP).~~ A broad outline of the design review process is provided in Appendix F. ~~Development in Zone 1 will be subject to an Owner Participation Development Agreement (OPADA) between the Redevelopment Agency and the project developer. An OPA. The City and the Schlage Lock development project sponsor are concurrently seeking Planning Commission and Board of Supervisorshave also agreed to the terms of the approval of a Development Agreement (DA) that requires a the project Project sponsor to implement the plan components described in this document and outlines the review process for the design of streets, open space and buildings. Public infrastructure such as streets and park design will also be subject to review by other appropriate City Departments as spelled out by the SUD, as covered by an interagency cooperation agreement.~~

Implementation of the Design for Development for the Schlage Lock site will be shared between the ~~project Project developersponsor~~developer and the City. The ~~Schlage Lock site developerproject sponsordveloper~~ will be required to adhere to the land use plan and urban design framework espoused in the document. ~~The City will be responsible for carrying out certain transit, transportation and circulation improvements necessary to serve the larger neighborhood and Project Area.~~

## Design for Development Amendment

If and when it becomes necessary and appropriate to amend the Design for Development document, amendments shall be approved by both the San Francisco Planning Commission and the San Francisco Redevelopment Agency Commission after a public hearing discussions with the Citizens Advisory Committee to receive public comment on the proposed amendment. The Planning Department and the Agency will pursue amendments to the Design for Development as needed to adapt the document as relevant changes are made to the Planning Code. Amendments to the Design for Development must be consistent with the Redevelopment Plan and with the San Francisco General Plan. Substantive changes may require accompanying amendments to the San Francisco General Plan and Planning Code. Amendments to the Design for Development will be subject to the California Environmental Quality Act (CEQA).

## Public Process

The original Visitacion Valley Schlage Lock Design For Development that accompanied the Redevelopment Plan is was the product of a series of focused public planning sessions that took place between September 2006 and August 2007. The process included monthly Community Advisory Committee (CAC) meetings and five public workshops attended by neighborhood residents, business owners, and members of the public. San Francisco Redevelopment Agency and Planning Department staff organized the meetings. Staff from other City Departments also participated in CAC meetings and public workshops. A list of the public workshop topics is provided below; descriptions of the workshops are contained in Appendix B.

Workshop 1: Toward a Framework Plan - August 28, 2006

Workshop 2: Preliminary Urban Design – October 14, 2006

Workshop 3: Urban Design – January 6, 2007

Workshop 4: Sustainable Site Design and Buildings- - May 5, 2007

Workshop 5: Building Form and Design Character – August 4, 2007

The 2013 amendments to the Design For Development have entailed a series of focused public workshops that took place between October 2012 and January 2014. In addition to four public workshops attended by residents, business owners and members of the public, the process included periodic open meetings with an Advisory Body – a group of former CAC members serving in an advisory role, helping to facilitate the transition in accordance with the original Redevelopment Area vision. Planning Department staff led the public process with staff from the Office of Economic Development, and other City Departments also participating in the public meetings. A list of the public workshop topics is provided below.

Comment [CF1]: Update when last one takes place

Workshop 1: Post-Redevelopment Update, Community Priorities, Phase 1 Goals – October 12, 2012

Workshop 2: Potential Funding Strategies & Site Plan Changes – January 12, 2013

Workshop 3: Final Site Plan Revisions & Leland Greenway Programming – May 18, 2013

Workshop 4: XY - TBD

Descriptions of both workshops series are contained in Appendix B.

Comment [CF2]: Update when workshops finalize

It should be noted that public engagement in redevelopment of the site will continue. As described on the preceding text, the Project Area will be subject to additional community review through the design review process, which includes a pre-application meeting and an official notification as specified by the Special Use District and described in Appendix F, Cooperation and Delegation Agreement for the Visitacion Valley Redevelopment Project Area, and the Visitacion Valley Design Review and Document Approval Procedure (DRDAP).

## GOALS FOR THE SCHLAGE LOCK SITE

Early in the ~~site's~~ Site's planning history, the Visitation Valley community made clear a number of primary objectives for change in their community, relating to health, safety, and economic development. Community members called for toxic issues on the ~~site~~ Site to be remedied through redevelopment; for diverse housing opportunities; for pedestrian and personal safety to be increased through careful street, intersection and project design; and for economic stimulus, including new jobs and new retail including a grocery store, to jump-start the existing neighborhood retail corridors on Leland Avenue and Bayshore Boulevard and provide retail and services for the surrounding community.

As visioning for the ~~site~~ Site progressed, the community members began articulating goals that went beyond those limited to the Schlage Lock site, to address Citywide and even regional issues including brownfield remediation, economic development, affordable housing, comprehensive open space planning, leading to the identification of watershed-based problems tied to environmental, economic and social networks that reaches far beyond the San Francisco county line. This understanding broadened into an underlying infrastructure of regional planning and responsibility, and ultimately, led to a primary site objective to create a development that could serve as a model for sustainable urban design for the Visitation Valley and the region.

The goals for the Schlage Lock site, lead toward the kind of growth that will improve the overall quality of the community and the region – economic growth, transit-oriented growth, and improvements in quality of life. The community articulated goals to create a livable, mixed use urban community with a pedestrian-oriented environment; create a site design that encourages walking; and encourages the use of transit; a network of well-designed open spaces, public resources and amenities. Community members They articulated the fundamental goals of providing new housing to address community and Citywide housing needs; and of utilizing economic development to instigate revitalization of the Leland Avenue corridor. The community goals, assembled and drafted by the CAC and are included as full text in Appendix C, are were intended to lead to a demonstration project for sustainable growth that will be looked at as a model across the City and the region.

When the City initiated new efforts to move forward the transformation of the Schlage Lock site forward, community participants were asked to rank in order of their priority, the goals and objectives that were generated in the 2009 Redevelopment Plan and Design for Development. The community's top priorities were a neighborhood grocery store, and new open spaces. Also important to participants were area circulation improvements, retail and affordable housing.

## EXISTING CONDITIONS

### Project Area Location

The Project Area contains the former Schlage Lock Company industrial site; the segment of Bayshore Boulevard adjoining the Schlage site, a major North-South thoroughfare that historically accommodated a streetcar system and light industrial uses; and Leland Avenue, the commercial center of the neighborhood.

Visitacion Valley is located in the southeast quadrant of San Francisco. ~~It~~ Visitacion Valley is bounded to the west and north by McLaren Park, to the east by Highway 101 and to the south by the San Francisco / San Mateo County line. ~~The larger Visitacion Valley neighborhood surrounding and to the west of the Project Area~~ Area contains mostly two to three story buildings with a variety of architectural styles. The area also includes considerable public open space, including McLaren Park, the second largest park in the City (317 acres) and the Visitacion Valley Greenway, a linear system of open space lots connecting to Leland Avenue. Just east of the Schlage Lock site is the Little Hollywood neighborhood. Little Hollywood is comprised predominantly of California bungalow-style architecture and Mediterranean style architecture constructed in the 1920's and 1930's.

The ~~Schlage Lock Project site~~ Schlage Lock site, a 20 acre brownfield, is located between Visitacion Valley and Little Hollywood. The site is bounded on the East by the Southern Pacific Railroad right-of-way and Tunnel Avenue and on the west by Bayshore Boulevard. Figure 1-2 shows the ~~Schlage Lock site~~ Schlage Lock site and its context.

### HISTORY OF VISITACION VALLEY

The northern portion of the San Francisco Peninsula was home to the Yelama Tribe of the Ohlone Indians. A distinct village group of the Yelamu traveled between two settlements in the Visitacion Valley area. European settlement of Visitacion Valley began in the 1850's, when people began to establish farms and plant nurseries. Initially the area was primarily rural and agricultural, but by the early 1900's, some farmland was subdivided into residential lots. The agrarian character of Visitacion Valley began to shift in the early 20th century, when streetcar lines were extended to the area providing convenient access to downtown San Francisco, supporting more intensive land uses.

Additional infrastructure development supported further growth in Visitacion Valley. The Southern Pacific Railroad Company freight line, constructed in the early 20th century, helped spur industrial development in the area when it constructed a freight station in Visitacion Valley, providing convenient access to materials as well as to local and national markets. The Schlage Lock Company located its manufacturing facility in Visitacion Valley in part because of its proximity to the Southern Pacific Railroad freight station, as well as the availability of labor. As Visitacion Valley grew from a rural agricultural settlement to a mixed-use neighborhood with residential and industrial uses, Bayshore Boulevard became a major north/south road providing access between San Francisco, Brisbane and San Bruno to the south. As the neighborhood grew, Leland Avenue became its commercial center.

The ~~Schlage Lock Project site~~ Schlage Lock site has been long been home to manufacturing and industrial uses. The site was formerly occupied by two major companies: the Schlage Lock Company (the western part of the site) and the Southern Pacific Railroad Company (on the east side of the site). The property along Tunnel Avenue was owned by the Southern Pacific Railroad Company since the turn of the twentieth century. The tracks are now used by Caltrain, which provides passenger rail service between San Francisco and San Jose.

In the early part of the 20th century, Bodinson Manufacturing Machinery purchased undeveloped land at the western portion of the site along what is currently Bayshore Boulevard. Construction of the company's factory on the site was the first step toward the development of Visitacion Valley as a neighborhood of commerce linked by transportation to downtown San Francisco.

The Schlage Lock Company purchased the property from Bodinson Manufacturing Machinery and opened its office and manufacturing facilities on June 25th 1926. ~~It~~ ~~its~~ ~~is~~ property was bordered on the east side by the Southern Pacific Railroad tracks and on the west side by Bayshore Boulevard, an historic main North-South connector. The presence of the Southern Pacific Railroad presumably influenced Walter Schlage's decision to locate his company's headquarters in the area.

In 1974, Ingersoll Rand, a diversified industrial company, purchased the Schlage Lock Company, and continued manufacturing products under the Schlage Lock Company name. In 1999, Ingersoll Rand decided to end business activity at the Schlage Lock Visitacion Valley factory and to move production to another location. The buildings on the Schlage Lock site have been closed and vacant since that time.

#### GEOGRAPHY AND TOPOGRAPHY

The Project Area is located in the southeast quadrant of San Francisco, immediately north of the San Francisco / San Mateo county line. San Mateo County and the Cities of Brisbane and Daly City lie to the south. The Visitacion Valley watershed slopes from northwest to southeast toward the San Francisco Bay. The highest elevation on the Schlage site is located at Bayshore Boulevard and Blanken Street; the lowest elevation is located on the southeast corner of the site along the Sunnydale Avenue alignment.

#### INFRASTRUCTURE/ UTILITIES

The area is served by the City's Combined Sewer System (CSS), which collects ~~all~~ stormwater and wastewater in a single sewage system and conveys it to the Southeast ~~Wastewater Treatment~~ Water Pollution Control Plant, at 750 Phelps Street in the Bayview Hunters Point neighborhood.

~~Almost all of The the combined stormwater and wastewater is discharged to the Bay only after treatment and disinfection, but during high water flows/large storms that generate high volumes of stormwater, the treatment and storage capacity of the CSS is exceeded. During these events, large volumes of stormwater combined with small volumes of undisinfected wastewater are released events associated with winter storms, some untreated partially treated wastewater is released to the Bay as combined sewer overflows/discharges. An overflow outlet from Visitacion Valley occasionally discharges untreated wastewater south of Candlestick Point. Because the Southeast Treatment Plant handles 80 percent of all of the wastewater generated within the City of San Francisco, the impacts of the CSS on Bayview Hunters Point and the Bay, and a pattern of local flooding during storm events, alternative stormwater management strategies are a priority in this neighborhood and for this Project. To help manage stormwater, the City enacted the Stormwater Management Ordinance, and Stormwater Design Guidelines, which require this project to decrease the rate and volume of stormwater from the site through the implementation of green infrastructure.~~

#### TRANSIT

Visitacion Valley is located adjacent to an important transit node in the southern portion of the city. The recently opened T-Third Muni Metro-line, with two stops along Bayshore Boulevard, and the Caltrain Bayshore stop, located east of Sunnydale Avenue at Tunnel Avenue, both serve the neighborhood. ~~Future improvements to the T-Third Muni Metro line include extending its terminus, currently situated South of Visitacion Avenue, to connect as a direct inter-modal link with Caltrain's Bayshore Station.~~ In addition, several cross-town Muni bus routes serve the area, with stops along Bayshore Boulevard. Because of all of these transit connections, the Schlage Lock development site Project Site site is considered an intensive transit-oriented development (TOD) area.

A number of transit improvements have recently been constructed or are planned in the Plan vicinity. The ~~recently constructed~~ Muni Metro T-Third Street light rail line along Bayshore Boulevard was a major improvement to the future of the neighborhood ~~supporting that will support~~ new development in the area. Future improvements proposed for the T-Third Muni Metro line include extending its terminus, currently situated South of Visitacion Avenue, to connect as a direct inter-modal link with Caltrain's Bayshore Station. SFMTA's ~~recently-released~~ Transit Effectiveness Project proposes future improvements to the area's Muni network, which simplify routes in the Bayview, Hunters Point and Visitacion Valley to provide shorter, more direct trips, and provide more frequent service between Downtown/Chinatown and Visitacion Valley on the 98X-Bayshore Express. Future improvements to the line include extending its terminus, currently situated South of Visitacion Avenue, to connect as a direct inter-modal link with Caltrain's Bayshore Station. Specific project plans have not yet been approved.

#### CIRCULATION AND ACCESS

Visitacion Valley can be accessed from Highway 101 via Bayshore Boulevard for regional north and south travel, and Geneva Avenue, a major arterial, for cross town travel toward western San Francisco. Bayshore Boulevard ~~also~~ links the neighborhood to other points in San Francisco and south to Brisbane. ~~Bayshore Boulevard also~~ and supports transit service to downtown San Francisco via Muni's T-Third Street light rail line. Vehicular access to the Schlage Lock site from the north is limited and pedestrian access to the site is difficult. The local street networks east-west streets, Leland Avenue, Arleta, Raymond, and Visitacion Avenue, all terminate at Bayshore Boulevard and do not continue into the site. Blanken Avenue provides access to Little Hollywood east of Bayshore Boulevard, as well as to the Caltrain station.

No public rights-of-way extend east across the Schlage Lock site to the Caltrain Bayshore station. Vehicular and pedestrian access to the Caltrain station is limited due to land ownership patterns and the lack of a complete street grid in this area. Blanken Avenue provides access to Little Hollywood and the Caltrain Station. ~~No public rights of way extend east across the Schlage Lock site to the Caltrain Bayshore station.~~ Currently, Visitacion Valley residents access the Caltrain station by car via Blanken ~~Street Avenue~~ to the north, or at the southern edge of the site by walking along the constructed portion of Sunnydale Avenue ~~and then~~, continuing along unimproved, privately owned property.

Pedestrian access to the site is constrained as well. ~~Bayshore Boulevard's~~ ~~The-the~~ ~~The~~ lack of crossings, extreme width, and high traffic ~~along Bayshore Blvd~~, particularly during rush hour, make eastward crossings difficult and unsafe. They also increase the gulf between the existing Visitacion Valley neighborhood and the ~~Schlage site~~ ~~Schlage Lock site~~ and Little Hollywood neighborhood.

Initial efforts to address these crossings were begun with the streetscape and signalization changes that accompanied the Muni T-Third line, including reducing vehicle travel lanes, installing countdown pedestrian signals, creating a pedestrian refuge, and adding bike lanes to Bayshore Boulevard. Activities to improve the neighborhood's pedestrian environment continued with the ~~2005 plan to~~ redesign of Leland Avenue, ~~with the goal~~ to revitalize the street as a commercial district, increase the economic viability of businesses, enhance pedestrian safety, and create better connections to the Third Street Light Rail. Specific design improvements ~~will~~ include corner bulb-outs and other traffic calming strategies, paving and crosswalk improvements, new street trees and landscaping, street furniture and pedestrian scale lighting, and new trees and plantings.



Planning for ~~new additional~~ traffic improvements is also underway in the area. The Bi-County Transportation Study, led by the San Francisco County Transportation Authority in partnership with the Cities of Brisbane and Daly City and the County of San Mateo, ~~aims to evaluate evaluate~~ potential transportation improvements needed to address this anticipated land use growth. Projected land use changes surrounding Visitacion Valley, including development on the Schlage Lock site and expected development at Executive Park, Candlestick Point, Hunter's Point, and Brisbane Baylands (described further on p 16) are expected to create impacts on the regional transportation network. ~~Highway and roadway improvements, including a new US 101/Geneva/Harney interchange, an extension of Geneva Avenue from Bayshore Boulevard, and a new Bus Rapid Transit facility from the Hunters Point Shipyard to the Balboa Park BART Station, are being considered to address these impacts.~~

#### HAZARDOUS MATERIALS AND SITE CONTAMINATION

The Schlage Lock site is considered a brownfield site. The soil and groundwater on the site ~~is was~~ contaminated with materials used by the ~~manufacturing and railyard industrial~~ uses formerly on the property. ~~The most highly contaminated soils and groundwater are located in the southwestern portion of the site. Other areas of the site contain less contamination. Contaminated soil has to be treated, or removed and replaced with clean soil, and contaminated groundwater will be remediated before site development can proceed.~~

The property owner is responsible for remediating toxic soil and groundwater, according to the standards established by the California Department of Toxic Substances Control (DTSC), a state agency, responsible for regulating toxic substances that may affect public health. ~~A Remedial Action Plan, approved by DTSC, including a funding program for hazardous material remediation, was approved by DTSC in 2009. will be required before development and reuse of the site can proceed.~~ Since then, the entire site has undergone active groundwater and soil vapor remediation. The part of the site north of the Visitacion Avenue alignment was remediated and approved for development by the DTSC. ~~The area with the most highly more contaminated soils and groundwater are, located in the southwestern portion of the site, is being reviewed by DTSC. Other areas of the site contain less contamination. In addition, cClean fill will be used to as cap to separate contaminated soils has to be treated, or removed and replaced with clean soil, and contaminated groundwater will be remediated before site development can proceed from human contact. A Remedial Action Plan approved by DTSC, including a funding program for hazardous material remediation will be required before development and reuse of the site can proceed. Completion of active remediation and approval from DTSC will be required before development of the southern portion of the site can proceed.~~

#### EXISTING LAND USE CONTROLS

~~In August 2000 temporary~~ Under existing zoning controls, ~~were imposed on~~ the Schlage Lock site (Zone 1), ~~changing its parcels from their existing industrial districts of~~ is zoned "M-1" (Light Industrial) and "M-2" (Heavy Industrial) Use Districts, to an "NC 3" Neighborhood Commercial zoning controls. ~~The interim zoning controls were intended to encourage long term planning for the site. These interim controls have since expired.~~ Part of the impetus for the Design For Development document is to update land use controls and to provide appropriate permanent controls for the site.

Property in the rest of the Project Area (Zone 2) is zoned Neighborhood Commercial. The property that lies north of the Schlage site, a triangle-shaped block bounded by Blanken, Bayshore and Tunnel Avenue, is zoned NC-1 (Neighborhood Commercial Cluster District). NC-1 Districts are intended to serve as local neighborhood shopping districts, providing convenience retail goods and services for the immediately surrounding neighborhoods primarily during daytime hours. The property fronting Leland Avenue is classified as an NC-2 (Small-Scale Neighborhood Commercial) District, with heights permitted up to 40 feet. NC-2 districts are designated to provide convenience goods and services, primarily to the surrounding neighborhood and also provide for limited comparison shopping goods for a wider market. The NC-2 District also extends about four blocks along Leland Avenue, from Bayshore Boulevard to Cora Street. The district controls provide for mixed-use buildings, where commercial development is permitted at the ground and second stories. Neighborhood-serving businesses are encouraged. Limits on late-night activity, drive-up facilities, and other automobile uses protect the livability in the area and promote continuous retail frontage. Housing development in new buildings is encouraged above the ground floor. Existing residential units are protected by limitations on demolition and upper-story conversions. NC-2 Districts are further described in Planning Code § 711.

Property on the west side of Bayshore Boulevard from Arleta Avenue south to the County line is classified as an NC-3 (Moderate Scale Neighborhood Commercial) Use District, with heights permitted to 40 feet. NC-3 zoning permits commercial uses and services to an area greater than the immediate neighborhood, NC-3 districts are distinguished from NC-2 districts by larger lots and buildings and broader streets. A wider variety of uses are permitted than in NC-2 Districts, including entertainment, financial service and some auto uses. NC-3 Districts are further described in Planning Code § 712.

#### HISTORIC RESOURCES

A Historic Resources Technical Report reviewing the historic resources in the Project Area was prepared in 2007. The report finds that the Schlage site is a potential historic site at the local and national levels because of its significance as the headquarters of the nationally known Schlage Lock Factory and its role in the operations of the Southern Pacific Railroad. It also finds significance in the site's association with inventor Walter Schlage, as well as prominent twentieth-century San Francisco architects William P. Day, Alfred F. Roller, and the partnership of Hertzka & Knowles, all of whom designed buildings on the site. It identified~~s~~ seven of the eight buildings that were on the site as appearing eligible as contributory resources. The report notes the particular historic and architectural importance of the Old Office Building and the former Plant 1 Building (distinctive for its sawtooth roof) as contributing resources to the site. Both buildings were constructed circa 1926. It identified~~s~~ the Schlage Lock Factory machinery remnants that were located in Plant 1 and Plant 2 as resources because of their ability to yield information important about the industrial history of the area. However, retention of all of these potential resources is not compatible with the community goals of reuse and activation of the site. As such, the Plant 1 Building was demolished, along with other non-contributing buildings on the site, in 2010. However, this building, as well as the factory remnants located in the plants, has been documented for future commemoration, as noted in subsequent sections.

Comment [SDP3]: Verify with Rich, and add language if any were saved for use in site.

Comment [CF4]: In progress

Comment [CF5]: Any others?

#### OTHER PLANNING EFFORTS

The Schlage Lock development will also be influenced by a number of significant development projects in the area that are scheduled to be developed in a similar time frame. They include:

- Leland Streetscape Plan and Green Connections Project: In 2005, the City completed a plan to improve the Leland Avenue Streetscape, the neighborhood 'main street' of Visitacion Valley. The sSpecific design improvements were completed in 2010 and will include corner bulb-outs and traffic calming strategies, paving and crosswalk improvements, new street trees and landscaping, street furniture and pedestrian scale lighting. In 2011, the City began a Citywide effort to increase access to parks, open space and the waterfront, by re-envisioning City streets as 'green connectors', with a focus on portions of Leland Avenue not improved through the Streetscape Plan.

- Leland/Bayshore Commercial District Revitalization Plan and Invest in Neighborhoods Program: This economic revitalization program to establish an identity and vision for this commercial district. The action plan lays out specific improvements and strategies necessary for the realization of the community’s vision. Invest in Neighborhoods aims to strengthen and revitalize neighborhood commercial districts around the City, including Leland Avenue, through resources such as the Small Business Revolving Loan Fund, a vacancy tracking system, the Jobs Squad, and a neighborhood improvement grant program.
- Executive Park: ~~A Draft~~This Sub-area Plan of the General Plan, ~~which developed~~ s a new vision for the unrealized office park east of U.S. 101, ~~and transformings~~ it into San Francisco’s newest residential neighborhood, ~~has been developed and is undergoing community review. The Executive Park project~~ that will add approximately 2,800 residential units to the area.
- ~~Candlestick Point/Hunters Point Shipyard:-~~ Development ~~proposed at~~approved for Candlestick Point includes ~~approximately over 109,500 dwelling units, over 300 acres of new parks, approximately 885,600,000 square feet of new neighborhood retail and entertainment space, and two million square feet of research and development space~~2.5 million square feet of commercial space oriented around a “green” science and technology campus. ~~Plans proposed for~~Development approved for Hunters Point Shipyard ~~includes~~include 2,500 dwelling units, two million square feet of research and development space, artist housing and work space, ~~and construction of a new large stadium to replace the existing Candlestick stadium as home for the 49ers football team.~~
- Brisbane Baylands: ~~South of the Schlage Lock site in San Mateo County is Universal-Paragon Corporation’s proposed Brisbane Baylands development. The Brisbane Baylands development is a 660 acre mixed-use retail and office project with a large open space component. The project will incorporate sustainable development features including directing surface drainage flows to the Brisbane lagoon to the south of the site.~~

Comment [CF6]: Update related 1-5 map

## URBAN DESIGN FRAMEWORK

The overall vision for the redevelopment of the Project Area is for a vibrant, mixed-use community including retail, residential uses, and open space. New mixed use development will continue Leland Avenue’s retail energy into the Schlage site, and a range of housing opportunities will bring new residents to the neighborhood, increasing safety and street activity. Visitacion Valley’s east/west streets will be extended across Bayshore Boulevard into the Schlage Lock site and integrate the site with the larger Visitacion Valley neighborhood.

New development in both zones will help connect the Schlage site with the Visitacion Valley neighborhood. Streetscape and open space improvements will provide better vehicular and pedestrian connections between the Schlage site and the Visitacion Valley neighborhood. Sunnydale Avenue, Visitacion Avenue, Raymond Avenue and Leland Avenue, the commercial backbone of the community, will be extended east to the Schlage Lock site. ~~Blanken Avenue will be redesigned to provide a safer pedestrian connection to Little Hollywood and Executive Park. Two new parks~~ ~~will be created on the south side of Blanken Avenue west of Tunnel Avenue, that will also will improve the linkages from the site to Little Hollywood.~~ ~~The Development Controls and Design Guidelines establish standards for new buildings, streets and open spaces.~~

The Urban Design concept in Figure 1-6- illustrates the urban design framework for the Project Area. ~~The sections that follow provide an overview of the major concepts guiding the overall urban design of the Project Area, including key concepts related to land use, circulation, open space and sustainability. Please note that actual improvements provided through site development will depend on project feasibility. The details that follow are intended to be illustrative only and are subject to refinement during the project review process.~~

### Land Use

The revitalization and regeneration of the Visitacion Valley neighborhood requires an active mix made up of commercial uses to support community's needs and stimulate economic development; an influx of new residential activity to provide "eyes on the street" and bring new life to the area; and a range of open spaces and community places to bring the entire community together. Specifically, development within the Schlage Lock site (Zone 1) will contain a mid-sized grocery store, ground floor retail at specific locations, and up to ~~1,679~~ 1,250 dwelling units of various sizes and affordability levels throughout the site, as well as new ~~parks and a community center at the Schlage Lock administrative office building on Blanken Street.~~ Figure 1-6 ~~presents an illustrative land use plan for the Project Area that will provide this mix.~~

Comment [CF7]: Put final number when confirmed

Comment [CF8]: Update figure

Land uses along Bayshore Boulevard and Leland Avenue (Zone 2) will generally be ground floor commercial, including retail and small business service uses, with residential uses above the first story, consistent with the current development pattern in Zone 2. In order to be consistent with new development on the east side of Bayshore Boulevard in Zone 1 and accommodate 12 and (preferably) 15 foot-tall ground floor commercial uses, the 2009 plan ~~made a change to the City's Zoning Map to recommend to increase~~ ing the permitted height on parcels fronting the west side of Bayshore Boulevard from 40 feet to 55 feet. This will accommodate more commodious ground floor retail spaces while not diminishing the amount of housing above the first story. ~~The height change will require an amendment to the City's Zoning Map.~~

The primary land uses and their general locations within the two zones are described below:

**Residential Use:** Residential units will be located above ground floor commercial development along the extension of Leland Avenue, ~~Visitacion Avenue~~ and portions of Sunnysdale Avenue in Zone 1, as well as above ground floor commercial along Bayshore and Leland Avenue in Zone 2. Within Zone 1, residential units will also be constructed on the Schlage Lock property along Raymond Avenue, Visitacion Avenue, Sunnysdale Avenue and on the remaining properties fronting Blanken Park, Leland Park and the Schlage Greenway.

**Retail: Neighborhood Commercial Businesses and Personal Services:** The plan calls for a mid-sized ~~(18,000 – 30,000~~ 40,000–50,000 sq. ft) grocery store to be developed on the Schlage Lock site, as part of a mixed-use development ~~at the site's on the southeastwest side of the Leland and Bayshore intersection southwestern corner, at the intersection of Bayshore Boulevard and Sunnysdale Avenues,~~ as shown on Figure 1.7a. ~~The plan also allows for two site alternatives should this not be feasible: 1) a stand-alone grocery at the same location, should soil remediation not achieve levels acceptable for housing and if mandated by the DTSC required remediation program, as shown in Figure 1.6b; or 2) a smaller grocery store may also be provided at the intersection of Leland and Bayshore Boulevard, as shown in Figure 1.7b.~~ Ground floor commercial uses, including retail and neighborhood-serving office uses will also be included as part of mixed use development along Leland Avenue in both Zone 1 and 2, ~~and along Bayshore Boulevard in Zone 2.~~ Within Zone 1, ~~also~~ along Leland Avenue, ~~and along other key streets in the Schlage Lock site,~~ flexibly designed spaces (referred to as "flex space", and further defined in Appendix A, Glossary of Terms) will allow for retail, small business and office-service uses, or for small-scale workplaces uses such as artisan, design or small industry with quasi-retail sales. The flex spaces will be designed to be appropriate for retail, ~~as well as other~~ nonresidential and residential uses. Flex space will offer the opportunity for connections with living units above, to offer the potential of true live-work activity.

Comment [CF9]: Amend Figures

Comment [CF10]: Delete 1.7b – this meant to say 1.7 not 6.

**Institutional:** ~~As a part of park development, t~~Depending on Project economics, the Old Office building ~~shall~~ may be renovated and re-adapted to office, institutional, and/or community uses. ~~Its program will be oriented to the needs of the local community. Specific uses of the community center structure will be programmed subject to further planning and community involvement.~~

**Public Open Spaces - Parks, Streets and Pathways:** New open spaces, including ~~three~~ two to three parks ~~and a new plaza at the Schlage site's entrance on Leland Avenue,~~ will be created on the Schlage Lock site and possibly on an adjacent parcel. The new parks ~~and plaza~~ will be developed to be a part of the already existing open space network that includes the Visitacion Valley Greenway, the Visitacion Valley Community Center, Visitacion Valley Playground, Little Hollywood Park, and other parks located some distance away, including Kelloch-Velasco Minipark, Herz Playground and McLaren Park. These parks and plazas shall be designed in concert with a network of street and pathways, including the revitalized Leland Avenue and its extension into the Schlage Lock site, to create pleasant pedestrian connections between all open space components.

**Parking ~~a~~ And other Accessory Uses:** Development at the site will support the City's transit-first policy. Accessory off-street parking, particularly visitor parking, will be limited to encourage transit use. Surface parking lots are highly discouraged. Accessory off-street parking will be allowed, with restrictions on the maximum amount permitted in both Zones 1 and 2. Such accessory off-street parking shall be located below grade or screened with planting or other materials so that it is not visible from the street. The developer shall establish a parking management program that shall ~~control~~ street parking throughout the site, linked to consumer demand, to discourage parking by off-site users for long periods of time. Metered or timed street parking will be provided on most public streets, ~~except the curb along the "Greenway Park, due to the narrow right of way.~~

## Built Form

~~The site's mixed use development will contain both retail/ residential buildings, and stand-alone residential. Housing on the site will be primarily mid-rise multifamily podium construction, with grand multi-unit entrances marking major thoroughfares, and ground floor townhomes lining key residential street frontages. Podium buildings constructed on long north/south blocks will have frequent breaks, variation and articulation in their facades to reduce the apparent building mass and bulk, ~~and to provide physical and visual connections through the site. Three housing types are envisioned for the site mid-rise podium buildings providing higher density multi family units at limited locations, courtyard podium buildings where housing units encircle a common open space, and attached row house units. Regardless of type, housing units~~All buildings will contribute to an active public realm, with engaging architecture, by providing doors and windows on all street facades, and individual building entries and stoops for each group of residential units. A variety of design features will shape the urban form of buildings on the site, including building setbacks and stepbacks; window bays, building recesses, and special corner treatments; and varied roof lines to provide visual interest, consistent with building forms in other San Francisco neighborhoods.~~

One of the core recommendations from the community was that the architecture and the massing of the buildings be articulated – that building heights vary over the site to provide visual interest and provide opportunities to create one or more visual landmarks that will act as reference points for the neighborhood. To achieve this, as well as to establish densities consistent with a transit village, the Design for Development designates the location of building forms that range in height ~~from three~~ up to a maximum of eight stories. These building forms will enable construction of up to ~~1,679~~ 1,250 units, with greater intensities in the southern portion of the site ~~adjacent to transit,~~ and lower intensities in the northern portion of the site adjacent to the Little Hollywood and Visitacion Valley residential areas. The location of different building heights is described further below.

Buildings that range from ~~3~~ 4-5 stories are recommended in the area north of Raymond Visitacion Avenue ~~and along Bayshore Boulevard.~~ Building facades will be articulated and offer visual variety to create a pleasant edge for pedestrian circulation ~~along Bayshore Boulevard. These buildings could~~ shall be attached townhouses or podium structures.

~~3-5 6-8~~ story mixed-use buildings, some with with ground floor retail, will line the extension of Leland Avenue, with a portion of the building at ~~8~~ 6 stories to mark the Sunnydale/Bayshore “gateway”, are recommended for the southwest corner of the Schlage Lock site, in cooperation with retail development (or single story retail should housing construction not be feasible due to soil remediation requirements).

~~5-6~~ 6-8 story buildings are proposed along Bayshore south of Leland Avenue, with particular emphasis at the northeast and southeast corners of Sunnydale Avenue at Bayshore Boulevard, to establish a “Gateway” entrance to the neighborhood from the south. Buildings constructed at this intersection should incorporate prominent design features to enhance a feeling of arrival.

~~5-6-8~~ story podium mid-rise buildings are proposed in the southeastern residential portion of the site. Buildings will be oriented to take advantage of views to ~~the~~ Visitacion Park Greenway.

~~8~~ story mid-rises are designated at locations two sites where seen as optimal for taller buildings, where the taller building would act as visual “landmark” for the development. They are located in the southernmost portion of the site, closest to the Caltrain Bayshore station. One is located at fronting “Leland Park” at Visitacion Avenue immediately west of the railroad track; the second site is on the north side of Sunnydale Avenue immediately west of the railroad tracks and Caltrain Bayshore station.

#### HISTORIC COMMEMORATION

The plan calls for the retention of the Old Office Building. It has been identified by the Historic Resource Evaluation as a contributing resources and will remain standing be retained and rehabilitated with an appropriate use, and will be rehabilitated and used as community space. Space may be used for a range of community uses, including educational programs, community events and local nonprofit offices.

~~While sSeveral~~ several other buildings, including Plant 1, or Sawtooth, Building, were have also been identified by the community and by the Historic Resource evaluation, as an important resources which contribute to the district, but DTSC has informed the City that the operations and conditions of the buildings involved such a significant use of hazardous material that a thorough soil investigation and excavation under the buildings will would be necessary. In order to find all the sources of contamination and remove them prior to development or inhabitation, DTSC has stated that the investigation will would require demolition of all other buildings to complete the remedial action process, and make the site safe for human habitation. Accordingly, those buildings have been demolished and environmental remediation has proceeded.

The Historic Resources report identified identifies several mitigation measures, which have been built upon and augmented by the Visitacion Valley CAC Historic Resources Sub-committee as well as through input by the Landmarks Preservation Advisory Board. Mitigation measures including include documentation of the buildings on the site, including architectural drawings, photographs and written history, and oral history created from interviews with employees and neighbors, compiled in the Schlage Lock factory & Southern pacific Railroad Buildings Historic American Building Survey Documentation prepared in 2009—and relocation and salvage of significant historic features such as building components or, machinery, have been completed. The salvaged Mmaterials and objects that can be removed, preserved or reused, should be incorporates into new construction, streetscape and park designs. Salvage pieces can also be used off-site at locations such as and Southern Pacific Railroad buildings and materials could be relocated and adaptively reused at the Roundhouse in Brisbane or the Caltrain/future multi-modal station.

Commemoration of the site should occur in a number of ways. Potential methods include: through a physical history collection, using items from former workers; via an educational component, including an the use of oral history created from interviews with employees and neighbors and; a web site, and perhaps a video documentary of the site; using historic features in exhibits or public displays, and through new items commissioned by artists as commemorative work.

Comment [EL11]: Which, if any, of these mitigation measures are still required.

Comment [CF12]: In progress (verifying with Rich)

Comment [EL13]: Which, if any, of these commemoration measures are required and/or would Planning like to see?

Comment [CF14]: In progress (verifying with Rich)



## Transportation and Circulation

The aim of the plan is to seamlessly connect the Schlage site to the Visitacion Valley neighborhood, and to encourage walking and use of public transit as the primary travel mode for neighborhood residents and visitors. The Design ~~For~~ Development establishes a new circulation grid on the Schlage Lock site, connecting the site to the existing Visitacion Valley neighborhood and the future Brisbane Baylands Development. The project will extend Leland Avenue, as the primary entrance and retail spine of the development., across Bayshore Boulevard. Raymond, ~~Leland~~, Visitacion and Sunnydale Avenues will also continue east across Bayshore Boulevard to the project site. The street grid system will be designed and constructed to safely accommodate pedestrians, bicyclists and vehicles, ~~asa~~ well as meet anticipated vehicular traffic and parking needs. The extended street grid will link the new development physically and visually to the neighborhood and encourage walking and use of public transit as the primary travel mode for neighborhood residents and visitors. Pedestrian paths will be required through large development blocks providing shorter paths of travel and breaking up the massing of new building. The new streets and pedestrian paths will incorporate a variety of streetscape design elements, including consistent planting of street trees and other landscape material, pedestrian-scaled lighting and street furniture, similar to those incorporated into the Leland Streetscape Improvement Plan.

Careful consideration will be given to the design of streets where they terminate at the Caltrain railroad right-of-way west of Tunnel Avenue. They will be designed to provide open space and overlooks to Little Hollywood to the east. Where the terminus is marked by buildings, the building design should provide a strong visual termination and provide a visual landmark. Should vehicular connections be required to provide access to parking structures below buildings or to provide necessary turn-arounds, adequate space will be provided for vehicular turning movements where the street terminates;- the street will not end abruptly at the property line shared with the railroad.

Over the course of plan buildout, the developer ~~of the Schlage Lock site (“Master Developer”) of Zone 4~~ will be required to contribute ~~towards~~ identified local and regional transportation improvements necessary to adequately serve the area and mitigate project impacts, including modifications to the design of several intersections along Bayshore Boulevard in order to provide better vehicular access to the site and the surrounding neighborhood and improve pedestrian safety without negatively impacting the Muni T-Third Street light rail line operations. **Specific improvements include:**

- Traffic calming strategies along the San Francisco segment of Bayshore Boulevard to slow traffic from the US 101 off-ramp, including street pavement texture changes (rumble strips), additional speed limit signs, and installing radar speed signs displaying the speed of oncoming vehicles.
- Signalized intersections and pedestrian improvements at the major east-west crossings along Bayshore Boulevard, including Arleta, Leland, Visitacion and Sunnydale Avenues, such as timed traffic lights, raised or specially paved crosswalks, sidewalk bulb extensions and blinking crosswalk inserts to aid in pedestrian crossings.
- Pedestrian improvements at the major east-west crossings along Bayshore Boulevard, including Arleta, Leland, Visitacion and Sunnydale Avenues, such as timed traffic lights, raised or specially paved crosswalks, sidewalk bulb extensions and blinking crosswalk inserts to aid in pedestrian crossings.
- Enhancements to Bayshore’s intersections with Blanken Avenue, Arleta Avenue, Leland Avenue, Visitacion Avenue and Sunnydale Avenue to better accommodate future vehicular turn movements, including turn lanes where feasible.
- Improvement of a connection to allow vehicular and pedestrian movement eastward into Little Hollywood. One possible improvement is the construction of a bridge at the extension of Raymond Avenue through the Schlage Lock site, designed to connect with Lathrop Avenue in Little Hollywood.
- A short-term pedestrian connection along Sunnydale Avenue, and a possible long term extension of the public street and the T-Third Muni line, to connect Bayshore to the Caltrain station and create a multimodal transit station.
- Highway and roadway improvements to coordinate with the Bi-County Transportation Study or an equivalent successor plan, including a new US 101/Geneva/Harney interchange extending Geneva Avenue from Bayshore Boulevard, to address regional traffic impacts.

**Comment [CF15]:** These need to be double checked with the latest conversations with MTA and the updated transportation study. To be revised.

The ~~Zone 1 Master developer~~ Developer shall be required to complete a transportation study covering the design of these off-site roadway improvements necessary to accommodate the development before the initial development phase of development ~~phase~~ commences. The needed improvements should be completed before occupancy of the initial phases of development, or (if development ~~of Zone 1~~ proceeds in stages) in future phases, with transportation improvements constructed in pace with demand created by new development. The cost of improvements directly related to the Schlage development ~~may be funded by the Zone 1 developer, by the Redevelopment Agency, or by a combination of both the Zone 1 developer and the Redevelopment Agency.~~ will be funded by the Master Developer.

In addition, ~~the Redevelopment Agency and~~ the Planning Department will continue to participate, in partnership with the ~~Office of Economic and Workforce Development, the~~ San Francisco Transportation Authority and several other jurisdictions on both sides of the San Francisco/San Mateo county line (including the City of Brisbane, San Mateo County Transportation Authority and Caltrans), in the ~~completion-implementation~~ of the Bi-County Transportation Study ~~or an equivalent successor plan~~ and formulation of related programs specifically intended to develop priorities, schedules, designs, and public/private funding strategies to accommodate anticipated cumulative developments in the southeast San Francisco/Brisbane/Daly City area. These inter-jurisdictional improvement priorities are expected to include the Geneva Avenue extension project, the Harney Way re-build project, the planned Geneva-Candlestick U.S. 101 interchange reconfiguration, additional improvements to the Bayshore Intermodal Station and station area, and the planned Muni Third Street Light Rail extension.

## Public Open Space

The plan establishes an open space system on the Schlage Lock site that will augment the resources available to Visitacion Valley residents and visitors. The neighborhood's existing open space resources include the Visitacion Valley Greenway and a number of small neighborhood-serving open spaces in the immediate vicinity, McLaren Park located to the west, and the Brisbane Baylands in San Mateo County to the south.

The project will include a minimum of ~~three~~ two neighborhood parks: ~~a community open space at the northernmost point of the site (for the purposes of this document, referred to as "Blanken Park", approximately 1 acre), a neighborhood linear park at the terminus of along of~~ the Leland Avenue extension ("Leland Park", approximately 1 acre); ~~and a linear neighborhood park at the southern portion of the site, modeled after South Park, (the "Schlage Visitacion Park Greenway", approximately 1/2 acre); and possibly a third community open space on an adjacent parcel owned by Caltrans at the northernmost point of the site (for the purposes of this document, referred to as "Blanken Park", approximately 1 acre).~~ It will also include "Leland Plaza," a central plaza located on the northeast corner of the Leland Avenue and Bayshore Boulevard intersection. In addition, the open space network will include ~~the revitalized Leland Avenue and~~ pedestrian-friendly landscaped streets ~~within the Schlage site;~~ and new pedestrian pathways, greenways and mews to connect the new open spaces through the site to the surrounding neighborhood.

Comment [CF16]: Update fig 1-8

The design and programming of the open spaces should be inclusive to allow for maximum flexibility to serve the largest number of users. The parks will include a variety of open space design features, including active and passive landscape spaces, water features, and a variety of recreational program elements. Parks will incorporate sustainable design features, such as pervious paving, bioswales, trees and other vegetation used to assist in slowing and filter stormwater to reduce rainfall runoff. The new parks will be open to all members of the public, similar to other public parks in the City.



~~While specific design plans for the public parks have not been prepared, Community members did give significant feedback about park design and facilities for each park site at the community workshops, CAC meetings and Advisory Body meetings. That feedback, provided below, was~~ **will be** used as a starting point for park design, and ~~was~~ **will be** built upon during a required public design and community involvement process to draft ~~thea~~ **Open Space and Streetscape, Open Space, and Community Facilities Master** Plan for the site. Specific park designs and proposed park improvements will follow this plan, in conjunction with the design review process ~~be determined only after this public design and community involvement process is concluded, as will be~~ specified in ~~an Owner Participation Agreement (OPA) the~~ **Visitacion Valley-Schlage Lock Special Use District Development Agreement** with the City.

~~LELAND PLAZA: This open space will be created as corner plaza at the northeast corner of Leland Avenue and Bayshore Boulevard. It will be constructed by creating a notch in the building located at this northeast corner, and coordinated with a sidewalk bulb out at the same location, to create a space large enough for gathering and circulation. It shall be fronted by commercial activity which opens onto the plaza. The plaza will also create a visual connection from Leland Avenue and Bayshore Boulevard to Leland Park.~~

~~LELAND GREENWAY PARK: The SchlageLeland Greenway, approximately one acre in size, is located to the north of the extension of Leland Avenue. The park may include regular perimeter tree plantings, an encircling paths for walking, jogging and dog walking. The park will feature an urban plaza connected to the retail activity of Leland Avenue, with a windrow planting a potential art element/ wind wall to protect users from westerly winds. shouldIt will also provide active play spaces, as well as quiet landscaped areas. Stormwater runoff may be directed to a bioswale element to capture rainfall runoff for use on-site. This neighborhood park will have frontage on the Leland Avenue extension. The park site is just over one acre in size; it may include both softscapes and hardscapes. The Leland Avenue sidewalk edge includes a wide sidewalk along Leland Avenue. The park may include a BBQ area, a tot lot and seating areas for their caretakers. Other features may include flower gardens, public art and a water feature. The park should be designed so that it is visible from Leland Plaza, via a broad sidewalk and building setback along Leland Avenue to facilitate views to the park, or through a midblock crossing providing access from Bayshore directly to the park. Monthly or weekly events, such as an open air farmer's market, may also help to activate the park and encourage park use. Street closure could be permitted for special neighborhood celebrations, street fairs and similar events.~~

Comment [A17]: Verify with new description in OSSMP

Comment [A18]: Verify with new description in OSSMP

Comment [A19]: Verify with new description in OSSMP

~~SCHLAGEVISITACION PARK GREENWAY: This neighborhood park is located in the southeast portion of the site, bordered by residential streets and an east/west pedestrian pathway on its south boundary. The park site is just over one acre in size; it may includes both softscapes and hardscapes. The park may include a BBQ area, a tot lot and seating areas for their caretakers. Other features may include flower gardens, public art and a water feature. Monthly or weekly events, such as an open-air farmer's market, may also help to activate the park and encourage park use. Street closure could be permitted for special neighborhood celebrations, street fairs and similar events. The Schlage Greenway, approximately one acre in size, is located in the southeast portion of the site. The park form is modeled after South Park (a long narrow oval). The park may include regular perimeter tree plantings, paths for walking, jogging and dog walking, and may include a water feature or other element to attract users. The park should provide active play spaces, as well as quiet landscaped areas. Stormwater runoff may be directed to a bioswale element to capture rainfall runoff for use on site.~~

Comment [A20]: Verify with new description in OSSMP

BLANKEN PARK: “Blanken Park,” will be located around the historic office building at the northernmost part of the site. The park grounds will be at the highest point of the development, offering views to the Baylands to the south, the San Bruno mountains, and the surrounding neighborhoods. The park may offer community gardens – “Little Hollywood Gardens” – with a sustainable agriculture component, as an expansion of the Visitacion Valley Greenway Community Garden and/or other community recreation opportunities. The park will provide pedestrian connections between Little Hollywood and Visitacion Valley, as well as to new streets within the Schlage site; and at a minimum a pedestrian connection shall extend above the railroad tunnel. [As this land proposed for us as this open space is owned by Caltrans, park development will rely on subsequent negotiations with that entity. The Development Agreement addresses the Master Developer’s responsibilities regarding the development of this park. As a part of park development, the Old Office building itself shall be renovated and re-adapted to community center use](#)

## Site Sustainability

The ~~Visitacion Valley~~-Schlage Lock ~~Project Area~~~~site Area~~ already meets the basic criteria for a sustainable urban development: it is adjacent to a lively neighborhood commercial street, and provides needed community housing in a walkable, dense, yet livable setting well-served by public transit. ~~And while the Schlage Lock site’s contaminated brownfield condition does present challenges, it also presents opportunities to showcase sustainability strategies that can serve as a model at a City and State level. Contaminated soils and groundwater on the vacant Schlage Lock will be remediated~~~~has already been remediated~~ as required by the California Department of Toxic Substances Control (DTSC), per the Remedial Action Plan.

The community recognized the inherent opportunities provided by the site to create an eco-friendly model of green urban development, and has made sustainability a primary goal of the site and neighborhood redevelopment. Sustainable development practices ~~will be required through the San Francisco Building Code and other City environmental legislation~~ are called out in the Design For Development’s design framework, as described below. ~~They will be implemented through the Development Controls and Design Guidelines.~~

- ~~Contaminated soils and groundwater on the vacant Schlage Lock will be remediated as required by the California Department of Toxic Substances Control (DTSC), per the Remedial Action Plan.~~
- ~~Redevelopment will reuse the existing structure of the former Schlage Lock office building, and~~ The project ~~will~~and utilize demolition material throughout the site where materials are not contaminated.
- New construction on site will be designed to the highest level of current green building standards, and shall meet or exceed ~~the recommended levels developed by the Mayor’s Task Force on Green Buildings~~City requirements.
- The parks and streetscape elements will be designed to collect, treat, and utilize rainwater for irrigation, thereby reducing demands for fresh water use, recharging groundwater and reducing stormwater flows to city sewers. Excess (clean) rainwater may flow by gravity to the larger, sustainable watershed system of the Brisbane Baylands, and ultimately to the Baylands lagoon and wetlands south of the site where feasible.
- ~~Where feasible, n~~New building roofs will be used creatively, as open spaces i.e. rooftop terraces, as “green roofs” that can assist in energy efficiency and stormwater management, and/or to generate energy on-site, other through installation of photovoltaic solar cells and other technologies.
- A stormwater management plan will be established to retain and use rainfall on-site, reducing demand for potable water and reducing the need for water runoff treatment, as well as creating wildlife habitat, providing open space, and contributing to the character of a “green” built environment.
- Stormwater management strategies ~~will~~ extend beyond the site to create a continuous, watershed-base flow route. A restored river corridor is envisioned for Visitacion Creek, a long-term goal which will require an inter-jurisdictional relationship between the City and County of San Francisco and the City of Brisbane in San Mateo County.

To achieve an even greater level of sustainability through the opportunities that might be possible in a large, master planned development, the project will examine the potential for implementation of sitewide sustainable energy, water or other on-site infrastructure systems.

#### ~~GREEN BUILDINGS~~

~~The City has adopted a Green Building Ordinance that comprehensively address most major private sector construction projects in the City. This plan requires development within the Plan Area, and specifically on the Schlage Lock site, to adhere to those requirements in addition to site specific provisions described herein. See Appendix D for a detailed explanation of requirements.~~

~~To further enhance sustainability efforts, and to expand the site's visibility as a model for sustainable urban development, the City has submitted the original Visitacion Valley / Schlage Lock Design For Development project to be evaluated as part of the United States Green Building Council (USGBC) Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND) pilot program.~~

~~The preliminary LEED ND evaluation, including only the currently known parameters of the site development has determined that the project may be rated at the LEED ND Gold level. By incorporating the ecological design program described above and detailed in the sustainable development practices of the Development Controls and Design Guidelines in Section II of this document, the project's score will likely be higher. Information on the LEED for Neighborhood Development Visitacion Valley Pilot Project, including a Checklist of Strategies, is contained in Appendix E.~~

#### COMMUNITY HEALTH

The Eastern Neighborhoods Community Health Impact Assessment (ENCHIA) was initiated in 2004 by the San Francisco Department of Public Health in response to land use planning underway in the Eastern Neighborhoods, with the goals of advancing the consideration of health in land use planning and development, and to identify ways that development in San Francisco could promote and protect health. The process created a tool that could provide a "health impact assessment" of new developments, by reviewing the development's provision of critical elements such as sufficient housing; public transit, schools, parks, and public spaces; safe routes for pedestrians and bicyclists; meaningful and productive employment; unpolluted air, soil, and water; and cooperation, trust, and civic participation. While the tool was not developed specifically to evaluate the ~~Visitacion Valley / Schlage Lock~~ proposal, many aspects of the plan reflect its efforts.

The Design For Development plan promotes community health in a number of ways. Site clean-up is critical to the community's health, thus toxic issues ~~will have already been~~ remedied on the Schlage site ~~before any change occurs~~. Pedestrian safety will be increased through careful street, intersection and project design; personal safety will be enhanced by the positive economic climate; ~~and~~ revitalization will incite greater retail activity and new jobs, more ~~engaging engagement of~~ the community, and ~~create~~ more eyes on the street. Initial plans for programming the project's public amenities ~~through the Redevelopment Plan~~ include ~~educational and job training programs at the community center,~~ community gardening at one of the neighborhood parks ~~and,~~ and a weekly farmer's market sponsoring locally grown food ~~at Leland Schlage Park~~. Elements of the plan contributing to community health include:

- a pedestrian-oriented environment that encourages walking;
- development that supports alternative modes of transportation;
- a significant amount of new affordable, as well as market-rate, housing;
- ~~a range of housing affordable to low-income households; -of very low, low and moderate incomes;~~
- easy access to public resources such as parks,
- ~~a community center,~~
- transit and neighborhood-serving retail;

- sustainable building practices in buildings and ecological design strategies for infrastructure.
- ~~support for local business retention, improvement, and expansion; of existing businesses~~
- attraction of new businesses and the provision of assistance to the private sector,
- ~~support to ensure the site is remedied to the highest levels.~~

The plan's implementation will continue to work to promote health at the neighborhood level, and the implementing agencies of the plan will continue efforts with the Department of Public Health to assess the impacts of the development as it occurs.

## DEVELOPMENT CONTROLS & DESIGN GUIDELINES

## INTRODUCTION

The Development Controls and Design Guidelines are intended to guide development within the Project Area toward the vision developed at the public workshops and Community Advisory Committee (CAC) meetings, and articulated in the Urban Design Framework. Projects in ~~Redevelopment~~-Zone 1 (the Schlage site) shall be reviewed according to both the Development Controls and Design Guidelines by all relevant agencies. Projects in ~~Redevelopment~~-Zone 2 shall be reviewed according to only the Design Guidelines, as relevant. Design submittals for development in Zone 1 shall also be subject to the ~~Design Review procedure outlined in Appendix F and contained in the SUD. Visitacion Valley Design Review and Document Approval Procedure (DRDAP) and shall be reviewed by CAC and community members at CAC meetings before final approval.~~

**DEVELOPMENT CONTROLS** address those aspects of development that are essential to achieve the project goals and objectives. Development controls are clearly measurable and adherence to them is mandatory for projects in Zone 1. Planning Code- requirements shall be used to govern all aspects of development not addressed in the Development Controls.

**DESIGN GUIDELINES** are intended to direct building and site design to be generally consistent with the ~~Plan Vision, Goals and Framework and Development Controls~~community's vision. Individual project proposals should attempt to conform to all relevant Design Guidelines. Adherence to the Design Guidelines will be a ~~driving~~ criteria used to guide ~~community input and Ceityeity and community~~ review and approval of individual projects in both Zone 1 and 2.

## SUSTAINABLE SITE DEVELOPMENT

The redevelopment of the Schlage Lock site, and of adjacent properties in the surrounding Project Area, is intended to be a model of urban sustainable design. ~~The Development Controls and Design Guidelines that follow prescribe how a high level of sustainability may be achieved in redevelopment, and includes. Performance standards that are in accordance with the Pilot Version LEED for Neighborhood Development Reference Guide, published by the U.S. Green Building Council in 2007. The project is expected to achieve compliance with the San Francisco Building Code and all existing Citywide environmental legislation, including Title 24 Energy Efficiency Standards, the Green Building Ordinance, Construction & Demolition Debris Diversion Ordinance, Stormwater Management Ordinance, and Water Efficient Irrigation Ordinance.~~

To achieve an even greater level of sustainability through reduction of energy and water consumption, and enhancement of community-scale energy resources, the project shall examine the potential for implementation of sitewide sustainable infrastructure systems, including the following:

### **Brownfield Remediation**

#### **DEVELOPMENT CONTROLS**

- ~~1. The project developer of the Schlage site shall have in place a Remedial Action Plan approved by the California Department of Toxic Substances Control (DTSC) and funding for hazardous material remediation prior to issuance of final project approval by the City, including site permits, building permits, an owner participation agreement between the City and the project developer or other project authorizations. This plan shall show the location of contamination on the site, and describe how soils and groundwater contamination will be remediated.~~

- ~~2. Per the Remedial Action Plan approved by DTSC, contaminated soil and groundwater on the site shall be cleaned up, safely removed from the site, or capped and contained in accordance with DTSC requirements and consistent~~
- ~~3. Remediation may take place in phases, if approved by DTSC. Any phased approach to remediation shall take into account site topography, and potential visual and physical impacts on adjacent properties. The phased approach shall include proper interim design measures to address those impacts, including comprehensive site grading, fencing and landscaping.~~

## **Building Performance**

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### **DEVELOPMENT CONTROLS**

- ~~1. Privately developed new construction projects and major alterations to existing buildings shall meet or exceed of the 2008 Green Building Ordinance, or the highest level of current green building standards should these be superseded.~~
- ~~2. All development shall be subject to all City of San Francisco "green" requirements, including the San Francisco Green Building Ordinance, the Construction and Demolition Debris Recovery Program, and the San Francisco PUC Stormwater Management Guidelines and Performance Standards.~~

### **DESIGN GUIDELINES**

- ~~1. Project proposals must outline the construction materials proposed for use and should include green construction materials including, materials with high recycled content, natural or renewable materials, locally manufactured building products (within 500 miles of the site) salvaged and refurbished materials, and materials that can be reused or recycled at the end of their useful life, consistent with LEED-ND Guidelines.~~
- ~~2. Incorporate as much demolition material on site into the new designs as practicable, with a diversion goal of 75% on- and off-site reuse, or recycling, above and beyond the Construction and Demolition Debris Recovery Program requirements.~~
- ~~3. Within interior building areas, use non-toxic materials (Low or No Volatile Organic Compound (VOC)) paints, sealants, adhesives, coatings and carpets. No added urea formaldehyde resins should be used in new construction and renovation of existing buildings.~~
- ~~4. Where rooftop solar panels are not installed, use roofing materials that have a Solar Reflectance Index (SRI) equal to or greater than the values in the table below for a minimum of 75% of the roof surface of all buildings within the project.~~

<b>Roof Type</b>	<b>Roof Slope</b>	<b>Solar Reflective Index</b>
Low-Sloped-Roof	> 2:12	78
Steeply-Sloped-Roof	< 2:12	29



## Energy Efficiency

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### ~~DEVELOPMENT CONTROLS~~

- ~~1. Insulation shall be installed in all new construction and building additions to reduce heat loss during cool months and heat gain during hot months.~~
- ~~2. New construction shall install of Energy Star™ appliances to increase energy efficiency and reduce energy demand for space heating and cooling, ventilation, hot water, cooking and refrigeration, laundry, lighting (including parking areas).~~
- ~~3. Large surface parking lots (temporary, permanent or structured areas over 50 spaces) shall utilize paving material with a Solar Reflectance Index (SRI) of at least 29 and reduce the amount of surface area exposed to the sun by using a combination of the following:
  - ~~• Shade with tree canopy cover over the paved surface area of the entire parking lot (within 5 years of installation) and~~
  - ~~• Solar panel decking above 50% of the parking lot used to generate renewable energy on site.~~~~

### ~~DESIGN GUIDELINES~~

- ~~1. New buildings should be oriented and designed to provide passive solar energy gain.~~
- ~~2. Building should maximize natural lighting, including daylight through windows, skylights, and clerestories to all occupied interior spaces.~~
- ~~3. Windows may incorporate treatments to control/improve heat loss/gain (glass type, window film, etc.). Treatments should allow for visibility from the outside (no mirror finishes, etc.).~~
- ~~4. Site design should use natural ventilation and landscaping to reduce space cooling requirements.~~
- ~~5. Encourage use of exterior shading devices above podium levels at proper orientations to augment passive solar design and to provide solar control.~~
- ~~6. Tankless hot water heaters that deliver on-demand hot water should be considered for domestic and commercial use as an alternative to hot water tanks.~~

## Renewable Energy

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### ~~DEVELOPMENT CONTROLS~~

- ~~➤ Design and build all necessary~~Inclusion of supporting infrastructure (including roof load calculations, roof space and orientation design, penetrations and waterproofing for panel ‘stand-off’ supports, mechanical room space, and electrical wiring and plumbing) for future photovoltaic systems or solar thermal water heating systems.

### ~~DESIGN GUIDELINES~~

- ~~➤ Consider installing~~Installation of active solar thermal energy systems on new construction and retrofitting existing structures for space heating and hot water supply systems.
- ~~➤ Incorporation of district-level renewable energy generation technologies on site that provide peak electrical generating capacity of at least 5% of the project's annual electrical and thermal energy consumption.~~ Methods may include:
  - Wind turbine systems and associated equipment.

- Photovoltaic roof panels.
- For photovoltaic systems, allow approximately 100-150 square feet per kilowatt of power, and reserve space in mechanical rooms for conduit, disconnect switches, and inverters. Also, include a water spigot on the roof for washing off panels and maintenance.
- 3. Consider ~~Recovery of ing-~~ waste energy from exhaust air, recycled (gray) water and other systems.

## Reduced Potable Water Use

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### DEVELOPMENT CONTROLS

1. ~~New construction shall specify installation of washing machines, dishwashers and other appliances that meet “Energy Star” standards.~~
2. ~~New construction shall specify and install low-flow sink faucets, shower heads, toilets and urinals to minimize potable water use in buildings to reduce demand on the City’s water supply and wastewater systems.~~
3. ~~New construction shall install dual plumbing systems in residential and commercial structures that allow use of harvested rainwater and recycled (gray) water for landscape irrigation, toilet and urinal flushing and other uses, as permitted by Health and Building Codes, to reduce the use of potable water.~~
4. ~~Native and low water use vegetation that does not require permanent irrigation systems shall be used in public and private open spaces, to restrict or reduce the requirement for irrigation.~~

### DESIGN GUIDELINES

- ~~Drip irrigation and bubblers should be installed at non-turf landscape areas to reduce water needs.~~
- ~~HarvestedUse of rainwater, and recycled (gray) water should be retained and used for landscape irrigation and other uses, as permitted by Health and Building Codes, rather than a potable water source.~~
- ~~Native and low water use vegetation that does not require permanent irrigation systems should be used in public and private open spaces, to restrict or reduce the requirement for irrigation.~~
- ~~Irrigation systems required to establish native and low water use landscape material should be temporary, and removed within two years of installation or once new plantings are established.~~

## Recycling and Waste

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### DEVELOPMENT CONTROLS

1. ~~The development shall include a post consumer waste management plan which includes adequate space within the building envelope to store refuse (garbage), recyclable materials and compostable materials, with convenient access from each dwelling unit / office or group of dwelling units for periodic scheduled pickup.~~
2. ~~Standard trash and recycling receptacles shall be located at key public locations such as street intersections, parks, transit stops, etc.~~

## Stormwater Management

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### DEVELOPMENT CONTROLS



- ~~1. The site redevelopment shall include a Stormwater Management Plan that illustrates how the site's stormwater controls that are designed to reduce water flow to the City's Combined Sewer System, treat runoff, and achieve other goals, such as create wildlife habitat, provide open space, and contribute to the character and aesthetic of the built environment, consistent with the SFPUC's San Francisco Stormwater Design Guidelines.~~
- ~~2. Retain, collect, filter and reuse at least 1.125" of rainfall per year, reducing water consumption and the volume of water that would be directed to the City's Combined Sewer System (CSS).~~
- ~~3. Development shall include a separate stormwater system that discharges filtered rainwater into the Brisbane Baylands watershed, if an agreement is reached to do so, or alternatively, to the City's Sewer System (CSS).~~

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#### **DESIGN GUIDELINES**

- ~~1. Throughout the site's ground surfaces, use surface materials with a low runoff coefficient (the rate that rainfall that contributes to runoff).~~
- ~~2. Where possible, install permeable pavement on sidewalks, pedestrian walkways and other paved surfaces to reduce stormwater runoff, and allow rainfall to recharge groundwater. Pervious paving that includes the use of liners and underdrains can be successfully implemented in areas where infiltration restrictions exist.~~
- ~~3. Where paved surfaces are not permeable, direct stormwater flow across streets and sidewalks to bioswales or to central collection points such as cisterns or permeable areas with well drained sands, gravels and soils with moderately coarse textures, to collect, absorb and filter rainwater.~~
- ~~4. Incorporate raingardens and/or stormwater planters in sidewalk areas and off street surface parking lots.~~
- ~~5. Building roofs should incorporate one or more devices for rainfall collection, storage and reuse. They may include, but not be limited to:
  - ~~• Green roofs;~~
  - ~~• Roof decks and terraces that provide equipment to harvest, filter and store rainfall;~~
  - ~~• Rain barrels, water cisterns installed above or below ground (if technically feasible due to remediation efforts), or other systems that can filter and store water for use on site, rather than direct water to the City's Combined Sewer System.~~~~

## APPENDIX B. PUBLIC PROCESS

The Visitacion Valley Schlage Lock Design For Development is the product of a series of focused public planning sessions that took place between September 2006 and August 2007 and was amended between October 2012 and July 2013 due to the loss of the Redevelopment Agency. The core of the process developed around monthly Community Advisory Committee (CAC) meetings and five public workshops regularly attended by neighborhood residents, business owners, and interested members of the public. San Francisco Redevelopment Agency and San Francisco City Planning Department staff organized and provided support at the meetings. In addition, staff from other City agencies attended and participated CAC meetings and public workshops. Descriptions of the workshops are provided below.

#### **WORKSHOP 1: TOWARD A FRAMEWORK PLAN**

On August 28th 2006, the Planning Department held the first -workshop for the Visitacion Valley / Schlage Lock Design For Development. The goal of the workshop was to establish an optimal framework for the neighborhood with the Schlage Lock site at its center. After a presentation and analysis of site opportunities and challenges attendee break-out groups discussed the best strategy to successfully translate the previously developed Concept Plan into a working framework plan for the site. This workshop resulted in refi-ning framework plan concepts.

#### **WORKSHOP 2: PRELIMINARY URBAN DESIGN**

At the second workshop on October 14th 2006, Two alternate framework plans were described and the community attendees chose between alternate framework plans and selected a preferred framework plan. The issues discussed included an overview of the type and distribution of land uses on the site (residential, commercial, open space, etc.), potential building types, building height, and a discussion about the number of residential units that could be comfortably accommodated on the site, supported by necessary public infrastructure. In addition, a variety of urban design issues were presented and discussed. These community discussions helped to formulate a preliminary urban design plan.

#### **WORKSHOP 3: URBAN DESIGN**

Based on comments received at the fi-rst two workshops, a preferred plan was presented at the third public workshop, on January 6, 2007. The preferred plan concept included three neighborhood parks, a central neighborhood park (referred to as Leland Park), a park along Blanken Avenue connecting the Schlage site and Visitacion Valley neighborhood with Little Hollywood to the east (Blanken Park) and a narrow linear park surrounded by residential development, (the Residential Greenway) at the southern part of the site. The preferred plan also included preservation of the Schlage Lock administrative offi ce building on Blanken Street, as well as the 1930's buildings at Visitacion Avenue and Bayshore Boulevard per the community's recommendations. Break-out working groups also provided comments on and preferences for the programming and design of the three proposed open spaces.

#### **WORKSHOP 4: SUSTAINABLE SITE DESIGN AND BUILDINGS**

On May 5th, 2007, the Planning Department held the fourth public workshop. This workshop focused on a sustainability strategy and framework to establish site as a green, sustainable development. Sustainable design features proposed to be applied to the site included: remediation of toxic soils and groundwater on site; reducing stormwater runoff by using pervious pavement and employing bioswales at parks to direct rainwater flow; provisions to reduce generation of solid waste by reusing materials on-site; less reliance on use of private automobiles. In addition, sustainability features include mechanisms to reduce energy demand on site by siting buildings to take advantage of passive solar energy, designing buildings to maximize daylighting, insulating new construction, using low heat gain/loss windows, and other available measures and technologies. In addition to discussions about sustainable design, height distribution across the site was reviewed and discussed in an open forum discussion.

#### **WORKSHOP 5: BUILDING FORM AND DESIGN CHARACTER**

On August 4th, 2007, the fifth and final workshop was held on the design plan and new zoning for the Schlage Lock site. Workshop content and break-out group sessions focused on the proposed design character of the site elements. It included descriptions and discussion of architectural design elements, such as building facades & fenestration, setbacks, roof forms, and materials that can be used to create a well-designed collection of neighborhood buildings. In addition, a set of artist's renderings, illustrating possible build-out of the site incorporating design characteristics and design elements discussed at previous workshops, were presented to the community for discussion. Workshop break out groups discussed preferences for retail facades (window displays, consistent repetition of building bays to establish a comfortable pedestrian scale for retail development) and designs for retail entrances that would provide pleasing connections between retail uses and the public realm and provide the kind of neighborhood spaces that foster social interaction.

#### **APPENDIX C. COMMUNITY GOALS**

## COMMUNITY GOALS FOR THE PROJECT

Source: Redevelopment [planning process, Plan for the Visitacion Valley Redevelopment Project, San Francisco Redevelopment Agency](#), September 2008.

**Preamble:** The redevelopment of the property on which the former Schlage Lock industrial facilities are located (the “Schlage Site”) and the revitalization of Bayshore Boulevard and Leland Avenue pursuant to this Redevelopment Plan shall balance the goals of sustainable development, traditional neighborhood design and transit-oriented development.

The following goals ~~for this Redevelopment Plan~~ were established in conjunction with the CAC and in meetings with members of the public at large. Together with the other related Plan Documents, these goals and objectives will direct the revitalization of the community and guide the direction of all future development within the Project Area. The goals and objectives for the Project Area are as follows:

**GOAL 1:** CREATE A LIVABLE, MIXED USE URBAN COMMUNITY THAT SERVES THE DIVERSE NEEDS OF THE COMMUNITY AND INCLUDES ACCESS TO PUBLIC RESOURCES AND AMENITIES.

### **Objectives:**

Attract a grocery store and provide a variety of retail options to serve multi-cultural, multi-generational community at a range of incomes.

Provide for the expansion of local public services such as a new library, police sub-station, and fire department facilities.

Provide high quality public infrastructure that serves as a model of sustainable design.

Create opportunities for the old Schlage Office Building to serve in the project area as a landmark that can be used for a variety of civic purposes.

Attract educational facilities including job training, English as a Second Language classes, City College extension, arts programs and multi-cultural resources.

Promote neighborhood-serving retail to provide residents and workers with immediate walking access to daily shopping needs.

**GOAL 2:** ENCOURAGE, ENHANCE, PRESERVE AND PROMOTE THE COMMUNITY AND CITY'S LONG TERM ENVIRONMENTAL SUSTAINABILITY.

### **Objectives:**

Facilitate the clean up, redesign and development of vacant and underutilized properties in the Project Area.

Protect human health, by ensuring that toxics clean up be the primary consideration in the planning and phasing of new development.

Promote environmentally sustainable building practices in the Project Area so that the people, the community and ecosystems can thrive and prosper.

Promote, encourage, and adopt design and construction practices to ensure durable, healthier, energy and resource efficient, and/or higher performance buildings and infrastructure that help to regenerate the degraded urban environment.

Design green streets and sidewalks to contribute to the sustainability of the Project Area.

Ensure that development balances economics, equity and environmental impacts and has a synergistic relationship with the natural and built environment.

**GOAL 3: CREATE PEDESTRIAN-ORIENTED ENVIRONMENT THAT ENCOURAGES WALKING AS THE PRIMARY TRANSPORTATION MODE WITHIN THE PROJECT AREA.**

**Objectives:**

Connect the neighborhood through the creation of new streets and multi-use paths throughout the Schlage Site linking Visitacion Valley to Little Hollywood,

Access into the Schlage Site shall be fully public accessible and designed as an extension of the block pattern of the surrounding community.

Construct pedestrian-friendly streets throughout the Project Area to promote and facilitate easy pedestrian travel.

Ensure new buildings have multiple residential entrances and/or retail at the street level to contribute to sidewalk activity.

Improve the pedestrian safety along Bayshore Boulevard with intersection improvements and traffic calming.

**GOAL 4: ENCOURAGE THE USE OF ALTERNATIVE MODES OF TRANSPORTATION BY FUTURE AREA RESIDENTS, WORKERS AND VISITORS AND SUPPORT THE DEVELOPMENT OF THE CALTRAIN STATION AS A MAJOR MULTI-MODAL TRANSIT FACILITY.**

**Objectives:**

Encourage development that promotes the use of public transit, car pooling, shuttles, bikes, walking and other alternatives to the privately- owned automobile.

Contribute to regional connectivity of the greater Visitacion Valley area particularly with the Baylands of Brisbane.

Coordinate with local and regional transportation and planning agencies to facilitate rights-of-way connectivity and access to public transportation.

Enhance the attractiveness, safety, and functionality of transit stop locations within the Project Area.

Encourage new buildings on adjacent parcels to include safe pedestrian connections to the Caltrain facility.

Minimize the number of curbs cuts in new developments and encourage common parking access where feasible.

**GOAL 5: CREATE WELL DESIGNED OPEN SPACES THAT ENHANCE THE EXISTING COMMUNITY AND NEW DEVELOPMENT.**

**Objectives:**

Create new parks, greenways, boulevards, and plazas that contribute to the existing open space network that serve the diverse needs of a mixed-use community.

Publicly accessible open spaces should incorporate design elements of the Visitacion Valley Greenway in order to express a cohesive, creative and unique neighborhood character.

Design new open spaces and streets to contribute to the sustainability of the infrastructure serving the Project Area, including treatment of stormwater, and the creation and maintenance of urban natural habitat.

Provide opportunities for ongoing community involvement in the parks through environmental education, interpretation and other active programming.

Include pedestrian walkways and destination points such as small plazas that create a sense of place.

Incorporate art by local artists in the design of public places.

Create financing mechanisms to ensure the long-term maintenance of parks and streetscapes.

**GOAL 6: DEVELOP NEW HOUSING TO HELP ADDRESS THE CITY'S AND THE REGION'S HOUSING SHORTFALL, AND SUPPORT REGIONAL TRANSIT USE.**

**Objectives:**

Avoid the displacement of any residents.

Assist with the preservation and rehabilitation of existing affordable housing.

Facilitate the construction of new housing for a range of income levels and household sizes.

Increase the local supply of well-designed affordable housing for low-income and moderate-income working individuals, families, and seniors.

Develop housing to capitalize on transit-oriented opportunities within the Project Area.

**GOAL 7: ESTABLISH THE PROJECT AREA AND SURROUNDING NEIGHBORHOODS AS A GATEWAY TO THE CITY OF SAN FRANCISCO.**

**Objectives:**

Use thoughtful design that complements and integrates the existing architectural character and natural context of Visitacion Valley.

Ensure that buildings reflect high quality architectural, environmentally sustainable building and urban design standards.

Incorporate local historical, ecological, cultural and artistic elements in the designs of buildings, streetscape and parks.

Improve the district's identity and appearance through streetscape design.

Increase the economic viability of small businesses in the project area by providing an attractive, pedestrian-friendly street environment.

Design housing and public spaces to be family and multi-generational oriented.

Facilitate the preservation, rehabilitation, and seismic retrofitting of historic buildings and landmarks.

Design streets, parks, and building facades to provide adequate lighting and visual connectivity to promote public safety.

#### GOAL 8: ENCOURAGE PRIVATE INVESTMENT BY ELIMINATING BLIGHTING INFLUENCES AND CORRECTING ENVIRONMENTAL DEFICIENCIES.

##### *Objectives:*

Assemble and re-subdivide vacant industrial parcels in order to create buildable parcels and provide block patterns that integrate with the architectural character of the existing community.

Incorporate a mix of uses into the new development within the Project Area, particularly the Schlage Site, including different types of housing, retail and community services.

New development should take advantage of the transit proximity and be designed as a compact walkable mixed-use community.

Provide economic opportunities for current Visitacion Valley residents and businesses to take part in the rebuilding and revitalization of the community.

Provide opportunities for participation of property owners in the redevelopment of their own properties.

Strengthen the economic base of the community through commercial functions in the Project Area, and attract citywide attention to the district through events, media campaigns, and district-wide advertising.

New development should relate to Leland Avenue and help revitalize the neighborhood's traditional main street with local business development.

New retail is a critical component of the project on the Schlage Site, and should also support and contribute to the existing retail corridors on Leland Avenue and Bayshore Boulevard.

## APPENDIX F. COMMUNITY REVIEW PROCESS

### Appendix F:- Schlage Lock Design Review Procedure

New proposals will undergo design review and approval by the Agency-Planning Department prior to issuance of building permits. ~~---~~A broad outline of the design review process is provided below, and further detailed in the Visitacion Valley/Schlage Lock Special Use District of the Planning Code.

#### Staff Participation

Design review will be conducted cooperatively by the ~~Agency and the~~ Planning Department. ~~At the discretion of the Agency, a qualified independent individual or review panel may be selected to make design evaluations and recommendations to the Agency and Planning Department.~~ The Planning Department ~~Agency~~ shall be responsible for the design review process and maintaining liaison with the developer's architectural design team, and formal required submissions shall be made to the Planning Department ~~Agency~~.

Designs for new development will be reviewed by ~~an inter-agency project review team~~ the appropriate city departments. This review will occur before critical decisions in the design process are made and will include review of the Development Sign Review Application, Major Phase plans, Schematic Design plans, Design Development plans, and final construction plans and specifications, as described below. It is expected that continuous contact will be maintained between the developer's architect and the City's design review staff during the draft design and working drawing process and that reasonable requests for progress plans or additional materials in addition to those required below will be met at any time. Final approvals or disapprovals shall be made by the Planning Director based on its compliance with this Special Use District and the Schlage Lock Design for Development and the findings and recommendations of the staff report.

### Citizen Participation

Advice and consultation regarding proposed developments will be sought by ~~the developer~~ Agency staff from the ~~Visitacion Valley Citizens Advisory Committee (CAC) established by mayoral appointment, or its successor~~ community, via a community meeting conducted according to the Planning Department's standards for pre-application meetings. A summary of the meeting and a list of any changes made to the project as a result of the neighborhood comments, shall be submitted to the Planning Department with the Design Review Application.

Additionally, upon filing a Design Review Application, Neighborhood Notification will be mailed to neighbors within 300 feet of the subject property, anyone who has requested a block book notation, and relevant Visitacion Valley neighborhood groups for a 30-day public review period.

~~All Major Phase and Schematic design approvals will be made by the Redevelopment Commission at a public hearing after review~~

**Comment [CF21]:** I think we may change this to after the design review application is approved since it makes little sense to send a notification right after the pre-app meeting and before staff has had a chance to review (which is when notifications are typically sent).

### Acceptance of Proposals

Required design submissions must adhere to the Citizen Participation requirements above. ~~will occur at four stages in the preparation of the new development proposal.~~ Additional informal reviews at the request of either the developer or the ~~Agency staff~~ Planning Department are encouraged. ~~A time schedule for the required submissions will be agreed upon at or before the time of execution of an Owner Participation Agreement and will be set forth therein or in a separate document.~~

~~The Agency will reject designs which fail to conform to the Redevelopment Plan, and the development controls of the Design for Development. The Agency will attempt to work closely with the developer and the developer's architect in resolving problems.~~ In evaluating the design of a building and its relationship to the site and adjoining areas, the ~~Agency~~ Planning Department will avoid imposing arbitrary conditions and requirements, however evaluating whether project adheres to many of the design guidelines will require some subjective analysis by ~~Agency~~ Planning Department and city staff. The Development Standards and Design Guidelines contained in this document are intended to inform individual project design and will be used to measure the design compatibility of a project with the overall design character of the Visitacion Valley community. Development Standards within this document shall be applied by the ~~Agency~~ Planning Department to project proposals in order to achieve the purposes of the ~~Redevelopment Plan for this Project Area~~ Special Use District.

### Submission Requirements

Formal submissions of plans shall occur in four stages as follows:

#### *1. Major Phase Applications*

Major Phase Plans shall demonstrate a conceptual level of detail regarding circulation, infrastructure, parks, community facilities, and building massing proposed, consistent with the Visitacion Valley Redevelopment Plan, Design for Development Documents, Open Space and Streetscape Master Plans and other related documents.



Major Phase Plans will illustrate building height, building bulk, block development, streetscape installation, public infrastructure and schematic park designs.

## *2. Schematic Design*

Schematic Design proposals shall provide an architectural plan for a particular building(s) sufficient to understand the character of the proposed development, the specific layout of the development program, and compliance with development controls and design guidelines. A schematic Design submittal shall include a program description; site plans showing general relationships of buildings, landscaped areas, parking areas, loading areas, roads and sidewalks; plans and sections showing heights and massing; building plans, elevations, sections, and perspectives sufficient to indicate the architectural design, structural system, and materials proposed.

## *3. Design Development*

Documents submitted at the design development stage are working architectural drawings of sufficient detail that all major design issues are resolved. The purpose of this submittal is to expand and develop the Schematic Design incorporating changes resulting from resolution of comments and concerns during the Schematic Design phase and to prepare drawings and other documents detailing the architectural, structural, mechanical and electrical systems.

## *4. Final Construction Plans and Specifications*

The purpose of this submittal is to expand and develop the Design Development documents, and prepare drawings and specifications in sufficient detail to set forth the requirements of construction of the project and to provide for permitting. The Final Construction Documents shall be consistent with the approved Design Development documents. The Final Construction Documents shall comply with the requirements of the City's Department of Building Inspection, including Site Plans and Construction Drawings and Specifications ready for bidding. In addition, the applicant shall submit a presentation of all exterior color schedules including samples, if appropriate, and design drawings for all exterior signs and graphics prior to completed construction. The Agency architectural staff and applicant shall continue to work to resolve any outstanding design issues, as necessary.

## **Issuance of Building Permits**

The final construction documents shall conform to the final plans and specifications accepted by the Agency and to all applicable codes and ordinances of the City and County of San Francisco and the State of California at the time a building permit is filed with the City.

To obtain the necessary building permits, final plans and specifications shall be submitted directly to the Central Permit Bureau of the City and County of San Francisco.

Upon completion of its review, the Central Permit Bureau will forward the submitted final plans and specifications to the Agency for a confirmation of their adherence to the Agency accepted final plans and specifications. Upon confirmation by the Agency, the final plans and specifications will be approved by the Agency and returned to the Central Permit Bureau for issuance of the Building Permit directly to the owner.

Once construction is started, the only items subject to an additional review would be requests for change orders in the construction. The developer is strictly required to construct the project in accordance with all approved final plans and specifications. Permission to make changes from such approved documents must be solicited by the developer, in writing, to the Agency, which will reply in writing giving an acceptance or rejection of the changes. No changes in the work are to be undertaken until such acceptance has been obtained.

**Disclaimer Clause**

The Agency's review and acceptance shall be of a general nature only for apparent compliance with the requirements of the Redevelopment Plan and the Design for Development. It shall not be a detailed check of codes, dimensions, materials, installation, design and construction processes. It shall not relieve the developer, contractor, vendor, etc., from complying with all aspects of the applicable federal, state, and local codes and utility company requirements. The Agency shall not be held responsible or liable for any errors or omissions or failure or performance of the work constructed or incorporated in the construction by reason of this review.

**Acknowledgements**

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