



# SAN FRANCISCO PLANNING DEPARTMENT

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## Visitacion Valley / Schlage Lock Community Meeting Summary September 20, 2014

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The first community meeting, as required by the Development Agreement, to inform and consult with the public on the prioritization of community improvements projects to be funded by the Visitacion Valley Community Facilities and Infrastructure Fee and the Transportation Fee Obligation took place on Saturday, **September 20, 2014** at the Visitacion Valley Public Library. Approximately 40 participants attended. Supervisor Malia Cohen and her staff were present.

Community participants heard: 1) a summary of the approvals for Schlage Lock; and 2) an overview of the impact fee collection and allocation process, and some initial ideas for where to spend them. They also heard a progress report from the project sponsor – Universal Paragon Corporation.

Ideas for impact fee spending and questions participants raised are summarized below:

### ***Top priorities (not ranked in order of importance)***

1. Pedestrian and congestion improvements at various intersections, particularly at the intersection of Bayshore, Arleta and San Bruno as well as other Bayshore Blvd. crossings.
2. Local transportation improvements
3. Historic Office Building
4. All playgrounds need improvements
5. Visitacion Valley Greenway pedestrian improvements

### **General**

- Participants want to have a better understanding of how the impact fee categories were determined, and clearer information about how much impact fee money in total is available for different projects.

### **Transportation & Streetscape Improvements**

- Participants would like to see transportation improvements to benefit the local community (such as bus stop improvements and bulb outs) but also improvements in capacity and frequency for lines such as the 8X, 9/9L and 56. There were concerns that that 9 bus often has no room for additional passengers, that there are too many buses and passengers loading and transferring at Arleta/Bayshore, and that more service is needed north of Leland, at Arleta for example.
- Although BRT was not a major focus, there were a few comments about concerns about running articulated buses on Blanken, regarding the possible parking loss and discomfort with bus presence on narrow streets.

- There is desire for better lighting, wider sidewalks, etc. on Blanken over 101 (or other 101 crossing options) as well as a better way to cross Blanken at Bayshore (old Blanken tunnel use to provide access but was shut down do to other safety considerations).
- Pedestrian safety and access, and traffic congestion improvements are a key concern such as at:
  - Improved pedestrian safety and reduced traffic congestion is needed on Bayshore Blvd, particularly at the Bayshore (near the 7-11 store), Arleta and San Bruno intersection where pedestrian safety and congestion related to the 101 bottleneck on Arleta during morning rush hours are problematic [*Note: Arleta/Bayshore has some funding from WalkFirst to make improvements, which will be defined at later SFMTA public meetings*].
  - Harney Way crossing from Executive Park to the Candlestick Point State Recreation Area.
  - Crossing and bulbouts between segments of the Vis Valley Greenway (like at Leland and Teddy).
  - Stair access at Elliot between Raymond and Arleta (to access the middle school).
  - Leland Avenue improvements.
- There were a few concerns about impact fees going toward transportation improvements which some participants believe are already funded or could be from other sources. Staff explained that in some cases, even if funding is available from Prop K, etc., it will be insufficient to cover the whole improvement.

### **Open Space & Recreation Improvements**

- There was a sense that all the playgrounds in Visitacion Valley need improvements, including:
  - Herz playground is getting some funding but may be insufficient to address the clubhouse.
  - Turf at Vis Valley Playground is needed.

### **Community facilities / Historic Office Building**

- The Historic Building is a priority for the community; need more information on whether and how much can be spent on the Historic Building and on the process for the community to be involved with what happens with that building.
- 66 Raymond will need capital improvements after the City is able to acquire it.

### **Other**

- Can some of the Green Connections improvements be temporary and therefore done more quickly at first?