



Visitacion Valley/ Schlage Lock

DESIGN FOR DEVELOPMENT

JUNE 2014



**SAN FRANCISCO
PLANNING
DEPARTMENT**

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The Visitacion Valley/Schlage Lock Design for Development (D4D) document provides a design framework for transforming the Schlage Lock site into a walkable neighborhood and for creating strong connections to the existing Visitacion Valley community. This document includes design controls for development on the Schlage Lock Site, as well as design guidelines for the Schlage Lock site and nearby segments of Leland Avenue and Bayshore Boulevard.

The D4D document works in concert with several related implementation documents and requirements, including the following:

Development Agreement between the City of San Francisco and Visitacion Valley Development, LLC, establishes the terms and responsibilities for the development of the Schlage Lock Site and provision of community benefits.

Open Space and Streetscape Master Plan establishes schematic designs for new parks, open space and streets on the Schlage Lock site. It includes material palettes, as well as planting, lighting, stormwater, public art and furnishing plans.

Infrastructure Master Plan defines the infrastructure improvements required to construct the Schlage Lock Site, including environmental remediation, grading, water and sewer systems, stormwater management, and street improvements.

Transportation Demand Management Plan provides a combination of land use, infrastructure improvements, and supporting programs to increase the likelihood of shifting transportation modes away from driving alone. It includes measures which mitigate environmental impacts and additional measures pursuant to the Development Agreement.

Special Use District in the Planning Code includes additional building standards and development procedures to those included in the D4D.

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VISION, GOALS & FRAMEWORK

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 Sophie Maxwell sponsored 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 Transportation Commission's Transportation for Livable Cities grant to hold a second series of workshops to establish a vision for the 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 that protects community health, creates housing opportunities, and provides 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 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 related to streetscape improvements on Leland Avenue raised awareness of the natural and built environment of Visitacion Valley and its watershed. What began as a project with the fundamental goal of protecting people's health evolved into the broader objective of revitalizing one of the City's historically overlooked neighborhoods into a model of sustainable design and redevelopment.

Based on input from members of the public and the Visitacion Valley Citizens' Advisory Committee (CAC) made up of volunteers representing homeowners, residents, businesses and local organizations, the City effort culminated in the 2009 Visitacion Valley Redevelopment Plan. An earlier draft of this Design for Development (D4D) document was a companion to the Redevelopment Plan.

When California eliminated its Redevelopment Agencies in February 2012, the City of San Francisco initiated new efforts to achieve the Redevelopment Plan's goals in the face of reduced public funding. The Planning Department, Office of Community Investment and Infrastructure (the Successor Agency to the Redevelopment Agency), and Office of Economic and Workforce Development partnered with the owner/project sponsor Universal Paragon Corporation (UPC) and the community to transform the Schlage Lock site. The partnership evaluated the Project's feasibil-

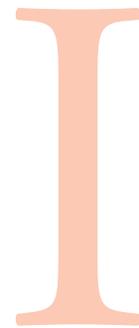


FIGURE 1-1
Visitacion Valley/Schlage Lock Special Use District (SUD) Area



ity and additional tools to improve the site without the Redevelopment Agency's funding mechanisms.

After two years, four community workshops, and several meetings and resolutions of the Visitacion Valley/Schlage Lock Advisory Body (made up of members of the former CAC), the renewed effort culminated in a Development Agreement (DA) with the project sponsor, a new Special Use District in the Planning Code, an Open Space and Streetscape Master Plan (OSSMP), and this Design for Development document to guide building design and urban form.

Project Area

The Visitacion Valley/Schlage Lock Special Use District (herein referred to as the "Special Use District") includes the vacant, former Schlage Lock industrial site, adjacent vacant parcels owned by Union Pacific Railroad (UPRR) and the Peninsula Corridor Joint Powers Board (JPB), and existing properties fronting on Bayshore Boulevard and the Visitacion Valley neighborhood's commercial corridor of Leland Avenue.

The Special Use District (SUD) area shown in Figure 1-1, includes two Development Districts designated as Zone 1 and Zone 2. Zone 1 (the "Site") has been environmentally mitigated and will be significantly redeveloped. It includes the Schlage Lock and former Southern Pacific Railroad properties. Zone 2 contains the properties along Bayshore Boulevard west of the Schlage site and properties along Leland Avenue from the Schlage Lock Site in the east to the Visitacion Valley Library and Rutland Street in the west.

How to use the Design for Development document

This Design for Development (D4D) document, together with the SUD, Section 249.45 of the Planning Code, guides, controls and regulates growth and development in the SUD area. The D4D builds on the Schlage Lock Strategic Concept Plan published in 2002, the former Redevelopment Plan, and input from the CAC and members of the community.

Other documents also set the terms for developing the Schlage Lock site. These include the Development Agreement (DA), the Open Space and Streetscape Master Plan (OSSMP), the Infrastructure Master Plan, and the Transportation Demand Management (TDM) Plan. Outlined at the beginning of this D4D, they work in concert to define, guide and regulate City and developer responsibilities, improvements and buildings on the site.

This 2014 document will replace the Design for Development document adopted in 2009.

Part I of the Design for Development provides background information on the SUD area and relevant changes in and near Visitacion Valley. It describes the planning process to date, outlines community goals for the area, and provides the urban design framework for redeveloping the Schlage Site.

Part II of the Design for Development contains *Development Controls* to direct future development in Zone 1 and *Design Guidelines* to guide development in the entire SUD (Zones 1 and 2). The Development Controls and Design Guidelines, in tandem with the SUD and underlying San Francisco Planning Code requirements, regulate development within the Project Area. Both the Development Controls and Design Guidelines in the D4D supersede the Planning Code unless otherwise noted in this document or stated in the SUD.

Within Zone 1, the former 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. Where the D4D 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 component of the D4D. The Design Guidelines are the main criteria behind design review and approval of individual projects in Zone 2, therefore projects should be consistent with the Design Guidelines. 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 and massing) 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. The procedure is established in the SUD in the Planning Code, and a broad outline of the design review process is provided in Appendix F. Public infrastructure such as streets and park design will also be subject to review by appropriate City Departments as spelled out by the SUD and the DA.

Implementation of the Design for Development for the Schlage Lock site and the terms of the Development Agreement will be shared between the project sponsor and the City. The DA requires compliance with the land use plan, design controls and guidelines, as well as the provision of opportunities for community participation and a suite of community benefits.

Design for Development Amendment

If it becomes necessary and appropriate to amend the D4D document, amendments shall be approved by the San Francisco Planning Commission after a public hearing to receive public comment on the proposed amendment. The Planning Department will pursue amendments to the D4D as needed to adapt to future changes in the Planning Code. Amendments to the Design for Development must be consistent with the San Francisco General Plan and are subject to California Environmental Quality Act (CEQA). Substantive changes may require accompanying amendments to the San Francisco General Plan and Planning Code, both of which require approval of ordinances by the Planning Commission, Board of Supervisors and Mayor.

Public Process

The original Visitacion Valley Schlage Lock Design for Development that accompanied the Redevelopment Plan 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.

- 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 2014 revisions to the Design For Development resulted from a series of focused public workshops between October 2012 and March 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 and helping to facilitate the transition in accordance with the original Redevelopment Area vision¹. Planning Department staff led the public process with staff from the Office of Economic Development, and other City Departments also participated in the public meetings. A list of the public workshop topics is provided below.

- Community Meeting 1: Post-Redevelopment Update, Community Priorities, Phase 1 Goals – October 12, 2012
- Community Meeting 2: Potential Funding Strategies & Site Plan Changes – January 12, 2013
- Community Meeting 3: Final Site Plan Revisions & Leland Greenway Programming – May 18, 2013
- Community Meeting 4: Development Agreement Overview - March 22, 2014

Descriptions of both workshops series are contained in Appendix B.

Public engagement will continue throughout the course of the project. Specific phases of development and public improvements are subject to additional community review, including a pre-application meeting, post-application meetings, and an official notification as specified by the SUD and described in Appendix F.

¹ The dissolution of the Redevelopment Agency entailed the dissolution of the CAC, which was created by the Agency.



GOALS FOR THE SCHLAGE LOCK SITE

Early in the 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 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 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 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 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 included as full text in Appendix C, 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, 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 Context

The Special Use District contains the former Schlage Lock Company industrial site; two adjacent parcels owned by the Union Pacific Railroad (UPRR) and the Peninsula Corridor Joint Powers Board (JPB); 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.

Visitation Valley is located in the southeast quadrant of San Francisco. Visitation 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. It 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 Visitation 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 Site, a 20 acre-brownfield, is located between Visitation 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 Site and its context.



Active street life on Leland Avenue



An intersection along Leland Avenue



FIGURE 1-2
SUD Area and Surrounding Neighborhoods



The Schlage Lock Factory on opening day June 25, 1926



View towards Schlage Lock Site along
Bayshore Avenue

History of Visitacion Valley

The northern portion of the San Francisco Peninsula was home to the Yelamu 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 Project site was long 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 Rail-

road 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. Its 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 stormwater and wastewater in a single sewage system and conveys it to the Southeast Water Pollution Control Plant, at 750 Phelps Street in the Bayview Hunters Point neighborhood. Almost all of the combined stormwater and wastewater is discharged to the Bay only after treatment and disinfection. But high volumes of stormwater generated by large storms can exceed the treatment and storage capacity of the CSS. During these events, stormwater combined with small volumes of untreated wastewater are released to the Bay as combined sewer discharges. 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.



An office structure on the Schlage Lock site, 1926



Schlage Lock Company Headquarters



The new Muni T-line



Caltrain leaving Bayshore Station

Transit

Visitation Valley is located adjacent to an important transit node in the southern portion of the city. The T-Third Muni Metro-line, has two stops along Bayshore Boulevard, and the Caltrain Bayshore stop, located east of Sunnydale Avenue at Tunnel Avenue, all of which serve the neighborhood. Potential future improvements to the T-Third Muni Metro line include extending its terminus, currently situated near Sunnydale Avenue, to connect as a direct inter-modal link with Caltrain's Bayshore Station, although specific project plans have not yet been approved. In addition, several cross-town and express Muni bus routes serve the area, with stops along Bayshore Boulevard. Because of all of these transit connections, the Project 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 Muni Metro T-Third Street light rail line along Bayshore Boulevard was a major improvement to the future of the neighborhood that will support new development in the area. SFMTA's Transit Effectiveness Project proposes future improvements to the area's Muni network, which simplify routes in the Bayview, Hunters Point and Visitation Valley to provide shorter trips and more frequent service between Downtown/Chinatown and Visitation Valley on the 8X-Bayshore Express.

FIGURE 1-3
Existing Circulation Conditions



Circulation and Access

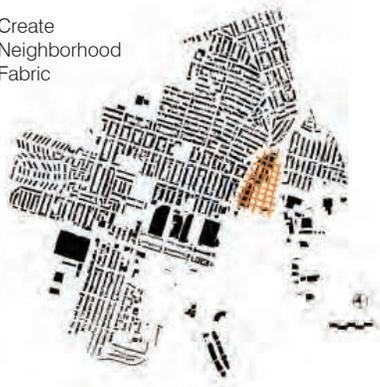
Visitacion Valley can be accessed from Highway 101 via Bayshore Boulevard for regional north and south travel and Geneva Avenue, a major arterial, for cross town travel toward western San Francisco. Bayshore Boulevard links the neighborhood to other points in San Francisco and south to Brisbane and supports 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. Currently, Visitacion Valley residents access the Caltrain station by car via Blanken Avenue to the north. Others have created their own access point at the southern edge of the site by walking along the constructed portion of Sunnydale Avenue and then continuing along unimproved, privately-owned property.

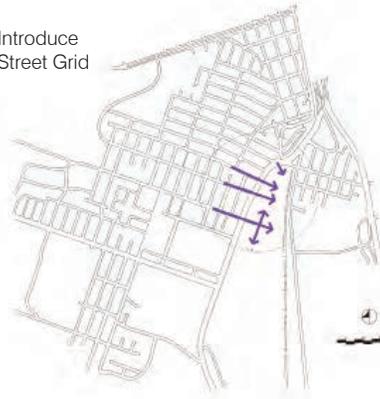


Leland Avenue Streetscape Improvements, West of Bayshore Blvd (complete)

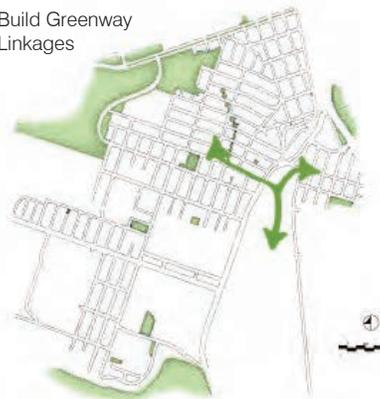
Create
Neighborhood
Fabric



Introduce
Street Grid



Build Greenway
Linkages



Pedestrian access to the site is constrained as well. Bayshore Boulevard's lack of crossings, extreme width, and high traffic, particularly during rush hour, make east-west crossings difficult and unsafe. They also increase the gulf between the existing Visitacion Valley neighborhood and the 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 redesign of Leland Avenue 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 include corner bulb-outs and other traffic calming strategies, paving and crosswalk improvements, new street trees and landscaping, street furniture and pedestrian-scale lighting.

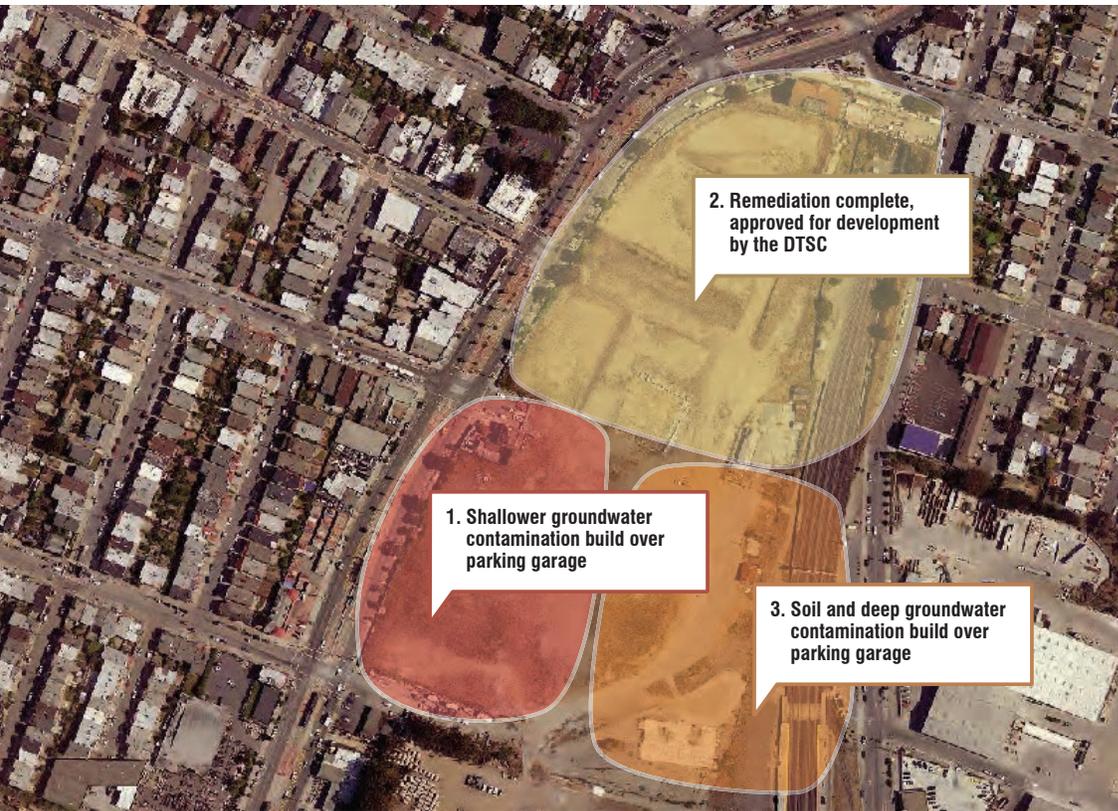
Planning for additional traffic improvements is also underway in the area. The Bi-County Transportation Study, led by the San Francisco County Transportation Authority in partnership with the Cities of Brisbane and Daly City and the County of San Mateo, evaluated potential transportation improvements 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 page 18) are expected to create impacts on the regional transportation network.

Hazardous Materials and Site Contamination

The Schlage Lock site is considered a brownfield site. The soil and groundwater on the site was contaminated with materials used by the manufacturing and rail yard uses formerly on the property. Contaminated soils and groundwater remain in the south portion of the site. 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. The site is also currently subject to long term groundwater monitoring by DTSC.

A Remedial Action Plan, including a funding program for hazardous material remediation, was approved by DTSC in 2009. Since then, the entire site has undergone active groundwater and soil vapor remediation. Contaminated soil will be relocated on-site and capped prior to site development. Active groundwater remediation has been completed. The part of the site north of the Visitacion Avenue alignment was remediated and approved for development by the DTSC. The area with the more contaminated soils and groundwater, located in the south portion of the site, is

FIGURE 1-4
Remediation on the
Schlage Lock Site



being reviewed by DTSC. In addition, clean fill will be used as cap to separate contaminated soils from human contact. Completion of active remediation and approval from DTSC will be required before development of the southern portion of the site can proceed.

Land Use Controls

Part of the impetus for the D4D document is to update the zoning and provide appropriate controls for the site. Accompanying the SUD and this document is a change of zoning from M-1 (Light Industrial) and M-2 (Heavy Industrial) to Mixed-Use General (MUG). The MUG District (Planning Code sec. 840) is designed to maintain and facilitate the growth of neighborhood-serving retail, personal service activities, small-scale light industrial and arts activities while protecting and encouraging the development of housing. Housing is encouraged over ground floor commercial and production, distribution, and repair uses. Hotels, nighttime entertainment, movie theaters, adult entertainment and heavy industrial uses are not permitted. Office is restricted to the upper floors of multiple story buildings.

In addition to the MUG district zoning, the SUD contains extra controls which allow a closer approximation of the Redevelopment Plan. The additional controls include changes which enable a mid-size grocery store, provide more affordable housing, prohibit surface parking lots, and other changes that support the urban design

framework and sustainability goals.

Zone 2 of the SUD area is zoned Neighborhood Commercial (NC). The property that lies north of the Schlage site, a triangle-shaped block bounded by Blanken Avenue, Bayshore Boulevard 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 to a wider market. The NC-2 District extends about four blocks along Leland Avenue, from Bayshore Boulevard to Cora Street. The district controls provide for mixed-use buildings, with commercial development permitted in the first and second stories. Neighborhood-serving businesses are encouraged. Limits on late-night activity, drive-up facilities, and other automobile uses protect the livability of 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

FIGURE 1-5
Land Use Context

- Office
- Industrial and Production/Distribution/Rep
- Retail/Entertainment/Visitor
- Mixed Use
- Residential Mixed Use
- Residential
- Open Space
- Cultural/Institutional/Educational
- Vacant/Right of Way





Brisbane Baylands

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 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 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 was 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 Plants 1 and 2, has been documented for future commemoration, as noted in subsequent sections. In addition, salvaged materials and objects will be incorporated into new construction, streetscape and park designs, and off-site locations.



View towards Schlage Lock Site and San Bruno Mountain, along Bayshore Avenue

Other Planning Efforts

The Schlage Lock development will also be influenced by a number of significant 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 specific design improvements were completed in 2010 and 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 Leland Streetscape Plan.
- Leland/Bayshore Commercial District Revitalization Plan and Invest in Neighborhoods Program:** This is an 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:** This Sub-area Plan of the General Plan creates a new vision for the unrealized office park east of U. S. 101, transforming it into a residential neighborhood that will add approximately 2,800 residential units to the area.

FIGURE 1-6
Projects Underway
in the Plan Vicinity

- NEW PROJECT SITE
- OPEN SPACE
- NEW OR POTENTIALLY-REHABILITATED COMMUNITY FACILITIES



- **Candlestick Point/Hunters Point Shipyard:** Development approved for Candlestick Point includes 7,850 dwelling units, over 100 acres of new parks, and 1.14 million square feet of commercial space - mostly oriented around a “green” science and technology campus. Development approved for Hunters Point Shipyard includes 2,650 dwelling units, over 2.5 million square feet of research and development space, as well as neighborhood retail, artist housing and work space.
- **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 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.
- **San Francisco HOPE SF Program:** This proposal to redevelop the Sunnydale-Velasco Public Housing Developments is a part of the City’s program to revitalize distressed public housing developments. The program proposes to rebuild every housing unit, provide homes for current residents, and add new housing at different income levels. HOPE SF plans to redesign these communities with new buildings, streets, parks, and landscaping. Constructed in 1941 and 1963, respectively, the Sunnydale-Velasco Public Housing Developments together comprise the largest public housing community in San Francisco. The current housing at the project site consists of 785 dwelling units in 94 buildings. Under the HOPE SF proposal, 785 replacement units would remain affordable housing. An additional 915 units would comprise 24 percent affordable housing and 76 percent market-rate housing.



- **Recology Site Master Plan:** Recology owns and operates a waste transfer and recycling facility east and of the Schlage Lock site, across the Caltrain right-of-way. The 45-acre site straddles the San Mateo-San Francisco County line, and forms the northeast corner of the Baylands, although it is not included in the project sponsor-sponsored Baylands proposal. The proposal would replace outdated buildings and utilities with a green, LEED-certified resource recovery and maintenance facilities, administrative offices and supporting operations buildings. Recycling and waste transfer facilities would be located further South and Southeast of their current location.
- **San Francisco-San Mateo Bi-County Study:** The Bi-County Transportation Study is a multi-agency effort that identifies priority projects and funding for the southeastern corner of San Francisco County and northeastern corner of San Mateo County. The growth in this area will transform what are now mainly industrial or under-utilized lands into mixed-use developments that could exceed 15,000 additional housing units and 14 million square feet of new employment uses, including the Schlage and some of the aforementioned projects. Recommendations include re-configurations of the US 101 interchange and Bayshore Caltrain, as well as a BRT line, T-Third light rail extension and bicycle-pedestrian connections.
- **Visitacion Valley Green Nodes – Green Infrastructure Project:** The SFPUC is in process of developing eight major green infrastructure projects in San Francisco, one in each of the city’s watersheds, as part of Phase I of the City’s Sewer System Improvement Program. These projects will demonstrate on-site stormwater management technologies and provide additional community benefits. Feasibility analyses on streets in the larger Sunnydale watershed are underway, with a number of promising corridors from a stormwater management perspective - including the possibility of a green street project on the lower part of Sunnydale Boulevard or the upper part of Leland Avenue.
- **8X Transit Effectiveness Project Improvements:** SFMTA’s Transit Effectiveness Project (TEP), which aims to improve transit reliability, travel times, and customer experience, has identified Muni’s 8X Bayshore Express bus line as part of its proposed Rapid Network. The 8X Bayshore Express route carries more than 23,000 daily customers on an average weekday.

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 Lock 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 improve the linkages from the site to Little Hollywood.

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 future improvements and individual buildings provided through Site development will depend on project feasibility, design review and project approval.

Land Use

The revitalization and regeneration of the Visitacion Valley neighborhood requires an active mix made up of commercial uses to support the 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 1679 dwelling units of various sizes and affordability levels throughout the site (see concept plan in Figure 1-6.)

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 increase the permitted height on parcels fronting the west side of Bayshore Boulevard from 40 feet to 55 feet. This will allow for more flexibility in the ground floor retail spaces without diminishing the amount of housing above.

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

1. **Residential Use:** Residential units will be located above ground floor commercial development along most of the extension of Leland Avenue, and portions of Sunnydale Avenue in Zone 1, as well as above ground floor commercial along Bayshore and Leland Avenue in Zone 2. Within Zone 1, residential



Residential and active uses will line Leland Park



Retail uses will continue along Leland Avenue



Open spaces will be connected throughout the new development



A rendering of a mid-rise podium building on the Schlage Lock site.

units will also be constructed on the Schlage Lock site along Raymond Avenue, Visitacion Avenue, Sunnydale Avenue, and on the remaining properties fronting the UPRR property, Leland Greenway and the Schlage Greenway.

2. **Retail: Neighborhood Commercial Businesses and Personal Services:** The plan calls for a mid-sized (15,000 – 30,000 sq. ft.) grocery store to be developed on the Schlage Lock site, as part of a mixed-use development on the southeast side of the Leland and Bayshore intersection, as shown in Block 1 on Figure 1-6. 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. Within Zone 1, also along Leland Avenue, 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, 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.
3. **Institutional:** The Old Office Building will be renovated and re-adapted to office, institutional, and/or community uses that benefit the neighborhood.
4. **Public Open Spaces – Parks, Streets and Pathways:** New open spaces, including two to three parks will be created on the Schlage Lock site and possibly on an adjacent parcel. The new parks 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.
5. **Parking and other Accessory Uses:** Development at the site will support the City’s Transit First Policy. Surface parking lots are prohibited. Accessory off-street parking, particularly visitor parking, will be allowed but limited to encourage transit use and walking. Such accessory off-street parking shall be located below grade or screened in buildings so that it is not visible from the street. As described in the Development Agreement, the City shall establish a parking management program which controls street parking throughout the site and to discourages parking by off-site users for long periods of time.

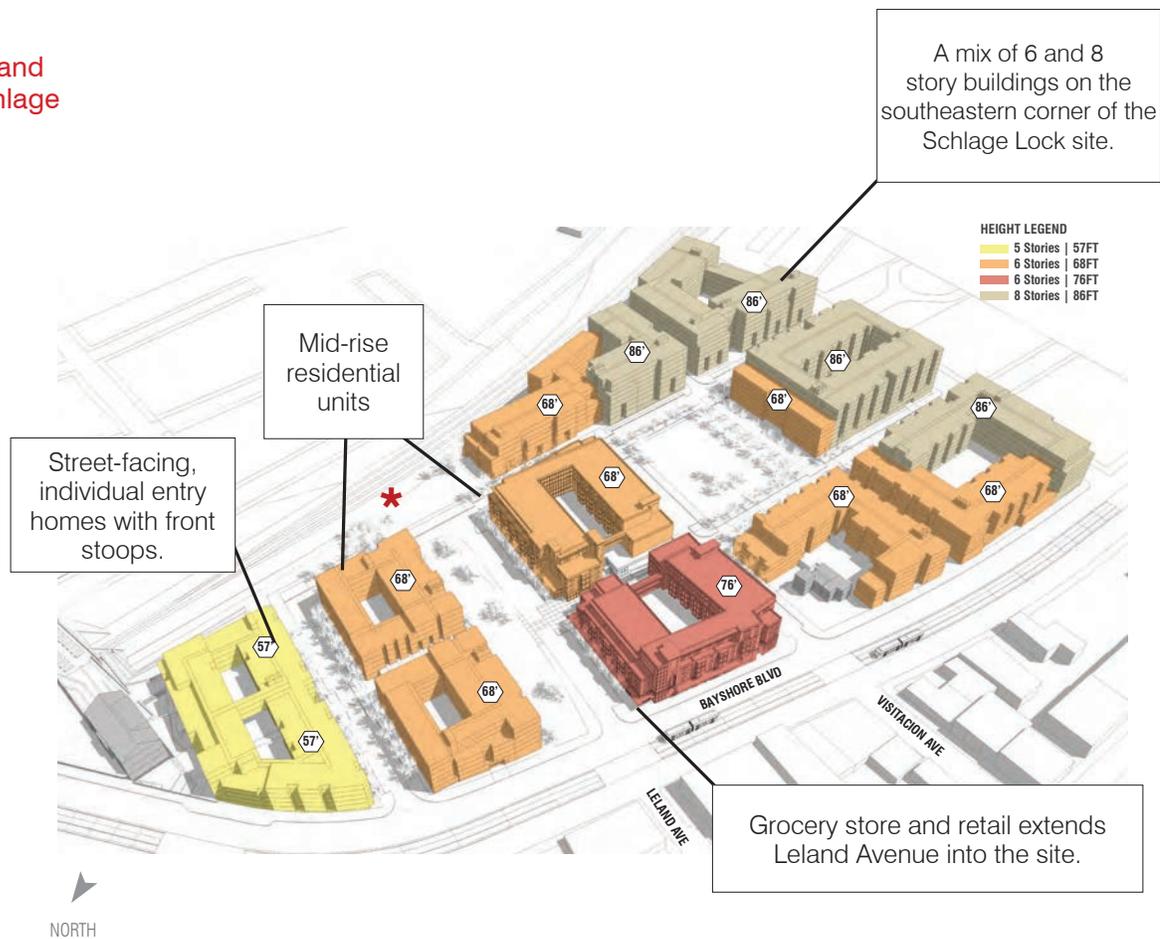
FIGURE 1-7
Urban Design Concept Plan



- | | | |
|---|--|---|
|  Mixed-Use (Ground Floor Retail) |  Old Office Building |  General Circulation |
|  Potential Ground Floor Retail |  Public Open Space |  Publicly Accessible, Privately-Owned Pedestrian Ways |
|  Residential |  UPRR and JPB Parcels | |

* Building footprint is conceptual and symbolizes development potential on UPRR parcel. Final use and/or building form on parcel numbers 5087/004 and 5087/005 require further planning with property owners. The Blanken Park alternative pictured in many maps in this document does not preclude other uses allowed as-of-right or with conditional use by underlying zoning.

FIGURE 1-8
Development and
Heights of Schlage
Lock Site



* The Blanken Park alternative and conceptual designs on the Union Pacific Railroad and the Peninsula Corridor Joint Powers Board properties (parcel numbers 5087/004 and 5087/005) do not preclude other uses allowed as-of-right or with a conditional use by the underlying M-1 zoning. This applies to all maps in this document. Final use and/or building form requires further planning with property owners.

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 low- and mid-rise multifamily podium construction, with grand multi-unit entrances marking major thoroughfares, and ground-floor walk-up, townhome-style units 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. All buildings will contribute to an active public realm with engaging architecture, doors and windows on all street facades. A variety of design features will shape the urban form of buildings on the site, including building setbacks and setbacks; 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 setback 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 up to a maximum of eight stories. These building forms will enable construction of up to 1679 units,



The Sawtooth Building on the site.

with greater intensities in the southern portion of the site and lower intensities in the northern portion of the site adjacent to the Little Hollywood and Visitation Valley residential areas. The location of different building heights is described further below.

- 5 story buildings are recommended in the area north of Raymond Avenue. Building facades will be articulated and offer visual variety to create a pleasant edge for pedestrian circulation.
- 6 story mixed-use buildings, some with ground floor retail, will line the extension of Leland Avenue.
- 6-8 story buildings are proposed along Bayshore south of Leland Avenue, with particular emphasis at the corner 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.
- 6-8 story mid-rise buildings are proposed in the southeastern residential portion of the site. Buildings will be oriented to take advantage of views to Visitation Park.

Historic Commemoration

The Old Office Building, located at the northern tip of the site on Bayshore and Blanken, has been identified by the Historic Resource Evaluation as a contributing historic resource. It will be rehabilitated and at least 25% of it will be dedicated to community use.

Several other buildings, including Plant 1 (the Sawtooth Building), were identified by the community and the Historic Resource Evaluation as important resources that contribute to the district. But DTSC 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 would be necessary. In order to find all the sources of contamination and remove them prior to development or inhabitation, DTSC stated that the investigation 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.



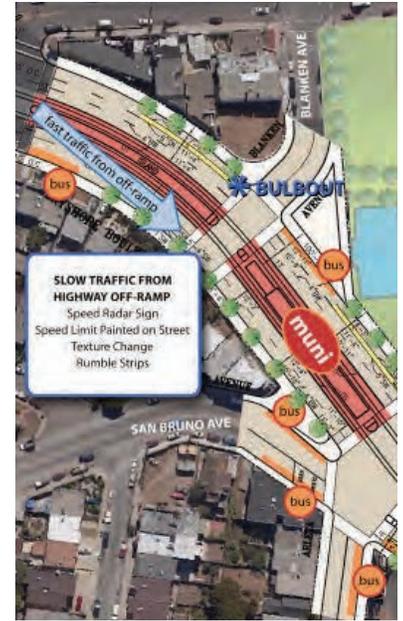
Pedestrian improvements along Bayshore Boulevard, and throughout the site.

The Historic Resource Evaluation identified several mitigation measures, which were built upon and augmented by the Visitacion Valley CAC Historic Resources Sub-Committee as well as through input by the Historic Preservation Commission (formerly the Landmarks Preservation Advisory Board). Mitigation measures have been completed, including the commemoration of the former factory and railroad buildings on the Site in architectural drawings, photographs, written history, and recorded interviews with employees and neighbors. The records are compiled in the Schlage Lock Factory & Southern Pacific Railroad Buildings Historic American Building Survey (HABS) Documentation prepared in 2009. Significant historic features, such as building components or machinery, were also reclaimed. The salvaged materials and objects will be incorporated into new construction, streetscape and park designs where possible. The salvaged historic features can also be used off-site at locations such as the Roundhouse in Brisbane or the Caltrain/future multi-modal station.

Commemoration of the Site will occur in a number of ways: through a physical history collection, using items from former workers (such as salvaged signage); via an educational component, including the use of oral history created from interviews with employees and neighbors and creation of a history web site; and, using historic features in exhibits or public displays through new items commissioned by artists as commemorative work.

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 modes for neighborhood residents and visitors. The Design for Development establishes a new street grid on the Schlage Lock site, connecting the site to the existing Visitacion Valley neighborhood to the West and the future Brisbane Baylands Development to the South. The project will extend Leland Avenue, as the primary entrance and retail spine of the development, across Bayshore Boulevard. Raymond, 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 encourage walking, cycling and use of public transit for neighborhood residents and visitors, while meeting the needs for vehicular access to retail and housing. 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-scale lighting and street furniture similar to Leland Avenue west of Bayshore.



Strategies to slow traffic from the US 101 off-ramp, include rumble strips, speed limit signs, and radar information signs.

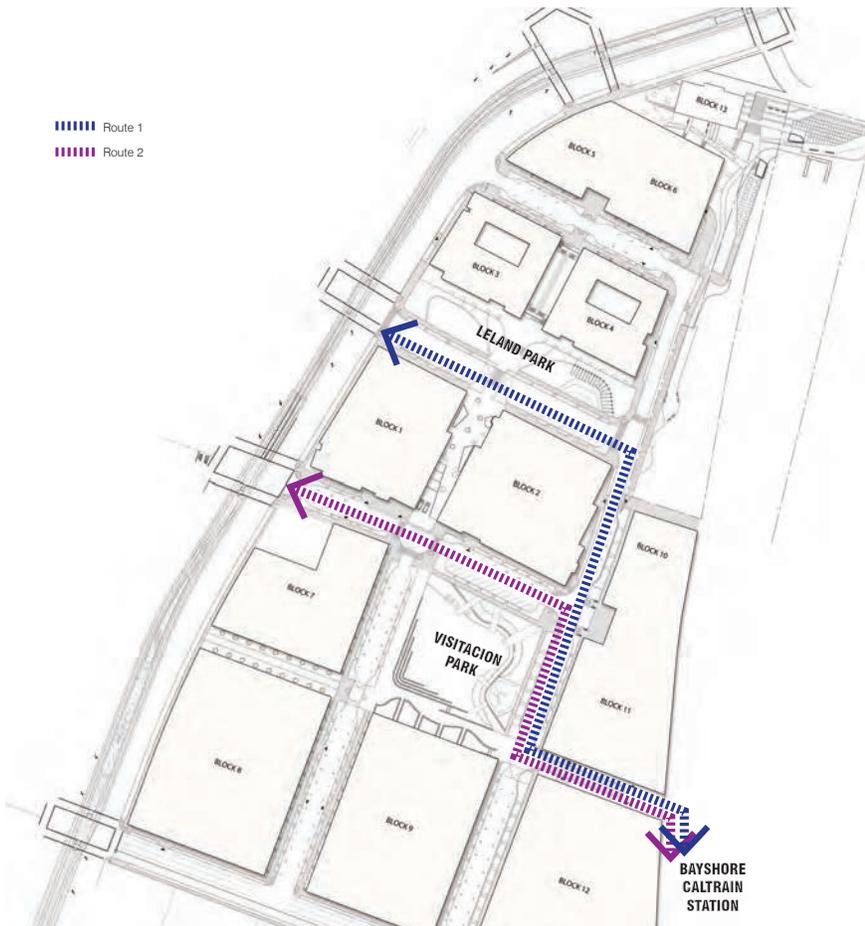


FIGURE 1-9
Pedestrian Connections

Short-term and a long term pedestrian connections will link the T-Third Muni line to the Caltrain station.

Careful consideration will be given to the design of streets where they terminate at the Caltrain railroad right-of-way on the Eastern edge of the Schlage Site. They will provide open space and overlooks to Little Hollywood and beyond. 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 underground parking or to provide necessary turnarounds, 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 project sponsor will be required to implement and/or contribute to identified local and regional transportation improvements necessary to mitigate project impacts and adequately serve the area. Specific mitigations required in the EIR include:

- Modifications to intersections along Bayshore Boulevard in order to improve vehicular access and pedestrian safety in the neighborhood without negatively impacting the Muni T-Third Street light rail line operations.
- Transportation Demand Management plan to reduce the amount of auto use and auto ownership rates, and thereby reduce traffic impacts.

The Development Agreement and the Visitacion Valley/Schlage Lock Open Space and Streetscape Master Plan include additional streetscape requirements within and adjacent to the site. They include:

- Traffic calming strategies, such as sidewalk bulb extensions at the major east-west crossings along Bayshore Boulevard, to slow traffic from the US 101 off-ramp and improve safety of pedestrians when crossing Bayshore Boulevard.
- In the Project's first phase, a complete pedestrian connection between Bayshore Boulevard and the Caltrain Bayshore station.

Transportation improvements will be completed before occupancy of certain development phases to stay on pace with demand created by new development.

In addition, 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 in the implementation of the Bi-County Transportation Study or an equivalent successor plan. The Study addresses project priorities, schedules, and funding strategies to accommodate anticipated cumulative developments in the southeast San Francisco/Brisbane/Daly City area. These inter-jurisdictional improvement priorities include the Geneva-Harney BRT, the Geneva Avenue extension, the planned Geneva-Candlestick U. S. 101 interchange reconfiguration, and additional improvements to the Bayshore Intermodal Station and station area.

FIGURE 1-10
Open Space Plan (with Blanken Park alternative)



Public Open Space

The OSSMP 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 two neighborhood parks: a linear park along the Leland Avenue extension (“Leland Greenway”); and a neighborhood park at the southern portion of the site, (“Visitacion Park”). The Open Space and Streetscape Master Plan also includes design for a possible third community open space on the adjacent parcels owned by the JPB and UPRR at the northernmost point of the Site (for the purposes of this document, referred to as “Blanken Park alternative”, approximately 1/2 acre). The open space network will include pedestrian-friendly landscaped streets and new pedestrian pathways, greenways and mews to connect the new open spaces through the site to the surrounding neighborhood.

A rendering of the Blanken Park alternative design, showing how the park could be used for Community Gardens.



A rendering of Leland Greenway.



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.

Community members gave significant feedback about park design and facilities for each park site at community workshops, CAC meetings and Advisory Body meetings. That feedback was used as a starting point for park design, and was built upon during a required public design and community involvement process to draft the Open Space and Streetscape Master Plan for the site. Specific park designs and proposed park improvements will follow this plan, in conjunction with the design review process specified in the Visitacion Valley-Schlage Lock Special Use District and the Development Agreement with the City.

- **Leland Greenway:** Leland Greenway, 0.73 acres in size, is located to the north of the extension of Leland Avenue. It will include a paved seating area, with a focal public art element, and street furnishings that may be enjoyed by shoppers from the nearby retail anchor, shops or cafe. The central portion of the park includes steps and ramps that slope down from Blocks 3 and 4 toward Leland Avenue and can serve as an urban plaza connected to the retail activity of Leland Avenue or a venue for public gathering and events. The park will also feature a row of trees, topography and art elements designed to protect users from westerly winds. The eastern end of the Leland Greenway will include a play area for children and an adjacent seating area sheltered by a trellis. The trellis is proposed as highly perforated metal panels planted with vines to protect from the wind while allowing views within and through the park.

The ground floor uses around Leland Greenway change from retail in the west to the residential to the east. The specific amenities recommended for the Greenway include a wind sculptural element, trees, a plaza, terraced stairs, a play area, trellis with seating area, and a barbell-shaped multi-use lawn area with picnic tables and benches.

- **Visitacion Park:** 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 includes both softscapes and hardscapes. The park may include a BBQ area, picnic tables, a tot lot and seating areas for caregivers. Other features may include flower gardens, public art, a rain garden and a multi-use lawn. 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.



Permeable sidewalk features allow for stormwater to infiltrate



An example of a green roof

- **Blanken Park Alternative:** The Blanken Park alternative is designed around the historic office building at the northernmost part of the site. The park grounds would 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 could offer community gardens – e.g. “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 would 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 would extend above the railroad tunnel. As this land is partially owned by JPB and UPRR, park development would rely on subsequent negotiations with that entity.

Site Sustainability

The Site 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. Contaminated soils and groundwater have been remediated as required by the California Department of Toxic Substances Control (DTSC), per the Remedial Action Plan.

The community made sustainability a primary goal of the site and neighborhood redevelopment. They have recognized the inherent opportunities in planning at the site scale to create an eco-friendly model of green urban development. Sustainable development practices will be required through the San Francisco Building Code and other City environmental legislation. The project will utilize reclaimed material throughout the site where feasible. Other sustainable elements include:

- The parks and streetscape elements will be designed to collect, treat, and utilize rainwater for irrigation if appropriate, 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, new building roofs will be used creatively for open spaces, as “green roofs” that can assist in energy efficiency and stormwater management, and for the 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, the project sponsor will conduct an assessment of potential site-wide sustainable strategies in energy, water and other on-site infrastructure systems.

Community Health

The Eastern Neighborhoods Community Health Impact Assessment (ENCHIA) was initiated in 2004 by the San Francisco Department of Public Health (DPH) 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 identifying ways that development could promote health. It created a “health impact assessment” process for assessing new developments, including criteria 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. Many aspects of this D4D document and the site plan are influenced by health impact assessments.

The Design for Development document promotes community health in a number of ways. Site clean-up is critical to the community’s health, thus toxic issues have already been remedied on the Schlage site. 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 engagement of the community, and more eyes on the street. Other 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;
- easy access to public resources such as parks,
- transit and neighborhood-serving retail;
- sustainable building practices in buildings and ecological infrastructure design
- attraction of new businesses and the provision of assistance to the private sector,

The Schlage Site’s implementing agencies will continue efforts with DPH to assess the impacts of the development as it occurs and to promote neighborhood health.



DEVELOPMENT CONTROLS & DESIGN GUIDELINES

INTRODUCTION

The Development Controls and Design Guidelines guide development within the SUD area toward the vision developed at the public workshops and Advisory Body (AB) meetings. Projects in Zone 1 (the Schlage Site, UPRR and JPB parcels) shall be reviewed according to both the Development Controls and Design Guidelines by all relevant agencies. Projects in Zone 2 shall be reviewed only according the Design Guidelines. 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.

- **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.²

² Some development controls are also included in the SUD. Amendments to such provisions must be approved by both the Planning Commission and the Board of Supervisors.



- DESIGN GUIDELINES** direct building and site design to be consistent with the community’s vision. Guidelines are not optional. Individual project proposals must demonstrate an effort to comply with all relevant Design Guidelines. They differ from controls in that guidelines can be subjective and variation from them does not require a formal modification. Design Guidelines are also a driving criterion behind community input, City review and approval of individual projects in both Zones 1 and 2.

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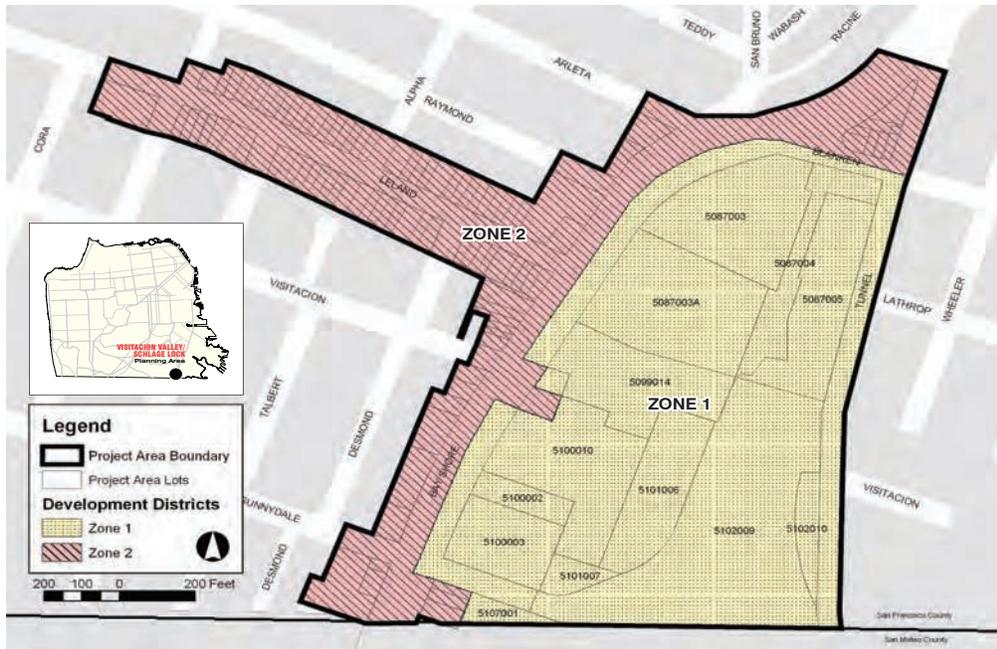


FIGURE 2-1
Special Use District
(SUD) Area

LAND USE

Land uses within Zone 1, the Schlage Lock site, shall be controlled by the underlying zoning with certain exceptions as outlined below.

DEVELOPMENT CONTROLS

1. Land uses shall be controlled by the underlying zoning and SUD.
2. The Old Office Building in the northernmost part of the site must be retained and reused, as per the Development Agreement.
3. Active ground floor frontages are required as described below and in Figure 2-2:
 - **Retail frontage required:** Ground floor retail is required as shown on Figure 2-2 (20 feet of frontage for residential lobbies are permitted, provided these spaces are designed to activate the street.)
 - **Flex frontage required:** Flexibly designed frontage that can allow for retail, but also be used for small business, office, artisan, and design workplaces. If not feasible, active residential frontage is required, as shown on Figure 2-2.
 - **Stoop/Individual residential frontage required:** Walk-up residential units with individual entrances, elaborated with stoops, exterior stairs and landings that project beyond façades to provide access to ground floor units, are required along the public right-of-way as shown on Figure 2-2. Where the change in grade requires elevation of ground floor units more than 5 feet above street level, individual entrances are not required, but other design strategies should be used to accomplish active frontage.
 - **Multi-unit residential frontage required:** Multi-unit residential entries or other entrances to other ground floor uses are required every 100 feet along the public right-of-way as shown on Figure 2-2.
 - **Green wall frontage required:** Green façades and living walls shall be required as shown on Figure 2-2. Such frontage must include living vegetation that grows directly from the wall, from adjacent support structures, or attached container systems; and may also include integrated sculpture or other artistic features. Green wall frontage must cover the ground floor at a minimum, and may extend beyond that point based on façade design.

DESIGN GUIDELINES

1. The project sponsor should make a good faith effort to attract locally owned and small businesses. All new retail development along the north side of Leland Avenue should be 5,000 square feet or less in size. Formula retail uses, with the exception of grocery stores, pharmacies and financial services, shall only be permitted subject to the process in SUD Section 249.45(e)(2)(B).

FIGURE 2-2
Required Ground Floor Frontages



- Required retail frontages should be designed to typical retail depth of 30-60 feet. Flex frontages should be designed to a minimum depth of 20 feet.

BUILDING FORM

Building Height

Height (of a building or a structure) shall be defined, measured and regulated as provided in the Planning Code Sections 102.12 and 260 where applicable, and as below in the following scenarios:

- Where the lot is level with or slopes downward from a street at the centerline of the building or building step, the measurement point shall be taken at the back of sidewalk level on such a street. The plane determined by the vertical distance at such point may be considered the height limit at the opposite (lower) end of the lot, provided the change in grade does not enable an additional story of development at the downhill property line. This takes precedence over Planning Code Section 102.12(b).
- Where the change in grade does enable an additional floor of development, height must be measured from the opposite (lower) end of the lot, as specified in Planning Code Section 102.12(c).



Ground floor commercial and upper story heights

Where there is conflict with Section 102.12 or Section 260 of the Code, the Special Use District measurement method applies.

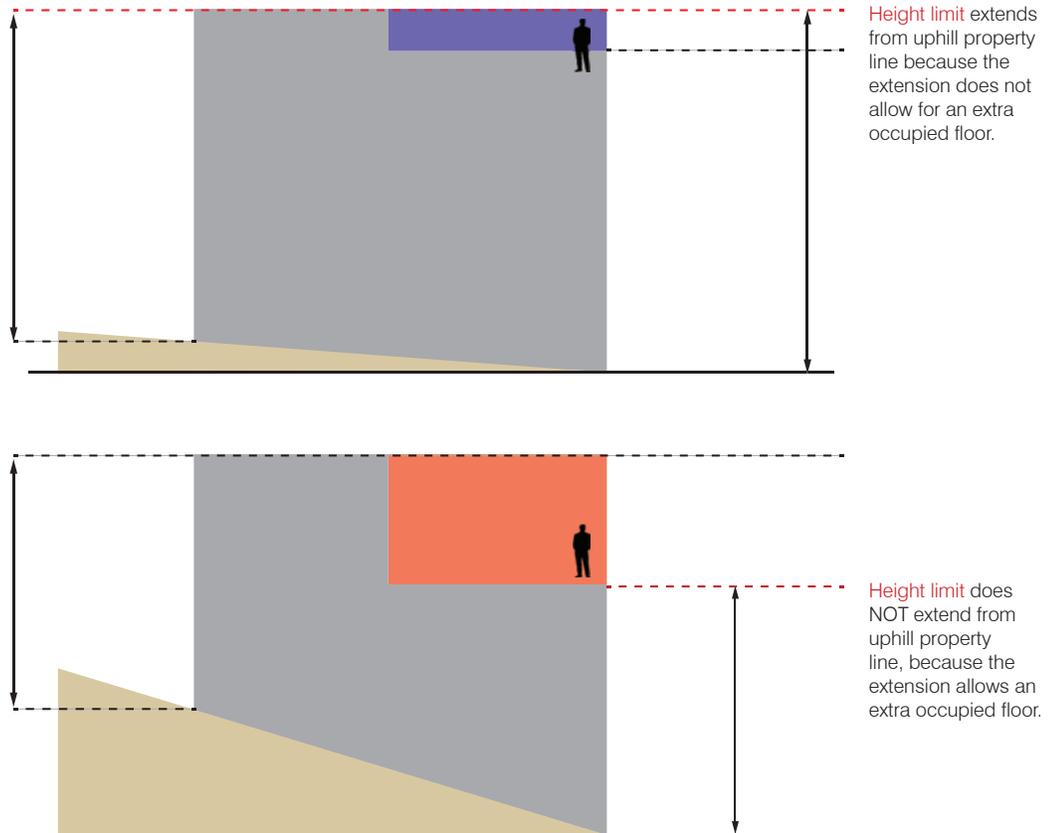
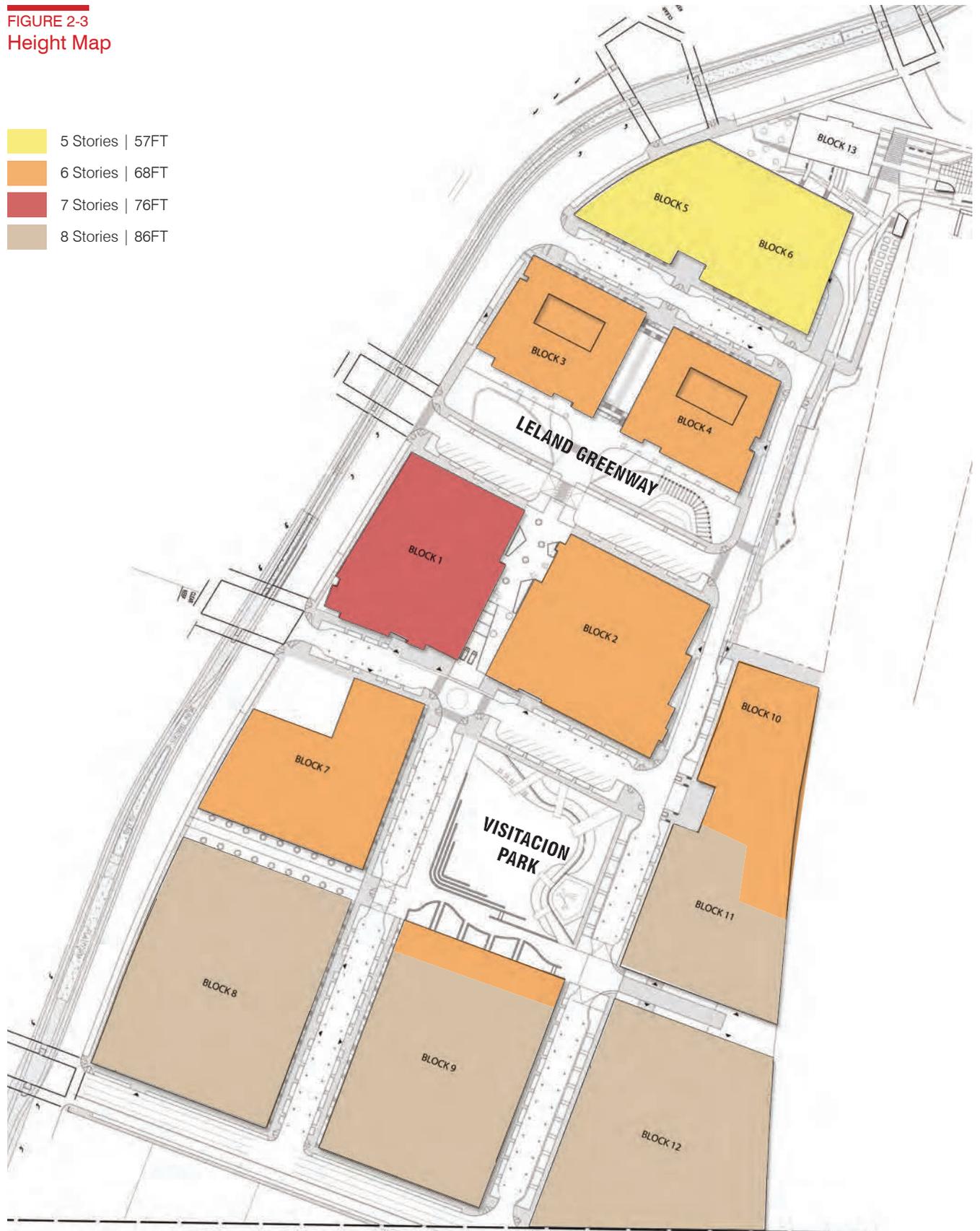


FIGURE 2-3
Height Map

- 5 Stories | 57FT
- 6 Stories | 68FT
- 7 Stories | 76FT
- 8 Stories | 86FT



DEVELOPMENT CONTROLS

1. Maximum building heights for the Schlage Lock site are established in the Height Zone Diagram, shown in Fig. 2-3.
2. Ground floor spaces shall have a minimum floor-to-floor height of 15 feet for commercial spaces and 12 feet for residential spaces, as measured from grade. Upper stories shall have a minimum floor-to-floor height of 10 feet.
3. In addition to exceptions listed in the Planning Code section 260(b), the following shall also be exempt from the height limits established in this document:
 - Architectural elements related to design of rooftop open space, such as open air roof terraces, which shall not be enclosed, may include partial perimeter walls if required for safety.
 - The corner portion of occupied space on the northeastern corner of Leland Avenue and Bayshore Boulevard may extend up to ten feet above the maximum height, provided:
 - its horizontal dimension along each facade is no greater than the distance to the facade's nearest massing break or facade design feature used to reduce the building's visual scale on the floor below (see Massing Guideline 2)
 - it is part of a common, private open space consistent with Design Guideline 4 in the Private Open Space section below or is designed as a solarium per section 134(f)(4) of the Planning Code.

DESIGN GUIDELINES

1. Building heights and roof lines should be varied within the same height district and across blocks through setbacks (see Setback section below) and other design features.

Density

The Plan removes density control limits on a building, parcel or block basis. Rather, building density will be controlled by building mass and building height and other development controls and design guidelines described in this document. The maximum dwelling unit count for the Schlage Site will be 1,679 units.

Massing

DEVELOPMENT CONTROLS

1. No building wall may exceed a maximum continuous length of 100 feet without a massing break or change in apparent face. Massing breaks or changes in apparent face can be accomplished through the following options:

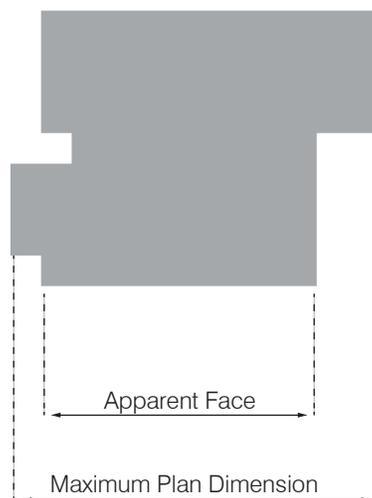
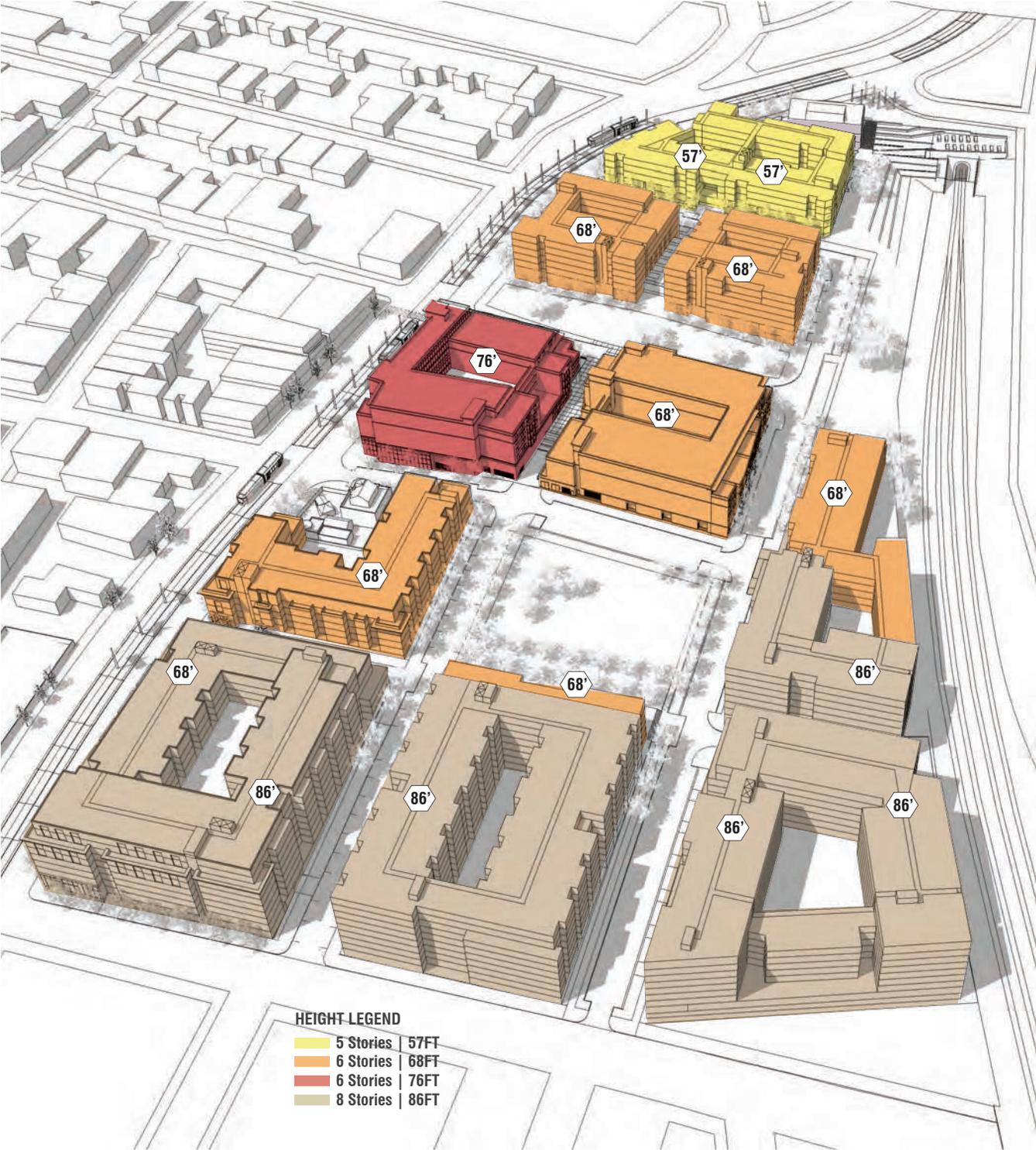
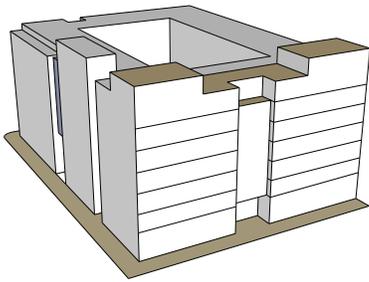


FIGURE 2-4
Heights, Concept View from South





Roof lines should be modulated on facades over 50 feet in length.



The varied roof line maintains the visually interesting topography of the area.



Varying facade colors and materials can decrease the perceived scale of the building

- A. A minimum 10 foot wide at-grade passageway through the building that extends from the ground plane for a minimum 25 feet above grade or to the ground floor of the third story, in combination with a recess or notch (minimum 8 foot deep by 10 foot wide) that extends up to the sky; or
- B. A minimum 8 foot deep by 10 foot wide notch that starts at grade and extends up to the sky, in combination with a major change in fenestration, pattern, color and/or material; or
- C. A minimum 10 foot deep by 12 foot wide notch that extends up to the sky from a level not higher than 25 feet above grade or the floor plane of the third story, whichever is lower; in combination with a major change in fenestration, pattern, color and/or material.

2. Building facades shall incorporate design features at intervals of 20-30 feet (measured horizontally along building façade) that reduce the apparent visual scale of a building. Such features may include but are not limited to window bays, porches/decks, setbacks, changes to façade color and building material, etc.
3. The floor plate of upper floors of buildings (1 or 2 stories as designated in Figure 2-4, Required Setbacks) shall have setbacks equal to a minimum of 15% of the area of the floor plate immediately below, except for Parcels 10, 11, and 12 where the minimum shall be 10%. At least one-third (1/3) of the required setback area shall be a full two stories in height. In addition:

- The minimum depth of setbacks shall be 8 feet. The minimum width of setbacks shall be 12 feet.
- Setbacks shall be arranged in a manner that addresses the massing and articulation guidelines set forth in Figure 02-4, Required Setbacks.

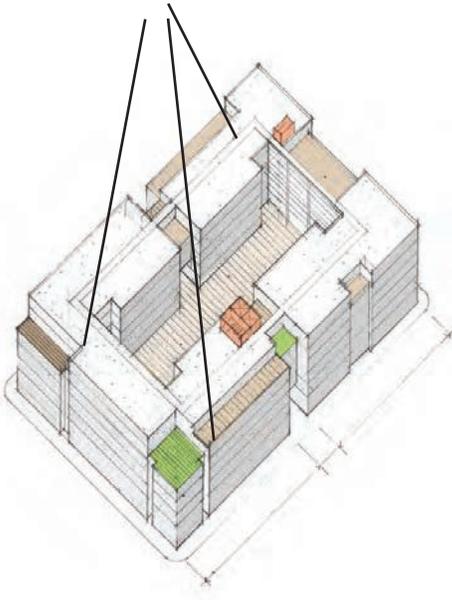


Massing breaks, varied rooflines and upper floor setbacks in a concept drawing for buildings along Bayshore Boulevard

FIGURE 2-5
Concept Sketch, View from South



Upper floor setback areas



- In absence of other guidelines, setbacks shall be arranged to reinforce the stepping of the building mass with the prevailing slope consistent with the pattern of hillside development in San Francisco.
- Setback controls apply at upper floors regardless of the total number of stories proposed. A 6 story building in a zone that allows buildings up to 8 stories would still be subject to setback controls at the upper floors (see Setback map to determine if one or two floors).

DESIGN GUIDELINES

1. Residential building facades over 50 feet in length should provide roof line modulations of at least 2 feet to provide a human scale rhythm to the buildings.
2. Building mass should be sculpted to define important public spaces, key intersections and corners, such as Leland Avenue and Bayshore Boulevard. Buildings at the intersection of Sunnysdale Avenue and Bayshore Boulevard should also create a visual gateway to the neighborhood.
3. Building massing should reinforce the visual interest and variation of frontages along Leland and Bayshore.
4. Each building within the project should have a unique architectural expression.
5. Building massing should step with the slope of the site to reflect the underlying topography, establishing a regular interval for façade features and roof lines.

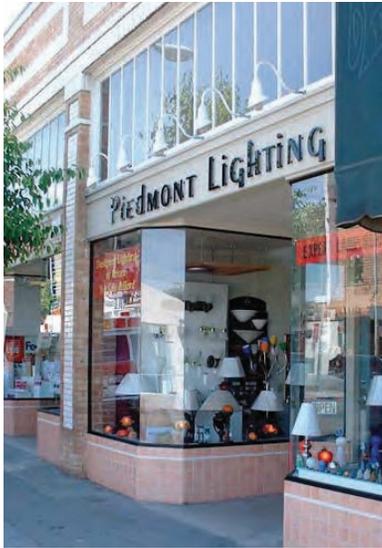


Landscaped stoops are a welcoming residential entrance



FIGURE 2-6
Required Setbacks





An example of a high quality retail facade
Photo credit – SPUR

Setbacks

DEVELOPMENT CONTROLS

1. Buildings shall line all required streets and pedestrian ways (see Figure 2-2).
2. Buildings shall be built to the property line (back of sidewalk) along Bayshore Boulevard and along the commercial frontages of Leland Avenue.
3. Ground floors shall be set back five to eight (5-8) feet along the extension of Raymond Avenue.
4. In all other areas, setbacks may range from zero to eight (0-8) feet. The setback shall be consistent along major building bays.
5. Projections or obstructions into the setback are allowed per Section 136 and 136.2 of the Planning Code.
6. Ground floor front setback areas shall include a minimum of 40% softscape (landscape or plantings), which can contribute to the 50% requirement of permeable surfaces, as per San Francisco Planning Code Section 132. See the Planning Department's Guide to the San Francisco Green Landscaping Ordinance for additional requirements and guidelines.

DESIGN GUIDELINES

1. All setback areas along residential buildings should provide elements that enhance the interface of the building with the public realm, including front porches, stoops, terraces and/or landscaping for ground floor units, as per the Planning Department's Ground Floor Residential Design Guidelines.
2. Setback areas should allow for visual access between the street and entrance and establish a transition from public to private space.
3. Setbacks may also be used to enhance retail and corner entries.

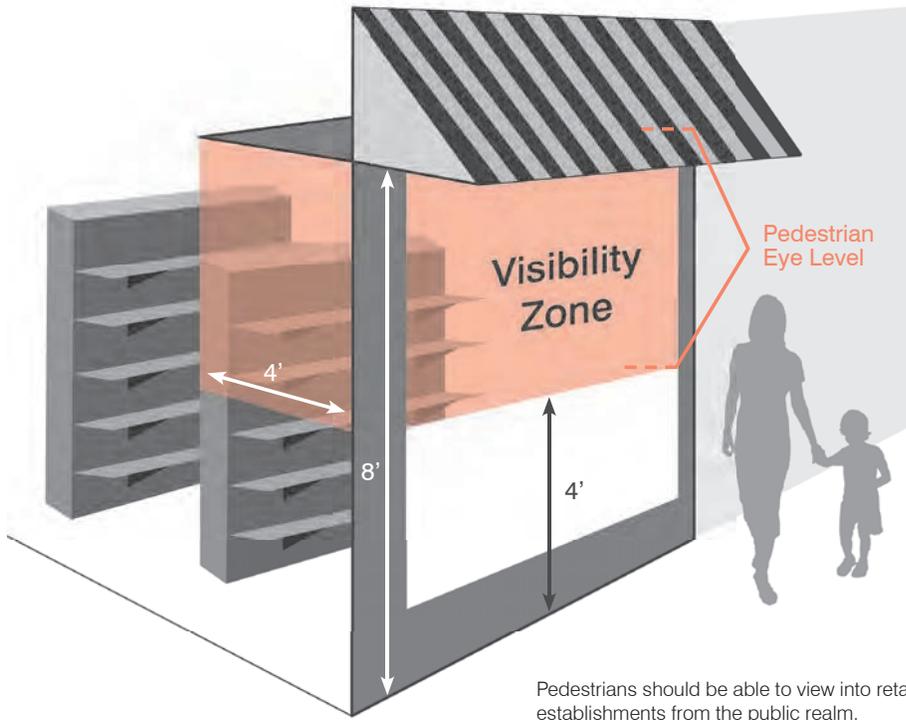


Ground floor, Individual-entry residential units.

Retail Entrances

DEVELOPMENT CONTROLS

1. Main entrances to retail buildings shall be located on Leland Avenue and Bayshore Boulevard (See Required Frontages Map, Fig 2-2). All retail and flex uses within the Schlage Lock site fronting Leland Avenue or Bayshore Boulevard must have at least one primary entrance and at least one entrance per 60 feet of frontage on those streets, with the exception of a full-service grocery store over 12,000 square feet on Leland Avenue and Bayshore. Entries to the grocery store shall be located at both building corners on Leland Avenue.



2. Storefronts shall be articulated at regular increments of 20-30 feet to express a consistent vertical rhythm along the street. Large retail tenants, such as a grocery store, may occupy more than one bay but shall have multiple entryways.
3. All retail entries must be as near as feasible to sidewalk level given slope, and must be well marked and prominent. At sloping conditions, retail entries may be no more than 2 feet above grade, provided they are served by a ramp or other accessible route no less than 5 feet in width.



A concept design for the retail entrance and building emphasizing the corner of Leland Avenue and Bayshore Boulevard



Building walls should be provided with articulation and interesting fenestration, such as the clerestory and recessed windows shown above.

DESIGN GUIDELINES

1. Large retail stores (over 10,000 square feet or with street frontage over 80 feet) should have a primary entrance at corners. Multiple entries are recommended for large retail.
2. Retail entries should be designed to create transparency and create a transition between public and private space.
3. Awnings, canopies and similar features should be used to accentuate retail entries, subject to regulations described in the Planning Code Sec. 136.
4. Elements or features generating activity on the street, such as seating ledges, outdoor seating, outdoor displays of wares, and attractive signage are encouraged for all mixed-use buildings.
5. Commercial and storefront entrances should be easily identifiable and distinguishable from residential entrances through the use of recessed doorways, awnings, transparencies, changes in colors and materials, and alternative paving outside of the public right-of-way.

Residential Entrances

DEVELOPMENT CONTROLS

1. Multi-unit residential entrances and individual-entry units should be accessible directly from the public right-of-way (see Figure 2.2).
2. Flex-space and stoops/individual-residential frontages (see Figure 2-2) shall have an average of one entrance on the street or public right-of-way for every 25 feet of building façade to match the traditional San Francisco residential lot pattern.
3. At multi-unit residential podium buildings, there shall be a minimum of one entry per 100 linear feet of street frontage (see Required Frontages Map, Fig 37).
4. Where provided, stoops and stairs shall have a minimum width of 4 feet.
5. The floor elevation of ground floor units shall be located three to five (3-5) feet above street level to provide privacy within ground-level residential units. Specific elevations will vary according to grade.
6. Subgrade entries are prohibited.

DESIGN GUIDELINES

1. All residential buildings should follow the Planning Department's Ground Floor Residential Design Guidelines.

2. Residential units in podium buildings should connect to a lobby entry that opens directly onto the public right-of-way at grade level or via ramp or other accessibility device.
3. Multiple entries into interior courtyards are encouraged to provide physical and visual access.

Façade Design

DEVELOPMENT CONTROLS

1. Blank and blind walls – i.e. those that do not have windows and doors - are not permitted to exceed 30' in length along any required frontages illustrated in Figure 2-2. Along blocks where there are no frontage requirements, treatment of blank walls shall include architectural features and details to add visual interest to the façade.
2. Physically intimidating security measures such as window grills or spiked gates are not permitted; security concerns shall be addressed by creating well-lit, well-used and active frontages that encourage “eyes on the street.”
3. Utilities, storage, and refuse collection shall not be located on Leland Ave and shall be integrated into the overall articulation and fenestration of the building façade.

DESIGN GUIDELINES

1. Building design should reflect the whimsical character that has developed in Visitacion Valley and its surrounding neighborhoods, with elements that catch the eye such as wrought iron detail, individualized artwork and hanging planters.



An example of strong vertical orientation, varied rooflines and massing breaks

Details such as ornamentation, cornices, railings, balconies and other expressions of craftsmanship should be used to create a fine-grained scale.

2. Required massing breaks should be used to differentiate the building's architecture. Each building bay created through massing breaks or changes in face should be designed with unique characteristics.
3. Architectural concepts and designers should vary between buildings. Buildings may share common architectural materials and elements across portions of their facades, but their overall combination of components, form and material should vary. Due to their unique configuration, Blocks 5 and 6 may share concepts and designers.
4. Facades should be articulated with a strong rhythm of vertical elements and three-dimensional detailing to cast shadow and create visual interest.
5. Limit blank walls without fenestration. Provide visual interest to blank walls by using landscaping, texture to provide shade and shadow, and treatments that establish horizontal and vertical scale.
6. Non-residential ground-floor uses should be distinguished from the building's upper-floors uses through varied detailing, materials and through the use of awnings or other architectural elements.
7. High-quality, authentic, durable materials should be used on all visible wall facades. Vinyl siding and synthetic stucco (EIFS) should not be used.
8. High-quality, durable materials should be used on windows.
9. Residential windows along Bayshore Avenue facades should generally have a vertical orientation. They should be recessed at least 2 inches from the façade to create shadow and three-dimensional detailing.
10. Variation in window sizes and shapes is encouraged to provide visual variety.
11. Encourage the use of exterior shading devices above podium levels at proper orientations to augment passive solar design and to provide solar control.
12. Bays and other projections should have a cap on the upper termination so they become an integral part of the structure and do not appear superficially affixed to the façade.
13. Parking, loading and garage entries should be recessed a minimum of 5 feet to minimized prominence on the public realm. They should be integrated with the building design.

14. Utilities, storage, and refuse collection should be located away from required street frontages to the greatest degree possible. Where service elements must be located on the required street frontages, they should be minimized in size and screened and/or integrated into the overall design to minimize the impact on the street frontage.

Roof Design

DEVELOPMENT CONTROLS

1. A variety of expressive and interesting roof forms shall be used to contribute to the overall character of the development.

DESIGN GUIDELINES

1. Roof design should attractively incorporate and integrate green roofing technologies (renewable energy opportunities, plantings and the collection and storage of stormwater runoff).
2. Sloping and pitched roof forms, such as sawtooth, gable, hip, mansard, pyramidal and other roofs are encouraged to be used as accents to create interest atop prominent or special buildings.
3. Shaped parapets, cornice treatments and roof overhangs are encouraged to add depth, shadow and visual interest.
4. Strategies to achieve an interesting roofscape include vertical accents at corners, varied parapets, roof gardens and trellises.
5. The use of architectural features that provide visual interest to building facades, including, but not limited to, corner towers, gables, and “turrets” are encouraged.

Private Open Space

DEVELOPMENT CONTROLS

1. A minimum of sixty (60) square feet of usable open space per residential unit shall be required if provided as private usable open space; or a minimum of fifty (50) square feet of usable open space per residential unit if provided as common usable open space that is completed at the same time as the residential units.
2. Private open space shall be provided in the form of private patios, yards, terraces or balconies. Private open space shall have a minimum dimension of 5 feet in each horizontal dimension if it is located on a deck, balcony, porch or roof and shall have a minimum horizontal dimension of 10 feet and a minimum area of 100 square feet if located on open ground, a terrace, or the surface of an inner or outer court.



The bay windows of these units are integrated into the building's cornice line.



A pyramid roof creates an accent of interest.



Deliberate, but diverse roof lines can create visual interest



The common open space should provide a mix of hardscape and landscape. Note the whimsical nature of the fence surrounding the children's playground



Private balconies must be at least 5 feet in each dimension



Green roofs can provide common open space.

3. Common open space shall be provided through common gardens, building courtyards, or rooftop terrace spaces. Common open space shall be open to the sky, shall be at least 15 feet in every horizontal dimension and shall have a minimum area of 300 square feet. Common open space must be accessible to all residents.
4. Community multi-purpose rooms and recreation rooms with direct access to other common open space, may be provided to fulfill a portion (to a maximum of 33%) of the common open space requirement, if approved by staff based on the criteria below:
 - Be of adequate size and location to be usable;
 - Be situated in such locations and provide such ingress and egress as will make the area easily accessible;
 - Be well-designed;
 - Have adequate access to sunlight if sunlight access is appropriate.
5. Projections permitted into (over) required private and/or common open space are limited to balconies, bay windows and decorative building facade features allowed in usable open space described in the Planning Code.
6. Required public open spaces illustrated in Figure 2-6 and required public pathways in Figure 2-7 shall not count towards private open space requirements.
7. Space devoted to sidewalks or other rights-of-way required to access residential and/or other development shall not be counted towards private open space requirements.
8. Plants listed on the Invasive Plant Inventory by the California Invasive Plant Council shall not be used for any landscaping.
9. The break between blocks 5 and 6 shall be designed as a visual connection, providing a view from Raymond Avenue to the Old Office Building. This connection must have a minimum sustained width of 20 feet. If designed to be enclosed by adjacent buildings, this break should be visually open and transparent for the first two-stories. If designed as an open passageway, it should be at least 60% open to the sky, with a minimum clearance of at least 25 feet. (For reference, see Planning Code Section 270.2 (e)(6))

DESIGN GUIDELINES

1. Common open space at ground level should be designed to be visible from the street, using views into the site, tree-lined walkways, or a sequence of design elements to allow visual access into the space.

FIGURE 2-7
Open Space Map



* The Blanken Park alternative and conceptual designs on the Union Pacific Railroad and the Peninsula Corridor Joint Powers Board properties (parcel numbers 5087/004 and 5087/005) do not preclude other uses allowed as-of-right or with a conditional use by the underlying M-1 zoning. This applies to all maps in this document. Final use and/or building form requires further planning with property owners.



Lighting can be recessed into awnings, overhangs or other architectural features.



Lighting fixtures should be cut off or shielded to prevent upward light spill.

2. Common open space should be usable, containing both soft and hardscape areas. Where possible, common outdoor areas should be more than 50% green, garden or softscape.
3. Where common open space is provided, each unit should have access to the open space directly from the building. Residents should not have to exit a building and travel on the public sidewalk to reach common open space.
4. Underground parking structures may be built beneath the street level of private open space parcels (see OSSMP) if adequate soil depth (minimum 3 feet for shrubs and minimum 4 feet for trees) is provided for landscaping at the street level.
5. The design of private and common open space should follow “Bay Friendly Landscaping Guidelines” (by StopWaste.org) and use primarily native and/or drought-tolerant plants.
6. Private and common open space maintenance should reduce water usage by incorporating water retention features, smart (weather-based) irrigation controllers, and drip irrigation, bubblers or low-flow sprinklers for all non-turf landscape areas.
7. Where appropriate, private and common open space areas should collect and utilize rainwater for irrigation. All open spaces should reduce runoff from storm events.

Lighting

Nighttime lighting affiliated with the project shall be limited to avoid adverse effects on nighttime views of and within the Project Area.

DEVELOPMENT CONTROLS

1. Fixtures shall direct light downward, using the following methods:
 - “Full Cut Off” or “Fully Shielded” fixtures (fixtures do not allow any light to be emitted above the fixture) shall be used in all exterior project lighting.
 - Project lighting shall use “shut off” controls such as sensors, timers, motion detectors, etc., so lights are turned off when not needed for the safe passage of pedestrians. Parking lighting shall be shut off after business hours.
2. Pedestrian-scale lighting shall adequately light all sidewalks, pedestrian ways, mews, paths and parks on the Site.

DESIGN GUIDELINES

1. Where possible, install light features within building elements or architectural features to achieve indirect illumination.

2. Outward oriented glazing should be used at upper story windows to reduce the nighttime visual impacts of internal lighting.
3. Unnecessary glare should be avoided by using non reflective materials on buildings and hardscapes.

Signage

Signage shall conform to Planning Code Article 6, as well as those Standards and Guidelines below.

DEVELOPMENT CONTROLS

1. Freestanding commercial signs and roof signs are not permitted.
2. Signage shall be affixed to buildings and incorporated into building design

DESIGN GUIDELINES

1. Business signs – including wall signs, projecting or fin signs, (especially small signs at eye level), and window signs – should be oriented to the pedestrian.
2. The size and number of retail signs should be minimized.
3. Signs should respect a the building design, its architectural elements and the surrounding aesthetic. Signs should not cover or impede architectural elements such as transom windows, vertical piers, or spandrel panels.
3. Tenant improvements to storefronts should preserve facade transparency. Curtains, posters or other opaque signs should not obstruct visibility of the interior from the sidewalk. This guideline does not restrict the use of temporary translucent sun screens to shade café and restaurant patrons.

Visual Screens and Sound Buffers

Efforts should be made to reduce transmission of transportation noise and screen views of the railroad tracks which extend along the site's eastern property line. Several methods should be considered to screen views and diminish noise generated by commuter rail service.

DEVELOPMENT CONTROLS

1. For proposed buildings within 110 feet of the centerline of the railroad tracks, or within 55 feet of light rail tracks, a site-specific study is required to analyze and identify appropriate noise-reduction measures to reduce vibration exposure to new residents, employees, and visitors. The study shall demonstrate with reasonable certainty that California State Building Code Title 24 standards (i.e., 45 dBA Ldn for interior noise levels), where applicable, can be met. Should heightened concerns about noise levels be present, the Department may require



Awnings can provide appropriate location for signage



Signage should be orientated to pedestrians



A green wall in San Francisco

the completion of a detailed noise assessment by person(s) qualified in acoustical analysis and/or engineering prior to the first project approval action, in order to demonstrate that acceptable interior noise levels consistent with those in the Title 24 standards can be attained.

2. Incorporate sound insulation and windows to ensure acceptable levels of noise to building interiors in residential units along the site's eastern property line.
3. Enhance the eastern edge of the Schlage Lock site. Methods may include:
 - Broad-leaf evergreen plantings;
 - Masonry, green or living walls;
 - Public or environmental art to frame eastward views.

SUSTAINABLE SITE DEVELOPMENT

DEVELOPMENT CONTROLS

The development of the Schlage Lock site, and of adjacent properties in the surrounding Project Area, is intended to be a model of urban sustainable design. In addition to compliance with existing green building and energy efficiency standards, the project shall conduct an assessment of potential site-wide sustainable systems, including the following:

- Infrastructure to support future photovoltaic systems or solar thermal water heating systems (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).
- 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. Methods may include:
 - Wind turbine systems and associated equipment.
 - Photovoltaic roof panels.
 - Recovery of waste energy from exhaust air, recycled (gray) water, and other systems.
- Use of rainwater, and recycled (gray) water for landscape irrigation, toilets and other non-potable uses, as permitted by Health and Building Codes, rather than a potable water source.



Bicycle parking is required for both commercial and residential buildings

TRANSPORTATION, PARKING & LOADING

Transportation Demand Management

DEVELOPMENT CONTROLS

Required transportation measures designed to increase transit ridership, ridesharing, cycling and walking are itemized in the companion Transportation Demand Management (TDM) Plan. The TDM plan includes the land use and design strategies in this document, as well as several programs related to parking, carsharing, and public outreach. A TDM coordinator, the MTA and the Planning Department will monitor the programs and performance measures in the TDM plan.

Off-Street Parking Requirements

DEVELOPMENT CONTROLS

The number of off-street parking spaces shall be as prescribed in the table below and as per SUD section 249.45(e)(7).

1. Off-street, unenclosed surface parking shall not be permitted.
2. New residential buildings with more than fifty (50) units shall provide parking spaces to car share programs. This requirement may be satisfied with some on-street parking spaces, as per the SUD, TDM plan and Planning Code regulations.

DESIGN GUIDELINES

1. New developments are encouraged to reduce provision of off-street parking spaces to a minimum.
2. Space efficient parking, where vehicles are stored and accessed by valet, mechanical stackers or lift, via tandem spaces, or other means, is encouraged.

USE OR ACTIVITY	MAXIMUM AMOUNT OF OFF-STREET PARKING
Residential	One parking space per dwelling unit
Grocery	One parking space per 333 gross square feet
Retail	With the exception of grocery retail as set forth above, one parking space per 500 occupied square feet
School, fitness or community center use	One parking space per 1,000 square feet of occupied space
All other non-residential uses	One parking space per 750 square feet of occupied space



Parking should be “wrapped” with retail uses in order to maintain an active street facade (Polk and Fern, San Francisco)



Car sharing programs should be promoted throughout the development

3. Bike parking should be in an easily accessible and safe location to minimize conflicts between bicycles, pedestrians and drivers. See Planning Code Sections 155.1-155.4 for standards and guidelines.

Off-Street Loading

DEVELOPMENT CONTROLS

1. New retail commercial uses above 10,000 square feet in size shall provide off-street loading facilities consistent with Planning Code requirements.

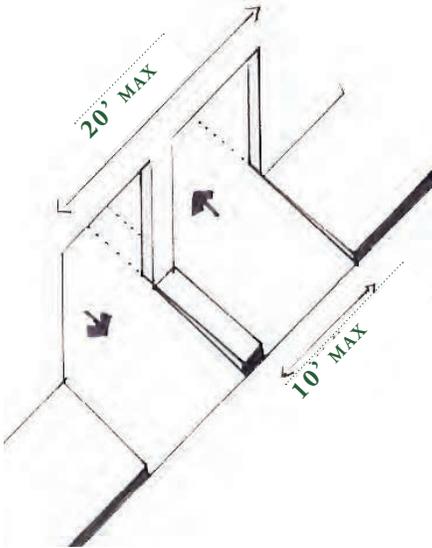
Curb Cuts / Driveways and Garage Doors

DEVELOPMENT CONTROLS

1. Curb cuts shall not be located on Leland Avenue or Bayshore Boulevard, except for the Bayshore frontage of Block 3.
2. Off-street parking serving an individual residential unit (such as live/work units), the maximum curb cut, driveway and garage door width shall be limited to eight (8) feet wide (one lane) per unit.
3. For off-street parking at commercial buildings and multi-unit residential buildings, curb cuts and driveways shall not be more than twenty (20) feet wide (one lane of egress and one lane of ingress per building). For large plate retail (over 10,000 square feet or with street frontage over 80 feet), there may be a twenty-five (25) foot wide curb cut for two lanes.
4. Off-street parking shall be located below grade where possible, or wrapped by active ground floor frontages as required by Figure 2-5. Along blocks where there are no frontage requirements, above-grade structured parking is limited to the ground floor, and must be either screened with green façades and living walls, or integrated within the design of the building, with architectural features and details to add visual interest to the façade.

DESIGN GUIDELINES

1. Curb cuts and parking throughout the project area should be designed to prevent transit, bicycle, and pedestrian conflicts.
2. Service and delivery for commercial development should occur in the rear of the building and should always be placed in the area with the least visual and physical interference with regular pedestrian circulation.
3. Loading, service and access to building utilities should be provided using the same access points as parking garages.
4. During peak travel periods, deliveries for commercial development should be limited.



5. For off-street parking at single-family dwellings, townhouse entries and garages serving an individual residential unit, garages should be accessed from an alley or residential street rather than a primary street.

PUBLIC REALM - STREETS, BLOCKS & OPEN SPACE

A system of streets, sidewalks, and pathways shall provide vehicular and pedestrian access to all property on newly established blocks in Zone 1 and shall be aligned with streets in Zone 2 and the surrounding area. The location of streets and blocks will be aligned with and extend Raymond, Leland, Visitacion and Sunnydale Avenues into the Schlage Lock site, and shall generally adhere to the Circulation Map (Fig 2-4). The actual siting of streets shall be approved through the adoption of a companion Open Space and Streetscape Master Plan.

It should be noted that regional improvements studied by the required transportation study will not be implemented solely by the project sponsor, or by the City and County of San Francisco. Regional transit improvements will therefore be addressed through a separate process, the Bi-County Transportation Study, and the City will work collaboratively during the transportation study process with transit officials in Daly City, Brisbane and San Mateo County to ensure connections occur.

Street Grid / Block Layout

DEVELOPMENT CONTROLS

1. Streets shall be provided at locations specified in Figure 2-7. All required streets must be through-streets. Cul-de-sacs are not permitted. Private drives or parking entries may not be substituted for required streets.
2. Pathways shall be provided at locations as specified in Figure 2-7, in order to provide views and pedestrian access to public open space.
3. Required streets, alleys, mews and pathways shall be publicly accessible at all times, except where otherwise noted. Where streets, alleys, mews or pathways are not publicly owned, they must be designed to “read” as public streets. Installation of gates that restrict access to streets, alleys, mews or pedestrian pathways are not permitted.
4. Where streets terminate at the Caltrain right-of-way, ensure that the right-of-way:
 - provides a visual focal point announcing the street termination; or
 - provides a landscaped overlook with views to Little Hollywood and the east.



A landscaped overlook at a street terminus.



unit paver



Leland Avenue standard



japanese cherry

Leland Avenue extension incorporates designs and materials from the existing Leland Avenue streetscape

Street and Pathway Design

Street design, including street widths and other specifications, shall be established in the Open Space and Streetscape Master Plan and confirmed with the City during the appropriate development phase. Required streets and public pathways are shown in the Circulation Map, Figure 2-7. Leland Avenue and Street A play unique roles within the Site.

Leland Avenue

The Leland Avenue extension plays a central role in the proposed plan as a pedestrian-friendly neighborhood commercial street and as a main connection between the Visitacion Valley neighborhood and the new development on the Schlage Lock site (Zone 1). The Leland Avenue extension design complements and incorporates many of the recent improvements on Leland Avenue, west of Bayshore Boulevard. With the Leland Greenway, the extension will be part of the citywide Green Connections network.

Street A

Street A is intended to provide a pedestrian friendly, green connection from the site's northernmost point to its southern edge, and connect the site's major open spaces. This street, and all other exclusively residential streets, are designed for slow vehicular traffic and, where possible, best practice designs for stormwater management.

DEVELOPMENT CONTROLS

1. Street design shall adhere to the standards contained in the Better Streets Plan.
2. Required pedestrian ways shall have a minimum sustained width, from building wall to building wall, of 20 feet. They shall be sited at grade, or within 3 feet of grade, connected by generous stairs and accessible ramps.
3. Required pathways shall be constructed at-grade, or within 3 feet of grade wherever topography allows. The entire length of pathways shall be visible from connecting streets to provide a measure of security.
4. Street trees shall be planted approximately every 20-30 feet along public streets and publicly ways, mews, and alleys.
5. Major intersections, including all intersections at Leland Avenue, shall be designed with corner bulb-outs.
6. Corner bulbs and sidewalk bulb-outs shall be consistent with DPW and other City specifications to accommodate use of mechanical street sweepers.
7. Pedestrian-scale streetlights shall be installed along all streets consistently.

FIGURE 2-8
Circulation Map

-  Required Public Streets
-  Required Pedestrian Way
-  Public Access During Daylight Hours

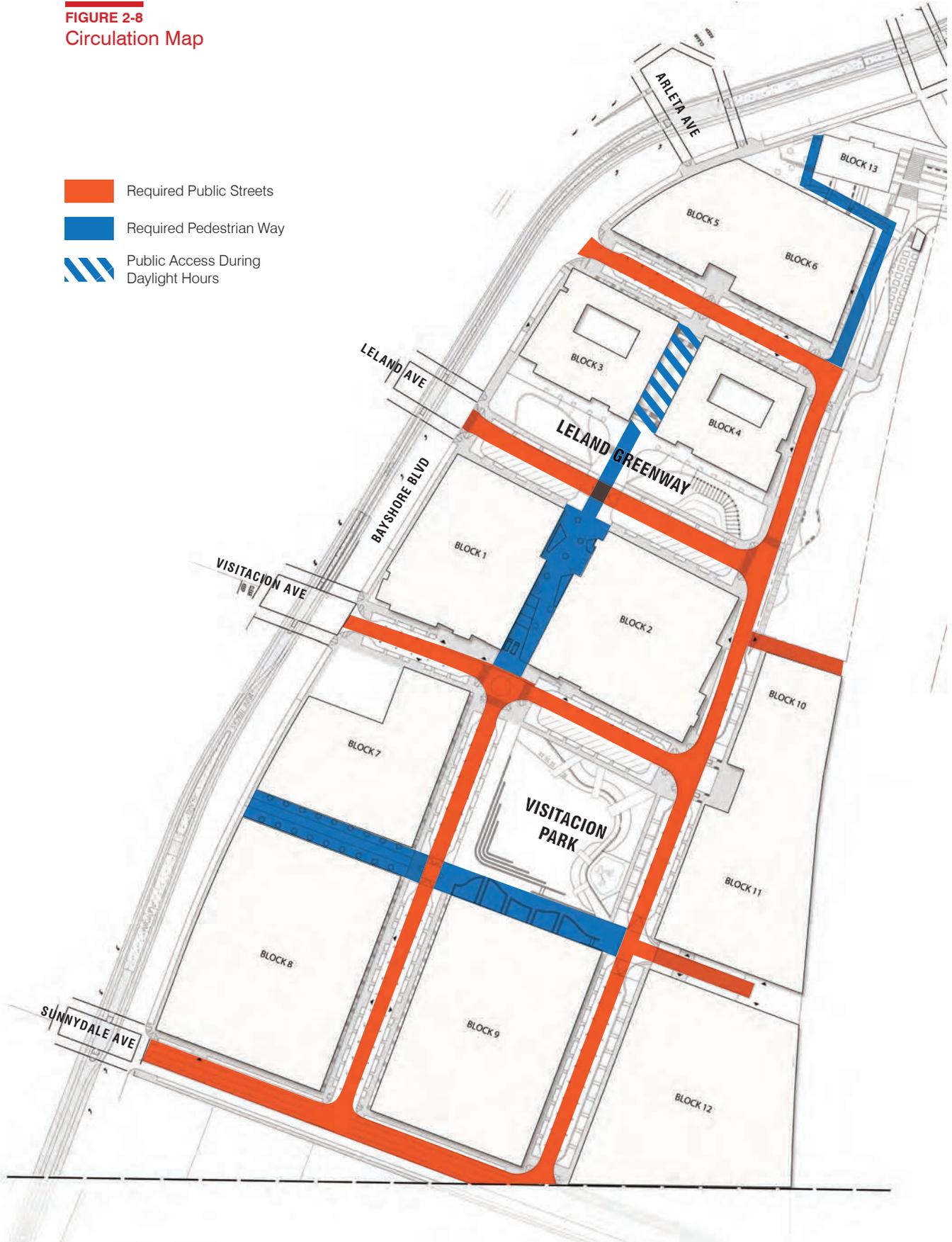


FIGURE 2-9
Bayshore Boulevard and
Leland Avenue Intersection
Concept Plan

- new curbline
- - - - existing curbline

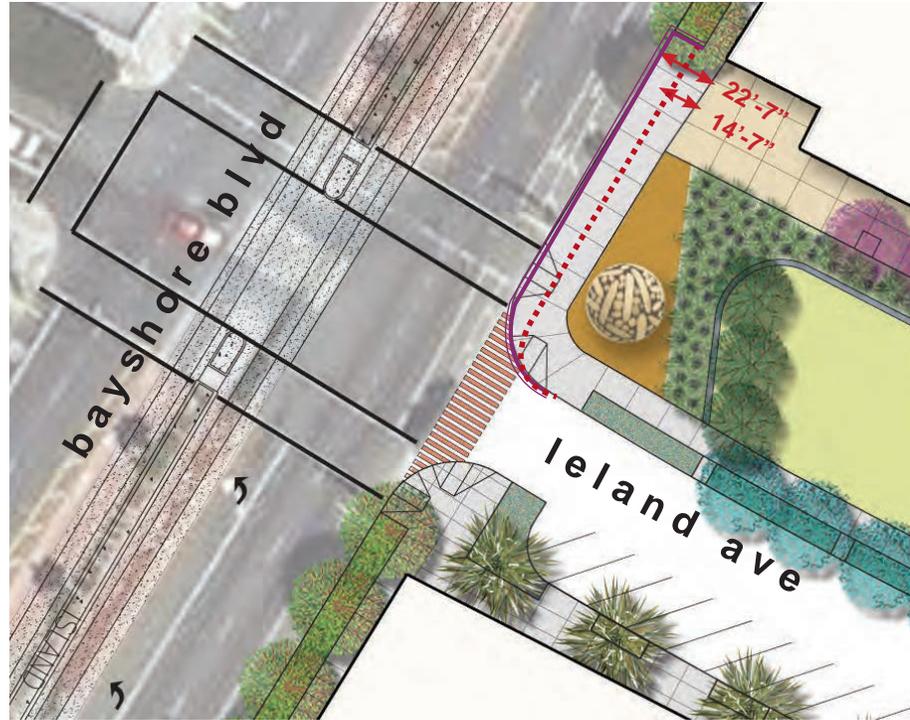
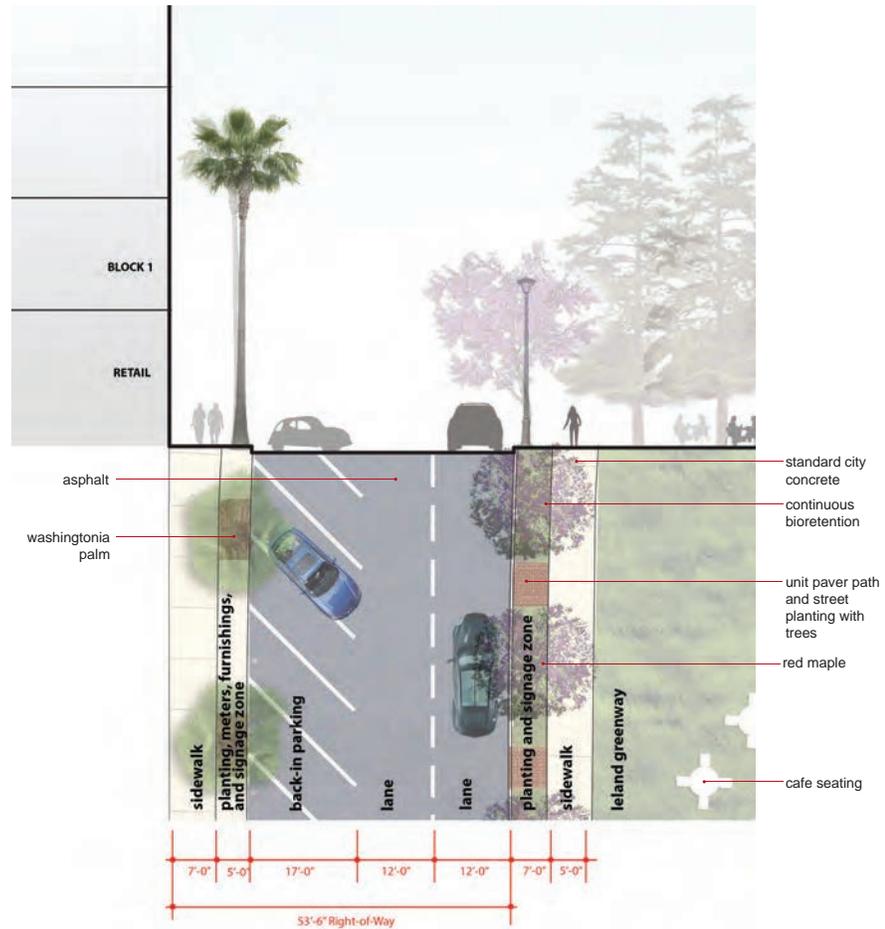


FIGURE 2-10
Leland Avenue
Section at Leland Park



These natural tree wells are an example of how natural stormwater treatment can be incorporated into the street design



8. Special streetlights shall be installed along the Leland Avenue extension at the Schlage Lock site matching the streetlights installed on Leland Avenue west of Bayshore Boulevard.
9. All utilities on new streets shall be located underground.
10. Utility boxes, backflow devices, and other mechanical equipment shall be placed in unobtrusive locations. They may not be placed within the public right-of-way unless there are no other locations, and shall be screened from view.
11. Paved pathways and sidewalks shall be a minimum of six (6) feet wide.
12. Projections such as bay windows and cornices from adjacent residential, commercial or institutional uses shall not be permitted over pathways less than 20 feet wide.

DESIGN GUIDELINES

1. New public streets should be designed according to the Open Space and Streetscape Master Plan. Streets should support all modes of circulation, including walking, bicycling, transit, vehicular, while encouraging alternatives to driving alone.
2. Bulb-outs should be planted with native and/or drought-tolerant plants, offer seating areas and create opportunities for public art.
3. Pedestrian oriented features such as tree plantings and signage should be installed in alleys and narrow streets.
4. Beacon lights or in-pavement crosswalk lights should be installed at key, non-signalized intersections to aid in pedestrian crossings.
5. New public streets should be designed to include appropriate street furniture, including pedestrian-scaled lighting, street trees and other landscaping, refuse bins, wayfinding signage and other pedestrian-amenities.
6. New public streets should utilize consistent sidewalk design (color, pattern, etc.), well-designed street furniture including seating, waste receptacles and pedestrian-scaled street lights.
7. Streetlights should use low voltage fixtures and energy efficient bulbs.
8. Street furniture should be consistent with improvements on Leland Avenue and other open space design elements throughout site. Use paving material with a Solar Reflectance Index (SRI) of at least 29.



The residential park should have a mix of open spaces to adapt to many users



Pathways through parks and the Schlage Site should be welcoming to all, not just residents of the development



An example of a public pathway



Secondary streets should include pedestrian oriented amenities



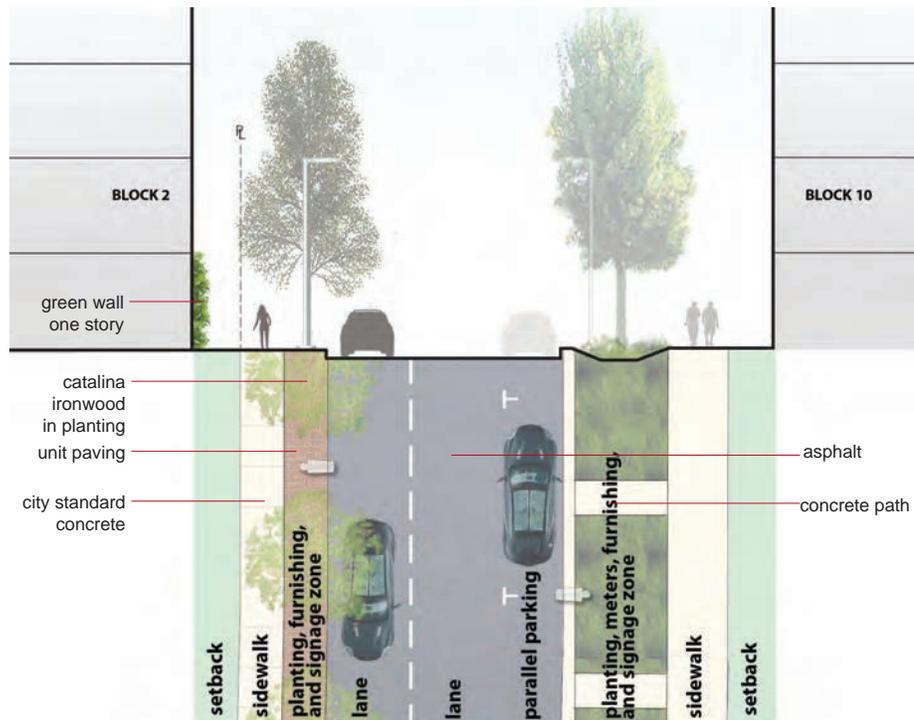
Streets in the new development include quality landscaping and streetscaping

9. Tree species should be varied throughout the neighborhood. Tree species may be varied by street to provide a different visual character on individual streets, but in most cases generally be consistent along each street.
10. Streetscape design should incorporate pervious surfaces for tree planting wherever possible and permitted by the DTSC-required remediation program. To reduce or minimize water consumption, trees, sidewalk plantings and plant material should be native and drought-tolerant wherever possible.
11. Streetscape design at intersections should incorporate retention cisterns or other sustainable stormwater management systems below bulb-out areas, to facilitate water retention or infiltration where appropriate.
12. Pathways should separate bicycle and pedestrian access and include adjacent landscaping.

Public Open Space

The Schlage Lock site shall be designed and developed to be a part of the existing open space network that includes the Visitacion Valley Greenway, neighborhood open spaces, McLaren Park, and the development pending along the Brisbane Baylands. Development of the Schlage Lock site must include two project sponsor-provided open spaces connected to this network, as detailed below; and will support development of a third open space as future agreements with JPB and UPRR allow. The open spaces shall generally be located and provided as described below, and as shown on the Open Space Plan, Figure 2-12. The descriptions below provide a starting point

FIGURE 2-11
Street A, cross section between
Block 2 and Block 10



for development based on community input through the workshop process; and these designs are further described in the companion Open Space and Streetscape Master Plan. The actual dimensions, design and facilities provided at each open space will ultimately be determined through the design review process specified in the Visitacion Valley-Schlage Lock Special Use District.

DEVELOPMENT CONTROLS

The Schlage Lock site development must provide two required open spaces, as follows:

- “Leland Greenway” (0.73 acres)
- “Visitacion Park” (approximately 1 acre)

Please note that the park names are included for purposes of description in the plan; actual naming will occur as part of the community planning process.

1. All parks and plazas will be open to the public and fully accessible during daylight hours at a minimum.
2. All parks shall include both hardscape, in the form of paths, courts and play areas, and softscape elements, such as open grassy areas, groundcover, shrubs, flowering plants and trees. The three neighborhood parks specified above shall collectively constitute a minimum 60% softscape, unless determined otherwise through the design review process.
3. Required open spaces shall be constructed at-grade and or within 3 feet of grade, providing sufficient depth for planting (at least 3 feet for shrubs and 4 feet for small trees) and for stormwater management solutions.
4. Required open spaces should connect to streets by stairs and ramps. The interior of an open space should be visible from the street.

DESIGN GUIDELINES

1. All parks, plazas, streets and pathways should be designed and considered as a part of an open space network, with pleasant pedestrian connections required between all open space components.
2. Provide ample seating for public users, such as low walls, benches, and/or stairs.
3. Reduce use of potable water for irrigation by installing smart (weather-based) irrigation controllers, and by using drip, bubblers or low-flow sprinklers for all non-turf landscape areas.
4. Incorporate sustainable stormwater management features to reduce rainfall runoff. These may include but are not limited to use of vegetated swales, vegetated infiltration basins, flow through and infiltration planters, pervious pavement, and other methods, consistent with the approved DTSC Remedial Action Plan.

5. Where possible, design parks with the capability to collect and store stormwater to irrigate parks and public open space. The plan's open spaces may be an appropriate site to collect, filter/clean and store rainwater underground, so this rainwater can be used to irrigate the public open spaces.
6. Incorporate integrated pest management, and non-toxic fertilization techniques to manage open spaces whenever possible.
7. Incorporate artists into the park design development process. Public art may incorporate whimsical elements desired by neighborhood residents, similar to installations in the Visitacion Valley Greenway.

Appendix

APPENDIX A. DEFINITIONS OF TERMS

THE FOLLOWING DEFINITIONS APPLY TO CERTAIN TERMS USED IN THESE DEVELOPMENT CONTROLS AND DESIGN GUIDELINES.

A **ACCESSORY PARKING**
Parking facilities located on the premises and dependent upon the principal land use of a site.

ACTIVE FRONTAGE
Frontage on rights-of-way that consists of individual commercial or residential units, with entries ideally every 25 feet or less, but no more than 50 feet apart, and no significant blank or blind walls at the ground-floor or above.

ADJACENT STREET FRONTAGE
Any linear frontage along a street directly abutting any side of a building, including only the nearer side of the street.

AGENCY COMMISSION
The governing body of the Redevelopment Agency of the City and County of San Francisco.

ALLEY
A secondary right-of-way providing secondary circulation for cars, bicycles and pedestrians, as well as parking, loading and service access. Alleys may have a single shared surface for auto and pedestrian use, have minimal or no parking on the roadway, and are generally less than 25 feet wide.

ALTERNATIVE PAVING MATERIALS
Paving materials that are not traditional asphalt or concrete, including interlocking concrete pavers, pervious concrete mixes, pervious paving stones, or other materials.

ARTICULATION
Minor variations in the massing, setback, height, fenestration, or entrances to a building, which express a change across the elevation or facades of a building. Articulation may be expressed, among other things, as bay windows, porches, building modules, entrances, or eaves.

AT-GRADE
At the level of an adjacent publicly accessible right-of-way. For sloping sites, at-grade for any given point is the midway vertical point between the line that connects the front and back lot lines, and the line that connects the two side lot lines.

AWNING
A lightweight structure attached to and supported by a building, projecting over the sidewalk, designed to provide weather protection for entryways and display windows.

B **BIO-SWALE**
A planted unpaved ground depression designed to collect, filter and drain stormwater prior to its entry into the wider stormwater system. Includes grassy swales and vegetated swales.

BLOCK
The area encompassed by any closed set of publicly accessible rights-of-way, also including the rail rights-of-way.

BLOCK DEVELOPMENT ALTERNATIVE
A variation to the parcel configuration to be exercised under certain prescribed conditions.

BLOCK FACE
Any one side of a block.

BUILDING
Above-ground, detached structure with a roof supported by columns or walls, that may or may not share below-ground programming.

BUILDING ENVELOPE
The exterior dimensions—dictating the maximum dimensions of width, depth, height and bulk—within which a building may exist on a given site.

BULB-OUT
Sidewalk extension into parking or driving lanes, most commonly used at corners to narrow intersection widths or crossings.

C **CAR-SHARING PROGRAM**
A program that offers the common use of a car or other vehicle by individual members, enabling people or households to use a car for some trips while not owning, or owning fewer, cars.

CISTERN
A sustainable rainwater management device used to capture and store clean water. They may be installed on building roofs, above ground, or underground.

CURB CUT
A break in the street curb to provide vehicular access from the street surface to private or public property across a sidewalk.

D **DESIGN GUIDELINES**
Suggestions for building features or qualities to be considered in project designs, often requiring subjective analysis.

DEVELOPMENT CONTROLS
Mandatory and measurable design specifications applicable to all new construction.

F **FAÇADE**
The exterior surface of a building that is visible from publicly accessible rights-of-way.

FAÇADE ARTICULATION
A major horizontal or vertical planal shift in a building's façade.

FAÇADE PROJECTION
A façade feature that extends forward from the main façade plane, such as a bay, column, cornice, or window molding.

FENESTRATION

Area of a building facade occupied by windows and doors.

FIN SIGN

A sign projecting from the building wall over the sidewalk, visible from the street, also known as blade sign, that directs attention to a business, service or retail activity.

FINE-GRAIN

Site and building design that incorporates small blocks, narrow lots, frequent street-facing residential and commercial entrances, and a rhythmic architecture that breaks building façades into narrow modules on the order of 25 feet.

FLEX SPACE

A building space such as live-work, designed to provide occupants use flexibility, with a configuration that may allow retail, production, office or showroom space in combination with other uses.

FREESTANDING SIGN

A sign in no part supported by a building.

G GREEN ROOF

A lightweight vegetated roof system installed in place of a conventional roof to reduce runoff, and heating and cooling costs. Extensive green roofs can comprise several layers, including a waterproof membrane, drainage material, a lightweight layer of soil, and select plants. Green roofs may be off limits to use or designed for passive recreational use.

GREENWAY

A linear park useable for non-auto circulation, that also provides landscaped areas, recreational opportunities, open space and seating. A greenway may be in the form of a wide (at least 12 feet sustained), useable road median.

H HARDSCAPE

The coverage of ground surfaces with constructed materials such as paving, walls, steps, decks, or furnishings.

HUMAN SCALE

Building, site, street and open space design of a size and character that relate to a pedestrian at ground level, as opposed to an individual in a fast-moving vehicle. Also: Pedestrian Scale.

I IMPERVIOUS SURFACES

An impermeable material, which prevents moisture percolation into the ground, and therefore sheds rainwater and residues onto streets and into stormwater sewers.

INFILTRATION BASIN

A vegetated infiltration basin (often referred to as a rain garden) is a landscaped depression that has been excavated or created with bermed side slopes or other features to store water until it infiltrates into the ground. Plants used must withstand periods of standing water.

L LINER RETAIL

Small retail spaces located along the perimeter of large retail areas.

LOT FRONTAGE

The dimension of a lot along a primary street.

M MODULATION

Major variation in the massing, height, or setback of a building.

P PARCEL

An area of land designated to contain a specific building type or land use within a development block.

PATHWAY

A pedestrian and bicycle circulation element that prohibits cars, which may also provide access to residential or commercial uses.

PEDESTRIAN MEWS

A small-scaled, pedestrian oriented thoroughfare within a block that includes front doors and landscaping. A mew may or may not provide vehicular circulation.

PEDESTRIAN SCALE

See Human Scale.

PERVIOUS SURFACE

Landscaping materials that allow a percentage of rainwater to percolate into the ground rather than run off into the stormwater system

PERVIOUS PAVEMENT/PAVERS

Pervious pavements provide air spaces in the material that allow water to pass through the pavement to the crushed aggregate base, then infiltrate into the ground below. Pervious pavers are installed on a sand bed, allowing water to pass through and between the pavers to the underlying subgrade and infiltrate into the ground.

PLAZA

An intimate, primarily hardscape open space element fronted by development and the street, that provides places to sit, eat, or casually gather.

PODIUM DEVELOPMENT

Style of development in which upper-floor units share one or more common lobbies, and units are linked by common corridors and a common parking garage. Podium development may also have individual townhome units at ground level.

PUBLIC OPEN SPACE

Public open space includes neighborhood parks, plazas and greenways suitable for active and passive recreation. Sidewalk extensions and bulb-outs with seating, play and landscaped areas could also be considered public open space, if the extended area is a minimum of 12 feet wide, and is useable for active or passive recreation.

PUBLICLY ACCESSIBLE

Open to the public at all times (unless otherwise noted), and not closed off by gates, guards, or other security measures. Publicly accessible also means that there are not overly burdensome rules for acceptable and not acceptable behavior, nor design cues that make the open space seem unwelcoming.

R RAIN BARREL

A rain barrel is a sustainable stormwater management treatment used to “harvest” clean rainwater falling on a building roof. One or more rain barrels may be installed close to a roof downspout to collect water falling on a building roof. Water stored in rain barrels may be used to irrigate exterior landscapes, or for interior use, if approved.

ROADWAY

The width covered by asphalt from curb-to-curb. For roadways divided by a planted median, the roadway does not include the width of the median

ROOF SIGN

A sign, or portion thereof, erected or painted on or over the roof of a building.

ROOFSCAPE

The visual character of the roofs as viewed from above, such as from neighboring hills.

S SETBACK

The horizontal distance that a wall or structure is offset from a designated line, typically the property line. Required setbacks between the property line and the primary built structure provide a transition between the street and private uses on the property. Setbacks may be dedicated to public use or remain as private space between the public right-of-way and the building mass. Upper-story setbacks from the plane of the ground floor streetwall are often required to reduce shadow impacts, mass and the appearance of building height.

STOOP

An outdoor entryway into residential units raised above the sidewalk level. Stoops may include steps leading to a small porch or landing at the level of the first floor of the unit.

STOREFRONT

The facade of a retail space between the street grade and the ceiling of the first floor.

STREET

A primary right-of-way through the site, providing circulation for cars, bicycles and pedestrians. Sidewalks and the roadway are separated by a curb, and there are separate lanes for parking and driving.

STREETSCAPE AND PUBLIC OPEN SPACE PLAN

A set of standards and specifications for new public streets, alleys, rights-of-way, sidewalks, intersections, parks, plazas, playgrounds and other public improvements in the Project Area.

STREET WALL

A continuous facade of a building and/or buildings facing a street frontage at the property line or required setback. Floors or walls set back from the primary facade are not considered part of the street wall.

SOFTSCAPE

Landscaped areas dedicated to planted materials such as ground cover, annuals, perennials, shrubs and trees.

SUSTAINABLE DESIGN

A multi-disciplinary design approach to balance environmental responsiveness, resource efficiency, and community context.

SWALE

Swales are gently sloping depressions planted with dense vegetation or grass. As the runoff flows along the length of the swale, the vegetation slows and filters rainwater allowing sediment and pollutants to settle out and rainwater to infiltrate into the ground.

T TOWNHOUSE

Style of development in which attached ground floor residential units are individually accessed from a publicly accessible right-of-way, and not connected by interior corridors or connected parking garages.

TRANSPARENCY

A characteristic of clear facade materials, such as glass, that provide an unhindered visual connection between the sidewalk and internal areas of the building. In general, approximately 70% or more of storefronts' street-facing elevations shall be transparent, i.e., comprised of windows and/or entrances.

W WALL SIGN

A sign painted directly on the wall or fixed flat against a facade of a building, parallel to the building wall and not projecting out from the facade more than the thickness of the sign cabinet.

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 May 2014 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 refining 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 first 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 Greenway), 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 office 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.

Descriptions of the subsequent community meetings that took place between October 2012 and March 2014 are provided below.

COMMUNITY MEETING 1: POST-REDEVELOPMENT UPDATE & COMMUNITY PRIORITIES & GOALS

On October 12, 2012, the Planning Department held the first post-Redevelopment community meeting for the Visitacion Valley / Schlage Lock project. The goal of was to inform the community what the funding loss due to the elimination of the Redevelopment Agency meant for the project. After an overview of the original package of community benefits Redevelopment funding would have helped to achieve, attendee break-out groups discussed their community benefit priorities for the Site under the new financial reality. This meeting resulted in a ranking of the community benefits.

COMMUNITY MEETING 2: POTENTIAL FUNDING STRATEGIES & SITE PLAN CHANGES

At the second community meeting on January 12, 2013, participants heard an overview of potential funding sources, and looked at revised open space and height options on the site. Two alternate Leland Greenway alternatives were described with community attendees discussing the pros and cons of each alternative. These community discussions helped shape height and open space changes and other considerations to ensure good design and livability.

COMMUNITY MEETING 3: FINAL SITE PLAN REVISIONS & LELAND GREENWAY PROGRAMMING

Based on comments received at the first two meetings, final site changes, strategies for addressing potential concerns with the changes, and a preferred Leland Greenway configuration was presented at the third public meeting, on May 18, 2013. Break-out working groups also provided comments for the programming and design of the Leland Greenway.

COMMUNITY MEETING 4: DEVELOPMENT AGREEMENT OVERVIEW

On March 22nd, 2014, the fourth and final public meeting was held. Community participants heard summaries of the site plan, open space and streetscape plan, remediation efforts, design controls and the development agreement between the city and the developer. The latter included an overview of all the community benefits in the development agreement. The community heard about and provided additional comment on the planning process for future phases and development on the site.

APPENDIX C. COMMUNITY GOALS

COMMUNITY GOALS FOR THE PROJECT

Source: Redevelopment planning process, 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 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 cleanup, redesign and development of vacant and underutilized properties in the Project Area.
- Protect human health, by ensuring that toxics cleanup 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, carpooling, 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 D. MAYOR'S TASK FORCE ON GREEN BUILDINGS ORDINANCE

*Note: The following table is intended as an illustrative summary of requirements only. Actual ordinance can be found in the San Francisco Building Code Chapter 13C, and amendments to that chapter may supercede the summary shown here.



**Green Building Ordinance: Summary of Requirements
Table 1: Performance Standards and Timelines**

**Attachment A
Table 1**

Building Type	Requirement and Code Reference	Effective Date			
		2008 (November 3)	2009	2010	2011
1304C.1. New Group R Occupancy Buildings					
Small Residential: 4 or fewer units (1304C.1.1)	Rating Requirement (1304C.1.1)	Submit GreenPoints new home construction checklist; no points required	Submit GreenPoints new home construction checklist; 25 GreenPoints required	GreenPoint Rated; minimum 50 GreenPoints	GreenPoint Rated; minimum 75 GreenPoints
	Stormwater Management (1304C.0.3)	Meet "SFPUUC Stormwater Design Guidelines", if applicable			
Midsize Residential: 5+ units and < 75' height to highest occupied floor (1304C.1.2)	Rating Requirement (1304C.1.2)	Submit GreenPoints multi-family checklist; no points required	Submit GreenPoints new home construction checklist; 25 GreenPoints required	GreenPoint Rated; minimum 50 GreenPoints	GreenPoint Rated; minimum 75 GreenPoints
	Stormwater Management (1304C.0.3)	Comply with "SFPUUC Stormwater Design Guidelines". As Applicable: LEED NC SS 6.2 and SS 6.1.			
High-Rise Residential: 5+ units and ≥ 75' height to highest occupied floor (1304C.1.3)	Rating Requirement (1304C.1.3.1)	Achieve LEED Certified OR GreenPoint Rated with minimum 50 points, plus requirements below		Achieve LEED Silver certification OR GreenPoint Rated with minimum 75 points, plus requirements below	
	Water Efficient Landscaping (1304C.1.3.2)	Min. of 50% reduction in use of potable water for landscaping (LEED credit WE1.1)			
	Water Use Reduction (1304C.1.3.3)	Min. of 20% reduction of potable water use (LEED credit WE3.1)		Min. of 30% reduction in potable water use (LEED credit WE3.2)	
	Stormwater Management (1304C.0.3)	Comply with "SFPUUC Stormwater Design Guidelines". As Applicable: LEED NC SS 6.2 and SS 6.1.			
	Construction Debris Management (1304C.1.3.4)	Divert at least 75% of construction debris (LEED credit MR 2.2)			



**Green Building Ordinance: Summary of Requirements
Table 1: Performance Standards and Timelines**

**Attachment A
Table 1**

Building Type	Requirement and Code Reference	Effective Date			
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	Stormwater Management (1304C.0.3)	Meet "SFPUC Stormwater Design Guidelines", if applicable			
Midsize Residential: 5+ units and < 75' height to highest occupied floor (1304C.1.2)	Rating Requirement (1304C.1.2)	Submit GreenPoints multi-family checklist; no points required	Submit GreenPoints new home construction checklist; 25 GreenPoints required	GreenPoint Rated; minimum 50 GreenPoints	GreenPoint Rated; minimum 75 GreenPoints
	Stormwater Management (1304C.0.3)	Comply with "SFPUC Stormwater Design Guidelines". As Applicable: LEED NC SS 6.2 and SS 6.1.			
High-Rise Residential: 5+ units and ≥ 75' height to highest occupied floor (1304C.1.3)	Rating Requirement (1304C.1.3.1)	Achieve LEED Certified OR GreenPoint Rated with minimum 50 points, plus requirements below		Achieve LEED Silver certification OR GreenPoint Rated with minimum 75 points, plus requirements below	
	Water Efficient Landscaping (1304C.1.3.2)	Min. of 50% reduction in use of potable water for landscaping (LEED credit WE1.1)			
	Water Use Reduction (1304C.1.3.3)	Min. of 20% reduction of potable water use (LEED credit WE3.1)		Min. of 30% reduction in potable water use (LEED credit WE3.2)	
	Stormwater Management (1304C.0.3)	Comply with "SFPUC Stormwater Design Guidelines". As Applicable: LEED NC SS 6.2 and SS 6.1.			
	Construction Debris Management (1304C.1.3.4)	Divert at least 75% of construction debris (LEED credit MR 2.2)			

APPENDIX E. LEED FOR NEIGHBORHOOD DEVELOPMENT CHECKLIST



LEED for Neighborhood Development Pilot Project Checklist

Project Name: Schlage Lock Site
 Primary Contact: Rich Chien

Instructions: In the Points Earned column, enter "Yes," "No," or "Maybe" for prerequisites and the expected number of points earned for credits. For prerequisites with more than one compliance path, enter the compliance path option # in column E, in the row under the prerequisite's name.

Points Earned				30 Points Possible
23		Smart Location & Linkage		
Yes	Prereq 1	Smart Location		Required
		Option #: 2 and/or #3		
Yes	Prereq 2	Proximity to Water and Wastewater Infrastructure		Required
		Option #: 1		
Yes	Prereq 3	Imperiled Species and Ecological Communities		Required
		Option #: 2		
Yes	Prereq 4	Wetland and Water Body Conservation		Required
		Option #: 1		
Yes	Prereq 5	Farmland Conservation		Required
		Option #: 1		
Yes	Prereq 6	Floodplain Avoidance		Required
		Option #: 1		
2	Credit 1	Brownfield Redevelopment		2
	Credit 2	High Priority Brownfields Redevelopment		1
10	Credit 3	Preferred Location		10
7	Credit 4	Reduced Automobile Dependence		8
	Credit 5	Bicycle Network		1
3	Credit 6	Housing and Jobs Proximity		3
1	Credit 7	School Proximity		1
	Credit 8	Steep Slope Protection		1
	Credit 9	Site Design for Habitat or Wetlands Conservation		1
	Credit 10	Restoration of Habitat or Wetlands		1
	Credit 11	Conservation Management of Habitat or Wetlands		1
29		Neighborhood Pattern & Design		39 Points Possible
Yes	Prereq 1	Open Community		Required
Yes	Prereq 2	Compact Development		Required
5	Credit 1	Compact Development		7
4	Credit 2	Diversity of Uses		4
3	Credit 3	Diversity of Housing Types		3
	Credit 4	Affordable Rental Housing		2
2	Credit 5	Affordable For-Sale Housing		2
2	Credit 6	Reduced Parking Footprint		2
8	Credit 7	Walkable Streets		8
2	Credit 8	Street Network		2
	Credit 9	Transit Facilities		1
	Credit 10	Transportation Demand Management		2
1	Credit 11	Access to Surrounding Vicinity		1
1	Credit 12	Access to Public Spaces		1
1	Credit 13	Access to Active Public Spaces		1
	Credit 14	Universal Accessibility		1
	Credit 15	Community Outreach and Involvement		1
	Credit 16	Local Food Production		1

5	Green Construction & Technology	31 Points Possible
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Yes			
	Prereq 1	Construction Activity Pollution Prevention	Required
	Credit 1	LEED Certified Green Buildings	3
	Credit 2	Energy Efficiency in Buildings	3
	Credit 3	Reduced Water Use	3
1	Credit 4	Building Reuse and Adaptive Reuse	2
	Credit 5	Reuse of Historic Buildings	1
1	Credit 6	Minimize Site Disturbance through Site Design	1
1	Credit 7	Minimize Site Disturbance during Construction	1
	Credit 8	Contaminant Reduction in Brownfields Remediation	1
	Credit 9	Stormwater Management	5
	Credit 10	Heat Island Reduction	1
	Credit 11	Solar Orientation	1
	Credit 12	On-Site Energy Generation	1
	Credit 13	On-Site Renewable Energy Sources	1
	Credit 14	District Heating & Cooling	1
	Credit 15	Infrastructure Energy Efficiency	1
	Credit 16	Wastewater Management	1
	Credit 17	Recycled Content for Infrastructure	1
1	Credit 18	Construction Waste Management	1
1	Credit 19	Comprehensive Waste Management	1
	Credit 20	Light Pollution Reduction	1

1	Innovation & Design Process	6 Points
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	Credit 1.1	Innovation in Design: Provide Specific Title	1
	Credit 1.2	Innovation in Design: Provide Specific Title	1
	Credit 1.3	Innovation in Design: Provide Specific Title	1
	Credit 1.4	Innovation in Design: Provide Specific Title	1
	Credit 1.5	Innovation in Design: Provide Specific Title	1
1	Credit 2	LEED® Accredited Professional	1

58	Project Totals (pre-certification estimates)	106 Points
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Certified: 40-49 points, **Silver:** 50-59 points, **Gold:** 60-79 points, **Platinum:** 80-106 points

APPENDIX F. SCHLAGE LOCK DESIGN REVIEW PROCEDURE

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

Staff Participation

Design review will be conducted by the Planning Department. The Planning Department shall be responsible for the design review process and maintaining liaison with the project sponsor's architectural design team, and formal required submissions shall be made to the Planning Department.

For each phase of development, the Planning Department will also oversee a Phase Application review process, which will include the design review of all of the phase's infrastructure, utilities, open space, historic preservation, and all other improvements located outside of the twelve development parcels. It may also include the design review of buildings proposed for any or all of the development parcels within an applicable phase, at the project sponsor's election. Alternatively, any or all of a phase's buildings may seek design review approval following Phase Application approval.

Designs for new development will be reviewed by the appropriate City departments. This review will occur before critical decisions in the design process are made. It is expected that continuous contact will be maintained between the project sponsor'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 a design's compliance with this Design for Development, the Special Use District, the Open Space and Streetscape Master Plan, any other applicable controls in the Planning Code and those memorialized in the Development Agreement, and the findings and recommendations of the staff report.

Community Participation

Advice and consultation regarding each proposed phase of development and design review will be sought by the project sponsor from the community to ensure consistency with the controls, design guidelines and community benefit requirements. Prior to filing any site and/or building application or Phase Application, the project sponsor shall conduct a minimum of one pre-application meeting. The meeting shall be conducted at the project site or within a one-mile radius of the project site but otherwise subject to the Planning Department's Pre-Application Meeting packet, affidavit and procedures, including the submittal of required meeting documentation with each Phase Application and any subsequent building or site permits for design review. A Planning Department representative shall attend.

Additionally, for each Phase Application and once design review is completed on site or building permit applications, 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 after staff review and no less than 30 days prior to Planning Director, or Planning Commission action on the application. Also, Phase Applications (led by the Planning Department) and design review applications (led by the project sponsor) will be subject to a “post-application” meeting on the 15th day of the 30-day public comment period.

Acceptance of Proposals

Required design submissions must adhere to the Community Participation requirements above. Additional informal reviews at the request of either the project sponsor or the Planning Department are encouraged. In evaluating the design of a building and its relationship to the site and adjoining areas, the Planning Department will avoid imposing arbitrary conditions and requirements, however evaluating whether the project adheres to many of the design guidelines will require some subjective analysis by Planning Department and City staff. The Development Controls 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 Planning Department to project proposals in order to achieve the purposes of the Special Use District.

Impact Fee Allocation and Annual Updates

In addition to the community involvement in the phase and building design, community consultation will be sought in the process to allocate impact fees related to the Visitacion Valley Community Facilities and Infrastructure Fee and the Transportation Fee Obligation to which the project is subject. The Planning Department will hold a minimum of one public meeting per year in the community to inform the public of funds accrued every year and, when enough funds have been collected, to consult the community on needs and potential uses for the impact fees. (For the first two years of the Development Agreement, these meetings shall be held a minimum of twice per year.) At this meeting, the project sponsor shall present a progress report on the Schlage Lock project, including but not limited to status of parks and community improvements, number of units built, BMR units, and status of the Old Office building. Such report may use information from or be the same as the Annual Review required in the Development Agreement.

ACKNOWLEDGEMENTS

This document was developed with participation of several partners. Special thanks to Pyatok Architects, GLS Landscape Architecture, BKF Engineering, and Van Meter Williams Pollack for the plans, designs and graphics in this document and the community process behind it.

The Planning Department would like to acknowledge the leadership of several City agencies and offices throughout the course of the Schlage Lock site redevelopment and design processes, including:

Mayor's Office of Economic and Workforce Development
Office of Supervisor Malia Cohen
Office of the City Attorney
Office of Community Investment and Infrastructure
Department of Public Works
Office of former Supervisor Sophie Maxwell
(former) San Francisco Redevelopment Agency

The leadership of the community members of the **Visitacion Valley/Schlage Lock Advisory Body** (and former Citizens' Advisory Committee) were essential to this document and the entire project. Current AB and former CAC members are:

Chris Barnett
Linda Bien
Christina Charles
Robin Chiang
Brad Drda
Edith Epps
Douglas Fong
Jim Growden
Inskip James
Michelle LaFlue
Paul McLaughlin
Fran Martin
Arcadia Maximo
Russel Morine
Frederick Parkinson
Tom Radulovich
Marlene Tran
Anne Seeman
Neo Veavea

San Francisco Planning Commission:

Cindy Wu, *President*
Rodney Fong
Michael J. Antonini
Gwyneth Borden
Rich Hillis
Kathrin Moore
Hisashi Sugaya

We would like to thank the following Public Agencies and Boards for their participation:

Landmarks Preservation Advisory Board
SF Public Utilities Commission
SF Department of Public Works
SF Recreation and Parks Department
SF County Transportation Authority
SF Environment
SF Municipal Transportation Agency

We would also like to acknowledge the dedicated efforts of the various organizations, institution, neighborhood associations and individuals that have participated in and supported this community process, including:

Bay Area LISC
City of Brisbane
SF Recycling Center
VVBOOM
Visitacion Valley Planning Alliance
Visitacion Valley Community Development Corporation

We would also like to thank the following firms and individuals for their work which set the stage for this process:

Urban Ecology
EDAW
Nelson Nygaard
Strategic Economics

