Visitacion Valley
Schlage Lock Development Update
Impact Fee Project Prioritization
<table>
<thead>
<tr>
<th>Time</th>
<th>Duration</th>
<th>Session</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 am</td>
<td>5 min</td>
<td>Intros, Agenda &amp; Workshop Goals</td>
</tr>
<tr>
<td>10 min</td>
<td></td>
<td>Schlage Lock Development Update</td>
</tr>
<tr>
<td>20 min</td>
<td></td>
<td>Q&amp;A</td>
</tr>
<tr>
<td>10 min</td>
<td></td>
<td>Break</td>
</tr>
<tr>
<td>5 min</td>
<td></td>
<td>What are Impact Fees?</td>
</tr>
<tr>
<td>5 min</td>
<td></td>
<td>What We’ve Heard</td>
</tr>
<tr>
<td>10 min</td>
<td></td>
<td>Blanken Tunnel Improvements Update</td>
</tr>
<tr>
<td>10 min</td>
<td></td>
<td>Visitacion Avenue Improvements Design Workshop</td>
</tr>
<tr>
<td>11:30 am</td>
<td>20 min</td>
<td>Q&amp;A / Review Boards</td>
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## Workshop Goals

### Schlage Lock Development Update
- Provide latest project status
- Provide Phase 1 Application updates
- Review anticipated timeline for Phase 1 construction

### Impact Fee Utilization
- Provide updates on Blanken Tunnel improvements (lighting & mural)
- Review and provide feedback on initial Visitacion Ave designs
Part 1
Schlage Lock Development Update
Overview

Background:
• Original Schlage Lock factory site circa 1929
• Under the CA Redevelopment Agency until 2011
• Development Agreement executed in 2014
• Contract between developer and CCSF
• Phased delivery with hurdle milestones
• 15% Affordable Housing requirement

Project Highlights:
• 1,679 residential units
• 9 distinct building parcels
• 47,000 sf retail
• 2 public parks
• 1 Historical Office Building
• 1 adjacent regional rail station
• 2 adjacent metro rail stations
• Onsite parking for nearly 1,200 vehicles
Revised Phase 1 Application
Jonathan Scharfman
Director of Development

Al Williams
Consultant
Phase 1 Summary

- 574 units
- Includes 86 affordable housing units
- Leland Park
- Old Office Building Plaza
- Grocery store with secondary retail
Phase 1 Development Updates

- Design for pedestrian access to Bayshore Caltrain station; construction moved to Phase 2
- 100% Site Improvement Plan – currently under review
  - Sitewide Horizontal Improvements to be completed during Phase 1
- Potential rehabilitation of Historic Office Building
Access to Caltrain

- Adjusted Phase 1 Development area boundary
- Permission only through March, 2021 to cross the rail easements
- Visitacion Development LLC cannot guarantee pedestrian access to Caltrain station during Phase 1
- Est. permanent permission or quitclaim of said easements by completion of Phase 1
Completed Horizontal Construction

- Rough Grading and Retaining Walls
completed horizontal construction

- combined sewer
Remaining Horizontal Work To Be Completed

- Water, Dry Utilities, Curb, Gutter, Sidewalk, Paving
Visitacion Development has received a permit to rehabilitate the building.

The permit will be pursued under the California Historical Building code and all rehabilitation improvements shall be reviewed and approved by the City.

Visitacion Development will inform City by December 2018 whether it will proceed with complete rehab or mothballing during Phase 1.
10 Minute Break

NEXT...

Part 2
Impact Fee Utilization
Part 2

Impact Fee Utilization
VV IMPACT FEES: WHAT ARE THEY?

- Purpose: mitigate impacts brought by new development
- Fees capture value created by development and invest it into the community
- Projected cumulative total = ~$16.7 million;
- ~$500,000 currently on-hand
- Amount and availability of funds depend on ultimate buildout and timing of development
**VV IMPACT FEES: HOW CAN THEY BE USED?**

- Capital improvements only (i.e. not programming/operations)
- Complete Streets & Transportation
- Recreation & Open Space (including community facilities; e.g. library)
- Childcare
VV IMPACT FEES: PROJECT PRIORITIZATION

- Community Priority
- City Priority
- Feasibility
- Cost

Proposed Project
IMPACT FEES: WHAT WE’VE HEARD

• 5 prioritization workshops to date:  

• 3 community surveys (in person and online); 220 responses

Wait to Spend Funds  
(1-2 larger projects)

15%

Spend Funds on an Ongoing Basis  
(multiple small/medium projects)

85%

TOP PRIORITIES

Park & Playground Improvements

Bike & Transit Improvements

McLaren Park Access Improvements

Pedestrian Safety Improvements
VV IMPACT FEES: WHAT WE’VE HEARD

JULY/AUGUST 2016 SURVEY RESULTS

Proposed Visitacion Valley Projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Votes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitacion Ave Sidewalk Installation &amp; Trail Improvements*</td>
<td>60</td>
</tr>
<tr>
<td>Arleta Bayshore Intersection Improvements</td>
<td>55</td>
</tr>
<tr>
<td>Visitacion Valley Greenway Connections</td>
<td>46</td>
</tr>
<tr>
<td>Blanken Underpass Illumination</td>
<td>42</td>
</tr>
<tr>
<td>Blanken Underpass Art Murals</td>
<td>36</td>
</tr>
<tr>
<td>Transit Stop Improvements*</td>
<td>35</td>
</tr>
<tr>
<td>Visitacion Valley Ballfield Renovation</td>
<td>32</td>
</tr>
<tr>
<td>Elliot Street Staircase</td>
<td>32</td>
</tr>
<tr>
<td>Visitacion Valley Playground Renovation</td>
<td>29</td>
</tr>
<tr>
<td>Herz Playground Renovation</td>
<td>23</td>
</tr>
<tr>
<td>Bike Routes To Bay Trail &amp; Candlestick Point*</td>
<td>21</td>
</tr>
<tr>
<td>Leland &amp; Cora Bulb-Out &amp; Sidewalk Widening</td>
<td>18</td>
</tr>
<tr>
<td>Visitacion Ave/Trailhead Crossing</td>
<td>17</td>
</tr>
</tbody>
</table>

*For these projects, respondents were asked for their preference on specific sub-options. See graphs below for detail.

selected for initial impact fee allocation
VV IMPACT FEES: WHAT WE’VE HEARD

JULY/AUGUST 2016 SURVEY RESULTS

Proposed Visitacion Valley Projects

- Visitacion Ave Sidewalk Installation & Trail Improvements*: 60 votes
- Arleta Bayshore Intersection Improvements: 55 votes
- Visitacion Valley Greenway Connections: 46 votes
- Blanken Underpass Illumination: 42 votes
- Blanken Underpass Art Murals: 36 votes
- Transit Stop Improvements*: 35 votes
- Visitacion Valley Ballfield Renovation: 32 votes
- Elliot Street Staircase: 32 votes
- Visitacion Valley Playground Renovation: 29 votes
- Herz Playground Renovation: 23 votes
- Bike Routes To Bay Trail & Candlestick Point*: 21 votes
- Leland & Cora Bulb-Out & Sidewalk Widening: 18 votes
- Visitacion Ave/Trailhead Crossing: 17 votes

*For these projects, respondents were asked for their preference on specific sub-options. See graphs below for detail.

selected for initial planning/design & implementation
Community Design Process

Implementing agencies will host a community design process to take each proposed project from conceptual design through detailed design.
UPDATE: Blanken Underpass Illumination
Install additional lighting in tunnel and repace existing fixtures with LED fixtures.

Project Status
• **SFPUC to install additional LED fixtures; Fall 2018**
• **Estimated cost = ~$20K (~$78K less than original estimate)**
UPDATE: Blanken Underpass Art Murals

Art murals along Blanken Tunnel walls and/or entryway retaining walls; opportunity to create unique neighborhood gateway.

Project Status
• $20,000 allocated from Supervisor Cohen’s office
• Request for proposals via SF Arts Commission in Fall 2018
• Grantee to lead community design process and coordinate implementation with Public Works
COMMUNITY INPUT: Visitacion Avenue McLaren Park Connector Overview

- New sidewalks on Visitacion Avenue to provide access to McLaren Park
- New bike lanes and/or sharrows for access to McLaren Park
- Narrowed travel lanes for traffic calming
- New high visibility roadway crossing with flashing beacons at Vis Valley Middle School
IMPACT FEES: PROPOSED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Upper Segment: Existing

Mansell Blvd
McLaren Park
Visitacion Avenue
Staircase
McLaren Park
IMPACT FEES: PROPOSED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Upper Segment: Existing

- McLaren Park
- Travel Lane
- Travel Lane
- Existing Sidewalk (varies 6’-12’)
- 19’
- 19’
- 38’
IMPACT FEES: PROPOSED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

**Upper Segment: Concept**

**Key Features**
- New buffered bike lanes in both directions
- Narrowed travel lanes
IMPACT FEES: PROPOSED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Middle & Lower Segments: Existing
IMPACT FEES: PROPOSED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Middle Segment: Existing
IMPACT FEES: PROPOSED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Middle Segment: Concept A

Key Features

• New eastern sidewalk connecting to Vis Valley Middle School
• New buffered bike lanes in both directions
• Shared, informal bike/school loading lane in uphill direction
**Key Features**

- New uphill shared bike/ped multi-use sidewalk (paved)
- New downhill buffered bike lane
Visitacion Avenue Connector: Trailhead Crossing

- New crosswalk to improve safety & access
- Rapid flashing beacons (solar-powered) and new safety signage
- New street lighting and school loading improvements
- Fully funded by Rec & Park
- Fast-tracked for implementation in late 2018/early 2019 as part of McLaren Park Vision Plan
IMPACT FEES: PROPOSED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Trailhead Crossing/School Loading: Existing
IMPACT FEES: SELECTED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Trailhead Crossing/School Loading: Existing
IMPACT FEES: SELECTED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Key Feature: New downhill left turn lane at school
IMPACT FEES: SELECTED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Trailhead Crossing/School Loading: Concept B

Key Feature: Informal shared bike/school loading lane (uphill)
IMPACT FEES: SELECTED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Lower Segment: Existing

<table>
<thead>
<tr>
<th>Herz Park</th>
<th>Informal Parking</th>
<th>Travel Lane</th>
<th>Travel Lane</th>
<th>Informal Parking</th>
<th>Existing Landscape (width varies)</th>
<th>Trail</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>8’</td>
<td>17’</td>
<td></td>
<td>17’</td>
<td>8’</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>5’</td>
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</table>

<table>
<thead>
<tr>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>50’</td>
</tr>
</tbody>
</table>
**IMPACT FEES: SELECTED PROJECTS**

**Visitacion Avenue Connector: Street Design Concepts**

**Lower Segment: Concept A**

**Key Features**

- New sidewalk on both sides
- New bike lanes in both directions
- Parking lane on 1 side of the street (can be on either side)
IMPACT FEES: SELECTED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Lower Segment: Concept B

Key Features

• New sidewalk adjacent to Herz Playground
• New uphill shared bike/ped multi-use sidewalk (paved)
• New downhill bike lane
• Parking lane on east side (uphill facing)
IMPACT FEES: SELECTED PROJECTS

Visitacion Avenue Connector: Street Design Concepts

Lower Segment: Concept C

Key Features

• New sidewalk adjacent to Herz Playground
• New uphill shared bike/ped multi-use sidewalk (paved)
• Bike sharrows downhill
• Parking lane on both sides
Questions/Trade-Offs to Consider
Parking

• On lower segment adjacent to Herz Playground, is demand sufficient for parking on both sides (~50 spaces)?

• If parking is only on one side (~25 spaces), which side is preferable?

• Hahn Street provides ~25 spaces adjacent to Coffman Pool.

• Note: preliminary findings of the McLaren Park parking study show that demand on Visitacion is for 10-25 spaces.
Questions/Trade-Offs to Consider

Bike Facilities

• Bike lanes provide improved access to the school and park.
• Narrowing the travel lanes with bike lanes slows traffic speeds.
• Fully separated bike facilities in both directions = parking on one side.
• Cyclists sharing the roadway and sidewalk = parking on both sides.
Questions/Trade-Offs to Consider

Bike Facilities (cont.)

• For a multi-use sidewalk (uphill), what design would be comfortable for use by both pedestrians and slow bike traffic?

• What, in your view, is the best balance between bike, pedestrian, auto, and parking access along Visitacion while also slowing car speeds?
Questions/Trade-Offs to Consider

School Loading

• Must balance different aspects at school: loading, traffic, bus stop, pedestrians, bikes, and crosswalk.

• How do you pick up and drop off students at school? What are the most important aspects to address?

• Is current loading space at the school sufficient?
## Visitacion Avenue Connector: Cost Estimates

<table>
<thead>
<tr>
<th>Project Element</th>
<th>Source(s)</th>
<th>Est. Cost</th>
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<tbody>
<tr>
<td>Sidewalks</td>
<td>Impact fees</td>
<td>$1,016,000</td>
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<tr>
<td>Bike Facilities</td>
<td>Impact fees</td>
<td>$70,000</td>
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<tr>
<td><strong>Impact Fee Subtotal</strong></td>
<td></td>
<td>$1,086,000</td>
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<tr>
<td>Existing Multi-Use Path Upgrades (part of separate planning process)</td>
<td>Rec &amp; Park, grants, impact fees</td>
<td>$520,000</td>
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<td>Trailhead Crossing w/Flashling Beacons</td>
<td>Rec &amp; Park</td>
<td>$295,000</td>
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<tr>
<td><strong>Rec &amp; Park + Other Subtotal</strong></td>
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<td>$815,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
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<td><strong>$1,900,000</strong></td>
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</tbody>
</table>

Note: All estimates in 2017 dollars and do not account for year-over-year escalation.
**Next Steps**

- Additional community outreach; Fall/Winter 2018
- Refine and select preferred concept; Spring 2019
- Present preferred concept for final community feedback; Spring/Summer 2019
- Develop construction drawings; 2nd half of 2019
- Implement project; timeline TBD, subject to Schlage and Executive Park development schedule
Stay tuned for community planning and design processes for other prioritized projects...

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- Arleta Bayshore Intersection Improvements
- Visitacion Valley Greenway Connections
- Blanken Underpass Illumination
- Blanken Underpass Art Murals
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